



Hoosier Tailfin



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

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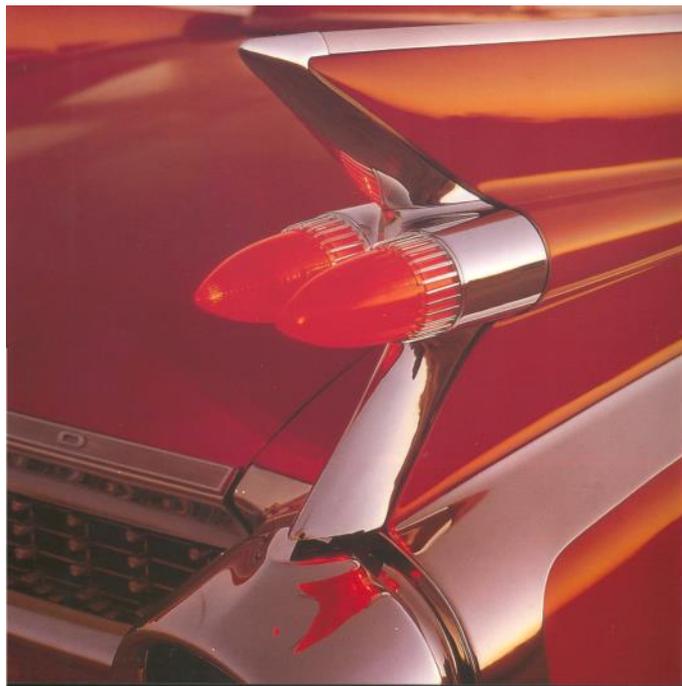


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Thoughts from the director

By Warner Young

As you can imagine, a Grand National doesn't suddenly happen with a couple of weeks planning. The CLC has a long history of conducting a national meet. The first meet listed in the International Directory was 1960 in Farmington Hills, MI. The first meet that was called a Grand National was 1981 in Anaheim. Barry Wheeler would add that Indiana was hosting a "national" meet in the 1970s and we laid the foundation for what would later become the Grand National.

So we now have had 39 "Grand Nationals" located all over the country, and they have become quite sophisticated events.

Indiana last hosted a GN in South Bend in 2004. Several of the committee members from South Bend worked on the 2019 GN. The Indiana Region has put on more GN type events than any other Region in the CLC. 1976, 1977, 1978, 1980 Multi-Regional Meets, and 2004 and 2019 GNs. (We also consider '80 to be a GN.)

Lars Kneller commented that the 2019 event was a lot less stressful than the 2004 GN. Indiana was responsible for virtually all the activity of hosting in 2004. Starting in 2018, the National Organization became directly involved with some of the planning for a GN. The National CLC takes care of much of the financial obligation, which had become a deterrent for local regions in accepting the challenge of a GN.

Our commitment for 2019 started at the Las Vegas GN in 2016. Beth and Bill Reedy put forth the idea of a GN in Jeffersonville. The National Organization liked the location because we had never had a GN in that area. "Kentuckiana" also offered many exciting venues to tour and especially Churchill Downs, the Bourbon Trail, the Corvette Museum/factory and historic Jeffersonville. The National Board decided that the most appropriate hotel was in Louisville, which of course had not been our original thinking. We can thank Beth and Bill for birthing and carrying through on hosting a successful 2019 GN. It takes good leadership and many hours of committee work to build a successful GN.

Our GN at the Crowne Plaza had about 185 cars registered for the show field. We had about 450 for the awards banquet Saturday night. Cadillac sponsored the welcome banquet on Wednesday and furnished several new cars for display including a pre-

production model of a new full-sized sedan for 2020.

From the feedback that I received, CLC members in Louisville greatly enjoyed the week and were appreciative of the effort put forth. Scheduling the meet in early June was the right decision because our weather was fabulous every day.

Middle of the Road

By Jeff Shively

The latter part of the summer had some good news at the Shively household. In July, the '41 was running well enough to participate in two Independence Day parades. By August, I had installed a rebuilt generator and carburetor. The trip to the Carmel Artomobilia was uneventful. On Labor Day, I took out for an extended drive and it was much better than it had been. It still needs to have the front end aligned and the tires balanced before heading to Kalamazoo for the CLC Fall Festival. Winter projects will include trying to fix the lifter tick and repairing the top cylinders so that the vacuum top works as it should.

The news on my favorite car is not so good. On August 6, the 1965 finally left the expensive and incompetent clutches of the shop that had been "working" on it since March. It made it almost within 10 miles of my house before it quit and had to be towed to safety at an undisclosed location in Kokomo. You can read more about this wonderful experience in the October issue of the Self-Starter. I will be completing a number of repairs that should have been finished by the "professionals" before taking it to yet another shop to fix the window tracks. Maybe then I can finally get it to the upholstery shop to have in the interior installed and put this project to bed after six years.



The '41 at the Carmel Artomobilia in August.

B-O-P-CLC Moves to Lebanon



The Buick-Olds-Pontiac-Cadillac-LaSalle Show was held in Lebanon for first time in its 30-plus year history on June 8, 2019. The turnout was excellent for the new venue, with roughly 50 cars in attendance. The Hoosier Pontiac-Oakland Club were gracious hosts this year. We're on deck for next year, so make your plans now for June 2020.

*Top: Ota Dossett came from Danville, Ill. in his 1965 Eldorado
Left: The editor hard at work on the B-O-P-CLC show field.
Below: The editor's 1994 Sedan de Ville*



The Hoosier Tailfin

Indiana Region CLC



*Top: Jim Smith's 1939 Series 60 Special
 Above: Donn Wray's 1958 Buick.
 Right: Donn Wray and Charlie Mullen admire
 Donn's '58 Buick, purchased new by his grand
 father.
 Below: Pat Carney's 1976 Fleetwood
 Next page: Rich Fanno's 1959 Coupe de Ville*







Barn Update— Grand National Edition

By Lars Kneller

The trip to Louisville started mid-morning on Saturday, June 8. My truck and trailer were packed to the gills. The **1941 Series 61 Coupe** was snugly tucked into and secured in the trailer. It had several storage bins of official national Grand National stuff in its back seat, the floor of the back seat, and in the front passenger seat. Its trunk was full too! There were also several bins behind and in front of the car. Along the driver's side was the tent used for the Self-Starter photographers. I even had things for the MRC auction in the storage box up front, along with my car washing supplies. The rear of my Supercab F-150 (NC) was full of more bins, our luggage, and a couple of coolers, along with Jaunda's derby hat. The tank was full of 36 gallons of Kroger's finest premium fuel (premium needed to get maximum horsepower and torque out of the 3.5L Ecoboost V-6). Who would have thought years ago a 213 CID 6-cylinder could transport all this weight?

It was an uneventful trip to Louisville with a brief stop in Flora, Ind. to stuff what room was left in the bed and trailer with the water Barry had bought. The rig averaged nine mpg. Sunday and Monday were spent unloading items into our storage room downstairs and getting the hospitality room set up.

We also helped Warner set up the show lot, and made a trip to Costco and Trader Joes to stock up further. Interspersed among that were several tasty meals with fellow region members.

Tuesday arrived with Jeff's driving tour, what a good one it was! I had not had the '41 on a long drive since our last driving tour. However, it had been running well and not giving me any issues recently. We had the pleasure of Michael and Karin Augustino from Australia riding along with us in the back seat. The car went the 165 miles with no issues. I felt the longer it went, the happier it was. That car easily will travel 70 mph without complaining at all. I had replaced the front springs before the GN, and that made a big difference in how it handled. The steering seemed to wander much less than it had previously. I think I averaged about 15 mpg. The weather was perfect too, about 70 degrees and sunny.

Jaunda had more shopping for me to do on Wednesday morning, and we manned the hospitality room that afternoon. Everyone seemed to enjoy the room all week, as it was large, and we had a good selection of food and beverages and conversation. The Welcome Party on Wednesday evening had an excellent emcee, and Cadillac's sponsorship made it a first-class event, topped off with the display of the pre-

production CT5. I had forgotten how nice the late Gary Nelson's **1972 Eldorado Coupe** was, which was successfully auctioned off to a new home. His widow Jackie very generously donated the entire amount to the museum.



Left: Lars and Jaunda Kneller's 1941 Caddy in downtown Corydon during the driving tour.

Thursday's highlight for us was the trip to Churchill Downs! We had never been there before, and the club had a whole floor to ourselves. The food was delicious, and I much enjoyed the horse races. I think Jaunda's betting actually netted us about \$7 in the positive by the time the night was done. The only part I didn't like was that a horse in the last race appeared to have broken its leg coming out of the gate and eventually went to the ground. I think it had to be euthanized. They put up a big blue tent over it, and then a truck and trailer left with no horse to be seen afterward.



Friday I hosted one of two buses on the Corvette tour. We had Corvette trivia questions to answer en route, and the museum provided prizes for the winners. We got a tour of the "backroom" usually off-limits to visitors. My favorite part of it was seeing the experimental engine and transmission for a proposed mid-engine car. It was a small block Chevy hooked up to a Turbo-Hydramatic 425 transmission with which we 1968-on Eldorado owners are very familiar. The final drive was such that it looked to me like the engine would have been mounted sideways in the car. They also had a prototype rotary engine too. Since the assembly plant tour had been canceled, we instead visited a factory that makes



wheels for cars and motorcycles. It was interesting to see the process from start to finish. One of the buses transporting us had an issue though. When we arrived there, you could tell there was some sort of jiggle coming from the rear axle. Someone had over-tightened the lug nuts, and a few of the studs had broken off. The bus was deemed unsafe, and not quickly fixable, so a few of us had to wait for a replacement to arrive from Nashville (an hour away). We made it home with plenty of time to make the river cruise.





Top: The mid-engine prototype engine, mated to a TH 425 transmission.

Above and left: A V-12 powered Corvette prototype.

*Facing page
Top: Barry Wheeler at the podium during the awards banquet.*

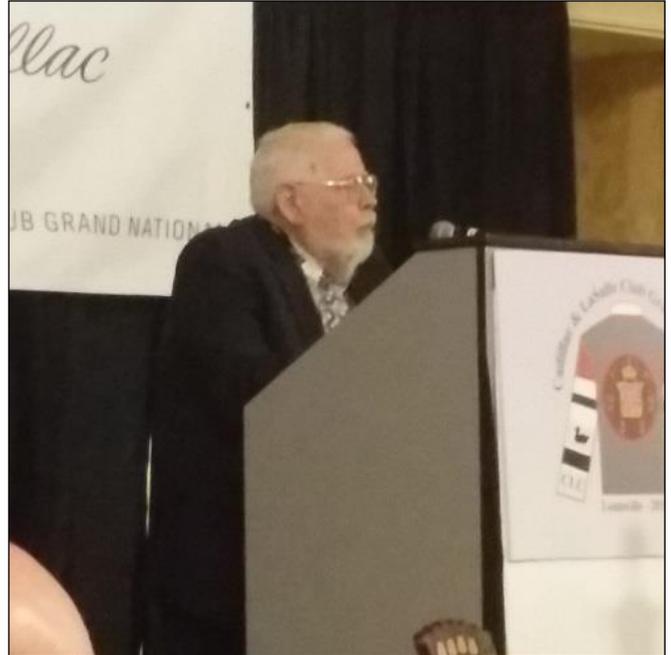
Right: Lars' 1941 Series 61 Coupe on the show field.

The club had a boat all to ourselves for the dinner cruise. The food was buffet style, and better than any riverboat I had been on previously. The staff was very good at getting everyone through the line efficiently too. There were a lot of good sights to see, a DJ playing oldies music and narrating the trip too.

Saturday arrived with beautiful weather (though a slight threat of rain that only amounted to a brief sprinkle) and the show field pretty full. Being a Past President, I judge the preservation cars. We had 16, and we split into two groups to do eight each. I had my 1941 judged in Touring class. All its functions performed as they should, though I declined to move the seat. If I move it forward, it's a real bear to get back, so I suspect I got a deduction for that. The banquet that evening went well too, again with a fantastic emcee. My hot brown was delicious. We got the program wrapped up about 9:30 pm which seemed to make everyone happy. I had already tucked the '41 back in the trailer after the show field was released that afternoon. Jaunda had cleaned out the hospitality room too, so we were ready to head home, shortly after arising and hauling a couple of loads of stuff out to my truck. I did take advantage to fill up at Costco (top tier gas, not sure my truck knew what to do with it) while shopping there earlier in the week. We stopped for breakfast in Seymour (I have to look for a

place with a big parking lot), and also had an uneventful trip home. My mileage went up a little to 9.3 mpg with less weight being hauled.

Overall, I feel our IN Region under Beth and Bill Reedy's leadership once again put on a superb Grand National that will be remembered by all that attended for some time. Thanks again to everyone that helped!



2019 Grand National: Learning about a show field

By Warner Young

Back in 2016 when we had the first discussions of a Grand National to be hosted by the Indiana Region, I thought that was a good idea (maybe a bit bold) because why not? After a time, I was asking myself why. Somewhere along the line, my name came up as the person to set-up the show field. For a Grand National, that job has the fancy title of "Local Chief Judge." The closest I came to being a "chief" was reacting to the needs of the real chief, Bill Anderson. Looking back, it was a good experience, and I learned a lot about a Grand National and how all the many pieces of the puzzle come together to make a successful five days. So many personalities and opinions are floated about, but somehow we managed to make it work. I had fewer distractions than most because apparently, no one wants to spend much time thinking about what it takes to prepare a show field.

I was fortunate (I think) to have a highly capable Chief Judge, Bill Anderson, that tutored me extensively on how to set-up and manage a show field. The Crowne Plaza had a detailed overview of the property that was prepared for a Pontiac meet in 2004. I used that overview extensively, and it became the foundation of my planning. I went through a least four iterations of a parking layout (see photo of my plan). For a GN, we are to allow about 1 ½ regular parking spots for each car. That works out to 13.5' X 24'. I learned that even in a large parking lot, the larger spaces take up a lot of room. The first estimate of cars attending was 275. That's a lot for the area that we had available. That was very concerning, but in the end, we had about 180 cars which fit nicely in our lot. The Crowne Plaza has an adjoining "employee lot" that furnished an additional 30 spaces and a nice area for our outdoor swap meet and car corral (cars for sale). A specific requirement for each GN is to allow for a photo area, a car wash area, and trailer parking.

Our GN was just south of the Kentucky Expo Center. We were fortunate to use one of their parking

lots that are just east of the Crowne Plaza for our trailer lot. It offered plenty of room for our 35, or so, trailers. Attendees bringing trailers included that in their registration so we knew what trailers were coming. We were required to hire 24-hour security for the trailer lot. We used a local security company, and they were quite helpful. Pat Carney volunteered to coordinate activity in the trailer lot, and he did a great job. Having hired security took that burden off of our crew. We had no complaints about the trailer parking.

The first major task for the show field was on Monday when we applied numbers with yellow high-way tape to mark each spot. The numbers were prepared in advance. Several volunteers helped with this task, and it went smoothly. A member of the National team assigned each registered car its numbered spot and that list was furnished to our team. We also put down a length of yellow tape to show the boundary of each spot. Also on Monday, several golf carts were delivered for use throughout the week. Registered cars started arriving on Monday and more arrived each day. A few cars even arrived on Saturday morning. The hotel had a couple of other events during our week, so we didn't get full control of the parking lot until Tuesday evening. There was a glitch in the registration system (it's always something), and several cars did not appear on our listing of registered vehicles. This required creating spots that weren't previously planned. We thought this might become a problem to find enough places. In the end it worked out and all cars were assigned close to their correct year groupings. There were a couple of small areas that had not been pre-assigned and that provided the needed extra spaces. Thank goodness we didn't have 275 cars.

It's best to have only one entry/exit point for the show field. By Thursday we were enforcing that plan except for the tour buses. However, hotel security was monitoring the entry points and would allow in Cadillacs. Hotel security worked closely with us, which was much appreciated. The parking

lot had six spots that were normally an entry point. The hotel stepped-up and used their barricades to block off all but one entry/exit point. Blocking off the entry points was critical in restricting the parking lot to registered show cars. I was cautioned

about the importance of this issue and justly so. We provided hired security on the show field from 10:00 PM to 7:00 AM. We had no security problems that I was made aware of, thankfully.





Volunteers: No GN can function without a large group of volunteers. Attendees can note they will volunteer on their registration form. We had 33 attendees so noted. I used that list as a foundation for building a schedule for the week. Twenty-four members and three AACA members from Louisville spent time on the show field as a volunteer. The duties were checking cars at the entry point, showing owners to their assigned spot, answering questions, monitoring activity on the show (security during the day), assisting those with car problems and many other things. On Saturday, our Co-Chairs Beth and Bill Reedy invited two groups of Boy Scouts to volunteer on the show field, and they were very helpful in doing the miscellaneous things that come up, and they helped clean the parking lot of our tape in the afternoon. That was a big help. Every volunteer was essential to our success, but a few were particularly dedicated in the effort to ensure a positive outcome. They were the troopers on the show field who worked really hard and tried to make me look good (well, somewhat good). Thanks, Tom Boehm, Dennis Buchholz (Kentucky member), Pat Carney, Max Gretencord and Ed Pfeifer. We had many more essential volunteers working on



tours and inside functions, but I have only mentioned those for the show field. Max Grentencord was our coordinator for the inside and outside swap areas and the car corral. Max did a great job, and those areas ran without a hitch.

All of this preparation set the table for the Saturday judging and show. Officially the show field is open from 9:00 to 4:00. All cars are to be on the field by 8:00. Bill Anderson organized the judging. Many more volunteers are needed as judges and tabulators. Tabulation wasn't complete until about 5:00. Saturday went well, except for about 10 minutes of light rain. Awards were presented at the banquet, and afterward, we wondered where the week had gone. Our team was relieved that the work was be-

hind us. Now we have thoughts of 2020 in Kansas City. Good luck to the next committee.

It goes without saying that the Reedy's were the glue that held everything together that made this week a success. The show field was really important to me, but it is only a part of a Grand National. Thanks so much, Beth and Bill for a superior effort. This GN enjoyed strong leadership from the National Committee as well as a fantastic job done by our local Chairpersons.



Clockwise from top right: Donn Wray's 1941 Series 6319 sedan Tom Boehm's 1940 LaSalle Series 50 woodie wagon Don Shuck's 1941 Series 6019S Bob Nixon's 1939 Series 6019S



The Hoosier Tailfin



Clockwise from top right: Tom Hoczyk's 1960 hearse L.H. Bayley's 1961 Eldorado Biarritz Doug Riha's 1957 Series 62 convertible Bill and Beth Reedy's 1955 Series 62 sedan



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*Clockwise from top right: Bob Nixon (l) chats with Bill Hedge and Max Gretencord on the showfield.
John Madden's 1997 Eldorado
Barry Wheeler's 1981 Seville
Pat Carney's 1976 Fleetwood*



Tailfin trading post



1978 Cadillac Seville. Owned since 1981. The car has just under 43,670 miles on it. Last “plated” in 1994. The car has been kept in the garage and covered, so there is very little/no sun damage to the paint or interior. The vinyl top is in near-pristine condition. Factory-built CB radio installed. Plastic/rubber flange between body and rear bumper needs to be replaced. New battery. Engine recently started on starting fluid and run briefly, but the fuel tank/system will need to be cleaned out/flushed/overhauled. Asking \$4,000. Located in Hagerstown, Indiana. Contact Ron Diamond at rldiamond1@gmail.com or call (317) 407-2981

1994 Cadillac Sedan de Ville.

Purchased in 2007 with 70,000 miles on it. Light Montana Blue with blue leather interior. My daily driver 2007-2013 for 100,000 miles. Used as a driver off and on over the years. New shocks, half shafts, radiator, heater core. Very comfortable car. Selling to make way for addition to the collection. Cover car for the Self-Starter in May 2019. Looking for someone to love this car the way I did and keep it as a collectable. Asking \$2,500 obo. Jeff Shively (765) 721-1659 or Cad19651941@yahoo.com



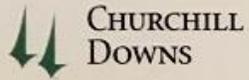
1976 Cadillac Seville Light blue exterior with light blue vinyl top. Light blue interior. 68,000 miles. Second owner of vehicle. No rust. Engine compartment needs cleaning Asking \$7,000 Gordon Papke 314-296-0726



1955 Cadillac Fleetwood Spotted by Tom Taylor. Call (231) 843-9356 for more information



1970 Cadillac Coupe DeVille 95K miles. Original window sticker and bill of sale. Runs and drives very well. Local show winner (BOPCLC). Needs nothing but a new owner. \$15,000 Doug Brinson 765-729-1732



Joel Politi, Owner
Thomas M. Amoss, Trainer
Tyler Gaffalione, Jockey
Louisville, KY

June 13, 2019
6-1/2 Furlongs 1:16.71
CLC Classic

Purse \$28,000
Greeleys Charm (2nd)
Turner Time (3rd)
\$4.60 \$3.40 \$2.80

