

HOOSIER TAILFIN



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

SPRING 2021





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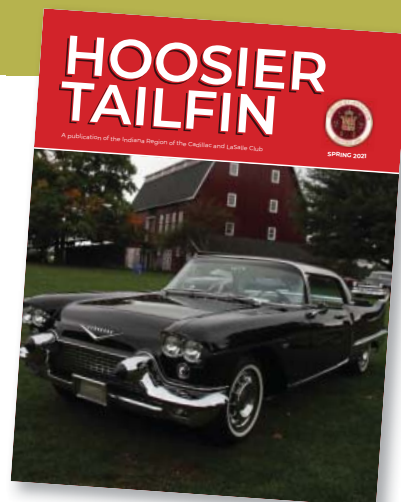
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Above: Phil Schaefer's 1956 Lincoln Premier & Michael Fellenzer's 1994 Fleetwood Brougham at Kaufman House, 2020. Photo by Michael Fellenzer.

On the Cover

1957 Eldorado Brougham as seen at the Gilmore Museum at Hickory Corners, MI, 2019. Owned by Donald Ghareeb, Vestavia Hills, AL. Photo by Jeff Shively.



Thoughts from the Director

Warner Young

Whew!, February is behind us. Those of you with snowmobiles made out well. Now it's time to talk Caddy's again. I believe everyone is ready to get back on the road. So, Jeff Shively has planned a short driving adventure for April 24th. The plan is to meet on the northwest side of Indy and go north to Thorntown, Crawfordsville and other stops. Details to follow in another email. Jeff is clearly our cheerleader for get out to drive.

Our planned Grand National for July in Albuquerque has met some headwinds. It's not official yet, but we understand it will likely get cancelled. We should know more in three weeks, or so.

It appears very likely we will have a Fall Festival at the Gilmore Museum Sept. 24th and 25th. This will not be as large an event as in past years, but still worthwhile with concours judging, similar to two years ago.

I do not believe there will be a National Driving Tour this year. We will have Region activities so picking back up some from last year. Our planned schedule is shown below.

As you know, the Region started a challenge this year during your dues renewal. The Region would match member donations up to \$2500 for the Museum at the Gilmore. Well, you really came through and we have received \$1,225. Barry Wheeler is to send our donation to the Museum in the near future. Thanks so much for your generous support of the Museum and Research Center.

We have discussed another Region driving day probably in August heading to the Muncie area. We like the idea of going to an interesting lunch spot and adding a couple more attractions for the day. Please let Jeff Shively or myself know of your suggestions for an interesting day. The Northwest Ohio Region has invited the Indiana Region to join in their driving tour into northern Indiana. It appears they would like to do a tour this fall and again in 2022. The Northwest Ohio Region is very active and they plan tours every year. Let's hope our aggressive vaccination schedule can help get everything opened up again.

NEWS and EVENTS

Welcome Jim Smith, Board Member at Large

Jim is retired as a Vice President from HP Products in Indianapolis. Jim is a long-time car guy that has a '37 Buick and '39 Cadillac 60 Special. Both are really nice cars which get driven frequently. Jim is a member of several car clubs. He has become active in the CLC and was Chairman of the BOPC show in Lebanon in June. His enthusiasm and talents will be a positive force for the Indiana Region.



2021 Planned Events

March 20, join the Antique T-Bird Club at Capital City Ford, hosted by Bob Thomas.

April 24, Region driving tour to Thorntown and Crawfordsville area

June 5, BOPC meet in Lebanon. Jim Smith is Chairing for Buick, see page 10

July 17, Columbe picnic east of Shelbyville. Numerous clubs are invited.

August, one day Region drive to Muncie area.

Sept. 25 & 26, CLC Fall Festival at the Gilmore Museum at Hickory Corners

Oct. 23, tentative schedule for driving tour in northern Ind. With NW Ohio Region.

Dec., Annual Meeting, location TBD.



1963 Lincoln Sporting its New Top

Barn Update

Lars Kneller

Since my last column, my life has been very busy. I did travel to Pennsylvania last October to visit my daughter. That included a side trip to the Classic Auto Mall, about one hour west of Philadelphia. It is an interesting destination - an old mall that has been converted to sell collector cars. It is attached to a large Holiday Inn which makes it an ideal gathering location. They have a quite large variety of cars for sale, most in #3 condition, some worse, some better. Most are (in my opinion) priced on the high side, catering to those who aren't so familiar with the collector car hobby. The trip was made more enjoyable by the fact a local Oldsmobile club was holding a meet also. We then traveled to the Simeone Museum to view their collection which consists mainly of old race cars. By happenstance, there was an auction that was going to be held there the next day, meaning many more cars to view. Both locations are worth a visit.

Between then and now the barn has been busy. As of January 1, I have dropped my work schedule from 4 days per week to 3, which gives more barn time! I will maintain this schedule with retirement planned in 3.5

years. I had several goals this winter with the 1958 Fleetwood. I am a stickler to have all my accessories operational. I have fixed the power door locks. One of the switches needed to be cleaned. The 2 rear doors did not work. The mechanism had become disconnected on one, and the other just needed some lubrication. One of the window switches needed to be cleaned also. I had found a business in Mishawaka called Fibrenew (thanks to a new region member). He has repaired the crack in its dash, for a lot less than a well-known company in California. With some searching I have found the elusive metal "elbow" that attaches to the rear of the generator on air conditioned cars for a cooling hose. I still





I am a stickler to have all my accessories operational

haven't been able to get my newly rebuilt windshield washer operational, mainly because I need to have the car running to do that (vacuum needed). My driver's door vent window's motor operated but didn't turn the window. It turned out to be a stripped gear. I found a replacement, and it needed a little refining to work properly, but now I am good to go.

Much progress has been made on the 1963 Lincoln (NC). It has returned from another trip to the body shop with 95% of the paint issues fixed. As a result the grille, both bumpers, and most all of the trim is installed. All 4 windows are working, which sounds easy, but not so! The front doors and vent windows are easy, similar to other cars. The rears are complicated. When one opens



a rear door, the rear window automatically drops 6 inches to clear the weatherstrip. They then go back up when the door is closed. There are 3 switches and 4 relays for each door to accomplish this function. Several weeks of fun electrical diagnosis and treatment has now resulted in functioning rear windows! Once done with that I knew I had some vacuum lines incorrect, and have delved into that, even more fun than electrical issues. I have made progress, and only have 2 hoses needing a proper home currently. Fibrenew has put the new coverings on my door panels, and I am now getting them put together. The top was just finished and now I can adjust the windows, and install the door panels. You may or may not recall the deck lid had a big dent in it when I started restoring the car. It was repaired, but not quite correctly. Thus a small piece of trim doesn't quite fit, nor does one edge. My body man thought it'd be easiest to get a good used one and replace it. However the lid is unique to 61-63 convertibles and not many were made. I did find one but the asking price is \$3500! One outfit makes fiberglass repro's but they are a similar price. I think we will repair the current one! I have put

Continued to Page 11



The Rust Collection

Matt Gerhard

Just outside of Seymour, Indiana is a unique collection of cars and pipe organs. While not quite on the scale of “Uncle” Phil Maloof’s collection in Las Vegas, the collection at the Acme Organ Institute (AOI) is impressive in its own right. The AOI is the brainchild of John Rust, a native of Seymour. Like most collections, John’s began on a modest level and has grown to its current level over several years. In fact, the collection of organs is still growing!

The genesis of the AOI can be traced back to the small Reuter pipe organ housed in St. Paul Lutheran Church Borchers, the Rust family’s church. The 1948 Reuter pipe organ had been sitting silent and was replaced

with an electronic instrument when the church began making plans for a new building. Plans were in place to tear down the historic sanctuary and take only the electronic organ to the new building. Being that this was the instrument that sparked John’s interest in the organ, he saved the pipe organ and installed it in his home in 2003. Incidentally, the Rust family stepped up to provide the necessary funds to preserve and move the historic sanctuary, and John found a nearly identical pipe organ to replace the one removed.

Like many other pipe organ enthusiasts, John’s collection began to grow over the years. In 2009 he acquired the original console from the Austin organ installed during the 1915 Panama-Pacific International Exposition in San Francisco. The console was much larger than the 1948 Reuter console already installed. With the addition of this console and additional sets of pipes, John’s collection was quickly out growing his residence. In 2012 he expanded the size of his residence to contain his growing collection.

The focal point of this new addition is the 1843 Thomas Appleton pipe organ. Thomas Appleton was one of America’s earliest organ builders. John’s beautifully restored Appleton is one of only a few remaining instruments. Everything on this instrument is mechanical, and wind



Photos: John Rust & Matt Gerhard



Hidden Away in Seymour, Indiana

is supplied by someone physically pumping the bellows.

In 2012 John acquired another unique instrument for his collection, the 1934 Compton pipe organ originally installed in the Paramount Cinema in Glasgow, Scotland. This is the only Compton pipe organ on this side of the pond, and it contains one of the few functioning examples of a Melotone, an early example of electronic tone production that produces a very unique sound. Unlike the other organs in the collection, the Compton is what is known as a theatre organ. Theatre organs were designed to accompany silent films and contain percussion instruments and sound effects in addition to pipes. Many of these instruments later found life in pizza parlors such as The Paramount in Indianapolis, The Pipe Dream in Kokomo, The Cardinal Music Palace and the Village Inn Pizza Parlor in Fort Wayne, and the Pipe Organ Palace in Elkhart.

With the acquisition of a couple more sets of pipes, the organ reached its final size of approximately 5,000 pipes. A small, self-contained Möller pipe organ installed in a bedroom completes the collection of pipe organs in the house.

But wait, there's more! By this point you're probably wondering why an article about pipe organs for a publication dedicated to cars. That's where the "more" comes in! In addition to even more organs,



More Rust Collection on page 10

So . . . What is a Biarritz

Alex Stanly Beloff III



The spectacular 1957 Cadillac Eldorado Biarritz . . . one year only! It was carefully casted and sculptured by Cadillac Advanced Styling and Fisher Body creating this graceful



lower rear quarter bumper. Look closely - that is the back-up lamps and last year for the functional dual exhaust outlets. It was anodized and triple plated. I took this photo at the Cadillac CLC Grand National July 2010 in Kansas City and my last year as a judge. The owner went through three bumpers to create this stunning work of art. This '57 was Best of Show. The price of this Biarritz new would purchase a modest new house!



This 1959 Rossford, Ohio, high school graduation senior is when I had hair, teeth and working body parts. This is the very impressive home and estate of Karl B. Hoke at #133 Colony Road in Rossford. In 1955 I was hired by Mr. Hoke to maintain his estate grounds including a not visible tennis court, flowered tranquil grounds. I so admired Mr. Hoke and he was a renowned architect who built bridges all over the world. Mr. Hoke's most valued assignment for me



was to completely beauty treat his "new" 1954 Cadillac Eldorado that was his treasure. It never saw winter streets. On Saturday, I would carefully back the Eldorado out of the garage and get started. It was silver with red and white leather and a white top. He removed the resonators for that cool dual exhaust sound. He knew how I loved that Cadillac and kept it show quality. He'd let me sit behind the wheel after detailing playing the radio loud and enjoying the smell of leather, the chrome steering column and the factory wire wheels. Mr. Hoke would say, *Okay Alex, ease her in the garage son.* He knew my Dad. We had a new red 54 Buick Century 2 door H.T. with Roadmaster 4BBL V-8 and dual exhausts from Dad's Toledo racing friend, Rollie Beal.

The 1955 Eldorado convertible was three years ahead in styling and resembled the 1958 Cadillac. Imagine driving a luxury vehicle three years ahead in styling. The 1956 Cadillac Eldorado Biarritz was \$6,556. The Eldorado two door became the Seville that had skirt less rear wheel openings, futuristic rear styling and unique cast rear chrome bumper exhausts. It was last year for chrome steering column (cost prohibitive), floor mats were grooved metal hansom plates, dual four barrel 305 HP with new performance controlled coupling hydramatic with a 3.36 gear for Eldorado.



1955 Eldorado



1956 Eldorado Seville



1954 Eldorado convertible



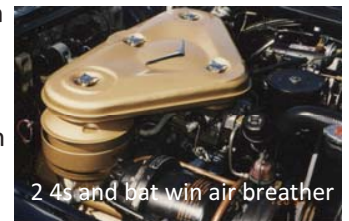
My first Cadillac in 1963 was purchased from Toledo Cadillac man Joe Dugan Motors for \$880. Mitchell Olds Cadillac repainted it, rebuilt the carburetors and shift kit in the hydramatic. It would do hole shot burnouts and I always won my class at Pensacola Dragway. It was a crowd pleaser. The interior was reupholstered in pearl leather. My pot metal bumper exhausts were marginal due to Ohio salt streets and same for my gold anodized saber spoke wheels. Even in poor shape they still looked great!



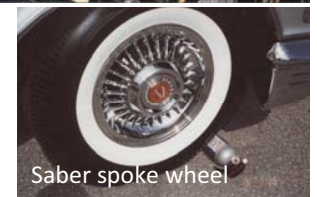
1957 Biarritz



The 1957 Biarritz was a creation of the Davinci of Detroit, Harley J. Earl, was the finest car designer of aesthetics of his time. Very secretive and not even Charles Wilson, GM president, was allowed in studio. The dramatic rear styling with sharply pointed fins with lower rear quarter, exclusive and finished in chrome sweeping around corners into a rounded rear deck. The one year only were functioning exhausts had split rear bumpers. The 1957 Biarritz, style 6267SX code #70K had dual four barrel carter AFBs. Engine rated at 325 hp was pushing over 400 hp with open headers and a 4 speed performance hydramatic. Look up the stunning Biarritz interior on page 25 CLC org June 2013. Imported cape buffalo premium hides from Africa in 1957. Convertible top was harmonizing (inside) to the



2.45 and bat win air breather



Saber spoke wheel

leather with chrome brackets. Saber spoke chromed (factory show quality) Eldorado wheels from 1955-1958 are the most impressive ever! Used sets acquired and chromed are \$10,000 today. The bat wing 2.4 air breather sells for \$2,500 up with carbs \$5,000. Built in quality of Body by Fisher, it had upholstery you love to smell and touch, vault solid doors, contour molded carpets and mats, seats deeply padded with lateral and lumbar support as well as L.O.F. safety plate glass all around manufactured in Rossford, Ohio.

Biarritz - engineered for the perfectionist, styled for the cognoscenti, and priced for the privileged. This America treasure milestone of design was limited to only 1,800 units. Arnold Schwarzenegger drives a white one or did. The 1958 Biarritz and Seville are almost identical to the 1957. 1958 had quad headlights, 4 coil springs, and tri power. Non functional rear bumpers are steel chromed, not pot metal. The rear quarters resemble the 1957. The 1959 and 1960 Eldorado Biarritz and Seville are handsome but use chrome moldings and optional bucket seats. The 1961 through 1966 Biarritz are attractive yet are subdued chrome trimmed cars with the exception of the 1964 with rear wheel openings. The 1955 through 1958 Eldorados are truly huge rear styled unique icons.



1958 Biarritz

The most important message of this entire article is that for some reason the media, car auctions, enthusiasts, even our own Cadillac LaSalle folks tend to photograph or feature the front of these Eldorados. Folks, everybody knows what a 1958 Cadillac looks like from the front. The reason they feel compelled to pay \$150,000 on up for a Biarritz is because of **THE REAR OF THE CAR!** It is my hope this article demonstrates impressive rear ends. It is my opinion, it ought to be yours. May God bless the trails you ride. Alex

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32nd Annual Buick-Olds-Pontiac-Cadillac Car Show - June 5th - 9:00 a.m.



Memorial Park, Lebanon, IN

For complete registration and show information see the attached flyer or contact:

Jim Smith

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Sponsored by the CENTRAL INDIANA CHAPTER BUICK CLUB OF AMERICA

Rust Collection, more!

John's collection has grown to include classic cars (including several Cadillacs) and a new facility to house them all.

In 2016 John began adding cars to his collection of pipe organs. The first Cadillac to be purchased was a 1971 Cadillac Coupe de Ville in Cypress Green Metallic. More 70s Cadillacs followed: 1973 Coupe de Ville in Cotillion White, 1973 Eldorado in Cotillion White, 1976 Eldorado convertible in Cotillion White (highly customized body, referred to as 1976x), 1973 Eldorado convertible in St. Tropez Blue Firemist, and a 1974 Fleetwood in Cotillion White.

In addition to Cadillacs, the collection contains three 1979 Lincoln Continental Town Cars (one of which is a Collector's Series), a 1989 Lincoln Mark VII, a 1922 Ford Model T, and a 1971 Ford F100 Ranger in Rangoon Red. John previously owned 1973 Chrysler Imperial LeBaron and a 1973 Chrysler LeBaron Coupe.

We can't forget the 1960 Farmall Cub, 1956 Farmall 156, or the Oliver Row Crop 66 tractors. There's also the modern cars, including a 2019 Cadillac CT6-V Blackwing. That completes the Indiana collection, we'll save the Arizona collection for another time.

2019 saw the completion of a new barn to house most of John's car collection as well as several more organs. 2020 sees the car collection complete, but the organ collection in the "Barn Hall" keeps growing.

Editor's Note: Since this article was written there have been some changes in the collection.



in the trunk upholstery. I had restored the jack that came with the car, only to find out it is not the correct one. Thus I have now restored the one that was in the sedan parts car, which is correct.

The barn has a new occupant, a 1955 Ford Thunderbird (NC). I have known about this car for



several years, as it belonged to a patient of mine. It has not run in years (a true "barn find", though it was in a pretty nice barn). His maternal uncle purchased it new in November 1954, and I have paperwork documenting such. In 1955, the first 1000 VIN numbers for Ford cars, all went to Thunderbirds, and mine in 000949, which makes it a little more special. It will be my next restoration project after the Lincoln is done. I will have much more to say about it in future updates.

I have had both of my vaccines, and I hope everyone else eligible has signed up to get theirs. We are lucky in that Indiana's process has gone much more smoothly than neighboring states.

Once we get vaccination rates to a significant majority, I am confident we will be able to gather again, with less restrictions.

Until then, Lars



Tailfin Quiz

1. Cadillac was the first automaker to offer electronic fuel injection in 1975. True or False?
2. Cadillac was the first automaker to offer a passenger side air bag to the public. True or False?
3. The iconic 1957 Chevrolet was the best-selling car that year. True or False?
4. Cadillac and Oldsmobile offered the first successful high production overhead valve engine in 1949.. True or False?
5. What MY was the downsized Seville first offered (it was 27" shorter)?
A. 1974 B. 1976
C. 1978 D. 1980
6. What MY was the E-body Eldorado downsized? A. 1977 B. 1978
C. 1979 D. 1981
7. Hudson offered the first mass-produced fully enclosed cabin two years before Cadillac. True or False?
8. In 2012 Popular Mechanics Magazine picked this car as the "Greatest Car on Earth."
A. 1953 Eldorado B. 1967 Eldorado
C. 2009 CTS-V
D. 1930-1940 V-16 Series 90
9. What year was the first CTS-V introduced?
A. 2002 B. 2004
C. 2006 D. 2007
10. What is the first Cadillac V-8 to feature All Wheel Drive?
A. 2005 STS B. ATS-V
C. XLR D. CT4-V
11. What MY was the Cimarron introduced?
A. 1980 B. 1981 C. 1982 D. 1984

Answers on page 12



Illustrated is the LaSalle Special Five-Passenger Four-Door Touring Sedan, \$1440*

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\$1240 AND UP *delivered at Detroit. Transportation based on rail rates, state and local taxes (if any), optional equipment—white sidewall tires and accessories—extra. Prices subject to change without notice.

Quiz Answers *Researched and Contributed by Warner Young*

1. False, Chrysler 1958, then VW in 1967
2. False, 1973 Olds Toronado
3. False, Ford was #1 with 1,676,400 sales, Chevy had 1,507,900
4. False, Buick in 1904
5. B. 1976
6. C. 1979
7. False, Cadillac was first in 1910
8. D. 1930-1940 Cad. V-16
9. B. 2004
10. A. 2005 STS
11. C. 1982