

Hoosier Tailfin



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



The Indiana Region visits the Wolfsonian

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On the cover: The gas station at the Wolfsonian, somewhere in Indianapolis. The '53 Eldorado was formerly owned by Fred Salmon of Terre Haute.

At the Wheel

By Jeffrey Shively



A great deal has happened in my garage since the last issue of the Tailfin. The '65 is back from the paint shop. The Light Emerald Metallic, a close twin to the original Alpine Turquoise looks really good on the old girl! My upholsterer is doing more extensive work than I had originally planned. I had hoped to save most of the upholstery on the back seat and the passenger side of the front seat. Realizing that the "new" material is now as old as the original was when it was removed in 1989, it seemed to be a better idea to replace it all. The same is true of the door panels, which are original. I do need to get the dash re-skinned. As luck would have it, I have the badly cracked original and will send it off to get redone. Perhaps the biggest job yet is the chrome. For

only \$85, I found a good core to replace the right front bumper end, which has had a dent in it since I bought the car 25 years ago. I still need to replace the rocker shafts, but that will be later, once the interior is replaced and the chrome hung. Of course, I need to replace the window motors, the vacuum lines in the doors, and work on the Climate Control, but those are non-critical.

Watch your e-mail for details, but on April 12, we'll be heading to LaPorte. On May 17, the Mecum Auction will be in Indy, and Lars will get us tickets. The Cadillac Experience will be at the Gilmore in late May. Of course, sign up now for the 26th BOPCLC Show in Kokomo. We already have a number of pre-registrants, mostly Pontiacs and Buicks.

The registration form for the Driving Tour will be published in the May Self Starter. We already have several pre-registrations. My goal is 50 cars, and I would advise you to sign up early rather than later. The cost of activities for the entire week is \$200. That generally means two meals and at least two attractions daily. The Cadillac Fall Festival will be great too, so mark you calendar now for September 23-28.



The Hoosier Tailfin



Indiana Region CLC

Barn Update

By Lars Kneller

The barn has been a flurry of activity the past couple months, mainly concentrating on the **1941 Series 61 Coupe**. I will review all my work in no particular order. I removed the grille, polished it up, and added its missing uprights. I had received an extra grille with the car that had uprights in it, so I removed them all, polished them up and put them in my current grille, which I feel is the better one of the two. Someday I may get the other grille redone.

Several of my exterior chrome trim was supposed to have little areas painted black, and I have embarked on getting all those areas painted. My door key cylinders were quite worn, to the point I was afraid to lock the car, worried that I might not get the doors unlocked. I sent them to Jesser's Classic Keys and he put in NOS cylinders, and made them match the ignition key (which the old ones did not), and they work wonderfully now. The cushion in the driver's door armrest was shot, so I took it apart and replaced it; now my elbow rests comfortably as I cruise down the road. I put in 5 seat belts, two up front and three in the rear (it is a 5 passenger coupe after all). During this process I removed the front seat as there was quite a rattle when the heaters were on, and it turned out to be the rod that actuates the slides to move the seat. In the process of cleaning up the heaters I found a 1948 nickel. Who knows how long it had been there? I also took out the seat slides and cleaned them up, and regreased them in hopes of the seat moving back and forth better, but it does not. I think the slides are worn, and a future project will be to replace them.

I had to remove the rear seat too, and found two old bullets under the seat. I am sure that would be an interesting story to be told. I contacted the car's previous owner, and he stated the bullets were not his. I cleaned the carpet with my handy home carpet cleaner and by the looks of the brown water when I was done, it was overdue. The car had an 8 volt battery when I bought it and that was replaced with a new 6 volt Optima, placed in a plastic box that makes it look like an



original battery. The previous owner told me as a result of the 8 volt battery, it blew all the vacuum tubes in the radio. I found all 6 tubes I needed new on the internet for a total price of \$34.25. Next my investigation turned to my nonfunctional antenna. I took it apart and it is all corroded on the inside, and doesn't look like it has worked in some time. I am now looking for a good antenna.

My car came with a manual choke that was hooked up to the throttle cable. I purchased an automatic choke, and have it hooked up and functional, and my throttle cable now controls the throttle. I have tuned the car up with new plugs, wires, distributor cap, and rotor. While doing that I discovered that it has a Pertronix electronic ignition, which I will leave intact. The distributor is at the rear of the engine, and somewhat of a challenge to get to, so the less I have to monkey around back there, the better. The car came with a plastic six blade fan, and the cone it attaches to was painted black rather than the authentic engine green. So I purchased the correct (optional) 5 blade fan, and repainted the cone the correct color. I also put on two new fan belts.



The car came with a plastic six blade fan, and the cone it attaches to was painted black rather than the authentic engine green. So I purchased the correct (optional) 5 blade fan, and repainted the cone the correct color. I also put on two new fan belts. The car has an electric 6 volt auxiliary fan in front of the radiator which I have decided to leave, but I redid the wiring to make it less obvious.

That sums up the majority of my work on that car. I want to get the windshield washer working. Also while installing the seat belts, I noticed my rear muffler/resonator has a hole in it, so a new one has been ordered. I also need the correct flat band type hose clamps for the heater hoses, so if you know of a source, let me know. I replaced the worm type clamps that were on the radiator hoses with correct double wire clamps.

The **1972 Eldorado Coupe** is still at the body shop. My body man wasn't happy with how the paint turned out, and found a few small dents that needed repair too. With all the snow we had this winter (112 inches at my last count), I also wasn't in the mood to drag my car trailer out of its snow bank to bring the car home, so I haven't been pushing my body man. I have polished up my stack of parts, and hopefully Josh has his stack done too.

I'm not even sure I have done anything on the **1963 Lincoln** since my last article. I am getting close to the point where I am going to need to buy tires for it. After a lot of thought, I have decided to go with radial tires. The original bias ply's were 950-14. I can get reproduction bias ply tires in that size, but from what I've read, and the fact I want to drive the car, I think radials are a better choice. The closest I have found to date are P235-75-14's from Coker. Its autronic eye has two vacuum tubes in it, and I am trying to find new replacements. They have Guide part numbers rather than the typical nomenclature most other tubes have (e.g., 7E7). The place where I bought the tubes for the 41's radio apparently has a cross reference book, and is going to try to find the correct type for me. All of our snow will hopefully be melted by the time you are reading this and I can get the old cars out of the barn and on the road again!

A day at the Chicago Auto Show

By Bill Hedge

On Monday, February 10 Lars Kneller and I made our annual trek to the Chicago Auto Show. The sunshine and dry roads were a welcome change to the snow covered and icy roads of the day before. Our plan was to arrive early to avoid the after school crowd. Our first stop was the star of the show - the eye-catching Elmiraj Concept car. The two-door hardtop styling communicates power and performance, plus, the long wheelbase and clean body side characterizes the car's spacious dimensions. Cadillac's vertical light signature is represented in both the headlamp graphic and taillight, and a character line in the sheet metal extends the full length of the body side, connecting those vertical front and rear elements. As a rear-wheel drive prototype, Elmiraj is powered by a 4.5-liter twin turbocharged V-8 delivering an estimated 500 hp. The engine takes the baseline technology from the new Cadillac Twin Turbo V-6 featured in the upcoming 420-hp 2014 CTS V sport edition, and expands it to the classic performance format of a V-8 engine. The 2+2 cabin layout features high-performance seats, designed to support spirited driving while also delivering luxury accommodation. Designers created the upper section of the instrument panel in a single piece extending across the full width of the car, while the lower forms a cockpit space tailored for performance. Backlit titanium trim curves from the cowl to the doors, dividing the rich upper camel leather from the handpicked fallen Brazilian Rosewood wood veneer trim. Elmiraj passengers might actually lobby to sit in the back, as the rear bucket seats recline for additional comfort. Right after lunch we had the pleasure of "running into" immediate CLC past president Glenn Brown. Notably missing this year was the Volo Auto Museum's display of collectible vehicles.



A Visit to the Wolfsonian

Photos by Bob Edrington



Clockwise from top:
Marquee at the Wolfsonian.

1941 Chevrolet convertible

Camaro Z-28 by the diner

1938 Packard Super 8
convertible sedan

From left to right:
The CLC at the Wolfsonian
Bill Reedy, Beth Reedy, Jaunda
Kneller, John Madden, Lars
Kneller, Jeff Shively, Andy
Wolf, Bob Edrington, Judy
Edrington, Melaine Taylor,
Doug Brinson, Mary Hedge,
Bill Hedge, Tom Taylor







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Cadillac & LaSalle Club

National Driving Tour

June 2nd through 7th 2013



Sunday, June 2nd

by **Bob & Judy Edrington**

We drove to American Valley to meet up the tour group. We knew we were at the right motel because of all the great Cadillacs in the parking lot. We enjoyed getting to know the fellow participants at the kick-off dinner. Everyone was eager to get on the road!



Monday, June 3rd

Each morning started with a participants' meeting over breakfast. Bob Fracoli would go over the day's driving advising of any possible changes in the instructions. We drove past miles and miles of vineyards. We stopped at some to look around even though it was too early for them to be open. We wouldn't have had time for that any way.





We had lunch at BeBops in Ukiah, CA; it was a true 50's diner with designated parking for classic cars. We drove the 31 mile stretch of The Avenue of the Giants. It was very scenic with the redwoods and the Eel River along the route. We drove through the Chandelier Tree. We had dinner at The Samoa Cookhouse which served food in the manner of an old lumber camp. There was even a Logging Museum on the premises. Our stop for the night was in Fortuna, CA. We drove 290 miles. We had a wonderful day, but we were tired. We did not visit Confusion Hill or the burial place of Seabiscuit.



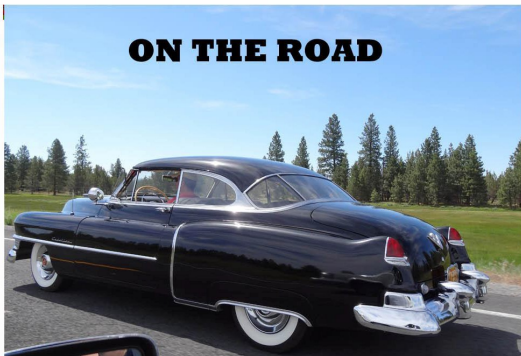


The Avenue of the Giants



Tuesday, June 4th

We took a side trip at the beginning of the tour to drive through “Historic Victorian” Ferndale; we also stopped at the Loleta Cheese Factory and Loleta Bakery. We detoured through more of the Redwood National Forest; we couldn’t get enough of them! We also made sure we saw the Pacific Ocean since we were right there. There was a lot of the San Francisco fog along the coast. We found a neat State Park Beach that was pretty isolated. We visited a lighthouse as well. There were just so many great thing to see in such a little bit of time!



More in the next Hoosier Tailfin.....

2014 Schedule of Events

May 8-10: 4th Celebration of Automobiles, Indianapolis Motor Speedway

May 17: Mecum Auction, Indianapolis

June 1: The Cadillac Experience, 1903-1962 at the Gilmore, Hickory Corners, MI

June 7: 26th Annual B-O-P-CLC Meet Highland Park, Kokomo

July 8-12: CLC Grand National, Lake George, NY

August 23: Artomobilia, Carmel

September 23-27: CLC National Driving Tour

September 28: Dedication of the CLCMRC at the Gilmore, Hickory Corners, MI



Cadillacs!
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May 30
Country Tour!

May 31
Grand Classic!

June 1
The Experience!

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26th Annual Buick Olds Pontiac Cadillac/LaSalle Show

Highland Park

Kokomo

Saturday

June 7, 2014

Sponsored by the Indiana Region, Cadillac and LaSalle Club



Class A 1897-1942	Class E 1976-1985	Awards given for top 3 in each class Plus Best Cadillac/LaSalle Best Buick Best Oldsmobile Best Pontiac Chairman's Choice
Class B 1946-1955	Class F 1986-1995	
Class C 1956-65	Class G 1996-2014	
Class D 1966-1975	Class H GTO, GS, 442	

Show times: 9:00 am to 2:30 pm
Preregistration fee (Until May 31) \$12
Day of show \$15
Dash Plaque for first 50 entrants
Door Prizes

For more information, contact Jeff Shively at Cad19651941@yahoo.com or (765)-721-1659

2014 B-D-P-C-LC Meet Preregistration form

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

Year: _____ Make: _____ Model: _____

Club Affiliation: _____

Amount Enclosed: _____ Class: _____

Made Check out to Indiana Region, Cadillac and LaSalle Club. Mail this form and payment by May 31 to:
Jeff Shively, C/O Kokomo Automotive Museum, 1500 North Reed Road, Kokomo, IN 46901



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