

## **Meet Lars Kneller, Your New Executive Vice President**

I was born in Baltimore in 1959, and my family moved to LaPorte, Ind., in 1965, and have pretty much been a Hoosier ever since. I have always preferred to have my entertainment gasoline powered. My first motorized purchase was a 1965 Mercury 3.9 horsepower outboard motor in 1970 with the profits of my newspaper route. That engine still hangs out in my barn, and I may rebuild it someday. In Indiana, if you took and passed a Power Squadron course, one could drive a boat over 10 horsepower before you were 16. I did, and took to the high seas in my family's 15-ft. Starcraft with a 50-horsepower Mercury. A 19-ft. SeaRay with a 302 cu.in. Mercruiser V-8 followed the Starcraft, and I was bit by the V-8 and horsepower bug.

I got my driver's license on the first day I was eligible (October 17, 1975, to be exact!). After a couple months of driving my stepfather's '72 Mercury Monterey and my stepsister's old Datsun B1200, I was dying to get my own car. A lot of pleading and a small loan later, I had my first car, which was a '72 Pontiac Catalina. My stepfather had wisely vetoed the purchase of a '70 Javelin with a 304 V-8 and 4-speed. So the Pontiac enamored me towards General Motors and even bigger V-8s (400 cu. in.'s worth). It also introduced me to poor gas mileage. However, it would light up the rear tires in both first and second!

In 1981, I went off to Purdue University. The Pontiac was traded for a '77 VW Rabbit, which was economical and able to hold all my life's belongings at that point. Life was pretty lean the next eight years as I entered medical school at Indiana University. The Rabbit did get good gas mileage but nicked and dined me to death, so in 1981, I sold it and bought my mother's '77 Datsun 280Z, which was a great car, but couldn't tolerate Indiana's winter salt.

I married Jaunda, whom I met at Purdue, in 1985 after I graduated from medical school, and we spent the next three years for my Family Medicine residency in Austin, Texas. We enjoyed Texas, but we moved back to LaPorte to start a practice in 1988, and have been here ever since. Through college, medical school, and residency, I attended car shows and lusted primarily over 60's luxury cars. However, there was no extra money to play!

In 1990, we were starting to get ahead, and I decided I needed an old car. Wanting a big '60s luxury convertible, I started watching the ads and found a 1966 DeVille convertible outside of Indianapolis in Old Cars Weekly. I had no idea what one looked like, so I looked it up in the Catalog of American Cars, and thought, "That is one sharp car!" We bought it and the rest is history.

I joined the CLC and attended my first Grand National in 1991 in Cincinnati. I fell in love with old Cadillacs. In the ensuing years, I have added to my collection a 1968 Eldorado, 1972 Eldorado convertible, 1973 Formal Limousine, 1977 Eldorado Biarritz, and a 1981 Fleetwood. I also have a little interest in Thunderbirds and own a 1969

Fordor Landau (officially my wife's car), and a 1985 Turbo Coupe. After 20 years, I finally convinced my wife to drive a new Cadillac, a 2005 STS.

I became involved in the Indiana Region shortly after joining national, and was its director for several years. Region member Bill Hedge and I chaired the 2004 Grand National in South Bend. I was elected to the Board of Directors in 2002, and have chaired the Long-Range Planning Committee for four years. I was elected to the position of Executive Vice President at this year's Grand National. In my spare time, I also distribute the back issues of The Self Starter and am National Technician for '66 Cadillac, '71-78 Eldorado, and Air Leveling 1965-77.

My goals as EVP are to support Glenn Brown as President of the club and help the club move forward with new ideas while maintaining our important traditions. I am specifically interested in attracting younger members and more culturally diverse members. I love all years Cadillacs and I hope to someday obtain an early '30s and '40s model. And yes, I still have the watercraft, a rowboat with a 1964 Johnson 9.5 hp and a speedboat with a 260 hp Mercruiser.