



Hoo-sier Tail-fin



Winter 2017

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

Furs by Robert, Detroit

Never before has the Cadillac car offered so many wonderful virtues—in such great abundance—as it does for 1958!

There is surpassing new beauty, greater sweep and majesty of styling, and wonderful new elegance and refinement of line.

There is added Fleetwood luxury, still greater quietness of operation, and improved qualities of ride.

There is a great new Cadillac engine, a smoother, more responsive Hydra-Matic Drive, and a refined Cadillac Power Steering.

In summary, this is a rare masterpiece in all the things that make a Cadillac . . . a Cadillac!

See and drive this magnificent new Standard of the World soon.

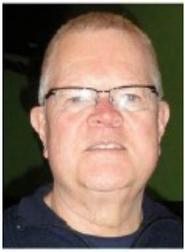
CADILLAC MOTOR CAR DIVISION • GENERAL MOTORS CORPORATION



"THE HOLIDAY FESTIVITIES"

Cadillac

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Thoughts from the director

By Warner Young

Well, 2017 is almost in the books. I hope you all had a very good year. As we are in the Thanksgiving and Holiday Season, I certainly give thanks for the many gifts that I have. I hope you feel the same. We live in a time of great prosperity and personal freedoms. People from many countries around the world cannot make this same statement.

We have set our location for the 2018 Indiana Region annual meeting. It will be at George's Restaurant on the northeast side of Indianapolis on January, 20th. Lunch will be at 12:30 PM. We will have a private room for our meeting. George's address is 6935 Lake Plaza Dr., Indianapolis. Phone - 317-577-1600. George's is on the southeast corner of Binford Blvd. and 71st St. I would encourage you to consider running for our Indiana Board of Directors. Please let me know if you will consider being a candidate (warneryoung@msn.com).

Of course our big news for 2018 (and 2019) is that the Indiana Region is the host for the 2019 Grand National meet in Louisville. Bill and Beth Reedy are the Chairperson's. They have gotten the planning off to a fast start and already have a nice outline for our events. We will be looking for many volunteers to work the GN, so put on your Big Event hat and help the Indiana Region make this a success. More detailed information will be available in the months ahead. The GN will be held June 11-15, 2019. The host hotel is the Crowne Plaza just north of the airport.

I'd like to thank the many members that participated in CLC events this year. I find the planning and content of our events to be done at a high level. I am always glad that I was able to participate and enjoy the various meets and driving tours. I'm looking forward to another good year for the CLC in 2018. Our new Museum and Research Center in Hickory Corners, Michigan (Gilmore Museum) is in a great setting and well worth a visit.

One last thing, my usual reminder that our magazine, the *Hoosier Tailfin*, is always enhanced by Region members submitting articles related to their experience with their Caddies. Restoration history is an especially enjoyable topic. Don't be intimidated, just submit to Jeff Shively at cad19651941@yahoo.com.

Coming home

By Jeff Shively

Friday, December 1, 2017 will live in my mind as one of the most momentous days in recent memory. For the first time in over five years, I was able to drive my '65 Cadillac at highway speeds. The car went into the body shop last May. Spring turned to summer, and summer to fall. Bit by bit, the car came together. On November 30, I was informed that it was ready to go. The trip from the Maaco in Lafayette to the Kokomo Automotive Museum took less than an hour. There was a little smoke as paint burned off the engine, but that 429 didn't miss a beat. We were zipping along Indiana 26 effortlessly at 65 to 70 miles per hour. Some may disagree with me, but the best engine Cadillac ever built was the 429. There is nothing, in my mind, that compares to the exhilaration of being behind the wheel of a mid-'60s Caddy at highway speeds. Braking is another issue. The clod that did a lot of the reassembly work in Greencastle was supposed to have fixed the brakes. I guess "adjusting the shoes" or "turning the drums" were not part of the deal. Still, it was quite an enjoyable drive, despite the cool temperature.

In mid-December, the '65 will be in Greentown getting the windows adjusted and working properly, the Climate Control working, and a few electrical gremlins chased down and fixed. After that, it will be ready for a trip back to Arzola's Upholstery in Greencastle for a new white leather interior, carpet, trunk lining, and the rest of the interior.

Everyone asks if this car will be shown or driven. I intend to drive and enjoy my '65 just like I have since I was 16, and put many pleasant miles on it. Perhaps we'll be ready for the Cadillac Experience at the Gilmore in June 2018. Time will tell.



The 1949 Cadillac overhead valve V-8 engine

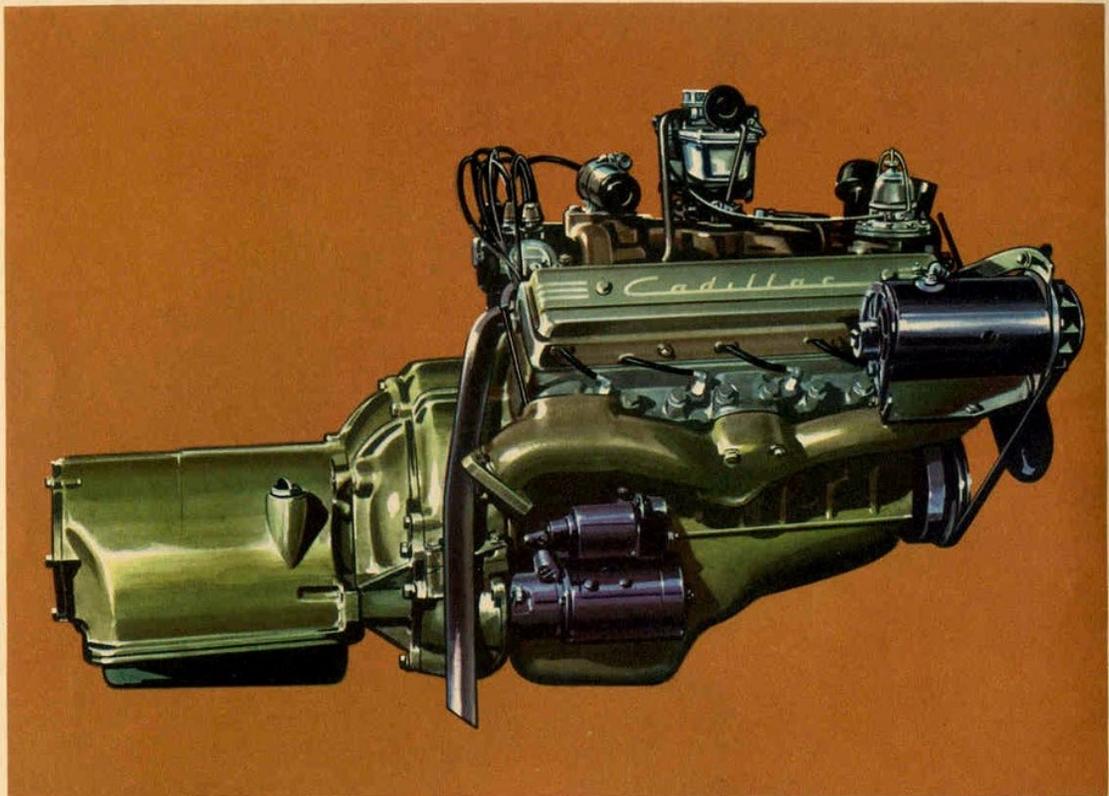
By World War II, Cadillac was already well established as one of the finest car makers in the world, so it was no surprise, once the war ended, that GM's premier marque would take great strides in automotive design and engineering. The 1948 Cadillacs--the first all-new models since the war--marked the first sprouting of tailfins, inspired by the Lockheed P-38 and destined to be a trademark not simply of Cadillac, but of an entire era in America. The '49 models were largely a restyling of the '48s, but the real excitement lay beneath the '49's long hood: the all-new overhead-valve (OHV) V-8.

The development of Cadillac's OHV V-8 actually began prior to WWII; some sources cite as early as 1936. The war effort interrupted the project, but when it resumed in 1946, multiple prototype engines were designed, built, and tested, leading to the final design, which was then further tested for the equivalent of over 1,000,000 road miles.

The fact that the valves were now in the cylinder heads, actuated by pushrods, was really only one of the improvements incorporated into the design. The relocated valves also enabled the design of the new engine's wedge-shaped combustion chambers, which would help the engine to take advantage of higher compression ratios, in turn enabled by the petroleum industry's improvement in fuel quality. Although the addition of tetra-ethyl lead had contributed to the "anti-

knock" qualities of automotive fuels in the 1920s, the advancement of aviation engines--primarily for military aircraft during the war--mandated improved aviation fuels, and after the war these advancements began trickling down to enhance automotive fuels. Though the OHV's initial 7.5:1 ratio was not a huge leap from the former L-head V-8's 7.25:1, it was progressive; the engineers knew that even better fuels were on the way, and those wedge-shaped chambers would easily allow them to raise the engine's compression further (12.0:1 was seen as feasible) in the coming years.

The big-bore/short-stroke configuration was a significant element of the design, as it allowed the engineers to reduce piston travel by nearly 20 percent, reducing internal friction. The shorter stroke also reduced the cylinder-wall area, helping to lower heat transfer and boosting thermal efficiency, in turn contributing to increased power output. Also developed as part of the new engine program were "slipper" pistons, which use a partial skirt to provide clearance for the crankshaft counterweights. This allowed for the use of shorter connecting rods,



which reduced reciprocating mass and provided smoother operation. The 3.81 x 3.625-inch bore/stroke relationship netted 331 cubic inches and developed 160 horsepower--the highest in the industry at the time. The larger-displacement 346-cu.in. L-head V-8 engine the OHV replaced made only 150hp and weighed nearly 200 pounds more.

Combining style and power, the 1949 Cadillacs were a hit with both the press and the public. Legendary road test editor, Tom McCahill, proclaimed the '49 Cadillac "America's finest automobile to date," in *Mechanix Illustrated*, and *Motor Trend* bestowed the model with its first-ever Car of the Year award.

The OHV Cadillac's performance was quickly recognized, and soon it was making itself known on race tracks around the world. Famed American racer Briggs Cunningham took a nearly stock Cadillac to Le Mans and finished in 10th place overall, competing against the finest performance machinery on the planet. It would be a few years until Chrysler fired its shot across Cadillac's bow with its first hemispherical-chambered V-8, which made 20 more horsepower from the same displacement, thus starting a horsepower war that lasted throughout the 1960s.

Cadillac's first OHV V-8 would grow steadily, eventually reaching 429 cubic inches, when engineering felt it had reached the limit of its growth potential. The next generation engine debuted in 1968 with an astounding 472 cubic inches, and while it was also a progressive design, it was never considered the engineering marvel that was the 1949 V-8.

This article originally appeared in the December, 2006 issue of Hemmings Motor News. Reprint Courtesy of Hemmings Motor News."



Barn Update

By Lars Kneller

The first lake effect snow of the year is hitting La Porte, so a good time to update on what is happening inside the warm and cozy barn. Activity has picked up with winter having arrived (meteorologically, not on the calendar yet though). The first car in the barn was the **1984 Eldorado Biarritz convertible**. I removed its broken front fillers, anticipating the arrival home from the body shop of the new painted plastic replacements. I used the diagram in the shop manual to diagnose the non-functioning leveling system. As I suspected, the culprit was the switch at the rear axle. I happened to have an extra one that actually looked new. Where and when I got it I don't recall. I had to switch over the metal arm, replaced it, and we are level again. I got an NOS "Biarritz" emblem for the deck lid on Ebay, and it is now in place, and looks very nice. I removed the radio from the dash and took it apart to find out why the cassette was stuck in it. It turned out the deck had eaten the tape and it was all wrapped around one of the things that drives it. After pulling off a fairly long distance of tape, I freed the cassette and everything is working again. The car then got moved back into the big barn.

Next the **1977 Eldorado Biarritz** was moved into the work barn. I removed the rear bumper, and removed its crumbling rear fillers (this apparently was the year for fillers to fall apart). I had new painted ones sitting on the shelf from when I replaced the front ones a few years ago. With a little manipulation of the mounting holes (they never seem to line up perfectly on the replacements), the new ones installed easily. The bumper is rather heavy, so Jaunda was called into action to replace it. The next project was to put an ON-OFF switch in the glove compartment for the alarm system. As you may recall, during my trip to the Fall Festival, it seemed to have a very low threshold to go off. I had to remove the dash to get to the 2 inline fuses for the system. After I determined which one was the main power one, it was easy to wire in the switch. I will just leave it off unless someone wants to see it work. During this time I did some investigation to try to figure out what caused the parking lights to come on for no good reason, and not turn off. Despite my efforts I could not reproduce the situation. I am hoping it had something to do with the misbehaving alarm system. We will see. I did remove the headlamp switch from one of my parts cars in case needed in the fu-



ture. Once it was all put back together, it went back into the big barn, and the '84 moved back into the work barn.

The freshly painted front fillers were installed next on the '84. They again took a little adjusting of the holes, and the part that tucks into the side of the bumper needed a little trimming too. But they're now installed and the car is ready to roll once warmer weather arrives. At Hershey this year I purchased an authentic jack for the **1941 6127 Coupe**. I already had found the jack stand on Ebay. The jack isn't quite perfect but I got it for a good price and can display it in a way that it's not really noticeable. I sandblasted and painted both and I think they look pretty good. All I need now is the toolkit and I will have all the trunk accessories. I do now have an extra jack for a 1947 that I restored, and is available to someone that needs one.

Progress is again moving ahead on the **1963 Continental (NC)**. I happened to look one day on Rock Auto for an A/C compressor, and they only had a couple left, so I ordered it. I took the clutch apart, and replaced the bearing, which I found on Mac's web site, as they're all the same for Fords and Mercury's. Everything got cleaned up and painted, and the assembly looks like new now. It was installed along with all the hoses. I filled up the brake system and used my "one man bleeder", but I never seemed to get the feeling it is all done properly. However the brake pedal does have a good firm feel to it. I think I'll get Jaunda out in the barn one of these days and



also do it the old fashioned 2 person way to make sure. I remember the quote from a CLC friend: "I don't understand why so many people are worried about whether their old car is going to start. I am more worried if it is going to stop". Wise words! I have started some upholstery work. The seat foam was all shot. One can buy new foam at JoAnn Fabrics, and if you're on their mailing lists, they are always sending coupons for 40% and 50% off. That stuff is expensive too! With three 2 inch, one 4 inch, and one 1 inch six foot pieces, I should have all I need. I got the bottom of the rear seat done, but afterwards noted I forgot to tack down one part, so I'll have to re-finish it one more time. The leather upholstery does look very good. I never did get around to getting the engine started this fall due to a coolant leak. I had filled the cooling system and the next morning noted a small puddle on the floor. There is a large square fitting at the rear of the intake manifold that receives coolant from the circuit for the automatic choke and the heater core. It screws into the manifold and was 1 1/8" square. I could not break it loose with the wrenches I had. Long story short, I found an 8-point 1" drive socket on Ebay. At Hershey I bought a large 3/4" drive breaker bar, and a 3/4" to 1" drive adapter, and got it loose. I cleaned up the threads and put some pipe sealer on them, and so far so good.

Everyone may want to pause at this point for a moment of silence. I had decided a few months ago it was time for all my junk cars to go. Between me and a friend, we got pretty all the parts off of the cars that I wanted to keep. A towing company with a flatbed came and took them to my favorite junkyard on Westville one by one. The inventory that went:

- 1966 Sedan deVille
- 1966 Coupe deVille
- 1966 Fleetwood Brougham
- 1975 Sedan deVille
- 1971 Eldorado convertible
- 1976 Eldorado coupe
- 1978 Eldorado Biarritz
- 1977 Seville
- 1961 Lincoln Sedan
- 1969 Thunderbird
- 1986 Thunderbird Turbo Coupe
- 1972 Eldorado Coupe

The plans now are to put up another storage barn where the junk cars resided.



Enjoy your Holidays with family and friends, and we'll see everyone in January!

2017 Illinois Route 66 driving tour

By Warner Young

The 2017 CLC National driving tour was held on the famous Route 66 through Illinois and the St. Louis area at the end of June. The West of the Lake Region was the lead group for the tour. The value of their four years of planning was very apparent in this driving tour. This statement was part of their welcome: “What we started to learn was that Rt. 66 isn’t just a road, it isn’t just the classic tourist trap along the side of the road, rather it is living history. Rt. 66 is about the people and the businesses they run.” Rt. 66 is often affectionately referred to as the “Mother Road”. The tour chairman was Fred Butalla of the West of the Lake Region.

As the tour began on June 24, the tour began, 45 Cadillacs were pre-registered, with a total of 61 pre-registrants. The first three nights, June 24-26, were based in Joliet. Those days included highlights of Chicago, Romeoville and Joliet. Tuesday included stops in Gardner, Dwight, Odell and Pontiac. Pontiac is a special stop because of its many museums and murals. The group also attended a dinner theater with the Vermillion Players. Wednesday included stops in Lexington, Bloomington, Lincoln and Springfield. A cook-out was held at Knights Action Park near Bloomington that evening.

Thursday tourers could choose the “Old Alignment” through Chatham, Auburn, Girard, Carlinville and Litchfield. They could also choose the “New Alignment” from Springfield to Litchfield. Carlinville is a famous old town known for the “Million Dollar Courthouse” and its 152

Sears Catalog Homes. Dinner that evening was at the famous Ariston Café in Litchfield. Its reputation is well deserved. (Pat and I joined the tour Thursday.)

Friday was an interesting day since we would cross the Mississippi into Missouri. We had stops at the Soulsby Service Station in Mt. Olive, Henry’s Rabbit Ranch in Stauton and the option of going to Country Classic Car Sales in Stauton. One of the highlights of the tour was crossing the river on the Chain of Rocks Bridge north of St. Louis. This bridge was closed to the public in 1970 after the interstate became more practical. We had arranged a special opening of the bridge for the CLC. Friday afternoon we visited and enjoyed lunch at the Doug Kirberg car collection in St. Louis and then had a tour and dinner at the well-known collection



Warner posing on an older alignment of the “Mother Road.”

of Mark Hyman. The Hyman collection is mostly consignment cars of very rare and high-end cars. I couldn't find a flaw on any of these cars. Friday evening was also a chance to visit the famous frozen custard stand of Ted Drewes.

Saturday was another special day with a visit to the private Hunter Car Collection and lunch at the collection. This is another collection of perfectly presented high-end cars. Several V-16 Cadillacs are presented along with Lincolns, Rolls Royces, Jaguars, Duesenburgs and well, other royalty.

The afternoon included stops at the Missouri History Museum and the Museum of Transportation. The history museum is in Forest Park (site of the 1904 World's Fair) and had a special Rt. 66 exhibit which was timely for our group. That evening the closing banquet was at our hotel the Sheraton Westport Chalet. Another trip to Ted Drewes Frozen Custard was also in order.

There was so much to see, history and automobiles and tourist stops that it was difficult to soak it all in. This was a great experience and I told Fred Butalla that they have set the bar high for other regions and their tours. The fellowship with the wonderful



group of Cadillac people was really the highlight of the tour.

The welcome booklet summed it up well: "This tour may not actually cover many miles, but it will cover an important part of America's history. No other road in the world is as famous as our own Rt. 66."

Above: Caddies waiting their turn to cross Chain of Rocks Bridge

Below: One of the most beautiful sights in the world..... a row of 1965 Cadillac drop tops!



Journey to Denmark for the mini-version of the European Grand National

By Warner Young

My wife, Pat, and I traveled to Denmark in August for what was to have been the 2017 European Grand National. The host city was Copenhagen. The official event was cancelled due to a lack of attendees. Copenhagen is an expensive city and the Denmark Chapter needed to avoid a large debt. Some of the Denmark members planned a smaller event for those that intended to visit Copenhagen anyway.

We had about twenty-five members arrive for the four-day event from August 23rd to 26th. Ten U. S. members participated. We also had members from Sweden, Germany and Czech Republic and of course several from Denmark. Our hosts for the four days were Carsten Jacobsen and his significant other Benda. Carsten is the President of the Denmark Chapter. Carsten spent a lot of time and Kroners on our group and that was much appreciated. Our host in Sweden (Saturday) was Anders Wald. Anders is the Assistant Director of Nordic Affiliates. The assistant Director of Western European Affiliates, Sigrid Hoffman and husband, also joined us. Sigrid, from Germany, is very serious about her Cadillacs and was a joy to be around.



Most of us met Wednesday evening for a get together at our hotel. The hotel, The Bella Sky (Marriott Group) is newer and a very stylish hotel on the outskirts of town. Thursday was our day to tour northern Denmark. The out-of-towners received rides from local members in their old Cadillacs ('52, '58, '60, '63). So our touring was pretty cool. Our first stop was Kronborg Castle in Helsingør. This is a famous landmark and the setting for Shakespeare's Hamlet. The castle is on the Baltic Sea and has a magnificent setting. The castle sets on a narrows between Denmark and Sweden. The King of Denmark creatively started a toll for all ships that passed. The tolls lasted from 1420 until 1857. This enabled Denmark to become one of the richer states on the Baltic Sea. We had lunch in an interesting café in a small fishing village, Gillele, on the tip of the peninsula north of Copenhagen. There was one more car stop that day. We drove to a





Stopping for lunch in Gillele, Denmark

Thursday evening car show (sound familiar) in Roskilde. This was the southern tip of the Roskilde Fjord. Very pretty setting and they have a small Viking museum there. There were a surprising number of American cars there. American muscle cars seem to be popular everywhere.

Friday was our day in Copenhagen. We traveled to their historical downtown. We enjoyed a canal boat tour. Copenhagen is like a smaller Amsterdam with lots of canals. The boat tour is a must. Our weather was great, sunny and cool. Lunch was a family style serving at the Krogers Familiehave. We were outdoors which was very pleasant. We had traditional Danish fare, which includes lots of pork and root vegetables. No complaints from me. After lunch we had a choice of seeing the famous Tivoli Gardens or walk their large downtown shopping and antique district.

Copenhagen canal boat tour





Nisse Nilsson Auto Museum
Simrishamn, Sweden

Copenhagen in Tomelilla, Sweden. This museum had several Swedish cars from '50's through the '70's. Several American cars from that era were also in the collection. Their core collection was everything '50's. Apparently '50's memorabilia is very popular in Scandinavia. Then it was back to Copenhagen across the Oresund Bridge. Each trip across the bridge is about \$55.00. We found everything in Scandinavia to be quite expensive

We headed back to the Good Ole USA early Sunday morning. Our stay had been entertaining and a chance to make new friends. Our weather was cool, 60's, but pleasant most days. Traveling with a smaller group turned out to be quite nice. We saw lots of history and enjoyed some classic Cadillacs. So all in all, a wonderful trip. I'm ready to go back for more anytime.

Saturday was a fun day and our opportunity to visit Sweden. We again car-pooled and drove across the engineering marvel the Oresund Bridge/Tunnel. This auto and railroad bridge/tunnel spans directly into Sweden from Copenhagen. It's 7.5 miles long in total and definitely a marvel. We traveled about 70 miles west to the West Coast of Sweden to the town of Simrishamn. We visited the Nisse Nilsson Auto Museum. This is an excellent large museum with many American cars in addition to European cars. I saw makes that I had never seen before. He also has a doll collection and a significant collection of auto memorabilia. We then traveled a short distance to the Hotel Svea for lunch. Nisse Nilsson also owns the hotel. It is on the Baltic Sea. There was a street festival going on so it made for an interesting time. Mr. Nilsson had several of his cars from the museum at the street festival.

Our next stop was a smaller, eclectic, museum about half of the way back to



Museum owner Nisse Nilsson and Anders Wald, Assistant Director of Nordic Affiliates.

Hoosier Tailfin Automotive Challenge

Winter 2017

1. What company was Delco a part of before being purchased by GM?
A. United Motor Service B. Philco Radio C. Harrison Radiator D. Remy Electronics.
2. What two early auto executives started a famous cancer research foundation?
A. Ford-Leland B. Durant-Nash C. Sloan-Kettering D. Chrysler-Olds
3. Cadillac offered a self-powered air compressor on its Type 59 in 1928. T or F
4. What decade did Cadillac first use 3-D printing technology?
A. '70's B. '80's C. '90's D. '00's
5. Cadillac was the first make of car to be purchased by the White House? T or F
6. Cadillac was the first automaker to use a replaceable cartridge oil filter? T or F
7. What car was the first to successfully produce hydraulic valve lifters?
A. 1932 Chrysler B. 1927 Duesenberg C. 1930 Cadillac V-16 D. 1929 Rolls Royce
8. In 1933, where was the first drive-in theater?
A. Detroit B. Huntington, In. C. Nashville D. Camden, NJ
9. The 1967 Eldorado was the first car to appear simultaneously on the cover of Time and Newsweek magazines. T or F
10. In 1931, Cadillac sold the first production V-12 automobile? T or F
11. What model year did Cadillac introduce the first electric sunroof?
A. 1969 B. 1970 C. 1972 D. 1973
12. Henry Ford and Henry Leland had a long and solid relationship, which led to Ford's buying our Lincoln to help his friend. T or F.

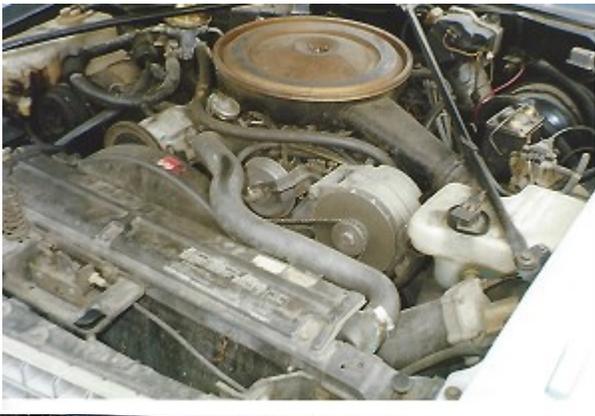
Answers

- | | |
|-----------------------------|--|
| 1. A. United Motor Service | 7.C. 1930 Cadillac V-16 |
| 2. C. Sloan-Kettering | 8. D. Camden, NJ |
| 3. False, 1922 Type 59 | 9.False 1964 1/2 Mustang |
| 4. B. '80's | 10. False 1915 Packard Twin Six |
| 5. False 1909 White Steamer | 11. A. 1969 |
| 6. False 1924 Chrysler | 12. False Henry Ford tried to low ball the purchase from spite, but the Judge said no. |

Tailfin trading post

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



**1970 Cadillac
Coupe DeVille**

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



1947 Cadillac 346 CID engine. Complete from intake and exhaust manifolds to oil pan. \$300

1947 Cadillac Hydra-Matic transmission. great core for rebuilding. \$150

1940-1947 Set of four knee action shocks. fronts appear to have been rebuilt \$125

1941 Cadillac radiator. two to choose from which to choose \$100

Contact Jeff Shively at Cad19651941@yahoo.com or 765-721-1659

**1976 Cadillac
Eldorado
convertible**

Engine rebuilt in
June 1993. All
four quarter pan-
els were rebuilt in
June 1993. New
vinyl interior.
Red carpet. New
convertible top.
Hard boot
Driven 500 miles
annually.
\$16,000
Gordon Papke
314-296-0726



The moment you take the wheel...

