

HOOSIER TAILFIN



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Fall 2024



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FRONT COVER Matt Gerhard fulfilled a lifelong dream this spring with the purchase of this 1992 Brougham d'Elegance. Check out the story on **page 12**. **BACK COVER** One of the **unique cars** on display at the Taylor Cadillac show in Toledo was A.J. Mehlow's 1988 Cadillac Coupe de Ville. Read more on **page 16**.



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Thoughts from the Director

By Warner Young

Twenty-Twenty-Four is now about 90% complete. Is time moving at a record pace (probably not)? The good news is that our Christmas Party is coming up in December at the mid-century home of Michael Fellenzer. Michael does a wonderful job of decorating for the Christmas season. I hope to see you there.

Our membership has been holding steady in recent years at around 60 members. Our newest members in 2024 are Kyle Conrad and Steve Kingsley. Steve has a beautiful '59 Convertible. I'm jealous that I don't have a '59.

We managed to experience our annual BOPC meet this year in Plainfield, although two months late. Weather canceled our June plans. Thanks to Stoops Buick for inviting all our clubs. Our excursion to Elkhart in October was a good opportunity to see exciting collections and a top-drawer restoration shop. We found that Elkhart has a lot to offer for collector car folks.

This year, we've had several interesting articles from members in the *Tailfin* about your experience with your special Caddy. Those are much appreciated, and I encourage all

members to send their favorite story or two to Jeff Shively.

I'm looking forward to a big turnout for the December Christmas Party.

Riddles:

1. What do you call a cow that's been Knighted?
2. Why was the math book sad?

Warner Young is a CLC member from Indianapolis, Indiana.

Upcoming 2025 CLC Indiana Region Events

Dec. 15

Christmas Party and Annual Meeting at Michael Fellenzer's home

Jan. 28 - Feb. 3, 2025

Winter Reunion and Board Meeting, Chattanooga, Tennessee

March/April 2025

Indiana Region Spring Tour, TBD

June 2 - 7, 2025

Grand National, Murfreesboro, Tennessee

June 7 or 14

BOPC Meet in Lebanon, Indiana

Barn Update With Lars Kneller

The highlight of the region's overnight trip to Elkhart for me was touring Jack Smith's collection. What an incredible collection of cars, all with a great story told by our host, Jack himself. I had planned to drive one of the old cars, but inclement weather interceded. *(This event will be chronicled in the next issue of the Hoosier Tailfin.- Ed.*

Many barn projects are ongoing. The frame is completely done on the 1955 Ford Thunderbird. All suspension is in place, and fuel and brake lines run. I have it suspended

by two engine hoists (to be kind to my back when working on it), and I plan to put its old tires back on and lower it down. I'll leave those tires in place until after the car is painted, then paint the wheels and put on new tires. My plan is to get the radials that look like bias ply. I have a set on my 1941 Cadillac Series 61 and really like them. They have gone up in price about \$100 each since I bought them for the Cadillac! I heard from my engine builder. He had planned to bore the block 0.040 inches over, but apparently, two cylinders have a

factory defect at the bottom of the cylinder, necessitating going to 0.060 inches over. I had already purchased the pistons, so now I have to look into exchanging them. The body is ready for paint. The code for 1955 "Thunderbird Blue" no longer exists. Believe me, I tried to find it. I called Hill's Thunderbird, one of the big suppliers and restorers, and spoke with the owner, Marvin Hill, himself. He had a large factory swatch and was kind enough to send/loan me it. My paint supplier was able to match





it. I can't believe how expensive paint is these days! My plan is to paint the underside, trunk, passenger compartment, and under the hood. I'll leave everything else in primer and then mount the body back on the frame. Thus no concerns about messing up nice new paint. I am sometimes amazed at how well things are moving along with this project!

ABOVE Dingy whitewalls have no place on cars, and the good doctor's 1969 Thunderbird is awaiting correction. **LEFT** Primed and ready for paint, Lars' first-year Thunderbird awaits the application of a unique-to-Thunderbird hue. *Photos courtesy of the author.*

I think I mentioned new tires on the 1969 Ford Thunderbird in the last update. The whitewalls developed spots of discoloration, which I tried everything I knew to get out without success. Priority Tire helped me submit a warranty claim with the manufacturer, which was accepted. I had a choice of a refund or four new tires, and I chose the former. At Hershey, I found some "whitewall paint" that was guaranteed to make my whitewalls look new again. I plan to try it out next spring, and if it works, I won't need to replace the tires. The whitewalls are (in my opinion) unsightly at the moment.

I replaced the window tape on the broken rear window on the 1984 Eldorado. I took a lot of pictures and plan to submit an article on how to do such to The Self-Starter. The 1966 Oldsmobile Toronado is currently in the barn getting its wiper motor back in after my friend fixed all of its electrical connections. That project is currently stalled due to other ongoing family issues. The headliner also has about a six-inch area

where the seam is coming apart. I brought some sutures from work, and we'll see if my skin skills are adequate to repair them. Many of you are aware that All Cads of the Forties is (temporarily?) going out of business and offering 40% off until the end of the year (Ed is probably turning over in his grave as he never discounted anything). I bought a set of seat slides for the 1941 Cadillac as my seat easily goes forward but won't go back. The 1958 Fleetwood is in line for winter service to replace the gear for the passenger side power vent window. I have already replaced the driver's side in the past. Other winter projects include replacing the headliner in the 1985 Ford Thunderbird, and the 1993 Fleetwood's left rear window needs new slides in the regulator.

Jaunda and I are looking forward to seeing everyone on Dec. 15.

Lars Kneller, M.D. is the former national CLC president and lives in LaPorte, Indiana.

B-O-P-C Show at Stoops Buick

By Pat Carney and Carl Carney

Photos by Jeff Shively



On Saturday Aug. 10, the Central Indiana Chapter of the Buick Club of America hosted the 19th Annual Stoops Buick and GMC Car show at Stoops Buick in Plainfield, Indiana. For the second year, the Buick Club most graciously invited Cadillac, Pontiac and Oldsmobile to their meet.

It was a beautiful day, with a high of 72 degrees and nary a cloud in the sky, when 73 vintage cars descended on the Stoops sales lot. Turnout was so good that the dealership ran out of parking and had to make room in their visitor lot.

In attendance were eight Cadillacs, 15 Pontiacs, 25 Buicks and an outstanding 25 Oldsmobiles. I haven't seen that many Olds in one place since I was younger and drove an Oldsmobile Ninety-Eight Regency. Great turnout from the Olds Group.

Several members' Cadillacs were present, including Jim Smith Joe Alberts, Carl Carney, Pat Carney, Bill Hammons, Steve Henderson, Ken McDaniel, Mike O'Leary, Bill Reedy (with a new 1978 Coupe de Ville), and Jeff Shively. Many other CLC members were at the show, perhaps driving other makes, or admiring the best of Detroit.

Special thanks to Jim Smith for putting the show together and Stoops Buick for supplying the venue. It was a remarkable day. I look forward to attending again next year.

ABOVE Indiana Region Treasurer Jim Smith's 1939 Cadillac Sixty Special. **NEXT PAGE- TOP** Bill Hammons' 1976 Cadillac Fleetwood. **BOTTOM** Bill Reedy's 1979 Cadillac Coupe de Ville.





ABOVE Pat Carney's 1985 Cadillac Seville

BELOW Gary Henry's 1995 Cadillac Fleetwood





ABOVE 1993 Cadillac Allante owned by Steve Henderson

BELOW Carl Carney's 1993 Cadillac Brougham



Winners for the day were:

Class A—Pre-War 1942 & Earlier

Third Place

Jim Smith—1937 Buick Special

Second Place

Don Obermeyer—1908 Buick Model F

First Place

Roy Newby—1936 Buick Special

Class B—1946-1959

Third Place

Bob Perry—1951 Buick Super

Second Place

Gene Beck—1955 Pontiac Starchief

First Place

Donn Wray—1958 Buick Super

Class C—1960-1969

Third Place

Cline Lynch—1961 Buick Electra

Second Place

Ross Artenberry—1964 Olds 442

First Place

Jim Curry—1969 Olds 442

Class D—1970-1979

Third Place

Bill Farrell—1976 Olds Cutlass

Second Place

John Cosgrove—1975 Olds 88

First Place

Brenda McPherson—1971 Olds Cutlass

Class E—1980-1994

Third Place

Frank Tardy—1984 Buick Riviera

Second Place

Ken Donohugh—1991 Buick Reatta

First Place

Tom Trauring—1983 Buick Turbo Regal

Class F—1995-Present

Third Place

Ken McDaniel—2023 Cadillac CT5-V

Second Place

Jim Antle—1996 Olds 98 Regency

First Place

Don Beilein—2004 Pontiac GTO

Class G—All Modified

Third Place

Scott Brown—1971 Olds 442

Second Place

Mike Zienstra—1972 Pontiac Wagon

First Place

Rick Broaddus—1964 Buick Riviera



Ken McDaniel's 2023 Cadillac CT-5V Blackwing

2011 Cadillac CTS-V owned by Glen Fox



Best Cadillac

Jim Smith—1939 Cadillac Fleetwood 60S

Best Buick

Jay Hodges—1940 Buick 80-C Limited

Best Oldsmobile

Terry Lamey—1984 Hurst Olds

Best Pontiac

Bill Schwonryer—2006 Pontiac GTO

Best Original Jon Robbins—1937 Olds F-7

Best of Show Charlie Mullen—1959 Olds 98 Sedan

Dealer's Choice Dave Battas—1955 Pontiac Starchief

Pat Carney and Carl Carney are CLC members from New Albany, Indiana.



Fall Tailfin Quiz

1. Cadillac Sales in the U.S. for 2024 are up 0.3% from 2023. **T or F**
2. GM sales in China for the 3rd qtr. Dropped 21% from 2023. **T or F**
3. XT5 sales have fallen from 68,300 in 2017 to 35,200 in 2023. **T or F**
4. LYRIQ sales in the U.S. for 2024 are 13,000. **T or F**
5. The 1992 Fleetwood was the largest production car in the U.S. at 208" long. **T or F**
6. There have been four Cadillac Indianapolis 500 pace cars. **T or F**
7. Cadillac competed at LeMans again (first since 1950) in what year?
A. 1998 B. 2000 C. 2002 D. 2004
8. The introduction of the XLR was in what year?
A. 2001 B. 2002 C. 2004 D. 2006
9. Cadillac launched sales in China in June 2004. **T or F**
10. The V-12 model 370A was built for the model years 1931 thru 1939. **T or F**

Answers on page 19



All the Comforts of Brougham
A 30-year quest for a 1992 Brougham
By Matt Gerhard

I don't remember a time I wasn't fascinated by Cadillacs. Over the years, I've owned a 1995 Sedan de Ville, a 2011 CTS-4, and a 2017 XT5. The crown jewel in my history of cars would be the 1956 Sedan de Ville I still own. I had hoped to finally get it running this past summer, but another car has joined my collection (now totaling three), so my attention has shifted.

I remember as a child being in love with the 1990-1992 Broughams when they were new. No Allanté or Eldorado for me- it had to be a Brougham! In high school, I spied one on a used car lot and begged my parents to let me trade my 1996 Chrysler LHS for the 1992 Brougham. They would not be persuaded.

Over the years, I've refined my desire for a Brougham. It definitely needed to have the upgraded 5.7 engine and the d'Elegance package. I also wanted a 1992 since it was the final year for the body style. I wasn't particularly concerned with the color, with the exception of not being found in grey.

In early 2021, my CTS-4 was nearly paid off. I planned to pay it off and then begin the search for a '92 Brougham d'Elegance. I hoped to keep the CTS-4 for winter driving but make the Brougham my daily driver. However, the CTS-4 developed problems that would cost a fairly sizeable chunk of change. Frankly, I wasn't particularly fond

ABOVE THE AUTHOR'S BROUGHAM at its new home northwest of Kokomo. **BELOW THE CADILLAC CREST** and wreath stand out on the Brougham's hood. **NEXT PAGE THE BACK SEAT** is massive and quietly whispers luxury. *Photos courtesy of the author.*







of the car. Add the age and mileage to that, and I decided it was time to trade. The fine folks at Adams Auto Center in Kokomo, Indiana, found me a great 2017 XT5 that I still enjoy. It's a great ride (for a modern car) and handles well in winter weather. Unfortunately, that meant the Brougham was on hold again.

Fast forward to the spring of 2024. While great strides had been made in getting my '56 close to running, it still wasn't. The plan was to get it running that summer and enjoy it finally! That all changed with an email from Indiana Region Director Warner Young. Fellow CLC member Jim Davis was looking to sell his 1992 Brougham d'Elegance. I didn't give the email much thought and only glanced at the picture provided. In my haste, I thought the car was grey. A voice told me to go back and look at the email again. When I did, I learned the car was Antelope Firemist, not grey. The car was the right year, not the wrong color, had the 5.7 engine, was a d'Elegance, and was close to a price I could afford. Hmmm!

After mulling it over for a couple of days, I called Jim to ask a few questions. I liked his answers and followed them up with an email to Jeff Shively asking for his advice. He connected me to fellow members A.J.

ABOVE TWO OF THE THREE CADILLACS in the author's collection—the brand-new (to him) 1992 Brougham and his daily driver, a 2017 XT5. *Photo courtesy of Jeff Shively.* **BELOW THE BADGE OF QUALITY-** 5.7 liter V-8 power under the hood. *Photo courtesy of the author.*





LEFT THESE BADGES tell you all you need to know about Matt's Cadillac. It's a Brougham d'Elegance and was sold in St. Louis by Moore Cadillac. *Photos courtesy of the author.*

Mehlow and Col. John Hannon, who have a wealth of knowledge of these cars. Both provided a few things to look out for and check out if I decided to make a visit. A date was set to check out the car and Jeff Shively agreed to be a second set of eyes and provide good company on the drive down to the car.

The day of the visit arrived, and after a quick visit to a trusted local mechanic, Jeff and I left Kokomo and headed for Greensburg, Indiana. As described in the original email, the car was not ready for the show field but was a good, solid daily driver. We looked over the car, and after a brief visit and a bit of ogling of Jim's other Cadillac, it was time for a test drive. I was smitten within the first mile! We took the car all over Greensburg on city streets and highways. The Brougham rode and handled well, it was everything I had dreamed of. We returned to the Davis residence, a price was agreed upon, and the car was mine!

Following a delicious lunch in a great local diner, we made an uneventful trip back to Kokomo, with me driving my dream car and Jeff carefully observing from my XT5. My 30-plus-year dream had finally come true. Could it be that good things come to those who wait?

Since owning the car, I've had to make a few repairs, but nothing unexpected for a car of its age and mileage. The car is still in great shape and still turns heads. I recently coordinated a benefit concert for a local charity and chauffeured our guest musician around in the Brougham. Needless to say, he loved the car. Every time I hear that V-8 roar to life and float out onto the road, I can't help but smile. While I doubt the car will be worthy of being judged, I plan to make the trip to Tennessee for the 2025 Grand National. I'm already excited to make the road trip, and I really don't like road trips!

Thank you to Warner for passing along the email, Jim for being willing to part with the car, and Jeff, A.J., and John for their advice. Now to find that 1971 Coupe de Ville to fill the empty spot in the garage....

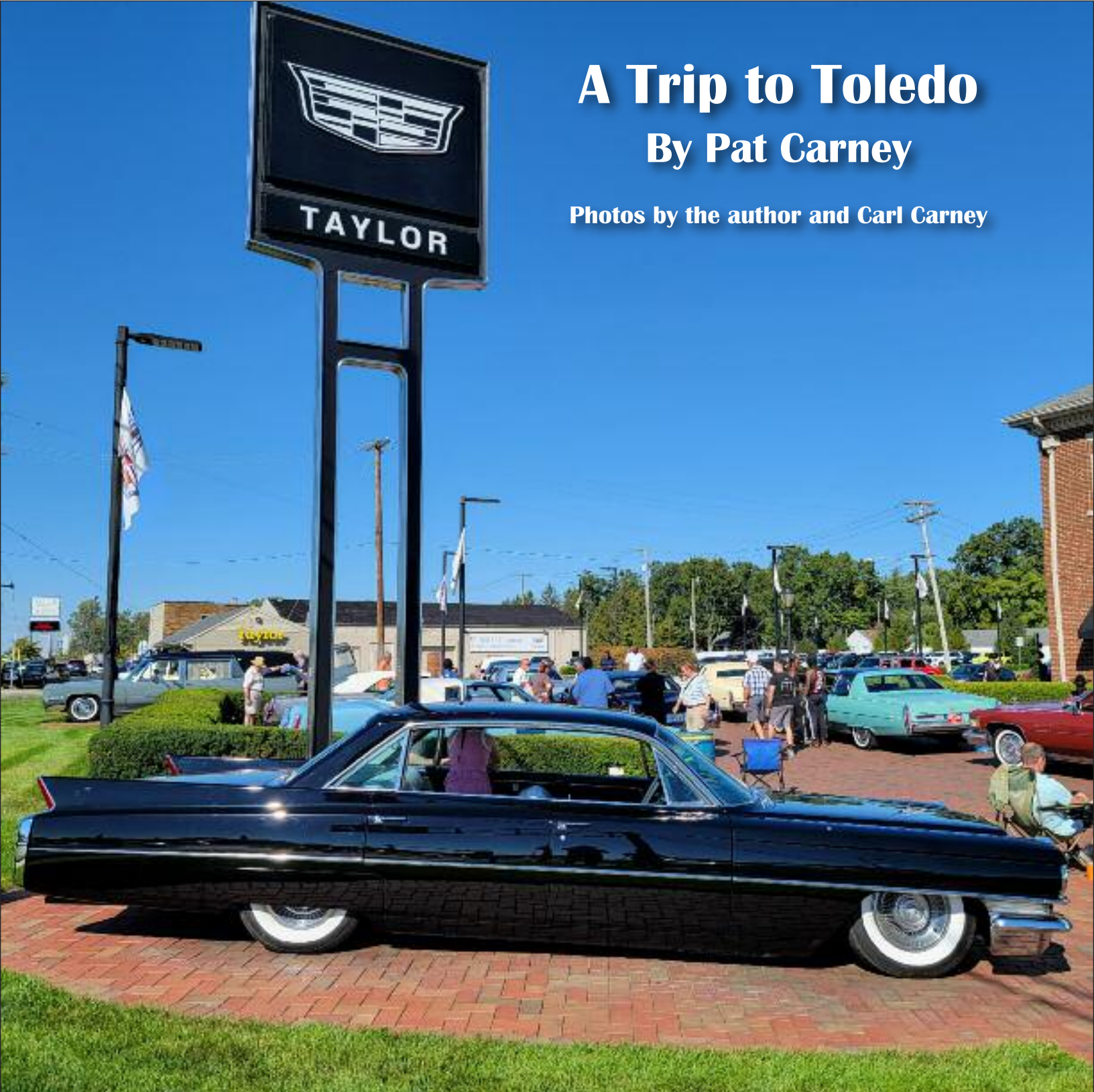
Matt Gerhard is a CLC member from Kokomo, Indiana.



A Trip to Toledo

By Pat Carney

Photos by the author and Carl Carney



On Saturday Sept. 21, 2024, Carl and I drove to Toledo to attend the 24th Annual Taylor Classic Cadillac Show. The Indiana Region was invited to attend by the Northwest Ohio Region of the CLC. Many thanks to both the Northwest Ohio Region and Taylor Cadillac for hosting such a wonderful show.

Taylor Cadillac opened up their beautiful showroom and grounds to many vintage

Cadillacs and one LaSalle. Several commercial vehicles were also in attendance. The show had live entertainment, a buffet luncheon and several fantastic door prizes.

I am looking forward to the Silver Anniversary of this show in 2025.

Pat Carney is a CLC member from New Albany, Indiana.

ABOVE 1959 Cadillac Eldorado Brougham



ABOVE 1957 Cadillac Eldorado Biarritz

BELOW The last of the big Coupe de Villes.





ABOVE 1940 Cadillac Fleetwood Sixty Special

.BELOW Another final generation Fleetwood





Answers to the Fall Tailfin Quiz on page 11

1. True
2. True
3. False, have fallen to 26,800, -60%
4. True
5. False. The Brougham was 221" long, largest in U.S.
6. False, Six times- 1927 LaSalle, 1931 Cadillac, 1934 LaSalle, 1937 LaSalle, 1973 Eldorado, 1992 Allante
7. B. 2000
8. C. 2004
9. True
10. False, 1931 thru 1937

Answers to riddle from Thoughts from the Director

1. Sir Loin
2. It had a lot of problems

ABOVE 1965 Cadillac Coupe de Ville




TAYLOR

Cadillac Fleetwood