

Cadillac



THE CADILLAC "V AND CREST" Interpreted in Diamonds and Platinum BY CARTIER

*"Elegance" is the word
that expresses it!*

Spring 2017

Hoosier Tailfin



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

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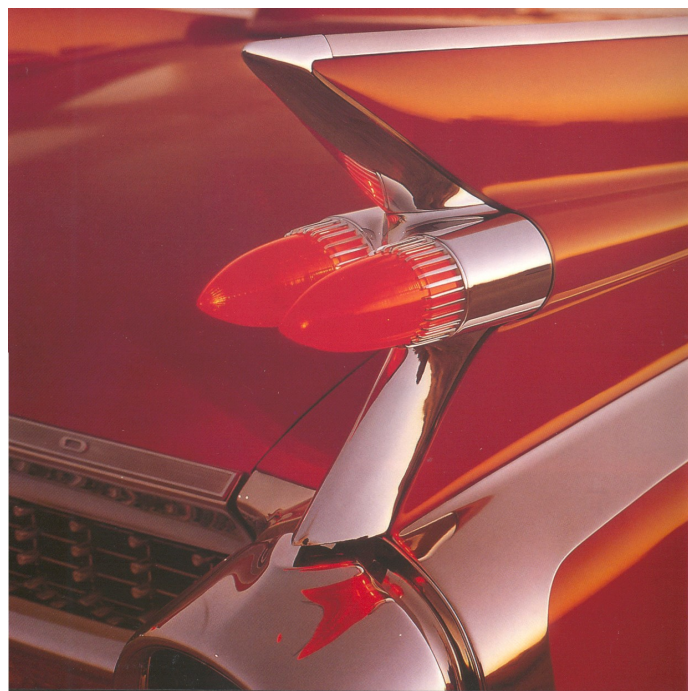


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Thoughts from the director

By Warner Young

2017 is upon us and it's shaping up to be a good one for car people. Record new car sales are setting the tone and our older Caddy's seem to be holding their value. Of course a car's true value is the enjoyment value and not the dollar value. In my view, the true value of a car club is the social interaction that can benefit all members. I'm hoping the Indiana Region can deliver good value to its members.

As you probably know, our Region has submitted a bid for the 2019 Grand National. Our host city will likely be Clarksville. The national CLC really liked the idea of being in the Louisville area for the first time. Bill and Beth Reedy have already laid out a detailed initial schedule for a GN. It looks to be a good one with many interesting sites available. This is a serious undertaking and will certainly tax our club's resources. Note that the national club is more involved with the planning than in previous years. They have recognized that regions need the support of national to manage the challenge of an event of this size.

Our Grand National this year could be a hot one. McLean, Virginia is not known for its cool summers. The GN's are an enjoyable affair and I would encourage you to make it out to Virginia. The dates are August 1st to 5th.

Cadillac will be the host for the annual Buick-Olds-Pontiac-Cadillac/LaSalle meet in Kokomo, June 10th at Highland Park in Kokomo. Jeff Shively has already done a lot of the planning for our day. Thanks Jeff. Now we need your help on June 10th to make all the little details come together. I hope you can make it.

Our Indiana Region web site is alive and well (thanks Beth Reedy). The site is indianaclc.org. One of the photos added recently, taken at the IMS Museum is a 1925 Cole, Model 890 owned by our own Beuford Hall. Beuford has several Coles. The Cole was an Indianapolis-built car and quite a fine car for its day. Now, as you expected, I will throw out a reminder that we would really like to get your photos and project information to add to the Tailfin and web site. We should soon see a report on the progress being made on the restoration of a '39 60 Special.

From the editor

By Jeff Shively

This winter has been a time of change at the Shively household. We moved into our new house in Noblesville. It is a fine four bedroom, two story home built in the mid-1990s. The two car garage looks to be expandable to hold four cars, but that is a project for another year. Currently, I have my 1994 Sedan deVille in the garage with my wife's Impala. The 2002 DeVille sleeps outside for now.

Much progress has been made on the '65 Sedan deVille. It has a freshly rebuilt engine, a new radiator, and new brakes. It will be heading to the paint shop later in March, with a date with the upholsterer in May. I have most of the interior at my dad's house, including a new headliner, dash, pad, carpet, and rear shelf. This time, the seats will be redone properly in leather. Admittedly, the last time I had the interior done, I was in high school and couldn't afford leather on my \$3.35 an hour job scrubbing dishes at DePauw!

The new '41 continues to improve. I still have a single clicking lifter, which should be corrected this spring. When I bought the car, it came with three crates of parts, most of which are packed in every nook and cranny of my garage. I have enough parts to install a deluxe heating system, but I think I'll go with the simpler box heater. Also, I have almost all the parts to convert to back to a Hydramatic, except the transmission itself. That will be next winter's project. Once it is running and shifting well, I intend to replace the black vinyl interior with a more proper red/buff color combination seen so often in Valcour Maroon '41 Caddies.

The Indiana Region will be doing a lot of fun stuff this year. From organ concerts to dealer shows, there's something for everyone. This year, we are the hosts for the BOPCLC Show in Kokomo. Last year was a rainy mess, but let's try to set a record for the number of Cadillacs attending. I remember about 15 years ago we had 21 Caddies at the show. This fall, we'll be heading to the Wabash Valley to tour Terre Haute. I think that Terre Haute is one of the most underrated cities in Indiana, because there is more to do and see than most people know. Watch your e-mail inbox and the *Hoosier Tailfin* for updates throughout the year. As always send your pictures and articles to me at Cad19651941@yahoo.com.

Barn Update

By Lars Kneller

It's been a good winter barn-wise, as we've had enough cold weather in that there was nothing to do outside, also the lack of snow meant there was even less to do outside. Plus we had some really nice weather that allowed use of the cars outside the barn!

We had a really great warm spell in February so I took the opportunity to get the **1984 Eldorado** out of the barn, put the top down, and take it for a spin. You all may recall that it will transport Jaunda and me to the Grand National this summer, so I figure the more I use it prior, the more likely I will work out any potential issues ahead of time. My only concern at this point, is my "new" radio sometimes acts like it has tubes and takes time to warm up, meaning it doesn't work right away, then starts working after a while and works just fine from there on out. It may have a short, so I am considering sending it back to where I had it repaired to have them look at it one more time. Also I spent some time taking apart and cleaning and polishing its wire wheel covers, and they look really great. However, now they're probably too nice to leave on for the trip east, so what to do? I recalled that region member Barry Wheeler's **1984 Seville** came with them, and he swapped them out with an NOS set of standard wheel covers due to ease of cleaning. With a little arm twisting, he agreed to loan them to me for the trip east, so my newly cleaned



The Hoosier Tailfin

ones can stay in the trunk. I'll probably end up cleaning his up too, so we'll both benefit.

I think I mentioned in a previous column that the **1941 Cadillac** developed some issues idling at the end of last year. With the help of region member Bob Nixon and a friend of his, I think the culprit is a vacuum leak. That will be first on my list of spring chores to diagnose and fix. Bob's local club has a show the last Sunday of April, and my goal is to take it to that show.

My main work this winter has been on the **1963 Lincoln Continental (NC)**. I now have all the wiring back in place. It was quite the chore, as the car has miles of it. I hope it's all connected correctly! There are 18 relays alone to control the top and windows. Next was getting all the hydraulics put together. It has 2 cylinders for the top, and 2 for the deck lid, and associated lines, pump, and electric valves (3) to control all the mechanisms. I haven't filled it with hydraulic fluid yet (Type F ATF), but have found the procedure which seems a little complicated in itself. I had started to put the doors back together, but discovered all four had some paint imperfections, so they are back in the body shop getting corrected. So, it was on to the top. The top frame has multiple parts too, and now it is all back together. I then found out no one has new rubber for the sides. I dug through the parts and found my original ones, and noted they weren't in too bad of shape. So I spruced them up and I think they will do until new ones are available.

All along, I've been trying to get the grille back together and installed. It seems every step is slowed by missing parts. I finally got to the point where I was only missing a couple brackets and adjusting screws for the headlamps, that had to be installed prior to putting the grille on the car. My parts car has them, but I'd have to remove the rusty grille to get to them. That is quite the undertaking, probably consuming 3 hours if I did it, as the bumper has to come off too. So I punted and just ordered them from one of my suppliers of old Lincoln parts. I think I now have all I need, so that project is next. Once it's installed, then I'll finish the engine compartment with the radiator and A/C condenser, and the engine will be ready to fire up!



Waiting for parts to arrive turned my attention to installing the dash. As you may recall, I had already installed the steering column for ease of getting it around the body shop. I thought I should be able to slide the dash in with the column in place and the windshield not. Jaunda, with some gentle persuasion, helped. After 2 attempts we gave up, and I removed the steering column, and thus it went in somewhat easily. It has multiple wiring harness hook-up's due to the fuse box being part of it, and the multiple electrical components it houses. That has all been accomplished, and it should fully be in place soon.

Progress has been slowed due to a medical education trip combined with a visit to my daughter and son-in-law in Los Angeles in March. However we'll be back in time to attend our next event of the organ concert in Indianapolis, so we'll see you then!



Meet a Director

By Michael Fellenzer



Growing up in a small historic town (Galena, IL) gave me an appreciation for history, antiquities and preservation from an early age. Galena sent Ulysses Grant and nine other generals to the civil war on the Union side. Galena celebrates its history and mostly untouched 1850s architectural richness. Being a sleepy small town, it didn't experience the economic developments of the 1920s or the post-war boom of the 1950s leaving it largely intact as it was in the 1850s. Our family was one of trucks and I was always looked longingly at luxury automobiles of the 1970s, primarily Cadillac and Lincoln. At one point my dad had an early 70s hearse, but that's another story. I often rode to school with a neighbor whose mother drove a '70 deVille. I remember how frustrated she was that it was always so difficult to start, especially in cold weather. No idea how many miles it had at the time but it was in very nice condition. She drove like a bat-out-of-hell and we were tossed around the back seat by the legendary Cadillac "lean."

The convertible bug bit the first time I saw and rode in a brand new red '75 Chevrolet Impala convertible. I was in love. It belonged to a friend of my dad and I couldn't wait until I had my license so I could drive it. Unfortunately, that wasn't to be as his girlfriend flipped it shortly after he bought it and he moved on to something else as a replacement. The first car I drove with any regularity was my grandmother's new, very well optioned, 1978 Monte Carlo. I took my driver's test in that car and later took it to prom. Thirty years later I owned it, all original, excellent condition and only 25,000

miles on the clock. This literally was the car that only went to church on Sunday and the supermarket on Tuesday.

When I was in high school I used to wash cars just for the fun of being able to drive them (even though I did get paid). One of my favorites was a last generation Imperial. I always thought it was so sleek. The first real "modern" Cadillac I recall falling in love with was a 1980 Seville. It was sitting in front of a church and looked heavenly. Little did I know that I'd own an '84 much later. While I know the 2nd generation Seville has a well-deserved bad reputation, I recently read an article that made a good point about it not deserving the "Deadly Sin" award and put it in perspective. The real problem with the Seville is the lack of good engines and that applied to all early 1980s Cadillacs. Regardless of how you feel about the styling, the real "sin" goes to the HT4100. What WAS Cadillac thinking? That style epitomized the love it or hate it camps, very few are on the fence. Obviously, I'm in the first camp.

My first automobile purchase was a 1967 Chevrolet Chevelle that I bought in 1981, the year I graduated high school. It had been languishing in a garage that I often walked past on the way to school for many years. After talking with a group of neighborhood boys about the possible prospects, I was the first to knock on the door and to inquire. The gentlemen said he hadn't thought about selling it but I could take a look. He later asked \$100. My dad came back with me to look it over and surprisingly, it started right up. As might be expected, it ran a little rough. It had a straight six paired to a two-speed automatic. The steering was loose, the floorboards/trunk/dog legs rotted, bad brakes and no turn signals. I took it home for \$35 and started fixing it up. That's where I learned to do some of my own repair work, not because I really wanted to learn but out of necessity. Mechanics were too expensive!

My first real classic car was a 1972 Oldsmobile Delta 88 Royale convertible that I purchased from a good friend in 1996. Equipped with a 455 Rocket, it was a joy to drive. I had driven it many times

in college and loved it. If the sun was out on a warmer day in December, I took it out and put the top down (as long as there wasn't any salt!). I replaced it with a 1984 Buick Riviera convertible in 2004 that I drove and loved until early last year when I happened upon "Helen Margaret," a 1976 Cadillac Eldorado convertible (Kingsman/Buckskin). The Eldorado is what I really wanted when I bought the Riviera (love the full size/six passenger comfort convertibles of the early 70s) but it wasn't in the budget at the time. The Riviera was a great car. Heck, they are all great cars! Later the same year I was introduced to "Scarlett," my 1984 Seville. If I had my drothers I'd have a 1976 Cadillac Fleetwood Brougham d'Elegance (another car a friend had in college that I dearly loved). What could be better than pillow seats, rear foot rests and porch lights? Alas, with the garage previously modified to fit the '72 (now the '76) another 20' car isn't in the works. Scarlett provided a nice compromise; however, I still have my eye on another '76.

Along the way, I've had three "daily driver" Cadillacs: 1999 Concours, 2008 DTS Luxury II and my current 2011 DTS Platinum (last of an era). There was also a 1975 Oldsmobile Custom Cruiser in there, too, as well as a 1975 Oldsmobile 98 that I drove when I first graduated from college. Do you see a trend toward large boulevard cruisers here? As far as I'm concerned there is nothing better than driving down the highway in a Barcalounger equipped with all the comforts. Rounding out the cars over the years as daily drivers were a 1973 Plymouth Sebring Satellite, 1985 Audi 5000 (loved it), Mitsubishi Gallant in the late 1990s

(HATED IT) and a 1999 Chrysler Concord LXi (also a very nice car). When the lease was up on the Concorde I would have moved up in the Chrysler line but by then the only other option was the 300 and I didn't car for them. I was ready to move up and that led me to my first Cadillac, a two-year-old Concours with just under 11,000 miles. That Concours took me through 12 years and 135,000 miles. It was an awesome car.

By way of vocation, I'm currently working for Roche Diabetes Care providing advanced hardware and software technical support for blood glucose testing products and software. Previously I provided IT consulting services for 15 years and before that, retail management.

In other volunteer activities, I've served in a variety of capacities on the boards of both the American Theatre Organ Society (ATOS) and the Central Indiana Chapter of the American Theatre Organ Society (CICATOS) for over 25 years having served last year as Chairman of the Board for ATOS and currently as President of CICATOS). ATOS is dedicated to the restoration, preservation and presentation of the theatre pipe organ and its art form. Additionally, I've served as Secretary and President of the Indiana Region Lambda Car Club International.

In my space time I enjoy putzing on the cars, chores around the house and scavenging for Art Deco and Mid-Century Modern treasures.

My story certainly doesn't compare to many; however, you have to start somewhere, right? I look

2017 Indiana Region Events

March 26: Organ concert at the Warren Performing Arts in Center, Indianapolis 2:00 – 4:00.

May 6: Meet at Lockhart Cadillac in Fishers

June 10: 29th Annual B-O-P-CLC Show in Kokomo at Highland Park next to Elwood Haynes Museum

June 25-July 1: National Driving Tour, Route 66 in Illinois. Host is West of the Lake Region

July 1: Elwood Haynes Memorial Motor Muster. Part of the Haynes-Apperson Festival in Kokomo

August 1-5: Grand National in McLean, Virginia. Details on the CLC web site.

August 23-27: Grand European, Copenhagen, Denmark

September 22-24: Fall Festival at the Gilmore Museum, Hickory Corners, MI

September 29-October 1: (tentative dates) Driving tour to Terre Haute.

CLC Indiana Region Annual Meeting

By Warner Young

On January 14th the Indiana Region met at Dawson's on Main restaurant in Speedway, Indiana. We conducted a business meeting with many important topics discussed. Despite the threat of freezing rain, we had 19 members and guests in attendance. After the meeting several members traveled a couple blocks east and visited the museum at the Motor Speedway. The following is a summary of our meeting:

Our Board members from 2016 were re-elected and a new member was added as a Board member at-large. They are: Warner Young, Director; Bill Reedy, Deputy Director; Barry Wheeler, Secretary/Treasurer; Lars Kneller, member at-large; Michael Fellenzer has been added as a member at-large. Jeff Shively continues as Editor and Historian. Beth Reedy continues as our webmaster.

We discussed changing the frequency of our magazine, the Hoosier Tailfin, from six per year to four times per year. This was approved and we will be adding the magazine to our website. We may publish the Tailfin more frequently during the warm months than the winter months. Website access will be the normal method of viewing the Tailfin. Our website is at indianaclc.org. Members who have the magazine sent in the mail will continue to receive the mailed version. We encourage our members to access the digital version to save the printing and mailing costs. You may contact Beth Reedy through the website by emailing – indianaclc.webmaster@gmail.com. Photos and information for the Tailfin should continue to be sent to Jeff Shively so that Jeff can organize the material before posting it on the website. Please send comments and photos for the website by using that email. We encourage all members to actively support the Tailfin by submitting their Cadillac stories to Jeff Shively at cad19651941@yahoo.com.

Barry Wheeler reports that our year-end bank balance was \$2949. We also have a bank CD of \$3932. Lars Kneller reported that profits from our old Self Starter sales were \$740 for 2016.

Numerous possible destinations for driving tours were suggested. Those included: the Delphi Canal park; a new ice cream parlor in Fowler; Scottish Rite Cathedral and Indiana War Memorial with the Taylor's hosting a cookout after that visit; the car collection of Andy Wolf (the Wolfsonian) in Indy. We also discussed a meet at a northern Indiana Cadillac dealer. Lars Kneller and Warner Young are to work on a letter to go out to the dealers and encourage them to host our club. Our selling point is that the display of older Cadillacs will be a marketing tool for them. An overnight trip to the Terre Haute area was suggested. Jeff Shively and Warner Young agreed to start the planning for that trip. The Lincoln Continental Owners Club will be invited to join us on this trip. Beth Reedy mentioned that there is a really excellent cruise-in held in Grand Rapids every August. It rivals the size of the Woodward Dream Cruise in the Detroit area. A Cadillac dealer has a location on the route and we could use their lot for viewing the tour. This year it is August 25th and 26th.

2019 CLC Grand National – consideration was given to the Indiana Region hosting the 2019 Grand National. After discussion it was agreed we would make a presentation with the National CLC for Indiana to host. It is probable that we will be awarded this GN. The location will likely be in Jeffersonville. There has never been a GN in that area and the National CLC is excited about having this new location. So now the real work begins. The National organization will issue a timetable for us to follow in preparation.

The schedule for 2017 appears elsewhere in the *Hoosier Tailfin*. Our next event is a theater organ concert at the Warren Performing Arts Center on the Indianapolis east side March 26 from 2:30 to 4:30. We will plan meeting for lunch prior to the concert. The program will be an automotive theme. Michael Fellenzer has worked with the concert organist to prepare a special program for our club.

Please remember your 2017 dues of \$15 are now due to Barry Wheeler. Also the Tailfin needs your Cadillac stories and photos. Commentary on a restoration is especially welcomed.



Clockwise from top left
 1929 Stutz Model M Monte Carlo (body by Weymann)
 1925 Cole Brouette, Master Model 890 sedan
 Owned by Indiana Region CLC member Beuford Hall
 1928 Auburn 8-88 boat tail speedster
 1937 Cord 812 phaeton (supercharged)
 1927 Duesenberg Model A convertible coupe
 1933 Marmon Sixteen



America at War- WWII gasoline rationing

by Warner Young

Almost immediately after the bombing of Pearl Harbor, our economy shifted almost completely to war production. This move required the diversion of raw materials from consumer goods to military production. Rationing began almost immediately.

Rubber became the first commodity rationed as the Japanese invasion of the Dutch East Indies cut off our supply. Gasoline rationing reduced the miles driven and thus reduced the demand for rubber. There was never a shortage of gasoline. Initially voluntary gasoline rationing was instituted. This proved ineffective. By the spring of 1942 several states had started mandatory rationing. By December 1, 1942 the rationing extended across the entire country and was to last for "the duration". On average "non-essential" motorists were restricted to 3 gallons of gas per week. Americans soon became acquainted with the gasoline rationing card.

Every American - man, woman and child - received a ration book restricting consumption of essential products. By 1944 even whiskey had disappeared from shelves because distilleries had converted to industrial alcohol production. The War Production Board ordered new car production ended on February 22, 1942. This ban was lifted on July 1, 1945. In May, 1942 a national



speed limit of 35 mph was imposed. By the end of the war rationing limited consumption of almost every product with the exception of eggs and dairy foods.

Of course WW II was an extraordinary time for our country. Gasoline rationing was one of the war restrictions that had a tremendous impact on the daily lives of citizens on the home front.



There were five classifications for gasoline rationing:
Class A drivers were allowed 3 gallons per week.
Class B drivers (factory workers, traveling salesman) received 8 gallons per week.
Class C drivers included essential war workers, police, doctors and letter carriers.
Class T drivers included all truck drivers.
Class X was reserved for politicians and other "important people".
The last three classifications were not subject to restrictions.

HOW MILEAGE IS RATIONED

The basic ration for passenger cars



"A" DRIVERS MUST DISPLAY THIS STICKER

A ration for holders of passenger car registration cards. Each page of 8 coupons is valid for 2 months.

The gallon value of the coupons is fixed by the Office of Price Administration.

The A ration is designed to provide an average of 240 miles per month; of this 150 miles is for occupational use and 90 miles is for family convenience. This is based on average of 15 miles per gallon.

Supplemental ration for passenger cars



"B" DRIVERS DISPLAY ONLY THIS STICKER

An extra ration for those who must drive more than 150 miles a month for occupational purposes. This ration allows a maximum of 470 miles a month for such purposes.

Holders of B books must carry 3 or more passengers or prove that they cannot, and that other transportation is inadequate.

B drivers receive A and B rations. The B book contains 16 coupons and is valid for 3 to 12 months depending on proven needs.

Supplemental ration for essential passenger cars



"C" DRIVERS DISPLAY ONLY THIS STICKER

An extra ration for special classes of drivers whose work is most essential to the war effort and who must use their cars more than 470 miles a month for occupational purposes.

C books are valid for 3 months.

Qualified applicants receive both A and C books, providing them with enough gasoline for proven occupational use.

The ration for motorcycles



MILEAGE RATION NO STICKER FOR "D" DRIVERS

A ration for holders of motorcycle registration cards. Coupons are good until July 22, 1943.

The D ration is designed to provide an average of 240 miles per month, 150 miles for occupational use, 90 miles for family convenience.

Supplemental D books are issued for proven needs in the same way as B or C books.

T The transport ration for all commercial vehicles (except motorcycles) and military vehicles. They receive a T ration but no A ration.

E R The E and R books provide a ration for non-highway equipment and purposes. The E book is for small users, the R for large users.

TO QUALIFY FOR MILEAGE RATIONS, YOU MUST COMPLY WITH TIRE REGULATIONS

CLC Judges training in Chicago

By Warner Young

Our National Chief Judge, Bill Anderson, led a one-day training session for the new 2017 Official Judging Manual in Chicago February 25th. Numerous changes have been made in the Judging Manual this year. 24 CLC members and two guests from the hosting car collection participated. Our host site was the Richard Driehaus car collection, which is just west of downtown Chicago. This is an excellent collection of classics and unusual cars and we were very lucky to be invited to have our training session in the collection. Indiana members present were Jeff Shively and Warner Young.

Bill Anderson highlighted why we have judging in the club. The primary purpose of judging is to educate owners and members regarding the exact condition and configuration of the various models as they were delivered new to the first owner. Through the display at judged events and competition for prizes, the CLC encourages the restoration and maintenance of our cars to preserve the history and heritage of Cadillac.

been added in 2017. We now have five classes to be judged: Touring, Primary, Specialty & Unique, Modified and Preservation. Preservation class is judged by past Presidents and does not follow the scoring system used in the other classes. Note that there is a major change this year in allowing Specialty & Unique and Modified cars to be judged.

The number of items on the scoring sheet has been increased. For Primary/Touring Division 1903 to 1966 there are 106 items to check. (add 6 more for a convertible). For Primary/Touring Division 1967 and up, there are 115 items to check (add 7 more for a convertible).

The full manual can be found on the CLC web site. Bill Anderson led a well- organized session that will be a great benefit for our judges. We did practice judging on a 1953 Eldorado that had been restored several years ago. Our first test of the new Judging format will be at the McLean, VA., Grand National in August.

The Judges Recognition Program began in 2015. Those who have judged in at least one CLC Grand National since 2006 can obtain points for judging or tabulating. Points are also awarded for attending training sessions. Six levels of recognition can be attained: Bronze, Silver, Gold, Platinum, Platinum Senior and Platinum Master Senior.

Two new judged classes have





Opposite page

1941 Cadillac 6019S Sixty Special

This page

Top

1958 Cadillac Eldorado Biarritz
"raindrop car"

Bottom

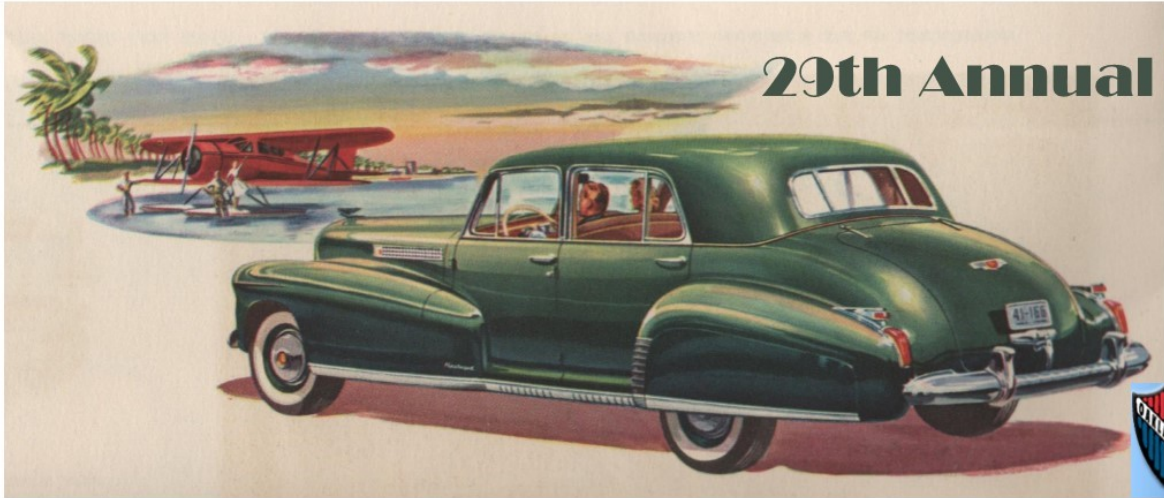
1934 LaSalle 50 convertible coupe



Designed by Alex Tremulis, the 1941 Chrysler Thunderbolt featured a retractable hardtop







Buick Olds Pontiac Cadillac/LaSalle Show June 10, 2017

All Cadillac, LaSalle, Buick, Oldsmobile, Pontiac, and Oakland owners are invited to the 29th Annual BOPCLC Show on the grounds of the stately Elwood Haynes Museum in beautiful Highland Park in Kokomo, Indiana on June 10, 2017. The show field opens at **9:00am** with on-grounds registration continuing until **noon**. Awards will be announced at **3:00pm**. Enjoy door prizes, food, and period music. Tour the Elwood Haynes Museum and learn about one of America's premier industrialists and innovators. See some of the finest automobiles General Motors ever produced.

Registration is \$15 for the first car and \$5 for each additional car. Swap spaces are available for \$5.

The Elwood Haynes Museum is located at 1915 South Webster Street, Kokomo, IN 46902

Classes

A: Pre-1940	F: 1980-1989
B: 1940-1949	G: 1990-present
C: 1950-1959	H: Modified
D: 1960-1969	I: Specialty (442, GTO, GS/GN, Fiero, Reatta)
E: 1970-1979	

Awards given top three (3) in each class, plus

- Best Cadillac or LaSalle
- Best Buick
- Best Oldsmobile
- Best Pontiac
- Chairman's Choice

Make checks payable to "Indiana Region, Cadillac and LaSalle Club."

Mail completed form and check to Jeff Shively, 19400 Iris Court, Noblesville, IN 46060

For more information call 765-721-1659 or e-mail Cad19651941@yahoo.com

Name: _____ Phone: _____

Address: _____ E-mail: _____

City: _____ State: _____ Zip: _____

Year: _____ Make: _____ Model: _____ Class: _____



A DAY IN NORTH CENTRAL INDIANA DRIVING TOUR
Friday June 30, 2017
 ELWOOD HAYNES MEMORIAL MOTOR MUSTER
Saturday July 1, 2017



Two great events in Kokomo for the 4th of July weekend!

“A day in north central Indiana” driving tour schedule of events

<p>Thursday, June 29 1pm-4pm Registration at Courtyard by Marriott 4:30pm Participate in Elwood Haynes Memorial Run and cruise-in at Foster Park 6pm-8pm Registration at Courtyard by Marriott</p> <p>Friday, June 30 7:00am-7:45am Final registration 7:45am- driver’s meeting- hotel parking lot</p>	<p>Friday, June 30 continued 8:00am-depart hotel Visit Vice Presidential Museum in Huntington Lunch at Nick’s Kitchen in Huntington Visit James Dean Collection in Fairmount Visit Fairmount Historical Museum 4:00pm- return to the hotel</p>
<p>“Elwood Haynes Memorial Motor Muster” schedule of events Elwood Haynes Museum 1915 S. Webster , Kokomo, IN Saturday, July 1, 2017</p> <p>7:00am-9:00am-placement of cars on showfield 9:00am-1:00pm- show open to public 9:00am-11:00am-concours-style judging 12:30pm- awards 1:00pm caravan to downtown parade staging area (police escort) 2:00pm-3:00pm- participate in Haynes-Apperson Festival Parade 3:00pm-4:00pm- cars on display at Haynes-Apperson Festival</p>	<p>Host Hotel Information Courtyard by Marriott 411 Kentucky Drive Kokomo, IN 46902 (765)-453-0800</p> <p>\$119.00 per night plus tax Hotel reservations must be made individually. Inform the hotel that you are part of a Motor Muster in order to get the special group rate. If you need assistance booking a room, please contact Sherry Matlock at the Greater Kokomo Convention and Visitors Bureau at (765)-457-6802.</p>
<p>Elwood Haynes Memorial Motor Muster Classes</p>	
<p>Class A Auburn-Cord-Duesenberg (1900-1937) Class CE CCCA Early Full Classics (1915-1932) Class CM CCCA Middle Full Classics (1933-1939) Class CL CCCA Late Full Classics (1940-1948) Class I Indianapolis-built (1902-1937) Class IN Indiana-built not covered in Classes A, I, K, or S (1900-1953) Class K Haynes, Apperson, Haynes-Apperson (1894-1925) Class L 1 Pre-War Luxury <i>excluding CCCA Full Classics</i> (1899-1942)</p>	<p>Class L2 Post-War Luxury <i>excluding CCCA Full Classics</i> (1946-1976) Class LP Personal Luxury <i>Eldorado, Thunderbird, Riviera, Toronado, Grand Prix</i> (1955-1976) Class P1 Pre-War production (1897-1942) Class P2 Post-War production early (1946-1960) Class P3 Post-War production late (1961-1976) Class S Studebaker (1852-1966)</p>
<p>Costs <i>Driving Tour</i> \$40 per car and driver \$30 for each passenger</p> <p><i>Motor Muster</i> \$25 per car display only \$40 concours style judging</p>	<p>For more information or to register Contact Jeff Shively at Kokomo Automotive Museum 1500 North Reed Road Kokomo, IN 46901 Call 765-454-9999 Tuesday-Sunday 10am-4pm E-mail jeffreysively1965@gmail.com anytime</p>

Motor oil and the vintage automobile today

By Dr. John Klein

Engine oil lubricates, cools and cleans. Originally it was straight mineral oil without additives. Today's oils are highly sophisticated packages of chemistry with many additives.

The current motor oil is API SN with a maximum phosphorus level of 800 ppm (around 870 ppm zinc). The most common zinc-phosphorus compound is ZDDP (zinc dithiophosphate) family. Prior to 1992, ZDDP was as high as 1650 ppm. Phosphorus at a 2000 ppm level (around 2200 ppm ZDP) is damaging to steel.

API SN is of the GF-5 category of the ILSAC 5 oil committee. ILSAC 6 is in the works now but is not expected to be final until 2018. It appears that there will be three categories of oil from ILSAC 6 with viscosity as low as 0W-8. I saw no mention of ZDP in the literature I read. There is an extremely strong emphasis driven by federally mandated CAFÉ (Corporate Average Fuel Economy) standards to develop new oils with new anti-wear additives coupled with new engine technologies to achieve 54 mpg by 2025. As might be surmised these modern oils are designed to work in new high technology, low friction, fuel efficient engines. The major thrust here for achieving progressively higher fuel economy is the low inertial drag of thinner oil. A significant factor beyond low SAE numbers in effecting more thin oil is non-shear stable viscosity modifiers. These modifiers are long chain polymers that maintain oil thickness in multi-grade oil with increasing temperature. They shear (break down) in a temporary and permanent way. The temporary shear with stress creates a less viscous oil with less inertial drag and a thinner film. The overriding concern is fuel economy.

The vintage engine is one of lower technology, higher friction, much inferior metallurgy and higher tolerances. One not suited for increasingly thinner oils. These engines also do not have catalytic converters to be contaminated by phosphorus in ZDP's.

Classic Car Motor Oil (CCMO) has been designed by DA Lubricant Company to be the superior motor oil for vintage engines (pre-1975). It has optimal levels of ZDDP (1600 ppm zinc), very high quality

shear-stable viscosity modifiers, strong detergents and a very effective anti-rust package.

CCMO is multi-grade (15W-40) which is superior to the mono-grade motor oils recommended in owners' manuals of the 1950's and earlier. Multi-grades were developed in the 1950's. They are thinner on cold starts where a great deal of wear occurs. This decreased viscosity results in more oil pumped more quickly to wear points.

Multi-grade peak viscosity is the same as mono-grade at 100 degrees Celsius. The thickness of multi-grade oil does not drop off as much as mono-grade oil with increasing temperature. Because of the thicker film at increased temperatures multi-grades afford better protection throughout the engine, but especially in the high temperature ring-cylinder wall interface where it is thrown less into the combustion chamber to be burned and create deposits. The thinner multi-grade oil when cold stays on the idle metal parts over time as well as a thicker mono-grade.

ZDDP provides additional protection in areas where oil is hot and thin, such as the ring-cylinder walls and flat tappets. ZDDP, which was developed in the 1930's, provides protection on highly loaded rubbing surfaces. It also is an antioxidant.

First released in 2007, Classic Car Motor Oil is one of the first, if not the first vintage motor oil on the market.

Dr. John Klein is a member of the CLC and the CCCA and is the owner of numerous vintage cars. Article reproduced with permission from the Nov.-Dec. issue of the Hoosier Horn.



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Hoosier Tailfin Automotive Challenge

Spring 2017

1. What year were all Cadillac models fuel injected?
A. 1979 B. 1981 C. 1984 D. 1987
2. Both rear wheel drive and front wheel drive DeVille's were sold in 1985. T or F
3. What was the last MY production for the Cimarron?
A. 1984 B. 1986 C. 1987 D. 1988
4. What year were anti-lock brakes available for all models?
A. 1988 B. 1990 C. 1992 C. 1994
5. Cadillac used the Aurora name for a concept car prior to Oldsmobile. T or F
6. What year did the OnStar system debut on front wheel drive Cadillacs?
A. 1997 B. 1999 C. 2000 D. 2002
7. The 1997 Catera was a European design and built in Italy. T or F
8. Thermal-imaging night vision was never considered practical for production. T or F
9. An optional system to automatically monitor tire pressure was offered in what year?
A. 1999 B. 2001 C. 2003 D. 2004
10. At one time Cadillac offered a premium bicycle line that was sold through dealers.
T or F
11. Front drive Olds Toronado and Cadillac Eldorado were introduced in the same year.
T or F

Answers for the Spring 2017 Tailfin Challenge

1. C. 1984
2. True
3. D. 1988
4. B. 1990
5. True
6. A. 1997
7. False, the Catera was built in Rueselsheim, Germany by Opel
8. False
9. B. 2001
10. True, Kent bicycles built the bikes with the Cadillac name in 2005
11. False, Olds introduced in 1966 and the Eldorado in 1967



