

HOOSIER TAILFIN



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

FALL 2022





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On the Cover: Bob Thomas 1937 Cadillac Series 60 convertible. Photo by Jeff Shively

Above: Bill Spurling 1931 Series 452 V-16 Convertible Coupe by Fleetwood

Board of Directors



DIRECTOR
Warner Young
warneryoung@msn.com
317-919-8890
317-842-7990



DEPUTY DIRECTOR
Bill Reedy
wreedymi@yahoo.com
616-240-6381



SECRETARY/TREASURER
Jim Smith
jjsmith3739@gmail.com
317-847-5565



BOARD MEMBER AT LARGE
Jeff Shively
Cad19651941@yahoo.com
765-721-1659



BOARD MEMBER AT LARGE
Pat Carney
pcarneycgcs@earthlink.net
812-948-9801



BOARD MEMBER AT LARGE
Lars Kneller
cadtbird@aol.com
219-326-8830



EDITOR
Michael Fellenzer
michael@fellenzer.com
317-251-6962



BOARD MEMBER EMERITAS
Barry Wheeler
Fltd6019@nwcable.net
574-967-3752

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Thoughts from the Director

Warner Young

Our active summer car meet season is just about over. 2022 is certainly flying by. Winterizing is now a priority. At least we see changing seasons in the Midwest. I can think that having spring, summer and fall would be easy to live with as well. People in central Florida were wishing it wasn't hurricane season right now. What a horrible struggle Florida will have to rebuild. Many of the old Florida landmarks are now gone forever.

Indiana has been well represented at the Grand National and Fall Festival this year. We have so many very fine Cadillacs and LaSalles in the Hoosier state. Both meets were within decent driving distance this year. Next year we host the National Driving Tour. The tour will end at the Fall Festival, Sept. 22nd., so we should have an excellent turnout because of the location.

I know that you have a Cadillac that has an interesting story to be told. Those member stories add so much to our Tailfin. Michael Fellenzer is

looking for your stories for the Tailfin. If you want proof reading and/or editing, send a copy to me. I'm glad to help, Warneryoung@msn.com.

Our annual meeting will be Dec. 10th, Saturday, at the Garrison Restaurant at the golf course at Ft. Ben on the east side of Indy. That's 6002 N. Post Rd., Indianapolis. This is the same location as last year. Gather at noon with lunch served around 12:30. There will be a business meeting (not long) and a gag gift exchange. Bring a gag gift (less than \$15.00). We can take someone else's gift, one time. That person giving up the gift will re-select. Note that it is tough to outdo Jim Smith for this one. Hope to see you there!

NEWS and EVENTS

2022 EVENTS

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

December 10, Indiana Region annual meeting, The Garrison, Ft. Ben

2023 EVENTS

April, Spring meet TBD

June 3, BOPC meet, Lebanon. Cadillac is the host chapter

June 17, Columbe Picnic, Noon, east of Shelbyville

June 20 – 24, Grand National, Albuquerque, NM

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



Prized Golden Quill Award presented to our Region Editor, Michael Fellenzer, for our 2021 Tailfin. Thanks to all who contribute articles and photos.

Barn Update

Lars Kneller



Happy Autumn from Northwest Indiana! This is a busy time of year at the Kneller compound, getting all the old cars ready for winter. I have had a lot of activity in the barn since our last Update, and several projects awaiting as the weather cools off.

I will try to go in somewhat chronological order (a first for the Update!). I took the **1941 Series 61 Coupe** out to dinner with 6 people aboard. On the way home, one of my fender skirts fell off when I hit some potholes. Luckily I was able to find it, but it is all scratched up and will require a repaint. The **1958 Fleetwood's** fuel gauge is not accurate at all. I knew from previous experience that it was approaching empty when it hit $\frac{1}{4}$. However, a recent local trip found the car to sputter going up a hill towards my home and then stop. The gauge was just a little below $\frac{1}{2}$ at the time. Luckily I wasn't too far from home, and my kind and understanding wife came to my rescue with a can of gas. With a couple gallons put in, she fired right up and drove home. I am thinking this may be a bad ground, but it is on the fix list for this fall. The carburetor's choke tube

is not connected to the exhaust manifold, and thus slow to turn off, so I will fix that too. I want to install an electric fuel pump as it takes a lot of cranking to start it after it has sat for a week or more. I hauled it into Chicago to Glenn Brown's home for our daughter Anna's wedding. He was kind enough to drive it downtown for pictures before the wedding. He drove home, changed clothes, and made it back to the wedding with his wife in plenty of time.

I drove the **1966 DeVille convertible** to the Fall Festival at Gilmore. Sometime during the trip a crack developed in its driver's side exhaust manifold. I found an extra one in the barn and took it to my machine shop to have it surfaced and checked over. He found 2 cracks in it, but was able to weld them. While at Hershey, a fellow CLC member and 1966 owner brought an extra one for me that is supposedly perfect. It is at the machine shop now being checked out. I don't think I will tackle that job myself in case some of the bolts are stubborn coming out. I have also purchased new carpet for the car. What is in it now is in fine shape but very



faded. I have some paint to spruce up the carpet that is on the kick panels, behind the front seat, etc. The **1968 Eldorado** has been aggravating me as its right side headlamp door will not stay closed. I have owned the car since 2001 and the doors have always stayed closed for months at a time. I have replaced the vacuum hoses and checked the connections to no avail. I did find a vacuum motor at Hershey, so maybe a replacement will be the answer. Otherwise I will have to figure out a way to keep it closed when not in use.

You may have noticed in the Self Starter that I have listed the **1973 Formal Limousine** for sale. My wife has put her foot down and said no more cars unless I get rid of one. I don't use it as much now that my daughters are grown up and gone, so it drew the short straw. I have had a couple of inquiries but nothing serious to date. I don't want to sell it to just anyone, prefer a club member. The **2005 CTS-V** developed a crack in its right side headlamp lens, I suspect due to a stone hitting it. I have purchased a new one and plan to replace it soon. It appears I

have to remove the bumper cover to accomplish that.

As to **(NC)** cars, the **1966 Toronado** has its newly rebuilt engine in place and running good. My body man *finally* got the front end parts painted, so I can put the front end back together once I have time. I am still waiting on the rear panel. The **1963 Lincoln** is doing well. I tightened up its steering box and all the play is gone. I had its A/C charged with Freon (R-12) and it is blowing icicles. It now has 96 miles on it since I started driving it. I have moved the **1955 Thunderbird** into the working barn, and so far have removed its convertible top, and almost have the old top removed. I did find a couple parts I needed at Hershey. Progress will slow on it until I get all the fall projects done on the other cars.

I hope to see everyone at our holiday party, and in the meantime, pull for the Boilermakers!

Lars

CADILLAC FALL FESTIVAL & Concours d'Elegance

September 22-24, 2022



By Warner Young (Photos by Jeff Shively)

The Cadillac Fall Festival & Concours d'Elegance was held again this year at the Cadillac Museum on the Gilmore Car Museum Campus Sept. 22 to 24th. There was a strong turnout and the weather cooperated. Our museum President, Bill Anderson, was the Chairman for the Festival. This year was different from previous years by having a People's Choice awards event on Friday and an invitation only Concours on Saturday. There was the traditional driving tour and bus tour on Thursday and the various Gilmore events Friday and Saturday.



Bill Spurling 1931 Series 452 V-16 Convertible Coupe by Fleetwood



Michael Johnson 1941 Series 7533 Imperial Sedan

Thursday featured a bus tour to the Auburn Cord Duesenberg Museum and a driving tour to South Haven and the Michigan Maritime Museum. Friday and Saturday offered docent led tours of the various Museum buildings, rides in the Museum cars, garage sale and a symposium tribute to designer David Holls. The diner was



1966 60 Special Charlie Mullen



Tom Hoczyk 1953 Flowercar



1966 DeVille Convertible Lars Kneller





1966 Series 75 Sedan Martin Loy



2006 DTS Bill and Beth Reedy

Tailfin Quiz

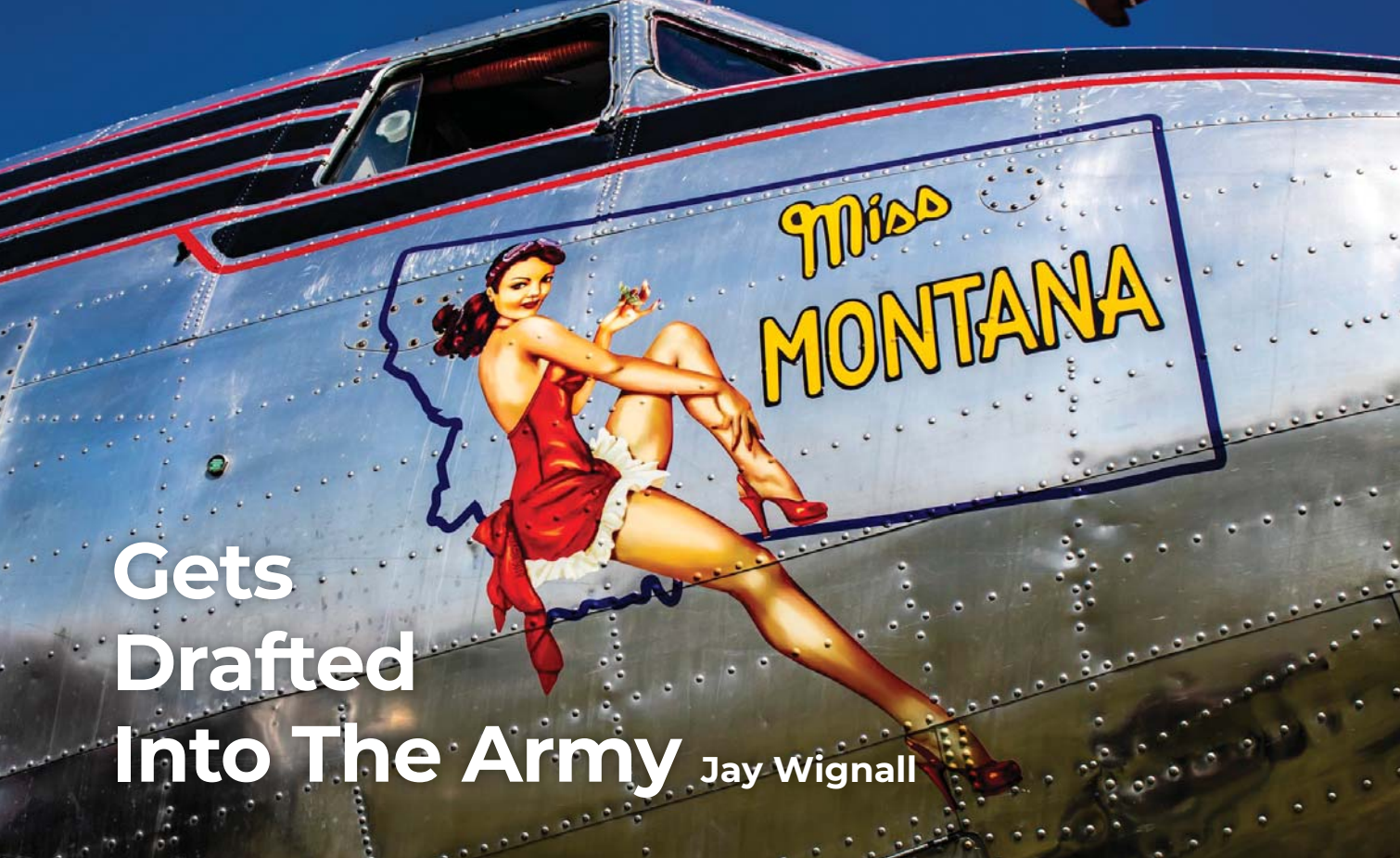
1. In 1908 GM bought Grabowsky Motor Co., which created the Trade Name GMC. True or False?
2. In 1970 the 500 V-8 engine achieved 400 hp, the most powerful V-8 at the time. True or False?
3. Cadillac produced 100,000 cars for the first time in 1950, finally overtaking Packard. True or False?
4. The first year for Cadillac to offer an all-transistor radio.
A. 1955 B. 1957 C. 1958 D. 1960
5. In 1977 a Sedan deVille sold for \$9864, that would be \$48,200 today. True or False?
6. The Cadillac Shanghai plant produces all of the mid-sized SUV's also built in the U. S. True or False?
7. In 1996 the Guinness Book of Records considered the highest mileage vehicle in operation a 1979 deVille with how many miles.
A. 498,200 B. 569,400
C. 611,100 D. 725,600
8. Cadillac's market share has fallen from 1.2% in 1990 to .9% today. True or False?
9. In 2017 Cadillac market sales in China, were 172,800 (.71%). In 2021 it has grown to:
A. 198,100 B. 233,000
C. 249,000 D. 272,000
10. The shop manual in 1940 recommended an oil change for Cadillac every how many miles.
A. 1600 B. 1800 C. 2000 D. 2500
11. The first year for the CTS-V:
A. 2004 B. 2006
C. 2007 D. 2008
12. The CTS-V set a track record for a production car at the Nurburgring in Germany in 2009. True or False?

open again this year and offered a good variety of comfort food and deserts.

The featured car this year was the “vertical headlamp cars” (1965 – 1968). Charlie Mullen presented his 1966 Fleetwood 60 Special, Marin Loy presented his 1966 Series 75 and Lars Kneller presented his 1966 CDV. Cadillac presented the new 2023 all-electric Lyriq. It's a wonderful design. Several historic race cars were on display. Including: 1950 Cadillac Le Monstre Le Mans racer and the 1950 Series 61 Le Mans racer both by Briggs Cunningham; 1954 Series 62 Mexican Panamericana racer; 2000 STSi Le Mans pace car; 2001 Le Mans Northstar prototype; and 2004 CTS-V Pro Racing Challenge.

The Concours included several special Indiana cars. On the Concours field were a 1941 Series 75 by Michael Johnson; 1931 V-16 Coupe by William Spurling (Division winner); 1953 Eureka Flower Car by Tom Hocyk; 1966 Fleetwood 60 Special by Charlie Mullen (Division winner).

There were 156 members pre-registered with several more that came Friday and Saturday as walk-ups. So, quite a good turn-out for our new judging program. The Gilmore, as always, is a wonderful place to enjoy our Cadillacs and many other famous makes.



Gets Drafted Into The Army

Jay Wignall

Part 2

My family had been on me for years to either get busy restoring the car or get rid of it. I really couldn't part with the thing after all these years, but knew, I was more than a little in over my head. What was really needed was someone to help guide the restoration. I had secured a part-time job and began squirreling the money away into a "Cadillac account."

One day while out mowing the lawn, a neighbor, Jamie Neff, down the street, whom I didn't really know, drove by in a '57 Chevy pick-up with almost no muffler at all. This thing looked like a swaybacked Appaloosa, with three colors of primer - in all pretty ratty looking. I flagged him down, we chatted about his "project." After pleasantries, I asked him if he would be interested in a big restoration project once his pick-up was done? He inquired as to what we were talking about? Once the garage door was flung open, his jaw dropped, and he said, "What the heck kind of car is this?" I explained the history of the car and he said it looked like a several years project, that would be expensive, and yes, he may be interested in becoming my mentor and "Ace" mechanic. By now he had already restored several cars, and certainly knew his way around a Craftsman tool box as well as nearly any mechanical challenge.

Jamie said step one was that we needed a complete inventory of parts, assess what parts were missing and what needed to be repaired. My wife's car was moved out of the garage and the long process of inventorying began. Obviously, this was going to be a very big undertaking, nearly a week just figuring what there was and what wasn't. We learned that several parts did not belong to this vehicle and some were rusted beyond recognition. The floor, body and all major parts were in surprisingly good, solid shape.

Since almost no WW II Army staff cars exist today, I had already decided to paint the two-ton Detroit masterpiece olive drab (OD), secure a serial number to be placed on both sides of her bonnet and add a large white 5-point star to each front door. The cost would be minimal and a contact had the material to do both the numbers and stars. OD paint could be had for about \$100 in sufficient quantities to entirely cover the car, and the best part, no brush strokes would be visible.

Jamie and nearly everyone I knew was not keen on the staff car idea, but the wheels, firewall and headlight pods were the OD test sites. They looked really good for what it would become; however, with so many others against the idea, I was beginning to think differently. Okay, okay, I dumped the idea of an Army staff car and we got down to some serious

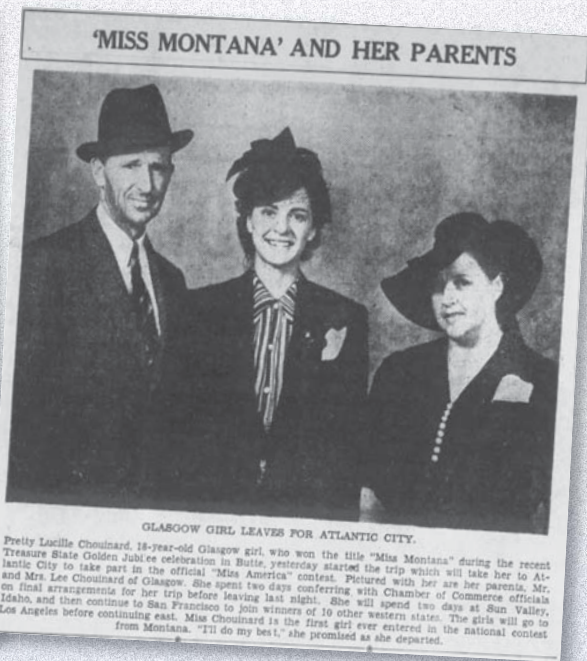
work, and decided that since she was a barn find from Montana, we'd name her Miss Montana, 1939.

Next, I posed the question; was there actually a Miss Montana in 1939? A search of the internet revealed that indeed there was, the first in the state's history, Miss Lucille Ann Chouinard (1920-1999). A call was placed to the Montana State Historical Society, Mr. Arron Rau, who located a photo and newspaper article regarding Miss Chouinard.

After we were removing the delaminated front and rear windows, Jamie noted that the top of the B-pillar had a silver color to it. So had the car been repainted from blue to silver, and if so, why was the firewall not repainted silver as well? Something was up, but what? Actually, we determined that the car was originally silver over blue, a two-tone special-order job, so that settled it, the color package would be returned to the original.

The list of items to be rebuilt, cleaned and repainted, or replaced seemed endless. The replacement glass was ordered and work within the engine compartment from the firewall to the end of the front bumper struts was begun. Belts and hoses, water jackets, carburetor, generator, battery & cables, electrical wiring, spark plugs, fuel pump (is it a requirement to break the glass bowl, if so, mission accomplished). When it came to the radiator we were able to locate an actual repair facility across town. It was dropped off and two days later the owner called with a cost estimate. He said there were three things wrong with it. The wrongs included: the top had been badly dented, but salvageable, the temperature actuated shutters had been removed (it originally had shutters?), and worst of all, mice had made a five-star Hilton Hotel out of the interior, and while it could be made to work, he advised to replace it given the cost and reduced efficiency over a new radiator. Good call.

Each door was operated upon as if doing surgery - to free up the window mechanisms, latches and locks, all of which seemed to have been torqued down to 100 pounds and had a generous coating of rust to ensure their not being disturbed. With wire brushes, a quart of WD-40 and grease they once again worked fairly easily. It amazed us to discover just how many nuts, bolts and screws were required



to secure each door's functional parts. One door alone cost 30 hours from start to finish.

Years ago, a rubber company known as Lynn Steele supplied me with a lot of parts, since then, Steele Rubber Products has been kept in business for the foreseeable future with my donations, as nearly every rubber part on the entire car had reverted back to its original state, hardened black coal.

Time passes and work progresses. New white wall tires, three headlights replaced (oops, I dropped one but only 4 inches, fragile little buggers), cleaned up the horns, oil bath filter cleaned and repainted, master cylinder rebuilt, heater cleaned and repainted, (oddly there were two heaters stuffed into the trunk), new push-buttons for the radio, a muffler, purchased a used steering wheel that was in far better condition than mine.

Amazing how much actual wood was still used in the car when new. One wooden frame channel was pretty rotted and replaced with Ash, the rear window frame had significant rot in it and about 40% of that was also replaced.

From there a lot of work was sent out for repair. If you've ever needed a part re-chromed you have probably experienced the same migraine headaches as myself. One local chrome shop had the grille for 18 months (that's not a misprint). Next up was the exterior rear window frame, "Cadillac" name plates on each side just below the hood and all four exterior door handles (the only other chrome shop in town was used for this work). If anyone is interested, I'm willing to share which Indianapolis chrome shops are to be avoided if you want the work done this year, there are just two. A reliable and efficient chrome shop existed in Portland,

IN, where the radio cover was redone, but that company has since gone out of business. There's a Carmel, IN, Welding shop you'll also want to avoid, known as the over and under shop: overpriced and under-quality craftsmanship.

Other work to be farmed out included the speedometer and instrument cluster, sent to D & M Instrument Restoration in South Carolina, quick and reliable. A Cadillac bumper plate, amber fog lights and better window cranks were obtained from Bruce Berghoff of Michigan. The dashboard itself looked pretty shabby so it was hydro-dipped a beautiful wood-grained pattern, thanks to Jason Cox who had been recommended by two trusted sources. A trunk handle assembly was obtained from Brad Ipsen of Washington State. Brad was instrumental in locating the hard-to-find curved glass that fits over the radio dial and a dome light. I've since learned that there is a Mid-Rivers Glassblowers near St. Louis, MO, that will manufacture the curved glass, a great thing to know if you find yourself in need.

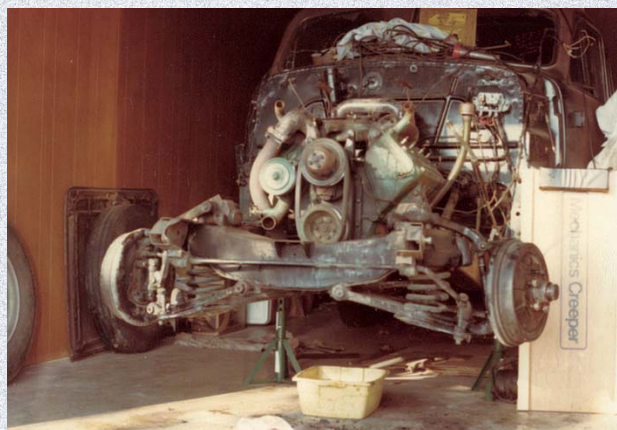
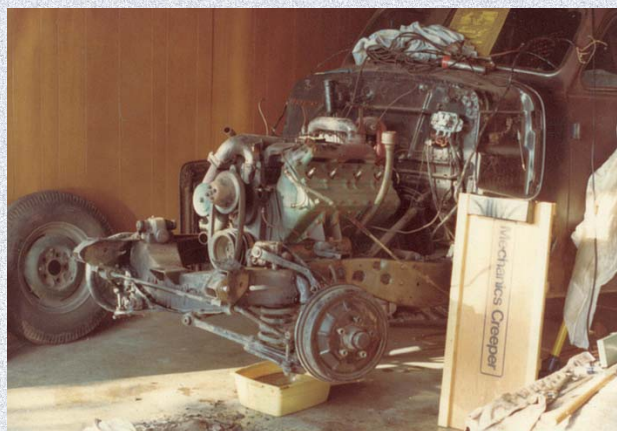
The car was painted the requisite silver/blue and an upholstery company, LeBarronbonney, was contacted regarding a complete pre-cut interior, deposit sent. After months of waiting and calling their number, which no one ever answered, I learned that they had ceased doing business, and about my deposit? They never cashed the check, back to square one on the interior. A few shops locally had been contacted, but none were interested in the job, oh, one was but his price was in the stratosphere, a clear signal that he wasn't interested either. When I complained about the cost, he dropped it by \$2,000, which still made it prohibitively expensive. Finally, after a year and a half, a reliable individual, Scott Gibbs, was recommended and located in Elwood, IN, only 40 minutes away.

At this point you would think the job complete. Well, not exactly. Many things remain to be reinstalled, tightened, tested, tinkered with, and while the list is much smaller, some parts yet need to be acquired. Are you ever really finished with an old car? I'm thinking, no.

More to follow, it finally feels like we're in second gear.



Inventory day and starting out. Fan and snowblower were NOT in car



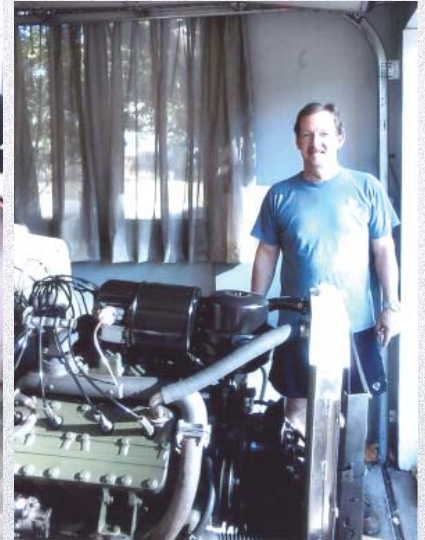
Restoration begins



Front seat



Jamie Neff, Ace Mechanic



Dash removed



Interior pre restoration



Sunshine turret top



OD test sites

Visit to Mr. Muffin's Trains

Atlanta, IN, October 15

Indiana Region members gathered for a delicious breakfast at the Choo Choo Café in Atlanta, IN, followed by a tour of Mr. Muffin's (Stephen Nelson) personal train collection and layout. Members attending were Pat & Carl Carney (winning the distance award with a 150 mile trip), Jay Wignall, Charlie Drane, Jerry Shively, Warner Young, Bryan Hoyt, Cliff Fiscus, Don and Candy Shuck, Jeff Shively and Michael Fellenzer (not pictured). Stephen provided an informative tour of his collection, layouts, business history and graciously answered many questions from our group. For more information you can visit mrmuffinstrains.com. Thanks to Warner Young and Jeff Shively for organizing an interesting and entertaining trip. *Photos: Michael Fellenzer*







1976 Cadillac Fleetwood Sixty Special Brougham

By Michael Fellenzer

My first recollection of recognizing a new Cadillac and thinking, "that's neat," was seeing a white 1980ish Seville sitting in front of a church while I was walking home from school. Little did I know that 35 years later I'd own a similar one or that it would lead to the purchase of a 1976 Fleetwood.

In some convoluted real estate transaction, my father sold a ton and a half flatbed/dump truck in exchange for a five-acre plot adjacent to our home and a 1969ish hearse. I had just gotten my license (1979) and Dad seemed to think that I'd drive the hearse. Other than driving it in the Home-Coming parade as a float, I wanted nothing to do with it.

In college, two friends and I purchased a 1976 Coupe deVille d'Elegance that was well-optioned including an Astro roof and the fuel economy lights (amber was nearly always glowing). Being a poor college student, it quickly became apparent that I needed to remove myself from that arrangement; however, I often rode in or drove it over the next few years. I absolutely loved that car and had wanted one ever since. Somehow in the rearview mirror of college life my memories of that car changed it to a Fleetwood d'Elegance. It wasn't until I started looking for photos that my friends corrected me in that it was a Coupe deVille d'Elegance.

Fast forward a couple decades and I bought my first Cadillac, a 1999 Concours that was two years old with 11,000 miles to serve as my daily driver replacing a '99 Chrysler Concord LXi. While I loved the Chrysler and was looking forward to "moving up" to an LHS, it was discontinued and I had no place to go but Cadillac. I drove that Concours for 12 years when it finally gave up at 135K. My first convertible was a 1972 Oldsmobile Delta 88 Royale with the 455 Rocket. I loved that car but after several years of additional body deterioration I needed to make a decision; restore or sell. Thinking I'd never recoup the money (I was wrong), I sold and replaced it with a 1984 Buick Riviera convertible, Roxy. She stayed with me for 12 years until I was able to purchase what I had wanted all along, a 1976 Eldorado convertible. Driving the Eldorado convinced me I needed to have a six-passenger sedan that I could enjoy on days that were not convertible days. I thought



From top: 1972 Oldsmobile Delta 88 Royale convertible, 1999 Concours, 1984 Riviera, 1976 Eldorado

From top: 1984 Seville, ACRS Test Kit, 1976 Fleetwood in the paint booth, 1976 Fleetwood Sixty Special Brougham



back to what I thought was that 1976 Fleetwood from college but it wouldn't fit in the garage. I came across a reasonably priced 1984 Seville that was stunning with her red on red and white cabriolet top. I love the car but it still didn't satisfy that itch for a true full-sized Cadillac.

A couple of years later I stumbled across a 1976 Fleetwood Sixty Special Brougham in Claret Metallic that really caught my eye. It was owned by Dick Parsons who also owned a stunning 1976 Eldorado convertible in Greenbrier that had less than 10,000 miles. I believe he won a senior award with the Eldorado. Acquisition of the Fleetwood was somewhat of a challenge. After it arrived in Indianapolis and additional research, I discovered that it was actually a very well-optioned car with 25 of 31 available options including EFI and ACRS (Air Cushion Restraint System). Dick's Eldorado also had EFI. The only missing options on this Fleetwood were power recliners, Astro roof, automatic door locks, trailering package and TrakMaster. The CLC Museum got me in touch with a gentleman who worked at Bendix (provided the EFI systems) and he told me only about 100 Fleetwood's were so equipped in 1976. Internet searches provide ample evidence that over three years only 10,000 cars were equipped with ACRES. Beyond the initial 1,000 test Impala's and Caprice's, it was offered in Buick, Oldsmobile and Cadillac full-size sedans and wagons. Unfortunately, I haven't come across any more definitive information than that but we might logically guess not many 1976 Fleetwood's had it. The Museum did say I was welcome to sort through the invoices to determine exact numbers; however, I haven't yet found the time to page through 24,500 invoice copies. Hopefully, someday, they will get digitized.

Sadly, with only 29,000 miles, this Fleetwood spent the last ten years outside. To her credit, the interior and body were in immaculate condition; however, the paint was badly faded and weather checked. There were two very minor rust spots at the bottom of her top over the trunk; otherwise, a nearly perfect body. After a full tune-up she ran great (EFI is all original, apparently). Then, after some brake and suspension work, she went to Amelia, OH, for paint. While not a frame-off job, all the trim, bumpers, handles, seals, etc. were removed. The rubber seals and window sweeps were replaced as they were in bad shape. They did a great job. From there, a new elk grain mahogany metallic top was installed. The only thing I did that wasn't original is having a heavy pad put under the top. The heavy pad was technically only available as part of the d'Elegance or Talisman packages. A CLC judge suggested they probably wouldn't notice and in those days you could special order just about anything so it could have logically come from the factory that way.

Later the AC compressor was replaced and I ditched a set of SureTrak wide white walls in favor of a nice set of Auburn Classics from Diamond Back. They were well worth the money. While the wider white wall was standard in 1976, I went with a double stripe that was an option earlier in the decade. Again, not “original” but I like the look and I’m not interested in counting “points.” The double stripe really sets off the wire wheel covers.

She has been dubbed “Miss Mona” in memory of a college friend. She is a joy to drive. Two years ago, she made a 2,000-mile round-trip through the Appalachians to attend the Straight Eights LCCI annual Beach Ball weekend and show in Bethany Beach, DE. She brought home the “Best GM” and “Distance” awards. While we embarked with some trepidation and doubt about taking a trip of this sort in a 44-year-old vehicle, it couldn’t have gone better. There was one scare when stopping for lunch on the way out. After putting it in park, a large cloud of white-smoke or steam came out from under the hood and I heard what seemed to be a brief sizzling sound. My heart stopped. After checking everything we could think to check we couldn’t find anything wrong. After further ponderance we decided that condensate from the AC had hit the exhaust. The “sizzling” as it turned out, was the sound of rain hitting the windshield in a Frank Sinatra song that happened to be playing.

Sadly, her EFI has gotten a little touchy recently as Warner found out when driving her to the mini-show at the senior center this summer. Fortunately, there is much documentation on the system so I’m confident we’ll get the low idle sorted. There are also a couple of minor electrical issues to troubleshoot including the illuminated entry, security system and radio.

Ironically, a couple years after this Fleetwood came to live in Indianapolis, I happened across a 1976 Coupe deVille that I couldn’t pass up. While the Fleetwood is very well optioned, this Coupe only has six options, not even the common options. Interestingly, the Indianapolis doctor that bought her new from Tutwiler flipped for leather interior and the \$1,500 Astro roof/ cabriolet top and not much else. Go figure!

My view on classic cars is that they should be driven and enjoyed. As is the case with so many “youngsters” today, I’m more interested in the experience. This past May, one of my nieces called me two days before her senior prom and asked for a “fleet of Cadillacs” to take her to Bottle Works for photos and then to a dinner hosted by one of her friends. “Uncle Cadillac” was happy to oblige and assembled a Cadillac parade to carry 20 of her friends. The cars are at their best when taking family and friends out to dinner or for ice cream runs. It’s all about the fun.

From top: 1976 Fleetwood Sixty Special Brougham at the beach, Fleetwood interior, Fleetwood rear end





Michael Fellenzer recreates an image from a 1976 Cadillac brochure page.

Quiz Answers

1. False. Grabowsky Motor Co. had changed its name to Rapid Motor Veh. Co. in 1902.
2. False. The most powerful was the Barracuda at 425 hp.
3. True
4. B. 1957
5. True
6. True
7. C. 611,000, for a gasoline powered car.
8. True
9. B. 233,000. It has increased for 6 years in a row.
10. C. 2000 miles
11. A. 2004
12. True. 7:59 minutes. The record was broken later that year by a Porsche, 7:56.