

**April 2015**



# Hoosier



# Tailfin

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

## **Warner Young's 1940 LaSalle**

**Cont'd on page 3**

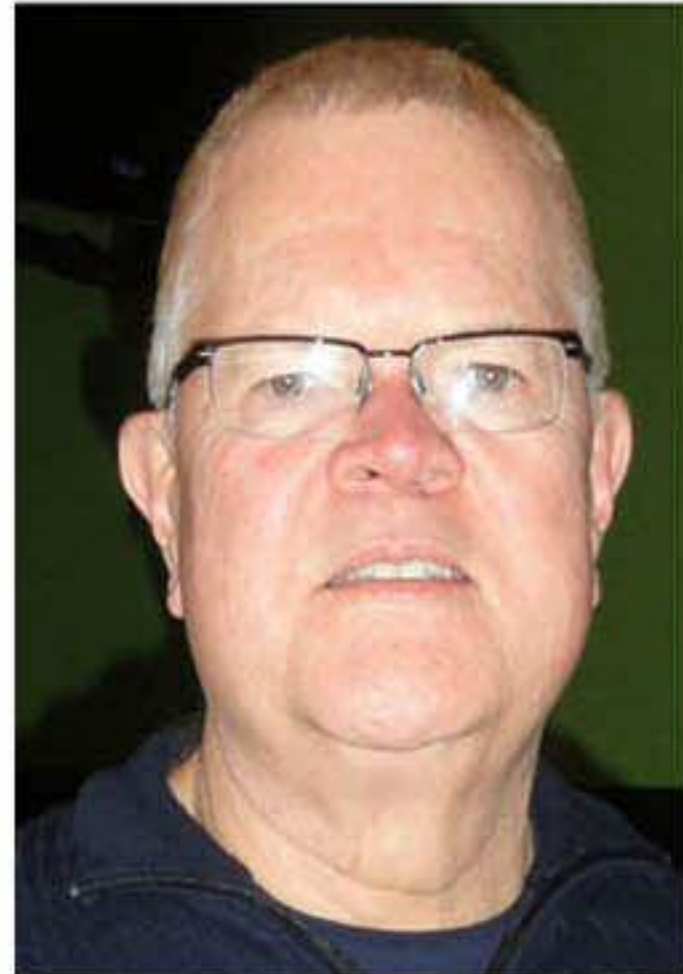




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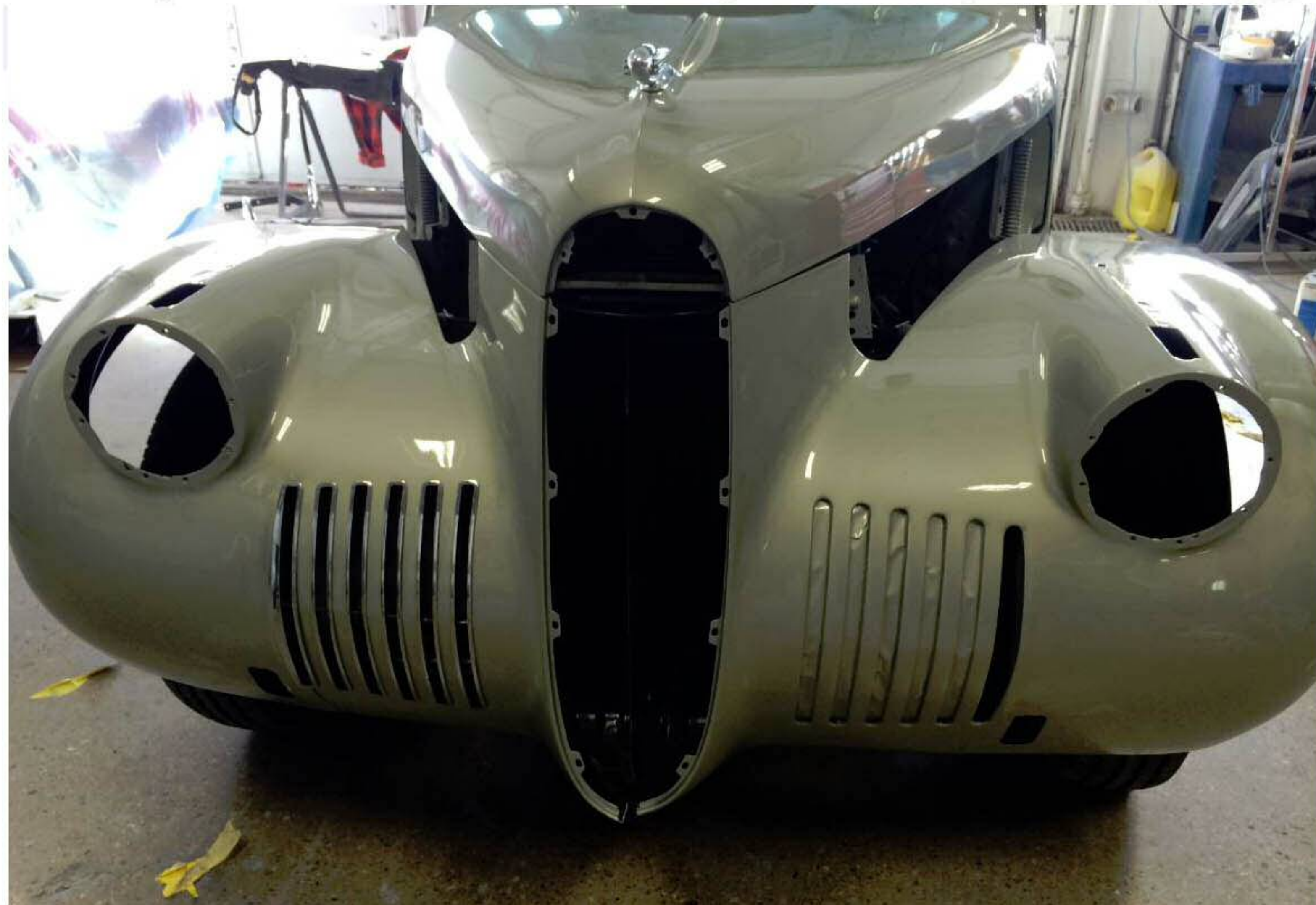
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The past few weeks have seen a repaint project for my '40 LaSalle. An older repaint from at least 20 years ago was due for a major redo. The body prep on the earlier repaint was poorly done and I was getting paint chipping down to bare metal. I had some mechanical work done at the same time. I replaced a leaky exhaust manifold gasket and replaced the muffler and tail pipe. The major project, however, was the repaint. The entire front clip and rear fenders were chemically stripped to bare metal to allow the best possible surface for new paint. Partial disassembly was performed to allow for the paint stripping. It is painted with a base coat, clear coat process. Considerable buffing is performed after the paint is applied.

The finished product is quite nice, as expected. Since I had reupholstered the seats last Fall, the car is back in the shape that Cadillac intended so many years ago. I really appreciate the engineering effort that went into the famous Cadillac flat head V-8. It is a very quiet and smooth running engine. The LaSalle has 130 HP, which was pretty good for it's day. ( The Caddy had 135 HP to remain just a bit bigger than the LaSalle companion car.) This car had it 75th birthday on February 28th. A pretty good looker for 75!

Warner Young



1. What model year did Cadillac make electronic ignition standard equipment?  
A. 1973 B. 1974 C. 1975 D. 1976
2. Name two model years that Cadillac offered a 400 hp engine?  
A. 1968 and 2000 B. 1971 and 2003 C. 1970 and 2005 D. 1963 and 2008
3. Who was the stylist behind the 1927 LaSalle.  
A. Alfred Sloan B. Bill Mitchell C. Harley Earl D. Raymond Loewy
4. Cadillac produced the first massed produced V-8 engine in what year?  
A. 1912 B. 1914 C. 1919 D. 1924
5. What automotive pioneer did not have an early career with GM?  
A. Charles Nash B. Walter Chrysler C. William Durant D. Charles Sorenson
6. Cadillac was founded from the remnants of what other automotive company?  
A. Henry Ford Company B. Detroit Automobile Co. C. Winton D. Pope
7. What company offered the first production V-16 engine?  
A. Marmon B. Stutz C. Peerless D. Cadillac
6. Cadillac was founded from the remnants of what other automotive company?  
A. Henry Ford Company B. Detroit Automobile Co. C. Winton D. Pope
7. What company offered the first production V-16 engine?  
A. Marmon B. Stutz C. Peerless D. Cadillac
8. What year was Cadillac's V-16 first offered?  
A. 1928 B. 1930 C. 1932 D. 1933
9. What year were seat belts first offered as standard equipment?  
A. 1962 B. 1963 C. 1964 D. 1965
10. What aircraft inspired Harley Earl to add tail fins to the Cadillac in 1948?  
A. B-25 B. X-1 C. P-40 D. P-38

**answers on page 11**

# Article by Barry Wheeler

April 2015

When we came home from Berlin in the spring of 1964, one of the first things I did was to over to where my mom worked and check on my 1941 Cadillac 6127 coupe. While I was gone, my brother had been driving it and dropped a U-joint. He was in college at the time and could not afford to have it fixed, so mom had it towed over behind the bakery where she worked. It had been mildly vandalized so I didn't try to get it fixed. BUT, I checked in the trunk and my skirts were there.

The next thing was to find another '41 and soon a 6733 Imperial sedan appeared and I bought it. Then, I needed parts to spruce it up. L.S. Ayres was closed on Mondays, so I had a full day each week to find parts. Luckily, my sister could babysit while I played. Soon, I had pretty well gone through all the parts yards in Indy. Wrecks Inc, had long ago crushed the cars I'd seen before I went in the service. The yard just outside Shelbyville still had a 41-6227 coupe, but not many parts interchanged. But, I'd also discovered the Cadillac LaSalle Club, and found I could sell parts to others across the country.

While we were still on sabbatical, before going back to work, we drove down to Gay's parents in Tennessee. I-65 ended on a hill just outside of Cave City, KY, and we took the winding two-lane roads to where we could pick up US 231. My dad had picked up a 1948 Buick for me and we drove and drove and drove. We usually stopped in E-town, KY as that is about as far as our kids could stand in one day.

We finally got to Tullahoma, and successfully found Gay's folk's place. It had a nice pond to swim in, and a lot of woods to explore. But we were there long enough for me to take a drive to the local junk yards and check for Cadillacs and LaSalles. I don't think I found much on this first trip.

Over the years, when we went South, I did find yards with cars in them. In Smyrna, TN, where they built the Nissan Plant, I found a yard with a 1940 LaSalle 5219 sedan I got grill parts and the parking lot assemblies. They also had a 1941 Series 6109 sedan that I got the windshield washer from. Then, on the way home I saw a yard on the other side of US 41A. I pulled in and one bored guy (everyone else was out to lunch) told me they had a '47 hearse out back. I figured that I could at least hope for tail lamp lenses.

Then I thought..."Maybe it still has the skirts!" I finally saw it and the open back fenders, and my heart fell. But when I opened the front door, there they were, and I left everything else on the car as I was short of money. So I hauled them up to the front desk and the bored guy said, "\$10." I gave him the money and set out for home and happily spent the afternoon washing my find.

Once on another trip, there was a '39 LaSalle sedan that I took off the front bumper. At the time, I was driving a 1949 Cadillac fastback coupe. I think it fit in the back seat, but on the way home, so the kids would have some room, I wired it into the wide-mouthed grin of the ten year newer car. Somewhere, I have a picture of what this looked like. This was way before you knew to get the plastic from the dash and the radio.

Along about this time, John McCardle and Art Isles and I set up at the Hoosier Sell and Swap meet at the Speedway. We had the same space for a couple of years, but then moved one row south so we could tie in with the "guys from St. Louis." Ed Cholakian (All Cads) always showed up first thing and cherry picked. That was how you got your swap space rent paid. Terry Wenger was ecstatic one year. He walked the whole meet and found a 1940 60S tail lamp lens for \$.50. Not only was it a good deal, they were scarce, even then.

And then, I met Fritz. Fritz Pitzer was the “Peck’s Bad Boy” of Indiana old car guys. He was a truck driver and covered all of Indy on his route. He found all sorts of Cadillacs in the back alleys. He swore he found a 1940 Buick Limited Convertible Sedan for \$110, but never showed me where it was. Frank Tardy had told me of “a guy who had a 1946 Cadillac convertible and a 1940 LaSalle Series 50 Convertible Sedan parked in his yard. This turned out to be Fritz. If you crossed paths with him, he had no use for you. This included most folks (stuffed shirts) in the CCCA. If he liked you, nothing in the world was too good for you. We bought and sold cars and parts to one another, usually keeping track in our heads about who owed who what.

He came up to my home one day. I had been washing some 1940 LaSalle rocker trim. He got out of his truck, gave an offended sniff, and reached down, picked them all up and put them in the back of his truck. And not another word was said about the subject, ever. They were HIS, by God, because they were for a LaSalle.

He passed away some fifteen years ago. I decided to drive all the way to south of Indy the day of the funeral. He’d had a pair of 1948/49 Cadillac rear fender spears stashed in the rafters of his garage, and they were probably the most valuable parts that he had. I talked to his son, and he said that they had already sold them, but he appreciated my driving all that way to make sure that they didn’t get thrown out. He was “one of a kind.”

I forgot to tell how John McCardle got into the literature business. He was attending an auction one day near his home. It was one of those where they went from room to room in the house so they didn’t have to haul stuff outside in the yard. He got bored and wandered upstairs. He found a file cabinet. It was jam packed full of 1930s and 1940s auto literature. What to do? He had no way to get the file cabinet home, and figured whoever bought the file cabinet wouldn’t want the literature. So, to quote Phinneas Fogg, “He did the only decent thing a man could do.” He made several trips to his car with paper stuffed in the front of his coat. John is still with us, the dean of the CLC in Indiana, and as far as I know, has never strayed from being a law abiding citizen except that once.

This has been a short overview of some fifty years of parts hunting. To close, I will regale you with the great trip to White Pigeon, MI. Actually, the town is Constantine, on the way to our Museum if you go up US 131. I had heard of a junk yard in Southern Michigan that was purported to have a 1941 Cadillac convertible sedan, which was my Holy Grail of cars. I had at the time, a Series 62 hearse that would be good for fenders and hood. I had dreams of a “cheap” convertible sedan. Well, John Larch, Charley Babcock, and Harold Mulhaupt of the Lafayette Old Car Club were enthralled about the idea of “undiscovered territory,” so arrangements were made for us to have entrance on a Sunday, and we set out. Not knowing the “best” way we drove up old US 24 out of Logansport and took IN 15 north. We entered Amish country at church time and got behind buggy after buggy. Finally, we got to Steve’s Auto Parts and he came out to greet us. He flatly told us that he was regretting allowing us to come, “As he’d had old car guys come along, take a door handle off, then find a better one and drop the first in the dirt.” We assured him we’d play by his rules, and he turned us loose, thinking we were crazy.”

We soon found the '41. Even with the rose colored glasses I had on, I could see that the car was way beyond my capabilities. So, we started looking around. A few cars away, there was a 1942 Cadillac and it had the commercialized version of the 1941 backup lamp. So, I got that. We kept on, and found Harold a 1939 Buick coupe that surrendered a fender for his 1939 LaSalle convertible coupe. John found a couple of 1936 Packard 120 close coupled sedans that had the exact trunk latches used on Old Blue, his 1934 Packard Victoria.

Further trudging saw us passing more 1937 Fords than Henry ever made. Years later, when I saw in HMN that 1937 grilles were selling for \$1500 each to hot rodders, I thought of all of these cars in the yard. We also saw a 1940 Ford airport limo. We got back with our treasures and laid them out for Steve to see. Harold asked him if he wanted us to open up our tool boxes to see if we'd put any parts in them. Steve laughed and said, "I know you guys wouldn't do that." Jack Miller in Terre Haute did haul the 1941 home and did a total restoration on it. "Just to prove he could do it."

It has been fun. And we saved lots of parts for guys in the hobby.

## Barn Update

April 2015

Lars Kneller

Thank goodness this winter is now over. However the rather cold and snowy weather did lead to much barn time since the last Tailfin. By the time this is published I should have the old cars revived from their winter slumber. I also plan to retrieve the **1968 Eldorado** from its display at the Kokomo Auto Museum since last fall. Hopefully you had a chance to visit it while there.

As you may recall, I sent six of the fender spears for the **1941 Cadillac** off to be rechromed. I received a call from the chrome outfit in early March stating they had broken two of them during the restoration process and what did they want me to do? Their cost to restore and rechrome them actually turned out to be higher than the cost of buying them already done from All Cads of the Forties. So I had them return them to me, along with the fee I had already paid. I called Lauren Schweitzer at All Cads, and ordered the complete set she had. It was a little pricey, but it will be one less project I have to do on the 41, and I won't have to worry about them being available in the future. I removed the car's nonworking radio and took it over to the basement electrical shop in region member **Joe Stulga's** house. He has about every piece of electrical diagnostic equipment known to man. We tested all the tubes (on two tube testers, not just one) and found several were bad. What replacements he didn't have, he was able to locate in Valparaiso. We also fixed some bad connections, and replaced bad 6 volt bulbs. The radio is now fully functional. Now I just have to locate the elusive vacuum antenna to have a fully authentic and functional 1940's vintage entertainment system. Many thanks to Joe for all his help. The last project on the 41 hasn't been diagnosed yet. Jaunda and I went on a week's vacation in mid-March. Prior to departure, I checked on the barn to make sure it was all set for our absence, and discovered a large puddle of antifreeze under the car. I suspect it is coming

from somewhere around the underseat heaters. I replaced all my remaining worm type heater hose clamps under the hood earlier this winter with correct band type clamps, and maybe the maneuvering of the hoses during that project loosened something up under there. I have not had time to fully investigate and fix the problem yet.

The saga of the **1972 Eldorado Coupe** is moving slower that I had hoped. My new body man was NOT happy with the paint applied by the previous body man AT ALL. He said he is going to do it over and do it right. So...this will delay its completion, and increase the cost too. I guess I'd rather have it done right too, but as all car projects seem to go, it will end up costing a lot more than I had planned.

The 1963 Lincoln (NC) is moving along. Since the last Tailfin, also with the help of Joe Stulga, the engine and transmission have been installed. The transmission lines and emergency brake is installed too. After a lot of back and forth with an outfit that specializes in Lincoln interiors, we have determined the proper color of the original interior, and that has been ordered. That will include covering for the door panels, and the carpet. I had ordered the exhaust a couple months ago, and it is ready to be picked up (Waldron Exhaust in Centreville, MI). I am just about



ready to haul it to the body shop and get it painted. I want to plan with them so I can get it there and back home within a week. I don't want it sitting around and getting all my nicely detailed parts dirty and dusty. I will be sending the bumpers off for rechroming soon too. After some investigation, I have discovered I can ship the large horizontal pieces naked so to speak (they don't have to be packed up). Who knows? By next year this time, that car may be ready to roll!

Lars

Jeff,

My name is Lewis Bird and I reside in Springfield, IL. A life long friend of mine passed away recently and he had a 1976 Eldorado Coupe which he restored. I am assisting his widow with the disposition of his assets.

I am looking for advice and direction on how to find a credible buyer for the car. Any help you could provide would be appreciated.

You can reach me anytime 217-546-7334.

Thanks.

Lew





## Thoughts from the Director:

By: Warner Young

I see plenty of reasons for optimism this Spring of 2015. Gas prices are way down, the government has backed off the talk of more alcohol in our gas(maybe we will eventually have less), another tough winter season is behind us, so life is good as long as we don't think about the goings on in Washington too much. I am definitely ready to get the ole '40 out and back on the road. I would imagine that is a general sentiment about now.

I've really enjoyed my time in the club. The CLC has invested wisely to provide an improved experience for everyone. We continue to have a great magazine and now we have the shiny new museum at Hickory Corners. We have an excellent Grand National meet every year and many services are available. I'm sure the Grand National near Milwaukee this year will be another great experience. (June 24 -27)

The Kokomo Auto Museum is just finishing up their Cadillac exhibit( March 29<sup>th</sup>). I hope you had a chance to stop in. The KAM has many fine cars and is always worth a visit. It's a pretty darn nice museum for a smaller town like Kokomo. (Jeff Shively would be happy to talk at length about the KAM)

We have an invitation from the Lincoln Club to join in for a couple of events. First is their summer picnic at the rural home of their Director Joe Columbe. They also invited the Ohio Lincoln club. It is Saturday, July 11<sup>th</sup> at Noon. Guests are requested to bring a nice sized salad, side or desert. Joe has hosted the picnic for several years and it should be a very good time. I will post directions in the next Tailfin. Joe lives about 15 miles southeast of Shelbyville. We have also had discussions with the Lincoln Club for an overnight tour to Urbana, Ill., to visit the collection of Allen Strong. Finding a date that works for both clubs has been a challenge. We are now considering later on in November. So this is tentative, at this time. We will have more info to follow on our specific plans.

If you know of a good collection or museum that the club should visit, let a board member know. There are many fine collections out there that will make for an excellent Cadillac Club visit.

By: Warner Young

For the first time in many years ( 12, I believe), you have a new name reporting as Director. I have big shoes to fill, but I'm ready to give it a shot. As you now know, we have some new names on the Board and I believe 2015 will be a good year for the club.

A little background: I joined the club in December, 2012. That is shortly after I purchased a 1940 LaSalle 5219. This was not a car that I had desired for many years, but a car that I believed I just had to have once I saw it in Hemmings. The car was in Honesdale, Pa. The car was shipped from the factory February 29, 1940 (yep it's a leap day car) to Don Lee Cadillac in San Francisco. I don't know much about the car until it appeared in Pennsylvania in the early '90's. I've been very happy with the car and I had the seats reupholstered last Fall.

My stable of cars is somewhat smaller than many members, but my enjoyment of Cadillac's and things Cadillac should hold me in good stead.

I am hoping to add new activities for all club members to enjoy. This is no doubt the most difficult assignment for the Board. Of course we have several annual functions that are great events, such as the June meet with the Buick, Olds, Pontiac clubs, the Grand National meet and the Fall meet at Hickory Corners , Michigan, in September, but adding more local events can only add to the enjoyment that comes from the club. The Board is always looking for suggestions for one-day events or even overnight events to add to our calendar. You are always welcome to send suggestions to me via phone or e-mail ( [warneryoung@msn.com](mailto:warneryoung@msn.com)), or to any Board member. I think it is possible that doing joint events with other clubs could expand our calendar. I have started working on that possibility already. Don't be afraid to ask the Wife about suggestions for more than just car things to see. The club is for the entire family to enjoy.

You are always encouraged to send articles in for our newsletter the Tailfin. Our editor this year is Bob Edrington ( [kb9hgm1@juno.com](mailto:kb9hgm1@juno.com)). Technical articles or just an update on your pride and joy would be appreciated. The newsletter is a letter from everyone, not just the Board or Bob Edrington.

As an FYI, the long-standing fall meet, the Hoosier Swap meet has been cancelled. Apparently after a run of many years, attendance had fallen to the point that it was no longer practical to hold the meet.

Now that spring is within our sites, we can think about driving our Caddy's again. That is certainly a good thought to use as my sign off.

# Article by Warner Young

April 2015



My Wife Pat and I visited the Collier Collection in Naples, Florida, recently. This is a wonderful collection of famous race cars and sports cars dating back to the very early days of the automobile. They have a few classic cars but their focus is on racing cars. Many of the cars were part of the Briggs Cunningham collection.

Most of the famous makes from over the years are represented: Ferrari, Maserati, Delehay, Porsche, Mercedes, Jaguar, Duesenberg, Bentley, MG, Ford and Chevrolet and of course Cadillac. The Porsche racing car exhibit must be one of the finest anywhere.

The collection is open Tuesday, Thursday and Saturday. For a small extra fee you can be part of a small group Docent led tour. The knowledge of the docent adds a lot to the value of your tour. A highlight for me was the 1950 Cadillac Series 61 Coupe that raced at Le Mans.

It was a nearly stock Cadillac, but its motor was tweaked by GM engineers. The locals nicknamed the car "Petit Pataud" (little clumsy). Many laughed at this car running among "real" race cars. However, the car finished 9th. Cunningham also had a custom bodied car build on a Series 61 chassis. The locals dubbed that car "Le Monstre". Le Monstre finished 10th. This was quite a showing for a small American team to run and compete in one of the greatest races in the world. Briggs Cunningham showed that he was a force to be reckoned with in big time racing.

You can see so many great cars with great stories at the Collier Collection. If you are ever in the Naples area it would be well worth your time to visit the collection.

Photo's:

1. 1950 Cadillac Series 61 160 HP. Petit Pataud
2. 1953 Cunningham C-5R race car with Chrysler Hemi
3. 1953 Porsche 550 Coupe
4. 1963 Corvette race car, Grand Sport. Five build by factory engineers 377 CI V-8

## answers to quiz: page 4

1. C
2. C
3. C
4. B
5. D
6. A
7. D
8. B
9. B
10. D



# 1950



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Join us on Saturday, August 29, 2015 to see this historical automotive collection, along with many others at the Carmel Artomobilia hosted in the Carmel Arts & Design Districts. Visit us online at [www.carmelartomobilia.com](http://www.carmelartomobilia.com) for more information.

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+ 640-hp supercharged engine makes the 2016 CTS-V the most powerful, fastest model in the brand's history



**+ ALL ABOUT THE BRAKES**  
A look at how your brakes work and why regular inspections can save money

**+ AGAINST THE ODDS**  
Mbie Carroll never imagined she would struggle to get hired as a mechanic

**SHOP TALK** The meaning behind the terms of your car's braking system  
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PACKS A 640-HP  
PUNCH TO PUT IT IN  
AN ELITE CLASS OF  
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# BUILT FOR SPEED



When it hits the streets this summer, the all-new 2016 Cadillac CTS-V will be the fastest and most powerful vehicle in the brand's 113-year history. It will also put the world's most elite, high-performance sports sedans on notice.

A supercharged 6.2-liter V-8 engine delivering an astounding 640 horsepower drives the new CTS-V. More than raw power, however, the CTS-V is a performance sedan in every sense of the term, and its supercharged powerplant complements track-honed chassis and suspension features designed to make the car as adept on a track as it is on a long stretch of open road. Even its unique exterior features are designed to manage airflow to help the car handle better or cool the supercharged engine.

The CTS-V's interior is performance-oriented, with sueded microfiber accents and matte-finish carbon-fiber trim and available RECARO™ high-performance seats for spirited driving. It also offers advanced safety and parking technologies, including a front curb-view camera system that provides a visual cue of curbs to protect the front splitter; Automatic Parking Assist to find and steer into parallel or perpendicular parking spots; Side Blind Zone Alert, Forward Collision Alert, Lane Keep Assist and Rear Cross Traffic Alert.

Additionally, an available Performance Data Recorder in

the CTS-V allows drivers to record high-definition video, with data overlays, of their driving experiences on and off the track, enabling sharing on social media.

### Powerful powertrain

The new CTS-V's 6.2L supercharged V-8 engine makes more power more efficiently than the previous Cadillac supercharged engine. It employs a more efficient, more compact 1.7L supercharger – spinning faster to help produce more power – and matches it with direct injection and Active Fuel Management (cylinder deactivation).

A complementing 8-speed automatic transmission backs the engine and is tuned for world-class shift-response times. Smaller steps between gears keep the engine within the sweet spot of the rpm band, making the most of the output of the supercharged engine for exhilarating performance and greater efficiency.

The new 8L90 transmission offers full manual control via steering-wheel paddles, and Performance Algorithm Shifting to deliver shift performance comparable to the dual-clutch/semi-automatic transmissions found in many luxury performance sedans – but with the smoothness and refinement that come with a conventional automatic fitted with a torque converter.

**For more information, visit [cadillac.com](http://cadillac.com).**



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- Integrated chassis controls that provide balanced performance for touring and the track, including competition-spec Performance Traction Management
- Driver-selectable modes electronically calibrate performance variables for touring, sport and track driving conditions



# ALL ABOUT THE BRAKES

When you press the brake pedal, fluid is forced through lines that run to each wheel. The pressure of the fluid forces brake pads to push against a brake rotor, causing friction that slows the wheel and, consequently, the vehicle. On vehicles with rear drum brakes, the fluid forces shoes against a drum, but the effect is the same – friction slows the turning of the wheel.

And now that you know the basics, here are five questions you may have about brakes:

## 1. Why do brakes need to be inspected or replaced?

Because their performance is dependent on friction, the parts involved with that action wear down. The friction material on the pads and shoes wears away, and the rotors and drums can be damaged by worn pads/shoes or warp under hard use and the heat generated by the friction. Maintaining and replacing those parts when necessary cannot be ignored, because the longer you drive with worn or inadequate brakes, the worse the performance will get.

## 2. The brakes shudder and shake when I step on the pedal. What's wrong?

The disc rotors could be warped, creating an uneven surface as the pads try to "grab" them when stopping. Even if that's not the cause, shaking and shuddering under braking can affect braking performance and the condition should be examined immediately.

## 3. I heard a squealing sound for a while, but it went away. Does that mean the brakes are OK again?

No! The squeaking/squealing sound was caused by wear indicators built into the disc brake pads as they rubbed against the disc rotor. That means there was only about 1/16" of pad material left. "Burning" through the wear indicators so they no longer make noise (because they were worn away) means you have less than 1/16" of pad

material to stop your vehicle. Have the brakes inspected immediately!

## 4. Why is it more expensive to repair the brakes if I wait a while?

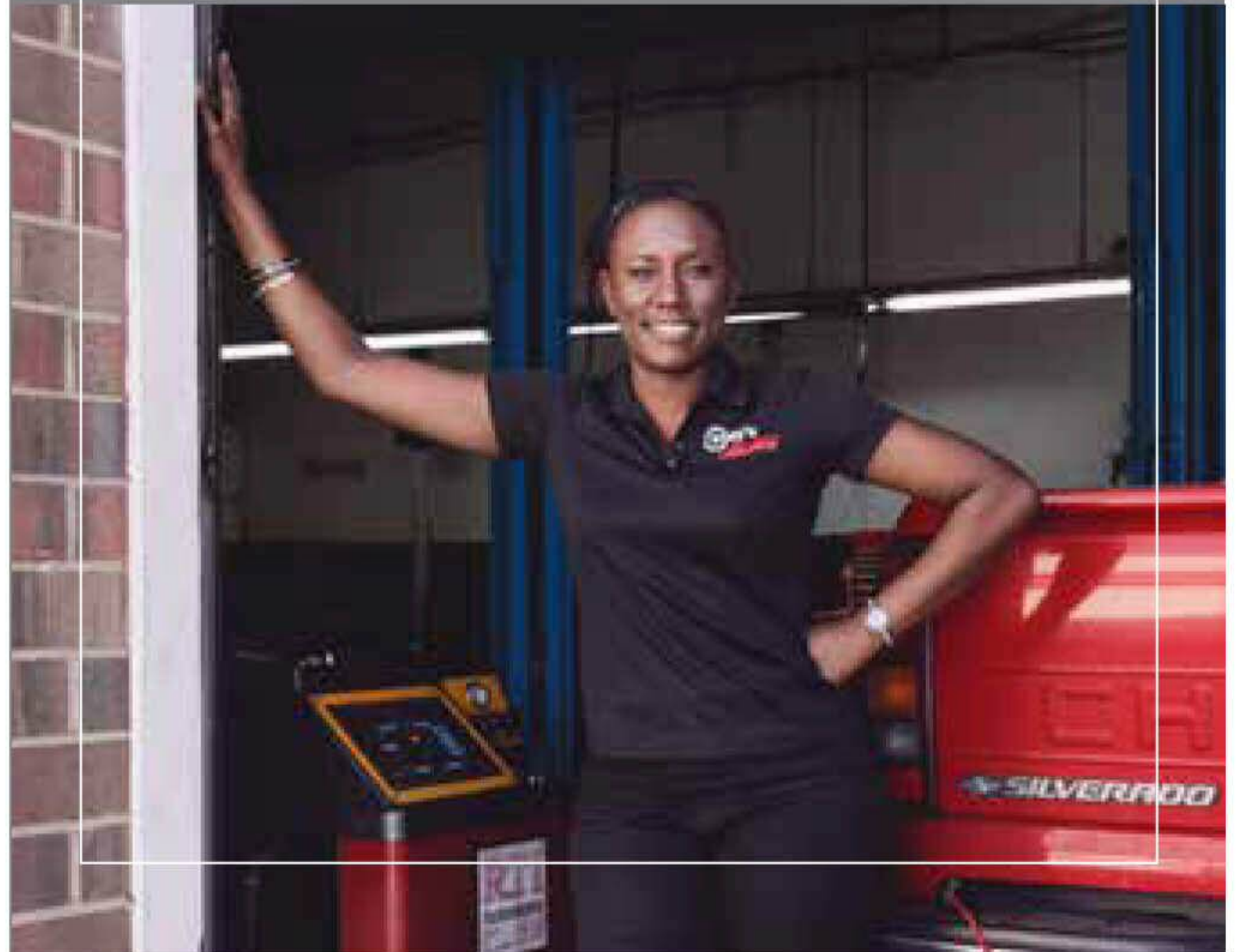
That's not always the case, but here's what happens the longer you wait between brake services: As the pads wear beyond their usable life, they can dig into the disc rotors or drums, damaging them enough to require replacement. Severely worn brake pads can also require more work to remove them from the calipers and may require the calipers to be replaced. With regular inspections, you may only have to make periodic pad or shoe replacements, which is typically much less expensive than replacing the pads, rotors and calipers.

## 5. But aren't all brake jobs expensive?

They don't have to be. Replacing only the pads when they're worn can prolong the life of other brake components, such as the rotors. There's never a bad time to have your brakes inspected. Your ACDelco-affiliated Professional Service Center can check the condition of the brakes and measure the life left in the pads. Your technician can also suggest a variety of value-priced ACDelco Advantage, Professional DuraStop and GM Original Equipment brake parts options to fit your budget.

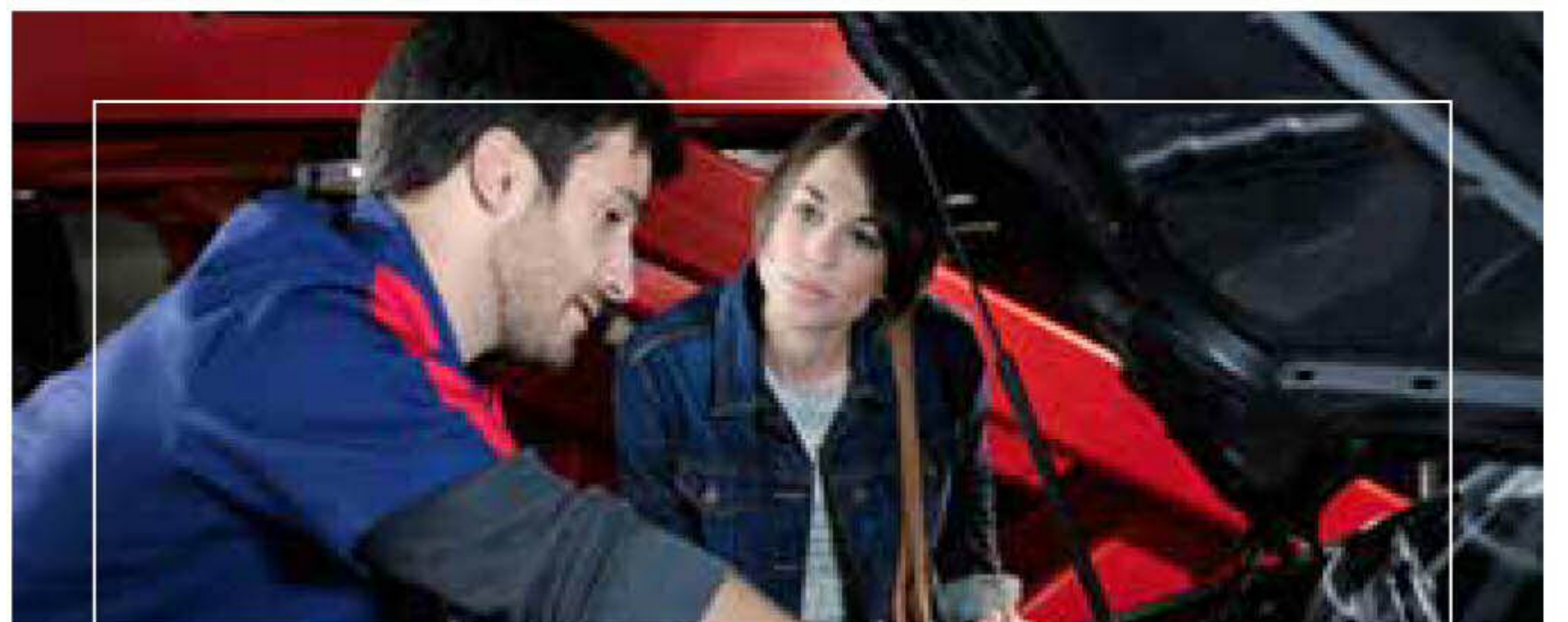
**Ask your ACDelco-affiliated service advisor about a complete brake system inspection.**

## AGAINST THE ODDS



Despite rising to the top in auto tech school, it wasn't easy for Mbie Carroll to get her foot in the door at a garage. "Everything was hanging in the balance," said Carroll, "I had a young daughter to take care of, so I didn't have the luxury of taking a long time to figure things out."

See how she followed her heart and landed the job of her dreams in the latest episode of "The Part That Build Me" – a video series that salutes independent shops and the techs who work there. **Watch it at [acdelco.com](http://acdelco.com) or [youtube.com/acdelco](http://youtube.com/acdelco).**



## KNOWLEDGE IS POWER

Take the scare out of auto care with ACDelco's updated Knowledge is Power booklet – an informative guide to the ins and outs of vehicle repair and maintenance. It even provides tips on handling breakdowns. Go to [acdelco.com/auto-seminar/knowledge-is-power](http://acdelco.com/auto-seminar/knowledge-is-power) to download a copy today!

**Your ACDelco-affiliated Professional Service Center may host hands-on Knowledge is Power seminars. Ask about them.**

**ACDelco**

## SHOP TALK

THE MEANING BEHIND THE TERMS OF YOUR CAR'S BRAKING SYSTEM



**Disc rotor** – It's the circular part mounted behind a wheel that rotates with it. The brake pads rub against it to slow the rotation.

**Disc pads** – Generally about the size of your hand, the pads are just what they sound like – pads of friction material that rub against the disc rotor to slow the rotation of the wheel. A pair of them acts on each rotor – one on each side – creating friction as the pads are "squeezed" against the rotor.

**Caliper** – With a disc-brake system, the caliper is mounted over the edge of the disc rotor and houses the brake pads. A brake line feeds hydraulic fluid to the caliper and when the brake pedal is pushed, the fluid forces the pads to squeeze against the rotor.

**Drum** – The drum is located behind the wheel (usually the rear wheels) and rotates with it. When the brake pedal is pushed, the friction-creating shoes push against the drum to slow the wheel.

**Shoes** – They're the friction-creating pads used with a drum system. Rather than squeezing to create friction, as on a disc system, they push out against the inside surface of the drum.

**Wheel cylinder** – On a drum system, it receives the brake fluid from the brake line and distributes it to push the shoes against the drum.

**Master cylinder** – A mechanical device that contains a piston that forces fluid through the brake lines when you step on the brakes.

**Vacuum booster** – A canister linked to the master cylinder's piston via the brake pedal. It provides a boost in braking power when the brake pedal is pushed.

**Wear indicator/wear bar** – It's a piece of metal inserted in a disc brake pad that creates a squealing/squeaking sound when the pad is worn down enough to expose it and it rubs against the disc rotor. The sound is an indicator that the pads are near the end of their life and should be inspected and likely replaced.

*Discuss these terms with your service advisor.*

## CLASSIC CORNER 1967 CADILLAC ELDORADO



Talk about edgy. The 1967 Cadillac Eldorado took the venerable, stately brand in an entirely new direction with sleek styling and cutting-edge powertrain technology – including front-wheel drive.

In place of Cadillac's traditional formal design was a low-slung exterior, with knife-edge corners and hidden headlamps. It was a design based largely on a mid-1960s concept car, but the idea of a sportier, envelope-pushing Cadillac had literally been on the drawing boards since the late 1950s.

The unique front-wheel-drive layout was nearly 20 years ahead of mainstream adoption of the technology. It used a large, torquey 7.0-liter V-8 to drive the front wheels; and also offered disc brakes, which became standard equipment the next year.

The Eldorado's net effect on Cadillac's image helped drive a new, younger audience into showrooms – and it remains a respected classic nearly 50 years later.

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### BY THE NUMBERS – CADILLAC EDITION

**381,113** – The number of Cadillac vehicles produced for the 1979 model year – the most ever.

**40,500** – The weight in pounds of the M24 Chaffee tank, which was produced at Cadillac's assembly plant during World War II and was powered by two Cadillac V-8 engines.

**1902** – The year Cadillac was formed. The company was named for Antoine Laumet de La Mothe, sieur de Cadillac, who founded Detroit in 1701.

**10** – The horsepower produced by the single-cylinder engine that powered the first Cadillac cars.

**1** – The number of supercharged Cadillac CTS-V Coupes produced in 2010.