

HOOSIER TAILFIN



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

WINTER 2021



Cover photo coming from Jeff Shively, check Booth Tarkington House Folder. Pick one. That's Jeff's car. Getting description. 1941 I think



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Above: Christmas Cadillacs: Michael Fellenzer's 1992 Fleetwood and 1989 Fleetwood Coupe at Kaufman House, Meridian Hills, IN.

On the Cover

Jeff Shively's 1941 Cadillac Series 6267D Convertible Coupe. It was a special-order car (SO 1917) delivered to Don Lee Motors in Los Angeles in December 1940. The original owner was in San Francisco. The car was in Denver, Colorado by 1954, and stayed in the area until Jeff bought it in 2015. The car had an unusual color combo from new, Crystal Blue with a red leather interior. This was changed during the 1980s restoration of the car. It also had a Hydra-Matic transmission, which had just been introduced a few months earlier. Jeff paid a visit to the Booth Tarkington House as part of an Indianapolis tour. The story, or so it's told, is that in the early 1940s, the Marx Brothers paid a visit there, all in matching new Cadillacs.

Thoughts from the Director

Warner Young

It's official, we are now in the "happiest time" of the year (but not the warmest, for sure). Many of our Caddy's have been setting for a while, but the club has been active. We held our annual meeting on the 5th and had good discussions of many things automotive among other topics. 2021 has been a good year for adding new members. I show eight new members. Our total membership is now 70. We now need to work on having positive events that can make your membership worthwhile.

I believe everyone that joined in for our Lafayette tour at the end of October really enjoyed the day. We saw the interesting Haan Museum, had a fine lunch and visited a very unique collection of pre-war cars and fire trucks. What could be better (maybe a Colt's Super Bowl win)?

2022 is wide open for setting new destinations, so please furnish a suggestion on a favorite site for a visit. This club should be as much about social activity as car stuff (in my opinion).

The 2022 Grand National is fairly close to home, Lombard, IL, in June. I have really enjoyed my experiences at a Grand National. The local committee puts in a great deal of effort to make the event memorable.

We will have a new Secretary/Treasurer, Jim Smith, for 2022. Barry Wheeler has retired from the position after many years of great service. As you will read later in this newsletter, Barry has had a singularly exceptional career with the CLC and Indiana Region.

Thanks to everyone for being a member and I'm wishing everyone a merry Christmas season.



Photo: Lars Kneller

NEWS and EVENTS

2022 EVENTS

Jan. 27 – 29, CLC Winter Board meeting Dallas area

April, TBD, Saturday drive

June 4, BOPC meet in Lebanon

June 21 – 25, Grand National, Lombard, IL

June 11, Columbe picnic

August or fall, TBD, Saturday drive

Sept. 22 – 24, Museum and Research Center Fall Festival at the Gilmore

Oct. 30 – Nov. 4, National Driving Tour, Virginia

December, Indiana Region Annal Meeting

2023 EVENTS

June 20-24, Grand National 2023, Albuquerque

September, Indiana hosting a National Driving Tour in Indiana, Ohio, Southern Michigan



Barn Update

Lars Kneller

The Kneller barn continues with a plethora of projects after a good summer of somewhat normal old car activity. Driving the cars always brings attention to needed repairs, in addition to normal maintenance.

The **1958 Fleetwood** developed an issue with its battery going dead. I installed a battery disconnect which temporized the problem, but the OCD in me wanted to fix it. I searched high and low and could not find the culprit. I requested the help of a patient of mine, who is an older gentleman, and prides himself in ability to solve electrical issues. He arrived one day with several pieces of diagnostic equipment. Long story short, it turned out to be the power seat switch. I adjusted the seat to where it is perfect for me, and removed it. Problem solved, no more dead batteries. I ordered new guts for the switch but have yet to get it back together and reinstalled. In the meantime, its resonators have rusted out and I ordered and received new stainless steel replacements. Stainless steel is a MUST for resonators, unless you like replacing them every few years. These are future spring projects.

The **1972 Eldorado** has had an issue with its AC controller clicking and making various noises since I restored the car. My patience had run out. I do have Cadillac Tim's manual to diagnose and repair these units but it seemed complicated to me. I sent it to him, and 2 weeks and \$60 later it

is now fixed. The controller in the **1973 Limousine** has the same issue, so it may be next. Speaking of that car, the thought of selling it has crossed my mind. I don't use it as much now that my daughters are grown up. However, I will be very picky as to a future owner, as it is part of the family. You are welcome to explore interest with me. One other issue arose as I was getting the cars ready for their winter slumber. The **1977 Eldorado** developed a coolant leak. I was not in the mood to investigate, so it is now hibernating with plans to fix it in the spring. The sunroof cover in the **1981 Fleetwood** had its fabric sagging. I pulled out the cover (this is the panel one pulls forward to block the sun through the glass panel), and have re-glued it back together. The car was already hibernating, so I put the repaired panel in its trunk to be reinstalled in the spring.

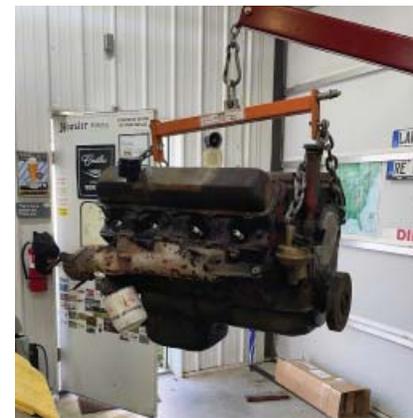
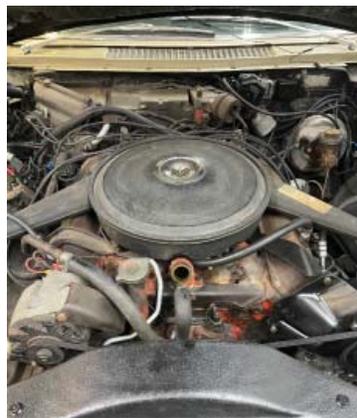
Progress continues on the **1963 Lincoln (NC)**. Following up from the last Update, all of the windows now work and the polished trim is all in place. I spent some time getting all of the HVAC to work properly, with most of the problems traced to the vacuum valve that directs vacuum to the appropriate places. Mine was not functioning. One of my Lincoln suppliers listed a rebuilt unit on their web site. I ordered it only to find out they did not have any, nor did they have any idea when more would be available. What to do? I analyzed the part, and it did not look too complicated, so I

took it apart and fixed it. It took probably 6 weeks, but the HVAC is all back together and working. Next step was to take the car to my mechanic to get the AC charged and the front end aligned. The car made its first trip on the public roads in probably 20 years, if not more. Driving there, three issues arose. First, the coolant was still leaking. Second, the steering was very wobbly. Third, a bad noise coming from the rear end. So here is the current update:

- Rubber bushings that go between the steering box and frame were shot, now replaced with new ones;
- Front end has been aligned;
- AC wouldn't hold vacuum, traced to leaking service valves on top of the York compressor; They have now been replaced with new ones;
- Coolant leak traced to small reservoir at front of engine, and after two to three tries is now leak free! (I had thought I had addressed this at least twice already);
- Rear end needs to be rebuilt. It is now out of the car and at a rebuilder.

My mechanic is a very kind and thoughtful person, such that when I went to see him to discuss some of the issues, he had a car cover on the car to keep it from getting dirty in his shop (which is pretty clean to start with!). Once the rear end is fixed and back in the car, it will go back to my body man for a few minor touch ups. He is anxious to get it done (surprising, huh?) as he has a **1970 Dodge Coronet convertible** he is restoring to be a Hemi tribute car. He does body work but not much else, and has recruited me to do the rest. I have traded my duties for time in the driver's seat once it's done. The Hemi he has for it has dual quads, which should be fun to drive. You might want to pause a moment, as I think this is the first time a Mopar has ever been mentioned in one of my Updates.

My winter project this year is to tune up the engine compartment of my **1966 Toronado**. Through some investigation, I am pretty sure that the car has a 1968-69 455 cu. in. engine as opposed to a correct 1966 425 cu. in. engine. The car is incredibly peppy and that seems to be why. The engine is the wrong color, very dirty, plus has a leaking exhaust manifold, and a few broken bolts in strategic locations. So, I pulled it out and it is now at the machine shop having these issues resolved. Removing it was a little bit of a challenge, as the shop manual did leave out a few required steps to remove it. I am now in the



process of cleaning everything up and making it look like new again. I have also acquired all of the necessary parts to make the engine look like a correct 1966 425 (don't tell anyone!).

I missed seeing everyone at our holiday dinner in December. It is a two and a half hour drive for me, plus it occurred during a Chicago Bears game. I find I am an exception among old car people as I like cars and sports. NFL teams only have 17 games per year, and it is hard for me to miss any. I know our region will carry on as we have great members and leaders.

Until next time, Lars.



Indiana Region **TOUR TO** October **LAFAYETTE** 30, 2021



By Warner Young

October 30th dawned cold and rainy. This was no deterrent; however, for a determined group of auto enthusiasts to head to the river city of Lafayette, Indiana. The CLC was joined by the LCOC. Three stops were planned for the day, which made for a busy day with much to see.

Our first stop was at the Haan Art Museum. The Haan is just south of downtown Lafayette in a lovely neighborhood with many large homes from the turn of the previous century. The Haan has a very interesting history with a start at the St. Louis World's Fair. The home was built in 1904, for \$30,000, specifically to be shown at the World's Fair as the Connecticut exhibition. After the World's Fair, the house was auctioned off and after some intrigue was disassembled and moved in rail cars to Lafayette. It is a Classic Revival mansion and is now 15,000 sq. feet. A sculpture garden on the grounds features 25 works in bronze,

ceramics, steel, stone and glass. The gardens include a mile long nature trail.

The museum was the private residence of the Haan's until six years ago. Over the years they have collected hundreds of items and most are now on display. It has the largest collection of the Hoosier Group of painters in the country. The most well-known from that group is T.C. Steele. They have a very large collection of Renaissance Revival furniture (1860-1890) including a Superior Grade Wootton desk. Only a very few are known to exist. This mansion is very unique and if you get a chance, you should pay a visit.

Our lunch stop was at the East End Grill which is only about six blocks north of the Haan. The East End offers a large menu. They describe themselves as a welcoming, modern yet casual space. The staff was friendly and knowledgeable. I believe everyone was very pleased with lunch at the East End Grill.



Our afternoon stop was at the John Gamb's car collection. John's collection is several miles south of downtown and well out into the Hoosier farmland. John is continuing to add to his collection with the recent acquisition of a 1920 Stevens-Duryea and a 1937 Cadillac V-12. He is working on the finishing touches for the Cadillac currently. In addition to the many vintage cars, John has several fire trucks and memorabilia. John lived in the fire station on the campus of Notre Dame during his time as a student. He has a fire engine that was in service during his time at the station.

His first introduction to vintage cars was a 1914 Saxon Roadster. The Saxon was on a farm owned by a friend of his mother. He owns that very roadster today. His primary pursuit is early original and non-modified cars. Several cars are in original or nearly original condition. We saw a 1930

Duesenberg with 14,000 miles with original paint and upholstery and a 1938 Packard V-12 with original paint and upholstery.

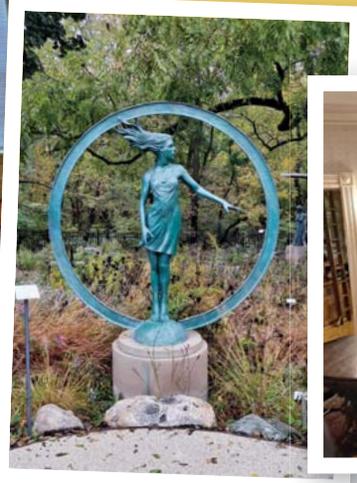
He has about 23 cars listed as full classics in the CCCA and many more cars that are not full classics. His full classics include: Brewster, Cadillac, Cord, Duesenberg, Lincoln, Locomobile, McFarlan (Indiana built), Packard, Pierce-Arrow and Rolls Royce.

Indiana Region members attending were: (L to R) Warner Young, Pat Carney, Charlie Mullen, Carl Carney, John Madden, Jay Wignall, John & Jupei Hannon, Juanda & Lars Kneller. Not pictured: Jeff Shively, Cliff Fiscus and Bill & Cindy Hedge. Additional guests: Brian Hoyt and Jamie Neff.

Photos by Jeff Shively



Haan Art Museum **LAFAYETTE**



BRAD IPSEN REPRINT

Brad Ipsen is an active member of the Pacific Northwest CCCA Region. As a lover of Cadillacs, he learned of a very special 1940 Sixty-Special that was owned for many years by Art Iles of Indianapolis. Art Iles was a long-time member of the Indiana Region CCCA and the owner of many fine things and Cadillacs. Art was a '51 graduate of Wabash College.

This article is reprinted from the PNW Region Newsletter, the Bumper Bolts, with the permission of Brad Ipsen. The 1940 Sixty-Special was a one-off car built especially for the President of GM, William Knudsen. William Knudsen was a long-time automotive executive and a General in WWII, who led the U.S. war material production efforts.

Twelve years ago Monte Holmes Jr's beautiful and rare 1934 Cadillac V-16 Stationary Coupe was the featured "cover car" in the Winter 2008 edition of the *Bumper Guardian*. Included was an in-depth article by Brad Ipsen on the Cadillac Late V-16 (1938-1940) Engine Design. At the time, Brad owned both a 1938 Town Sedan and a 1939 Limousine. In the Autumn 2016 *Bumper Guardian*, we featured Brad's 1938 V-16 Model 9039 Town Sedan as the "centerfold" car. Also, in that issue, is an article co-written by Brad Ipsen and Raymond Loe on Cadillac's V-8, V-12 and V-16 Engine Evolution. While working with Brad on these projects, it became abundantly clear that Brad was a thoroughly, uncompromising Cadillac addict! He has read nearly every publication on the history of the marque, restored several prize-winning cars and shared his vast knowledge with PNR members and Cadillac restorers. In this issue, we are pleased to present Brad's newest project.



In Pursuit of William Knudsen's 1940 Cadillac Sixty-Special

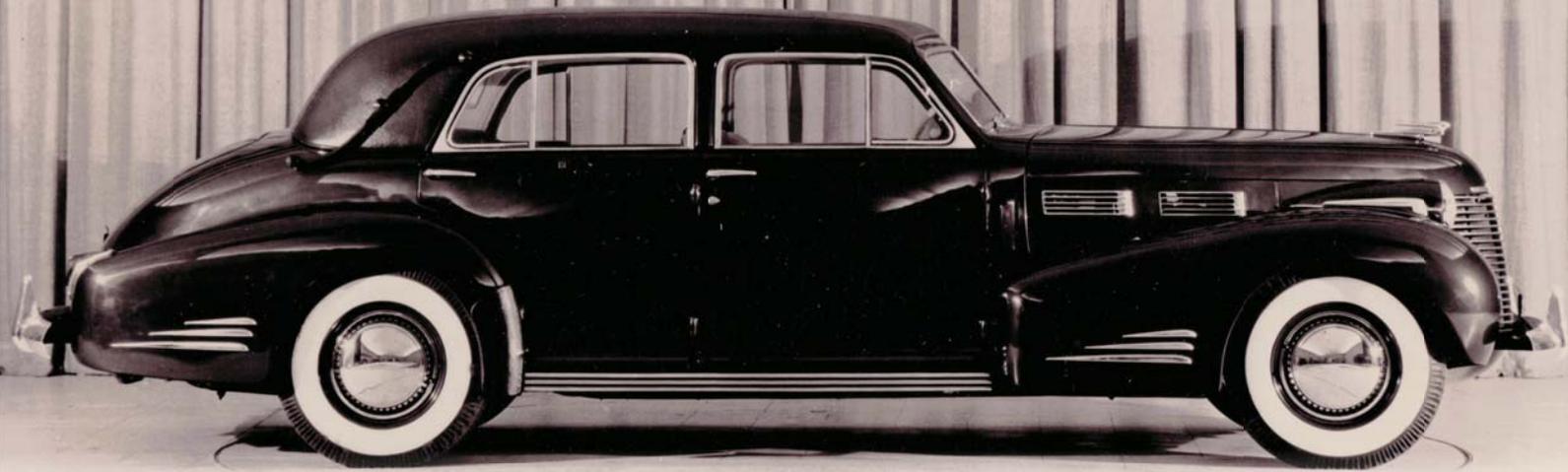
In the mid-1990s, while reading Roy Schneider's epic work *Cadillacs of the Forties*, Brad became aware of a 1940 Cadillac Sixty-Special Touring Sedan that was customized at the Fleetwood Plant for then GM President William Knudsen. At the time, he was working on the restoration of his own 1940 Sixty-Special. Impressed by the design of this one-off 1940 Sixty-Special, he briefly considered tackling the job of recreating it before concluding that trying to both lengthen the body by 4¼ inches and chopping it 1½ inches was nearly an impossible task. He never forgot the car and, several years later in 2012, learned his friend, and well-known Cadillac expert, Terry Wenger of St. Louis had made a failed attempt to acquire this exact car from the widow of Art Iles. Terry deemed the price unreasonable, they were unable to reach a compromise and he walked away.

In the summer of 2016, Brad saw an ad in *Hemmings Motor News* for a car that sounded like it could be the Knudsen Cadillac. Brad responded to the ad and was surprised to learn that the contact person was the man who had begun in 1997 to restore the car for Mr. Iles and had been storing the car since the owner's passing in 2009. After several phone calls and finally agreeing on a price, Brad and Hyang Cha drove to Petoskey, Michigan, to complete the deal. Their plan was to

have the car professionally transported to their home in Marysville and pack-up the "loose parts" in a reserved U-haul trailer. Upon arrival, their first stop was a visit to the restorer where the car was being stored. What they found was parts, both restored and unrestored, labeled and unlabeled, scattered everywhere. Suddenly, it was clear that the scope of the project had grown exponentially. Their next stop was a visit to Mrs. Iles where they learned that she would not honor the price Brad had agreed on with the restorer who had written the ad. When, once again, the price was deemed unreasonable, Brad had no choice but to abort his purchase of the car. Frustrated that he was not able to complete the deal, and with the encouragement of his car friends, Brad decided to make one final attempt to acquire the Knudsen car. He wrote a letter to Mrs. Iles supporting his earlier offer and explaining that her hope of recovering the money her husband had spent over more than a decade of restoration work was unrealistic. Almost two years later, Mrs. Iles came back to the bargaining table and ultimately they agreed on a more realistic price. A second road trip across the country and the purchase of a car trailer locally allowed Brad to collect the car and all the associated parts and pieces and haul the whole lot home to his workshop. Persistence pays off!

1940 Cadillac Sixty-Special Custom

Delivered to William S. Knudsen, President of General Motors



With the ominous clouds of a potential second World War sweeping across Europe and the Pacific and still reeling from the devastating effects of the Great Depression that ushered in a new sense of austerity, the landscape of the American Automobile Industry would be forever changed by 1940. Gone were most of the custom coachbuilders who had catered to the carriage trade, as well as many of the legendary car manufacturers of the prior decade who patronized them, such as Pierce-Arrow, Marmon, Franklin, Peerless, Auburn, Cord & Duesenberg. By then it had become increasingly apparent to the survivors that the demand for chauffeur-driven, long wheelbase limousines and town cars with multi-cylinder engines had waned in favor of less ostentatious shorter six and eight cylinder owner-driven cars. Nowhere was this more evident than in the top of the line offerings of luxury car leader Packard who produced the last of its legendary V-12 engine-powered cars in 1939, and chief rival Cadillac following closely behind a year later ending production of its V-16 Series 90 cars in 1940. Nineteen-forty would also be the last year Cadillac would offer optional side-mounted spares which appeared more compatible in design on cars with running boards and longer wheelbases. While Packard continued to offer side-mounted spares as a standard design in its Custom Super Eight One-Sixty and One-Eighty flagship models until national decree suspended all automobile production in February, 1942, side spares did not reappear when

Packard's post war production resumed with the stylish more modern Clipper line.

Meanwhile, the overwhelming popularity of Cadillac's all new personal luxury car — Bill Mitchell designed Cadillac Sixty-Special of 1938 — had set a new design standard that would define Cadillac styling for a decade. Utilizing this new body style as a platform, the General Motors Styling Section under the direction of Harley Earl, customized ten known 1940 Sixty-Specials intended as show cars for display and also offered to a select few top GM executives such as then President William S. Knudsen and Vice-President William Fisher. These cars showcased the latest styling concepts and technological advancements that would often appear in subsequent production cars. They were adorned with distinctive chrome trim and luxurious interior appointments found in Cadillac's top of the line.

Perhaps the most notable change made to the standard production 1940 Sixty-Special in the manufacture of the Knudsen car was structural with the frame cut and lengthened from 127" to 131¼" and all three A, B and C roof pillars cut, lowering the top by 1½ inches*. The lengthened suspension was also lowered ½ inch with lowering blocks. Lengthening the chassis by 4¼ inches and lowering the roof by 1½ inches required major dimensional changes to the height and the width of doors and the door frames as well as the chrome window frames. The 4¼ inch increase in length was accomplished by stretching the rear doors

PARTS DEPARTMENT
CADILLAC MOTOR CAR DIVISION
 GENERAL MOTORS SALES CORPORATION
 DETROIT, MICHIGAN

SALES ORDER NO.	CAR NO.	DATE SHIPPED	INVOICE NO.
FAC 7451	24006	MAR 14, 1940	A 91805

CHARGE TO MR W S KNUDSEN

SHIP TO

CUSTOMER WILL CALL SPECIAL ATTENTION

1966 9769-9810

40-6019 CAD 60 5/4 TOUR. SEDAN

SEE DETAIL ATTACHED

SEE DETAIL ATTACHED

UNDERSEAT HEATER 1-3413807 C44018

ANTI-KICKER 1-738650-11 0510

1-1496109 171 0124

SPECIAL FEATURES (PER DETAIL ATTACHED) N/A

SPECIAL ATTENTION PREPARATION 15.00

COOPERATIVE ADVERTISING

N.S. TAX

PARTS DEPARTMENT
CADILLAC MOTOR CAR DIVISION
 GENERAL MOTORS SALES CORPORATION
 DETROIT, MICHIGAN

SALES ORDER NO.	CAR NO.	DATE SHIPPED	INVOICE NO.
FAC 7451	24006	MAY 20, 1940	A 99953

CHARGE TO MR W S KNUDSEN

SHIP TO

ADDITIONAL CHARGE TO OUR INV A-91805

1966 9769-9810

40-6019 CAD 60 5/4 TOUR. SEDAN

LENGTHEN CHASSIS TO 131 1/4 INCHES 140.00

N.S. TAX 4.20

144.20

MOTOR #6322747
 SALES ORDER #FAC 7451
 SPECIAL FEATURES

COLOR

BODY - REGENCY BLUE 202-52737

ROOF AND REAR QUARTERS BLUE LANDAU LEATHER

LANDAU IRONS - REGENCY BLUE

STEERING COLUMN ASSEMBLY REGENCY BLUE

INSTRUMENT PANEL, DOOR MOLDINGS AND DIVISION GARNISH MOLDINGS COLOR PLATED.

MISCELLANEOUS

ELECTRICALLY OPERATED DIVISION GLASS AND DOOR WINDOWS.

FLEETWOOD CLOCK IN DIVISION WALL.

FLEETWOOD SWIVEL TYPE RIDE COIL.

SPECIAL CORNER LIGHTS.

SPECIAL COURTESY LIGHTS IN FRONT CORNERS OF SEAT CUSHIONS.

CHAUFFEUR DOME LIGHT OPERATED BY PILLAR SWITCH.

TRUNK LIGHT OPERATED BY JAM SWITCH.

DIVISION GLASS SWITCHES IN REAR ARM RESTS WITH SERIES "75" ASH TRAYS AND LIGHTERS.

WINDSHIELD GARNISH MOLDINGS AND MIRROR CHROME PLATED.

BACK LIGHT MOLDINGS CLOTH-COVERED CHROME BEADS ON REAR SEAT CUSHION HEADLINING AND ON DOOR PADS.

MARSHALL SPRINGS IN SEAT BACKS.

SPECIAL GRAY CARPETING FOR REAR COMPARTMENT, TRUNK COMPARTMENT AND TRUNK LID.

RUG OF LANDAU 7250 WITH INITIALS W.S.K.

LOCKING HANDLE ON RIGHT REAR DOOR

STONE GUARD COVERED WITH LANDAU LEATHER.

STAINLESS STEEL "FLEETWOOD" AND MONOGRAM "WSK" ON REAR DECK LID.

SPECIAL CHROME WHEEL DISCS.

V-16 FENDER LOUVERS

CHROME BILL PLATES

CHASSIS LOWERED AND SHEET METAL SPRAYED WITH 1/3 INCH OF DEACHER.

NO CHARGE

Factory invoices and sales order documents

by 2½ inches and the front doors by 1½ inches, while several welded brackets and new stops were required for the chopped and stretched window frames.

The modifications listed on the "Special Features" page and copies of Factory Invoice Number A91805 for William Knudsen's Presidential Sixty-Special Custom indicate that GM was intent on creating an automobile that offered the best of both worlds — the handling ease of the new personal luxury car combined with the distinction and elegance of the traditional town car. Examples of the latter include Landau Irons on the rear three quarter roof panels, extensive interior courtesy lighting at the front corners of seat cushions and the compartment above the chauffeur's section, a leather-covered padded roof, and switches operating electric door windows and front seat division glass. A set of three parallel chrome spears of sequential length adorned the lower fender area behind each wheel opening — a trim option usually seen on V-16 cars. Special chrome wheel discs with vanes were another feature also offered on the V-16 cars. In addition, a smaller oval rear window commonly seen on town cars and formal sedans replaced the large three-piece rear backlight of the standard Sixty-Special.

The complete list of special options appears on the "Special Features" page for Factory Order Number 7451, indicating the finished car would be shipped to the factory rather than to a dealer who would have ordered it. Knudsen's Cadillac Sixty-Special,

was delivered in March of 1940 just months before he resigned from GM and took charge of war production in Washington D.C. Interestingly, the invoice also indicates to "charge-to" Knudsen and not to the factory like a similar car that was delivered to V.P. William Fisher.

The entire process of customizing the original 1940 Sixty-Special by the Fleetwood Body Plant produced a car of sleekly low silhouette and dashing elegance befitting its intended owner.

Note: While Brad Ipsen doesn't have proof, he is almost sure that Knudsen took the car with him to Washington D.C. He is hoping that the Knudsen family will be able to verify his assumption. Knudsen lived a few miles from the office in D.C. so he would have needed a car and it makes sense that he would have taken this almost new car with him. One clue is that when Brad disassembled the seats, the driver position and the normal limo passenger seat (right rear) springs were obviously worn much more than any other positions. Another clue comes from a book that gives the name "Joe" to his chauffeur, which is different from his GM chauffeur. Finally, the Knudsen family provided a photo of a license plate that was good for the inauguration of 1941. It was good for 15 days — January 12th to January 27th, 1941.

Photos Courtesy of GM Media Archive



William S. Knudsen

American Patriot

“Of all of the possible things to emphasize I think the story of Bill Knudsen is the most important since he has been ignored by all. It would have been a great story for Beverly Kimes to tell. I have the complete set of Automobile Quarterly. I expected there to be at least one article or most of an issue in there about him. There is not. I found it incredible that a book about his war effort was not written until 2012 — Freedoms Forge by Arthur Herman.” – Brad Ipsen

Background: Born Signius Wilhelm Poul Knudsen in Copenhagen, Denmark, William S. Knudsen emigrated to the United States in 1900 at the age of twenty. His first job in America was in the New York shipyards but shortly thereafter he landed a job with the John R. Keim Mills Company of Buffalo, NY, a manufacturer of bicycle and small stamped automotive parts. As the auto industry expanded, the demand for automobile parts rose dramatically. Ultimately, the popularity of the Model T drove Ford Motor Company to acquire Keim in 1912. Knudsen was then assigned the job of production manager at Ford’s Highland Park plant in Michigan. Knudsen, often referred to as “Big Bill,” was indeed a big man at 6’3” with a keen eye, a sharp mind and strong work ethic. It is said that he could bellow-out “hurry-up” in fifteen languages.

The Ford Years: Knudsen was summoned to Detroit in 1913 to expand Ford’s nationwide network of assembly plants. While at Ford, he played an instrumental role in developing the modern assembly line and establishing the principles of mass production. These skills came in handy when he was tapped to manage Ford Motor Company’s World War I production of submarine chasers and also at the end of the war when tasked with developing the strategy for Ford’s international production. Despite Knudsen’s success, he found himself clashing with Henry Ford’s authoritarian style and resigned from the company in 1921.

Brad: “The most that is written in *Automotive Quarterly* is in the issue on the History of Chevrolet — but it doesn’t really feature Knudsen — only what he did during his time heading up Chev.”

The General Motors Years: Hired by General Motors President Alfred P. Sloan in 1922, Knudsen was named President of the Chevrolet division in 1924. Knudsen was an early turnaround artist. When he came to Chevrolet, it was the worst performing GM Division. In 1921, Chevy lost \$8,692,142 and consultants had recommended that the division be closed. In less than two years, Chevy was showing

a significant profit and hiring thousands of workers. Chevrolet sales surpassed those of Ford’s Model T for the model year 1927-28. After the introduction of the Model A, Ford once again took the lead in 1929-30 but Chevrolet regained its leadership position in 1931 and held it until February 1942, when automobile production ceased in support of the war effort. In 1937, Knudsen was appointed President of General Motors, succeeding Sloan, the newly named Chairman of the Board.

Brad: “If you look at all of his accomplishments, I think the biggest is the war effort. Again, he got everything rolling for WWII production and really didn’t get credit for it.”

The War Years: In May, 1940, William Knudsen was president of General Motors, the largest corporation in history, when President Franklin D. Roosevelt asked him to head-up all U.S. military production in support of the war raging in Europe (and soon the Pacific). Knudsen, driven by his devout Lutheran convictions and ever thankful for the opportunities he experienced as an American immigrant, was quick to make up his mind. Despite intense pressure from GM Chairman Alfred Sloan to reconsider his decision, Knudsen resigned from his \$300,000/year position with GM and willingly accepted the challenges of his new \$1/year government position. He was soon appointed as Chairman of the Office of Production Management and a member of the National Defense Advisory Commission. Knudsen went on to become a lieutenant general in the Army, the first and only civilian American to receive this honor.

What Knudsen set in motion over five years (1940-1945) using his vast business expertise, was



arguably the greatest public/private production effort in history.

When Knudsen arrived in Washington D.C., Hitler's army appeared to be unstoppable. The allies were in a desperate fight and decidedly losing battle after battle. Both FDR and Knudsen knew that winning this modern mechanized war would require the ability to produce vast quantities of war machinery faster than one could possibly imagine. "Powerful enemies must be out-fought and out-produced," President Franklin Roosevelt told Congress and his countrymen less than a month after Pearl Harbor. "It is not enough to turn out just a few more planes, a few more tanks, a few more guns, or a few more ships than can be turned out by our enemies. We must out-produce them overwhelmingly, so that there can be no question of our ability to provide a crushing superiority of equipment in any theatre of the World War."

Knudsen knew American business was the key to winning World War II. He recruited business executives — the so-called dollar-a-year men — from companies like AT&T, NCR, Sears, and US Steel who voluntarily converted American industry from making telephones, cash registers, refrigerators, cars, tractors and typewriters to making tanks, machine guns and airplanes.

He also knew that the American auto industry would be a key player in the success of his mission. At the 1941 New York Auto Show, Knudsen gave a keynote speech that transformed industrial Detroit. He told his audience of auto industry executives: "Bombers, big bombers, are needed sooner than we dare hope to get them under present circumstances. We must build them at once! You've got to help! The first half of 1941 is crucial Gentlemen, we must out-build Hitler."

Chrysler made fuselages. Packard made Rolls-Royce engines for the British Air Force and Ford made the B-24 Liberator. At its vast Willow Run plant in Ypsilanti, Michigan, Ford worked 24 hours a day producing one B-24 every 63 minutes. A phenomenal transformation considering the average Ford car had fewer than 15,000 parts while the B-24 Liberator long-range bomber had more than 1.5 million.

Every division of General Motors answered the call to duty. Pontiac made anti-aircraft guns; Chevrolet made armored vehicles and "ducks;" Cadillac made tanks and Oldsmobile made shells and assembled cannons. GM also made military trucks, aircraft engines and propellers; Browning machine guns and ultimately built more Grumman torpedo bombers and fighters than Grumman did. And that



President Franklin D. Roosevelt with William S. Knudsen

was not all; by war's end, General Motors was the nation's largest defense contractor.

It is difficult to imagine the magnitude of the transition of the U.S. automotive industry to wartime production. In 1941, over three million automobiles were manufactured — a number that plummeted to fewer than 150 cars in total built over the duration of the War. The results of Knudsen's work were staggering. From a standing start, by the time of Pearl Harbor, America's war production effort was approaching that of Hitler's Germany. By the end of 1943, U.S. production surpassed that of Germany, Britain and the Soviet Union combined. By the end of the war, American factories made seventy percent of everything the Allies used to win the War.

Brad: "After the War, Knudsen along with many others that worked so hard were broken men. They had worked so hard they died during or right after the War."

Following the War, Knudsen was re-elected to GM's board of directors and given the task of inspecting the company's war-torn European plants. He reportedly asked Sloan to allow him to return to work at GM but Sloan, citing the company's mandatory retirement age of 65, rejected his request. (Sloan, who had opposed his departure in the first place and was an opponent of FDR's New Deal, was 70 at the time.) The turn-down, according to Knudsen's daughter, left her father a broken man. When he died of a cerebral hemorrhage on April 27, 1948, one obituary extolled Knudsen as a "war casualty."

Editor's Note: An email from Brad Ipsen containing photos and historical information on this car included a note regarding the relatively untold story of William S. Knudsen. I was compelled to do some research and found the history fascinating.

Harley Earl

Automotive Designer



In 1927, Alfred Sloan offered Harley Earl the position of head of the newly formed Art and Color Section. Over his 31 year career with General Motors, he elevated the art of automotive styling to new levels. His designs included Knudsen's 1940 Sixty-Special and much more.

Brad Ipsen's communication with William Knudsen's family:

A note from Knudsen's great grandson:

"Those in the generation older than mine remember that my great-grandfather, "Big Bill," and their parents had new cars all of the time. For example, my grandmother, Elna ("Dottie") Stevenson, always had several. There's one story of her telling Harley Earl at a dinner party how much she liked that cute new "Corvette" that Chevy had just brought out. The next morning, the 84th Corvette off the line was in her driveway with a bow on it. A gift from Chevrolet."

And a final note from Brad Ipsen:

"The Harley Earl story is cute and interesting but I got from it that Harley Earl and Big Bill must have been really close. The Corvette came out in 1953 which is 5 years after Bill's death and Harley Earl is still going to dinner parties with the family. They went to Europe together and at the time these were long trips. Also from what I now know about them they would be attracted to each other. Harley Earl would love Big Bill's "can do" attitude. That is how Bill got the first work at Ford. He would get the order and then figure out how to make it. Harley would want some new styling thing and the normal engineers would say they can't do it. That wasn't Harley's attitude and it would not be Bill's."

Knudsen's V-16 Company Cars



1934 Aerodynamic Coupe

Built immediately following the 1933 Chicago World's Fair, this very special coupe had many custom features and was smooth and sleek. Knudsen's chauffeur, Blaine Evenson, watched the car being built at the factory and recalls the Michigan license plate number was V-1600.

The limited passenger space in the coupe was problematic for Mr. Knudsen. Often, he would send his driver ahead to his destination while he took the train to discuss business with his associates. A 1965 Motor Trend magazine states: "He once put the Knudsen family on the train in Hot Springs, Virginia, and easily beat the train to Michigan Central Station in Detroit to drive them home."



1938 V-16 Fastback Limousine

In 1938, Harley Earl asked Cadillac Styling to design and build a beautiful custom-crafted V-16 for William Knudsen. Reminiscent of his 1934 V-16 Aerodynamic Coupe, with rounded rear fenders, split back-light, chrome-framed windows and twin trunk handles, but on a chassis stretched seven inches with wider hood and fenders, no side molding and newly designed tail-lights. The car also borrowed some elements from the upcoming 1939 models including the dash, fitted with a custom radio and center plaque, and an electric center division window (1938 used a winding crank). It also had the revolutionary new 135-degree V-type engine.

Designed to be chauffeur-driven, the driver's compartment is trimmed in traditional black leather, the luxurious passenger area was done in broadcloth with beautiful cabinetry and built-in storage compartments. The two lightweight opera seats faced the rear right seat, Mr. Knudsen's customary position. The car was built to fit the large-framed man "Big Bill" and provide comfort for his traveling companions.

Mr. Knudsen relinquished the use of this car for a time, so it could be displayed at the 1939 New York World's Fair.

Barry Wheeler

Long-time and dedicated Indiana Region CLC and National Board member

By Warner Young

Barry joined the Region in January, 1964. His first major meet was the Carnival of Cars in Detroit in 1965. The Carnival was an annual event in Detroit which included the annual meeting. He joined the Indiana Board in the late 1960s.

Barry was instrumental in founding a Regional Meet held at the Indianapolis Motor Speedway in 1977 and 1978. The Regional meet was moved to St. Louis in 1979. Then in 1980 the Indiana Region hosted a sanctioned national meet at the Motor Speedway. (Note that Barry's recollection is a bit different than posted in the Membership Directory.) The 1981 meet in California was the first meet called a Grand National.

Barry joined the National Board in about 1982 and was elected National President in 1986 for a four-year term. That means he has been a National Board member for 39 years. Former Presidents remain as a National Board member.

Barry stated the Indiana Region had become mostly inactive by 1991. Pete Peters of Ft. Wayne had challenged Barry to join him in getting the Region rolling again. They accomplished that and laid the foundation for a solid Indiana Region.

Barry has owned 50 Cadillacs. Not all of these were "show cars," but still 50 is an impressive number. He bought his first '41 in 1958. It was a Series 61 Fastback. One of his favorites was a '79 Sedan de-Ville purchased used. This was Gay's car and she drove it for many memorable years. Having a dedicated partner like Gay no doubt made it possible for Barry to accomplish so many things.

The Indiana Region presented Barry Wheeler a Legacy Award, dated June 6, 2020, in recognition of his lifetime of service to the CLC. As well as being a long-time Board member in Indiana, Barry has been a long-time member of our National Board serving as National President from 1986-1990. His award reads: Indiana Region, CLC Legacy Award Presented to Barry Wheeler, this 6th day of June, 2020. In recognition of a lifetime of selfless service to the Cadillac & LaSalle Club. Thank you for your exceptional service, dedication and leadership to the Cadillac & LaSalle Club.

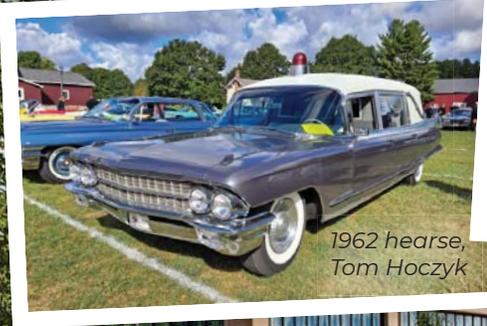


Tailfin Quiz

1. How many employees did GM have in 2020?
A. 191,000 B. 175,000
C. 155,000 D. 146,000
2. What were the largest annual Cadillac sales since 1985?
A. 304,000 B. 266,000
C. 212,000 D. 204,000
3. What were the fewest annual Cadillac sales since 1985?
A. 161,000 B. 147,000
C. 138,500 D. 109,000
4. What year did Cadillac pioneer the modern heater core style for interior heaters?
A. 1926 B. 1928 C. 1930 D. 1932
5. What year were anti-lock brakes available as standard or optional for all Cadillacs?
A. 1988 B. 1990 C. 1991 D. 1993
6. By 1996 the Northstar engine powered all front wheel drive Cadillacs. True or False?
7. What was the first year that GM offered On-Star?
A. 1994 MY B. 1997 MY
C. 1999 MY D. 2000 MY
8. What was the last year for the Catera?
A. 1999 B. 2000 C. 2001 D. 2003
9. In 2018 the Big 3 had 54% of US car sales. True or False?
10. In 2020 Cadillac had 8.65% of the US luxury car market. True or False?
11. In 2020 who was the industry leader in the US luxury car market?
A. BMW B. Mercedes
C. Lexus D. Audi
12. In 2021 the CCCA added all LaSalle to their approved Full Classic list. True or False?
13. In 1942 LaSalle sales peaked but the companion car was dropped after WW II. True or False?

Cadillac Fall Festival

September 23 & 24, 2021



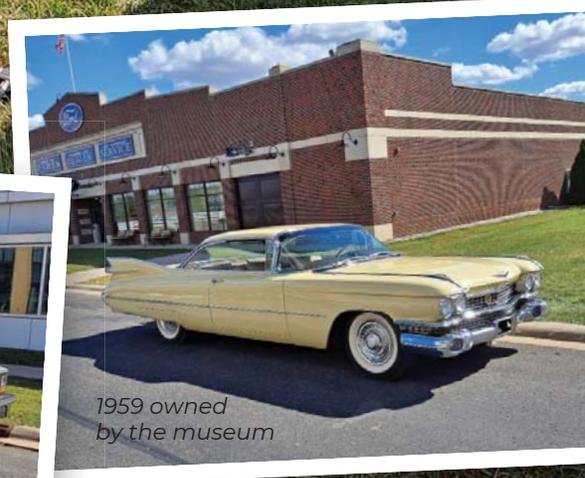
1962 hearse,
Tom Hoczyk



1941 Series 75, Michael
Johnson (Indiana)



1933 Fleetwood Brougham,
Pat Carney (Indiana)



1959 owned
by the museum



1958 Eldorado,
Best in Show, William Sampson

Diner and 1964
convertible.



1955 Coupe, Tom Hutchinson,
Leland Award

By Warner Young

The annual Fall Festival was held again this year at the Gilmore Museum near Kalamazoo. The festival was shortened to two days but there were still activities to interest about anyone. There were car rides from museum cars, docent led tours of various museums, garage sale, Beatles band and concours style judging. Even though it had rained that week, the show field was fine for placing cars. Note that the committee has started planning next year's Festival.

There were 144 registered attendees. 102 were CLC members and 42 non-members. The non-members were primarily judges and invited guests. There was a very good turnout for cars. There were 42 judged cars and 44 cars display only. The judged cars included 7 cars in the unrestored, preservation class. Best of show (from Idaho!) was a 1958 Eldorado owned by William Sampson.

Indiana members were Pat and Kim Carney (1993 Fleetwood), Carl Carney, Cliff Fiscus, Nicholas Geanopoulos (1976 Eldorado), Tom Hoczyk (1962 hearse), Michael and Dave Johnson (1941 Series 75), Lars and Jaunda Kneller (2005 CTS-V), Andrew and Barbie Shepherd, Pat and Warner Young and Jeff Shively.

Photos by Jeff Shively

Best in Show

1958 Eldorado Seville

Class 1 - Harley Early - 1927 to 1958

B/C* - Dan Bazner - 1938 Sixty Special (Black)
Leland - William Sampson - 1958 Eldorado Seville (Blue)

Class 2 - Bill Mitchell - 1959 to 1977

B/C - Jerry Franchi - 1961 Eldorado Biarritz Convertible (Yellow)
Leland - Don Sherman - 1960 Convertible Coupe (White)

Class 3 - Irv Rybicki - 1978 to 1986

B/C - Fred Brown Jr - 1984 Fleetwood Eldorado Coupe (Light Yellow)
Leland - Douglas Heim - 1985 Eldorado Biarritz Convertible (Blue)

Class 4 - Chuck Jordan - 1987 to 1993

B/C - Neil Jefferson - 1991 Allante Convertible (Silver)
Leland - Rex Fisher - 1991 Brougham Sedan (Maroon)

Class 5 - Wayne Cherry - 1994 to 2005

B/C - Ed Pashukevich - 1996 Fleetwood Brougham Sedan (White)
Leland - Tim Pawl - 2004 Escalade EXT (White)

Class 6 - Ed Wellburn - 2006 to 2015

B/C - Becky Rosacker - 2012 CTS-V Sport Wagon (Black)
Leland - James Rudnicki - 2011 CTS Coupe (Grey)

Class 7 - Michael Simcoe - 2016 to 2021

B/C - Edgar Chapel - 2019 CTS-V Sedan (Black)
Leland - Dan Wild - 2018 ATS Coupe Championship Edition (Black)

Class 8 - Preservation - 1903 to 1993

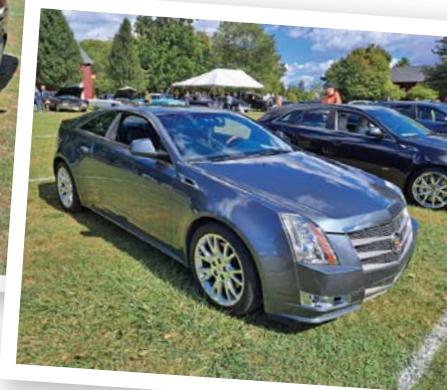
B/C Randy Weber - 1966 Coupe de Ville - (Yellow)
LeLand Tom Hutchinson - 1955 Coupe (Turquoise with White top)

1961 yellow
conv., Jerry
Franchi, Best
in Class



2005 CTS-V, Lars Kneller
(Indiana)

2011 CTS-V Coupe,
James Rudnicki
(Indiana)





CLC Fall Adventure

Kissimmee, Florida Nov. 10 – 13, 2021

By Don Shuck

The CLC Kissimmee meet was a worthwhile event. There wasn't much of an opportunity to meet a lot of people — maybe the ones across the aisle on the bus — but that was about it. They had one arrival evening dinner which was very casual with no planned activity. We were mostly on our own for meals. But the best part of the week were the collections, of course.

The best collection and the one with only one Cadillac, was the Muscle Car Museum in Melbourne. They had a '73 Pace Car Edition- a white convertible. There were Pace Cars for every year since 1953. There were 379 cars on display and 1/3 had less than 500 miles. The museum first started with Porsches only a year and a half ago, but now has over 50(!), including nine Porsche tractors. All the tractors were restored at this museum. They announced they had all four Porsche tractor types. However, I informed them they were missing the four from the Vineyard Collection. I will bet they have those the next time that I visit.

Don Garlits Museum of Drag Racing in Ocala was very interesting with an amazing history of each of his dragsters on display. There were many historical photos on the walls and a second historical car museum next door.

The National Parts Depot Car Collection is also in Ocala. The collection is spectacular with several Cadillacs on display and some great looking Oldsmobiles.

I was pleased that they selected an Embassy Suites — low cost, big rooms, lots of parking and free breakfast. The whole week cost less than one day at some other car club events. Apparently, Cadillac people are sensible people.

Top photos: National Parts Depot

Bottom photos: Don Garlits Museum.



INDIANA REGION

Christmas Party and Annual Meeting

December 5, 2021

Warner Young

The Garrison Restaurant located at The Fort Golf Course at old Ft. Ben., was host for the annual Indiana Christmas party and annual meeting. It was a cloudy and eventually rainy day, but our spirits were not dampened. Our food was quite good and that set the stage for a productive meeting. We reviewed our 2021 events and looked at our outline for 2022. We are hoping to have a Grand National again after a two-year hiatus. This June we are to be in Lombard, IL. So it's very handy for our Region.

We elected our officers for 2022. Barry Wheeler, long-time Secretary-Treasurer is retiring at year end. Barry will continue as a Board Member Emeritus. Jim Smith will be our new Secretary-Treasurer.

Officers: Warner Young, Director; Bill Reedy, Deputy Director; Jim Smith; Pat Carney, Board Member-at-Large; Lars Kneller, Board Member-at-Large; Jeff Shively, Board Member-at-Large; Michael Fellenzer, Editor of the Tailfin. Carl Carney will continue as Web Master (indianaclc.org) Many thanks to Michael and Carl for taking on these responsibilities.

The long and outstanding career of Barry Wheeler with the CLC and Indiana Region was noted. Barry has been a member for 57 years and among his many contributions was a four-year term as National President. As a past National President, he has served on the National Board for 37 years.

The Indiana Region has started the planning for a National Driving Tour for September 2023. Jeff Shively and Andrew Shepherd reported on the routes selected for this tour. The tour is to start near Ft. Wayne and travel northeast Indiana and then on to northwest Ohio and southern Michigan. We will finish at the Fall Festival at the Gilmore Museum on September 21, 2023. Lars Kneller is to present the proposal to the National Board at the Winter Board Meeting in January.

There was a lengthy discussion concerning the importance of creating a welcoming and interesting environment for young people to enter the car hobby. The many Cars & Coffee events were noted as an excellent source for showing our hobby. We were mostly optimistic that there is a future for the car hobby.

All members were encouraged to provide articles and photos for the Tailfin and website. We have a talented Editor that can assist in making your article very presentable, if you feel you need assistance.

Members present were: Pat and Kim Carney, Carl Carney, Joe and Eleanor Columbe (new members), Charlie Drane (new member), Michael Fellenzer, Cliff Fiscus, John and Jupei Hannon, Andrew and Lucy Shepherd (new members), Bill Shepherd (new member), Jeff Shively, Jim Smith, Bob Thomas, Jay and Janie Wignall, Warner and Pat Young

Photos: Top, Michael Fellenzer; group shots, Pat & Warner Young.





Quiz Answers

1. C. 155,000
2. A. 304,000 in 1986
3. D. 109,000 in 2009
4. C. 1930
5. B. 1990
6. True
7. A. 1991 MY
8. C. 2001
9. False – Actual was 44%
10. True – Lincoln had 7%
11. A. BMW at 18.6%
12. True – (a long-time coming)
13. False – LaSalle was dropped after 1940