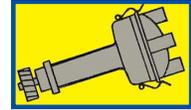


THE DISTRIBUTOR



NEWS FOR MEMBERS OF THE
BAY COUNTRY REGION
ANTIQUE AUTOMOBILE CLUB OF AMERICA



VOLUME 18, ISSUE 10

JANUARY 2018

CHRISTMAS AT MARDELA SPRINGS

By Carl Doll

At Charles Emery's invitation, Ed and Betty, Ken and Sally, and Carl and Lou, riding with Jim and Darlene, went to Mardela Springs on December 9th for their Christmas Parade. Mardela Springs was a center for farming and commerce, and a thriving resort town because of a natural spring that was promoted, in the late 1800's and early 1900's, as having healing powers (see <http://mardelasprings.org/heritage/history>). But the opening of the Bay Bridge in 1952, and the construction of Route 50 bypassing the town, left Mardela Springs to revert to the quiet small town, population 350, which it is today.

The parade included the usual: fire engines, a chorus, an instrumental group, politicians, old cars, an old tractor, an old horse drawn carriage, and a miniature replica locomotive [with a klaxon horn, instead of a whistle (ouch!)], pulling a trailer with people on it.

After the parade, we stopped at Charles and Barbara's home which was open as part of the Historical Society's house tour. The charming and nicely decorated home was started in the early 1800's, with several additions made over the years. It has been in Charles's family since 1902 or 3, when it, and the General Store, were bought by Charles's great grandfather. Charles and Barbara have collected "a few things" over the years. The house and adjacent "garage" contain, among other things, furniture that was part of the house furnishings over the years, and model trains that are either very old or authentic reproductions, such as a 1933 Lionel standard gauge train set just like the one Charles played with as a child. The walls are covered with interesting memorabilia.

The General store has been moved 2 blocks away and is now open as part of a museum complex. After dinner at the Emmanuel Church we headed home.

It was kind of like visiting Mayberry.



A BRIEF HISTORY OF THE LASALLE AUTOMOBILE

By Craig Duerling

Many folks are not familiar with the LaSalle automobile other than possibly from the introduction to the classic TV show, "All in the Family", where Archie and Edith sing, "Gee our old LaSalle ran great. Those were the days." Since I have now brought a LaSalle into the Bay Country Region AACA fold, I thought you might like to know something about this groundbreaking auto.



1925 Cadillac S82

Cadillac dominated the U.S. luxury-car market in the Teens and early Twenties. But by 1925, there was trouble in

fill the gap between Chevrolet and Oakland.

Since Cadillac had been named for the famed French explorer, what could be more logical than to honor another French explorer with the new car, and so the LaSalle was born. Lawrence P. Fisher, president of Cadillac Motors Division and one of the famed Fisher brothers of Fisher Body fame, felt that the new make should have a more dashing and youthful image than the staid Cadillac, which meant that it would have to be far more stylish. In those days, the only bodies that were styled were those built by custom coach builders. Standard factory bodies were designed by engineers. Fisher was aware that Don Lee, Cadillac's California distributor, was turning out superb custom coaches at his Los Angeles facility using a talented young stylist named Harley Earl.



Cavalier de LaSalle

Fisher was sufficiently impressed that he hired the young stylist as a consultant to design the first LaSalle. It was supposed to have been a one-shot deal. Earl would be back in Los Angeles in a few weeks, but it didn't quite work out that way, and Earl would remain with General Motors until he retired as the company's director of design some 32 years later. In the process, he changed the course of the entire industry with re-



1925 Packard 236

the air - big trouble. Packard had replaced Cadillac as America's most popular premium automobile.

Ever since Alfred P. Sloan had become

President, Chairman, and CEO of General Motors Corporation, he had arranged GM's various car lines into an orderly price and prestige progression. His idea was that buyers, as their fortunes improved, would move onward and upward to larger, more luxurious, and more expensive models-- all in the GM family of course. However, there were a couple of rungs missing from Sloan's carefully conceived ladder. There were substantial price gaps between Chevrolet and Oakland, between Oakland and Oldsmobile, and between Oldsmobile and Buick. An even wider chasm separated the top-of-the-line Buick, at \$1925, and the bottom-end Cadillac, selling at \$3195. This gap was driving faithful GM customers to Packard's smart new group of lower-price offerings.

To fill these gaps, GM pioneered the idea that consumers would aspire to buy up an automotive product ladder if a company met certain price points-called the Companion Make Program. To address this, General Motors authorized the introduction of four brands priced and designed to fill the gaps. Cadillac would introduce a car to fill the gap between Cadillac and Buick. Buick would introduce the Marquette to handle the gap between Buick and Oldsmobile, Oldsmobile would introduce the Viking, which took care of the gap between Oldsmobile and Oakland, and Oakland would introduce the Pontiac to



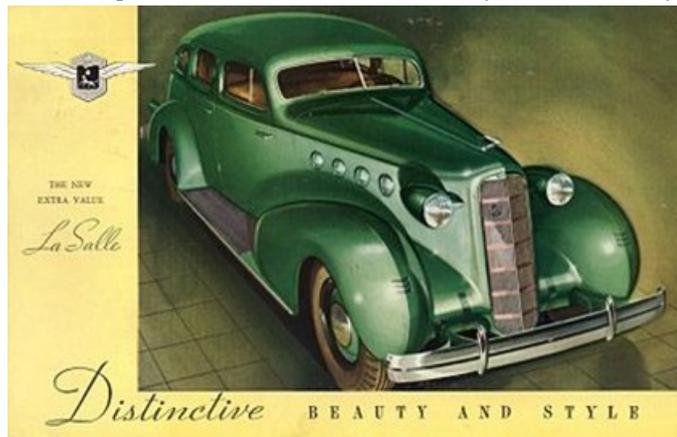
1928 LaSalle Series 302 Phaeton

gard to styling and marketing strategy.

Formally introduced on March 5, 1927, the LaSalle was priced at \$2685 in base four-door sedan form, exactly \$100 higher than the equivalent Fifth Series Packard. The 1927 LaSalle is recognized as the first mass production car to be consciously designed in the modern sense. With its dashing looks, fine performance, and adroit pricing, LaSalle was enthusiastically received, and it was largely because of this that Sloan hired Harley Earl full-time. After completing work on the 1928 Cadillac, the designer was asked to head up a new GM department called the Art and Colour Section (note the British spelling of Colour to add "class"). It was the industry's first in-house styling operation.

By 1932, the companion car concept had all but disappeared. Buick had dropped the Marquette, Oldsmobile had

dropped the Viking, and the Oakland name was dropped in favor of Pontiac. It was generally accepted that Cadillac would drop the LaSalle for 1934. This really bothered Harley



Earl because the 1927 phenomenon had been his baby. He asked his design staff for new and fresh ideas for the 1934 LaSalle that might reverse this decision. Influenced by the narrow-fronted British beach racers, Earl's team came up with a design where the grill was slender and tall, the nose and hood were narrow, the headlights were attached to the radiator shroud with short stubby wings, the two-piece windshield was raked, the spare tire was concealed, and there were art deco taillights, streamlined fenders, and flowing body lines. Earl gave the go-ahead to make clay models and then ordered a sample body made.

It was customary for GM executives to preview the Art and Colour Section's styling proposals for all the divisions. Each proposal would be placed behind the curtains of the GM auditorium and then "unveiled" to the executives. After all of the divisions' offerings had been reviewed, Earl rose to make one more presentation saying, "Gentlemen, if you decide to discontinue the LaSalle, this is the car you are not going to build." As the curtains parted, the GM executives sat speechless as they gazed at the mock-up of the revolutionary 1934 new design. Everyone liked the design and in less than five minutes, the GM executives reversed their decision to discontinue the LaSalle. LaSalle had been revived and remained on the scene for six more model years.

In 1940, the model 52 "Special" was introduced. It was built on the C-body chassis, as was the Cadillac model 62, and was often referred to as the "torpedo" body form. Rounded rear windows were all part of the smooth integrated design. In the opinion of many, including me, who owns one, it was the most beautiful and refined LaSalle produced. It used the Cadillac flat-head V-8 (322 in³, 130 HP), with a Carter two-barrel carburetor and Cadillac synchromesh transmission, for propulsion. It was the first GM car to mount the headlights in the fenders instead of on pods attached to the radiator shroud. This was also the first year in which turn signals became standard



equipment. The convertibles had the first power top.

While a 1941 LaSalle was designed, production ended in August of 1940 with the 1940 models, and the design for the 1941 LaSalle was partially used in the Series 63 Cadillac. Throughout its fourteen-year production run, LaSalle showed that potential purchasers would flock to a car that was good looking, that performed, that was dependable, and carried a well-known name. LaSalle had its own unique styling, while being marketed as an automobile "built by Cadillac." It was always Cadillac's objective to ultimately sell more Cadillacs, by motivating LaSalle owners to move up to a Cadillac, and have Cadillac reign supreme as the "Standard of the World."

Note: Much of the information in this article came from non-copyrighted articles on the Internet and from the book *LaSalle, Cadillac's Companion Car* by Ron Van Gelderen and Matt Larson.

CARS FROM OUR TRAVELS—AN OCCASIONAL FEATURE

By Ken & Sally

While out in Chicago last November, we visited Pullman, a Victorian era company town attached to the railroad car plant. Parked on the street was this Thunderbird. It's a little rough, and not quite right. (It appears to be a '64, but the hood is '65.) Nevertheless, it's always nice to see one. The license plates have Pullman misspelled, but that might be because of a limit on letters, or somebody else already had the "double-L" spelling.



THE FIASCO AT BEULAH

By Carl Doll
Photos by Lee Caplan & Jack Hamilton

Well, it really wasn't that bad!

Twenty two club members and two guests showed up for the Wreath laying at the Eastern Shore Veterans Cemetery in Beulah, near Hurlock, on December 16th. Only one problem: they showed up at Noon and found that the wreaths were all laid and everyone had gone. The service had started at 10:00 am, not 12:00 Noon. Only Lee Caplan, who had the foresight to check the cemetery's website, showed up in time.

Who would think that a cemetery had a website!

Not to worry! After several paid their respects at specific graves, we took off for Suicide Bridge Restaurant and lunch, earlier than had been scheduled.

As Ken and Sally arrived, a few minutes late, they saw a line of cars leaving the cemetery. Ken thought that there must have been a funeral. As they turned into the cemetery driveway, they noticed the Newcombs in one of the cars. Figuring that something was amiss, they turned around and followed the group.

Ed and Betty, Diann and John, Barbara, Jim and Darlene, and their friends Tom and Janet Henry, Jack and Trudy, Ken and Sally, Bud and Mary, Danny and Charlotte, Andy, Lee, and Carl and Lou rolled with the punches and enjoyed an excellent lunch.

Just how this mix-up occurred remains a mystery, but it may become a legend.



THE JANUARY LUNCH BUNCH

By Andy Wilhelm
Photos by Carl Doll

For January, the Lunch Bunch met at Beverly's Family Restaurant in Chestertown on January 11th. Our assembly point was at the Welcome Center on Rt. 301. Weather considerations and salt on the roads kept most old cars at home in the garages but a couple oldies showed up. The weather was in the 40's and dry; not bad for January. The following members then caravanned to Chestertown: the Fosters, Dolls, Emerys, Nabbs, Newcombs, Cathy & Jim, Wilhelms, and Lee.



We arrived at Beverly's at noon; an hour earlier than normal since Beverly's only serves breakfast and lunch and closes at 2 o'clock. We were joined there by the Storys. Bud and Mary had made all arrangements with Beverly's for our lunch.

Beverly's is a true "Mom and Pop" restaurant and is decorated in the '50s style, with everything Elvis. Beverly said that all the decor has been donated over the years, starting back in 1995.

The food was very good, our one waitress gave us good service, and we finished eating and talking before the 2 o'clock closing. I heard some comments about how does Beverly stay open with these low prices?

It was a very enjoyable January outing!

We were lucky to have Elvis drop in and he agreed to have his picture taken with Jim and me. Soon after, Elvis left the building.



THE PRESIDENT'S MESSAGE

Dear Members:

Is everyone ready to start the New Year? While I was preparing the agenda for the January board meeting I realized how active the club is. We have at least one activity each month in addition to the general membership meetings. The events are well attended, with 20 plus members at each activity.

We finished 2017 with the Christmas Dinner, the Mardella Springs parade and a Wreath Laying at Beulah, in December. The Christmas Dinner has already been reported. We had good representation at the Mardella Springs parade, which you can see in a separate article. There was a mix-up on the time for the Wreath Laying, so most of the members were late, but a few members got there in time to participate in the event. We did have lunch at Suicide Bridge Restaurant after the event.

Usually January and February are slow, however it is time for planning the events for the rest of the year. A number of ideas have been presented to the board for possible outings. Do we do a spring trip, fall trip or both? Where to? What other types of activities do we want to do? I will be asking for suggestions for such activities, and leaders for Lunch Bunch trips, at the General Meetings. Betty has some thoughts for a fall trip back to Lancaster, but other suggestions are welcomed.

Lee Caplan has been busy getting everything lined up for the new youth chapter. He and I met with the group to get some issues settled so Lee could put together draft by-laws. He held an organizational meeting and got the by-laws approved, along with other business, getting the chapter up and running. Our board approved the by-laws and Lee sent the work to AACA for approval. We have moved quickly because the National organization is very interested in this venture, and they wanted to approve everything at the February annual national meeting. Some of the new chapter members may go to Philadelphia for the meeting. They have even gotten someone to take them up in a limo. This group is anxious and inventive. The students are running the chapter. I am excited to see what they do in the coming year- I hope the supervisors can harness their energy without breaking their spirit.

Hopefully we will have an active and fun 2018.

Sincerely,
Ed Nabb, Jr.
 President

CLASSIFIEDS

BAY COUNTRY REGION

For Sale: Six ST205/75D14 H188ST Trailer Tires on 14" 4 1/2" Bolt Circle 5 Bolt White Rims. No cuts and all hold air. Two are new spares. The others have good tread. Take 2 for \$80 or all 6 for \$200. Call Jim at 410-754-9819 and leave a message.

CHESAPEAKE REGION

1940 CHEVROLET SPECIAL DELUXE FOUR DOOR-- Dark green, nice chrome and stainless brightwork. Clean interior and paint, many options. Original 'stove bolt' six cylinder engine runs great, three speed column shift. In the same family for 40 years. Asking, \$9,600 or best offer. Lead from Gary Wilmer, 443.340.7690.

SIXTY-FIVE YEAR OLD COLLECTION OF CAR SALES LITERATURE.--All makes and models except Hudson and Mustang. Years range from 1928 to 2000. \$10.00 per item. Your choice have 2500 different brochures. J. Francis Werneth, 410-668-3749.

Chesapeake Region member Martin Herman is in the process of selling vehicles from his collection. The vehicles below are being sold for the accompanying price, **OR BEST OFFER.**

1986 Rolls-Royce Silver Spur, silver/blue, \$12,000.

1967 Ford F100, red, \$9,500.

1968 Volkswagen Beetle convertible, red, \$9,000.

1968 Volkswagen Beetle, red, \$6,500.

1956 Ford F-100 grey/black fenders, \$35,000.

1957 BMW Isetta, (micro car) red, \$32,000.

1954 Willys Jeep, army green, M38A1, \$7,500.

1969 Pontiac Firebird project car, primer, \$9,000.

1948 Chevrolet 3100, blue, project vehicle, \$7,500.

1966 Ford Mustang, yellow, project car, \$1,500.

1924 Jewett Phaeton, primer, project car, \$9,500.

For more information contact:

MARTIN HERMAN at 410.785.1212 extension 105

KENT ISLAND CRUISERS

1935-1968 OEM Shop Manuals: Dodge, Chrysler, Plymouth, Ford, Lincoln, Mercury, Nash, Hudson, Rambler, \$35. each

55-57 Chevy Heater Boxes, \$50. each side

Back Seats, not sure of the years, 50's & 60's I think. \$80. per piece

'73 350 Olds Engine, complete, Core to build \$100.

'55 Ford 272 Y Block complete, core to build, \$100

Bob 443 496 2887

CHESAPEAKE CLASSICS

For Sale:

1935 Dodge 4 door sedan. Exterior very nice with no dings.

Interior original.

Runs very well.

Straight six purrs.

1935 MD license

plate, shop manual,

and owner's manual

included. \$4500

negotiable. Need

room for my next

MG. Contact Bill

Moyer at 410 310

4539



BAY COUNTRY REGION

UPCOMING EVENTS

OFFICERS, DIRECTORS AND COMMITTEES

President:	Ned Nabb	410-228-0758
Vice President	Barbara Gardella	410-822-3297
Secretary :	Darlene Newcomb	410-754-5853
Treasurer:	Andy Wilhelm	410-758-1089
Past President	N/A	
Directors-2018	Lee Caplan	919-636-0955
	Donny Foster	410/-822-3779
	Danny Morris	410/673-7032
Directors-2018/19	Cathy Prouse	443-786-6663
	Walt Trice	410-463-0500
Installation/Christmas Party		
	Diann Prahl	410/820-2210
Membership:	Lou Doll	410/745-2195
Hospitality:	Diann Prahl	410/820-2210
Activities Chair		Open
Dust 'em Off Tour	Jim & Darlene Newcomb	410/754-6939
	Danny Morris	410/673-7032
Calendar	Faith Brown	410-822-4556
Tech. Advisor:		Open
E mail/Emergency Hot Line		
	Carl Doll	410/745-2195
Webmaster	Faith Brown	410-822-4556
By Laws/Constitution:		
	Andy Wilhelm	410-758-1089
Editor:	Ken Briers	ken.briers@gmail.com
	736 5th ST NE Apt B	202/841-6851
	Washington, DC	20002-3587

January	
17	BCR General Meeting
February	
6	BCR Board Meeting
8-10	AACA Annual meeting in Philadelphia
9-11	Atlantic City NJ Annual Car Show and Auction
21	BCR General Meeting
March	
6	BCR Board Meeting
10	All Car Clubs Breakfast for the 2018 car show season. Millsboro Fire Co. 109 E. State St. Millsboro, DE. 8am-11am. Admission \$10.
21	BCR General Meeting
April	
3	BCR Board Meeting
7	3 rd Annual American Corner Automotive Classic Parts Meet and Auction, A. Curtis Andrew Auction Inc. 25631 Auction RD, Federalsburg, MD. Info/ Reserve a space/Auction listing 410-754-8826. www.acurtisandrewauction.com
18	BCR General Meeting
June	
2	Orphan Car Tour in Baltimore and Harford Counties. The tour will start in the Jarrettsville, MD. area. It will end up at the Friendly Farms restaurant in Upperco, MD. Updates on our website: www.orphancartour.org/

Use the **BAY COUNTRY REGION HOTLINE** to:

- find out about activity changes, club emergencies, etc.
- pass along urgent information to all club members

Contact **Carl Doll** at **410/745-2195**.

THE BAY COUNTRY REGION, AACA

The purpose of the club shall be the preservation, use, and enjoyment of self-propelled antique, classic, and special interest vehicles and related parts, materials, and services. The Board of Directors of the Region shall meet on the first Tuesday of each month, unless otherwise specified. Membership meetings are scheduled for the third Wednesday of each month, except July and August. Meeting announcements will be carried each month in the newsletter. Articles for the newsletter are welcomed and members are encouraged to submit news about personal interest items to the editor by the 20th of each month.

ITEMS FOR THE DISTRIBUTOR should be submitted by the 20th of the month. Submissions from members are greatly appreciated. Tell us about, or show us, your cars (and trucks) and what you are doing with them. If you're planning an event, here's the place to describe it.

Electronic submissions are preferred. Having avoided learning how to type all these years, the Editor doesn't want to have to learn now. On the other hand, photos and illustrations can be scanned, with no typing necessary, so send anything that you would like the membership to see.

NEED A BATTERY?

As a courtesy to club members, Jim Newcomb will provide Interstate brand batteries at no mark-up in price. Call him if you need a battery for any antique or modern application. It will usually take a few days, since he doesn't carry a stock in-house. Call Jim at **410/754-6939**.



3rd Annual **AMERICAN CORNER**
AUTOMOTIVE CLASSIC
Saturday April 7th, 2018
Opens @ 8a.m.
Automotive Parts Swap Meet & Auction
For More Info/ Reserve A Space/ Auction Listing
Call : 410-754-8826
www.acurtisandrewauction.com

A.Curtis Andrew Auction, Inc
American Corner, Maryland
Directions: 25631 Auction Rd. Federalsburg, MD 21632

BIRTHDAYS

1/19	NORMA HUBER	2/8	JEAN BROWN	3/27	AGNES WILHELM
1/22	JOE GLIME	3/7	DAN NELSON	4/4	ELLEN MARIE FOSTER
1/23	JOHN PRAHL	3/8	SARA BURTON	4/5	FRANK BRADLEY
1/28	JIM NEWCOMB	3/15	MARIE SCHMIDT	4/13	LOU DOLL
2/2	CHARLES REICHARD	3/21	KIM HATCHER	4/19	NAN DUERLING
2/3	WALTER TRICE	3/27	MARY STORY	4/25	EVELYNE GARNER

BCR CLUB NOTES

2018 Renewal

Attention all Members Who have not sent in their 2018 dues:
 The form was sent out on line, and given out at the Cclub meetings. Call Lou Doll if you need a form at 410-745-2195
 We need all renewals before Feb. 10th.

Evelyne Garner Recovering

Evelyne is undergoing rehab at The Pines, in Easton, following an auto accident several weeks ago. She would appreciate visitors and hearing from you.

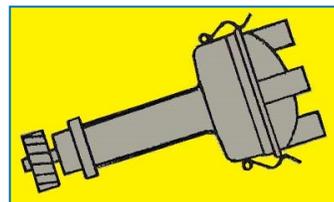
CONTRIBUTING TO THE DISTRIBUTER

This issue includes an article by member Craig Duerling, on the LaSalle. I sure that all of you will enjoy it.

I would hope that others in the Club might have something similar to contribute. What is your favorite/first/oldest/most interesting/ugliest car? What is your garage like that is special or unusual? Where have you gone with your car?

The possibilities are endless, and I will be glad to help. Just give me something to work with.

It will make this a better newsletter!



THE HISTORY OF THE LASALLE

INSIDE:

FIRST CLASS MAIL

*Coming up:
 Not Much: It's winter!
 Don't forget to Renew!*



BAY COUNTRY DISTRIBUTOR
 JANUARY 2018
 KEN BRIERS
 736 5TH ST NE APT B
 WASHINGTON, DC 20002-3587