

Hoosier Tailfin



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



A Pair of Classics

June 2014



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Table of Contents

Page 2 Board of Directors

***Page 3 At the Wheel
By Jeff Shively***

Page 4 Barn Update by Lars Kneller

Page 6 A day in LaPorte by Bill Hedge

***Page 8 Centerfold 1939 Series 7567
convertible coupe (Bill Miller)***

***Page 10 2013 Driving Tour Part 2 by Bob
Edrington***

***Page 14 The replacement of a 1941 Cadillac
choke stove by Jeff Shively***

***Page 16 1934 Cadillac V-16 dual cowl
phaeton***

On the cover: Bob Edrington's 1954 Coupe deVille with a later North American B-25 Mitchell. Note the quartet of "packet" .50 caliber machine guns on the fuselage, perfect for an afternoon of skip bombing near Rabaul circa 1944.

At the Wheel

By Jeffrey Shively



It seems that every year, the transition between winter and summer grows shorter and shorter. Of course, I am glad that the snow and ice have receded. It was April 26 before the '41 left the museum for the first time. The CCCA sponsored a judging seminar in Cicero, so I drove it down to that. Unfortunately, the wipers failed and the speedometer started screaming like a banshee. At this writing, I am hoping that these problems will be fixed before

starting for Hickory Corners for the Grand Experience.

The summer is already off to a big start. On June 7, please bring your favorite dish to pass to Highland Park in Kokomo for the 26th Annual BOPCLC Show. It is always a good time, and we are the hosts this year. Anyone showing up by 9am to help with the set-up will be greatly appreciated!

Do you have your Grand National reservations yet? There are about six weeks to go before the festivities begin in Lake George, New York. If it is anything like Saratoga Springs was in 2003, this will be a great time that you won't want to miss. This is especially true if you like pre-war cars, because the Northeastern Grand Nationals seem to bring them out in great numbers. I would love to bring the '41, but it hasn't gone much more than 200 miles from home as of yet. Maybe I'll feel better after Ault Park in June.

Registration officially opened for the 2014 driving tour on May 1. So far, we have 15 registrations. I can't over emphasize how much you will enjoy this event. We will be on a number of scenic county roads, particularly in Amish country and around Howard County. The price is right too at only \$200 for five days worth of activities. Compare that to just about any club, and you can see that the CLC offers the biggest bang for the buck. Sign up now, because I'd like to have fifty registrations.

The 4th Celebration of Automobiles at IMS on May 8-10 was as great of a show as its predecessors. It was a little smaller due to the interference caused by that silly new Grand Prix. I drove the museum's '59 Fleetwood down for the Celebration. Other than lumpy tires, it was a great time. As usual, there was a general lacking of Cadillacs at the COA, but there were a pair of 75 Series convertible coupes, a '39 and a '40, as well as a '31 V-16 coupe and a pair of '41s.

2016 will mark the Bicentennial of Indiana's Statehood. Each county is to contribute something unique to this celebration. Howard County's entry is entitled "Kokomo Salutes Indiana's Automotive Heritage, 1894-1964." The event, now planned for the last week of September 2016, will feature four fifty-car caravans travelling to the four corners of Indiana and back to Kokomo. There will be a Haynes-Apperson Reunion, with hopefully fifty of the 150 surviving cars, a CCCA Grand Classic, and the crown jewel, the a concours d'Elegance for Indiana built cars. I will give you one guess as to who designed and foolishly agreed to head up this monstrosity! If you like Indiana-built cars keep this event in mind.

Barn Update

By Lars Kneller

The winter that would never end did finally end, and it's been a great spring CLC-wise. Those who attended our last meeting enjoyed a delicious lunch in Broadripple and the Mecum auction at the state fairgrounds. My pick of the auction would have been a 1935 V-12 Town car. Next we have the CCCA Experience at Gilmore on Sunday June 1, featuring our favorite marques this year. Six short days later we find ourselves in Kokomo for the annual CLC-BOP meet. What more could you ask for?

Well, for me it would be old cars that never need repair. We all know that just doesn't happen. The key is staying ahead of the game and not letting them get the best of us. As you recall from the last Tailfin, I had discovered a hole in the resonator of my '41. It's really not noisy, but just knowing it's there bugs me. My new resonator and tail pipe arrived, but are still sitting on the barn floor awaiting my attention. It has been a busy spring as my middle daughter graduated from IU. The '41 did suffer a little mishap several weeks ago. I was out on a pleasure drive, and hit one of La Porte County's famous pot holes. One of my fender skirts fell off and got scratched up. Thus it was off to the body shop for repair, and now it looks better than new. I also had to replace the chrome surround on it, but luckily they are reproduced and available from Ed Cholakian. The windshield washer now works too, with simply confirmation of proper vacuum hose hook-up, and a fill of fluid. Not having ever owned a car with such a device, I soon learned that one only has to push the button once and wait. I pushed it several times, and then it sprayed fluid on the windshield for what seemed like 5 minutes straight. Maybe it doubles as an easy way to wash the car? I attended the annual Pioneer car show in South Bend, always held the last Sunday in May, and found the band type hose clamps I needed in the swap meet, at a Studebaker vendor's booth. I pretty much cleaned him out of the sizes I needed. A future project will be to replace the incorrect worm clamps my heater hoses now have.

The '72 Eldorado Coupe remains at the body shop, where it's been since late December. As I've mentioned before I am not in a hurry to get it back, for more reasons now than previously mentioned. My nephew Josh and his 2 brothers got a used Nissan Maxima as their official first car. Josh's brother Nick promptly totaled it out 2 weeks later. I think that put a scare in not only Josh, who currently doesn't seem to be in a hurry to get his license, but also Uncle Lars who has decided that maybe Josh won't get the Eldorado until he has some driving experience under his belt. Last I heard it is all ready for paint, with all the body work done. The '72 Eldorado convertible has also been cantankerous lately. I took it on a 140 mile round trip to Fair Oaks Farms, on a tour with our local car club. It ran just fine, but I discovered the HVAC only seems to want to work on full blast heat. The front seal of the A/C compressor is leaking badly, and it's doubly irritating as I've already replaced the **new** compressor once due to that problem. Also the relay that controls the automatic seat back release is being a nuisance too, clicking on and off constantly when the door is open. So...it needs some of my time and attention if and when I ever get any extra.

The family took my mother and wife to brunch on Mother's Day in the '73 Limousine. As we arrived at our destination, it wouldn't idle worth a crap. Once above idle it ran fine, but was a little nerve racking getting it home. Plus I wasn't really dressed to monkey under the hood. I am suspecting a bad EGR valve, but again haven't had time to adequately delve into the problem. To add insult to injury, my wife's '69 Thunderbird's engine had been making a clicking noise since mid last year, which was attributed to a cracked passenger side exhaust manifold. Luckily they are reproduced and I purchased one. I wasn't about to tackle that job myself. I had scheduled it to be replaced, and a few days prior, the clicking noise got really loud and obnoxious. The verdict was that indeed

the manifold was cracked, but not the source of the noise. The source was a bad lifter, and now they all need to be replaced. I am not looking forward to that bill. My last bit of psychological trauma this spring was that the 2005 V, turned over 10,000 miles. It was painful seeing it go from 4 to 5 digits on the odometer. It only took 9 years to get there. I think I have recovered though, and keep focusing on the fact the other cars are running fine with no issues (at least this week).

I hope everyone is fired up for our National Driving Tour this fall, and planning to participate and eagerly help. Jeff is expecting a big turnout and we need to provide plenty of Hoosier Hospitality. Get your registration in, and I'll see you in Kokomo!



Cadillacs!
Lasalles!
Full Classics!

May 30
Country Tour!

May 31
Grand Classic!

June 1
The Experience!

Classic Car Club of America Museum

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THE THEME FOR THE 2014 EVENT IS ALL CADILLACS/LASALLES THROUGH 1962

AND A GRAND CLASSIC FOR ALL CCCA FULL CLASSICS®

You may download the entry application at cccamuseum.org.

*Located on the grounds of the Gilmore Car Museum where you can enjoy seven partner museums housing 500 quality automobiles, motorcycles, steam era vehicles, and much more.



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

A Day in LaPorte

By Bill Hedge

Photographs courtesy of Max Grettencord and Bill Hedge

The April meeting was held on April 12 in La Porte, Indiana. We started the day by visiting the La Porte County Historical Museum. Of particular interest was the Kesling Automobile Collection consisting of more than 30 vintage automobiles collected by Dr. Peter C. Kesling and his wife Charlene. The cars ranged in age from a 1903 Winton to a 1982



DeLorean, the car made famous in the movie "Back to the Future." The 1903 Winton was driven from California to New York City by Dr. and Mrs. Kesling in 2003, retracing the path of the first coast to coast auto journey by Dr. Horatio Jackson, one hundred years earlier. The collection includes an important grouping of Indiana-built automobiles. A 1929 Auburn Cabin Speedster with T-tops recreates an original destroyed in a disastrous fire at the 1929 Los Angeles Auto Show. A classic Auburn Boattail Speedster of 1935 joins two Cords, a 1930 L-29 and a 1937 Model 812 "coffin-nose" model on display. Rounding out the Indiana cars is a 1929 Duesenberg Model J.



1903 Winton just waiting for another cross country journey.

Another highlight of the Kesling Automobile Collection is the 1948 Tucker "Torpedo," number 12 of 50 produced by the innovative Tucker Corporation in Chicago. This car appeared in the 1988 movie "Tucker: The Man And His Dream" starring Jeff Bridges. Those of you who missed the La Porte County Historical Museum visit will have another opportunity to visit it the fall as we will be visiting it on the National Driving Tour.

After spending two hours at the museum, we all went to B.J.'S American Café for lunch. A short meeting was held and the owner of the restaurant, John Pappas, gave us a short talk on the history of the restaurant.

After lunch we visited the Minix car collection and railroad memorabilia collection. In addition to seeing the Minix car collection, oil can collection (all filled with oil), the vintage gas service station including gas pumps, railroad caboose, and room containing a restored bar, Lars Kneller got behind the bar and offered drinks to all, but there were no takers.

The members attending were Bill and Mary Hedge, Lars Kneller, Max Grettencord, Bob Nixon, Jeff Shively, John Madden, Barry and Gay Wheeler, Tom and Melaine Taylor and grandson Thomas and granddaughter Madeleine Taylor, and Warner and Pat Young.



Above: Lars tends the bar.

Right: Bob Nixon's fabulous '39 Series 60 Special followed by the Shively '04 DeVille.



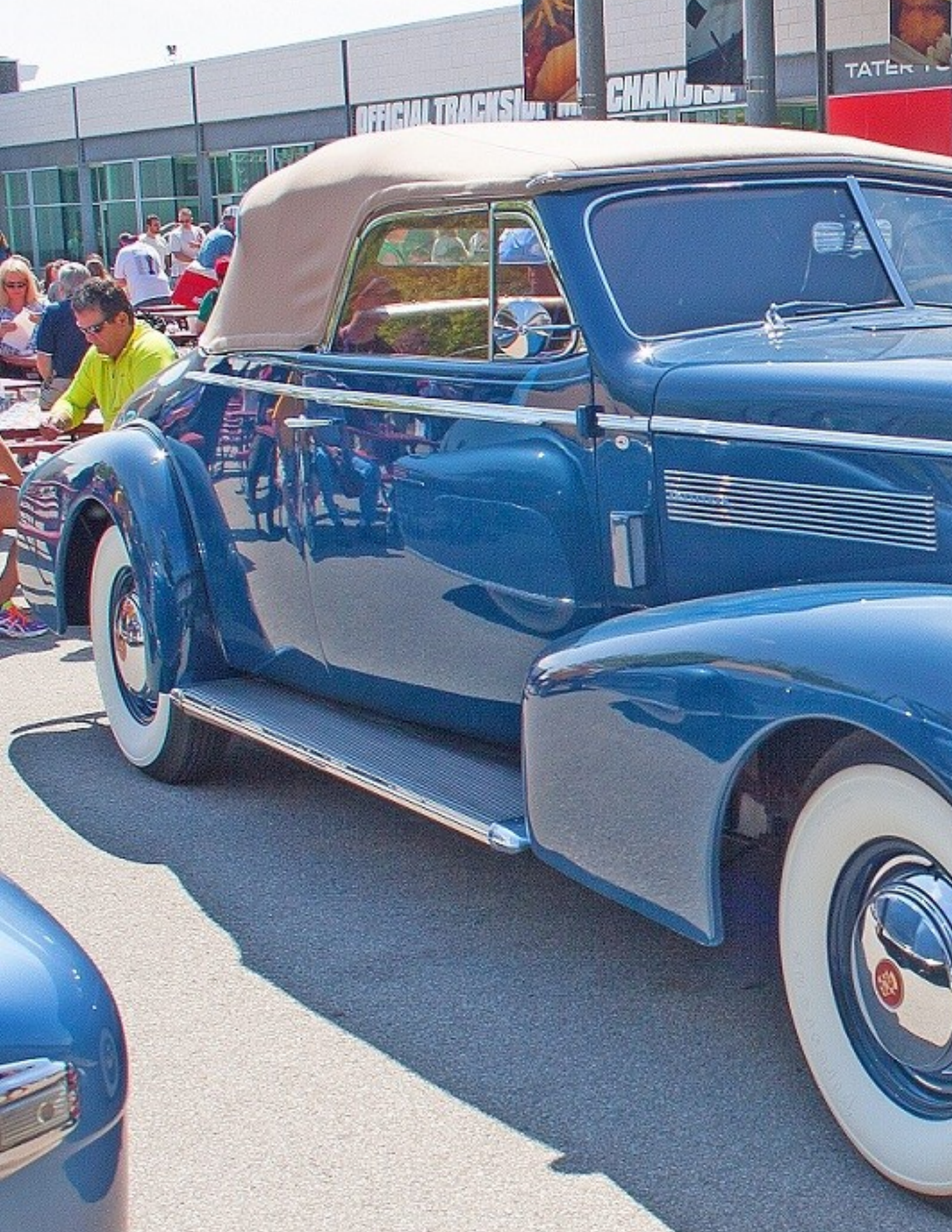
Above: Barry Wheeler's award-winning '79 Fleetwood

Right: A fine group of CLCers next to a mode a transport somewhat more awkward than we are use to piloting!



The Hoosier Tailfin

Indiana Region CLC



HOT DOGS

TENDERS

BURGERS

BEER



CALIFORNIA
CAD V8

Cadillac
CLASS E
NO. 240
1939
CADILLAC MODEL 75
CONVERTIBLE COUPE
PRESENTED BY
Josh Uirs
Franklin, Indiana

2013 CLC National Driving Tour Part 2

We really hurried to try to arrive at the hotel by 4:00 to catch the Air Jet Boat Ride to the restaurant, but we were still late. Fortunately, they held the boat for us; another couple was not so lucky. The air jet boat holds 75 people, and driver enjoyed getting everyone as wet as he could in the hour ride. The only way to get to Hellsgate is by boat, but the meal was well worth getting wet for. Of course, we had to ride the boat back to the motel.



We spent the night in historic Grants Pass, OR. It's rather amusing that the motel has a goodly supply of brochures about what to see in the area; there was no time for additional sightseeing, and everyone was too tired anyway. We drove 213 miles. We opted to not to stop to see Paul Bunyon and Babe the Blue Ox.

Wednesday, June 5th

We drove along the Rogue River which provided plenty of beautiful photo opportunities; such as the Rogue River Natural Bridge. The river flows through lava tubes; it's know for its salmon runs and whitewater rafting.

We arrived at our destination: Crater Lake. The drive was well worth it. We had just the perfect day to see it. In fact, the Rim Drive around the lake had been closed until that day due to snow. This is one of America's most scenic byways. There was plenty of snow on the ground (many feet of it), but temperature was mild. We had the bluest sky with white puffy clouds, and there was no wind so the lake was like a mirror. Truly breathtaking.



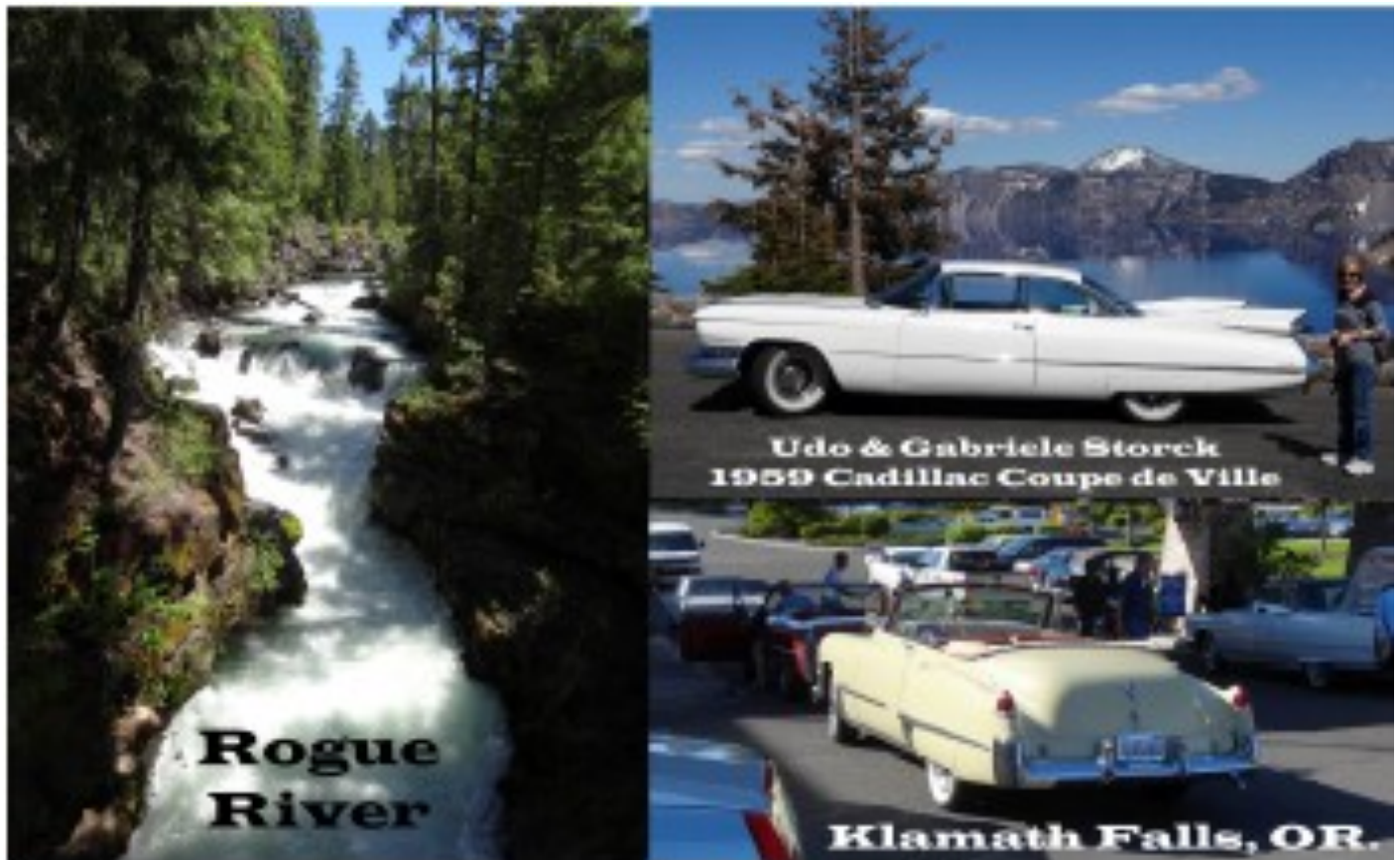
in Oregon you can NOT pump your own gas



Crater Lake National Park



Charles Thompson's 1949 Cadillac 62 Conv. Coupe



Thursday, June 6th

Did you know there is no sales tax in Oregon, you can't pump your own gas in Oregon (yes, gas station attendants still exist!), there are no falls in Klamath Falls?

We stopped for a bite to eat at the first and only place we saw after hours of driving. Everyone from the tour stopped at JJ's Café - a quaint old store that was once a stagecoach stop. Ice cream was a popular choice because of the hot weather.

We drove through some volcanic parks. Lassen Volcanic Park was very impressive. An eruption at Lassen Peak in 1914 resulted in three years of periodic eruptions. The largest was on May 22, 1915. This area is part of the Pacific Ring of Fire. Boulders that were thrown or moved by the resulting avalanche can be seen for miles. We again had snow in the park, but temperatures reached 105 in the lower elevations.

The tour banquet was held in Red Bluff, CA (another interesting spot that we had no time to see). It was time to say good bye to the people that drove down from Washington since they were heading home the next day. We drove about 268 miles on this day.



Lunch at JJ's Cafe



This stop was not on the TOUR



Watch for the conclusion of Bob and Judy's Western adventure in the August Hoosier Tailfin!

The replacement of a 1941 Cadillac choke stove

By Jeff Shively

The carburetor choke heat stove on my 1941 Cadillac was looking quite sorry after 73 years. The original thin steel was in poor shape prior to the rebuild of the engine in 2010. A good sanding and repainting only bought a little time. Fortunately, the Michigan Region CCA sells a replacement made of stainless steel. The price of \$45 seemed a little high for a small piece of stainless, but I ordered it anyway. When the kit arrived, it included the stove, two stainless steel screws, two drill bits, and an instruction page. The replacement is designed to work on the majority of 1937-1941 Cadillac engines. Post-war manifolds are very different than their pre-war predecessors, with part of the stove cast as part of the passenger-side manifold.

The first step is to remove the old stove. As it is located on the passenger side exhaust manifold, the job is much easier if plug wires #2 and #4 are removed and pulled back out of the way. Using a 1/2 inch line wrench, loosen and remove the nut holding the choke tube to the choke. Pull the tube out of the stove. The stove is held to the manifold by two slotted fillister-head screws. These are often very stubborn to remove and will break off inside the manifold. In this case, they will have to be re-drilled and tapped with a 1/4" -20 tap. Luckily for me, these were drilled out when the engine was rebuilt and small bolts were used instead, making the job much easier.

The kit includes a pair of "Killer Force" brand drill bits (1/4" and 1/8") treated for drilling stainless steel. Locate the hole on the top of the old stove where the tube entered it, measure its location from the front end of the stove, and mark this spot on the new stove. This location varied from model to model, from year to year. Start with the provided 1/8" drill and make a pilot hole in the new stove. It is best to clamp the part in a vise so that the force of the drill doesn't rip the part out of your hand and injure you. Once the pilot hole has been made, use the 1/4" bit to complete the job. Test fit the choke tube and enlarge the hole if necessary.

Using the stainless steel screws included in the kit, carefully attach the new stove to the manifold. The screws do not have to be very tight, just enough so that the stove is snug to the side of the manifold. Insert the tube into the hole on the top and tighten the nut to the choke. Reattach #2 and #4 plug wires and the job is done. The Cadillac should start just like it did when new. Of course, the shiny stainless steel points out the need to re-porcelainize the manifolds. That is a project for another day.



The old and the new.
The original stove with the new kit.



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-SC 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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