

# ***Hoosier Tailfin***



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



**The Future is here- the 2014 Cadillac XTS**

**February 2014**



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**On the cover:** The future is here. The 2014 Cadillac XTS proves itself worthy of its heritage.



# At the Wheel

By Jeffrey Shively



In the middle of what is turning out to be the worst winter in decades, it is heartening to know that progress is still being made. The '65 is finally getting the TLC she has needed since 1995. The trunk floor and body mounts were in pretty ad shape, full of rust. The driver's side needed extensive work, from the poor repairs under the back seat to the front bumper, which was being held in place by less than half of the required bolts. When I see this kind of substandard work, it really angers me. Maybe by March it will be painted and we can start putting the freshly chromed bumpers back in place. The interior is out, getting refreshed by the same guy who did such a nice job on the '41's broadcloth. The '41, for its part, sits between a Ford convertible and a Lincoln Continental in the warmth of the KAM.

Our next meeting will be at noon on Saturday, February 8. We will meet at the "Wolfsonian," the collection of Andy Wolf for our annual planning meeting and officer elections. Located behind the former Bud Wolf Chevrolet, Andy's collection is quite impressive and has a Cadillac or two. Just turn west off of Keystone onto 54<sup>th</sup> Street and go to the first open gate on the south side of the street. The collection is in a gray building on the right, behind the old dealership. We'll have lunch across

54<sup>th</sup> Street at Marco's and finish the day at the Indianapolis Motor Speedway Hall of Fame Museum. In April, we'll head to Crawfordsville to see the Ropkey Armor Collection. This June, the Cadillac and LaSalle Club will be hosting the 26<sup>th</sup> Buick-Olds-Pontiac-Cadillac/LaSalle meet in Kokomo at Highland Park. As I always say, I want Cadillacs to be in the majority at this show. In our best year, we had 22 out of 45 cars, which is a great number to beat.

The Grand National will be in early July in Lake George, New York. If it is anything like the Saratoga Springs Grand National in 2003, it will be well worth attending. It would be a lot of fun if we could get a group together and caravan out there. Keep that in mind and let me know if there is any interest in travelling as a group.

The big news is of course the National Driving Tour in September. Later in this issue I outline the entire week so that you are well informed, just in case anybody from out of state asks you about it. I sincerely hope that as many IN Region members attend as can, because it will be a fun tour, seeing some new sights along with some old favorites. I have tried to keep costs down where possible, understanding that gas could be radically more expensive by fall.

This September through March 2015, the Kokomo Automotive Museum will be hosting an exhibit, "Cadillac- Setting the Standard for Personal Luxury, 1938-1992." Right now I need a '53 Eldorado and the nicest '41 convertible I can find to complete the display. If you can help, give me a call at work.







For the first time in 24 years, the '65 is getting some serious body repair. Three collisions caused by careless drivers and some shoddy repair work by shops that were paid to do good work have taken their toll. The bumpers are off the car for the first time since 1990, heading to the chrome plater.





By and large, the frame is in good shape. Much of the misalignment of the bumpers was caused by bodymen who didn't bother to replace all the bolts that they should. The trunk was a mess, with three body mounts and the surrounding metal in dire need of replacement.





# Barn Update

By Lars Kneller

Progress continues on several projects in the barn this winter. The weather has continued to be very cold and extremely snowy, so I haven't really had much else to occupy my time other than working full time and running the national club. Oh...maybe that explains why every week-end comes and goes and I never seem to get as much done in the barn as I had wanted. I must have been a good boy last year, as Santa brought me a new air compressor for the barn. It is an Ingersoll Rand 5hp 80 gallon model. It is a HUGE improvement over my old Craftsman model.



However the barn maintains my mental health so I do try to get out there whenever I can. The '72 Eldorado coupe is at the body shop, and I've included pictures of its progress. The rear window had to be removed to repair the rust surrounding it. It was preliminarily painted and a few other small dents were found and repaired. My body man's comment was "this car is in a lot better shape than some of the other cars you have drug in here". I'm not sure exactly what he meant by that, other than he must like my projects. I left off last month with the half vinyl top still needing to be removed. It turns out all of the trim is pressed into place with studs that look like



small bolts. Using my hammer and putty knife gently I was able to remove all of it with no injuries to the trim. A couple of the studs broke off, but I replaced them with bolts that I glued on with J B Weld, one of my favorite products. Several of the studs had rusted some at their bases, which I beefed up with J B Weld too. The top itself was also slowly pried off using the putty knife. It was a long and messy job, but successfully completed. Now I am spending time polishing all the pieces we removed so it could be painted.

The **'41 Series 61 Coupe** is getting some attention too. The foam was worn out in the driver's door armrest, and has been replaced. With the new air compressor installed in the barn, I had to try out its sandblasting abilities, and did a few trunk parts that are now painted and look like new. I have purchased new plugs, points, condenser, rotor, cap, and wires to give it a good tune-up once spring arrives. I have also purchased a new Optima 6 volt battery to replace the 8 volt one that is now in it. The 8 volt battery burned up all the tubes in the radio, and it will be removed soon, to replace those tubes. I have also acquired new belts for the engine, and the optional 5 blade fan to install. Sometimes I feel I need to take a week off work just to catch up on all my projects!

Due to the preceding, progress has slowed on the **'63 Lincoln**. Region member Joe Stulga and I successfully installed its front coil springs, and that is about it since the last Tailfin. I'll see everyone in Indy on February 8.





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# First Drive: 2014 Cadillac XTS

By Jeff Shively

In late January, my 2004 Deville went into the shop for some warranty work. The local dealer in Kokomo, McGonigal, gave me a brand new 2014 XTS sedan with 500 miles on the clock as a loaner. In the week my car was in the shop, I had the chance to drive this new luxury sedan 400 miles on the highway as well as city and county road driving.



I admit to being skeptical of a Cadillac that isn't a V-8. The standard 3.6 liter V-6 was rated at 304 horsepower, four more than my Northstar-powered '04 DeVille. For a real thrill, a twin turbo 3.6 is available rated at 410 horses. The standard engine allowed the XTS to more than hold its own in Friday rush hour traffic on I-465. Fuel economy is pretty good. I averaged 27 mpg on the way to and from Kokomo and about 20 mpg around Greencastle.



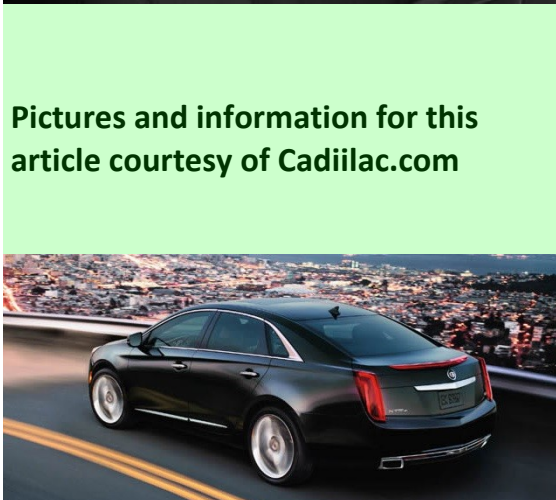
One of the biggest complaints I have with cars built since 1976 is a lack of head and legroom. I feel like I am wearing most cars, rather than riding in them. In particular, my right knee always rubs against the dash or console. Not so in the XTS. Putting the seat all the way back made it a pretty comfortable ride with no knee-knocking. Speaking on comfort, the heated seats and heated steering wheel were fantastic in subzero weather. I was less impressed with the heater. The heat felt vague, kind of like late '80s GM cars. Fortunately, it was warm enough for shirt-sleeves about 20 minutes into the trip.

The amount of technology in this car is staggering. Almost everything has a power assist. The fuel door is the only thing manual of this car. There are warning lights in the mirrors to alert of lesser cars cowering in the Cadillac's blind spots. A backup camera and warning system is helpful. The XTS has what is called "Adaptive Forward Lighting." Funny, we use to call it "Guide-matic headlamp Control." The two things I didn't like was the front collision warning, a big red light on the dash the flashes at the worst possible times and the lane departure warning, which makes the seat vibrate on whichever side the car is crossing a line. The CUE system is fun to use, and being a music junkie, I loved having CD, radio, and XM radio all in one easy to use package. The voice control didn't work well for me. Frankly I don't like it when cars talk to me, unless it's the car is a black '82 Trans Am and I have a head of hair like David Hasselhoff.

The styling of this car is very futuristic. The wedge-shaped exterior is what I would expect a 21st century car to look like. When I touch the starter button (it's keyless, of course), I feel like the pilot of a Colonial Viper, hurtling down a launch tube on the Battlestar Galactica, ready to tangle with some Cylon Raiders. The best part is the interior lighting. There is a warm glow to the inside of the car coming from lights all around the trim on the doors and dash. It's comforting on a cold night with Siberia-like outside temps.

Overall, the Cadillac XTS surpassed my expectations. If I could justify the price tag, I'd take one home right now. That said, I am fairly certain that my next daily driver will be a used XTS.





Pictures and information for this article courtesy of Cadillac.com

# **A Guide to the 2014 National Driving Tour**

## **By Jeff Shively**

The 2014 National Driving Tour is only eight months away. As the host region, it is important for all of our members to understand what is involved with the tour and how they can help. This will briefly show you the attractions and the route of the trip

### **Tuesday 9/23**

The only event on the schedule is the Welcome Party, which will be located in the Kokomo Automotive Museum. This reception will allow members to mingle amongst the cars and rekindle old friendships. After the Welcome Party, we will retire to the Kokomo Courtyard by Marriott, where the hospitality suite will be open for business until midnight.

### **Wednesday 9/24**

The tour departs the Marriott for a morning visit to the United States Vice Presidential Museum in Huntington. Lunch will be at Nick's Kitchen, the home of the "Best Tenderloin in Indiana." The return trip to Kokomo takes us through Fairmount and visits to both the James Dean Gallery and the James Dean Collection. Supper will be at Pastariffic in Kokomo, followed by an open hospitality suite at the Marriott

### **Thursday 9/25**

The tour departs the Marriott, heading west to see the John Gambbs collection south of Lafayette. John's collection spans brass, Full Classics, to fire engines, all displayed in his barns. This will be followed by lunch at the Sportsman Inn, on the lake in Monticello. Moving on, the tour will stop at the LaPorte County Museum. Perhaps one of the best county museums in the country, the facility houses Dr. Pete Kesling's car collection. We finish our journey at the Doubletree by Hilton. This is the host hotel for the 2004 Grand National. Supper will be catered at the Studebaker National Museum. As usual, the hospitality suite will be open after supper.

### **Friday 9/26**

The tour departs the Doubletree, heading to Amish Country. The first stop in Nappanee will be Eric Lavine's restoration shop. Eric restored most of the cars in the former S. Ray Miller Collection, so who knows what he'll have on hand. Just down the road, we will stop at Amish Acres for the tour and for lunch. After a drive through lake country, we will arrive in Auburn in late afternoon for a tour of the Auburn-Cord-Duesenberg Automobile Museum, followed by a supper catered into NATM, the National Automobile and Truck Museum, formerly NATMUS. The host hotel will be the Quality Inn, which is the former Auburn Inn. The 1999 Inter-regional meet was hosted here.

### **Saturday 9/27**

The tour departs the Quality Inn and heads north. The morning stop is Shipshewana. Hostetler's Hudson Museum should be quite impressive. Following that, the tour departs Indiana and crosses



the state line into Michigan. Lunch will be in Kalamazoo, followed by a visit to the Kalamazoo Air Zoo. When the group arrives at the Four Points Sheraton in Kalamazoo, the tour officially ends. The Cadillac Fall Festival, headed by Art and June Riley takes over here with the evening meal and hotel arrangements. The Fall Festival will have a separate registration form.

### **Sunday 9/28**

After nearly two decades of waiting, the Cadillac and LaSalle Club Museum and Research Center will have a modern permanent home at the Gilmore campus in Hickory Corners, Michigan. There will be a large all-Cadillac show on the grounds to celebrate the museum opening. Supper will be at the same lakeside country club as in 2013.

The tour is designed to be both enjoyable and affordable. Fees for all events and all meals except breakfast amount to around \$50 per daily per person. These fees are paid when they register for the tour, making it much easier to feed 100 people or pay for their entrance to an attraction.

### **What can you do?**

The best thing any CLC member can do is sign up for the tour as soon as the registration form is in the Self-Starter. We will need a registrar, a hospitality chief, and a treasurer. Once spring arrives, I will need several route drivers to show me where my directions have issues. For each day on the tour, I need at least two people who know the route and the attractions as well as I do. There is a possibility that registration will exceed 50 cars or 100 people. A group that large can't travel together, so I want one person at the front, one person in the middle of the pack, and someone binging up the rear to make sure that all of our tourists' questions are answered and problems resolved. A trouble truck would be a welcome addition to the tour. If someone has a nice rig with a winch in the trailer and can help, it would be appreciated. Having the ability to bring a broken down car to the next overnight stop should provide some comfort to our guests. More ways to help will follow in upcoming issues of the Tailfin.

**CADILLAC & LASALLE CLUB NORTHERN INDIANA DRIVING TOUR**

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**SEPTEMBER 23-27, 2014**

# 2014 Schedule of Events

**February 8:** Tour the “Wolfsonian” and IMS Hall of Fame

**April:** **Ropkey Armor Museum, Crawfordsville**

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

**May 17:** Mecum Auction, Indianapolis

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

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

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

**August 23:** Artomobilia, Carmel

**September 23-27:** CLC National Driving Tour

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



**Cadillacs!**

**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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# 2014 Dues are Due!

## INDIANA REGION, CADILLAC-LASALLE CLUB 2014 Membership Renewal

Please mail completed form to  
Tom Taylor  
5865 Winthrop Avenue  
Indianapolis, In. 46220

CLC Membership Number (REQUIRED)\_\_\_\_\_

NAME\_\_\_\_\_

ADDRESS\_\_\_\_\_

CITY\_\_\_\_\_STATE\_\_\_\_\_ZIP\_\_\_\_\_

PHONE\_\_\_\_\_EMAIL\_\_\_\_\_

CADILLACS/LASALLES OWNED:\_\_\_\_\_

\_\_\_\_\_

\_\_\_Enclosed is \$15 for 2014 dues.

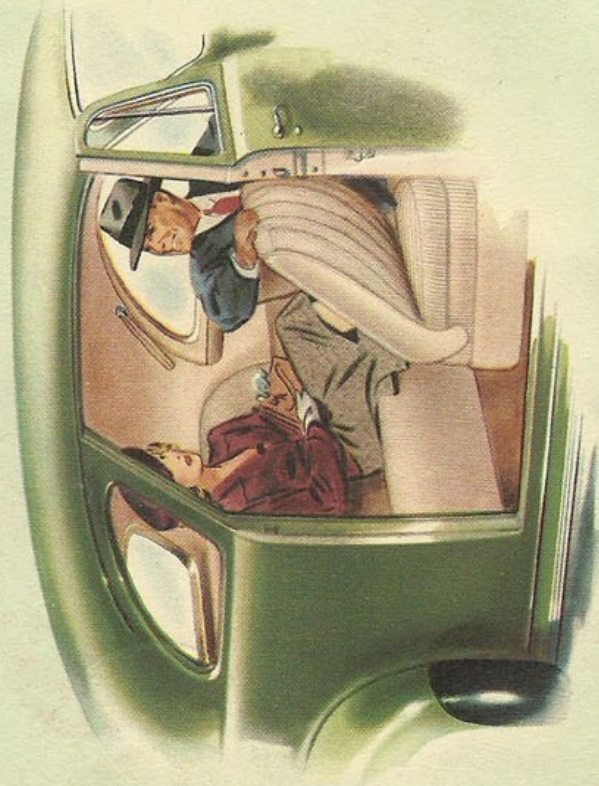
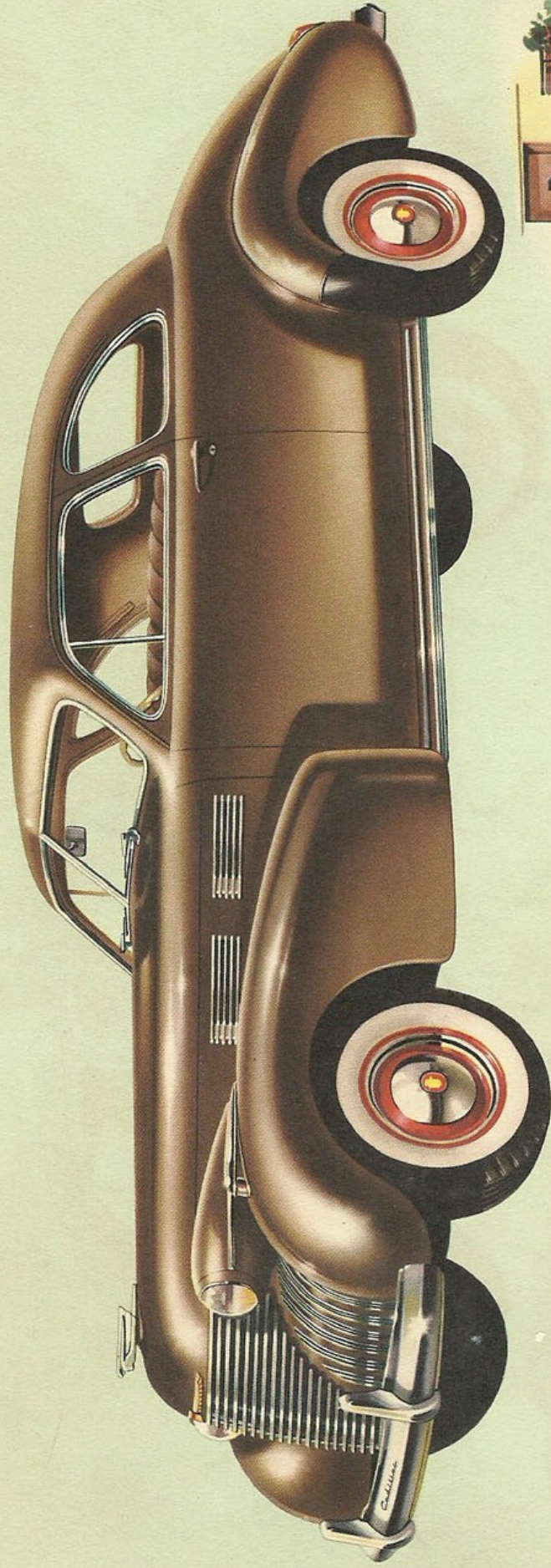
\_\_\_My 2014 dues are FREE because I recruited the following new member

\_\_\_\_\_who attended at least one region event this year.

You must pay your National Membership Dues in order to be an Indiana  
Region Member.



# THE NEW CADILLAC *Sixty-Two* COUPE FOR FOUR PASSENGERS



*There* has never been a smarter interpretation of the coupe body than the one pictured above. And, furthermore, there has never been a more *practical* coupe! ¶ The front seat is wider by many inches than is usual in a car of this type. And back of this seat is a full-width auxiliary seat, with sufficient room for two. ¶ The interior is beautifully executed. The instrument panel, garnish mouldings and plastic accessories are finished in either gray or brown to blend with your choice of six fine fabrics. ¶ If your requirements call for a Coupe—choose the Cadillac Sixty-Two. It is the perfect choice.

