November/December 2026

The Goddess

Volume 51, Number 6

Record Turnout At Peddler's Viallge Car Show
Shining A Light On Headlight History
Fall Festival at the Gilmore Museum
Plus More!



1929 Cadillac 341B V8 Dual Cowl

Thank you to all the Volunteers for making the Hershey Cadillac Club Tent a great success!







Did You Know?

Now is the time to change the oil in your engine?

Why change it before winter?

* Removes contaminants: Used engine oil contains combustion byproducts, moisture, and acids that you don't want sitting in the engine for several months.

* Protects internal engine parts: Fresh oil provides better protection during the storage period.

* Reduces moisture concerns: Short trips and incomplete warm-ups can allow moisture to accumulate in the oil. A proper drive before the oil change helps bring the engine up to operating temperature.

The Goddess is the bi-monthly publication of the Valley Forge Region of the Cadillac & LaSalle Club
https://vfrclc.org/goddess.html
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If you have an idea for an article, email me @ therobertschles@gmail.com

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Board of Directors: Michael Marchese, Earl Rutter, Robert Schles, Mike Stinson, John Wood, Cliff Woodbury III and Bill Smith

The Valley Forge Region meetings are held the third Tuesday of the month 7:30pm at the Desmond Hotel in Malvern, PA. If you can't be there in person, the meeting is available via this Zoom at the following link:

Join Zoom Meeting:
https://us02web.zoom.us/j/87022741627?pwd=S3R5TUVJaDl6Nm41bmJSVkNiUjZYQT09

Meeting ID:870 2274 1627 **Pass-code:**
One tap mobile - tap one of the below to join via cell phone:
+19292056099,,87022741627#,,,,*538638# US (New York)
OR, Dial-in by your location:
• +1 929 205 6099 US (New York)
• +1 301 715 8592 US (Washington DC)

Director's Message July 2026:

Greetings!

What a spectacular (and exhausting) end to the car show season! AACA's Fall meet at Hershey had over 900 cars on the show field, and the 3-day flea market and car corral were busy. I understand there were some bargains at the annual RM Sotheby's auction. The CLC hospitality tent was full of activity, with merchandise from the CLC-MRC, and a one-day sale by Dan Ruby and Vince Taliano. I splurged and bought a pen and key rings! As for "results," we received six new national memberships, five national renewals, and three new memberships to the VFR. Many thanks to Hank Hallowell for lending his 1973 Eldorado convertible Indy 500 pace car to display, and all the volunteers who helped set up, tear down, and staff the tent over four days, especially our Vice President and Editor of *The Goddess* Robert Schles. Robert is a priceless addition to the Valley Forge Region.

Then there was our Peddler's Village annual car show co-hosted with the Philadelphia Region LCOC. I try to be cautiously optimistic when projecting turnout based on the number of pre-registered attendees. We had 34 pre-registered cars; I expected we would get 90, *maybe* 100 cars in total. We had ***140 cars attend***, an all-time record from the show's inception in 1992! More satisfying was an email received by John Wood from a show attendee:

> Hi Mr. Wood,
>
> I wanted to follow up regarding the Peddler's Village Car Show on 10/25/26. Wow!!! What a great show!!! The Valley Forge Region, Cadillac and LaSalle Club and the Lincoln & Continental Owner's Club Philadelphia Region did a wonderful job!
>
> [I am not] a car show expert, as I've only been participating for 5-6 years. However, I thought Sunday's show presented some wonderful cars, at a very high level of quality, and a very broad range of models and interests. It was impressive just to walk around and review the participant's vehicles. All were presented with pride and care, and all owners were happy to share information on their respective vehicles. It was incredibly enjoyable, not just as a participant, but also as a fan!
>
> I also thought your club members were very collegial and personable in running the event. It was also nice to see the level of care and attention shown by the show's judges. There was really a good vibe of people who really enjoyed all types of cars.
>
> I really had a great time seeing such a diverse field of quality cars, many of which I had never seen before, as well as tremendous examples of Cadillacs, LaSalles, Lincolns and Continentals.
>
> Just wanted to share some feedback, and say thanks, for a wonderful day at your car show.
>
> Respectfully, Bob Moyer

I am immensely gratified to read this email, as should all of you who helped plan, organize, and run our Peddler's Village show, not to mention everyone who participated. Thank you all for your hard work and your participation. If you didn't attend the show, be sure to mark your calendars for 2027; we'll set a date soon.

The annual Fall banquet is Sunday, November 8th. Registration is now closed. I hope to see you there.

December is the month to renew your VFR membership. Many VFR members are due to renew their memberships for 2027 and beyond. Earl Rutter has already notified those members by email. Take the time to check and renew both your CLC national as well as your VFR membership. VFR membership renewal form can be found on the website at vfrclc.org/documents_current/vfrclcrenewalform_v2027.pdf or on page 25.

Volunteers make our club's events successful. Please let me know how you can help.

The Club need not hibernate during winter. There are plenty of venues and places of interest to visit as a group. Contact me if you have an idea for a club social event. Let's make it happen. Destinations include AACA Museum, America on Wheels, the Simeone Museum, Boyertown Museum, Longwood Gardens, Nemours Estate… Where shall we go? Help VFR organize a social event!

I hope to see many of you at our annual banquet. If not, Best wishes to you and your families as we approach the holiday season. I look forward to seeing you soon. *Be well!*

Michael Stinson, Director, Valley Forge Region Cadillac & LaSalle Club

Valley Forge Region News

A Few Announcements & Reminders For Our Members

🗓️ **A reminder - on **Sunday November 8th** is the **VFR Fall Banquet** at the the Pennsauken Country Club.

🗓️ Our next monthly meeting will be held as usual on the third Tuesday of the month on **November 17th at 7:30 PM** at the Desmond Hotel in Malvern, PA. We hope you can join us in person or via Zoom.

🗓️ With the busy holiday season soon to be upon us, there will be **No December Meeting** See you all at the Desmond Hotel in Malvern, PA. on January 19, 2027.

📍 A garage space (single) is available. Address is 811 Windermere, Drexel Hill PA. $240/month. If interested, contact Charles J. Dougherty, CRS, RE/MAX Preferred, chucksold@verizon.net (610) 325-4107

⭐ 2027 marks the 100th anniversary of the introduction of the LaSalle. Valley Forge Region members who own a LaSalle are invited to email me a photo of their car for publication in *The Goddess* as we celebrate this important milestone in Cadillac and LaSalle history. Let's showcase our members' LaSalles and honor a century of automotive heritage.

🕒 **For those of you that have received a membership renewal notice, please send in the membership form on page 25. Thank you for renewing!

Get the latest Cadillac LaSalle Club Museum & Research Center Cadillac Calendar only $20 plus shipping. Follow this link: https://www.cadillaclasallemuseum.org/product/2027-cadillac-calendar/



CADILLAC LaSALLE CLUB -
VALLEY FORGE REGION, INC.

Notice to Members at Large
of the 2027 Election of the Board of Directors

Per Article V of the Constitution of the Cadillac & LaSalle Club – Valley Forge Region, Inc. (the Club):

…The Club's Board of Directors shall consist of the President, Vice President, Treasurer, Secretary and up to five (5) additional club members elected from the membership at large. Past Presidents, when the Club member is in good standing, shall be members of the Board ex-officio without voting rights.

…Any member in good standing shall be eligible to be elected to the office of Director. The term of office of elected Directors shall be two (2) years and may seek, if elected, to serve successive terms until their successors have been elected.

Section 3 - ELECTIONS:
… In the Final year of the Board's term of office… nominated candidates will be announced and any additional nominations will be entertained…

In accordance with the above Article of the Constitution of the Cadillac & LaSalle Club – Valley Forge Region, Inc. (The Club, VFR), the table below lists the incumbent (current) members of VFR's Board of Directors and officers' titles. The seven current members of the VFR Board have agreed to serve another two-year term, commencing on January 4, 2027. VFR Members may nominate one or more members (including themselves) to serve on the Board and fill two vacancies. Please write your nomination(s) in the table below and return to Michael Stinson, Director, VFR, at Michael.c.stinson46@gmail.com or print and mail completed form to 21 Windermere Drive, Blue Bell PA 19422. Completed nomination forms must be received no later than December 5th, 2026. Ideally, VFR should have 9 directors on its Board; we have operated with only 7 for the last few years. We also need a member to serve as Club Secretary.

VFR Board of Directors Nomination Form

Incumbent Name

Michael Stinson (Director) John Wood (Treasurer)
Robert Schles (Asst. Director) Clifford Woodbury III
Earl Rutter (Membership
Michael Marchese (Social Media, Claendar)

Alternate Nominee(s)

1.----------

2.----------

3.----------

4.----------

5.----------

Cadillac & LaSalle Club News

The CLC Winter Reunion is a wonderful opportunity to reconnect with fellow Cadillac & LaSalle Club members, renew old friendships, and make new ones while celebrating our shared passion for the Cadillac and LaSalle marques. The gathering is not just for board members but it offers a chance to exchange stories, share technical knowledge, learn more about our club's activities and plans for the coming year, and enjoy the camaraderie that makes membership in the CLC so rewarding. Whether you have been a member for decades or are relatively new to the club, the Winter Reunion is a great way to stay involved, strengthen our club community, and kick off another exciting year of preserving and celebrating Cadillac and LaSalle history.



2027 Winter Reunion
Birmingham, Alabama
January 27-30

Join us in Birmingham for our 2027 Winter Reunion & Board Meetings!

Events include:

- Ron Moore Private Collection
- Lunch at SAWs BBQ in Leeds, AL
- Vulcan Park & Museum
- Judging School
- Barber Motorsports Museum
- Dinner by Tre Luna Catering
- Group Events and Board Meetings
- Reunion Closing Dinner
- and much more!

Host Hotel

Hyatt Regency Birmingham - The Wynfrey
1000 Riverchase Galleria Birmingham, AL 35244
$145/night plus tax (for rate, must book by Jan. 4, 2027)

Hotel Registration

Book your room with QR Code or link below:

https://tinyurl.com/2027WinterCLC

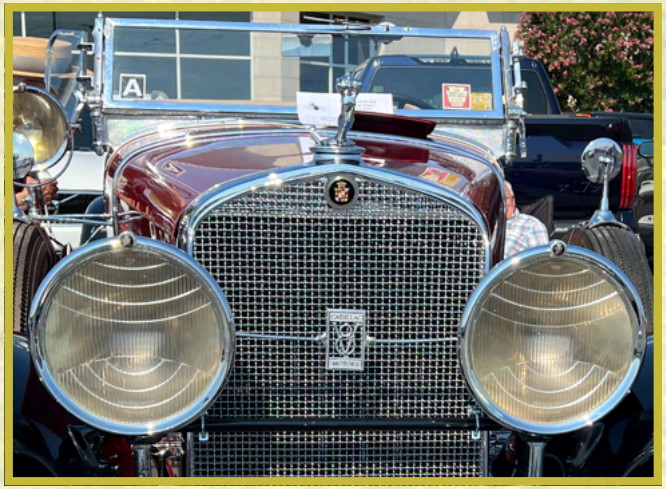
Event Registration

Register at
wbm2027.cornerstonereg.com

Details and a registration form are included in the Nov–Dec 2026 The Self-Starter.
Register by January 15!

1929 CADILLAC 341B V-8 DUAL COWL PHAETON

By Jeffery Hery



About ten years ago, a mechanic friend of mine, Roger Radbill, suggested that I sell my Rolls-Royce P3, which had been giving me problems with overheating. I took his advice, and not long afterward Roger had the opportunity to work on a very nice 1929 Cadillac that he learned was for sale in Mystic, Connecticut. We took a trip to New England to look at the Cadillac, and I returned home with not only the Cadillac, but also a 1932 Packard Club Sedan.

The Cadillac is a 1929 Model 341B V-8 Four-Passenger Sport Phaeton with a Dual Cowl body by Fisher. I have always felt that the cars of the late 1920s and 1930s have some of the best styling ever produced. The 1929 Cadillac certainly fits that description. Designed under the direction of Harley Earl, one of the most influential automotive designers of his era, the Cadillac combined elegant styling with a number of important engineering and safety advancements.







Compared with the preceding model, the exterior styling of the 1929 Cadillac changed relatively little. One noticeable difference was the relocation of the parking lamps from the cowl to the tops of the front fenders. Beneath the beautiful styling, however, Cadillac introduced several significant improvements. The new “clashless” Synchro-Mesh Silent-Shift transmission made gear changes considerably smoother and eliminated the need for double-clutching. Mechanical four-wheel brakes required considerably less pedal pressure than earlier systems, while shatterproof Security Plate Glass became standard in all windows.







The 1929 Cadillac also featured double-acting Delco shock absorbers, and fully adjustable seats became standard equipment. Other notable features included chrome plating, which was replacing the nickel finishes commonly used on earlier automobiles, and safety glass windows.

The 341B was powered by Cadillac's 341-cubic-inch V-8 engine, with the “341” in the model designation referring to its engine displacement. The Cadillac V-8 was one of the company's defining engineering achievements and helped establish the marque's reputation for combining performance with refinement.









The 1929 Cadillac line included a wide variety of body styles, with prices ranging from approximately $3,295 to $7,000. Cadillac produced 18,004 cars that year, including 11 Fisher-bodied models. The Dual Cowl Phaeton is an especially distinctive body style, and approximately 125 were produced for 1929.

My Dual Cowl Sport Phaeton is a wonderful example of the elegance and engineering that made these Cadillacs so special. As a four-passenger automobile, it combines the open-air experience of a phaeton with the distinctive styling of its dual-cowl body. I have driven it approximately 60 miles round trip to the Kelly Cadillac show. For a car approaching a century old, being able to enjoy it on the road makes owning it all the more rewarding.

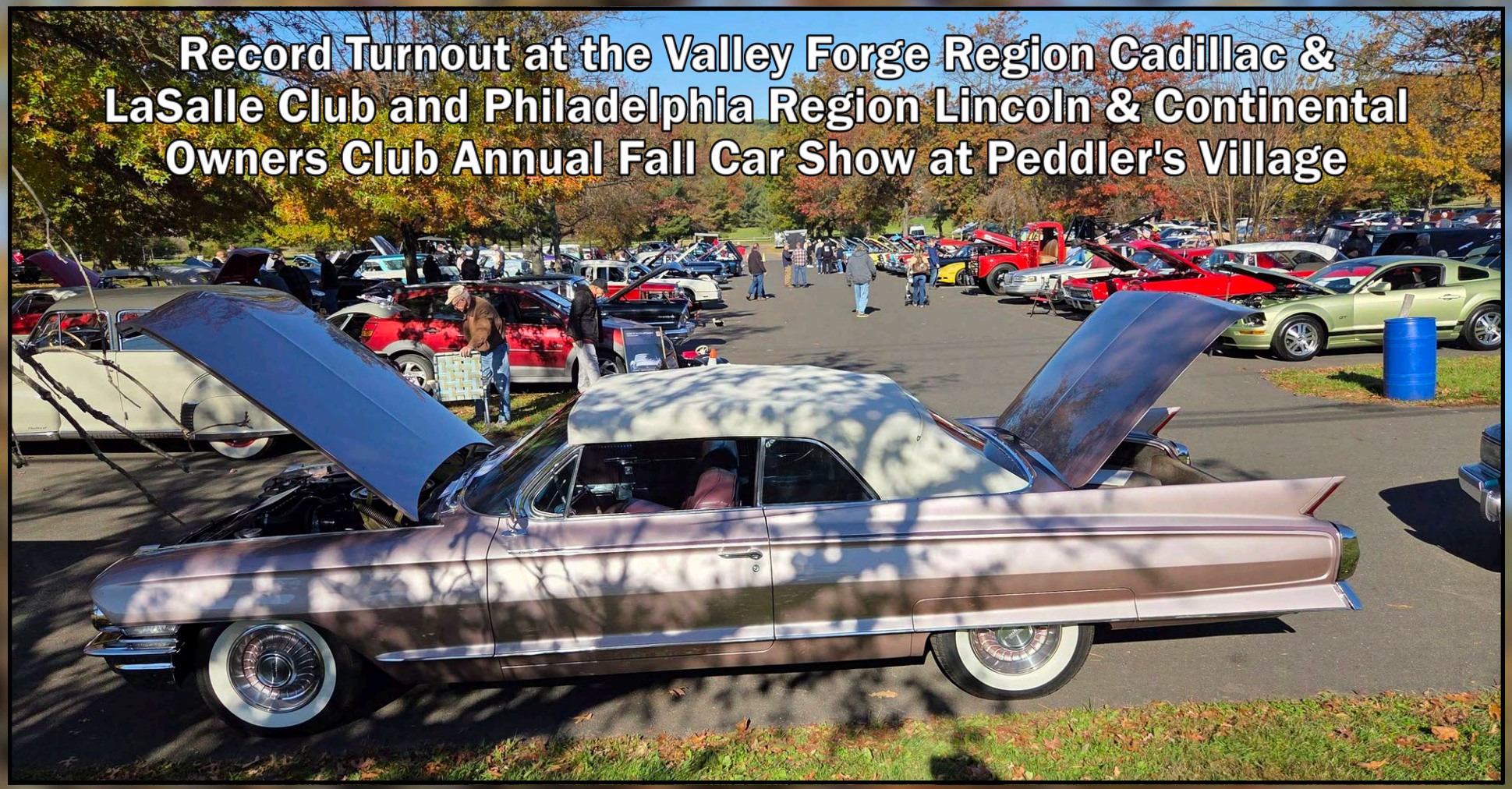




Editor's Note: A chance meeting with Jeffrey at the Kelly Cadillac Car Show led to a wonderful story about him and his automobile. You never know what interesting stories can come from simply talking with fellow car enthusiasts!

If you have a story about your Cadillac, your restoration, or a memorable experience with your car that you would like to share, please let me know. I'd love to hear it and possibly feature it in a future issue of The Goddess.

Record Turnout at the Valley Forge Region Cadillac & LaSalle Club and Philadelphia Region Lincoln & Continental Owners Club Annual Fall Car Show at Peddler's Village



The Valley Forge Region of the Cadillac & LaSalle Club and the Philadelphia Region of the Lincoln & Continental Owners Club joined forces on Sunday, October 25, for their annual fall car show at Peddler's Village in Lahaska, Pennsylvania. Originally scheduled for September 27, the show was postponed because of the weather forecast. As it turned out, the change of date was a fortunate one, as there were few competing car shows in the area that day. The result was a record-breaking turnout of **140 cars**, making this year's gathering the largest in the event's history! Open to all years, makes, and models, the show brought together automotive enthusiasts to share their passion for cars against the charming backdrop of Peddler's Village.

The show featured a diverse selection of automobiles, giving attendees plenty to admire and owners an opportunity to display their prized vehicles, exchange stories, and share their enthusiasm for automotive history. Awards were presented in several categories, including the Top 20 High Scores across all makes, Best Cadillac, Best Lincoln, and Best of Show. From the styling of classic Cadillacs and Lincolns to the many other makes represented, the variety of vehicles helped make the event an enjoyable experience for owners and spectators alike.





1962 Eldorado Hank Hollowell



1995 Fleetwood Dylan Bender



1960 Eldorado John Ganousky



2011 CTS Dave Krupa & Bob Gallo



1978 Eldorado Joe Caristo



1940 LaSalle 52 Francis Gross



1962 Series 75 Roger Bodman



1976 Eldorado Dave & Maria Rodan

The record attendance was a testament to the continued appeal of this annual gathering and the enthusiasm of the regional car community. The partnership between the Valley Forge Region of the Cadillac & LaSalle Club and the Philadelphia Region of the Lincoln & Continental Owners Club provides an excellent opportunity to bring enthusiasts together, strengthen friendships, and celebrate the automobiles that make our hobby so rewarding. Congratulations to both clubs on another successful show, and a special thank-you to everyone who helped organize the event and to the 140 owners who made this record-setting day possible!



1978 Fleetwood Eric Luckenback



1972 Ambulance Fred Goerlitz



1973 Hearse Ed & Nikki Thompson



1974 Flower Car Ed & Nikki Thompson



2005 XLR Fred Bottone



1940 LaSalle 52 Tom Hudecki



1996 Presidential Limo Ed & Nikki Thompson



1929 LaSalle Criag Kunz



1940 50 Frank Catchings



1964 de Ville Dave Zeidenberg



1947 62 Richard Nalavaney



1958 Eldorado Brougham Scott Nickett







1966 Eldorado Pat Cammarota



1971 de Ville Ted Mandalakis



2019 CT-6 Blackwing Rob Stadniki



2007 STS-V Samantha



1960 Flat Top Ryan



1960 de Ville David



1993 Allante John Strachan



1989 Eldorado Ryan Gregan



1970 de Ville Jerry Parnes



1958 Sixty Special Andrew & Karen Toton



1966 de Ville Drew Hangan



1964 Eldorado Sarah Schles



2001 Eldorado Kelly Cassutt



1976 Fleetwood Jeff Montgomery



1990 Allante Tom Singleton



1959 Fleetwood Mike Marchese



1967 de Ville Larry Savino



1953 Series 62 Barry Rosenberg



2005 XLR Phillp Barry



1993 Allante Tom Pirog



1953 Series 62 Sam Shipley



Plenty of Awards To Go Around



Best of Show Cadillac - Marty Watkins's 1941 60 Special



Always Lending a Hand Helen & John Wood



1950 Ford Tow Truck William Thompson





A special thank-you goes to Michael Stinson and Carl Villone for their outstanding efforts in organizing this year's show. Their hard work and dedication were essential to making the event a success. We sincerely appreciate their commitment to the hobby and their contributions to making this year's record-breaking turnout possible.

2026 CADILLAC & LASALLE CLUB MUSEUM AND RESEARCH CENTER FALL FESTIVAL AT THE GILMORE MUSEUM

By Earl Rutter



While everyone back home was fending off a Nor'easter, it was a beautiful fall day at the Gilmore without a cloud in the sky and temps in the 60s. The theme for this year's CLC fall festival and all GM show was "Awesome 80s." The show took place on Saturday but there was a driving tour on Thursday to Ye Old Carriage Museum followed by lunch and a drive to Marshall Michigan to tour the historic downtown.

In addition to the show, the special exhibit was the 8 Bortz concept cars of the 50s and 60s. There were also 4 concepts from the 80s present and the Elmiraj concept from 2013. Lastly, there was a 1971 Eldorado and the 1956X Buick Century. Both of these were owned by Bill Mitchell.





Left: 1954 Pontiac Bonneville Special

Below: 1953 Pontiac Parisienne



On display from Joe Bortz was the Pontiac Banshee concept which later became the Firebird. In the center of the room was the orange 1954 Bonneville Special which was Pontiac's version of the Corvette. Behind it was the green 1955 Chevrolet Biscayne which did not have tail-fins and included a windshield with the top third tinted. The windshield was later used on 1959 Chevrolets and a



1955 Chevrolet Biscayne



1955 LaSalle



2013 Elmiraj

modified version of the rear of the car was used on the Corvair. Behind the Biscayne was the LaSalle roadster, the companion car to the LaSalle 4 door concept. These were used to gauge interest in the possible return of the LaSalle brand and had a long list of technological advancements such as fuel injection, turbine style wheels with brake drums cast in the middle of the wheel. They also had independent suspension and a double overhead cam V6 engine. The 4 door is how Joe found it at Warhoops junkyard in the early 80s while the roadster has been restored. Rounding out the Bortz collection was the 1953 Motorama cars, Buick Wildcat and Pontiac Parisienne.

The 80s concepts were the Cadillac Voyage, Buick Wildcat, Olds Aerotech, and Pontiac Banshee IV. The Banshee demonstrated future styling of the Pontiac division. The Olds was a high speed vehicle intended to show off the division's new Quad 4 engine. Similarly, the Buick showed off the division's high performance 3.8 liter V6. Cadillac used the Voyage to show future styling and technology. The Elmiraj was preview of future Cadillac styling.





1953 Buick Wildcat

The show had good representation of the various models of the 80s but most decades were represented well. A 1947 Cadillac won best Cadillac and a 1967 Olds 442 won best of show. There was also a nice assortment of other GM makes including several

Oldsmobiles, Buicks, Pontiacs, Corvettes and other Chevrolets. LaSalles and V series cars surrounded our museum while inside the museum were a well rounded display of cars and exhibits.

Additional highlights included DJ Mike spinning hits of the 80s, a $1500 certificate from Kelsey Tires, a 50/50 raffle, a specialty Grand National Espresso Martini, author Heidi Lewis was there to sign her new children's book about Louie Mattar's 1947 Cadillac and its coast to coast trip, and the Cadillac LaSalle museum was offering rides in their Cadillacs.

For those who have not been to the Gilmore and Fall Festival, it is worth the trip. In addition to our museum, Lincoln, Pierce Arrow, Franklin, Model A and CCCA have museums there. There is talk of adding Buick to the campus. Lastly, there are additional cars and displays in the Heritage center and steam barn.



2018 Voyage



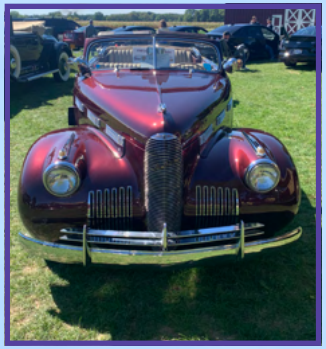














Best Of Show Jack Shepard's
1947 Cadillac Coupe







Shining a Light on Headlight History



From the first days of the automobile, drivers (and passengers) wanted to see and be seen as they rode about after dark. They also needed to ensure that the glare from their lights would not blind oncoming drivers. (Even today with modern lighting technology this is still a problem). They wanted to stay on the road and avoid anything that would ruin their trip. It turns out motoring lighting challenges are harder to solve than one might think.

The first automobiles of the late 1800s had little need for headlights because most were driven only during daylight hours. As automobiles became more practical and owners ventured out after dark, manufacturers turned to existing carriage lantern technology. These early lamps burned oil or kerosene and provided only enough light for other travelers to see the vehicle rather than allowing the driver to see the road ahead.



This is an example of a Carriage Lamp from the 1880s using candle power for illumination.



This "Side Light" burned kersene to illuminate the way. 1890s-1910s



The lamp above burned acetylene (calcium carbine) as the source to provide light. Early 1900s

By the early 1900s, acetylene gas lamps had become the preferred lighting system. Acetylene was produced by combining calcium carbide with water in a small generator mounted on the vehicle. The bright white flame created by burning acetylene produced a much stronger beam than oil lamps and was resistant to wind and rain. Although effective, the system required regular maintenance, including refilling the carbide and water reservoirs and cleaning soot from the reflectors.



Early Electric light 1910s-1920s



Projector Light 1920s-1930s



7" Sealed Beam Headlight 1940s-1980s

Electric headlights represented one of the most significant advancements in automotive safety. While several manufacturers experimented with electric lighting during the first decade of the twentieth century, the lack of reliable electrical systems limited their success. The breakthrough came in 1912 when Cadillac introduced the industry's first fully integrated electrical system, developed by Delco. This system combined electric starting, ignition, and lighting into one reliable package. Electric headlights eliminated the need for acetylene generators and open flames, making nighttime driving safer, more convenient, and more dependable. Cadillac's innovation quickly became the industry standard and marked the beginning of modern automotive electrical systems. Cadillac's innovation is widely recognized as one of the most significant milestones in automotive history and helped establish the company's reputation as "The Standard of the World."

5 3/4" T3 sealed beam headlights (right) was used on GM vehicles from roughly 1956 to 1972. Currenty, manufactures reproduce authentic T3 period-correct headlamp bulbs for classic automobiles.



General Motors' Guide Lamp division in Anderson, Indiana, developed rectangular headlights (far right) in the mid-1970s after lobbying the federal government to amend the headlight mandates. This design breakthrough first appeared on 1975 Cadillac vehicles. The new lighting configurations came in two federally approved sizes: Two-lamp systems: Two 200mm x 142mm lamps and Four-lamp systems: Four 165mm x 100mm lamps.



The introduction of halogen bulbs during the 1960s produced brighter, whiter light with longer bulb life. In the United States, styling freedom expanded dramatically during the 1980s with the introduction of replaceable composite headlamps. Designers were no longer restricted to round or rectangular sealed beams and could create aerodynamic headlight shapes that complemented modern body designs. Cadillac took full advantage of this brighter headlight technology by incorporating Composite Tungsten-Halogen headlight in all models.


1995 De Ville

During the 1990s, luxury manufacturers introduced High-Intensity Discharge (HID), or xenon, headlights. These lamps produced significantly more light than halogen bulbs while consuming less electrical power. Their distinctive bluish-white light quickly became associated with premium automobiles.


2009 CTS

The next revolution came with Light Emitting Diodes (LEDs). Initially used only for daytime running lights and taillamps, LEDs eventually became powerful enough to serve as primary headlights. They offered exceptional longevity, low energy consumption, and gave designers unprecedented freedom to create unique lighting signatures for each manufacturer.

Today's Cadillacs feature some of the most advanced lighting technology available. High-Intensity Discharge (HID) lamps introduced brilliant white illumination, while LED headlights offer exceptional brightness, long life, and low power consumption.

Current Cadillac models use IntelliBeam® automatic high beams and advanced LED lighting systems that continuously adjust to changing driving conditions. On some models, the headlights can even turn with the steering wheel to illuminate curves before the vehicle reaches them, greatly improving nighttime visibility.


2026 Lyriq



No Glare Headlight

This early headlight has a special lens which cuts down on glare. The lens disperses the light among the many bubbles in the glass.



This LaSalle has a "depressed beam" or low beam headlight. Historically, cars had only one bulb but used two filaments or reflective prisms to project light—a driving beam for open roads and a "depressed" (downward and rightward) beam to avoid blinding oncoming traffic.

Headlight Milestones

Year	Milestone
Late 1890s	Oil and kerosene carriage lamps used on automobiles
Early 1900s	Acetylene gas headlights become standard
1912	Cadillac introduces the first practical integrated electric starting, ignition, and lighting system
1940	Sealed-beam headlights required on U.S. passenger cars
1957	Four-headlight systems approved in the U.S.
1960s	Halogen headlights introduced
1980s	Composite headlamps replace sealed beams
1990s	HID (xenon) headlights debut on luxury cars
2000s	LED headlights become common with Adaptive Matrix LED and Digital Lighting systems

For more than 125 years, headlights have evolved from simple lanterns into sophisticated safety systems controlled by computers. Throughout that evolution, Cadillac has repeatedly been at the forefront of innovation, from introducing the industry's first practical integrated electrical system in 1912 to offering some of today's most advanced LED lighting technology.

The next time you drive your Cadillac after sunset, just remember that one of the reasons nighttime driving is so effortless is because Cadillac helped light the way more than a century ago.

More on automotive headlights can be found at the AACA Museum https://atexpa.org/exhibit/headlights/

Snook's Dream Cars in Bowling Green, OH to Close After 24 Years Because Nobody Can Work on Carburetors Anymore

The in-house mechanic at this Ohio auto museum is retiring, now the collection's up for sale.



After 24 years as a destination for classic-car enthusiasts, Snook's Dream Cars in Bowling Green, Ohio, is preparing to close its doors as owner Jeff Snook begins the next chapter of his life.

Mr. Snook described the museum as a "labor of love," reflecting his lifelong appreciation for the automobiles he grew up with and the many enthusiasts he has met over the years. The museum, which opened in 2002, grew out of a need to find a home for the classic cars, signs, posters, and models his father had accumulated at the family's Green Manufacturing business. After selling the company in 1998, Mr. Snook decided to establish a facility where the collection could be preserved and shared with the public.

The decision to close came after Terry Stetler, the museum's mechanic for more than two decades, announced his retirement. Unable to find a suitable replacement with the experience needed to maintain the collection, Mr. Snook concluded that the time had come for him to retire as well. He noted that finding qualified mechanics familiar with carburetors and the specialized requirements of older automobiles has become increasingly difficult.

Mr. Stetler, who has worked alongside Mr. Snook since the museum opened, has been a lifelong automobile enthusiast. Before joining the museum, he spent 12 years in advertising in Toledo and later worked at a local automotive shop in Bowling Green. His fascination with automobiles began in childhood and developed into a career built around understanding, maintaining, and driving them. He plans to relocate to Texas to be closer to a longtime friend and pursue other interests.

The museum's closing also marks the end of an important resource for owners of vintage automobiles. Tony Shoviak of Waterville, Ohio, who has visited Snook's Dream Cars for approximately 20 years, relied on Mr. Stetler to maintain his collection of five MG sports cars. Shoviak expressed his appreciation for the mechanic's expertise and the personal relationship they had developed over the years, noting that he and other enthusiasts will greatly miss his services.

Most of the approximately 20 classic vehicles displayed at the museum, including Jeeps, Porsches, and Fords, are being offered for auction through Hagerty Marketplace. The museum, located at 13920 County Home Road in Bowling Green, was scheduled to close during the week of October 11.

For Mr. Snook, the closing represents the conclusion of a rewarding chapter devoted to automobiles and the people who appreciate them. Having considered himself semi-retired while operating the museum, he can now look forward to enjoying retirement without the responsibilities of maintaining the collection and running the facility.

As all of us age, so do the mechanics who work on our beloved cars. This stands as a reminder of the dedication required to preserve automotive history and the important role that knowledgeable enthusiasts and skilled mechanics play in keeping these treasured vehicles on the road.

Cadillac XLR Traps Owner For 14 Hours

A frightening incident involving a Cadillac XLR owner in Cleveland, Ohio, serves as an important safety reminder for all XLR owners. In September 2018, 75-year-old Peter Pyros entered his roadster, intending to start the engine and enjoy a drive with the top down. When he pressed the push-button start, nothing happened. The battery was dead, and attempts to start the car using the key fob including replacing the fob's battery with a spare proved unsuccessful. What began as a routine outing turned into a terrifying ordeal when Pyros discovered he could not get out of the car.





Pyros remained trapped inside his XLR for 14 hours because he was unaware of the vehicle's manual emergency door-release handles. These releases are located on the floor beside each seat and allow occupants to open the doors when the electrical system fails. The incident, reported by The Detroit Free Press in September 2018, left Pyros shaken and highlighted a potentially life-threatening situation that XLR owners should understand before an emergency occurs.

The safety lesson is simple: Every Cadillac XLR owner should locate and learn how to operate the manual emergency door releases before driving the car. Do not assume the doors can always be opened using the normal electronic controls. Take a few minutes to familiarize yourself with the emergency release on your side of the car, and make sure your passenger knows where the other one is located. Review the owner's manual for instructions on emergency exits and other procedures to follow if the vehicle loses electrical power.

As automobiles have become increasingly complex, with electronic door locks, push-button starting, power-operated trunks and convertible tops, drivers can no longer assume that every feature will work when the electrical system fails. Modern technology offers greater convenience and performance, but it also makes understanding a vehicle's backup systems more important than ever. Whether you own a classic Cadillac or a modern model, take time to learn how its essential systems operate and what to do if they stop working. A few minutes of preparation could prevent hours of distress and might even save your life.

You're Invited!

To The Valley Forge Region

Of The Cadillac & LaSalle Club's

Fall Banquet - Sunday November 8, 2026

12PM - 4PM

Est. 1975

At Marcos at Pennsauken Country Club

3800 Haddonfield Road Pennsauken, NJ 08109

Join us for our annual Fall Banquet of Cadillac passion, Friendship, and unforgettable memories - PLUS A FEW SUPRISES!

$50 per Person Includes Soup, Salad, Entrée, Dessert, Coffee, Tea and Soda

Cocktails (Cash Bar) Noon-1PM

Seated Dinner & Program 1:15-4PM RSVP By 10/28/2026

Amount Enclosed: ($50 per Person) $_____ **To Reserve, send form with a check payable to:**

VFR-CLC c/o Nancy Hotz 318 E. Cottage Ave Haddonfield, NJ 08033

Meal Selection?:

Quantity

_____ Broiled Salmon

_____ Filet Au Poivre

_____ Chicken Francaise

Name: _____

Address: _____

_____ _____

Phone Email

Welcome to the Valley Forge Region of the Cadillac LaSalle Club



Membership - 2027

Check one: ____NEW MEMBER* or _____RENEWAL

Membership runs from January1 through December 31

Members of the Valley Forge Region receive our award-winning newsletter, *The Goddess*†.

To be a member of VFR, you must be a member of the National CLC.

Name:_____Auxiliary:_____

Address:_____

City:_____State:_____Zip:_____

Cell Phone:_____E-mail†:_____

Other Phone: _____Home [_] Office [_]

Choose one, two, or three-year membership:

____One year - $30/single member ___ $35 includes Auxiliary member

____Two year - $45/single member ___ $55 includes Auxiliary member

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____Member 90 or older – FREE! (includes Auxiliary member)

†IMPORTANT - *The Goddess* is distributed by e-mail.

Please be sure to include your current e-mail address in the space provided.

VFR-CLC Nametags VFR-CLC Nametags VFR-CLC Nametags VFR-CLC Nametags

VFR Members are entitled to one (1) official Club name tag, and one (1) for an Associate Member. Please indicate the names *exactly* as you want them to appear on the name tag:

Member:_____ Auxiliary:_____

[_] New (No charge for Member and Auxiliary) [_] No thanks, I/We have VFR-CLC name tags

[_] Ours have been lost. Please supply replacements with names as above. We have enclosed $13 ea.

***My National Membership ID # is: _____(if already a member)**

***************PLEASE MAIL CHECK PAYABLE to "VFR-CLC" TO: **************

Earl Rutter, Jr., VFR-CLC Membership

758 S Mildred Street

Philadelphia, PA 19147

My Garage includes the following cars (please state Cadillac or LaSalle, year, style)

1._____

2._____

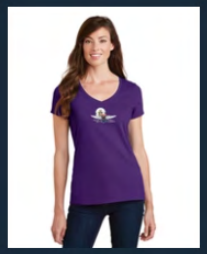
3._____

(Continue on back if necessary)

[_] I can help run an activity – Please call me!

We appreciate your membership in our Region and hope you enjoy our Club and its activities!

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CLC Valley Forge Region LADIES T-SHIRT

$21.99



CLC Valley Forge Soft Shell Lightweight jacket

$55.99



CLC Valley Forge POCKET T-Shirt (EMBROIDERED LOGO above pocket)

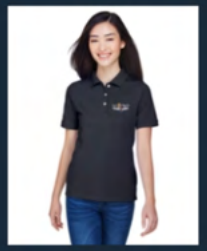
$24.99



Men's Cadillac Car Polyester Polo

$45.00

SAVE $15



CLC Valley Forge Ladies Cotton Blend polo

$34.99



Men's Cadillac Car Dry Blend Polo

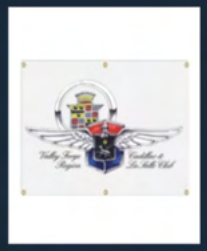
$40.00

SAVE $20



CLC Valley Forge Nylon Denier durable zippered tote

$21.99



CLC Valley Forge Garage Banner (3x2')

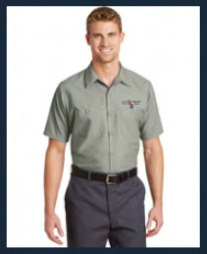
$42.99

SAVE $17



CLC Valley Forge Cap

$21.99



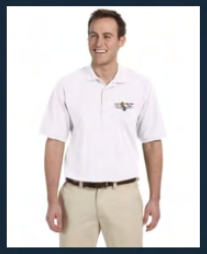
CLC Valley Forge Mechanics Shirt

$39.99



CLC Valley Forge Region Short Sleeve T-shirt

$21.99



CLC Valley Forge Region Cotton Blend polo

$34.99



Coast Highway Pocket Polo

$72.00



Tarpon Maverick Shirt

$84.00



American Apparel-2004CVC-CVC Henley Tee

$8.79



C3 Corvette Men's Polo Shirt - Heather Grey

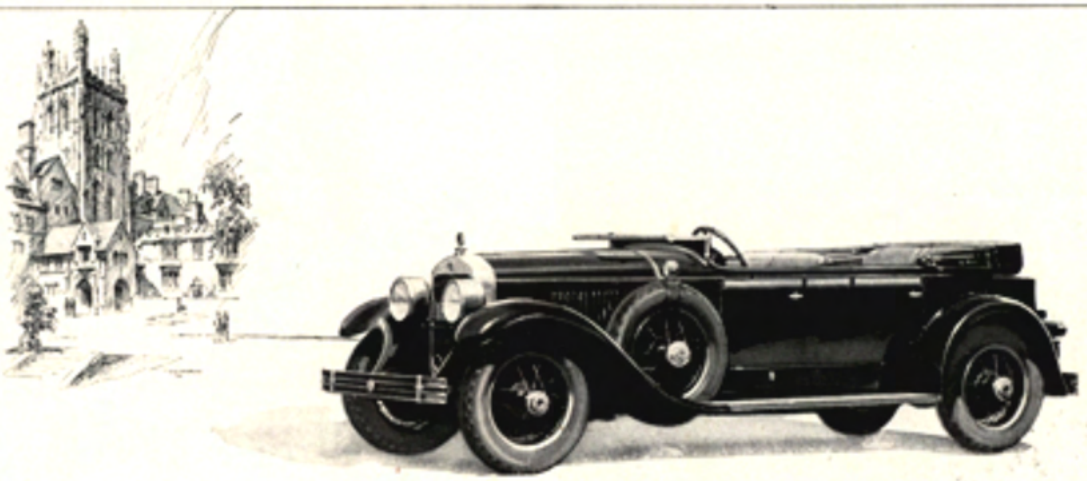
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50 Body Styles and Types
500 Color Combinations
Standard—Fisher Custom Built—Fleetwood Custom Built

Cadillac's genius for leadership was never so manifest as today, when, following on the heels of the most successful year in its history, when sales increased 87.5 per cent, Cadillac inaugurates the unprecedented plan of providing 500 color and upholstery combinations, and 50 body styles and types.

Thus to the unequaled performance of the new, 90-degree, 8-cylinder Cadillac is added unexampled luxury and distinction—with the widest possible latitude for individuality in the selection of body style, color and upholstery.

Simultaneously Cadillac has added new improvements and refinements—notably in an exclusive cushion spring design that is incomparably luxurious and easeful; in added niceties of trim and fitments; in the development of new lines with larger and more curving fenders; a new radiator shell design; new and larger lamps—refinements which, in combination with an unapproached range of body styles and color selections, place the new Cadillac on a commanding pinnacle of individualized luxury and distinction.

NEW 90 DEGREE

CADILLAC

DIVISION OF GENERAL MOTORS CORPORATION

1927