

HOOSIER TAILFIN



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

SUMMER 2022





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On the Cover:

Don Shuck's 1941 Sixty Special

Above: Michael Fellenzer's 1993 Coupe deVille

Right: Good friends do nice things like leaving Cadillac care packages on the doorstep.



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Thoughts from the Director

By Warner Young

Many of you participated in our annual BOPC meet in Lebanon on June 4th. Pontiac was host this year and they did their usual fine job. Full report on page 18 by Matt Gerhart. Next year our Region has the pleasure of hosting.

Gas prices are on everyone's mind now. Our collector cars especially are known for their poor fuel efficiency. Maybe we need to drive less but enjoy each mile more (?). As a comparison, this is some history of inflation adjusted gas prices: 1961 - \$3.03, 1993 - \$2.23, 1981 - \$4.21, 2008 - \$4.44. So we have seen some pain in the past from gasoline. I'm afraid \$1.99 gas will never come around again. Maybe an electric conversion is not as crazy as we once thought (?).

I'm not aware of any silver bullet that can miraculously provide cheap energy.

The GN in Lombard was a good one. Quite hot weather a couple of days, but everyone survived. Saturday was rainy until 2:00 which disrupted judging and tabulating. Somehow all tabulating was completed and awards were presented at the banquet. Turnout was similar in cars and members to our GN in Louisville in 2019. So a very good effort by the West of the Lake Region.

Unfortunately, the Columbe picnic was postponed due to tornado damage that occurred May 21st.

Joe's new nearly completed storage building received significant damage.

Thanks to Jay Wignall, in this issue, for his very interesting article about his history with a '39 Sixty Special. He has promised another article to provide closure to this project. Every old car has a story. I would encourage you to write your car story for the Tailfin. (*The Editor 2nds the encouragement!*)

Michael Fellenzer added a "new" car in May from the Mecum Auction in Indianapolis. He now has a '93 CDV, the last of the Coupe deVilles (facing page and below). This is a two-owner car from Ft. Wayne. A really nice car in Carmine (4.9 V-8), under 25,000 miles and one-off as shipped from the factory.

Note that the Fall Festival has added a Concours this year. There will be the traditional car show on Friday and the Concours on Saturday. The Concours cars are to be unique and exceptional cars present by invitation. You can request that your car be considered for Saturday by sending your information to Erin Abel at erin.abel@cadillacfallfestival.com.

Car show season is in full swing. You should be able to check on-line and find an interesting show near you. Saturday morning cars and coffee have become very popular. Enjoy your summer driving season this year.

NEWS and EVENTS

2022 EVENTS

TBD Region driving tour. Probably south of US 40

August 6, Kokomo Symphony Summer Car Show

September 22 – 24, Cadillac Fall Festival & Concours d'Elegance, Gilmore Auto Museum, Hickory Corners, MI

October 30 – November 4, National Driving Tour, Virginia to the Hilton Head Concours

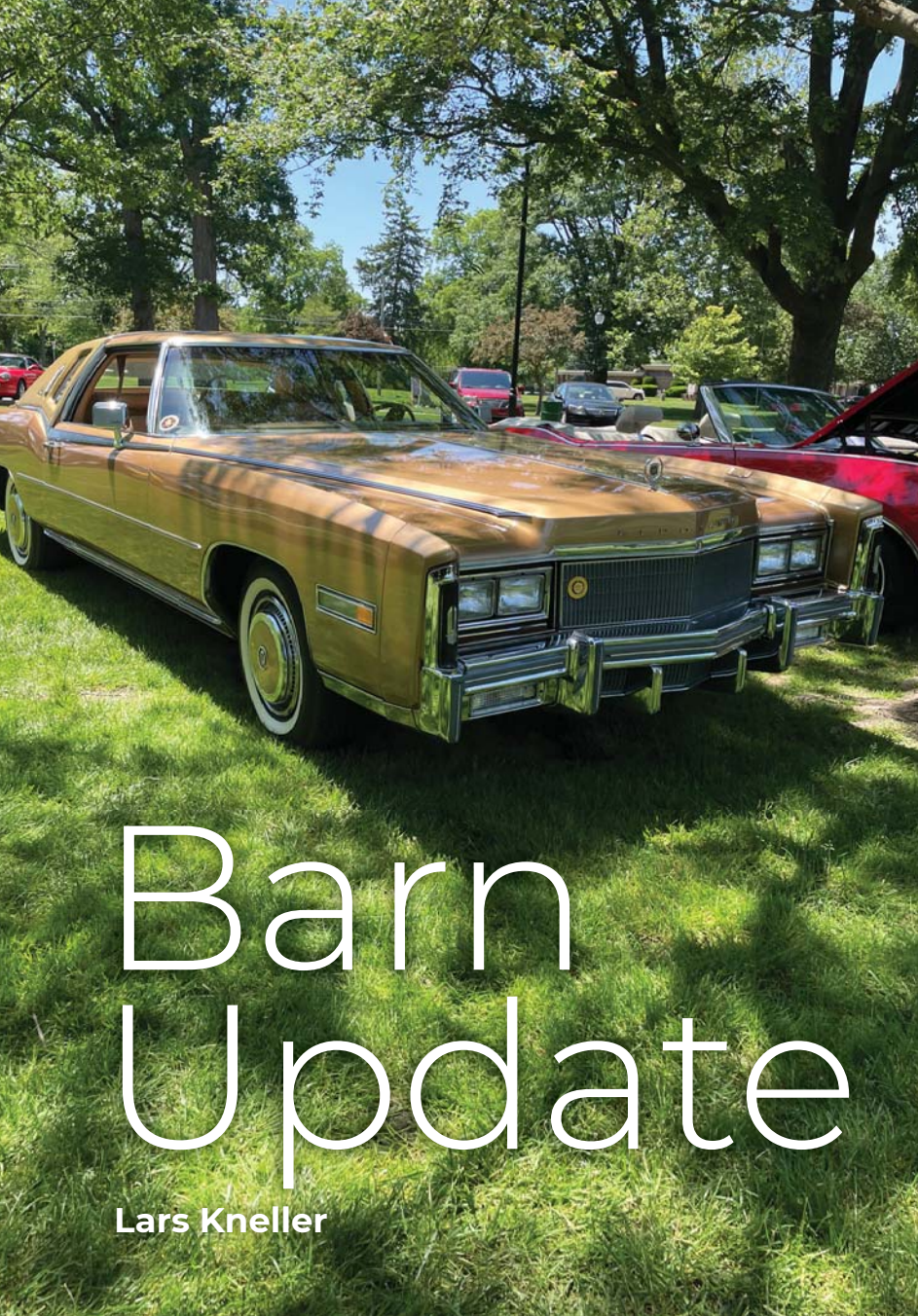
December, Indiana Region annual meeting, TBD

2023 EVENTS

June 20 – 24, Grand National Albuquerque, New Mexico

September 19 – 23, National Driving tour, hosted by the Indiana Region. Northeast Indiana, Northwest Ohio and southern Michigan, ending at the Fall Festival





Barn Update

Lars Kneller



2022 has been a good year for old car activities to date. Luckily, my routine is to fill up all the old cars in the fall before hibernation. Thus, all are full in the spring, and no need to buy expensive gas to date. I'll see how long I can milk out last year's more inexpensive gas before I am forced to buy some at the current elevated prices.

Barn activity remains busy. I drove the **1968 Eldorado** to the Grand National in June. We left on Tuesday and joined the driving tour in Joliet at the prison. You may recall the temperature that day approached 100. Its air conditioning performed as well as I could expect. The temperature gauge inched up as high as I've ever seen it, but no signs or symptoms of overheating. It handled the Chicago traffic with ease, easily moving along at 70-80 mph with traffic. It got a little under 15 mpg, which I thought wasn't bad all things considered. I tried out the Lucas Oil Octane Booster as it tends to ping at highway speeds even with pump 93. I came away impressed as no pinging at all, and it seemed to have a little more power, too. The Grand National was very enjoyable with a large variety of cars. I had the only 1968 Eldorado, but there was also a 1967 and 1970 there, so first generation FWD was well represented.

You may recall I had the windshield washer of the **1958 Fleetwood** rebuilt, but the wipers are still not working quite right. I have it on my "to do" list to work on them. I took it on a local car club cruise in May. It performed well on the 60 mile trip. On the way home, I crossed some somewhat bumpy railroad tracks, and all of a sudden, the wipers and washer started operating without any input from me! They would not turn off, so I pulled over and disconnected the vacuum line, and they stopped (it was a sunny day, no need for them). That is still a project waiting to be completed. My trunk

pull-down, mentioned in the last Update, is performing well with no issues.

I had removed the sunshade for the moonroof in the **1981 Cadillac** last fall as the lining was coming loose. I re-glued it over the winter, and finally got it reinstalled. The procedure for such is a little confusing in the shop manual, but I managed to figure it out. The rear license plate bumper filler in the **1973 Formal Limousine** was disintegrating. I bought a new reproduction one, made sure it fit and then painted it. It is now in place and looks 100% better than the old one. I also sacrificed one of my precious cans of Freon R12 for its air conditioning system, and it is now blowing icicles again. I did attend the lola swap meet (always a good time, highly recommended), and was able to purchase six cans, so my stash is replenished. Its cruise control is still not working, next on the "to do" list.

The **1977 Eldorado** made the trip to Lebanon for the annual BOP/CLC meet in early June with no issues. It did manage to burn most of its full tank of ethanol-free petrol. It was once again a really good show. I did enjoy the trip in the car, with its ultra cushy seats. I had a local friend with an Oldsmobile convertible travel with me, which always makes the trip a little less stressful. I do need to work on tightening up its passenger side rear view mirror as it spends most of its time either looking at the ground or the sky. I sent the A/C controller for the **1972 Eldorado** off to be rebuilt last winter, and got it reinstalled since the last Update. It is now nice and quiet and no longer clicking all the time.

Now we move on to the Non Cadillacs. Much progress has been made on the **1966**

Toronado. Its rebuilt engine arrived home. I painted it in the beautiful Toronado Blue. It is now back in the Toronado and I am working on getting all the various wiring, hoses, etc. hooked up. You may recall that my engine is actually a 1968 455, not an original 1966 425; however, I am doing what I can to make it look like the original 1966 engine. As a result I've run into a few snafus with various period correct parts needed. Hopefully it will be running and driving by the next Update. I have a few parts at the body shop and he is not setting any records getting them done. I've been on his @\$\$, and hopefully they'll be done soon so I can get the car all back together for a little seat time this driving season.

The **1963 Lincoln** is fully running and driving now. It is back in the body shop to fix three minor remaining issues. It took its two longest trips to date in recent weeks. First was a trip to the gas station for 10 gallons of pricey premium, which got its gas gauge up to 3/8ths! Then I drove it the 10 mile trip to the body shop. The steering is still a little loose above 50 mph, but I plan to work on that once back home.

The **1970 Hemi Coronet Convertible** progress has slowed. A lot of parts it needs are on back order, but supposedly will be shipped soon. I took apart the convertible top and the seats, so the frames can be sandblasted and painted. Its owner and I are having discussions as to whether to make it a manual or automatic transmission. He says he is too old (age 82) to shift, but I feel it will be worth more with a stick shift. I welcome your thoughts.

Past CLC President Glenn Brown and I traveled to the lola swap meet, which is always an enjoyable time. My big find

was a shift lever for the **1955 Thunderbird's** automatic transmission. You may recall its current shift lever had been shortened, presumably due to the original owner's polio affliction.

Enjoy your summer and **drive your old cars!**



Miss Montana

The Story of Jay Wignal's 1939 Sixty Special – Part 1

Indiana Region of the CLC, and a host of others, at long last I should like to begin the story of the acquisition and subsequent very long restoration of a 1939 Sixty Special Cadillac.

My wife and I had been married for about four years, living in Indianapolis, when she suggested a change of zip codes might be a great idea. So, while I was attending Officers Candidate School, she began the process of enlisting family members to pack up a sizeable U-Haul, close out the bank account, pack up the just paid for family sedan, and began the long trip to Salt Lake City. Upon returning from school, it became abundantly clear that I hadn't been invited. Well, darn!

Out of necessity a third job was secured and after three years it was decided that a vacation was in order. I opted to visit my sister who lived south of Bozeman, Montana, and do some back-packing in the area north of Big Sky. The nearest town to my sister's place was Gallatin Gateway, where a fellow, we'll call him Mr. Lloyd, was about to open an automobile museum in the terminus building of the old Union Pacific Railroad. He was kind enough to give me a private tour, lasting nearly an hour. This museum had Lincolns, a Whippet, Packards, Fords, Chryslers, plus many more, from the early 1900's through the 1950's, some makes were no longer in production. A car enthusiast paradise. After the tour I asked him if any cars were for sale? He said none that were in the museum, but there were a couple

out in the barn he would consider parting with. As the doors creaked open, there were four cars sitting there, all covered with a fine layer of dust and bird droppings.

The one nearest the door was a Dodge pick-up, with a missing front end, nope. The second was a 1939 Cadillac sedan, which needed a lot of care. The front and back windows had become delaminated, the driver's door window was broken, and the interior was in rags. She was clothed in brown primer and appeared to have a solid body, even a sunroof. Next up was a Model A, in pretty rough shape, several missing body parts, and last was a 1938 Packard sedan, but warts and all, it was the Cadillac that had lines that appealed to me. We spoke of price, haggled some, and finally settled on a bargain whereby I would purchase the car in monthly installments and return the next summer, for another backpacking adventure, then drive the two-ton, orphan, back to Indianapolis. I guess she qualifies as a barn find.

Heading to Indianapolis



From top:
 Montana Barn Find 1973
 Bill of Sale
 1973 Registration



A year has passed, Mr. Lloyd has all the parts stuffed from the front seat through the end of the trunk, floor to ceiling, and she has been pronounced road worthy for the 1600-miles plus trip. Asked again if she was capable of making the long trip, he replied that just last week he drove her on a 180-mile round trip, performing flawlessly. She had four new tires, a new battery, the oil had been changed, lights worked, brakes were good, and, despite the outer appearance, the car was good to go. In fact, he said, if anything went wrong, he would reimburse me for the tow. Next day I was on my way.

In Bozeman I had the car licensed and insured, from there, driving east, the towns melted away - Bozeman soon became Billings, where I stopped to pick up a young hitchhiker, whom it was discovered was a Marine just back from his tour of Vietnam. We established that he was going home to Crow Agency. It was on the way, and since I was in no hurry, Crow Agency it was. After goodbyes, it was further east and south and, of all things here was an elderly fellow trotting along the roadside, out in the middle of nowhere, not even a Jack Rabbit in sight. I stopped to inquire if he needed a lift and before the words were out of my mouth he jumped in the passenger seat, flashed me a nearly toothless grin, nodded, and pointed down the road. I asked him where he was going, and it became instantly clear, we had a language problem. My Lakota was limited to two words, and his English was nonexistent. After a few miles I began to wonder just where this guy was going? About 10 miles down the two-lane, at the town of Busby, on the Powder River, he motioned for me to pull over, flashed that familiar grin, and was on his way. Interesting travel companion. Was he really going to trot those 10 miles? What a guy!

Next town was Spearfish, South Dakota. By now I'd learned two very important things about my Cadillac.

PARTS DEPT. CADILLAC MOTOR CAR DIVISION
GENERAL MOTORS CORP. WARREN, MICHIGAN

CHARGE TO RANDALL CAD CORP BROOKLYN N Y

SHIP TO SAME MFG INVENTORY

TERMS CASH 30 DAY DRAFT SALES ORDER 7/6/36

INVOICE NO.	DATE ORDERED	ORDER NO.	CUSTOMER
665077	OCT 20-30	32871	
SALES ORDER NO.	OFFICE	SALES	FACTORY CAR NO.
6-2-613	4156	109	HC 8367
SALES ORDER NO.	CAD SPEC	5-TOUR SEDAN	1936 NO
30-6019 9			16 00
SALES ORDER NO.			MONYC
SALES ORDER NO.			TRUNK CARPET
SALES ORDER NO.			15 00
SALES ORDER NO.			9 60
SALES ORDER NO.			1 60
SALES ORDER NO.			52 00
SALES ORDER NO.			23 00
SALES ORDER NO.			35 50
SALES ORDER NO.			169 10

9/21/36, 9/21/36 invoice - Com. Alford Vaughn 734-462-5543 #163

1973 6RPO 1209

1969 Cadillac 4Dr. Sedan over 2850

6290477

5/21/73

Jay L. Wignall

Gallatin Gateway, Mt. 59730

5/21 35 100

13.85

Jay L. Wignall



One, it gets lousy mileage; two, first gear is not synchro-meshed, Mr. Lloyd had failed to mention that.

Continuing to work southeast somewhere in Nebraska I pulled over for a short nap. A few hours later a State Trooper was pecking on the window. He inquired, did it need a tow, not really, but thanks. We chatted for a few minutes, then the goddess was pointed toward Des Moines, Iowa. Somewhere out on the highway a strong cross wind caught the hood and threw it up, bending and overtaxing the right-side hinge assembly, which was teased back into position, then, finding some heavy wire along the side of the road, it was secured. This was probably my fault. The goddess was not securely latched after the last oil check.

Again, the towns melted away and after passing through Iowa, Peoria, Illinois, it was Covington, Indiana. The fuel gage did not work, so by estimate, I figured there was enough to reach my folks place in Crawfordsville, Indiana. A few miles later the car sputtered to a stop, out of fuel. A farmer happened by to offer some help, and said he'd be back in 20 minutes. Man of his word he showed up with 5 gallons of gas and refused my offer to reimburse him.

Upon reaching my folks place, Dad questioned the logic of my buying such an old car that didn't even have a paint job? After a short ride, he still wasn't impressed, but agreed that an interesting, long term, hobby would probably be a good thing and keep me out of the bars. The next morning, I pulled into my two-car garage.

I drove the car around for about four years, just as it was, no one much cared about an expired Montana plate, and there was no year designated on it to give me away. I quit my third job and began spending some time on the car. First thing was to begin using a wire wheel to take off the surface rust from the floor and trunk, then paint the whole interior with Rustoleum. Next, she was pulled out into the driveway and a mobile

Minus the doghouse

steam cleaning company came to remove decades of grease and dirt from the engine, back to the end of the bell housing. The goo left in the driveway would easily have filled a five-pound sugar bag, mostly a grease/sand mixture, but the most unusual two things were - the engine was actually a green color, and among the debris were a couple of rocks the size of a quarter, along with some feathers. Next up was painting the engine and bell housing. The doghouse was reattached, and I noticed that the water-jackets inlets seemed awfully rusted and the metal thin, they had to be replaced.

At about this time I met a lovely young lady, we dated for about a year, during which time no work was done on the Cadillac, other priorities were paramount. As often happens, we got married. Four years later, she suggested a change of zip code (de ja vu), only this time we both agreed, packed up everything, including our son and the dog in the U-Haul and moved about 5 miles upstream. The next several years just flew by. Then it was braces for both kids, sports camps, high school sporting events, my two jobs, college expenses, and the car restoration was solidly in the rumble seat.

So, there she sat, my rock-solid Detroit masterpiece, a pre-WW-II two-ton, brown primed mistress. Four flat tires, not running, and a generous layer of dust. What to do?

After over 40 years of having occupied one half of my garage, it was either sell it as is, or get busy completing what I had set out to do decades ago.

Stay tuned, next time, the story of what became of Miss Montana, 1939.



MATT GERHARD'S 1956 COUPE DE VILLE



I don't remember a time when I wasn't fascinated with Cadillacs.

Supposedly Cadillac was the first word I could spell. I don't know if it's true, but it makes for a good story. I think the fascination must have started with my aunt and uncle. They owned a 1971 Coupe deVille in Desert Beige Metallic with a Dark Brown vinyl roof. During my childhood in the early 90s such a car was plentiful and cheap. I found out years later they were going to give me the car until it threw a rod. Even as a little kid I loved riding in that car with them.

Somewhere around the age of 13 my dream came true; I became the proud owner of a 1956 Cadillac Sedan de Ville. My parents and I were going somewhere in town (Kokomo) and saw it for sale in a front yard. I can still point out the house. The original intent was to put some work into it and make it my first car. The car was running, but definitely needed some work in the steering department and other

areas. We took the car out occasionally for trips around town, but we didn't drive it much. As my 16th birthday approached we began to think that another car for a daily driver would be a better choice. We briefly considered a 1968 Sedan de Ville, but I had second thoughts about affording gas and driving it in the winter. My first daily driver ended up being a 1996 Chrysler LHS.

In 2004 I had the idea to take the Cadillac to my senior prom. My dad did some work and got it running fairly well. However, one afternoon I had trouble getting it started. After I started it and backed it out of our pole barn it started belching white smoke. That was the last time the car was started. Not long after I graduated high school and went off to college at Olivet Nazarene University in Illinois. After college came grad school in Southern California. I still

Nineteen Fifty Six



had the Cadillac, but neither the time nor the funds to do anything with it. Thankfully it was stored in a barn with concrete floors. At some point my dad had put the car on casters so the tires were off the ground.

The 1956 Sedan de Ville wasn't my only Cadillac. While I was headed back to Olivet for my senior year I was hit head-on by a set of duals off of a semi-trailer. My LHS was totaled. While I was at college my parents went car shopping for me. While I had been home on summer break I had been eyeing a 1996 or so Fleetwood in Calypso Green. My parents checked out the car and found the vinyl roof was in need of repair. I ended up with a 1995 Sedan deVille in Medium Montana Blue. That car was replaced with a 2007 Lincoln Town Car, followed by a 2011 CTS4 and lastly a 2017 XT5 in Stellar Black Metallic.

In 2010 I graduated from California Baptist University in Riverside California with a Masters in Choral Conducting. Following graduation, I moved back to Kokomo for a job. Around 2018 or so I began to get serious about getting my '56 running again. Driving John Rust's 1973 Coupe de Ville to the 2019 Grand National really whet my appetite for a running, classic Cadillac. Since then, I've been purchasing parts as funds allow for restoration. I've got everything from

a new steering box to new side emblems. New tires and brakes are high on the list to be purchased next.

My goal is to get the car running and restore it as close as possible to factory specifications. We believe the car has been repainted, but it appears the Canyon Grey body and Camelot Gray roof were kept. The engine is the correct engine, but it's not the original engine. I had originally hoped to have the car running well enough to take it to the Chicago Grand National but wasn't possible. I know nothing about working on cars but was hoping to learn from my Dad. Unfortunately, my dad has suffered from two strokes and is unable to do that kind of work anymore. Thankfully I have other family members who will be able to help.

I've been temped over the past few years to sell the '56. I'd love to have a '71 Coupe de Ville, or a '92 Brougham d'Elegance. In spite of all of that, I still can't let go of my '56. Not only was the '56 my first Cadillac, but it was also my first car. Here's hoping that 2022 will be the year of the Cadillac for me!





2022 CLC GRAND NATIONAL

Lombard, Illinois

By Warner Young

2022 (finally) offered a Grand National in Lombard, IL. It proved to be a fitting revival of our long tradition. The host hotel was the Westin Chicago Lombard. The Westin is a 500-room hotel with all the resources that are required for a GN. Its large parking lot was more than adequate for our Cadillacs (and LaSalles).

There were about 180 cars registered for the event. The oldest being a 1929 LaSalle Phaeton, which won a Senior award. The newest car registered was a 2016 SRX. There were about 600 members and guests that participated

Indiana Region award winners were Bill Spurling, 1931 Cadillac Cabriolet, Senior Crown Award; Kevin Cornish, 1937 LaSalle, Senior Award; Charlie Mullin, 1953 Series 62, 1st place Primary Award.

There were several worthwhile tours. They included the Riverboat Architectural tour, Frank Lloyd Wright Studio, Gangster tour, Cantigny Military Museum and gardens. The Driving Tour Tuesday was on Route 66.

Our weather was hot, but that did not limit any activities. For our Saturday show and judging we had an unexpected rain from 8:00 a.m. to 2:00 p.m. That delayed the tabulation and put considerable stress on the tabulators. The awards announcement made it to the banquet at about 7:45 p.m. So quite a superior effort by the team to get the awards presented at the banquet.

So, another great GN experience and now we can think about 2023 in Albuquerque in June.

Photos by Matt Gerhard and Jeff Shively





Page 12:

Parking lot at the hotel

1931 V-16 Cabriolet, Bill Spurling, Senior Crown Award
 1953 Series 62 Sedan, Charlie Mullen, 1st Place Primary
 1960 Hearse, Tom Hoyzck



Page 13:

1935 V-16 5776 Coupe, Donald Ghareeb, Best in show.
 1937 LaSalle, Kevin Cornish, Senior Award
 1941 Series 75, Michael Johnson, Second Place
 1968 Eldorado, Lars Kneller
 1957 Eldorado Brougham, Glenn Brown



Tailfin Quiz



1. Cadillac was the first car to offer interior control of the headlights. True or False?
2. The Cadillac logo was the long-time family coat of arms for Antoine de la Mothe Cadillac. True or False?
3. Al Capone's 1928 Town Sedan was one of the first civilian armored cars. True or False?
4. The first President to ride in a Cadillac:

A. Howard Taft	B. Warren Harding
C. Woodrow Wilson	D. Calvin Coolidge
5. The first woman to work as an automotive stylist was Helene Rother in 1942. True or False?
6. Ford was the leading car manufacturer from 1906 to 1929. True or False?
7. After WWII Cadillac outsold Packard every year through the end of the Packard line. True or False?
8. Between 1946 and 1990 Cadillac out produced Lincoln every year. True or False?
9. What was the largest production year for Cadillac between 1902 and 2000.

A. 1969	B. 1977	C. 1979	D. 1985
---------	---------	---------	---------
10. A 1965 deVille sold on average for \$5600. That would be \$52,000 today. True or False?

Buick, Pontiac, Olds, Cadillac Show

By Matt Gerhard

Saturday, June 4th, was a perfect day for the annual Buick, Oldsmobile, Pontiac, Cadillac charity car show. Seventy-nine cars were shown by their proud owners, including 18 Cadillacs. The oldest car shown was a 1908 Buick F which has been in the Obermeyer Family since it was bought new in Lafayette. The newest car on display was a 2008 Cadillac DTS owned by Rick Kaiser. Each brand was well represented. A 1919 Oakland 34B and Warner Young's 1940 LaSalle Series 52 were the sole, proud representatives of their individual marqueses. A 1951 Studebaker was an honorary GM for the day. Cadillac was represented by several models ranging from a 1939 Sixty-Special to Bill Reedy's 2011 DTS. Congratulations to Jim Smith, Jeff Shively, Warner Young, Charlie Mullens and Joe Alberts for winning awards. In a bit of irony, Rick Kaiser's 2008 DTS won an award. That in itself isn't ironic; however, Rick is President of the Pontiac Club! Thank you to all who brought food or beverages to share, and to Lars Kneller for cooking the burgers and hotdogs. If you weren't able to attend, you missed a great afternoon. Hopefully next year we'll see even more of you AND your cars!

Photos by Matt Gerhard and Warner Young



Buick, Pontiac, Olds, Cadillac Show AWARDS



Jim Smith – Most Outstanding – '39 Sixty-Special



Warner Young – Outstanding – '40 LaSalle Series 52



Jeff Shively – Outstanding – '41 Series 62 Convertible





Charlie Mullen – Outstanding – '53 Series 62 Sedan



Joe Alberts – Best Cadillac – '54 Eldorado Convertible



Don Obermeyer – Bonus – 1908 Buick





1941 Cadillac Series 63 Touring Sedan

By Jim Smith

The 1941 Series 63 was borne out of the discontinuation of the LaSalle companion car in late 1940—the primary reasoning for the elimination of the LaSalle brand was to combat Lincoln, with the strategy of having all-Cadillac branded products available. It was a successful gambit with over 59,500 Cadillac cars produced, cutting into Lincoln sales by over 20% in lost volume.

And, since the discontinuation of LaSalle was after a substantial number of bodies had been already manufactured for the fall production, adding this model series utilized existing assets and that production line. The Series 63 was produced in 1941 (5050 units, \$1,695) and for a limited time in 1942 prior to the cessation of auto production due to World War II.

I was alerted that this two-toned sedan was available, and that it was an original car with 57,000 actual miles. The first owner had the car for 37 years, the second owner 24 years, and the gent I purchased it from 19 years. He had the car in a storage barn behind his home, and as soon as I rounded the corner of the house, I saw the chrome on the front, the fender skirts, and that all of the trim was there and in good shape. The body is sound, and has “character”, otherwise known as fading of the original paint, some dings, and a few scratches. The interior is in excellent shape, and all gauges and accessories work. It was an easy decision to buy the car; it had good bones, a Hydramatic, and the 346 V-8. It's also a CCCA Full Classic, another huge plus.

Even though the car had been maintained pretty well, there were some issues that you would expect—it needed a tune-up, carburetor rebuild, brake shoes, wheel bearings, shock absorbers and other regular maintenance items. Since parts are in short supply, I've been doing work on the car as items come in and are available. I do need to replace the wiring harness, and that's on order as well as a new set of tires.

The car drives well, the transmission shifts smoothly, and I've been out and about for the last couple of weeks making sure not to miss anything that needs attention. The plan is to shine it up, and drive it—they're only original once, and I plan to keep it that way.

Cars like this are out there, and when you have an opportunity—buy it. You'll be getting a diamond in the rough that's immensely fun.



WOODLAND TERRACE SHOW



1976 Cadillac Eldorado Convertible, Michael Fellenzer

Two senior care facilities invited the Classic Car Club to display cars June 16th in Indianapolis and Carmel. The club did this last year and it was really appreciated by the residents. CCCA extended an invitation to CLC and others. It turned out to be a VERY sweltering day so one of the facilities canceled and attendance suffered; however, several brave souls ventured out and there was a nice showing of cars at Woodland Terrace. The residents touring the collection were very appreciative of our efforts.

Photos by Michael Fellenzer



1937 Buick, Jim Smith



1941 Cadillac Sixty Special, Don Shuck



1983 Buick Riviera



1976 Cadillac Fleetwood Sixty Special Brougham, Michael Fellenzer



1963 Cadillac, Cliff Fiscus



1930 Buick, Jim Smith

Quiz Answers

1. True. In 1912.
2. False, probably similar to a neighbor's family crest in France.
3. True
4. C. Woodrow Wilson
5. True, for GM. She was later inducted into the Automotive Hall of Fame
6. False, Chevrolet was the leader in 1927 and 1928.
7. False, Packard outsold Cadillac in 1946, 1948 and 1949.
8. False, Lincoln outproduced Cadillac in 1988.
9. D. 1985, Cadillac built 384,800 cars. 1979 was number two with 383,100.
10. True. The average car sold for \$2,650 in 1965.



New in Jim Smith's Stable



Jim Smith recently acquired a 1930 Model 6⁵ five-passenger Touring Sedan. This was the last year for the Senior Sixes, they moved to all straight-eight engines in 1931. Engine is a 331 six, producing 100 horsepower. The car is a CCA Full Classic.



It was restored by a gentleman in Danville, Illinois, over a 15-year period after he retired. It was a complete frame-off restoration, all done correctly as it came from Buick using original parts. Jim bought the car from the gentleman's daughters, he passed away in 2021. The car was essentially complete, but there were a lot of parts that he didn't get installed, and that has been Jim's project for the couple of months.

First stop was to the ice cream shop!

KOKOMO SUMMER WITH THE SYMPHONY SHOW

You are invited to Summer with the Symphony in Foster Park (Superior St.) in Kokomo August 6th. Registration starts at 2:00 PM. \$10 registration and early registration ends Aug. 1st.

The Kokomo Symphony is hosting its first ever car show! Details and a registration form are attached. Following the car show will be a concert by the ABBA tribute group ABBAFab and the Kokomo Symphony Orchestra at 7pm. The concert is free, but VIP seating is available (more information at <https://www.kokomosymphony.com/subscription-events>). Hope to see you and your car at the show!



Saturday, August 6

Superior Street, north side of Foster Park

Registration: 2-4pm

Awards: 6pm



Name _____
 Address _____
 City _____ State ____ Zip _____
 Make _____ Model _____
 Year _____ Phone _____

Registration Fee: \$10

Trophies for 1st, 2nd, 3rd, and Audience Choice

*1st place also receives two free tickets to the VIP section of the ABBAFab concert at 7pm. (\$120 value)

DJ and Emcee by Kenny Beasley 4pm-6pm

Send pre-registration by August 1 to:
 Kokomo Symphonic Society, Inc.
 PO Box 6115
 Kokomo, IN 46904

All proceeds to benefit the KSO, now in its 49th season.