

HOOSIER TAILFIN



A publication of the Indiana Region of the Cadillac & LaSalle Club
Summer 2024



In This Issue

- Page 3 Thoughts from the Director
Page 3 Upcoming Indiana Region Events
Page 4 Barn Update
Page 6 An Afternoon at Lime Rock Farm
Page 11 Summer Tailfin Quiz
Page 12 Rebirth of a 1969 De Ville
Convertible, Part 2
Page 14 A Very Civil Affair

FRONT COVER Best of Show! Don Ghareeb's 1934 Cadillac V-16 Series 452 Model 5776 Two-Passenger Coupe. **BACK COVER** The Long-Ranger. The next time someone talks about trailering their car to a nearby show, tell them about Tom Keegan, who drove his 1939 Cadillac Series 9059 Five-Passenger Formal Sedan all the way to Gettysburg from Kansas City, Missouri. Photos courtesy of Jeff Shively.

Board of Directors

DIRECTOR

Warner Young
warneryoung@msn.com
317-919-8890
317-842-7990



DEPUTY DIRECTOR

Pat Carney
pcarneycgcs@earthlink.net
812-948-9801



SECRETARY TREASURER

Jim Smith
jjsmith3739@gmail.com
317-847-5565



BOARD MEMBER AT LARGE

Lars Kneller
cadtbird@aol.com
219-326-8830



BOARD MEMBER AT LARGE

Andrew Shepherd
andrewthedada@gmail.com
419-349-5692



EDITOR

BOARD MEMBER AT LARGE

Jeff Shively
Cad19651941@yahoo.com
765-721-1659



BOARD MEMBER EMERITUS

Barry Wheeler
F1td6019@gmail.com
574-967-3752



Thoughts from the Director

By Warner Young

What a year, 2024- diminishing inflation, a great economy (some say), a presidential election (one for the ages), the president drops out of the race, and a great year for your particular Cadillac. Who could ask for more? We missed out on the B-O-P-C Meet in June because of the weather, but got our Cadillac fix at the Grand National in Gettysburg.

This was a large and well-run event. The Best of Show was a perfectly restored 1934 Cadillac V-16 Series 452 Coupe. It was a barn find, one of only five built, that reportedly cost nearly \$500,000 to restore. The East Coast folks really come out for a GN. The next Grand National will be in Murfreesboro, Tennessee, on June 2 – 7, 2025. That's only 319 miles from Indianapolis. And there was good news later in the summer: we had a do-over for the B-O-P-C, this time in Plainfield, on August 10.

We have some new vehicles in the Region this summer. Matt Gerhard bought a 1992

Brougham, and Jim Smith picked up a 1940 Cadillac Series 75 Coupe, one of only two now in club registries. Look for articles to follow about these cars. I encourage you to submit an article about your special Cadillac to Jeff Shively. Your personal experience makes the *Hoosier Tailfin* more interesting. If you have a car for sale, you can send me the info, and I will email the notice to all Indiana Region members.

Effective as of July, Michael Fellenzer has stepped down as our editor. Thank you, Michael, for your years of great service as the *Tailfin* editor. He believed that, with his current responsibilities, he couldn't give the *Tailfin* the attention it deserved. Jeff Shively has volunteered to become our new editor.

We have added an Indiana Region event for Oct. 13-15 in Elkhart. We will visit the RV Hall of Fame & Museum, LaVine Restorations, Inc., two fascinating car collections. The Hoosier Region of the Lincoln

& Continental Owners Club and Classic Car Club of America's Indiana Region have been invited to join. We are working with the Elkhart Courtyard Inn as our hotel. Several of you have already stated you are planning on attending. A detailed itinerary will be out later this month. The Cadillac Fall Festival will be held at the Gilmore Car Museum on Sept. 27 – 28.

Summer edition riddles:

(answers on the last page)

1. Which weighs more, a gallon of water or a gallon of Butane?
2. A mechanic says to a customer, "I couldn't fix your brakes, so I.... "

Warner Young is a CLC member from Indianapolis, Indiana.

Upcoming 2024 CLC Indiana Region Events

Aug. 27 - Sept. 1

CLC National Driving Tour, Wichita

Sept. 14

Artomobilia, Carmel

Sept. 27 - 28

Fall Festival, Gilmore Museum, Hickory Corners, Michigan

Oct. 13 - 15

Tour to Elkhart

Dec. 15

Christmas Party and Annual Meeting at Michael Fellenzer's home

Jan. 28 - Feb. 3, 2025

Winter Reunion and Board Meeting, Chattanooga, Tennessee

June 2 - 7, 2025

Grand National, Murfreesboro, Tennessee

Barn Update With Lars Kneller

I just returned from the Vintage Thunderbird Club International national meet in Grand Rapids, Michigan. It was a 250-mile round trip in the 1969 Thunderbird. I think it does our cars some good to get them out on the road, as they always seem to run better afterward. I took the "scenic route" there, avoiding interstates. Due to construction and small towns, it was a three-hour trip. On the way home, I decided to take the interstate, as it wasn't too busy on a Saturday afternoon, and it shaved off an hour of the trip. The car's big 429 V-8 is loafing with its cruise control set at 72 mph. It averaged a whopping 14.8 mpg of premium fuel. Coming home was less stressful since there was only one minor construction zone, and the traffic also seemed lighter. Earlier this summer, I had replaced its 15-year-old tires with new ones, anticipating the upcoming trip. I bought a set of Vercelli's off Prioritytire.com, which has reasonable prices. This was my third set, and I am aware of no issues with the first two. One went with the 1981 Cadillac I sold, and the second with the 1965 Plymouth I found for my friend's young neighbor. However, this set developed some areas of discoloration in the whitewalls on all four tires that I could not get out. Priority Tire is working with me to do a warranty claim.

Speaking of road trips, we took the 2005 CTS-V to Gettysburg and back for the Grand National with no issues. It was the longest trip it has ever taken. The second longest was to Louisville and back for a Grand National planning meeting a few years ago. Mileage is now up to 16,000. Jaunda didn't complain about my shifting, either.

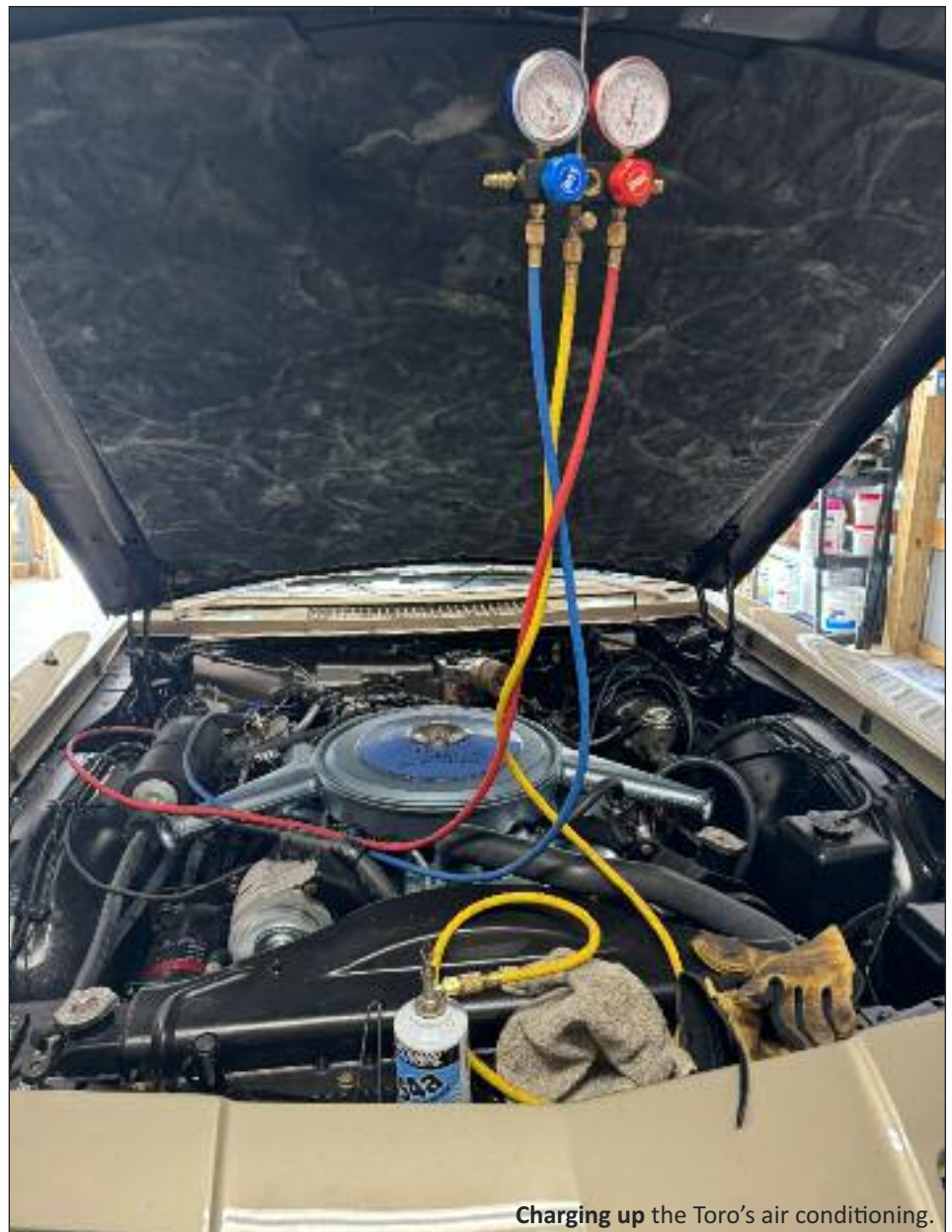
The only Cadillac issue I have had since the last Update is the passenger rear window on the 1984 Eldorado convertible. I was putting it down for lowering the top a couple of months ago and heard the unmistakable "snap" of the plastic tape breaking. Luckily, I can push and pull the window up and down, so the car is still functional. I had replaced the driver's side one a couple of years ago and bought an extra tape, then knowing the other would follow sometime. It isn't a difficult repair, and I plan to write

a **Self-Starter** article about it when I do it. As you may recall, the 1977 Eldorado's air conditioner stopped working last summer. The compressor would not engage, and it turns out the problem was the low coolant pressure switch. I jumped it, and away it went. I bought a set of gauges as a swap meet and watched a YouTube video on how to work them. I successfully charged it up with fresh \$4.99 per can R-134 from Rural King. Now it is blasting icicles again!

Speaking of the jumper wire, I have a parts drawer in the barn where I keep a

variety of wiring. I pulled it out to find the jumper and was surprised to find a mouse nest! Further investigation found two beady eyes looking at me. Once I calmed down from the surprise, I took the drawer outside and gave the mouse the boot. However, there were also several freshly born babies in there! I got a shallow bucket and put them all in it (I couldn't bring myself to end their little lives right then and there). They were all gone a while later, so I suspect the mother came and got them. I subsequently put out some mouse poison and haven't seen any since.

The 1966 Toronado has been the thorn in my side this year. I have put the cruise control project on hold. I found a nice used one at Lola, as my electrical connection is falling apart. I plan a transplant of the other one in the future. My wiper motor has been re-



Charging up the Toro's air conditioning.



ABOVE The frame of this “Baby Bird” is getting all the attention it needs to be factory fresh. **LEFT** Lars visiting with living CLC legend Barry Wheeler. *Photos courtesy of the author.*

turned from my friend with a new solid electrical connector (it had fallen apart also), and it will be replaced once car season is over. The brakes have been really sticky since last winter when I moved it into the work barn. However, with some adjustment and (more importantly) some time on the road, they are now working fine. I changed the transmission pan gasket and filter, and it subsequently leaked worse than previously. After some fine-tuning of the torque of the pan bolts, I only lose about a tablespoon a week, which I can live with. The transmission is really touchy with its fluid level. If it gets a pint or two low, it will slip and not want to engage. However, with the proper amount, there are no issues at all.

Enough fun and excitement for one summer. I am looking forward to our Elkhart trip this fall.

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

An Afternoon at Lime Rock Farm

By Joe Columbe

Photos by Matt Gerhard





The 14th annual car club picnic held by Eleanor & Joe S. Columbe was held on Saturday, June 15 at noon. A total of 115 members from eight of the 10 clubs invited started arriving before noon on the perfect mild temperature day.

The three Ford Thunderbird clubs shined the brightest with having brought the most cars to display. Lincoln came in second. The threat of rain all week might have discouraged the other marques from coming out to show.

Many members belong to multiple clubs. There is hardly a stranger at the picnic. Car talk was the theme of the day and there was no lull during the afternoon.

Once again, Linne's Bakery and Cafe of Shelbyville provided the custom ordered box lunch for our group. Several guests could not finish the lunch and took home what was left in their box.

Guests were still enjoying the afternoon past 5 p.m. and the Columbe's enjoyed hosting their event and look forward to hosting the picnic in 2025

Joe Columbe is the Hoosier Region LCOC director and lives in Milroy, Indiana.

LEFT Joe's little bit of paradise. After many years of planning and patience, our region director finally has a home for his collection that doubles quite nicely as a place to have the annual picnic.



ABOVE 1977 Lincoln Continental Town Coupe owned by Bob Thomas.

BELOW 1979 Lincoln Continental Williamsburg Edition owned by Charlie Mullen.



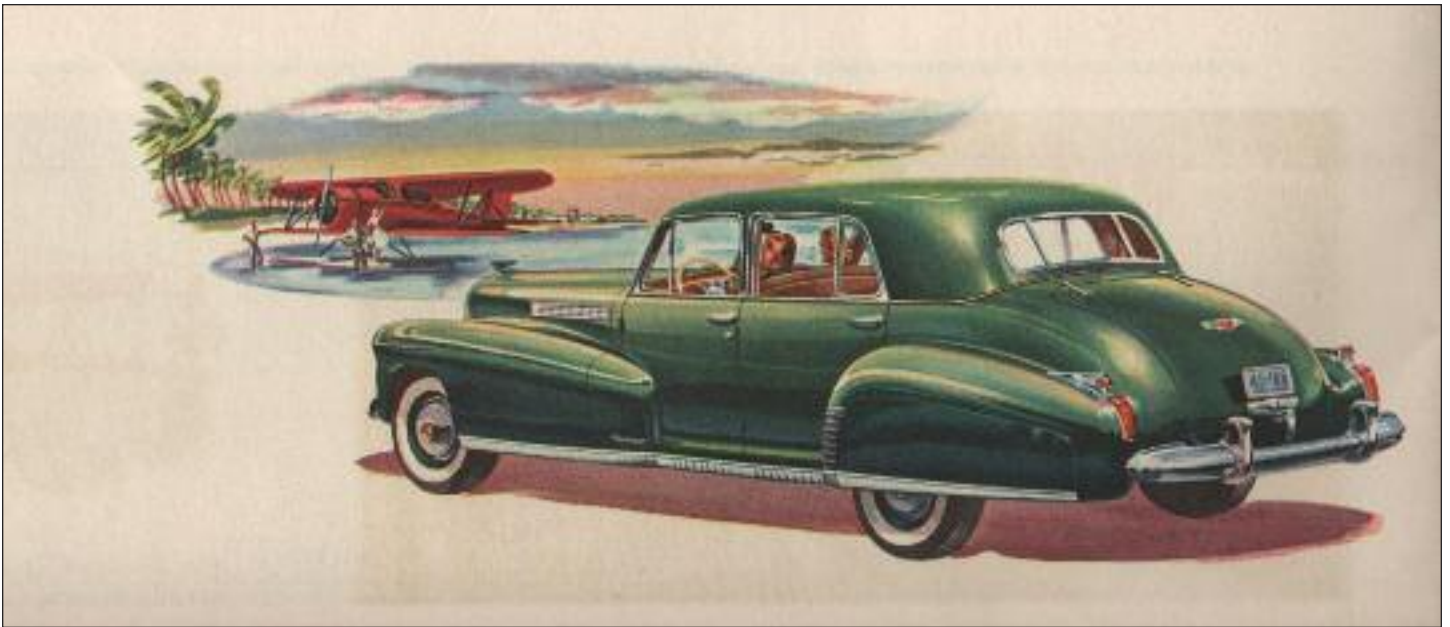


ABOVE Gary Henry's 1995 Cadillac Fleetwood. **BELOW** The Madden family's 1967 Lincoln Continental Convertible. John purchased this car over 50 years ago. This the first outing for John to see the car since significant work was done. He was thrilled!





Our hosts, Joe and Eleanor Columbe, thank everyone for coming to this wonderful annual event.



Summer Tailfin Quiz

1. Cadillac sold over 200,000 cars per year from 2003 through 2007? **T - F**
2. The last year for the Series 75 was 1976. **T - F**
3. What was the first year anti-lock brakes were available for all Cadillac models?
A. 1985 B. 1990 C. 1992 D. 1995
4. What was the first year for the Escalade?
A. 1995 B. 1997 C. 1999 D. 2001
5. What was the first year model year for the CTS?
A. 2003 B. 2004 C. 2006 D. 2007
6. The first radar adaptive cruise control was in the 2003 XLR. **T - F**
7. The first auto manufacturer using synchromesh transmission.
A. Lincoln B. Chrysler C. Cadillac D. Marmon
8. Cadillac was the first manufacturer with dual head lights in 1957? **T - F**
9. The first auto fatality from a self-driving car was by Tesla in 2016? **T - F**
10. GM car sales in the U.S. in 2023 were 2.6M, the greatest since 2019. **T - F**
11. Charging an electric vehicle to full charge on 120V can take in excess of 80 hours? **T - F**

Answers on page 19

Rebirth of a 1969 De Ville Convertible

Part 2

By Rick Simone



As I write this, it is July. I'm a few months behind schedule and am just now getting the 1969 De Ville Convertible back on the road. (I'm still trying to think of a good name for her.) Just "slapping the new engine in," of course, was much more time-consuming than it sounded. There were scheduling limitations between my friend and me, and we'd most often end up meeting only a partial day once a week or so. Then there was the transmission that didn't want to go all the way back in. The torque converter had come unlocked, and for fear of the pump gear being damaged, we VERY reluctantly pulled the transmission back out for inspection, which turned out to be a cheap ounce of prevention and a wise decision in the long run.

Then there was the distributor that didn't want to fully seat after what seemed like a thousand tries. Thankfully, an older gentleman with whom I used to work stopped by and had it in place within five minutes. He's in his 80s and has had tons of classic cars over the years. I don't even think he got his hands dirty. We were in disbelief but very grateful!





LEFT Looking brand new, the 472 CID V-8 in Rick's convertible is one of Cadillac's finest powerplants.

Lastly, the break-in process for the flat tappet cam engine (look it up if you're not familiar) seemed overly aggressive. It got the engine pretty hot, which made me nervous! Me at startup: "What's Smoking?" My buddy, "Everything!"

This past week, she's been going through her sea trials and has done great. I seem to be much more popular in my 1969 Cadillac than in my new truck, which, in reality, is worth more but just blends in with the masses. People wave, chat me up at the gas pump, roll windows down to ask, "What year is that?" and they honk from the other side of the highway. Yep, I'm having a blast!

There are still a few little repairs left that will never end, and I now remember that old cars are like old houses, which I also love. They have lots of character, but maybe not as efficient or sometimes quite as comfortable, and there is always something that needs to be done.

Rick Simone is a CLC member from Fort Wayne, Indiana.

PREVIOUS PAGE TOP The author's '69 De Ville Convertible looks to be ready for action. **PREVIOUS PAGE BOTTOM** The engine was tired and in need of some tender loving care. Photos courtesy of the author.

BELOW Even with the top up, a '60s ragtop is the center of attention. Photo courtesy of the author.



A Very Civil Affair

The 2024 CLC Grand National in Gettysburg, Pennsylvania By Warner Young



Photo courtesy of Jeff Shively.

The CLC Grand National meet was held June 10 to 15 in historic Gettysburg, Pennsylvania. There was a large turnout for the event, and we were fortunate to have two large hotels side by side to host our group. The primary hotel was the Wyndham Gettysburg, and next door was the Courtyard. Over 800 people registered for the event, and about 250 cars registered for the show field. The parking area around the Wyndham was more than adequate for this large assembly.

This year's schedule differed from previous Grand Nationals, with the Welcome Reception on Tuesday evening and car judging on Friday. Judging on Friday allows more time for judging and tabulating and offers a rain date on Saturday if needed. The extra time to judge was much needed with the large number of cars on the show field. As usual, the awards banquet was held on Saturday evening. The awards committee was very efficient in moving through the program, which produced a shorter-than-usual banquet and awards ceremony.

Several interesting tours were offered: the Classic Auto Mall in Morgantown (950 cars for sale), Hershey city tour (with AACA Museum), National Watch and Clock Museum, shuttles to the National Military Park, and shopping tour to Intercourse, Pennsylvania. The tour to the Auto Mall included lunch at the Amish Shady Maple Smorgasbord. This buffet was huge and had to be seen to be appreciated. The driving tour on Monday was to several covered bridges and Antietam, the site of the bloodiest day in American military history.

Several seminars were offered. The Editor's Panel was moderated by Jeff Shively and featured *Old Cars* magazine editor and CLC member Angelo Van Bogart. The Friday night social was "Cars under the Stars." As in all Grand Nationals, there were Museum and CLC Board meetings open to all. The hospitality suite was open various hours, Tuesday through Saturday.

Continued on page 19

ABOVE A rarity- a trio of 1935 LaSalles. **BELOW** The Classic Auto Mall in Morgantown. Photo courtesy of Warner Young,



Photo courtesy of Warner Young.



ABOVE The show field at dusk.
Photo courtesy of Les Eastling.

BELOW Col. John Hannon and his 1994 Fleetwood Brougham on the driving tour with Jeff Butler's matching car. *Photo courtesy of Jeff Butler.*







ABOVE The ever-popular post-war fastback. Scott DiGesualdo of Firestone, Colorado, brought this 1949 Series 6207 Club Coupe. *Photo courtesy of Jeff Shively.* **RIGHT** Hoosier Tailfin and *The Self-Starters* editor Jeff Shively hard at work judging Doug Bailey's 1966 Fleetwood Eldorado. Doug, from Roswell, Georgia, is an Indiana University graduate who played football there in the late 1960s and early 1970s. *Photo courtesy of A.J. Mehlow.*



PREVIOUS PAGE, TOP A 1955 Coupe de Ville owned by Joseph Lohr of Tampa, Florida. *Photo courtesy of Jeff Shively.* **PREVIOUS PAGE, BOTTOM** Here come the judges, with a keen eye out for details on the 1937 LaSalle 5027 Coupe owned by Jack Hotz of Haddonfield, New Jersey. *Photo courtesy of Jeff Shively.*



ABOVE For a change of pace, Dennis Manieri left his 1941 Series 6229D Convertible Sedan at home, opting for the much more modern look of a 1954 Eldorado. **BELOW** Time to head for the hills in an early 1970s Eldorado. *Photos courtesy of Jeff Shively.*





The engine of Don Ghareeb's 1934 Cadillac V-16 Series 452 Model 5776 Two-Passenger Coupe was of infinite interest. *Photo courtesy of Jeff Shively.*

Answers to the Summer Tailfin Quiz on page 11

1. True
2. False. 1987, with the exception of the years '77 to '84, when it wasn't offered.
3. B. 1990
4. C. 1999
5. A. 2003
6. False. Mitsubishi had a system in 1995, but it didn't apply the brakes.
7. C. Cadillac in 1929
8. False. Nash, Mercury, Chrysler and Lincoln also had them in 1957.
9. True
10. True
11. True

Answers to riddle from Thoughts from the Director

1. Water – butane is a lighter fluid.
2. "...so I made the horn louder."

Continued from page 14

Our VP of National Activities, David Rubin, was the event chair. David announced that we had members from 34 states, including Washington, D.C., Canada, Puerto Rico, Australia, Austria, The Netherlands, Switzerland, and Curacao. Indiana attendees were Jupei and John Hannon, Jaunda and Lars Kneller, Sue and Larry Kennedy, Jeff Shively, and Pat and Warner Young.

John Hannon's 1994 Fleetwood won 1st Place in Primary Class. Best of Show was a 1934 Cadillac V-16 Two-Passenger Coupe owned by Donald Ghareeb. That car had recently finished a long restoration to showroom condition (maybe better).

Next year, the Grand National will be held in Murfreesboro, Tennessee. The GN is always an event well worth attending, with much socializing and the bonus of many nice Cadillacs and LaSalles to appreciate.

Warner Young is a CLC member from Indianapolis, Indiana.

