

# HOOSIER TAILFIN



A publication of the Indiana Region of the Cadillac & LaSalle Club  
Winter 2025



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**FRONT COVER** Coming around again. Ever wonder what happened to a Cadillac or LaSalle that you saw many years ago, on the street or at a show? Check out the story of this 1965 Fleetwood Sixty Special on **page 14**. *Photo courtesy of Jeff Shively.*



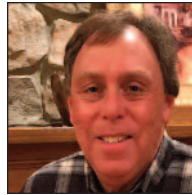
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# Thoughts from the Director

By Warner Young

It's looking like warmer weather is on the horizon, I'm happy to say. I've had a rough 2024, but I am looking good (well, better) for 2025. There are many good car events coming soon. I think being a car person is a good deal. (The coming tsunami of electric cars will be a challenge.) We can welcome three new members this winter: Robert Perry, John Rabold, and Steve Weyreter.

As you know, we canceled the annual BOPC in Lebanon last June due to weather, but fortunately, the BOPC at Stoops Buick in Plainfield was added. Both events are back on the calendar for 2025. There is big news from the Indianapolis Motor

Speedway. The museum will open again in early April. They have completed a major expansion and added many interactive exhibits to enhance the experience. We plan to organize a visit this spring and possibly join up with other clubs for the event. I'm looking forward to it.

We have discussed a tour this Fall in the Louisville area—many nice sites to visit. We will probably invite a couple of other clubs to join us.

This year's CLC Grand National is in Murfreesboro, Tennessee, on **June 2-7**. It's 319 miles from Indianapolis, which is closer than most Grand Nationals. You can register online at [cadillacallasalleclub.org](http://cadillacallasalleclub.org).

A reminder, we are always looking for an article about your special Caddy. You can submit it to Jeff Shively at [Cad19651941@yahoo.com](mailto:Cad19651941@yahoo.com).

**Riddles:** Where do fish keep their money?

What did Lawrence Welk name his two daughters?

Why can't a nose be longer than 11 inches?

**Answers on page 19**

*Warner Young is a CLC member from Indianapolis, Indiana.*

## Upcoming 2025 CLC Indiana Region Events

**April 18 (Friday)**

Indianapolis Motor Speedway Museum Tour

**April 26**

Annual Picnic at Joe Columbe's Home

**June 2 - 7**

2025 Grand National, Murfreesboro, Tennessee

**June 7**

BOPC Meet in Lebanon, Indiana

**Aug. 9**

Stoops Buick/GMC Show in Plainfield, Indiana  
(All GM except Chevrolet welcome)

**Sept. 26-27**

Cadillac Fall Festival

The Gilmore Car Museum

**Oct. 15-18**

2025 CLC National Driving Tour  
Central New York

## Barn Update With Lars Kneller

**I**t certainly was an interesting winter in northern Indiana, and though a lot of work was done in the barn, it is always less than I had hoped for last fall. We (thankfully) didn't get much snow, and I never had to fire up my big snowblower. Now spring is in the air, with temperatures yesterday (as I type mid-March) in the 70s. I took the opportunity to rouse the 1984

Eldorado convertible and drive top down up to one of our favorite Michigan wineries with my wife and mother.

That same car was the first Cadillac winter project for me, as the tape for the passenger rear window had broken last summer. I tore it apart and replaced it and everything worked fine when back together. I also discovered the rear speakers were shot and

replaced those while I had the rear panels out. Yesterday, as I was putting all the windows down, preparing the lower the top, guess what! SNAP, and that same window now needs repair again. You have to love old cars.

Prior to that, I had the 1966 Toronado in the barn for a couple of projects. My after-market power antenna would go up but not stay up. It went right back down after I released the switch. I could have sworn it stayed up when I first installed it, but not now. I did some rewiring, and now it will stay up due to a secret switch I mounted in the ashtray. I purchased a new 1968 Toronado wiper motor from Rock Auto as my original had stopped working (long story if you want to hear it sometime), and I was unsuccessful in reviving it. One for 1966 is not listed, and the 1968 one looks exactly the same. Once replaced, I ran it without the wipers, and it seemed to work just fine. I got everything back together, and for whatever reason, the wipers went the wrong way when I turned them on. The motor seized, and it hasn't worked since. I was sick and tired of working on it by then and just moved it into the other barn for another day. I suspect the 1968 may rotate the opposite way, so I plan to buy another and have my electrical friend reverse the motor.

The 1958 Fleetwood was my next project. Its passenger-side front power vent window had stopped working. The motor ran just fine, but I knew the gear was stripped due to having to fix the driver's side previously. Once the door panel is out of the way, removing the motor assembly and replacing the gear is not difficult. Once that was put back together, I noticed the power lock would lock but not unlock. Some investigating found the wiring just inside the

**RIGHT** Once again, the window mechanism in the author's 1984 Eldorado Convertible failed. *Photo courtesy of the author.*



door post had bare wire showing. Luckily, I had enough slack to pull the harness past that point and replaced several hard and deteriorating wires. Now the locks work perfectly! The second project was that the dash lights didn't work. It took some lengthy investigation, but I discovered the culprit was the headlamp switch (the dimmer rheostat, to be exact). Mine was shot, but with the help of Frank Nicodemus of CPR, I found a good used one, and he is rebuilding it as I type. I hope he'll get it done soon, and then I can get the dash back together and that car out of the work barn. The dash comes out just enough to shimmy my hand behind it and get the switch out. I did suffer a few cuts and scrapes, though, in the process. To fully remove the dash, one has to lower the steering column, which I preferred not to do.

Progress is almost moving too quickly on the 1955 Thunderbird. As you may recall, my plan was to have the underside, engine compartment, passenger compartment, and trunk painted, then put it back on the frame, and have the remainder painted then. Well, that is done, and the body is

**RIGHT** Accessing the headlamp control on a 1958 Cadillac is not the easiest task, requiring dexterity. **BELOW** When they work, power vent windows are nifty options. But they do fail. *Photos courtesy of the author.*



back home. I need to get the engine done, as I want to get it and the transmission mounted on the frame prior to dropping the body. I called my machine shop a few weeks ago and gave him a formal kick in the rear to get moving, but I haven't heard anything further. I am now working on sprucing up all of the engine components that will be easier to install without the body in the way. I've also ordered the exhaust system. I am not going to buy new tires until after the car is painted.

And if all of that isn't enough, I am moving along on helping my bodyman with his 1970 Coronet convertible. One of my jobs is the bumpers. If you don't recall, Google a picture of this car. It has two separate front bumper pieces. For some reason, he had three NOS passenger side and no driver side. He has had two NOS 1970



**ABOVE** The body and chassis of the author's 1955 Ford Thunderbird are back in the same building again, ahead of schedule. **LEFT** The dimmer rheostat was the culprit in the 1958 Fleetwood's lighting woes. *Photo courtesy of the author.*



Plymouth rear bumpers but no Dodge ones. I found a guy on Ebay who had a rechromed set of front bumpers and could rechrome the rear one. It just so happened we were in Indy for my nephew's wedding the same weekend there was a big Mopar swap meet at the Fairgrounds that he attended from Georgia. So, I traded two of the NOS passenger fronts, and the two NOS Plymouth rears for the rechromed driver's front, and the cost and shipping of rechroming the Dodge rear, and \$500 for me. Dick, the bodyman was happy with the deal also. I now have the front bumper back together and am waiting for the return of the rear. Next, I need to put the dashboard back together. That's all for now!

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

Buick, Oldsmobile, Pontiac and Cadillac

# BOPC CAR SHOW

 **JUNE 7TH, 2025 | 9AM - 2:30PM**

 **MEMORIAL PARK - LEBANON, IN**

130 E Ulen Dr, Lebanon, IN 46052

Hosted by:

**Hoosier Pontiac Oakland Club (HPOC)**

[HoosierPontiac-OaklandClub.com](http://HoosierPontiac-OaklandClub.com)



## Benefiting – Indy Honor Flight

Awards for Best in Show, Best Buick, Olds, Pontiac and Cadillac,  
Honor Flight Choice Award, Top 30

Supported by:  
[www.thecarvault.com](http://www.thecarvault.com)



### SHOW CAR ENTRY FEE

**\$25**

day of show

**\$20**

pre-registration

No charge for spectators.

Questions?  
Contact  
Mike Gerdes  
[HoosierPontiac@gmail.com](mailto:HoosierPontiac@gmail.com)

### SCHEDULE

Registration:

0900-1100

Voting until 1:00pm

Awards at 2:00pm

Door Prizes  
Dash Plaques to First 50

Come and enjoy great  
classic cars at Memorial  
Park. Concessions nearby  
at water park.

### PRE-REGISTER

Send email to:

[HoosierPontiac@gmail.com](mailto:HoosierPontiac@gmail.com)

For pre-register information.

Or visit:

[HoosierPontiac-OaklandClub.com](http://HoosierPontiac-OaklandClub.com)

Pre-registration must be  
postmarked by May 16<sup>th</sup>

Checks held until day of show



## A VISIT TO ELKHART

OCT. 13-15, 2024

BY WARNER YOUNG

**A**lmost exactly one year after the Cadillac & LaSalle Club (CLC), Lincoln & Continental Owners Clubs (LCOC), and Classic Car Club of America (CCCA) joined together to tour Evansville, Indiana; they met again in Elkhart, Indiana. As they did for Evansville, Pat & Warner Young organized the Elkhart event to visit both public museums and private car collections. They arranged lodging at the extremely comfortable Courtyard by Marriott near

U.S. Interstate 90 on the north side of Elkhart, where our group of 18 stayed. The Courtyard was near all the venues except for LaVine Restoration, which we visited last, and for most, if not all of us, was on the way home.

Our first stop on Sunday, which was optional, was at the Studebaker National Museum in South Bend. Most of our group had previously been there and went directly to the Courtyard or arrived early Monday.

**ABOVE A rare beauty.** This 1931 Mercer Merrimac Raceabout was an attempt to bring back that legendary name, now part of the Dave & Denise Sanders Collection. **NEXT PAGE A prototype Mercer chassis,** built for the 1931 New York Auto Show. *Photos provided by the author.*







**ABOVE** Time to visit Toyland at the Dave & Denise Sanders Collection and see vintage pedal cars and other exciting memorabilia. **RIGHT** Charlie Mullen checks out some Packard pedal cars. Photos courtesy of the author.

Monday morning began with a tour of Dave & Denise Sanders' Elcar/Pedal car collection. The Elcar passenger car was manufactured in Elkhart from 1915 to 1931. Elcar made most of its profit from manufacturing taxi cabs. In addition to several Elcar models on display, two Mercer prototypes built by Elcar in 1931 were on hand. Several muscle cars and automotive memorabilia are on display in the collection in a recently constructed building. Denise had an impressive and extensive collection of all things Disney, and one room filled with a Christmas village.

After enjoying lunch at the Chubby Trout Restaurant, we traveled to the JBS Collection near the airport. Jack Boyd Smith has become an avid collector of rare and





**LEFT** This 1931 house car was based on a 1931 Chevrolet. Originally owned by Mae West, it is now on display at the RV Museum. **BELOW** The group at LaVine Restoration, Inc., in Nappanee. Photos courtesy of the author.

desirable cars, mostly pre-war classics. He has numerous rare post-war sports cars, Bentleys, and Rolls-Royces. He exhibits one or more cars every year at the Pebble Beach Concours and has several Pebble Beach winners on display. Photos are not permitted due to security concerns, but he has an excellent website where you can see the cars in his collection at <https://thejbcollection.com>.

On Monday evening, our group took a short drive to Middlebury and enjoyed a nice dinner at the Das Dutchman Essenhaus.

Tuesday morning began with a visit to the RV/MH Hall of Fame and Museum on the far east side of Elkhart. The museum offered an extensive collection of recreational vehicles and trailers, capturing over 100 years of RV experience. Displays included Mae West's "housecar" and Charles Lindberg's travel trailer. In 2022, they added 25,000 square feet for the Manufactured Home Museum, and yes, you can book a home while at the museum.

Our lunch on Tuesday was at the nearby Sports Time Family Pub. The Sports Time was handy for our drive south toward Nappanee. That is the very rural location of LaVine Restorations, Inc. We received an excellent tour offered by the owner, Travis LaVine. He is the son of the founder, Eric LaVine. It is an understatement to say they are doing high-end work. They send multiple cars each year to the Pebble Beach Concours. We saw several vehicles in process

(with much work left to perform) destined for Pebble Beach next year. Travis was very sensitive about picture taking due to the confidentiality they had promised their customers. They do almost everything in-house. They will be adding 5,000 sq. ft. soon to allow for a new machine shop. They have several young, skilled apprentices. Travis' tour made LaVine Restoration a terrific way to end this trip. Afterwards, we were free to head home.

Our fearless travelers were Tom & Ann Beale, CCCA; Pat Carney, Carl Carney, CLC (who traveled 273 miles to Elkhart); Joe & Eleanor Columbe, LCOC, CCCA, CLC; Rachel Daeger, CCCA, and guest Ken Berry; Charlie Drane, CLC and guest Phil Soares; John

Klein, CCCA; Jim Lerums, CCCA; Lars Kneller, CLC, LCOC; Bill and Sonya Miller, CLC, CCCA; Charlie Mullen, CCCA, CLC, LCOC; Warner and Pat Young, CLC, CCCA.

Our virtual hard luck award goes to John Klein and his 1937 Packard 12 Victoria which experienced foaming radiator coolant leaking past its radiator cap while driving as far as Rochester on Sunday. The Packard returned home on an AAA rollback truck, and on Monday morning, John joined the group driving his 1994 Lincoln Town Car. Additional older cars were driven by Joe & Eleanor Columbe in their stylish 1969 Lincoln Continental and Bill & Sonya Miller in their very elegant 1940 Packard Model 1803 Convertible Coupe.

**Warner Young** is CLC member from Indianapolis and the co-planner of this tour.



# Another Holiday on Holliday Drive

## By Jeff Shively



**O**n Sunday, Dec. 15, 2024, the Indiana Region returned to member Michael Fellenzer's magnificent mid-century modern abode on Holliday Drive on the north side of Indianapolis. The address is quite apropos as a locale for the annual Christmas Party. Members came from far and wide, from LaPorte to Jeffersonville and all points in between, to enjoy a delicious lunch. The conversation centered around upcoming winter projects and the fun events we had attended throughout the year. After the meal, attendees enjoyed a talk about the history of the neighborhood and learned a little about Michael's house, designed in the early 1960s by Avriel Shull. The gift exchange was a grand time, as it always is, with plenty of laughs and surprises. Departing the party, we looked forward to the joy the Holiday Season would bring each of us over the next few weeks, and the fun we'd enjoy with our Cadillacs and LaSalles in the coming year.

**Jeff Shively** is a CLC member from Kokomo, Indiana.

**ABOVE** Our host's magnificent home on the north side of Indianapolis. **BELOW** Enjoying the holiday season at member Michael Fellenzer's house. **NEXT PAGE** The Indiana Region gathers for one last picture before heading home. *Photos courtesy of the author.*





## Winter Tailfin Quiz

1. What model introduced a digital dashboard?
2. What was the last year for a Fleetwood Brougham as a body on frame construction?
3. What Cadillac model featured the first Autronic-Eye light dimmer?
4. What was the last experimental V-12 Cadillac engine?
5. Was a Cadillac ever the pace car for the Le Mans race?
6. The first memory seat option offered by Cadillac was the 1960 Eldorado. T - F
7. What were the first downsized Cadillac model(s) from 1977?
8. The V-8 used in the '04 CTS-V was derived from what Chevy engine?
9. What was the first year for factory power brakes?
10. What was the first year for all models to have standard power steering?
11. 2015 was the first Cadillac twin turbo V-8. T – F

***Answers on page 19***



# Boomerang!

By Jeff Shively

In the 36 years I've been in the old car hobby, I have found that fate often brings people, places, and things back into our lives under the most unexpected circumstances. Several years ago, I recounted in the pages of *The Self-Starter* the first time I saw the 1965 Fleetwood Eldorado Convertible currently owned by Ota Dossett of Danville, Illinois. In 1990, an antique auto tour sponsored by the Indianapolis ABC affiliate came to my hometown of Greencastle, Indiana, one September morning with this car as part of the caravan. Just a shade over 20 years later, I saw the Eldorado, now in Ota's care, at the Newport Hill Climb. It had come a long way with Mr. Dossett in reclaiming its lost glory. Many other examples of cars, mostly 1965 or 1941 Cadillacs, have come into and out of my life over the past three decades, but this tale involves a Fleetwood Sixty Special.

## Hitting the Scene

I spent the first few years of ownership of my 1965 Sedan de Ville enjoying the simple pleasure of driving it all around west-central Indiana. Only in the fall of 1991, during my freshman year at DePauw University, did I start to attend local car shows. At the



**TOP** A welcome sight. The author spotted this 1965 Fleetwood Sixty Special at Hot Summer Nights in 1994, held at the Tippecanoe Amphitheater north of Lafayette. **ABOVE This 1965 Fleetwood Eldorado Convertible** was driven on a driving tour hosted by WRTV-6 in September 1990. *Photos courtesy of the author.*



**ABOVE** This 1965 De Ville Convertible and the 1965 Buick Riviera next to it were owned by a Lafayette car dealer who displayed them at Hot Summer Nights in 1992. **BELOW** One of the unlucky ones. This 1965 De Ville Convertible was in a very bad way in the spring of 1994 at a parts business near Akron, Ohio. Perhaps it has since been restored *Photos courtesy of the author.*





1992 World of Wheels, held at the old Hoosier Dome, I picked up a flier for a show in Lafayette sponsored by the Lafayette Kroozers car club. A two-day affair, Hot Summer Nights, was in its sixth year back in '92. Attending that show in late July was a revelation. In those days, it was held at the Tippecanoe Amphitheater north of Lafayette. I parked my Sedan de Ville near a fellow, Adrian McVey, who had brought two great cars, a green 1965 De Ville Convertible and a 1965 Buick Riviera. There were a lot of other sharp cars, so I decided to return in 1993. I did and had a wonderful time.

### A Bright Spot in a Dark Year

The following year, 1994, was challenging for the '65. Between March and April, I ruined a flywheel and "Y" pipe, thanks to debris on U.S. 40, and was backed into by a careless woman in the parking lot of the garage that had fixed that damage. During the summer, it became clear that an engine rebuild was in the cards. At the time, I probably figured that it was all too much to risk a 100-mile roundtrip, so on July 30, 1994, I headed to Lafayette in the family 1987 Buick Le Sabre.

Even though my car was not there, Hot Summer Nights was not without 1965 Cadillacs. There was a dark blue Fleetwood Sixty Special with heavily tinted windows.

This was the first Fleetwood I'd seen outside of Old Cars for Fun, a salvage yard I frequented in Indianapolis. I took several pictures of the car. That fall, a framed 8x10 photo of this car joined seven other '65s on the wall in my room in the Deke house at DePauw University, because even at age 21, I was already unbelievably cool. Just prior to graduating from DePauw that fall, I passed on another Sixty Special, this time in Sandalwood, that I spotted at a dealership on U.S. 6 near Nappanee. Less than a month later, I brought home a derelict Aspen White De Ville Convertible. This decision haunts me to this day.

### A Detour on the Road to the Windy City

Fast forward nearly 28 years. In June 2022, I was on my way to the CLC Grand National in Lombard, Illinois. I had time that Monday, so I planned to retrace the route I took to my first Grand National held in Lincolnshire, Illinois, in August 1997. This time, I was behind the wheel of a modern car, my 2014 XTS Vsport Platinum. To replicate that journey taken a generation ago, I stopped for lunch at the same place, Don's Drive-In, located in Kentland. In the days before the Interstate sucked the joy out of motoring, Don's probably had a great business, as it was situated near the confluence of three major highways, U.S. 41, U.S. 24, and U.S. 52. Even if business isn't what it was in

**ABOVE** This Tahoe Blue 1965 De Ville Convertible was on display at the 1994 Haynes-Apperson Festival in Kokomo. It came up for sale in 2014. *Photo courtesy of the author.*

1965, Don's is still a wonderfully retro, cash-only establishment. The Jumbo Burger basket was every bit as good as I remember it from 25 years earlier. After polishing off the delicious burger, something memorable happened.

As I pulled back onto U.S. 41/52 to head north, I noticed a familiar visage peeking out from a garage on the east side of the highway ....a low, wide grille framed by a pair of stacked headlamps. 'Twas a '65 Cadillac! There was no choice now. I had to investigate, so I pulled into the lot of what turned out to be a body shop. As luck would have it, the owner, Mark Baitinger, was settling up with the owner and ready to take the car home. Over the next hour, Mark and "Hippy Frank," one of the colorful characters at the shop, showed me the car.

### A Well-Appointed Late '65

Of course, I wanted to see the VIN and the data plate, and they obliged. It was a fairly late build, dating from the third week of June 1965, with an equally high body number, 17,268 out of 18,100 Fleetwood Sixty





**LEFT** The road not taken. This 1965 Fleetwood Sixty Special was for sale at a GM dealer near Nappanee in November 1994. *Photo courtesy of the author.*

**BELOW** The author's room at the Deke House in December 1994. Like all 21-year-olds, the wall was adorned with pictures of 1965 Cadillacs and Route 66 memorabilia. *Photo courtesy of the author.*



Specials produced. It left the factory painted Code 24, Tahoe Blue, with a Danforth Cloth interior in Midnight Blue, Code 026. As one might expect, it had Soft Ray glass, Comfort Control, six-way seats, and power door locks. As Mark is in the audio business, the car has a non-stock stereo system, but the changes are not readily visible to most people.

At the time, I thought that I'd seen that Fleetwood before. Maybe it was the dark blue paint and tinted windows. Perhaps it was the "Schweer-Hot Springs" dealer logo on the trunk. Could this have been the Fleetwood from Hot Summer Nights? Mark and I agreed that this was possible. Of course, the answer was in my office, but I was on my way to the Grand National, so it would be the following Sunday evening before I could check.

The Grand National was a great time. There were plenty of vertical headlamp Cadillacs there, but of course, I was enamored with the pair of 1965 Eldorados in Crimson Firemist and Sheffield Firemist. Despite my desire to solve the mystery, I took my time getting home the following Sunday. Once I arrived in Noblesville and lugged my bags inside, up to the office I tore. I suspected that I saw the Fleetwood in 1995, but looking at the pictures from that year came up empty. Perhaps it was 1994, that dark, dark summer. And there it was. The color was a little different, owing to the degradation of the snapshots over the years. Sure enough, the trunk lid bore the same "Schweer" logo as Mark's car. One picture even included him, albeit many years younger. Excited, I scanned the pictures and sent them to him.

#### **Hot Summer Nights- Cool Blue Cadillac**

I had meant to go to Hot Summer Nights for several years. Every time, something got in the way. Now, nearly a quarter century had passed. This time, I just had to make it. So, I drove to Lafayette on Saturday, July 30, 2022. The show was now held at a shopping mall, which was not as scenic of a venue as the amphitheater. After parking my car and walking to the show field, the very first car I spotted was that familiar 1965 Fleetwood. While visiting with Mark, I learned he had joined the CLC at my suggestion. Also, this was the first show he had



**Mark Baitinger** with his 1965 Fleetwood at Hot Summer Nights in 1994 (**ABOVE**) and in Kentland in 2022 (**BELOW**).  
*Photos courtesy of the author.*





**ABOVE** Back where it began, sort of. The 1965 Fleetwood at Hot Summer Nights in 2022, now held at a shopping mall. *Photo courtesy of the author.*

### Answers to the Winter Tailfin Quiz on page 13

1. 1978 Seville
2. 1996
3. 1952 Series 62
4. Cien Concept, 2002
5. Yes, 2000 Seville STS
6. False, 1957 Eldorado Brougham
7. de Ville and Fleetwood Brougham
8. Corvette Z06 5.7L, 400 HP
9. Standard for 1954 MY
10. 1954 MY. '52 as an option
11. False, 2019 MY, CT6V-sport

### Answers to riddle from Thoughts from the Director

1. In the river bank.
2. Anna One , Anna two
3. Then it would be a foot.

taken the '65 to since Hot Summer Nights in 1994. It had truly come full circle.

As car guys, we often worry that if we miss out on "the one," it will never come around again. In reality, if we wait long enough, it seems like many of them will return. I think back to the seven 1965 Cadillacs that adorned the wall in my fraternity house those many years ago. One is parked just outside my living room door. Two of them, a Coupe de Ville and a De Ville Convertible, likely went to that great parking garage in the sky by the late 1990s. Of the other two De Ville Convertibles, I never saw the green one after Hot Summer Nights in 1992. I had the chance to buy the blue one in 2014 but passed on it. The golden Eldorado came back into my life in 2010, and I see it whenever Ota brings it to the local B-O-P-C Show. Now, at long last, I know what became of the dark blue Fleetwood Sixty Special I met during a very bleak time in my life.

*Jeff Shively is a CLC member from Kokomo, Indiana.*

# CENTRAL INDIANA CHAPTER BUICK CLUB OF AMERICA

## PRESENTS THE 20<sup>th</sup> Annual Stoops Buick/GMC Car Show

1251 Quaker Boulevard, Plainfield, IN, 46158

Saturday, August 9, 2024

REGISTRATION 9:00 – 11:30 JUDGING 12:00 – 1:30 AWARDS @ 3:00

Stoops Buick/GMC and the Central Indiana Chapter of the Buick Club of America invites you to attend our 20<sup>th</sup> Annual Car Show at Stoops Buick/GMC in Plainfield, IN.

The dealership has requested that this year's show will include all of GM's premier divisions—Buick, Oldsmobile, Pontiac, and Cadillac as well as GMC trucks. If you own a Buick, Olds, Pontiac, Cadillac, or GMC, this is the opportunity to be on display with some of the finest automobiles ever manufactured by General Motors. We anticipate that this will be a highly attended show with some magnificent cars on display

### CLASSES

**A--Pre-War**

**B--1946-1959**

**C--1960-1969**

**D--1970-1979**

**E--1980-1994**

**F--1995-Present**

**G--All Modified**

All Buick, Marquette, Oldsmobile, Viking, Pontiac, Oakland, Cadillac and LaSalle Models

All GMC Trucks 1912-1970

1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> 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

Contact: **Bob Perry** at 954-319-1458 or at [rjperry.744@gmail.com](mailto:rjperry.744@gmail.com)

### ENTRY FORM

Make checks payable to **Central Indiana B.C.A.**

Send check and entry form to **Bob Perry/CIBCA**, 1851 Whisperwood Trail, Danville, IN 46122

**\$20** advance entry, **\$15** each additional car until August 1. **\$25** per car day of show.

Name \_\_\_\_\_

Address \_\_\_\_\_ Phone \_\_\_\_\_

Email address \_\_\_\_\_

Car Year \_\_\_\_\_ Make/Model \_\_\_\_\_ Style \_\_\_\_\_ Class \_\_\_\_\_

Car Year \_\_\_\_\_ Make/Model \_\_\_\_\_ Style \_\_\_\_\_ Class \_\_\_\_\_

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