

HOOSIER TAILFIN



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

FALL 2020



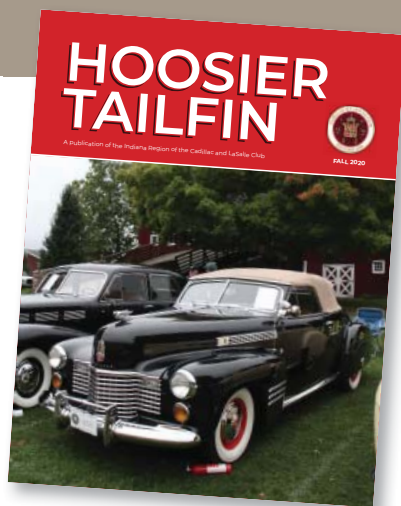


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On the Cover

Doug Berg's 1941 Series 62 Convertible as seen at the Gilmore Museum at Hickory Corners, MI, 2019



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Thoughts from the Director

Warner Young

It's Fall, already, and I hope everyone is doing well in this Covid year. I think you would agree that we need a non-Covid year for 2021, let's hope. It's been a most unusual year without our usual Grand National and Driving Tour and Fall Festival. I'm grateful the virus did not interrupt our 2019 GN in Louisville. That week is still looming large in my mind (in a good way).

Our Christmas party/annual meeting has been cancelled due to the virus. It was planned for Dec. 6th at Maggiano's at Keystone at the Crossing in Indianapolis. I plan to have a Zoom meeting to replace that get-together.

This year, as you know, we have a new Editor, Michael Fellenzer. Michael has excellent computer skills and we can expect a continued fine publication.

We had several members attend the Octoberfest organ concert and car show at the lovely country home of John Rust on Oct. 3rd. His organ collection is something to behold and hearing them is an even greater thrill. Those Indiana members attending were: Patrick and Kim Carney, Carl Carney, Michael Fellenzer, Matt Gerhard, John and Jupei Hannon, Larry Wilson and Warner Young.

Please let me know if you have interest in running for the Board. Our Board consists of seven members and three of those are at-large members. We can be thinking about our 2021 activities. Your thoughts about activities can be sent to any Board member. Note that linking up with other clubs has worked well for us in the past. Note that if you are paying 2020 dues now, we will count those as 2021 dues.

AWARDS and NEWS

National CLC Virtual Car Show

Indiana Region: Madonna and Larry Wilson won a well-deserved Second Place in the recent National CLC virtual car show in the class of 2000 to present. Their 2007 DTS Limousine caught the eye of many members. They keep the car presented in Presidential Limousine style. Congratulations Madonna and Larry for a job well done.



Above: Virtual show entry.

Below: as seen at Oktoberfest.



Carl Carney, Indiana Region Website

We have a new Webmaster, Carl Carney from New Albany. Carl is just getting into the process. Carl has a degree in IT and managing our website should fit well with his skills. Please feel free to



send Carl photos and information that would be a good addition to the website. Carl's email is carlpcarney@earthlink.net. Note that Beth Reedy passed along these duties recently to Carl and we owe Beth a debt of appreciation for her work for the club. ~Warner



Barn Update

Lars Kneller

The least active summer ever for the old car hobby has passed and we are all hoping that 2021 will be somewhat back to normal. I was cautiously optimistic that we would have a COVID vaccine sometime this winter which is what I personally and professionally feel is what it will take to bring the pandemic under control. Enough of that, and on to old cars!

My Cadillac's have been happy and reliable with few exceptions. The "new" 1958 Fleetwood needed a front end alignment - part of the issue was bad ball joints. I ordered 2 new ones from Kanter and that service was accomplished. While there I asked them to charge the air conditioner, expecting a call with bad news of various things that needed to be repaired to get it working. That amazingly didn't happen. Two lbs. of Freon and it is blowing ice cubes. Occasionally repairs are simple, which keeps us going for all the others that are not. The 1973 Limousine's radio has been in the shop since the last Update, but apparently will be shipped back to me this week. The 1984 Eldorado received new coolant, which is recommended to be done every two years due to its aluminum block and

iron heads. One also has to add the Bars Leak tablets. I used my last package but purchased three more on Amazon, so I am good for the next eight years of HT4100 bliss. Its right rear window has stopped going down under its own power (I can push it down so I don't look like a dork when the top is down), but does come up on its own. Luckily a couple years ago fellow CLC member and friend Glenn Brown had warned me about these issues on the 84-85 convertibles and I have in my stash two of the plastic gear strips required for repair. It doesn't look too difficult and is the next repair scheduled in the barn.

The 1963 Lincoln (NC) now has a fully operational top and deck lid. It is quite the sight to see. I think it took me three months of working on it off and on to get everything working properly. I had 10 relays, three electric hydraulic valves and multiple switches to get all in order. I also repainted my sun visors. They were in good shape, just a little weathered color-wise. Santa brought me a gadget a couple years ago that uses my iPhone to match paint colors. I used it on the leather for the seats and the match came out quite well! They are now



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installed. I am still waiting on it to go back to the body shop for final paint touch-up. My body man's latest issue is his air compressor konked out, and apparently there is a shortage of new industrial strength ones due to the pandemic. He has promised it is first on the list once he obtains a new one.

Projects continue on the 1966 Toronado (NC). It has a trunk lamp and two underhood lamps. I was able to get them to work, but in the process left the ignition in the accessory position overnight (nothing works on that car unless the ignition is on, and those lights only work when the parking or headlamps are on) and the battery went dead. Upon recharging it, the engine didn't run worth a hoot, and I suspected burned points. I decided to put a Pertronix in it, which was very simple. Remove the points and condenser, install the Pertronix (two screws), and hook the red wire up to the positive side of the coil, and the black wire to the negative side of the coil. The engine is now purring like a kitten, and feels like it has 50 more horsepower! The front speaker for the radio didn't work, and luckily that was an easy fix, too. When reinstalling the repaired radio I

had somehow switched the knobs for the Tone and Balance. So whenever I tried to turn the balance knob, it was actually adjusting the tone. Once I figured that out and switched them around, everything is working correctly. When perusing the internet for parts I found a trunk carpeting kit for a 1970 Toronado. I figured how much different can a 1966 be from a 1970, and bought it. Well, it pretty much worked. The pieces for the floor, behind the taillights, and wheel wells all fit. I have two extra pieces and can't really figure out where they go. Next time I'm at a show and see a 1970 I'll ask to look in its trunk. I bought some extra material from Amazon, and finished up the sides. I think it looks pretty good, and definitely better than the bare metal that someone had splatter painted in the past.

Jeff Shively and I attended the Mecum Indy auction back in July. There were quite a few nice cars, and the crowd wasn't all that big. We got our temperatures checked before entering, and had to wear a mask. I also got a ride in a new Challenger Hellcat which was quite the experience! The MRC's 1970 Eldorado was

Continued to Page 11



Columbe **PICNIC**



July 18, 2020

Once again, people were happy to be out. Cars were happy to be on display. Lovely days for cars and comraderie at Lime Rock Farm!



1973 Sedan deVille



Photos by Tim Tuner



Marty Loy's 1966 Series 75
9 Passenger



1843 Appleton

Rust OKTOBERFEST

October 3, 2020



CLC Member Joe & Eleanor Columbe's 1969
Lincoln Continental



John Kost's 1976 Sedan deVille

Guests were treated to a car show, lunch and a variety of exceptional performances of classical and popular music. Organists included Justin Stahl (who didn't bring his 1984 Oldsmobile Ninety Eight Regency), Ed Bruenjjes, Richie Gregory and Olga Otte.



CLC Member John & Jupei Hannon's 1970
Buick Electra 225 Custom

More Oktoberfest on page 10

The V-16 Era, 1930 – 1940

A Grand Idea at an Inopportune Time

By the late 20's and early 30's, car manufactures were seeking a performance and marketing advantage for their premium brands. "Multi-cylinder" engines became a leading tool to showcase engineering expertise. But, unfortunately, the Depression cut short the heyday of the Multi-Cylinder but that doesn't diminish their design excellence. Note that several manufactures also offered a V-12 during this time.

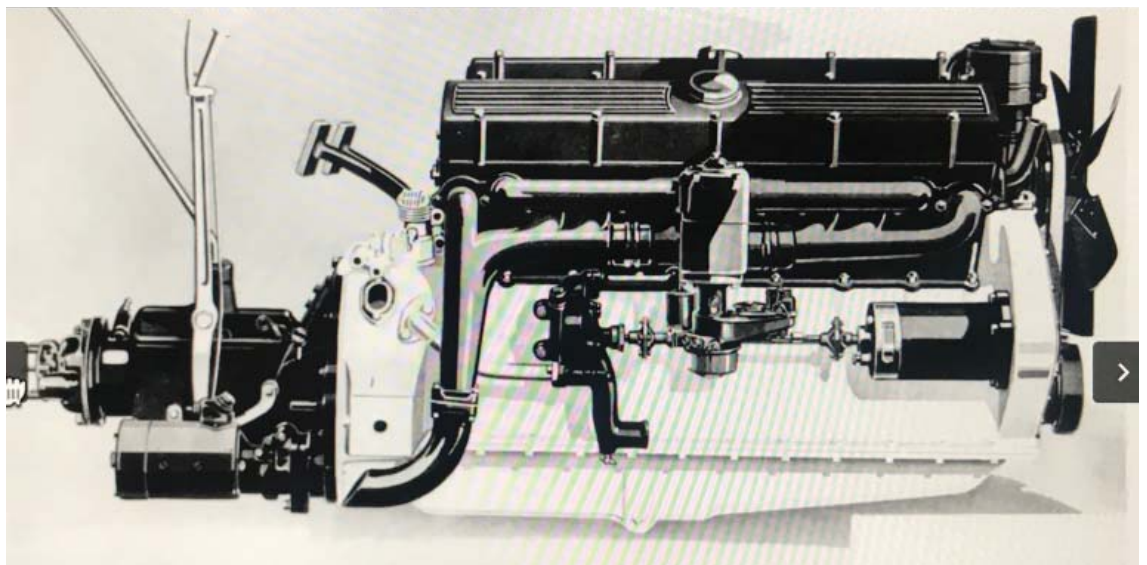
Cadillac was first-to-market with a V-16 introduced in January, 1930, in New York. By this time GM had become the largest car manufacturer in the world and maintaining engineering excellence was a major priority. The V-16 made quite a statement.

Cadillac could say, and rightfully so, that they offered an engine that no other manufacturer could match. That would include other premier manufactures such as Lincoln, Marmon, Peerless, Packard, Stutz and Pierce Arrow. Duesenberg offered the 265 H.P., overhead cam, in-line 8, but only 481 were ever built

Cadillac hired engine engineer Owen Nacker away from Marmon in 1926 to develop their V-16. Cadillac knew that Nacker had already begun development of a V-16 at Marmon. That hire made it possible to jump-start a V-16 project. Although Cadillac needed a high-performance engine, their V-16 was designed for a smoothness befitting a high-end luxury car.

The resulting design was 452 cubic inches with 175 H.P. (eventually 185 H.P.) That was big power for 1930. The engine had overhead valves and a compression ratio of 5.5:1. The cylinder head angle was 45 degrees. It was reported that the

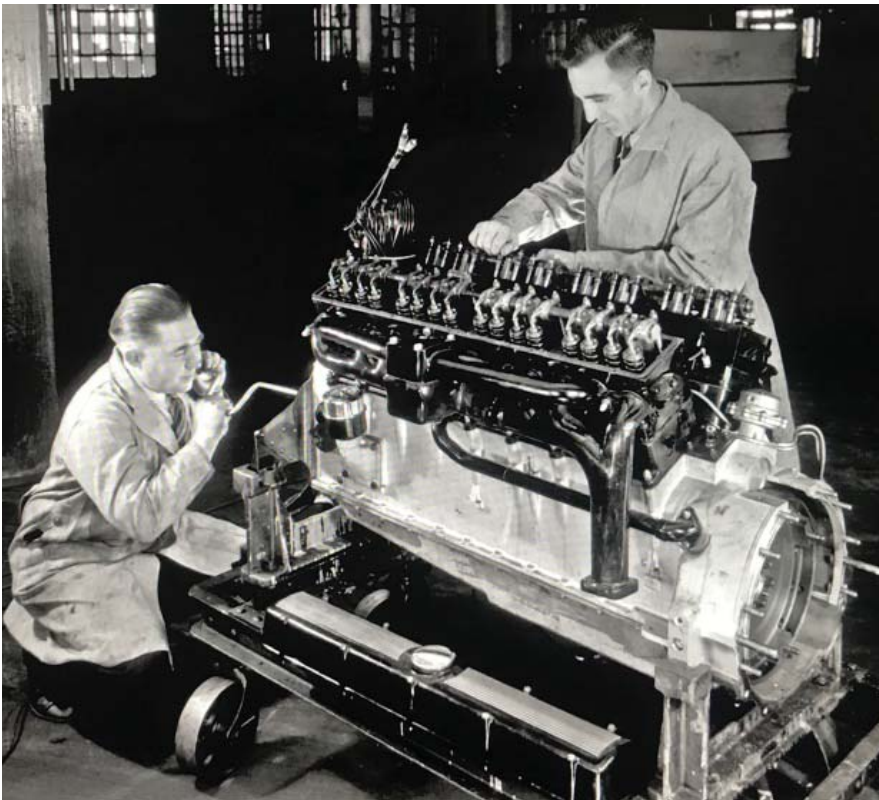
GM design team was recruited to assist in giving the engine a sophisticated appearance with an ultra-clean look. The engine was heavy at 1300 lbs. and somewhat complicated to build. The depression years severely limited the sales potential of this car. 2000 units were sold the first year but then only another 1889 units sold by 1937. It is assumed that due to a cost savings mode, a new flathead engine was developed for 1938.



For model years 1938-1940, the new flathead V-16 was offered. This engine had many fewer parts than the previous design, was 250 lbs. lighter and also produced 185 H.P. The 1938 engine had a cylinder head angle of 135 degrees, so a very low profile which fit better with the new body styles. It was 431 cubic inches displacement with nine main bearings. The compression ratio was

Duesenberg offered the 265 H.P., overhead cam, in-line 8, but only 481 were ever built.

6.67:1. It was a very good engine in its own right even though it used an "older" flathead design. It was reported it could accelerate from 10 to 60 mph in top gear in 16 seconds. That made it one



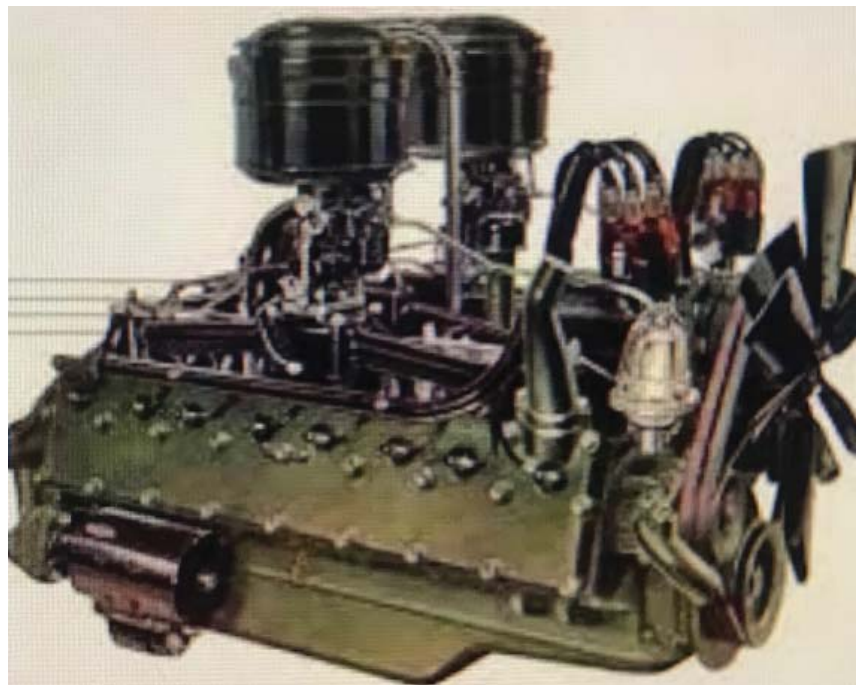
Cadillac was first-to-market with a V-16 introduced in January, 1930

of the fastest cars on the road. The Depression years continued to limit the sales potential of this expensive car. Only 508 cars were built with the re-designed engine. The 1941 model year brought out the lovely new Cadillacs, but without a wonderful V-16 engine.

Marmon did introduce its V-16 for 1931. It was offered from 1931 to 1933. It was also a very good engine which used an aluminum-copper alloy for its one-piece block and head. It weighed less than 1,000 lbs. with 490 cubic inches of displacement. Marmon had started development in '26 or '27 but was slow to get the engine to market. Due to market conditions, Marmon managed to sell only 390 units of this great engine.

Cadillac didn't totally set aside the idea of a V-16 engine in 1940. In 2003 the XV concept was built with a V-16 engine. The XV did not move beyond the concept state, however.

“Multi-cylinder” engines became a leading tool to showcase engineering expertise.



Rust Oktoberfest, more!



Seamus Hnat's 1922 Ford Model T, driven from Detroit, MI!



Above: 1934 Compton theatre organ console, from Glasgow, Scotland

Below: Close up of the stop rail and Art Deco side panel



John Rust's 1979 Lincoln Town Car



Michael Fellenzer's 1994 Fleetwood Brougham took "Crowd Favorite" - one of three produced in this color/option combination in '94



Carol & Dennis Dorflinger's 1978 Pontiac Skybird

delivered there in June, and I helped Tom Hoczyk return his professional cars home. Our next special exhibit will come together in October, and will feature four of Pete Peter's Eldorado's: 1953, 1954, 1956 and 1958. Our 1958 Eldorado Brougham and 1978 Biarritz Classic will finish out the Eldorado display. Pete's family was kind enough to loan us the cars for a year, so the display will finish up at next year's Fall Festival. You may or may not recall our 1978 came with non-original orange wheel covers rather than the correct Arizona Beige ones and it drove me nuts every time I saw it. Luckily we had an extra set of really nice (practically new) red ones that I brought home and repainted in the correct Arizona Beige color. They will be installed in time for the display. The MRC's 1942 Series 75 is finally being put back together at the local restoration shop here in La Porte. I've been the lucky recipient of a couple jobs to help move it along. I've sandblasted and painted all of the little cup washers that hold the fender spears on. I've also been given the hood, decklid and side ornaments to paint. I ordered a model car paint kit on Amazon that includes all the needed colors: black, white, red and dark blue. We'll see how steady my nerves are.



We were due to visit my youngest daughter in Philadelphia. She happened to be off work October 7-9, which is usually when Hershey would be held, so we went then. The Hershey car show was canceled, but we visited the Classic Auto Mall and the Simeone Museum instead. Details coming in the new Barn Update.

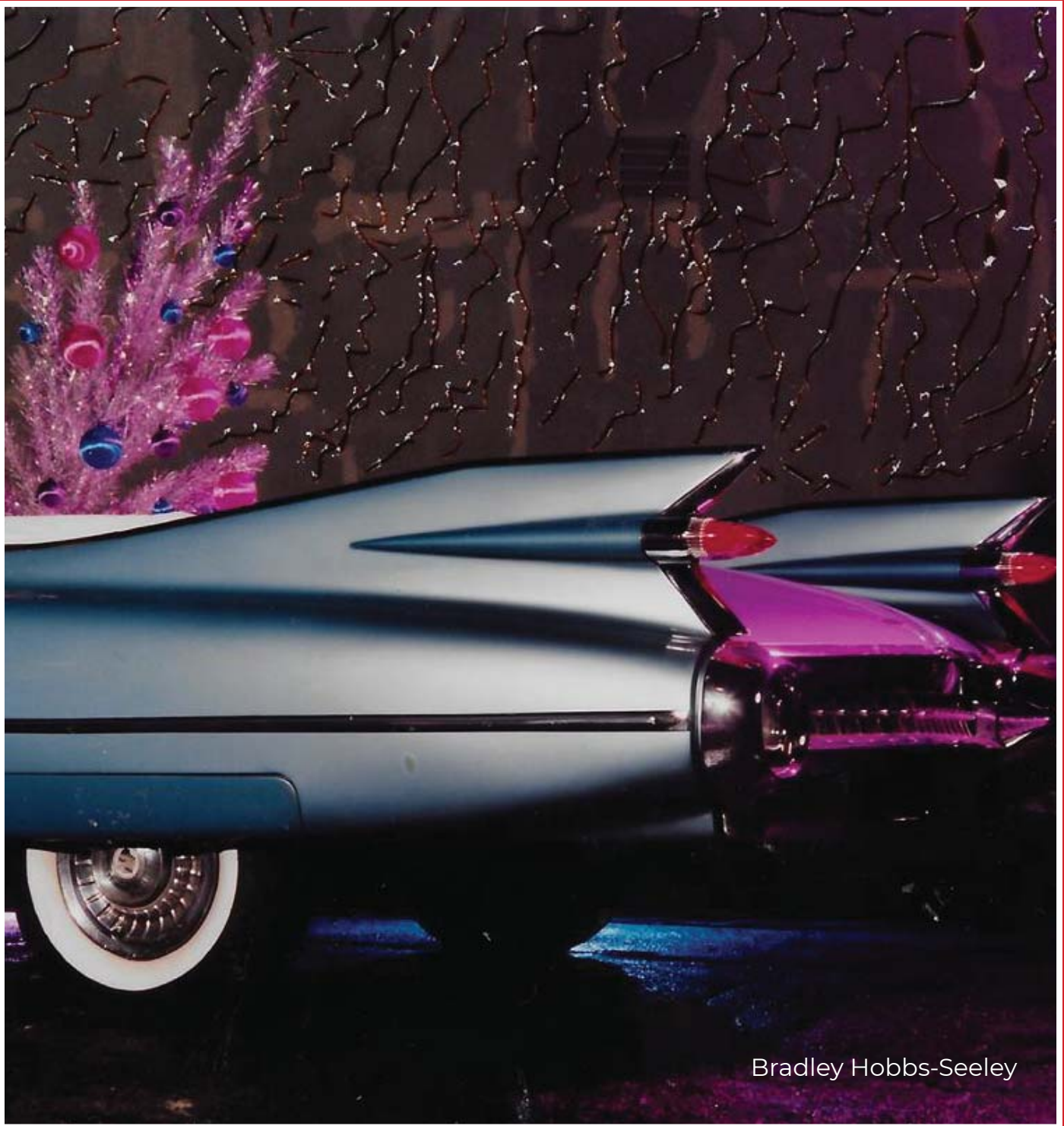
Until our Winter Tailfin. ~Lars

Are you interested in serving on the Board of the Indiana Region CLC? Contact Warner at warneryoung@msn.com before December 15!

Tailfin Quiz

1. Which of these had the quickest 0 – 60 time?
A. 2011 CTS V sport wagon
B. 2009 XLR-V C. 2006 STS-V
D. 2009 CTS-V
2. Cadillac STS offered a limited production Sport Wagon. True or False?
3. Which model was not sold in the 1990's?
A. Allante B. Catera
C. Escalade ESV D. Brougham
4. What is the nickname of the current Presidential car?
A. Monster B. Beast
C. Creature D. Wildcad
E. Badcad
5. Cadillac's largest annual sales in N. America since 2000 were in 2005 with 235,000. True or False?
6. Cadillac sales in China increased from 6,000 in 2012 to 152,800 in 2019. True or False?
7. Cadillac introduced a synchromesh transmission (1st in the industry) in 1933. True or False?
8. In 1992 Seville STS won *Motor Trends'* Car of the Year award. True or False?
9. Cadillac has offered night vision from 2000 to 2020. True or False?
10. Cadillac has applied for, but never won, the Malcom Baldrige Quality Award. True or False?
11. In 1927 Cadillac introduced the LaSalle with a base price of:
A. \$1987 B. \$2140
C. \$2635 D. \$2895

Answers on page 12



Bradley Hobbs-Seeley

Quiz Answers

1. D. 2009 CTS-V
2. False
3. C. Escalade ESV
4. B. Beast
5. True
6. False, 2019 = 212,500
7. False, introduced in 1929
8. True
9. False, discontinued from 2005 to 2019
10. False, Cadillac won in 1990
11. C. \$2,635 (that's \$40,000 today!)

Researched and Contributed by Warner Young