

HOOSIER TAILFIN



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

SPRING 2023





In This Issue

Thoughts from the Director, Warner Young	3
News & Events	3
Barn Update, Lars Kneller	4
Tailfin Quiz, Warner Young	9
Time travel at the Indiana State Museum	8
Mother Finds a New Caretaker, 1949 Series 75 7-Passenger Sedan, Jason Young	10
Cadillac and the Type 57 in WWI, Warner Young	14
BOPC Registration	16

On the Cover and above: Jayson Young's 1949 Series 75 7-Passenger Sedan

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Thoughts from the Director

Warner Young

This may be my favorite time of the year – driving season. This winter was milder than most, so you may have had the Caddy out a few times already. I hope we don't pay for this mild winter with a rugged one next year.

Our BOPC in Lebanon is now less than a month away. Our Indiana Region is hosting this year and our Chairman, Jim Smith, has put in a good effort already, to attract an excellent turn-out. We have discussed adding an award this year for the best original car. We will have our usual pitch-in lunch. You'll find a registration form on the back cover.

You may have noticed that Barry Wheeler has an article in the April Self-Starter that encourages members to start making a monthly donation to the Museum and Research Center at the Gilmore Museum. He has requested the donation can be a little as \$6.28, if by check, or \$14.20 if paid through the CLCMRC website. The museum has a significant

need to increase the addition on the south side of the building. We need a concerted effort to raise the \$3 million dollars required or a strong position for a bank to issue a loan. Thanks to Barry for highlighting that even small monthly donations can add up to a significant amount over time.

The Mecum Auction offered a discounted buyer's registration of \$100 again this year (full price is normally \$200). That auction is at the State Fair Grounds from May 12 to 20. Last year Michael Fellenzer purchased a very nice '93 Coupe De Ville at the auction.

Many thanks for the series of articles from Jay Wignall relating his (long) history with the '39 Sixty Special (Miss Montana). Our Tailfin can use more articles from you relating your experience with your favorite Caddy. They don't need to be a long article. It's the personal experience with our cars that make for a compelling story.

NEWS and EVENTS

2023 EVENTS

June 3, BOPC, Lebanon (*registration form back cover*)

June 17, Columbe picnic at Noon. East of Shelbyville

June 20 - 24, CLC Grand National, Albuquerque, NM. (*Glenn Brown is organizing a car caravan from the Chicago area. If you would like to get more information you can contact him at a65caddy@sbcglobal.net or 708-386-6384*)

July 13, Keenland Concours, Lexington, KY. Cadillac is the feature car

August 5, Summer with the Symphony cars show and concert, Foster Park, Kokomo (*this is not at CLC event, but we are invited along with other car clubs*)

Sept. 17 - 21, Indiana Region is hosting the National Driving tour: Indiana, Ohio and Michigan

Sept. 22 - 23, CLC Museum Fall Festival at the Gilmore Museum in Hickory Corners, MI

Fall Indiana outing, schedule TBD

June 11 -15, 2024, Grand National in Gettysburg (*note judging to be moved to Friday in 2024*)



Tainfin Editor, Michael Fellenzer, working the assembly line at the Indiana State Museum

Barn Update

Lars Kneller



Spring is in the air, even way up here in the northern stretches of Indiana. It seems we've received more snow in March than we did the entire rest of the winter. Luckily it lasts a day or two and then melts.

It has been a productive winter in the barn with less snow clearing to do. On the Cadillac side, the 1941 now has its radio and antenna installed. The repaired antenna goes up and down with ease in a swift manner. I think I reported last fall that one of my fender skirts fell off, after hitting one of La Porte's famous potholes. I was able to retrieve it the following morning.



Luckily, it landed off of the road, and was not damaged other than being scuffed up. My body man repainted it, but when returned the color was obviously a little too dark. So, it's back at the body shop, with the other skirt also to help match the color better.

There is a new resident in the barn! In December or so, a patient that tends to buy and sell cars was in for a checkup. He mentioned he had purchased a 1993 Fleetwood with only 35,000 miles on it, and was looking to move it. He said he'd sell it to me for what he had in it, which whether true or not, was a reasonable price. It is not a Fleetwood Brougham, so does not have the fancier front seats and the rear vanity mirrors. However it is well optioned with leather, vinyl roof, Vogue tyres and security package. I did get in a little hot water with the Mrs. but luckily she has calmed down subsequently.

The rear taillight housing on the 1966 Toronado finally got painted. The rear of the car is now all put together. Despite my new master cylinder, the brakes still seem a little iffy. I plan to take it in to my mechanic to go over them, plus the A/C needs to be



charged up. I replaced all of the components when the engine was rebuilt.

I have several cars that need new tires. Somehow they all got to be over 10 years old without me noticing. I plan to do the oldest first and see how the finances go. I find good prices at Tire Rack,

which is a short drive from here, and also SimpleTire.com, which will deliver to my mechanic.

The majority of my winter work was on the 1955 Thunderbird. The entire body is now disassembled, and ready to come off of the frame. I am still working on a game plan to do it, and transport it

to get dipped in Chicago. My body man has a cart he made for Mopar B bodies that may work. The transmission has been rebuilt by a local man who talks a lot, but otherwise seems to do good work. He is going over my torque converter now. I have delivered the 292 cu. in. V-8 to my machine shop for rebuilding. Luckily he seems to like me (he also is a good at conversation), and was willing to fit it in between other projects, as otherwise he books a year



out. Once the body is off to Chicago (6 week turnaround), I plan to take the rest of the frame apart. Then I will have multiple boxes of parts to clean up and restore. There are a lot of reproduction parts available so I won't have a lot to get rechromed. I have a bucket full of stainless trim parts ready to go to my polisher.

Our first local Cars and Coffee was Sunday, April 2. I went the barn looking for the first to raise their antenna to volunteer to go... the '85 Thunderbird won. In May, the '58 Fleetwood made the trip.

Until summer,
Lars.



Tailfin Quiz

1. The Cadillac 1949 overhead valve engine increase HP to 180. True or False?
2. The average car in 1949 sold for \$1420, base Cadillac Series 62 was \$2966. True or False?
3. Cadillac produced 66,100 cars in 1941, compared to Chevy with 560,000. True or False?
4. What year was the last year for the Sixty Special?
A.. 1985 B. 1987 C .1993 D. 1995
5. The Series 62 was built from 1940 to 1964. True or False?
6. The Brougham and Fleetwood Brougham were always interchangeable names. True or False?
7. All Cadillac's in the 1980's were V-8's. True or False?
8. The 1949 Coupe de Ville was an instant success selling nearly as many as the Club Coupe. True or False?
9. Cadillac has won the Motor Trend Car of the Year award five times.. True or False?
10. US Cadillac sales in 2022 were 69% of those in China. True or False?
11. Car sales in China increased from 6.3 million in 2007 to 17.5 million in 2021. True or False?

Answers on Page 13



Keeneland Concours
 July 13-16, 2023

This year marks our 20th year showing exquisite vehicles at the magnificent Keeneland Race Course in beautiful Lexington, Kentucky. Join us for a fabulous weekend with a full range of events. All proceeds from the weekend events support Kentucky Children's Hospital.

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 Featured marque Cadillac

*Special emphasis on Cadillac
 for 2023 - nominate now!*

FINS ANYONE?

Courtesy of the North
 Texas Region



TIME TRAVEL AT THE INDIANA STATE MUSEUM

Warner Young



April 29, 2023



The Indiana Region visited the special exhibit of cars of the 20's at the Indiana State Museum. Ten cars came from the Speedway Museum. All cars were Indiana built cars and were in show condition. This exhibit will run into October.

The exhibit had a 1920 Stutz model H, 1920 Monroe model S, 1922 Lexington Series S, 1922 Davis series 71, 1925 McFarlan twin-valve six, 1925 Duesenberg model A, 1926 Duesenberg model A roadster (this car was Augie Duesenberg's personal car until 1955, what a special car), 1925 Apperson Six Jack Rabbit, 1929 Marmon Roosevelt coupe and a 1928 Studebaker Presidential 8. There was also a video showing work at the Studebaker assembly plant, pre-1925. We all agreed this show was well worth our effort to see.

We then traveled to the north side to the home of Michael Fellenzer for our pitch-in lunch. We had plenty

of food for our group and, and oh yes, lots of deserts. Michael has a new (for him) Allen digital theatre organ of 5 manual and 55 ranks, the largest theatre organ Allen builds and one of six in existence. This is quite an instrument. It requires a professional to play (but does have a built-in playback system. The Indiana Region just happens to have a professional in Matt Gerhard! Matt played for the group for well over an hour. Thanks, Matt, for the concert. Michael's 1960 home is a classic mid-century custom design/ build by Avriel Shull. He knows quite a bit of the history of the home and is happy to share that with guests.

We had ten members attending Saturday: Carl Carney, Pat Carney, Joe Columbe, Charlie Drane, Michael Fellenzer, Matt Gerhard, John Madden, Jeff Shively, Jim Smith and Warner Young. Thanks to the Carney's for making the long drive from New Albany.



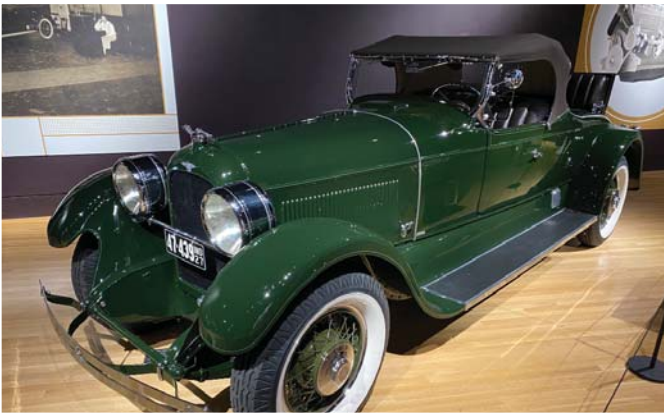
Gearheads loved Indiana in the 1920s - many found jobs with local manufacturers.
Coveralls about 1929
Collection of the Indiana State Museum
Gift of Mrs. John Howe



1928 Studebaker President 8 Touring Car



1921 Lexington Series S



1926 Duesenberg Model A Roadster



1925 Duesenberg Model A Touring Car



1925 McFarlan



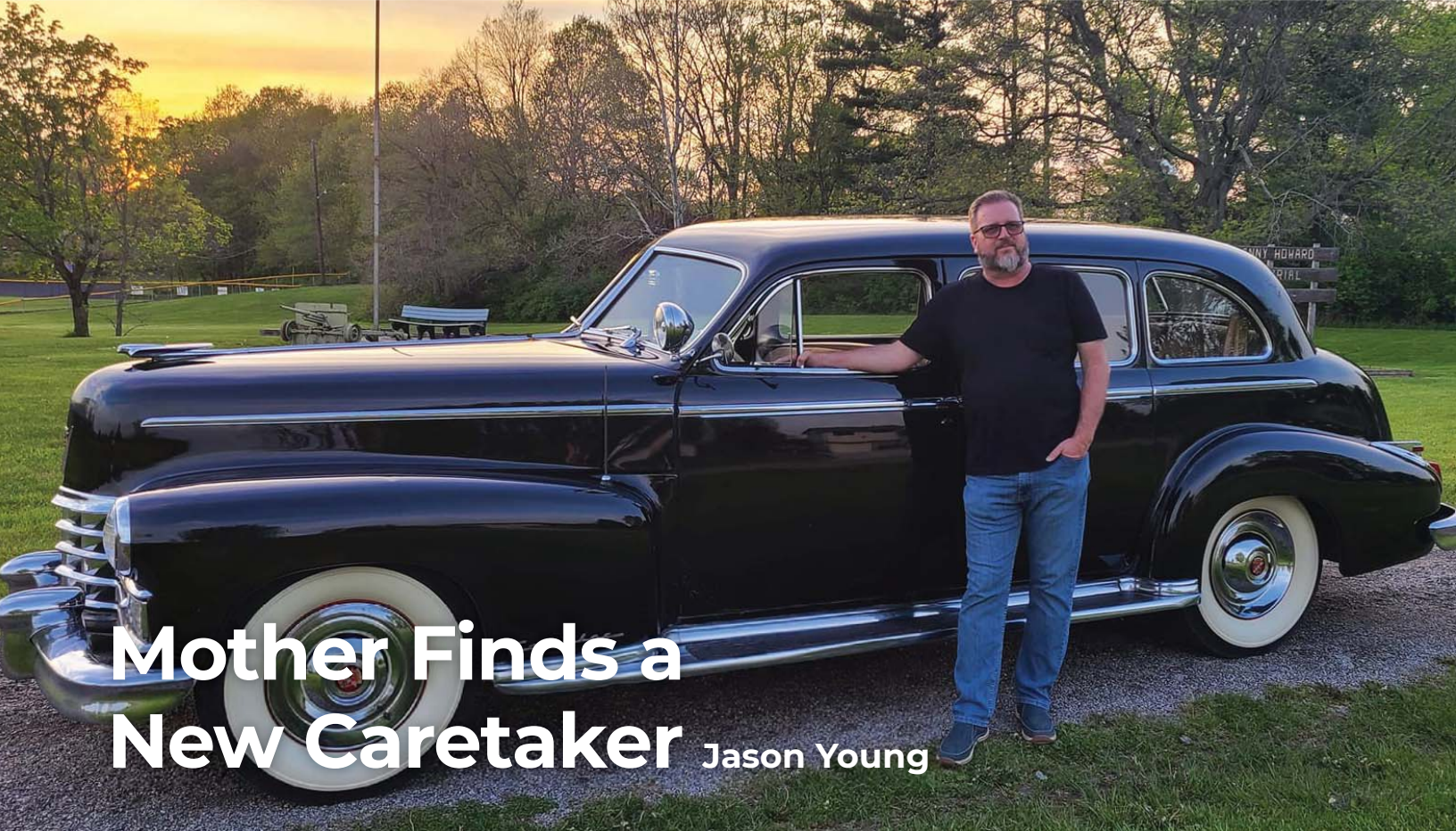
1920 Monroe Model S



1922 Davis Touring Series 71



1925 JApperson Six (Jack Rabbit)



Mother Finds a New Caretaker

Jason Young

I guess it would be fair to say I've been an old car guy from birth. My grandfather bought a brand new shiny 1939 Chevrolet and we've been lovingly handing it down the generations ever since. My mother's first new car was a turquoise and white 1960 Bel Air, I still have that one, also. I got my first car when I was 14 and I was almost 28 before I had a car that was not older than I was. Bitten by the old car bug at an early age, I've always been drawn to the "less Popular" models; four doors, wagons, four door wagons, you get the idea. The further a car is from being sporty, the more I like it. I've always dreamed about having a '66 Ambassador sedan, maybe someday.

I'm a musician by training and studied music education in college. As I graduated from high school my parents thought it might be a good idea if I had a piano at home to add in my studies. My father purchased a very old upright player piano and moved it in to the house. It was made in 1916 and was horribly out of tune. The next step was to find someone willing to work on a piano that hadn't been touched with a tool in 50 years. I started asking around town and all my contacts kept pointing me to the same person, James Burcaw. Jim lived in a little town on the southern edge of the county. He had a piano shop along the railroad tracks that was so full of pianos, if you pushed a piano in the front door, two pianos would pop out the back. Jim

started working on our piano and like most things that had been neglected, we learned that it would take a few weeks to get everything ship shape and in tune. When he learned about the '39 Chevy we had, he told us about a few cars he had back home in his garage. Before the few weeks of in-home piano repair was complete, I found myself playing tuba in his Dixieland band and working part-time in



his shop doing some heavy lifting (and pianos are heavy... trust me).

Jim lived about a block from his piano shop and one day he and I walked over to get some things out of his garage. That's when I first laid eyes on her. She was a mile long, sat as tall as a horse and filled that garage to the rim. Even with cracking lacquer and yellowing whitewalls, she took my breath away. "That's Mother" Jim said to me with his gravelly voice. He always called her Mother, I never heard an explanation why. The story goes, in 1960 Jim traveled to the southern United States to call on some friends. While returning home, he saw her on a used car lot in Tennessee. It was love at first sight, so much so that he traded his 1952 Buick wagon for her, tossed his suitcase in the trunk and drove her back to Indiana.

Strictly speaking, Mother is a 1949 Cadillac Series 75 7-passenger sedan, although Jim always referred to her as his limo, even though there is no divider window. She was shipped from the factory to South Bend, Indiana, complete with all the normal options, hydroelectric windows and seat, deluxe heater, fog lights, two speaker radio with vacuum antenna and a spotlight. The power plant is the new for '49 OHV 331 V8 teamed with a Hydramatic. Most Cadillac aficionados will remember that while the body styles for most Cadillacs changed between the 1947 and 1948 model years, the Series 75 did not. They kept the old body style for the '48 and '49 model year, finally replacing it for 1950. This leads to a lot of confusion at times. I find I'm always explaining this at local car events. "Looks like a '47 to me", "Are you sure it's a 49?", I try pointing out the engine and dash, but most are just not that interested.

Over the next several years I became more and more acquainted with Jim and the old Cadillac. Jim's Dixieland band had a one-night engagement at the Key Palace Theatre in Redkey, Indiana. The Key Palace was a movie





We had a long-standing yearly tradition. We would drive up to Fort Wayne to meet up with some of Jim's friends from the old days, and then drive on up to Auburn for the classic car auction. It was on these trips that I heard stories of what it was like being a performing musician in the post-war Midwest. These weekends were full of Jim and his longtime friends telling of adventures from the past, as my twenty-year-old self sat in the back of the Cadillac and absorbed all of it. I went to my first bar in that car. I also learned valuable skills needed as a musician, like always get your payment in writing and how to fry a chicken with a hotel clothes iron.

And while this trip was a highlight of the year, we were inevitably confronted with the expected

theater that had recently been converted into a live music venue and we were honored to be the opening night act. Since the band members were from all over the center of the state, it was decided that we would all meet in Muncie and drive up to Redkey together. All six of us, with instruments (including a tuba and drums) piled into the Cadillac and off we went. Two in the front, two on the jumpseats, and three in the back. Every other inch of available space was filled with horn cases. I'm glad we didn't have a flat, it would have taken a day to just unload enough to get to the spare and jack.

Jim used to play piano for the Muncie Brownbag Concerts, a city-sponsored lunchtime event on the courthouse square. I met him downtown with my tuba. I didn't realize the city didn't provide a piano; however, Jim had a solution like he always did. He pulled up along the curb and waved me over, "Help me get this piano out of my back seat." I stood there in disbelief trying to decide if I had heard him correctly when I looked in the window and behold, he had a piano in his back seat! He had folded up the jump seats, flipped up the foot rest and managed to slide a small 61 note spinet piano in the back of that car! It took four of us to get it out for the concert. To this day I don't know how he got it out when he returned home.



mishaps and dramatics you would expect from an unrestored car. Vapor lock was always a concern in traffic. More than once we would sit along the side



of the road while she cooled off, fanning the fuel line as if it made a difference. Being 6-volt, hard starting when hot was also an issue. You would get parked for lunch with no guarantee that she would be able to turn over when you returned. There was also a famous tale about spending hours on the phone looking for a replacement fuel pump. I think my favorite memory was one trip up to Fort Wayne, it started to rain. Anyone owning a car blessed with vacuum wipers knows what that means. With a dried-up wiper motor, hardened and leaking hoses, the wipers would go up very slowly, but could not fight the wind to go back down. I tied a string to the driver's side wiper arm so I could pull it back down from the passenger side window. I did that all the way to Fort Wayne. That was a long trip. I have so many fond memories of those trips with Jim, the band, the gang and Mother. If anyone had told me that one day, she would be sitting in my garage, I would have never believed them.



Let us fast forward a few decades. After having outlived most of his band mates and friends from

the old days, Jim passed away. He was 83. Another friend in our circle was able to purchase the car from his estate. I was glad to hear it. She wouldn't be junked, or parted out, or hot rodded. Her engine wouldn't end up in a T bucket, nor would she be lowered with bags and covered in pinstripes. I knew she would be in great hands. At this point Mother hadn't run in a few years and needed a lot of love. She got it. He did a great job getting her running and stopping like she should and she looked better than she had in years. Last year I had the opportunity to make her mine and I jumped at it.

One of the first things I did was get those wipers working. It was a good thing too. I put her in our local Halloween parade and of course, it rained. She took it like a champ. She was a big hit as we drove down the main street of town watching hundreds of children scramble for candy. We decided to take the Cadillac to Cars and Coffee in Muncie last fall. It is sponsored by the local Volkswagen club but open to all. She was the only Cadillac there as it was a small gathering. I had never attended this event before and I didn't know anyone there but I had a great time meeting people. We stood around all morning looking at each other's cars and having normal chit chat. Later in the day as the event was winding down, someone I hadn't seen that morning came walking over from across the street. "Excuse me, is this your car?" I shook his hand and said yes. He chuckled and said "Isn't this Jim Burcaw's old limo? The car he called Mother? Did you know he used to carry a piano in the back seat?" I quietly smiled.



Quiz Answers

- | | | |
|---|--|--|
| 1. False, to 160 HP | 5. True, on the C body | 9. True, '49 Cad. Motor Div. '52 Cadillac Motor Div., '92 STS, '08 CTS, '14 CTS. Lincoln twice, '90 TC, '00 LS |
| 2. True | 6. False, Brougham was a separate model starting in 1987. 1992 was the last year as Brougham | 10. True. US 134,700 vs. 194,100 in China |
| 3. False, Chevy produced 1,009,100 cars. 1941 was a record for Cadillac | 7. False, Cimarron was a V-6 | 11. False, China was 21.5 million in 2021 |
| 4. C. 1993, the '93 was a stand-alone model | 8. False, the CDV sold 2,150 units vs. 7,515 for the Club Coupe. 4,507 in 1950 | |

Cadillac and the Type 57 in WWI Warner Young



The U.S. Army needed a durable staff car for the military and tested many vehicles in 1917. A 2000-mile test in Marfa, TX, determined that the Cadillac Type 55 was the best vehicle for the military. The Type 55 was a 314.5 CID, 70 HP V-8. As you know, Cadillac, at that time, was considered the Standard of the World. The 1918, Type 57 was available for the military by August, 1917. So, the Type 57 was the vehicle used in France.

The U.S. government eventually purchased 2,350 Cadillacs for the War effort. 2,095 of those were shipped overseas. These Cadillacs were essentially stock with only a few modifications. An emergency fuel tank was placed on the running board, tire chains were available and 300 were built with a desk added to the passenger compartment.

The Type 57 used in France carried an "M" designation for military. Only one military WWI Cadillac is known to exist today. That is owned by Marc Lassen of Washington State. The vehicle is now on the National Historical Vehicle Register. This was originally a civilian car that was converted to military use once in France. The original purchase price was \$2,590 (about \$61,000 today). This Type 57 was purchased in August, 1917, as an early 1918 model.

The Marc Lassen vehicle was eventually assigned for use by Eleanor Butler Roosevelt in France. She was the wife of Theodore Roosevelt, Jr. She volunteered to go to France during the war. She was on a special military commission to seek out locations for the soldiers, of the AEF, for safe leave locations.

Cadillac supplied several military related products for the war. That included the Liberty aircraft engine and 1,150 units of the 2 ½ ton artillery tractor. At total of 20,478 Liberty V-12 engines were built by 1919 from six manufacturers. That engine was 400 HP.



For the war, the U.S. industrial strength was tapped and put into overdrive, by numerous companies, that eventually turned the tide in favor of the Allies in WWI. Cadillac served the country well.



Photos and some data supplied by Marc Lassen.

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vintage and new
Here's what we offer:**

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Access issues back to 2004 of *The Self-Starter* magazine online for entertaining articles, classified ads, and tech information;



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Members may place three (3) free text-only ads in *The Self-Starter* classified section every year [photos an additional \$20 per photo, per month];



CLC members in the United States receive a 5% discount with Hagerty Insurance [sorry, this discount not available in CA, MA, and TN];



Discounted Standard Bidder registration to Mecum Auctions that includes one Guest badge; and



New members receive a welcome packet with membership card, CLC window cling, and a coupon code for 10% off an item in our Club Store.

Still want to look under the hood before you join?

Click here to check out a sample issue of *The Self-Starter* magazine.

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INDIANA REGION CADILLAC & LaSALLE CLUB
PRESENTS THE
35th Annual Buick·Olds·Pontiac·Cadillac Car Show



Memorial Park, Lebanon, IN

Saturday, June 3, 2023

A-Pre-War
B-1946-1959
C-1960-1969
D-1970-1979

CLASSES

E-1980-1994
F-1995-Present
G-All Modified

All Buick, Marquette, Oldsmobile, Viking, Pontiac, Oakland, Cadillac and LaSalle owners are invited to the 35th Annual BOPC Show at Memorial Park in Lebanon, Indiana on June, 2023. 1st, 2nd, 3rd Place Awards in each class, Best of Show, plus:

Best Buick or Marquette
 Best Oldsmobile or Viking
 Best Pontiac or Oakland
 Best Cadillac or LaSalle

\$20 advance entry, **\$15** each additional car until May 30. **\$25** per car day of show.
REGISTRATION 9:00 – 11:30 **JUDGING** 12:00 – 1:30 **AWARDS** @ 3:00

Contact: **Jim Smith** at 317-847-5565 or at jjsmith3739@gmail.com
 Memorial Park is located just off of SR 39 at 130 East Ulen Drive, Lebanon, IN, 46052

ENTRY FORM

Make checks payable to Indiana Region, Cadillac & LaSalle Club

Send check and entry form to **Jim Smith, 14072 Staghorn Drive, Carmel, IN 46032**

Name _____

Address _____ Phone _____

Email address _____

Car Year _____ Make/Model _____ Style _____ Class _____