

HOOSIER TAILFIN



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

SUMMER 2023





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On the Cover: Don Wray's 1941 Cadillac Series 63 as seen at the BOPC show in Lebanon.

Above: 1955 Pontiac Chieftain owned by Dave Battes, also at the BOPC show.

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Thoughts from the Director

Warner Young

I'm hoping you've had a good summer and have put the Caddy to good use. As you have noticed, our traditional car clubs' events (especially for older cars) are in a state of change. The Museum and Research Center has announced our annual Fall Festival will not hold the major events planned for this year. There will be a Cadillac weekend at the Gilmore, but there will only be a garage sale and rides in old cars. There will be a car show with peer judging. The number of registrations did not support the activities planned. The National Driving tour is still planned for the week of Sept. 18th, starting in Ft. Wayne. The committee is monitoring our registrations and we are on schedule to host the event.

Some car events are doing well, especially Cars and Coffee. Many young people are interested in cars, especially muscle cars and sporty Japanese cars. Pre-1965 cars are not getting much attention anymore. "The only thing that never changes is that everything changes" (Louis L'Amour). I've been to a couple shows this summer and younger people are showing much enthusiasm for their cars.

Our June BOPC meet was a success. Jim Smith did a great job of planning for another good show. Nine Cadillacs won awards including Best of Show. We had committed any profits to go to charity. We presented the "Honor Flight" program a check for \$500. Note that on Aug. 12th, there was another BOPC show at Stoops Buick in Plainfield. That is hosted annually by the Buick club. Jim Smith reported it was a very good show with profit going to the Honor Flight program.

Also in June, Joe Columbe hosted his annual picnic at his farm. This was a great day with nine car clubs represented and 121 guests. Many thanks to Joe for hosting his picnic. This requires a lot of work by the Columbe's. We've learned that Joe's older brother, David, passed away in August. David was a great car guy and loved his T-Birds and Cougar. Our condolences to Joe and Eleanor.

We are planning a tour to Evansville for October 20th and 21st. We have arranged to visit two car collections with other stops planned, as well. We have invited the Lincoln Continental Club and the CCCA to join us. More information will be available to review, in the near future.

On behalf of Indy Honor Flight Board of Directors, our Veterans and our volunteers, please accept our sincere thanks for the recent Cadillac-LaSalle Club Car Show. We are very honored to receive the donation.

We fly WWII, Korean and Vietnam Veterans 100% FREE OF CHARGE to Washington DC for one day to see the memorials built in their honor. We can only continue to do this through the generosity of groups such as yours.

We have flights planned for September 23rd and October 21st this fall. We would be very pleased to have you attend our "Homecoming" at the end of the evening. The Veterans have no idea we've invited hundreds of people to welcome them home after their flight. The event will be held at Plainfield High School. The times will be announced on our Facebook page when the dates get closer, usually around 7:30. Wear your most patriotic clothes, bring a banner, balloons, flags, whatever!! We cheer for every one of the 86 Veterans on the flight as they enter the gym.

Again.....THANK YOU!! We look forward to working with you again in the future!

Respectfully,
Trina Winegardner – President
Indy Honor Flight Board of Directors

EVENTS

September 17 - 21, National Driving Tour hosted by the Indiana Region

September 22 - 23, Museum and Research Center Fall Festival, Gilmore Museum

October 20 - 21, Tour to Evansville. Two collections to be visited and other stops

December 3, Annual meeting and Holiday Party, 7654 Holliday Drive West, Indianapolis

January 24 - 27, CLC Winter Board Meeting, Irving, TX

June 11 - 15, 2024, Grand National, Gettysburg, PA

August 27 - Sept. 1, 2024, National Driving Tour, Wichita, KS

June 2 - 7, 2025, Grand National, Murfreesboro, TN

Barn Update

Lars Kneller



41 Cadillac without skirts

It's been a busy summer at the Kneller household. I think most of you know my 93-year-old stepfather passed away in April. I've been busy since then getting my 88-year-old mother independent without him around to help. It's been quite a chore, but I think I am just about there.

However, activity does always occur in the barn. My new **1993 Fleetwood** had a crack in its dashboard at the corner by the driver's window. I hired the guy that fixed the crack in the **1958 Fleetwood**, he did a wonderful job. However five months later it has cracked again, so he is returning for a re-repair. I think I now know why it was cracked in an unusual spot in a low mileage car, so read on. The other issue is the interior lights will not turn off. I had to remove the lower dash panel under the steering column to check on a relay (which was not the issue), and a few shards of broken glass fell out. I analyzed all of the car's glass, and the driver's window is a different brand than all of the rest. It appears the car was broken into at some time in its life. So further investigation into my interior light issue finds the alarm system is grounded at the driver's door lock and the deck lid lock. I think if that ground is not connected, the interior lights will not turn off. I plan to take off the door panel this fall, and hope that it's an easy fix. The cassette player in the car also does not work. I pried the cassette out that was stuck in it (Rush and Queen if anyone is interested), to no avail.

I plan to buy a good used AM-FM-cassette-CD that was optional that year and replace the whole unit.

The **1941 Cadillac's** skirts are still at the body shop. I am overdue to have lunch with him and will give him a big nudge if they're still not done. Last I heard, he did finally find matching paint. Everyone may want to get a tissue handy prior to reading further, but I have sold another car, the **1981 Fleetwood Diesel**. I really needed to trim the herd a little as I had more cars than I was able to keep up with. It is going to fellow CLC member Joe Roglieri in New York. He also owns a **1981 V4-6-8 Eldorado**, so it will complement that car well. Plus I know it's going to a good home.

The **1966 Toronado** was in the shop for its brakes, and it turned out to be a bad booster. I think the fourth one they got finally was the correct one. My mechanic, in the process of charging the A/C, discovered I had the incorrect water pump. The shaft was too long, and the belts were off. He obtained the correct one, had me deliver my Toronado Blue paint so he could paint it, and then installed it. Now all my belts line up perfectly, and my Comfortron blows cold air. Its exhaust had rattled going around corners for some time, so it spent some time up on my lift and now I have a quiet exhaust (short of the 455's low growl which is expected).



1955 Thunderbird body coming off frame



Frame



Thunderbird parts to RediStrip



1981 Fleetwood

“Luckily Ford had a better idea.”

The **1963 Lincoln** had two annoying issues since I put it back together. The first one was a hesitation off of idle that was not engine related. I spent some time adjusting the throttle linkage and that is fixed. The other was the speedometer. The needle occasionally worked fine, but most of the time it swung all over the place. Luckily Ford had a better idea, and removing the speedometer is very simple. It turned out the odometer drum, which I had turned back to 00000, had a little tang that had broken off. Thus it rotated and the remaining tangs interfered with the drum of the speedometer. I replaced it with the odometer from the sedan parts car, so the car went from about 100 miles on it to 44,000 miles on it. I decided it was too much trouble to try to turn that one back, and didn't want to risk breaking it also.

Progress continues on the **1955 Thunderbird** albeit slower. The body is off of the frame. I had to spend a little time rigging up my rotisserie to fit it, so it will be ready to go on when it's back from being dipped. I plan to take it there soon. The last piece to take apart is the frame, and I'm about 40% done on that. My patient, the radio expert, has fixed its radio (bad vibrator which he happened to have a few extra of). Glenn Brown took my radiator to a place in Chicago he uses, and it is now home with a new core. They

do make reproduction radiators, but I wanted to keep mine since the date is stamped on top. I found an automatic choke for it at lola. It was pricier than expected, but I guess they're getting harder to find (or so the vendor said).

Lastly I'll finish with a daily driver story. My **2012 F-150** had been having issues with its HVAC the past year or so. When it was started the A/C would blow out the floor briefly before switching to the proper dash vents, and the heater would do vice versa. As time went on, occasionally when I would start it, I'd hear a brief growling noise from under the hood. Investigation found that 2011 and 2012 models with the turbocharged engine, came with an auxiliary vacuum pump for the brakes at times of low engine vacuum, and they're known to go bad. The new pump came with replacement hoses too as apparently the check valves also go bad. Replacing the hoses was easy. The pump is located behind the driver's side headlamp which was also easy to remove. The hardest and time-limiting step was getting the rusty nuts off of the studs that secured the pump to the truck. It's all fixed and I am good to go again. The part I got from Rock Auto is a genuine Motorcraft one, but interestingly made in the Czech Republic. What would old Henry think about that??

On that note, I hope to see everyone on our driving tour.

BUICK OLDS PONTIAC CADILLAC MEET

Lebanon, Indiana, June 3rd

Warner Young

Many car-loving GM family members met in Lebanon on June 3rd, for our annual BOPC Meet.

The weather was forecast to be quite hot, but with much shade in the park, it turned out to be a fairly pleasant day for an outdoor event. Cadillac was the host club this year. Our Chairman, Jim Smith, did an excellent job in show preparation and rounding up our many volunteers. Michael Fellenzer brought a sound system and a Bose speaker that worked very well in broadcasting to the far end of the show field. Michael was our highly polished announcer, as well. Kim and Pat Carney, Bill Reedy and Jim Smith handled the registration duties at check-in.

As our tradition, the Cadillac group had a pitch-in lunch. Our expert chef, Lars Kneller, provided our group with spot-on hamburgers and hot dogs. Thanks Lars. We had a good supply of water and other drinks, which kept our Indiana Region well hydrated. Thanks everyone for supporting our pitch-in.

We had 71 cars on the show field. (2022 had 79 cars) We had 15 Pontiacs, 14 Old's, 23 Buicks and 19 Cadillacs. We had an excellent turn-out of pre-war cars. The pre-war car design characteristics seem to create special interest from everyone.

Cadillac fared well in our peer judging. We had nine Cadillacs with awards, including Best-of-Show.

- **Class A, pre-war:** Jim Smith, 1939 60 Special, 2nd Place. Donn Wray, 1941 Series 63, 1st Place.
- **Class B, 1946-1959:** Joe Alberts, 1954 Eldorado, 2nd Place.
- **Class E, 1980-1994:** Lars Kneller, 1997 Fleetwood, 2nd Place. Michael Fellenzer, 1993 Coupe de Ville, 1st Place.
- **Class F, 1995-present:** Bill Reedy, 2006 DTS, 3rd Place.
- **Best Cadillac:** Tom Beale, 1931 Phaeton.
- **Best original car:** Matt Bono, 1948 Series 62.
- **Best of Show:** Claude Willis, 2006 XLR.

Almost half of the Caddy's won awards. Great showing!

Our tabulators were Donn Wray and Jim Smith. That is a tedious job and a bit stressful near the end of a long day. Thanks Donn and Jim for doing a fine job.

The Indiana Region agreed that any profits from the show would go to the "Honor Flight" charity. Jim Smith will be sending a check for \$500 to that organization. Pontiac also did that in 2022. The Memorial Park group in Lebanon has proven to be a great group to work with. The Lebanon location seems to be well liked by just about everyone. Park Mgr., John Messenger, did an excellent job of having things set-up for our arrival and support available, if needed.

The 2024 host region will be Buick. I suspect Jim Smith and Donn Wray could be called back to duty. A few more years of duty and they may be offered a commemorative watch.

CADILLAC WINNERS

Class A, Pre-War 1942 & Earlier

- Third, Jay Hodges, 1940 Buick 80-C Limited
- Second, Jim Smith, 1939 Cadillac Sixty Special
- First, Donn Wray, 1941 Cadillac Series 63

Class B, 1946-1959

- Third, Harold Glatz, 1953 Pontiac Coupe
- Second, Joe Alberts, 1954 Cadillac Eldorado
- First, Dave Battes, 1955 Pontiac Chieftan

Class C, 1960-1969

- Third, Mike Gerdes, 1963 Pontiac Tempest
- Second, Walt Habeeb, 1963 Buick Riviera
- First, Kenny Lentz, 1964 Bonneville Wagon

Class D, 1970-1979

- Third, Steve Strawmyer, 1970 Buick GS
- Second, John Cosgrove, 1975 Olds Delta 88
- First, Rob Jakes, 1970 Olds Cutlass

Class E, 1980-1994

- Third, Steve Henderson, 1991 Buick Rivera
- Second, Lars Kneller, 1997 Cadillac Fleetwood
- First, Michael Fellenzer, 1993 Cadillac Coupe de Ville

Class F, 1995-Present

- Third, Bill Reedy, 2006 Cadillac DTS
- Second, Roy Newby, 1998 Buick Riviera
- First, Gary Wiltermood, 1998 Pontiac Trans Am

Class G, All Modified

- First, Mike Richards, 1973 Pontiac GTO

Best Buick

- Jay Hodges, 1948 Buick Roadmaster 76-C

Best Oldsmobile

- Terry Lamey, 1984 Hurst Olds

Best Pontiac

- Lawrence Eleftheri, 2009 Pontiac Solstice GXP

Best Cadillac

- Tom Beale, 1931 Cadillac Phaeton

Best Original

- Matt Bono, 1948 Cadillac Series 62

Best of Show

- Claude Willis, 2006 Cadillac XLR

Photos by Jeff Shively and Matt Gerhard.



Jim Smith
2nd Place



Tom Beale
Best Cadillac



Lars Kneller
2nd Place



Matt Bono
Best Original



Michael Fellenzer
1st Place



Claude Willis
Best of Show

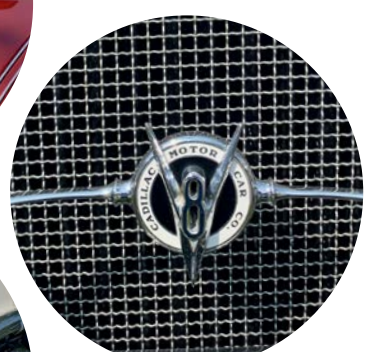
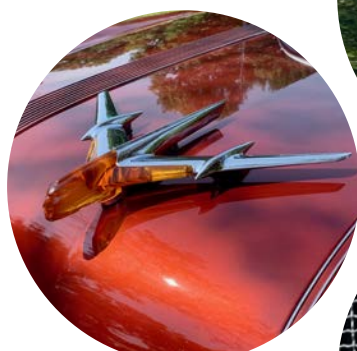
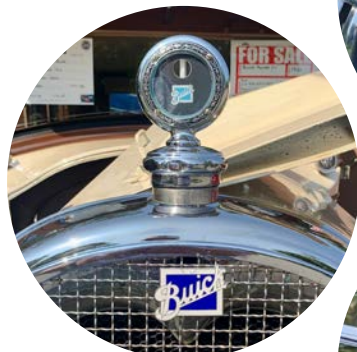
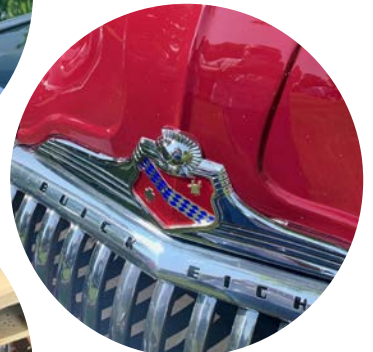


Bill Reedy
3rd Place





FRONT AND CENTER







ROAD TRIP READY





Columbe Picnic

Shelbyville, Indiana, June 17

Jeff Shively



Always a Hoosier Region favorite, the Columbe Picnic returned to a new venue for 2023. After many years, Joe finally got his wish of a brand-new facility in which to store his Lincoln collection and to host fun events like the picnic. And what a great time it was. There were 121 guests on hand who enjoyed, collectively, 104 delicious Linne's box lunches. Ten car clubs were invited and nine made it. They brought about 65 cars of all eras, including many Lincolns.

There was a good turn-out for the CLC: Carl Carney, Kim and Pat Carney, Joe Columbe, Charlie Drane, Cliff Fiscus, Matt Gerhard, John Madden, Jeff Shively, Candy & Don Shuck, Allan Tharp, Rhett Tharp, Jim Smith and Pat & Warner Young.

This is such a well-loved event that the very first guests had arrived at 9:45 a.m., well ahead of lunch being served at noon. Over half of the attendees arrived before the food line opened, giving plenty of time to catch up and talk cars. Time flew by, and before too long, it was time to pack up and head home. With so much good food to consume, good conversation to be had, and wonderful cars to be seen, it is easy why the Columbe picnic is so widely anticipated.

Jeff Shively is a CLC and LCOC member from Noblesville, Indiana.

Photos by Jeff Shively and Matt Gerhard.







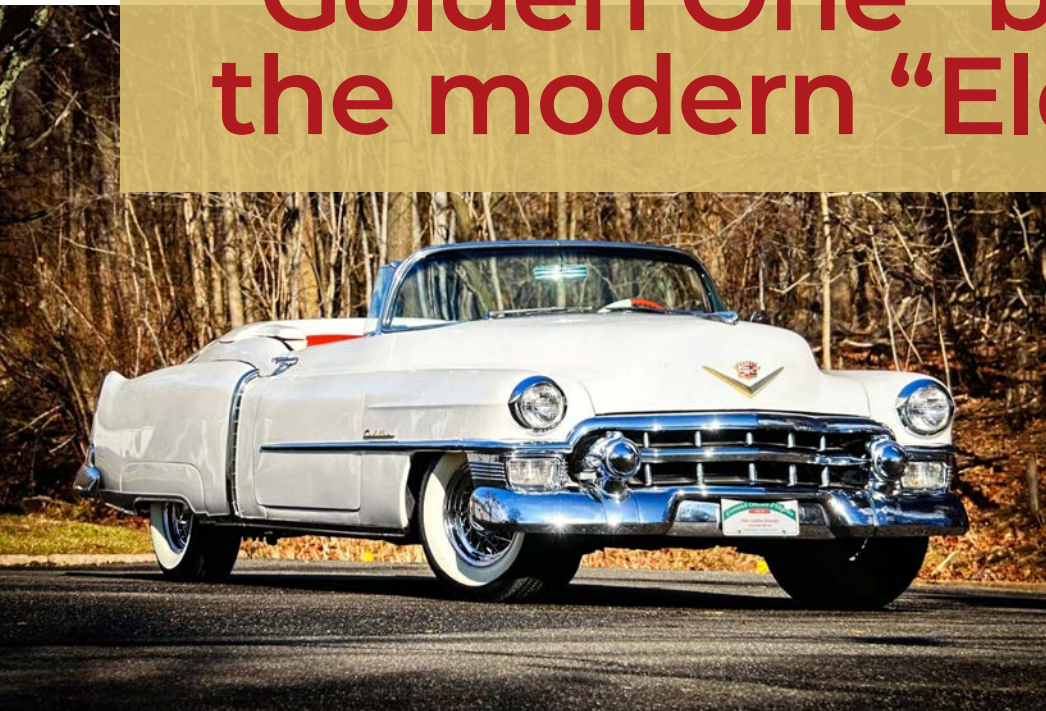




TAILFIN QUIZ

1. The first left hand drive Cadillac was the Type 51 for the 1915 MY. True or False?
2. The first full flow oil filter for the series 62 Cadillac was in 1958. True or False?
3. The name Eldorado comes from the Aztec word for high king. True or False?
4. Cadillac marketing plan in 2019 called for 500,000 world sales by the mid-2020's True or False?
5. In the 1st quarter of 2023 Cadillac sales increased by 28% over 2022. True or False?
6. Lincoln Navigator sales growth has lagged Escalade in 2023. True or False?
7. The Eldorado design was rushed for the release in the 1967 MY. True or False?
8. The '66 Toronado and the '67 Eldorado were nearly the same weight. True or False?
9. The 1989 Seville STS trim was the first STS offering. True or False?
10. First choice for the name of the 1956 Eldorado Coupe was Seville. True or False?
11. The first year for the Deville speed-sensitive steering and speed-sensitive suspension.
A. 1992 B. 1993
C. 1995 D. 1997

How the ancient “Golden One” became the modern “Eldorado”



Warner Young

Photo courtesy of Hemmings Motor News, hemmings.com

Cadillac's Golden Anniversary was approaching in 1952. GM needed a show stopping vehicle to tour with the very popular Motorama program that had its beginnings in 1949. Cadillac wanted this vehicle to have the latest and most modern features of any car available at that time. Once the program was approved, they needed a name for their new car. A company-wide contest was held to pick an appropriate name for this one-of-a-kind car. A company secretary from the merchandising department, Mary-Ann Marini, won the competition. She stated she came up with the name after reading poetry and coming across the name El dorado. The name was chosen and a 1953 MY Cadillac Eldorado was started in 1952.

The Motorama program was mainly a creation of Harley Earl. In 1953 it visited the cities of New York, Miami, Los Angeles, San Francisco, Dallas and Kansas City. The 1953 Motorama was probably the most historic of all the eight years of the program. The 1953 Motorama was the show case for four new GM show cars: Chevy Corvette, Buick Skylark, Oldsmobile Fiesta and the Eldorado. The Eldorado was the most expensive car sold in America in 1953.

This new limited-production model (only 532 produced) contained many never seen before

options. The 1953 Eldorado became one of the rarest models ever produced by Cadillac. All 532 were convertibles that came in only four colors: Aztec Red, Azure Blue, Alpine White or Artisan Ochre. Standard equipment included: wrap around windshield, cut-down belt line, heater, power windows, automatic wipers, signal seeking radio, tonneau cover and wire wheels. The bumper dagmars (bumper bullets) came from the 1951 show car, the Le Sabre. The 1953 Eldorado was 3" shorter than the comparable Series 62 convertible.

The Eldorado was 18.4' long with a standard overhead valve V-8 of 210 HP. The Eldorado was a trend setter with the wrap around windshield and cut-down belt line. This car was not cheap, selling for \$7,750, which was almost twice the cost of other Cadillacs. Cadillac didn't see the Eldorado ever becoming a high production model. It was built as the Golden Anniversary show car. Of course, we know that it did become a standout personal luxury car. The Eldorado model continued to be built for 50 years.

It was stated several years ago that an Eldorado is a no-compromise, no-excuse American luxury vehicle with a distinct look, stance and presence. Absolutely this was the “Golden One.”

Grand National



Albuquerque
New Mexico
June 20–24

Jeff Shively

1937 LaSalle owned by Caffrey

The 2023 Cadillac & LaSalle Club Grand National in Albuquerque was a somewhat smaller affair than in years past, with 449 members attending and 89 cars on display. Despite this, the quality of the event was top-notch. The tours, which covered interests as varied as ballooning, Route 66, auto racing and nuclear science, were enjoyed by all those who signed up for them. Many people enjoyed the Mid-Century Modern musings of YouTube sensation Charles Phoenix. As Albuquerque is in the high desert, and it was June, the weather was toasty and dry, but not unpleasant.

The Indiana Region had a handful of attendees, comprised of John and Jupei Hannon in their 1995 Fleetwood Brougham and the author in his 2014 XTS V-sport Platinum. John and Jupei participated in the CLC caravan on Route 66 in their car. You can read my take on the roundtrip to the Grand National in the August, September and October issues of *The Self-Starter*.

The car show on Saturday was a big contrast from last year...it was dry! As one might expect, pre-war cars were scarce, with only a handful of cars, including only a single example of LaSalle and a solitary 1941 Cadillac. There were many fine cars from the 1950s and 1960s, and of course, the 1970s to 1990s were very well-represented.

The awards banquet was very well-done. Best of Show awards went to Geoffrey R. Weller, of Lake City, Michigan for his 1929 Cadillac V-8 341B 1183B Dual-Cowl Phaeton (pre-war). Rick Payton, from Eau Claire, Wisconsin, brought home post-war honors with his 1955 Cadillac 6267SX Eldorado Convertible Coupe.

Those who didn't attend this Grand National missed out on a wonderful event. There were lots of nice people, great cars, and amazing desert scenery. The next several GNs will be much closer to home, in Pennsylvania, Tennessee and North Carolina, so the excuse to visit the Southwest will probably be years in the future.



1929 owned by Weller



1941 owned by Braden



1955 owned by Payton



1960 owned by Karrer



1988 owned by Rigirotzi



1961 owned by Meloan

National Driving Tour

Our National Driving Tour is coming up Sept. 18th.

We will tour northeast Indiana, northwest Ohio and southeast Michigan. We have host hotels in Ft. Wayne and Perrysburg, Ohio. Members have been signing up, but we are looking for more. So please register. Registrations go to Bill Shepherd, 8310 Garden Rd., Maumee, OH 43537. If you need a registration form, you can get one from Bill Shepherd (cadillacdude1@gmail.com) or from me.

The museum Fall Festival will not have the many events of previous years, but that does not impact the National Driving Tour. We have our destinations set and are ready to go.

Hotel information:

- **Sept. 17 and 18., Ft. Wayne, Indiana**
Hilton Garden Inn, Ft. Wayne North. 260-399-6000
- **Sept. 19 and 20, Perrysburg/Toledo, Ohio**
Hilton Garden Inn, 419-873-0700
Home2 Suites by Hilton, 855-516-1090
Holiday Inn Express, 419-931-9999
(All three hotels in Perrysburg are next to each other.)

Warner Young, warneryoung@msn.com, 317-919-8890.



1908 Buick. Owned by Don Obermeyer. One family owned since new.

Quiz Answers

1. True. Right hand was continued as an option.
2. False. Series 62 in 1960. Eldorado in 1957.
3. False. It's a contraction of the Spanish word for city of gold.
4. True. Fell short, so far. 354,000 in 2022.
5. True.
6. False. Navigator sales grew to 21% of large luxury market. Escalade fell by 14%, but more in total.
7. False. Final design nearly complete in 1964, started in 1962. Toronado was given priority.
8. False. Toronado = 4,496 lbs., Eldorado = 4,950 lbs.
9. True.
10. False. 1st choice was LaSalle.
11. B. 1993