

# HOOSIER TAILFIN



A publication of the Indiana Region of the Cadillac and LaSalle Club

FALL 2023





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On the Cover: George Roller's raffle winning 1994 Fleetwood Brougham as seen at the Annual Meeting/Holiday Party.

Above: 1931 Cadillac Roadster as photographed by the editor at the Phil Maloof collection in Las Vegas.

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# Thoughts from the Director

Warner Young

Our December Christmas Party/Annual Meeting was a lot of fun. Michael Fellenzer was a gracious host in his mid-century home decked out fully for the Christmas season. We had 20 participants and our gift exchange, as usual, was a highlight. Thanks to Michael for being our host and to Andrew Shepherd and Bob Thomas for making a presentation.

It's hard to believe we are now writing 2024. At least 2023 turned out to be less dedicated to the Covid pandemic than previous years. I still think writing 19XX wasn't that long ago. I now understand what my parents and grandparents taught me about aging and the passing of time.

We have been thinking about 2024 activities. Having a joint event with other clubs is probable. The LCOC, CCCA and Buick come to mind. At our annual meeting, Jeff Shively suggested a tour to Illinois and Ohio as a possibility. We had a planned a joint club meet for January 27th at the collection of Ray Skillman at his Greenwood Ford dealership, stay tuned for a follow-up in the next issue. In 2022 the CCCA did an overnight tour to northwest Ohio, and it was an excellent event. There are so many possibilities available to us. If you have an idea for a good site to visit, please let me or M. Fellenzer know. We had many favorable comments about our Evansville tour in October.

Reminder, our **Tailfin** Editor is always looking for interesting articles. I hear many interesting stories when talking to members. We need you to pass these along to the entire region through the Tailfin.

## In Memoriam

*Indiana Region CLC extends our sincerest condolences and sympathies to the family of friends of Carl and Pat Carney over the loss of their mother (grandmother) as well as Matt Gerhard over the loss of his father. Positive thoughts to all at this time of loss.*

Your **Hoosier Tailfin** brings home another Golden Quill. Thanks to all who contribute photos and articles. You make our newsletter what it is.

## EVENTS

**Spring:** breakfast or lunch, TBD

**June 1st:** BOPC in Lebanon

**June 10 - 15:** Grand National in Gettysburg

**June 15:** Columbe Picnic

**Aug. 27 - Sept. 1:** National Driving Tour, Kansas

**Sept. 14 (?):** Carmel Artomobilia

**Sept. 27 - 28:** MRC Fall Festival, Gilmore Museum

**Dec.:** Annual Meeting, TBD

We have a possibility of adding more events by joining with another club.



# Barn Update

Lars Kneller



*1955 Thunderbird body returned from stripper*

The barn is fully into winter mode with most of the cars now hibernating, and the long list of repairs needed being tended to. The first issues belong to the 2005 **Bentley**. In the rather warm month of August, the driver's heated seat decided to turn on and stay on. This car has the best and coziest heated seats of any car I have, but they are not appreciated in 80 and 90 degree weather. Thus the car was sidelined until this fall when the weather cooled off. The other issue is the massaging seat function would randomly turn on and not turn off. This was more tolerable than the heat, but also a nuisance at times. The heat switches are in the center console and relatively easy to get to. After searching for a good used switch assembly (also includes switches for the air suspension, rear wing, etc.), as new ones are rather pricey, I tackled the project. The car was also having an issue with the front air shocks leaking down when it sat for a period of time, causing concern the air pump was going bad. However, once the switch was replaced, not only does the heat turn off now, but the front shocks are holding air! I do occasionally get a stroke of good luck in my repairs. Next is to tackle the massage switch assembly, which is on the side of the seat. This will require unbolting of the seat for access. The rear bolts have a funky pattern, so I need to find the bit that fits them first.

Everyone will be happy to know the 1941 fender skirts are back home and properly installed. I did spend some time adjusting their brackets to hopefully avoid them falling off in the future. The 1981 **Fleetwood** was sold in July and made the

900 mile trip home to northern New York with no issues at all. It averaged about 28 mpg, but I think one tank was a little over 30! I am back in Jaunda's good graces with one less car in the barn. Attention turned to the 1993 **Fleetwood**. I have been unable to solve its issue with the interior lights not turning off. Investigation is beginning to point to a body control module that sits in the back in front of the rear high mounted tail lamp. I plan to take it to my mechanic in the spring for confirmation. I purchased a used AM-FM-cassette-CD radio to replace my original one without CD, however the CD did not work. I exchanged it for another one. Upon hook up to power it immediately spit out a very well-worn ancient looking CD, and subsequently would not work either. I returned it for a refund. The proprietor subsequently called and said he had several professional rebuilt, for \$475 each (original used price \$175). I declined, as I found my Bose sound bar worked just fine on the driving tour, and having a functioning CD player isn't worth that much to me. However I did exchange the radio for 2 little plastic chrome pieces that are missing on the top of my front bumper guards, plus a refund of the difference (which isn't a lot). Why those little things are so expensive, I don't know. I searched high and low and couldn't find them for less. The last issue being addressed is its nonfunctional leveling system. I think the pump motor is bad, so it is off of the car, awaiting the expertise of my buddy who likes fixing such things. New ones are available, and interestingly cost about double what the Bentley's does....go figure.



1955 Thunderbird drums



1955 Thunderbird body and frame returned from stripper



Eldorado blend door motor

Fleetwood Level Ride compressor

Currently in the shop is the 1984 **Eldorado**. Its HVAC only wanted to work on A/C. I found the little door to go from A/C to heat wasn't turning, and once disconnected and turned manually, the heat blasted out. So after consultation with Cadillac Tim (who does a wonderful job fixing the older programmers, but does not do the newer ones), we think it is the little motor that's job is to turn the lever is bad. So after some perseverance and a few bad words, the programmer is out of the car, and the motor disconnected, also awaiting the expertise of my buddy. Used ones are available should this one be deemed DOA. I had to replace the hood struts again (3rd time since I've owned the car). The new ones from Rock Auto didn't have the correct clips to hold the ends on place but I rigged up my own. Plus they seem a little heavier duty so perhaps they'll last longer and save me a few bumps on the head.

Waiting in the wings is the 1977 **Eldorado** and its A/C compressor that won't turn on. I think it's something with the dash control unit, which I am not looking forward to removing. Also waiting is the 1966 **Oldsmobile** to replace its repaired wiper motor, and to get its cruise control working. In the meantime, the 1955 **Thunderbird** has had all of its body and parts dipped at Redi-Strip in Roselle, IL (northwest suburb of Chicago). It returned home

and was mounted on the rotisserie, and is now at Dick's body shop. We did find a little rust here and there, but nothing that seemed to intimidate Dick. I am beginning the slow and arduous process of making all its old crusty/rusty/oily parts look like new again. The frame has been sandblasted and powder coated, so now it is the best looking part of the car!

The 1963 **Lincoln** has a little rubber piece that goes at the top of the front vent window on each front door. The ones on my cars were shot. I had searched to no avail to find any. However, I got a Black Friday email from Rubber The Right Way, and believe it or not, they are now reproducing them! Plus I got the Black Friday discount. I was an excited guy!

I am sorry we missed our holiday party, but my daughter and son-in-law's schedules were such that they both had the weekend off, and we had not visited since they moved to North Carolina. Plus, we had to wait for adequate furniture and sleeping accommodations since they moved from a small apartment in Philadelphia to a three-bedroom home. I am looking forward to great year for the region in 2024.

## Shirts!

There are a few Indiana Region shirts remaining. Men's medium and women's small, medium and large, which can be had for postage. Contact Lars if interested: [cadtbird@aol.com](mailto:cadtbird@aol.com).



# You've Won A Cadillac!

George Roller



Photos: George Roller and Michael Fellenzer

How could a car guy not be drawn to a flyer proclaiming, "WIN THIS CAR," on a bulletin board at the Jewish Community Center? It was a notice of a raffle for a 1994 Cadillac Fleetwood Brougham sponsored by the Indianapolis Movement Arts Collective.

It was difficult to purchase tickets as one had to pay by cash or check in person. What made it more difficult was the agency does not have regular hours. After making an appointment to buy a ticket, they stood me up. They stood me up a second time on the last day that tickets were sold and the winning ticket would be drawn the next day. I thought that it was all over and I had not purchased anything. But later in the evening on that last day, they called me on the phone and apologized for missing two appointments to purchase tickets. They said if I put a check in the mail for as many tickets as I wanted, they would put those tickets in "the hat" for me. I told them I would like \$200 (\$20 each) in chances and

*Note that the flyer shows the golden "Cadillac Heritage of Ownership" badge on the grill. Sadly, not on the car when I picked it up.*

**RAFFLE TO SUPPORT  
INDIANAPOLIS MOVEMENT ARTS COLLECTIVE**

**WIN  
THIS  
CAR**



**1984 CADILLAC BROUGHAM**

You could be the winner of this sweet ride! Raffle tickets are \$20 each, cash or check only. All proceeds support IMAC's Movement Scholarship Fund to cover fees for movers who want to take class but cannot spare the cash. The drawing will take place on Saturday, Sept. 16th. You do not need to be present in order to win.

IGC LICENSE NUMBER: 017043  
IGC REFERENCE NUMBER: 158029

INFO@INDYMOVEMENTARTS.ORG TO PURCHASE TICKETS





immediately put the check in the mail. It was five days later after my check cleared that I got the phone call that I was the lucky winner.

I eventually met with the executive director and a notary public to get the car at their offices at 40th and Pennsylvania in the old Greek Orthodox church building (a beautiful arts space). They were an hour late as usual but I did finally get the car. They were all very nice. They expressed how difficult it was to run a raffle in Indiana and how they wish they had done it differently. I learned that the former owner was the director's grandmother and her name was Martha. Hence it has been christened as Martha. I told her when I saw the flyer, I said to myself "I'm going to win that Cadillac!" She was glad that someone won it who would cherish it.

It took about a month before taking possession and an additional three months to get the title. The car was from the estate of the executive director and they filled out the title incorrectly, TWICE.

As might be expected there are a few things to address but overall, a pretty good investment for \$200.

Of 27,000 Fleetwoods in 1994, only 1,254 were Medium Taupe Metallic, 836 were triple Taupe. Fifty-one left the factory as equipped.

*Editors Note: George is one of our newest members. Welcome aboard!*



# Indiana Region CLC Driving Tour

Evansville & French Lick, Indiana

October 20 - 22 Warner Young

Three car clubs were invited to join in a fall tour to Evansville. Members from the CLC, CCCA and LCOC participated in what everyone believed was a delightful tour in Southern Indiana. The idea of Evansville came from a CLC and Lincoln collector, Craig Witsoe, who had invited the CLC to visit his collection in 2019. A follow-up this summer found that the invitation was still open, and he hoped we would come in the fall. Craig pointed out that another collection on the same property was well worth our time to visit. That was the eclectic collection of Lynn Johnson. Our choice of the third weekend in October worked out nicely with fall colors to see and warm, almost summerlike weather to enjoy.

We then checked into the nearby Holiday Inn Express. This hotel was convenient for our downtown events and restaurants. Friday evening, we walked to the nearby Angelo's Italian Restaurant. We had a delicious buffet dinner in their private Gondola Room.

We had planned to visit the well-known Reitz Historic Home Saturday morning. They were unable to open early for us, so we decided to go for an early lunch at the Bru Burger Restaurant located in the historic Greyhound Bus Station. From the restaurant we traveled to the north side to visit the Witsoe and Johnson car collections.

Craig Witsoe's large collection is mostly '60's, '70's and '80's Cadillacs and Lincolns. He has a few newer cars.



Our weekend started with a lunch meet-up on Friday on the north side of Evansville. Our first stop was the LST-325 Memorial ship. This memorial contains the last fully functional LST ship on the water. It is located near downtown Evansville on the Ohio River. This tour was well-worth our time and we learned a great deal about the ship and WWII from our guide "Sarge".

We then proceeded a short distance along the river to the Evansville Museum of Art, History & Science. They have a first-class theatre and many of us watched a movie about the NASA Artemis program about our next trip to the moon. This museum also has a transportation building with a historic train with a locomotive, Tennessee Club Car and caboose.





Each car was in excellent condition and with very low miles. He pointed out what made each car a limited edition.

Lynn Johnson's collection, across the parking lot, is very unique. He has one room full of late 1800 and early 1900 tools and equipment. There were several examples of each tool. His car collection runs from a Ford Model A pickup to a more modern Rolls Royce. He has a '30's Auburn and Packard. Each of his cars is in excellent condition. He also has numerous antique bicycles, peddle cars and signs along with hundreds of collectible items from days gone by. The high quality of these collections make them special.

Our last stop on Saturday afternoon was to the Evansville Wartime Museum which is on the airport property. During the tour we learned how critically important Evansville was in war production during WWII. The museum has a P-47 airplane, which was built in Evansville, and a functioning Sherman tank. The tank was giving rides that day. The tickets for the tank rides were sold out weeks in advance. They also have a 1939 Plymouth that was built in Evansville.

We saw historical items from WWI, WWII, Korea and Viet Nam along with several military vehicles (mostly Jeeps). They have a room with three simulators for guests to experience flying a war plane. Our guide noted that the Chrysler factory in Evansville made 3 billion .45 caliber bullets during the war. Some of the bullets were still available for use in the 1970's.

Our dinner Saturday was at the historic Nisbet Inn Restaurant which is southwest of Haubstadt. This Inn was built in 1912 and had at one time been a stopover on the railroad that ran nearby. We had a pleasant drive through rural Southern Indiana to reach the restaurant.

We were welcomed Sunday with more wonderful weather for our country drive to French Lick. Our drive of 94 miles followed SR 62 to SR 37, south of French



*Continued next page  
Photos by Warner Young*



Lick. SR 62 has a lot of curves and hills but offers a very scenic drive a few miles north of the Ohio River. It's difficult to imagine now, but SR62 was a major east/west highway before I64 was available. Lunch Sunday was in downtown French Lick at 33 Brick Street. I believe we all learned that Evansville and French Lick offered great venues for an enjoyable fall tour. The nearly perfect weather was much appreciated.



A special thanks goes out to Jim Lerums and Pat Young for their efforts during the planning of this tour.

Our group: Pat and Carl Carney (CLC, 1976 Cadillac, NC); Joe and Eleanor Columbe (CLC, CCCA, LCOC) (1969 Lincoln Continental, NC); Ed Dalton and Jan Holton (CCCA); John and Elaine Klein, (1937 Packard 12); Jim Lerums, (CCCA) Packard passenger; Mark and Lori Olson with daughters Hannah and Evelyn, CCCA (1924 Stutz 6); Larry and Carol Pumphrey (1937 Packard 12); Bill and Beth Reedy (CLC); Jeff Shively (CLC, CCCA, LCOC); Don and Candy Shuck (CLC, CCCA); Darrell and Patti Staggs (CCCA, 1934 Packard 8); Warner and Pat Young (CLC, CCCA).

# Tailfin Quiz

1. The first Cadillac Sales Slogan was: "You can kill a horse but not a Cadillac." True or False?
2. Cadillac was the first auto company to use Phillips screws. In what year?  
A.. 1935 B. 1937 C. 1938 D. 1941
3. Federal law required the use of dual master cylinder in 1968. First year for Cadillac?  
A.. 1962 B. 1964 C. 1965 D. 1967
4. First year for Cadillac to top 200,000 units in sales?  
A.. 1966 B. 1968 C. 1970 D. 1971
5. The first year for the 500 Cu. In. engine in the Eldorado?  
A.. 1968 B. 1969 C. 1970 D. 1972
6. Cadillac introduced the new "international size" Seville in May, 1975. True or False?
7. The 1984 Sedan DeVille was introduced at a price of \$17,625? True or False?
8. Journalist Dan Neil, in 2007, called this car one of the worst of all time.  
A.. '60 Corvair B. '87 Allante  
C. '97 Catera D. '82 Cimarron
9. The Northstar engine was designed by Oldsmobile R&D.. True or False?
10. The '92 Seville was named a Car and Driver ten best cars. True or False?
11. The return of the 60 Special in 1987 resulted in large sales volume, exceeding expectations. True or False?
12. DTS stands for Dynamic tuned sedan. True or False?

Answers on Page 12

# CLC National Driving Tour

September 18 - 21

Warner Young

The Indiana Region hosted the 2023 CLC National Driving Tour through northeast Indiana, northwest Ohio and southern Michigan. Your January, 2024, Self-Starter has a detailed report written by Indiana Region member, Bill Shepherd. The Indiana portion of the drive was planned by Jeff Shively. The Ohio and Michigan portion of the tour was laid out by Bill and Andrew Shepherd. Most administrative work and layout of the tour book was done by Barbie Shepherd. Thanks to this group for their many hours of work. Lars Kneller and Warner Young were also on the committee.

Our drive made stops in Bippus, Fairmount, Ft. Wayne and Auburn, IN. In Ohio we stopped in Perrysburg, Toledo, Maumee and Bowling Green. In Michigan we stopped in Ypsilanti and many participants traveled to Hickory Corners for the Fall Festival on the 22nd.

Indiana participants were: Bill and Kathryn Shepherd, Andrew and Barbie Shepherd, Jeff Shively, Lars and Jaunda Kneller, Pat and Kim Carney, Carl Carney, Steve Henderson and Cheryl Kochendorfer and Warner and Pat Young. A great time was had by all.

*Here are some additional photos taken by Warner!*



1930 Cadillac V-16, Gilmore Museum



Warner and Pat Young going as far as they can go in their merry Oldsmobile. Oh, wait, that's a 1917 Dodge at ACD



As seen at the Auburn Ford V-8 Museum



# More Fun from the National Driving Tour



NATMUS , Auburn, GM Motorama bus



Stoops Museum, Bowling Green, OH



James Dean homestead  
Fairmount, IN



WWII poster, WOW  
Woman's Ordnance Worker  
Ypsilanti Yankee Air Museum

## Quiz Answers

1. True
2. B. 1937
3. A. 1962
4. B. 1968
5. C. 1970
6. True
7. True, \$52,265 in 2023
8. D. Cimarron
9. True
10. True
11. False, limited production, around 2,000 built by Hess and Eisenhardt
12. False, DeVille Touring Sedan



Mansion at Wildwood Preserve  
Champion Spark Plug Association