

# HOOSIER TAILFIN



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

Spring 2025





## In This Issue

Page 3 Thoughts from the Director

Page 3 Upcoming Indiana Region Events

Page 4 Barn Update

Page 6 Hitting the Bricks

Page 11 Stoops Buick GMC Show Flier

Page 12 Down on Lime Rock Farm

Page 15 Summer Tailfin Quiz

Page 16 2025 CLC Grand National

**FRONT COVER** Nighttime at the Grand National. This 1957 El-dorado Biarritz cuts a stunning figure even in the dead of night.  
**BACK COVER** Johnnie Parsons drove the Wynn's Friction Proofing Special to Victory Lane in the 1950 Indianapolis 500. *Photo courtesy of Jeff Shively.*



## Board of Directors

### DIRECTOR

Warner Young  
[warneryoung@msn.com](mailto:warneryoung@msn.com)  
 317-919-8890  
 317-842-7990



### DEPUTY DIRECTOR

Pat Carney  
[pcarneycgcs@earthlink.net](mailto:pcarneycgcs@earthlink.net)  
 812-948-9801



### SECRETARY TREASURER

Jim Smith  
[jjsmith3739@gmail.com](mailto:jjsmith3739@gmail.com)  
 317-847-5565



### BOARD MEMBER AT LARGE

Matt Gerhard  
[caddyorganist@gmail.com](mailto:caddyorganist@gmail.com)  
 765-210-5461



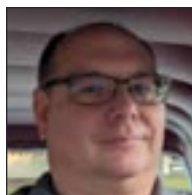
### BOARD MEMBER AT LARGE

Bill Reedy  
[wjreedy@hushmail.com](mailto:wjreedy@hushmail.com)



### BOARD MEMBER AT LARGE

Michael Fellenzer  
[michael@fellenzer.com](mailto:michael@fellenzer.com)  
 317-251-6962



### EDITOR

### BOARD MEMBER AT LARGE

Jeff Shively  
[Cad19651941@yahoo.com](mailto:Cad19651941@yahoo.com)  
 765-721-1659



### BOARD MEMBER EMERITUS

Barry Wheeler  
[Ftld6019@gmail.com](mailto:Ftld6019@gmail.com)  
 574-967-3752

# Thoughts from the Director

By Warner Young

**T**he first half of 2025 has been a busy time for the Indiana Region. The Region joined with the Buick Club of America and Classic Car Club of America to visit the new Indianapolis Motor Speedway Museum in April. Everyone who attended raved about it. Next, in early June, was the B-O-P-C Show in Lebanon. Our participation was lower than usual as it was the same weekend as the Grand National in Murfreesboro, Tennessee.

Several Indiana members attended the Grand National. It was another good meet. The turnout was smaller than hoped, but those who made the trip enjoyed the event, although some reported car trouble.

The next few months will also be very busy. In August, we'll participate in the B-O-P-C Show at Stoops Buick in Plainfield. This fall, we'll have another driving tour, this time in the Jeffersonville/Louisville

area. Pat Carney and Bill Reedy have been working hard on this.

Several of our members are involved in multiple clubs and have numerous opportunities to attend their national meets. I'm pretty sure the wives think the more, the merrier! The Pontiac-Oakland Club had its national meet in Louisville in June. It was at the same hotel as the CLC's 2019 Grand National. Another multi-make show worth attending is the Carmel Artomobila in September. This year, CCCA Full Classics are featured, as well as many rare and exotic automobiles from around the world.

We can always use ideas for good places to visit. A destination for a nice Saturday drive would be great. A stop with great food and desserts would be ideal! Please let me know your ideas. It's time now to enjoy your summer.

## Riddles:

1. A dog gave birth to puppies along side the highway....
2. How did Rodney Dangerfield know how get a girl to say yes?
3. Five ants rent an apartment, then they add five more. ...

## Answers on page 19

*Warner Young is a CLC member from Indianapolis, Indiana.*

## Upcoming 2025 CLC Indiana Region Events

**Aug. 9**

Stoops Buick/GMC Show in Plainfield, Indiana  
(All GM except Chevrolet welcome)

**Sept. 6**

Automobilia in Carmel

**Sept. 26-27**

Cadillac Fall Festival  
The Gilmore Car Museum

**Oct. 10 - 11**

Driving tour to Jeffersonville and Louisville area

**Oct. 15-18**

2025 CLC National Driving Tour  
Central New York

**Dec. 7**

Christmas Party at the home of Michael Fellenzer

**Jan. 7 -10, 2026**

CLC Winter Reunion and Board Meetings

**June 1-6 - 2026**

Grand National Meet  
Concord, North Carolina

# Barn Update

## With Lars Kneller

I am thankful every day for my air conditioner in the barn, as this summer has been oppressively hot in beautiful northern Indiana. I retired May 20, and left two days later on a trip to Northern Italy to celebrate both that and our 40th wedding anniversary. Three days home, and then it was off to the Grand National in the 1993 Fleetwood. No issues on the trip, and it

averaged 21-22 mpg, which was good for a big tank with a fire-breathing 350 V-8.

After all of those travels, life has settled down, which means more barn time. You may recall my 1977 Eldorado developed a shimmy in the front end, and it started pulling to the left about 20 miles from home, returning from the Fall Festival. I parked it for the winter and finally took it

to my mechanic a few weeks ago. The refrigerant had leaked out of its A/C system, so I also asked them to fix that. Well, the dominoes started to fall, and I hope they have stopped! The shimmy and pulling turned out to be two bad front tires, which were 12 years old. Thus, I decided to replace all four. It has the wider whitewalls that Diamondback makes. I just happened to catch their July 4th sale, which included 10% off and free shipping. As a result, my new set only cost \$76 more than the ones I purchased in 2013. However, they received a large number of orders, so it will take three to four weeks to get the tires. Also, the front ball joints are bad. So, while addressing that, the mechanic noted a whine, and the engine was running a little rough. His investigation revealed a faulty water pump and fuel pump (the front electric one, as it is EFI). Upon removing the water pump, he found that the timing cover was quite corroded on the inside, necessitating its replacement. I told him to replace the plastic toothed timing gear with a new metal one, since it would be off. The A/C compressor has bad seals, which will be replaced. I think I may have to go back to work to pay for all of this! Lastly, the exhaust pipe between the muffler and resonator has some holes in it (which they did not notice), but I have a new replacement ready to go when it gets home.

The rebuilt headlamp switch for the 1958 Fleetwood arrived, is installed, and I now have dash lamps for the first time in my ownership. However, the gear I replaced for the passenger front vent window doesn't completely shut it, resulting in an annoying whistle as I drive down the road. It is on the list to tighten that up. In the meantime, the top on the 1966 De Ville appears to have stopped working (luckily, it's up, not down), and the charging system on the 1963 Lincoln has also stopped functioning. My list never gets short. You may recall that I installed new whitewall tires on the 1969 Thunderbird last year. About a month later,



**LEFT** The engine is safely back in the chassis of the 1955 Thunderbird. *Photo courtesy of the author.*

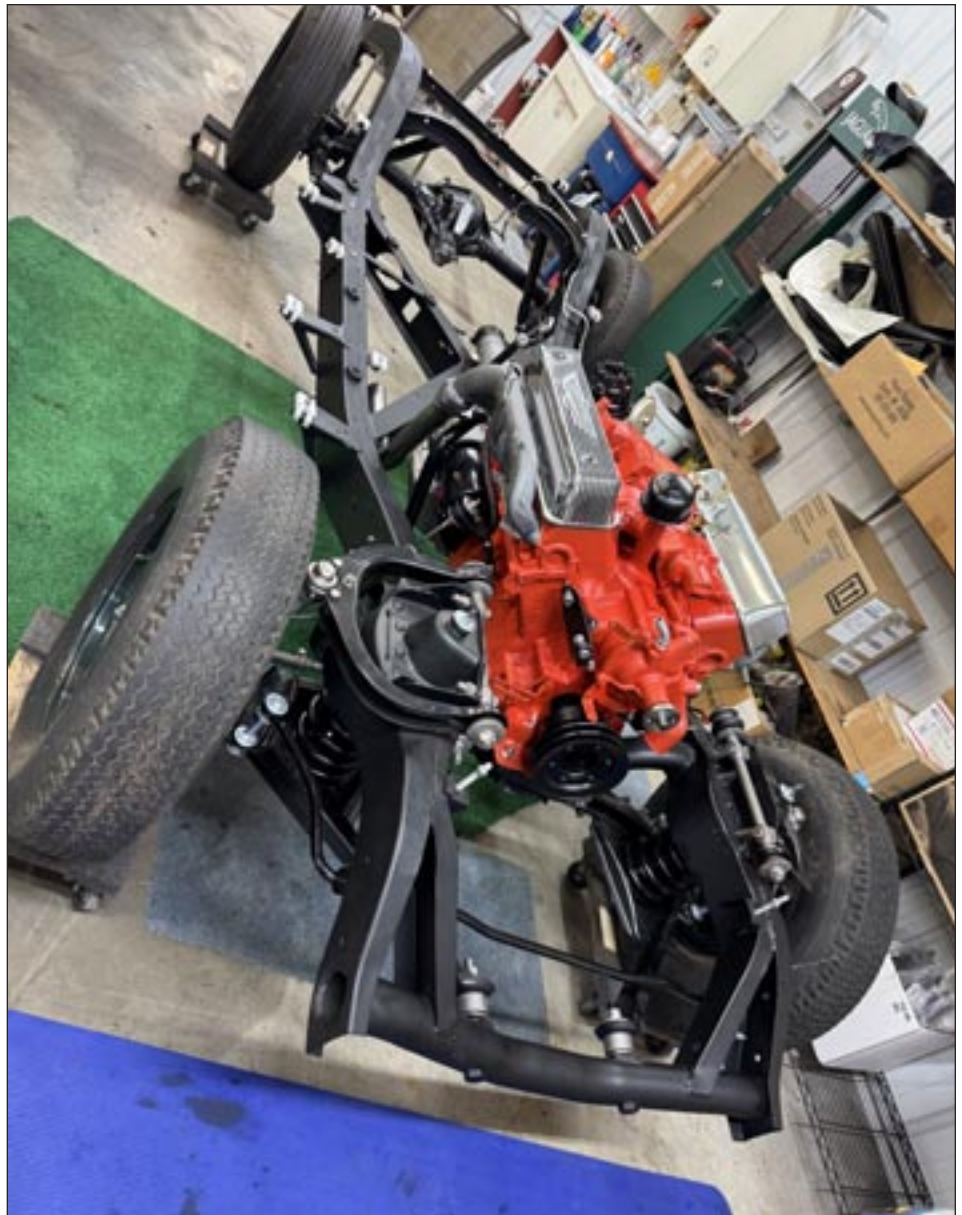


the whitewalls developed random discoloration that I could not remove, despite trying various products. I did submit a warranty claim, and my money was returned. Last fall at Hershey, I bought a can of white-wall paint from a vendor that claimed to fix my problem. I carefully applied three coats to each tire, following the instructions to the letter. They looked great for about three weeks, and then the paint started to crack and lift off. Hence, it is all now scrubbed off, and I am back to square one. I think I'll eventually just get another set of tires (different brand), but I'll need to recover from the Eldorado expenses first.

Progress continues on the 1955 Thunderbird. The engine was finally done, and now it is all painted, joined up with its Fordomatic, and on the car's frame. I am slowly getting all the accessories installed. I've decided to have the remainder of the body and paint work done with the body still on the rotisserie. Dick the body man says he should be ready for it in two weeks.

Speaking of Dick, I have pretty much completed the dashboard of the 1970 Coronet. If a Coronet had the standard dash in 1970, there is a little script on the right stating the model. His car started life as a Coronet 500, but is evolving into a Coronet R/T. If the Coronet was ordered with the Rally dash, there were no scripts. I am searching for a Coronet R/T script, but I suspect that if a

**RIGHT** Another view of the engine back in the Thunderbird's chassis, **BELOW** The dash script on a 1970 Dodge Coronet. Photos courtesy of the author.



person ordered an R/T, they also got the fancier Rally dash with a tachometer and gauges. So, the R/T script may be hard to find. If that's the case, then the debate is whether it should be a plain Coronet or back to a Coronet 500. I have finished the bumpers, and they are back in his possession.

You may have heard our fourth grandchild was born on June 28, which is also Jaunda's birthday. She came almost four weeks early, so she spent some time in the NICU, but is progressing every day and should go home soon. We're planning a trip to North Carolina to meet her, and I've also found an auto auction that will be taking place while we're there. It should be a good trip!

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





## HITTING THE BRICKS

### BY JEFF SHIVELY

On April 19, over 60 members of the Indiana Region of the Cadillac & LaSalle Club, Indiana Region of the Classic Car Club of America and Central Indiana Buick Club of America, met at the newly reimagined Indianapolis 500 Museum. I say reimagined, because this was more than an extensive renovation. I have been visiting the museum since the late 1970s, and it is now completely unrecognizable. Exhibits are spread over three levels. There are fewer cars on display than many of us remember, but that is a good thing. The most historically significant cars ever to race on the bricks in Indy are given the tribute that they deserve. The Marmon Wasp. The Boyle Special. If it is legendary, it is on display in the main gallery.

As impressive as the main gallery was, I found the life-size dioramas of Gasoline Alley to be the most interesting. Showcasing different eras of racing at the Brickyard,



**ABOVE** The outside looks the same, but what a change awaits inside. **TOP** The winner of the first Indianapolis 500, the Marmon Wasp, has a prominent spot in the main gallery. **NEXT PAGE** Gasoline Alley, as you've never seen it before. *Photos courtesy of the author.*





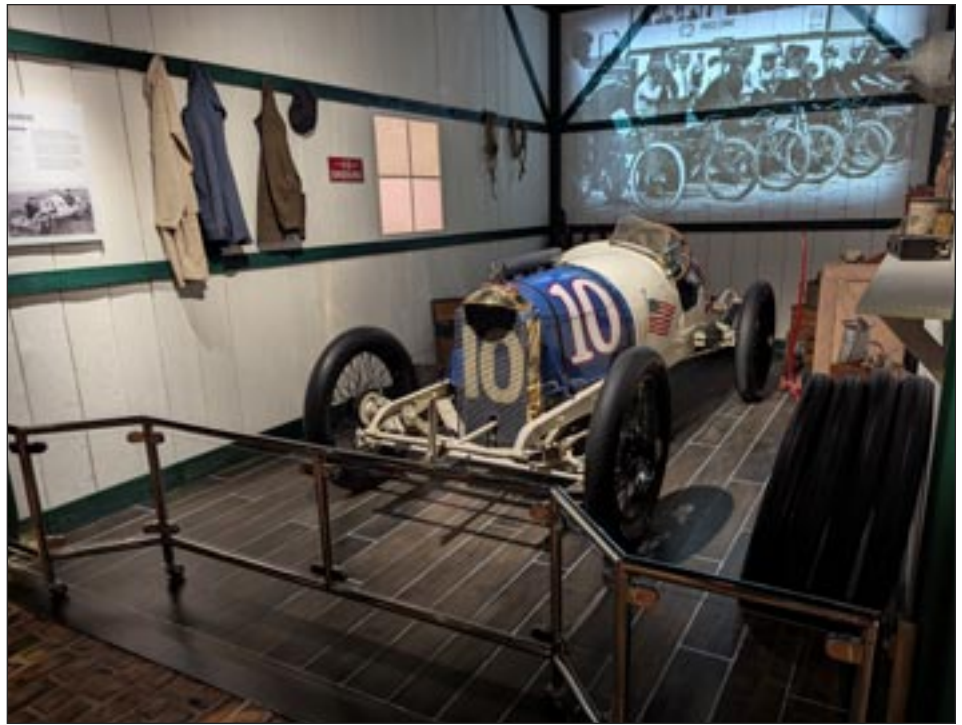


from the 1910s to the present, each garage bay was outfitted with a car, plus the tools and technology attendant to racing at that time. Even the lighting is period-correct.

On the lower level, one learned about the four-time winners in a special, temporary exhibit. Here, as well as in many other places throughout the museum, interactive technology complemented the vintage racing machines and other artifacts, leading to a more comprehensive experience.

Speaking of experiences, one exhibit allows visitors to witness the start of the "Greatest Spectacle in Racing." Video and audio surround the audience in an immersive experience, leaving you feeling as if you are one of the lucky 33 waiting for the cue, "Gentlemen. Start your engines!"

**RIGHT** A peek into Gasoline Alley 111 years ago, with a 1914 Duesenberg racer. **BELOW** and **INSET** The Boyle Special, winner in 1939 and 1940 with Wilbur Shaw at the wheel. *Photos courtesy of the author*







**ABOVE** The starting line on Race Day! **BELOW** Jimmy Bryan's Belong Exhaust Special, winning car of the 1958 Indy 500.  
*Photos courtesy of the author.*







**ABOVE** The Curtis-Craft Fuel Injection Special was driven by Bill Vukovich to win the 1953 and 1954 Indy 500s. **RIGHT** From 1941, the Noc-Out Hose Clamp Special riding on a Wetteroth chassis. *Photos courtesy of the author.*

In some ways, I am of two minds regarding this transformation. I have fond memories of visiting the old Hall of Fame, checking out the 1980 Pontiac Trans Am that had just paced the Indy 500, and seeing the winner's car. Then, as now, I found the pace car more compelling. Still, times change. Society's mores change. Modern museum attendees are no longer content to look at rows of cars on display, with the lineup seemingly unchanged for decades. The tens of millions of dollars invested over the previous 18 months produce a fresh take on a familiar theme. If you missed the tour in April, I urge you to take a few hours to explore this reimagined edifice. It will be worth your time.

*Jeff Shively is a CLC member from Kokomo.*





# CENTRAL INDIANA CHAPTER BUICK CLUB OF AMERICA

## PRESENTS THE 20<sup>th</sup> Annual Stoops Buick/GMC Car Show

1251 Quaker Boulevard, Plainfield, IN, 46158

Saturday, August 9, 2024

REGISTRATION 9:00 – 11:30 JUDGING 12:00 – 1:30 AWARDS @ 3:00

Stoops Buick/GMC and the Central Indiana Chapter of the Buick Club of America invites you to attend our 20<sup>th</sup> Annual Car Show at Stoops Buick/GMC in Plainfield, IN.

The dealership has requested that this year's show will include all of GM's premier divisions—Buick, Oldsmobile, Pontiac, and Cadillac as well as GMC trucks. If you own a Buick, Olds, Pontiac, Cadillac, or GMC, this is the opportunity to be on display with some of the finest automobiles ever manufactured by General Motors. We anticipate that this will be a highly attended show with some magnificent cars on display

### CLASSES

A--Pre-War  
B--1946-1959  
C--1960-1969  
D--1970-1979

E--1980-1994  
F--1995-Present  
G--All Modified

All Buick, Marquette, Oldsmobile, Viking, Pontiac, Oakland, Cadillac and LaSalle Models

All GMC Trucks 1912-1970

1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> Place Awards in each class, Best of Show, plus:

Best Buick or Marquette

Best Oldsmobile or Viking

Best Pontiac or Oakland

Best Cadillac or LaSalle

Contact: **Bob Perry** at 954-319-1458 or at [rjperry.744@gmail.com](mailto:rjperry.744@gmail.com)

### ENTRY FORM

Make checks payable to **Central Indiana B.C.A.**

Send check and entry form to **Bob Perry/CIBCA**, 1851 Whisperwood Trail, Danville, IN 46122

**\$20** advance entry, **\$15** each additional car until August 1. **\$25** per car day of show.

Name \_\_\_\_\_

Address \_\_\_\_\_ Phone \_\_\_\_\_

Email address \_\_\_\_\_

Car Year \_\_\_\_\_ Make/Model \_\_\_\_\_ Style \_\_\_\_\_ Class \_\_\_\_\_

Car Year \_\_\_\_\_ Make/Model \_\_\_\_\_ Style \_\_\_\_\_ Class \_\_\_\_\_

Car Year \_\_\_\_\_ Make/Model \_\_\_\_\_ Style \_\_\_\_\_ Class \_\_\_\_\_





# Down on Lime Rock Farm



By Jeff Shively

One of the things that many members of the Hoosier Region of the Lincoln & Continental Owners Club look forward to annually is the picnic at the home of Joe & Eleanor Columbe. Early on, they opened it up to many other clubs, including the Indiana Region of the Cadillac & LaSalle Club, Classic Car Club of America, Early Birds Thunderbird Club, the Rolls-Royce Club, and many others. For 2025, it was held two months earlier than usual, on Saturday, April 26. This was due to the LCOC hosting its Mid-America National Meet in Cincinnati, Ohio, on the same weekend as the picnic.

The earlier schedule did result in a smaller turnout. I counted only two Cadillacs, Michael Fellenzer's 1976 Fleetwood Brougham and my 2014 XTS Vsport Platinum. Understandably, Lincolns were not in short supply. As there were no Classic Era (1915-1948) cars present, the oldest machine for us to enjoy was Joe's 1949 Lincoln Cosmopolitan Town Sedan. This fastback sedan has very low miles on the odometer and is a trophy winner in the LCOC. It spent many years at the Kokomo Automotive Museum and I am happy it has a great home. Mr. Columbe's tastes run to mid-to-late 1960s Lincoln Continentals in all forms, from a Lehmann-Peterson Limousine to convertibles, sedans, coupes, and Mark IIIs.



**TOP** A bird's-eye view of the Columbe Collection. **ABOVE** This 1956 Lincoln Premiere is owned by father and son duo of Rhett and Allan Tharp. *Photos courtesy of the author.*





**ABOVE** Michael Fellenzer's 1976 Fleetwood Brougham. **BELOW** Our host Joe Columbe has a real passion for 1969 Lincolns, be they sedans, coupes, or Mark IIIs. *Photos courtesy of the author.*







**ABOVE** An exciting automotive menagerie awaited outside. **ABOVE** Good friends enjoyed good food and good conversation. Photos courtesy of the author.

Besides the Cosmopolitan, his other "older" car is a 1956 Continental Mark II. Joe's collection is on display in the giant building he completed a few years ago. Most of the vintage cars driven by attendees were Lincolns, the oldest being a 1956 model, with others hailing from the early years of the 21st century.

The meal was provided by a local deli that made delicious box lunches. This takes a lot of pressure off of the hosts, who have plenty to keep themselves busy when planning the event. Usually, there are swimming and buggy rides, but this time of the year, the focus was on the meal and the cars.

Attendance was somewhat lower than in previous years, but, due to the timing of this year's event, this was not unexpected. Still, for those who made the trek to the wilds around the greater Milroy/Moscow area, it was a day well spent with good friends and good cars.

**Jeff Shively** is a CLC member from Kokomo, Indiana.







**ABOVE** A four-door Lincoln Continental Mark III, with suicide doors, no less? They do exist! *Photo courtesy of the author.*

## Spring Tailfin Quiz

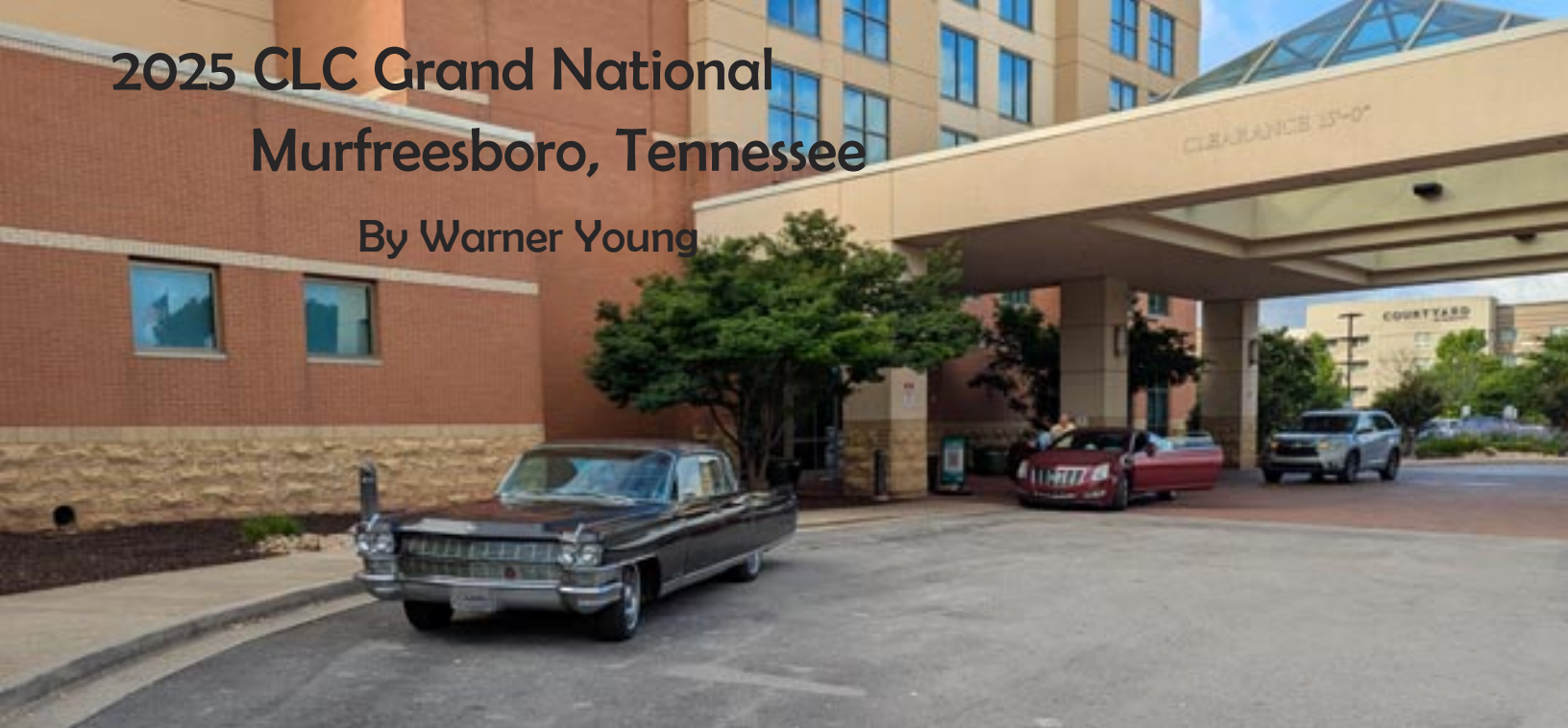
1. In 1980, Lincoln was the first to introduce the digital dashboard in.  
T – F
2. Which Cadillac model was redesigned in 1993 to compete with sporty European models.  
A. Deville Touring B. Eldorado C. Seville STS D. Allante
3. The Cadillac Fleetwood Limousine became the official Presidential car through much of the 1980s and 1990s. T – F
4. What was the luxury compact Cadillac was introduced in 1982?  
A. Cimarron B. Allante C. Seville
5. Cadillac's first anti-lock brakes appeared in Fleetwood & de Ville in 1986.  
T- F
6. What was the first year for an optional cellular phone?  
A. 1984 B. 1985 C. 1986 D. 1987
7. The Eldorado was shortened by eight-inches for the 1986 MY.  
T – F
8. 2006 was the first year for the SRX.  
T -F
9. The Escalade Hybrid was Cadillac's first hybrid in 2009.  
T – F
10. The first year for "magnetic ride control."  
A. 2006 B. 2007 C. 2009 D. 2010
11. The STS of 2006 was the first rear wheel drive car in decades?  
T – F
12. The 5.7L, LS6 V-8 engine was used in the 2004 CTS-V.  
T – F

***Answers on page 19***



# 2025 CLC Grand National Murfreesboro, Tennessee

By Warner Young



Our annual CLC summer gathering took place at the Embassy Suites in Murfreesboro, Tennessee. David Rubin, VP of National Activities, and his support staff picked an excellent location and venue for our 2025 Grand National. With the proximity to Nashville, there were many interesting attractions nearby.

One such attraction was the Stones River National Battlefield, which was the site of a critical Civil War battle that raged from Dec. 31, 1862, to Jan. 3, 1863. It ended in a Union victory that secured Nashville for the Union. The park includes a visitor's center and a National Cemetery as well as walking trails.

Many activities are offered at the GN each year. These include: a driving tour, hospitality suite, swap meet, a meeting of the Cadillac Queens, welcome reception, CLC MRC auction, car judging (now on Friday), Museum and CLC Board meetings, and awards banquet. Our special tours/events this year included: a Nashville City tour, a tour of two excellent car collections, a distillery tour, a Grand Ole Opry concert on Friday evening, bingo, a tour of Murfreesboro, and the Saturday car show.

A highlight for many of the approximately 175 members was their Friday evening at the Opry. The week included something for everyone. The weather was mostly good and not terribly hot. It did rain Friday afternoon, but spirits were not dampened.

There were about 130 cars on the show field. Indiana was well represented with 15 members in attendance. The Indiana contingent included: Tom Boehm, Carl and Pat Carney (2009 STS), Matt Gerhard (2017 XT5), John & Jupei Hannon (1995 Fleetwood), Jane Acree & Tom Hoczyk (1962 Miller-Meteor Hearse), Lars & Jaunda Kneller (1993 Fleetwood), Bill & Beth Reedy (1979 Coupe de Ville), Jeff Shively (2014 XTS) and Warner & Pat Young. Indiana award winners: Tom Hoczyk, preservation



**ABOVE and BELOW** The reason many of us attend Grand Nationals is the opportunity to see museums private car collections that the average person can't visit. *Photos courtesy of the author.* **TOP** The range of cars present at the Grand National can range from the 1960s to the present day. *Photo courtesy of Jeff Shively.*







**ABOVE** 1979 Coupe de Ville owned by Bill & Beth Reedy. *Photo courtesy of Jeff Shively.*

**BELOW** 1993 Fleetwood owned by Lars & Jaunda Kneller. *Photo courtesy of Jeff Shively.*







**ABOVE** 1962 Miller-Meteor Hearse owned by Tom Hoczyk. *Photo courtesy of Jeff Shively.*

**BELOW** 1995 Fleetwood owned by John & Jupei Hannon (but which one is it?) *Photo courtesy of Jeff Shively.*







**ABOVE** 1979 Eldorado Coupe owned by Kevin Bryant. *Photo courtesy of Jeff Shively.*

### **Answers to the Spring Tailfin Quiz on page 15**

1. False. The first was the Seville in 1978.
2. C. Seville STS.
3. False. It was the Lincoln Town Car.
4. A. Cimarron.
5. True
6. C. 1986.
7. False. It was shortened 16" for "sporty elegance and sheer driving pleasure."
8. False. 2004.
9. True.
10. B. 2007
11. True. 2006 STS.
12. True. It was capable of 0 – 60 in 4.6 seconds.

### **Answers to riddles from Thoughts from the Director**

1. ...they were cited for littering.
2. He asked if he was bothering her.
3. ...now they are tenants.

trophy; Lars Kneller, preservation trophy; Bill Reedy, Primary 2nd Place.

Pat Carney made it about 50 miles south of Louisville before his 1976 Fleetwood Brougham experienced overheating, and the car would not restart. He and Carl retreated to New Albany and drove to the GN in Carl's 2009 STS. Matt Gerhard had planned to drive his 1992 Brougham to the GN. Due to delays in completing some repair work, he opted for his nice backup in a 2017 XT5. They deserve a "virtual hard luck award."

Another Grand National, well-planned and well worth attending, is behind us. The 2026 GN is scheduled for Concord, North Carolina, June 1-6 (deep into NASCAR country). I'm sure it will be another great meet, and the location is of special interest to racing fans.

**Warner Young** is a CLC member from Indianapolis, Indiana.



