

**AUGUST 2015**

# Hoosier



# Tailfin

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

Max and Vern Gretencord 1953 Cadillac





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The Indiana Region was well represented with Tom Hoczyk who brought his 1960 hearse, Warner and Patricia Young, Bill and Mary Hedge, Lars and Juanda Kneller who brought their 1977 Eldorado, Josh Sprecher, Barry and Gay Wheeler, Jeff Shively, John Madden, Max and Vern Gretencord who brought their 1953 Cadillac, Robert and Kathleen Nixon who brought their 1939 Cadillac, and Gilbert and Molly Opperman who brought their 1926 Cadillac .

We arrived early enough on Wednesday afternoon to attend the tech seminars and welcome reception. As usual the welcome reception was well attended. However this year was different from many of the prior years in that although the food was excellent, there was food left over. Right after the welcome reception the CLC Museum had its usual auction of items donated to the museum. One of the most unusual items that was auctioned was a trash can embossed with the name Cadillac. After spirited bidding, this item was sold for over \$200.00! Thursday afternoon, I enjoyed the tech session with Joe Bortz who spoke about his collection of dream cars. Joe had on display two of those vehicles, one being the 1955 La Salle II roadster, and the other a 1956 Valkyrie. Saturday, I joined with Warner Young, Lars Kneller, Barry Wheeler, Jeff Shively and John Madden in judging the cars. This was the first year that Bill Anderson was the chief judge. Bill was so organized that we even had our team assignments prior to the Grand National. Included in this article are pictures of Barry Wheeler and Jeff Shively taken after the board meeting on Friday, Warner Young after the judging was completed on Saturday afternoon, Lars Kneller standing in front of a V16 Town Car and a picture of Max Gretencord and Robert Nixon. Also included is a picture of Tom Hoczyk with his 1960 hearse. Max would have you note the small wheel covers which were standard on this car when it came from the factory.

Max Gretencord recieved a second place award for his 1953 Cadillac.



1956 Valkyrie



V-16 above  
left  
1955  
Laslee II  
roadster



Visit to the Klairmont Kollection during the Grand National, 6/25/15.

One of the most interesting day trips during the recent Grand National in Brookfield, Wisconsin was a trip to the Klairmont Kollection in Chicago. This is a private collection located in a busy north side neighborhood. This required a 1 ¾ hour bus ride each way but it was well worth it. The trip was offered on Wednesday and Thursday of Grand National week.

The collection has been amassed by Larry Klairmont. Mr. Klairmont is the largest commercial real estate broker in Chicago. He is now 89 years old and has lived quite an interesting life. There is a 10 minute video at the collection that shows his story from fighting as a Marine in the Pacific during WW II through his various business successes to the present day. About 15 years ago he turned his attention to collecting unique cars that caught his well-trained eye.

We visited the primary collection of 300 cars. Mr. Klairmont also has another 100+ cars stored in other locations. His collection includes: classic cars (with several Cadillacs), race cars, micro cars, sports cars, motorcycles, celebrity cars, model trains, trucks, hot rods and much memorabilia. There is one room dedicated to just Woody's. He spoke to our group before we entered the collection and answered questions before we left. He was available all during our tour to answer questions and talk about all the interesting things available to see.

He mentioned his favorite older car is the 1941 Cadillac. He favorite modern car is the Tesla. He is very impressed with the Tesla's technology. Every car in the collection is special in some way but a few that stand out are: Rolls Royce jeweled car, 1937 Rolls show winner, 1938 V-16 Cadillac, 1926 Hispano-suiza, 1918 Pierce Arrow (the Hope Diamond of cars), Eddie Rickenbacker's personal car (this list could go on and on). He also had two WW II aircraft suspended from the ceiling.

We spent four hours perusing the collection and enjoyed a catered box lunch. What a great tour for a car lover it was! If you ever get an invitation to this collection, it's a must see.

Warner Young

see

attached

pictures





## BOPC Meet, Kokomo, 6/6/15

Saturday, June 6<sup>th</sup>, saw the 26<sup>th</sup> annual BOPC meet held in Highland Park, Kokomo. We had nice cool and overcast weather which was great for driving the older cars. Our location was just behind the Elwood Haynes Museum so we could also check out the two Haynes and one Apperson automobile kept in their garage.

This year's meet was hosted by the Buick Chapter. Ralph Colter was the coordinator of the meet. They did a good job with the award plaques and also offered numerous door prizes. I believe there were about 55 cars entered into judging. Five classes had entries and an award was offered for first through third place. All club members submitted a scoring sheet for the awards calculation. So everyone was a certified judge for the day. I believe this is the customary judging method. Highland Park is a very nice location for the event. We had one corner of the park to ourselves and an abundant amount of shade was

available.

The CLC was represented by ten members and five cars. Present were: Doug Brinson ('70 Cadillac), Max Gretencord ('53 Cadillac), Larry Hanlon, Lars Kneller ('71 Eldorado), John Madden, Bob Nixon ('39 Series 60 Special), Tom and Melaine Taylor ('93 Cadillac), Barry Wheeler ('81 Seville), and Warner Young ('40 LaSalle).

Three of our members won an award: Bob Nixon, 1<sup>st</sup> Place, Doug Brinson, 2<sup>nd</sup> Place and Warner Young, 2<sup>nd</sup> Place. This was a pretty good showing for our club.

We had a pleasant carry-in lunch. Lars cooked hot dogs on his mini-grill and Barry provided the drinks. This was a great meet for us to talk shop and stretch the truth about all the adversity we have gone through to get our cars ready to go.



A special vehicle for all was a 1908 Buick two cylinder (opposed cylinders) automobile that provided rides most of the afternoon around the park. This automobile has been in the same family since new (what a rarity). It is still in nice running condition. It's a hand crank of course, so it's a good way to build-up those arm muscles. This Buick won the Directors Choice Award and it was well deserved.

By: Warner Young

## Barn Update

August 2015

My apologies for missing the last Tailfin. Time got the best of me and the Tailfin was published before I remembered to write my column. However, with 4 months to cover, I should have a lot to talk about, so sit down and hold on.

At my last writing the **1941 Cadillac** was leaking antifreeze. It turned out to be from two of the "new" hose clamps I installed on the hoses that go to the defroster, not being able to be tightened enough. I replaced them with slightly smaller ones and problem fixed. My new fender spears are installed, and also the radio is installed and working. A month or so ago I went to take her for a spin, and nothing happened when I pressed the starter button. Thankfully it happened while parked in the barn at home. I did some investigation and determined I had a bad starter solenoid. I called my favorite source of 41 parts, "Barry's Vintage Cadillac", and had one en route the next day. However that was the easy part. The starter has to be removed to replace the solenoid and for those of you who have never removed a 41 starter, take a look next time you see one at a show. It is a real b#@ch. Another call was made to Barry, and suggestions received. About this time, it was time to go to the annual lola swap meet. I probably bought every variation of a 5/8" wrench I could find there, along with a flexible 3/8" extension and a little gadget to turn it with. When I returned home I had success using an offset 5/8" box wrench and the flexible extension with a socket attached to it. The starter actually went back on fairly easily once I perfected the technique, and the 41 is back in business. At lola, I also found a rebuilt solenoid, so I now have a spare. I might even end up with two. The body man working on the Lincoln thought he might have one in his rather large supply of old car parts.

The **1972 Eldorado Coupe** is parked in the back of the body shop, to be resumed when he is done with the Lincoln (more coming below). It has had all the poor paint sanded off. I also purchased a new package tray from OPG, as its current one has a couple holes in it, and will be easy to replace with the rear window out. The red it came in doesn't quite match the car so I will have to paint it darker.

The **1963 Lincoln (NC)** has been at the body shop for a month now, but real progress began about 2 weeks ago. The four doors are mounted, and the body has been thoroughly block sanded. I go out there once a week and am given a homework list to bring the following week. I picked up its new exhaust system. The outfit that made it is only 2 hours away in Michigan. It saved my shipping, plus they didn't have to cut the long pipes in half to ship them. I ordered the interior as reported in my April Update, but have heard nothing to date. I am about ready to give them a nudge. I received email notice that the bumpers are done and to be shipped this week. Hopefully the car will be home and painted by my next report.

The **1972 Eldorado convertible** has had an annoying short. When we go for a ride, after a short while the circuit breaker trips that powers the horn, seats, and cruise control. After returning home, and it sitting a while, everything starts working again. I have started to do some investigation, and feel the passenger power seat is the culprit. It is currently disconnected, and no problems to date. Removing the seat and fixing the problem is on my "to do" list.

For those of you who attended the Grand National, know my **1977 Eldorado Biarritz** made the trip. It had no issues other than I think the A/C could use a can of Freon. It worked good enough to get us there on Monday, and wasn't really needed the rest of the week. I think I averaged 14 mpg. I don't really try to get good mileage though. I figure as long as it's burning that much gas, I might as well enjoy it, and I do tend to exercise the big 425. I was finally able to meet the EFI guru Bruce Roe at the meet, who has helped me on more than one occasion keep my EFI working perfectly.

Keep driving your cars!

Lars

## Tailfin Mid-Summer automotive quiz. August 2015

1. What year was the first OEM radio? (which was the Cadillac/LaSalle line)  
A. 1928 MY B. 1930 MY C. 1932 MY D. 1934 MY.
2. What was the first Cadillac engine designed from the ground up to incorporate air conditioning? A. 1963 revised 390 B. 1964 429 C. 1968 472 D. 1970 500
3. The LaSalle name was considered for this '60's GM personal luxury car.  
A. 1966 Olds Toronado B. 1961 Eldorado C. 1968 4 passenger 'Vette D. Riviera
4. Who is credited with designing the 1938 Cadillac Series 60?  
A. Harley Earl B. Bill Mitchell C. Raymond Loewry D. Gordon Buehrig
5. The first automotive V-8 engine was designed by Cadillac. True or False
6. When were radial tires first offered by Cadillac?  
A. 1969 B. 1971 C. 1972 D. 1974
7. Which of the following GM division engines was never used by Cadillac?  
A. Pontiac B. Buick C. Oldsmobile D. Chevrolet
8. What engine was originally supposed to be used in the new 1967 Eldorado?  
A. V-8 Diesel B. inline 8 C. V-12 D. V-16
9. Who was Cadillac trying to outdo with the 1930 V-16 engine?  
A. Peerless B. Pierce-Arrow C. Marmon D. Packard
10. How many years has the Cadillac LaSalle Club been in existence?  
A. 35 B. 45 C. 49 D. 56
11. How many founding members of the CLC are still alive?  
A. 0 B. 1 C. 2 D. 4

August Quiz answers:  
1. B. 1930 MY  
2. C. 1968 472  
3. D. Riviera  
4. B. Bill Mitchell  
5. False  
6. C. 1972  
7. A. Pontiac  
8. C. V-12  
9. D. Packard  
10. D. 56  
11. B. 1



## Visit to the Dream Car exhibit at the IMA and cookout 7/18/15

On Saturday, July 18<sup>th</sup>, our Indiana Region enjoyed a fun day meticulously planned by Tom and Melaine Taylor. Initially we made an interesting visit to the Indianapolis Museum of Art's exhibit of "Dream Cars". The IMA was fortunate to be included in this traveling exhibit that originated at the High Museum in Atlanta. The exhibit includes 17 cars that are concept and show cars from the '30's through 2010. The exhibit ends at the IMA on 8/23/15.

I especially enjoyed the Motorama cars (1949-1961) from GM. They were Harley Earl led designs and included the 1951 Le Sabre XP-8, 1953 Firebird 1 XP-2 gas turbine car, 1956 Buick Centurion XP-301 and the 1959 Cadillac XP-74. The 1951 Le Sabre had many modern features and was used as Harley Earl's personal car for a time. The 1959 Cadillac XP-74 clearly shows the styling features that appeared on the 1961/62 Cadillacs.

Several other distinctive designs were the 1934 Voisin C-25, the Bugatti Type 57 magnesium bodied recreation, Edsel Ford's 1934 Model 40 "hot rod", the 1936 Stout Scarab and the 1947 Norman Timbs Special. Norman Timbs drove this as his personal car for a time.

After our docent led tour of the Dream Cars we were free to view other exhibits at the wonderful IMA. The Taylor's provided us with a driving tour of the north side to follow on our way to their home for a cookout. Before lunch Tom gave a tour of his garage and workshop which includes several Cadillacs in excellent condition. The plan had been to eat outside on the patio. However, hot weather and dark skies directed us inside to the air conditioning. Fifteen members and guests enjoyed an excellent feast prepared by Melaine and Tom.

Members present were: Doug and Vicki Brinson, Cliff Fiscus, Bill and Mary Hedge, Henry Junkersfeld, Jeff Shively, Tom and Melaine Taylor, Barry and Gay Wheeler and Warner Young. Guests were Bob and Karen Dorman, John Ambriz and Tom Nygaard.

Many thanks to Tom and Melaine for their efforts in making our day so enjoyable and for providing an excellent "Hoosier" lunch.

1. 1951 Le Sabre XP-8
2. 1953 Firebird 1 XP-2 gas turbine
3. 1956 Buick Centurion XP-301
4. 1959 Cadillac XP-74
5. 1934 Voisin C-25



1



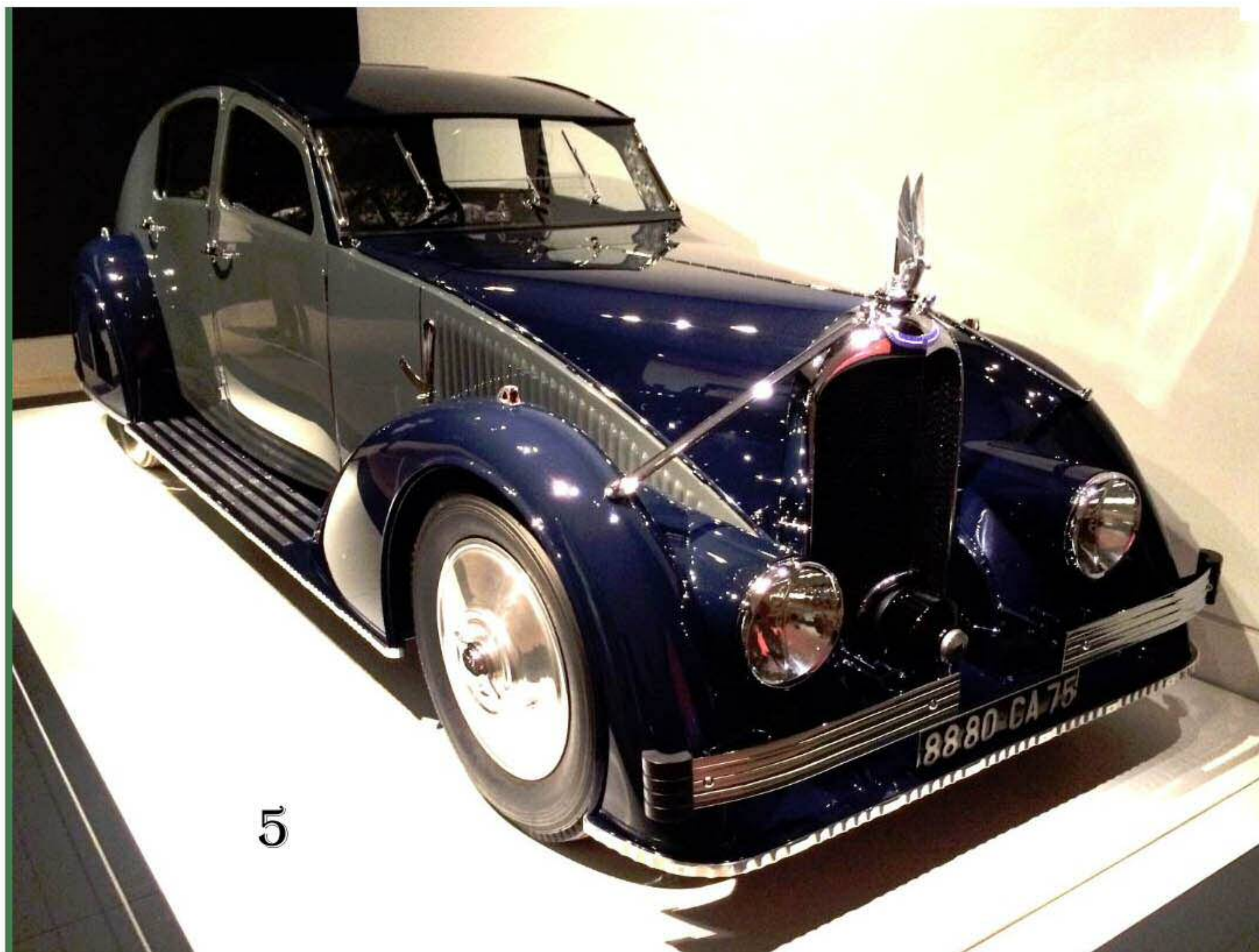
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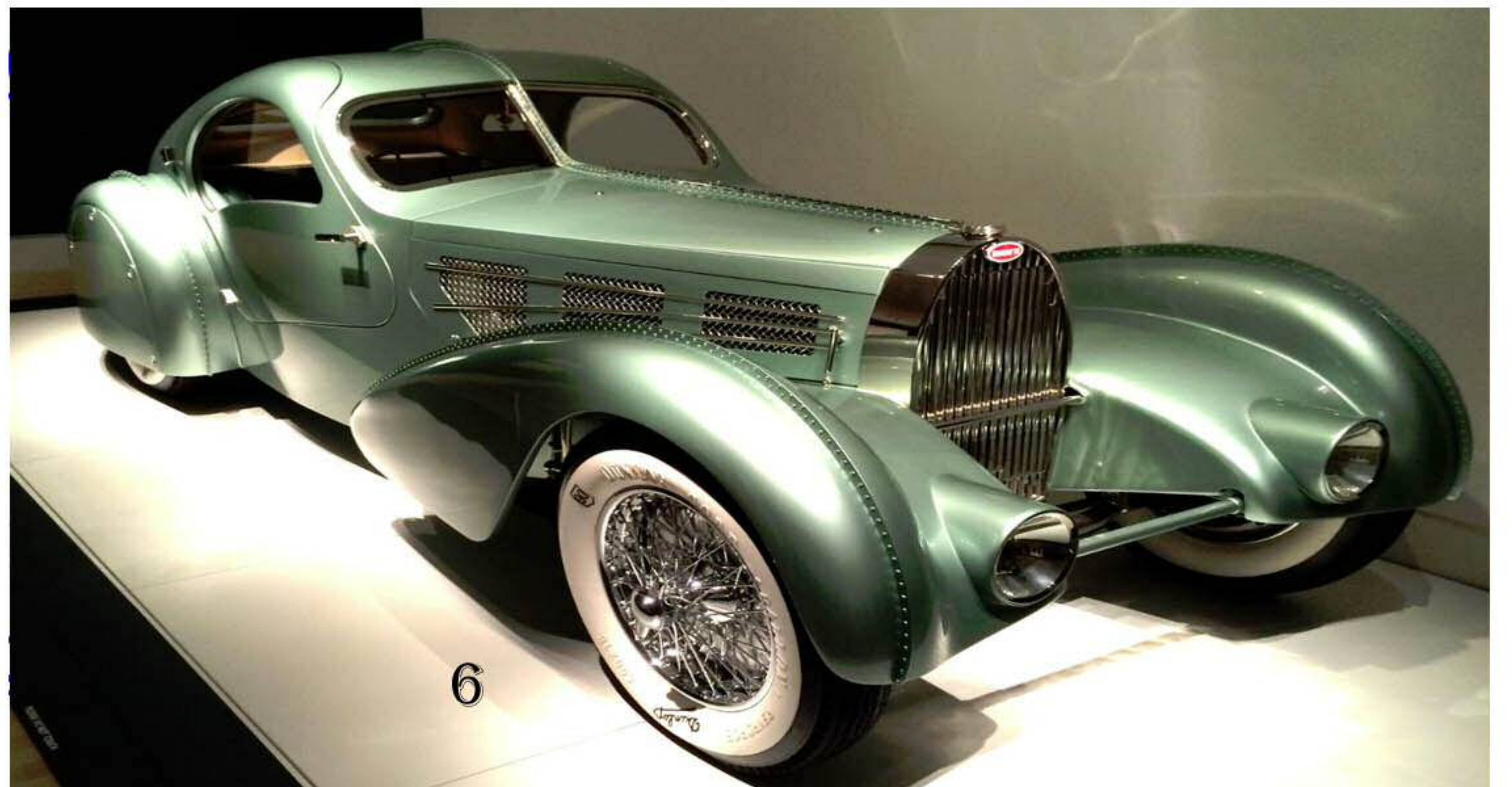
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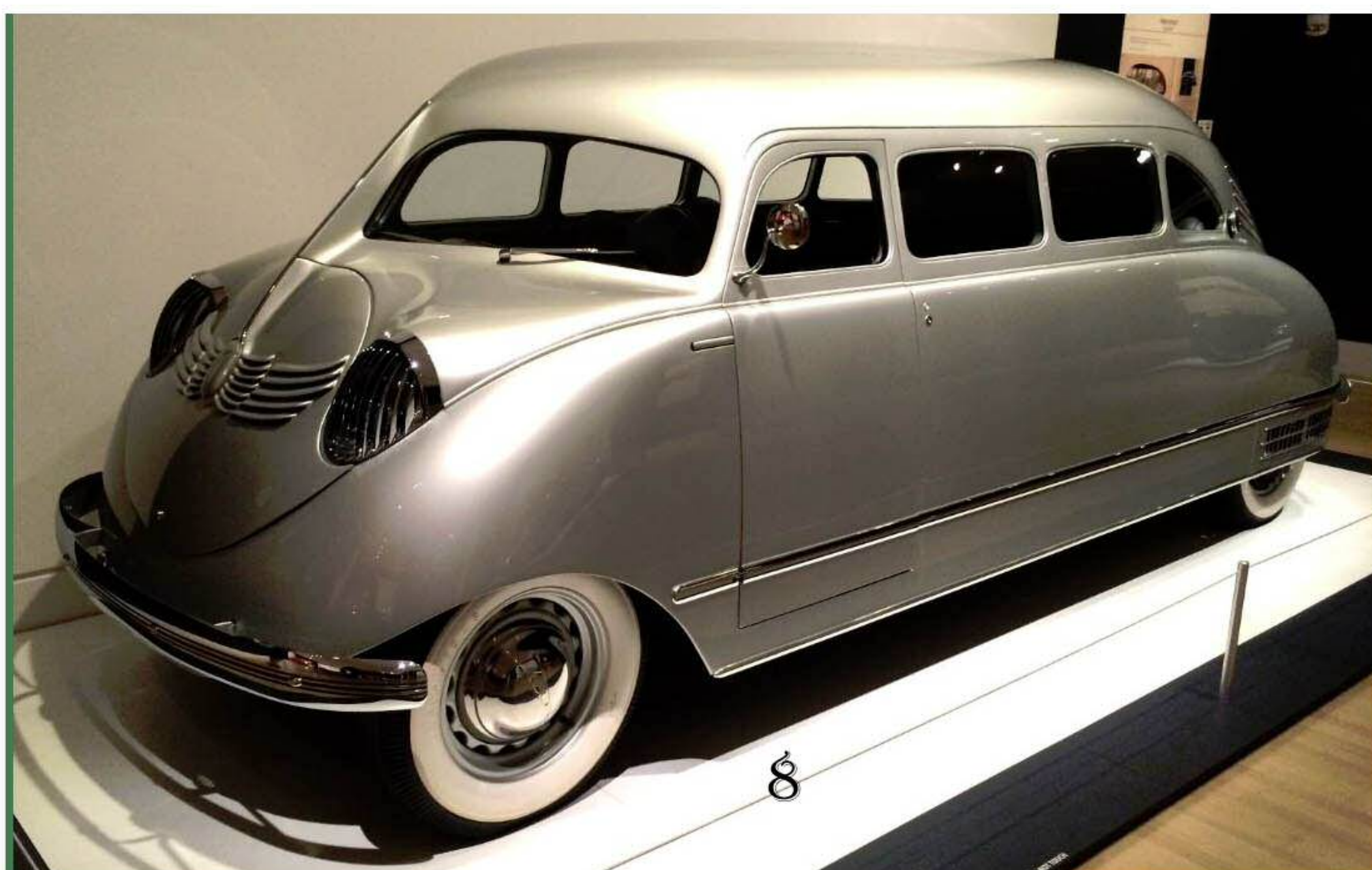
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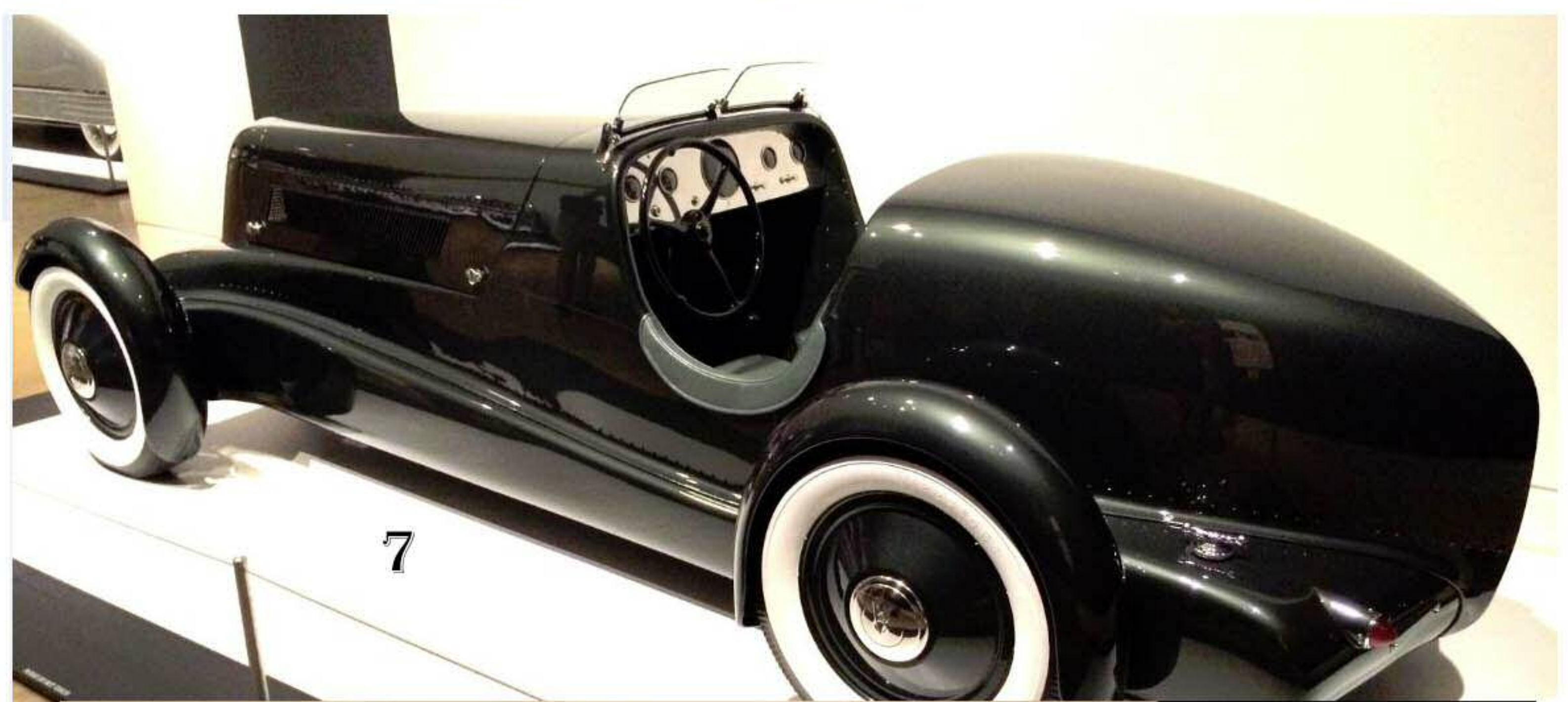
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6



8



7



9

6. Bugatti Type 57 magnesium bodied recreation
7. Edsel Ford's 1934 Model 40
8. 1936 Stout Scarab
9. 1947 Norman Timbs Special

## Thoughts from the Director:

Can you believe it is August already. Why is it that summer seems to fly by and winter seems to drag along. (Our Great, Great Grand Parents probably made the same statement.) Until recently we've had cool weather which is really nice for driving the older cars. That was bound to change at some point. And this rain, wow, I would like to call for a time out for a week or two.

We still have good CLC events on the horizon. We have the national driving tour in Troy, Michigan, August 11 to 15, the CLC Fall Festival in Hickory Corners, Michigan, September 25 to 27. (If you have never been to the Gilmore Museum in Hickory Corners, you need to make a trip soon.) Also, John Madden has been busy planning an overnight trip to see the Allen Strong collection in Urbana, Il. We should have a flier out on this in August. The dates are November 7 and 8. This will be a joint trip with the Indiana Lincoln Club. I also invited the West of the Lake Region (Northern Illinois) to join us since it's near their home turf. I anticipate around 15 couples making the trip ( singles are welcome, of course).

The Classic Car Club has invited our club to their Oktoberfest, October 17<sup>th</sup>, at the rural home (Westfield) of their member Ed Dalton. This is a family friendly event and children are welcome.

You might be interested in a couple auto related web sites that I check fairly often (in addition to Jay Leno's Garage). I find them interesting and informative. They are Macs Motor City Garage ([macsmotorcitygarge.com](http://macsmotorcitygarge.com)) and The Old Motor ([theoldmotor.com](http://theoldmotor.com)).

Well, welcome to August and happy motoring in the old Caddy.