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FRONT COVER Santa has a brand-new sleigh! This year, he will be making his rounds in a sporty 1903 Cadillac runabout. Photo courtesy of Lars Kneller.



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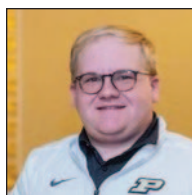
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Thoughts from the Director

By Warner Young

December, the most wonderful time of the year! That's the idealized version. In reality, every month is important to us. Enjoying the increased socializing with family and friends, especially Cadillac friends, during the Holiday Season makes it a special time. We have recently added some members, including Steve Cebulski (South Bend), Brad Rozema (Greenwood), and Greg Yoder (Lafayette)—a big welcome to this trio. Our current Indiana membership stands at 60. For some time, we've been around that number. Remember, too, that several Indiana residents are National CLC members only.

In October, we enjoyed a tour of Jeffersonville and the Louisville area. Pat Carney and Bill Reedy arranged that tour. We were joined by members of the Indiana Region CCCA and the Hoosier Region LCOC. Pat

and Bill did a fine job, with strong support from Kim Carney and Beth Reedy. The weather was great for the October tour. We can now think about a tour for 2026. A suggestion would be appreciated.

A point of interest for those who have shown or judged cars at the Grand National. We now have a new chief judge, Fred Butalla III, from the West of the Lake Region (Illinois). Fred has extensive experience in judging, and everything points to another strong leader for judging. The next opportunity for judging at the Grand National in Concord, North Carolina, this coming June.

The Indiana Region is fortunate to be in good financial shape. Because of this, we are in a position to make donations to the CLC Museum and Research Center at the Gilmore Museum. The majority of our income came from hosting the Grand

National in Louisville in 2019 and the National Driving Tour in 2023. Our bank balance is around \$7,000 as of December 2025.

Here's wishing everyone a joyous Holiday Season!

Warner Young is a CLC member from Indianapolis, Indiana.

Riddles

1. Co-workers don't laugh at jokes during an on-line meeting.
2. Why couldn't the bicycle stand up for itself?
3. April showers bring May flowers. What do May flowers bring?

Answers on page 19

Upcoming 2026 CLC Indiana Region Events

Jan. 7 -10, 2026

CLC Winter Reunion and Board Meetings

Spring 2026, date TBD

Drive and meet for breakfast or lunch

Spring or Summer 2026, date TBD

Picnic at Joe Columbe's home

June 1-6 - 2026

Grand National Meet

Concord, North Carolina

June 6, 2026

B.O.P.C. Show

Lebanon at Memorial Park

August 29

Carmel Artomobilia

Sept. 25-26

Cadillac Fall Festival at the Gilmore Car Museum

October

Fall driving tour

Barn Update With Lars Kneller

Winter arrived early in beautiful Northern Indiana with a total of 17 inches of snow in November. We have had a few more inches this month, so it appears we'll have a quality winter. My work barn was built 20 years ago, and at the end of last winter, I noticed my infrared heater didn't seem to have quite as much oomph as it typically did. My neighbor sells these units for a living, and he and I installed the original one. He made a house call and analyzed it, determining a new unit would cost less than trying to fix the old one. So, as of last month, I have a brand-new one that may last my lifetime.

As the weather turns in the fall, the pace of projects in the barn picks up. The 1966 Cadillac's convertible top pump did not

work all summer. A new one has been installed, requiring the removal of the rear seat and the well cover. Once all of that was done, swapping out the pumps was easy. Moving the top up and down a few times to bleed the system, and I was good to go. The 1993 Fleetwood's left rear window guides had broken. It is also a simple job once the door panel is removed. The right side had already been done when the mysterious short to ground was found that caused the interior lights not to turn off (see previous update for details).

Next on the list was the 1984 Eldorado's passenger rear window. You may recall I fixed it a year ago, and the new plastic tape promptly broke the first time I put it down this past spring. I had bought an extra tape

after the last repair (Murphy's law of "have the spare part and you'll never need it" failed me). They come in two lengths, and of course, the one I had was too short. I purchased the correct one (made for a Dodge van). This time, I limbered it up in a bucket of hot water prior to installation, so hopefully this repair will be long-lasting. For those of you on the edge of your seats wanting to know all the details of this repair, I submitted an article to Jeff for an upcoming *Self Starter*. Moving the car around in the cooler weather also brought to my attention that the heater was not blowing hot air, for the third time since I have owned the car. This time, the problem was the same as last time- the little motor in the controller box that moves the temperature





PREVIOUS PAGE A Yuletide Coupe de Ville.

The Museum's 1959 Coupe de Ville looks particularly festive this season. *Photo courtesy of the author.*

door had stopped working. Luckily, Glenn Brown had given me an extra NOS box he had for some reason and had no use for.

Then I moved on to the NCs (Non-Cadillacs). You may recall the cruise-control repair on the 1963 Lincoln. I did get it on the road on a dry day, and it does indeed work! My droopy front driver's door hinge just turned out to be loose bolts. That was much easier to fix than a hinge replacement. I had borrowed one of those gadgets they make to attach to your floor jack and hold the door up from Dick the body man. It was helpful to keep the door in place as I tightened the bolts. The next problem was the rear power (vacuum-operated) door locks. They would unlock but not lock. I took the door panel off to get to remove

the guts, and the motor worked just fine on my bench. So, I put it back in place and adjusted its position, and it seems to work now. Of course, the adjustment can be done without removing the door panel. So that is on the to-do list for the other rear door once it is warmer, and I can open the barn door and run the engine for vacuum.

I removed the power antenna and wiper motor from the "new" parts Toronado. I cleaned up the wiper motor so it will look nice under the hood of the other car and rebuilt its washer pump. The antenna motor works fine, but the mast does not move. So, it is off to my friend's house, who fixes such things for me. I delivered the Thunderbird body to Dick's, and, of course, a bunch of collision work came in shortly after. He is optimistic he will get to it soon. I have cleaned up, painted, and polished all the loose parts. One of my Thunderbird suppliers offered 15% off for Black Friday,

ABOVE A perfect Christmas pairing: the Museum's 1906 Cadillac and 1955 Coupe de Ville. *Photo courtesy of the author.*

so I bought the upholstery kit and am now applying vinyl to various parts, then I will put the seats back together with new foam and covers.

We were sorry we had to miss the Holiday Party. We went to Los Angeles to visit our oldest daughter's family. With a one-and-three-year-old, they needed a break and promptly left for a nice dinner and overnight at a resort close by. I finished organizing my son-in-law's garage (it was a mess!), and the weather there is a nice break from here.

Until Spring

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



A Festive Weekend in Michigan

By Jeff Shively

Photos by the author.

Hickory Corners, Michigan, is one of those magical places that draws vintage car lovers from across the country and even from around the globe. Every summer, the Gilmore Car Museum dedicates each weekend to a different marque or category of automobile. In June, the Classic Car Club of America shows off rows of Full Classics® on the green between museum buildings. In July, the grounds are abuzz with the sights and sounds of horseless carriages from manufacturers often obscured by time, from Apperson to Zimmerman. Lincolns take over the campus in early August. But for lovers of the “Standard of the World,” our time comes at the end of September with the Cadillac Fall Festival. And these days, we let our fellow GM owners in on the fun.

RIGHT This 1966 Fleetwood Brougham shares space with Full Classics® of the 1930s.

ABOVE Atomic Age Cadillacs call the showroom floor of the Museum home.





ABOVE Our own Lars Kneller's 2005 CTS-V shared exhibit space with an XLR-V and a CT6-V.

BELOW This 1941 Series 6127D Coupe owned by Rick Kwarcianny took Best of Show in the Pre-War Division.



The high-performance Cadillac V cars were the focus this year, with 38 of them on display by the Museum. Across the show field, in front of the gigantic red Campana Barn, was a curated collection of Eldorados from 1967 to 1970, showcasing the first generation of the classic front-wheel-drive design.

The Fall Festival brings out some interesting cars that are seldom seen. Downsized DeVilles and front-wheel-drive Fleetwoods built from 1985 to 1993 don't seem to get a lot of attention when compared to the Broughams or Allantes. Visitors could see four of these machines on Saturday.

As you probably know, my preferences tend to range from the late pre-war period to 1965. While few in number, there was plenty from the era of Art Deco and Art Moderne to enjoy. First, there were several LaSalle. While I favor the 1940 Series 52 and, of course, the lovely 1937 model year, the 1934 Series 350 Sedan, with its delicate bi-plane bumpers, was a rare and delightful sight. Many of us love Bill Mitchell's first styling Tour de Force, the 1938-1941 Fleetwood Series 60 Special. My favorite year, 1939, was here, finished in a deep Oxblood Maroon.

1941 was, for many decades, the most popular year of Cadillac in the CLC. The 2025 Fall Festival featured a small contingent of four, each with something unique to offer. The Series 61 was the new streamlined model for 1941, offered in coupe and touring sedan forms. Fittingly, Best of Show amongst pre-war Cadillacs went to the lovely 6127D Coupe owned by Rick Kwarcianny. There were two Series 6227 Coupes at the show. One was a standard coupe, complete with the seldom-seen base steering wheel. The other was a familiar sight, Phil Fischer's nice original car in Cavern Green, with the very rare optional running boards. Speaking of running boards and rare, the Museum's Series 6229D Convertible Sedan was giving rides around the Gilmore campus. I am unsure how many of the 400 Convertible Sedans built in 1941 were fitted with running boards, but I'd suspect not many.

There were a number of newer cars that also fascinated me. 1960 is my third-favorite year of Cadillac, and the red Series 6267 Convertible Coupe did not disappoint. A fine 1961 Eldorado Biarritz showed off the two-year-only "skeg" fins. 1964 was the final year for tailfins on the entire Cadillac line. Logan Robb's lovely Ebony 1964 Fleetwood 60 Special with a complementing red



ABOVE 1930 Cadillac Series 353, Model 168 Convertible Coupe, epitome of 1930s style.
BELOW 1934 LaSalle Series 350 Sedan, the car that saved LaSalle.



BELOW 1939 Cadillac Series Sixty Special, the second year of Bill Mitchell's tour-de-force.





LEFT This mostly-original 1906 Cadillac spent most of its life under the care of a single family. Now it has a permanent home at the CLC Museum.

BELOW Rarer than rare. The Museum's 1941 Series 6229D Convertible Sedan is one of only 400 built that year. Making it even more special is that it sports running boards, very uncommon in 1941.



RIGHT Phil Fischer's 1941 Series 6227 is mostly original and, like the Museum's '41 Convertible Sedan, was fitted with running boards.



BELOW RIGHT Indiana Region member Tom Hoczyk's 1962 Hearse was displayed with professional cars of all sorts.



BELOW A pair of Caddies from the early 1960s, a 1963 Coupe de Ville and a 1964 Fleetwood 60 Special.





ABOVE Attendees of the Fall Festival had the opportunity to ride in the Museum's 1958 Fleetwood 60 Special, piloted by Doc Kneller.

RIGHT The kind of find your editor loves to see- an early build (First week of December 1964) 1965 Coupe de Ville in nearly original condition. It's a California car to boot!

BELOW Cruisin' the block. This 1950s Cadillac Convertible was one of many cool cars seen running around the grounds of the Gilmore.



2026 Cadillac Fall Festival Winners

Class 1 Pre-War Cadillacs

- 1st Prize – Dan Burkitt
1939 LaSalle Series 5027
2nd Prize – Larry & Patricia Gardon
1930 Cadillac Series 353, Model 168 Convertible Coupe
3rd Prize – John Bertolone
1940 LaSalle 5219 Sedan

Class 2 – 1946 to 1970 Cadillacs

- 1st Prize – Jack Shepard
1947 Series 6207 Coupe
2nd Prize – Ian Macartney
1970 Fleetwood Eldorado
3rd Prize – Rex Fisher
1967 Fleetwood Eldorado

Class 3 – 1971 to 1999 Cadillacs

- 1st Prize – Phil Niedzlski
1976 Eldorado Convertible
2nd Prize – John Leese
1990 Brougham
3rd Prize – Jordon Leese
1993 Eldorado

Class 4 – Cadillacs 2000 to 2025

- 1st Prize – Robert Richardson
2009 XLR
2nd Prize – Steve Cebulski
2008 XLR
3rd Prize – Tony Mikoligh
2016 ELR

Class 5 – V Series Cadillac 2004 to 2025

- 1st Prize – Alan & Joy Oldfield
2014 CTS-V Sport Wagon
2nd Prize – Dan & Kathy Wild
2018 ATS-V Coupe
3rd Prize – Mike Young
2019 CT6-V Sedan

Peoples' Choice

Jack Shepard
1947 Cadillac Coupe

Best of Show Pre-War

Rick Kwarcianny
1941 Series 6127D Coupe

Best of Show Post-War

Rebecca Clark
2008 XLR-V



1968 Fleetwood Eldorado Coupe



1979 Sedan de Ville owned by Bill & Beth Reedy



1990 Fleetwood 60 Special Sedan



RIGHT 1991 Sedan de Ville



Fall Tailfin Quiz

ABOVE The Standard of the World's performance of the 21st century was the focus of the 2025 Cadillac Fall Festival.

1. The largest sales year for Cadillac between 1985 and 2000 (168,700) was 1996 T-F
2. The first year for optional power brakes for Cadillac.
A. 1951 B. 1952 C. 1954 D. 1956.
3. The first year for standard power steering was 1956. T – F
4. Cruise control was first offered as standard in 1960. T – F
5. XLR never offered the V model engine. T- F
6. What were the production MY's for the XLR?
A. 2004-20011 B. 2004-2009 C. 2005- 2010 D. 2005-2012
7. The first model year for the 8-speed transmission.
A. 2013 B. 2016 C. 2016 D. 2017
8. The last year for the 4-speed 4T80-E transmission was 2011. T – F
9. GM sales in China for 2024.
A. 950,000 B. 1,175,000 C. 1,500,000 D. 1,800,000
10. The years in production for the Cadillac Seville were MYs 1976-2004.
T – F
11. Production model years for Northstar engine.
A. 1993 – 2011 B 1991 – 2010 C. 1991 – 2009 D. 1994 – 2012

Answers on page 19

interior was stunning. You might recall this stately sedan from the cover of the wedding issue a few years ago.

Of course, the car that drew my attention the minute I stepped onto the show field was an Aspen White 1965 Coupe de Ville wearing a black padded top. Inside, it sported an original white leather/black Drummond cloth interior. It was originally a California car, and the current owners have had it for over 30 years. But for me, the best part was the build date- the first week of December 1964, making it an early series car. I spent a lot of time quizzing the owners and inspecting it from stem to stern.

The other GM marques fielded some unique machines. There were no 1963-1965 Buick Rivieras, but there was a nice 1963 Wildcat Sedan that wouldn't look bad in my garage. I'm not a Corvette guy by any means, but I do fancy the later solid-axle versions, and the '62 that was parked not far from George & Sally's Blue Moon Diner was very sharp.

The 2025 Cadillac Fall Festival was the first I had attended in three years, and it did not disappoint. The weather was terrific, and it was perfect for a day trip. Southern Michigan is marvelous in early fall. If you have not made the pilgrimage to Hickory Corners, consider making plans to attend the 2026 Cadillac Fall Festival. You'll be glad you did.

Jeff Shively is a CLC member from Kokomo.

Bumming Around Bourbon Country

The Fall 2025 Northern Kentucky/Southern Indiana Driving Tour

By Warner Young



Photos courtesy of Pat Carney, Carl Carney, Warner Young, and the Frazier Museum

From Friday, October 10, to Sunday, October 12, several members of the CLC, CCCA, and LCOC traveled to Jeffersonville and the Louisville vicinity. We quickly learned we were in Bourbon Country, with plenty of fascinating history. Being on the Ohio River is significant, and the great flood of 1937 came up in conversation. The high-water mark is noted on the building across from our hotel in Jeffersonville. That mark is about 17 feet off the ground. Wow! We were told the water was even deeper in Louisville.

We started our tour with lunch in Louisville at the Mussel & Burgers Bar, which was within walking distance from our first visit, the Frazier Kentucky History Museum. The Frazier is an excellent museum and a good way to become familiar with local and Kentucky history. Our second stop was the nearby Louisville Slugger Bat factory. Louisville Slugger has been a

ABOVE Load up the Model T and hit the Kentucky Bourbon Trail! **BELOW** If you want to learn all about the history of Kentucky, the Frazier is the place for you. **FOLLOWING PAGE** Bourbon tasting at Heaven Hills Distillery in Bardstown, Kentucky.







leading bat manufacturer since 1894. Many Hall of Famers used the Louisville Slugger. The nearby Muhammad Ali Museum was also a choice for a visit. Two members visited and said it was well worth it.

On Friday evening, we returned to our hotel in Jeffersonville, the TownePlace Suites. It is near the river and near several nice restaurants. Dinner was at the Upland Brewing Co. The view of the river and Louisville was excellent. The lights at night are impressive.

Saturday was our driving tour day. We had planned to visit the George Patton Museum at Fort Knox. However, due to the government shutdown, the museum was closed. Our first stop became the Brown-Pusey House in Elizabethtown, Kentucky. The house was built in 1825 and became the office of Dr. William Pusey in the late 1800s and early 1900s. At one time, George Custer was stationed nearby and visited the





TOP In the beginning, when baseball was new, the Louisville Slugger revolutionized hitting in the world of the horsehide sphere. **ABOVE** Classics of all shapes and sizes were on display at Swope's Cars of Yesterday Museum.

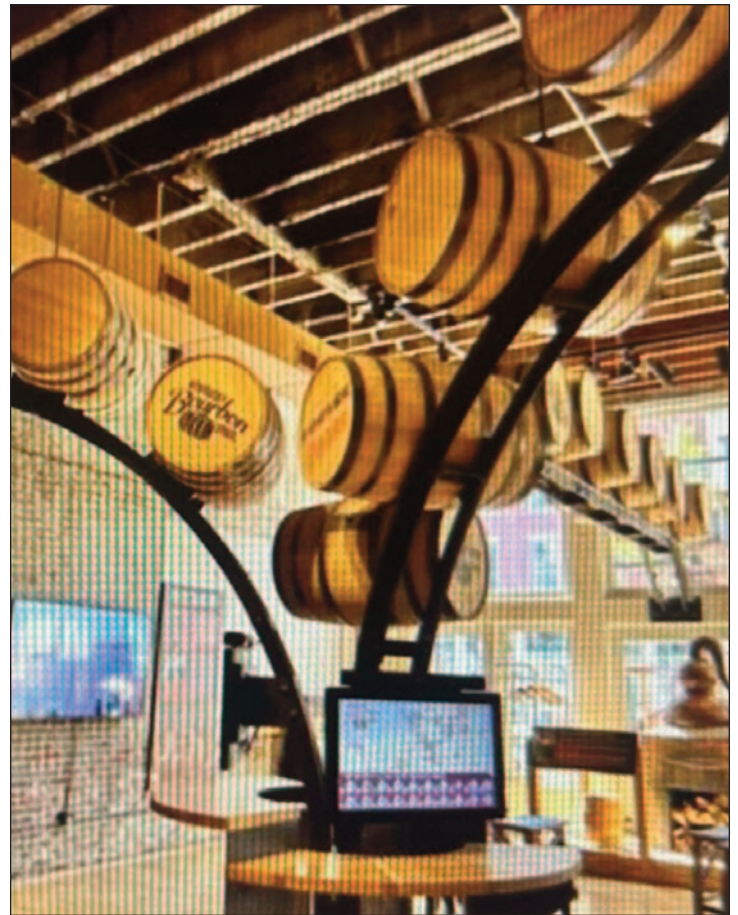
PREVIOUS PAGE Ed Dalton and Jan Holton learn about how Louisville Sluggers are made. The group at Kingfish Seafood Restaurant in Jeffersonville on Saturday night.

house many times. We then traveled a short distance to the Swope's Cars of Yesterday Museum. This is an excellent collection with cars from 1910 through 1970. The Swope family of dealerships in Elizabethtown, Kentucky, maintains the collection. Every car is in excellent condition. They have six Packards and three Cadillacs or LaSalles.

Lunch was at the Back Home Restaurant in Elizabethtown. Everyone thought the food was quite good. Several had the "Hot Brown," which is famous in that area. They have an upstairs boutique, and purchases were made.

We then drove about 28 miles to Bardstown, Kentucky. Bardstown is very historical and well known for its Bourbon and whiskey production. We had reserved a tour and tasting at the Heaven Hills Distillery. We were educated on everything Bourbon and whiskey on our tour. I'm not sure, but I believe some purchases were made. Heaven Hills claims to be the largest privately owned distillery in the US. The distillery was very busy due to the large art fair in downtown Bardstown.

We left Bardstown for our return to the Towne Place Suites. We were once again near the river for dinner at the Kingfish



CLOCKWISE FROM BELOW The Frazier Kentucky History Museum is a hit with people who want to learn more about the Bluegrass State. **Barrels of smooth Kentucky Bourbon** are loaded onto a Ford Model T at the Frazier Museum. **Barrels of the good stuff!**





LEFT Some of the cool cars driven by tourers included a **1970 Lincoln Continental Mark III** (Joe & Eleanor Columbe), **1976 Cadillac Fleetwood Brougham** (Pat & Kim Carney) and a **1955 Cadillac Series 62 Sedan** (Bill & Beth Reedy). **BELOW** Sunday at the **Huber Orchard and Winery** near Borden, Indiana, located north of Jeffersonville.



Seafood Restaurant with a view of Louisville. No one left hungry. I was assured the fish had not been caught outside the restaurant in the Ohio River.

Sunday morning was a pleasant drive through Floyds Knobs country to the well-known Huber's Orchard and Winery. In 1843, the Hubers started farming the property. Huber's now has a distillery on the property as well as wine production. We found the whiskey was well into the premium price category. The fall season is their busy time. The crowd was large, enjoying the many food options, farm products, and a live band. You could even have a shuttle ride to the vineyard. It was another stop that was well worth our time.

We had four vintage cars on our tour: a 1970 Lincoln Continental Mark III by Joe Columbe, a 1967 Camaro by John Klein, a 1976 Cadillac Fleetwood Brougham by Pat Carney, and a 1955 Cadillac Series 62 by Bill Reedy. Our tour organizers were Pat & Kim Carney and Bill & Beth Reedy. They put a lot of effort into making this a very enjoyable tour. That included working around a government shutdown.

Participants were: Pat & Kim Carney; Carl Carney; Joe & Eleanor Columbe; Ed Dalton & Jan Holton; John Klein; Jim Lerums; Bill & Beth Reedy; Warner Young. On Saturday morning, we were joined by Dan Sutton from Greenbrier, Tennessee. Dan is an Indiana CCCA member. He joined on his way home from the Hershey show.

Warner Young is a CLC member from Indianapolis.

Answers to the Fall Tailfin Quiz on page 15

1. True
2. C. 1954 MY
3. False. 1954
4. True. Optional in 1959. Chrysler it offered in 1958.
5. False. 443 hp from 2006 to 2009.
6. B. 2004-2009
7. C. 2016 MY. Escalade offered it in 2015.
8. True. Used for DTS and Buick Lucerne.
9. D. 1,800,000. Down 14% from 2023.
1st half of 2025 = 890,000, counting joint ventures.
10. True. Replaced by the STS
11. A. 1993-2011 Last in Cadillac DTS

Answers to riddles from Thoughts from the Director

1. They are not remotely funny.
2. It's two tired.
3. Pilgrims.

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Event registration opens Jan. 20, 2026