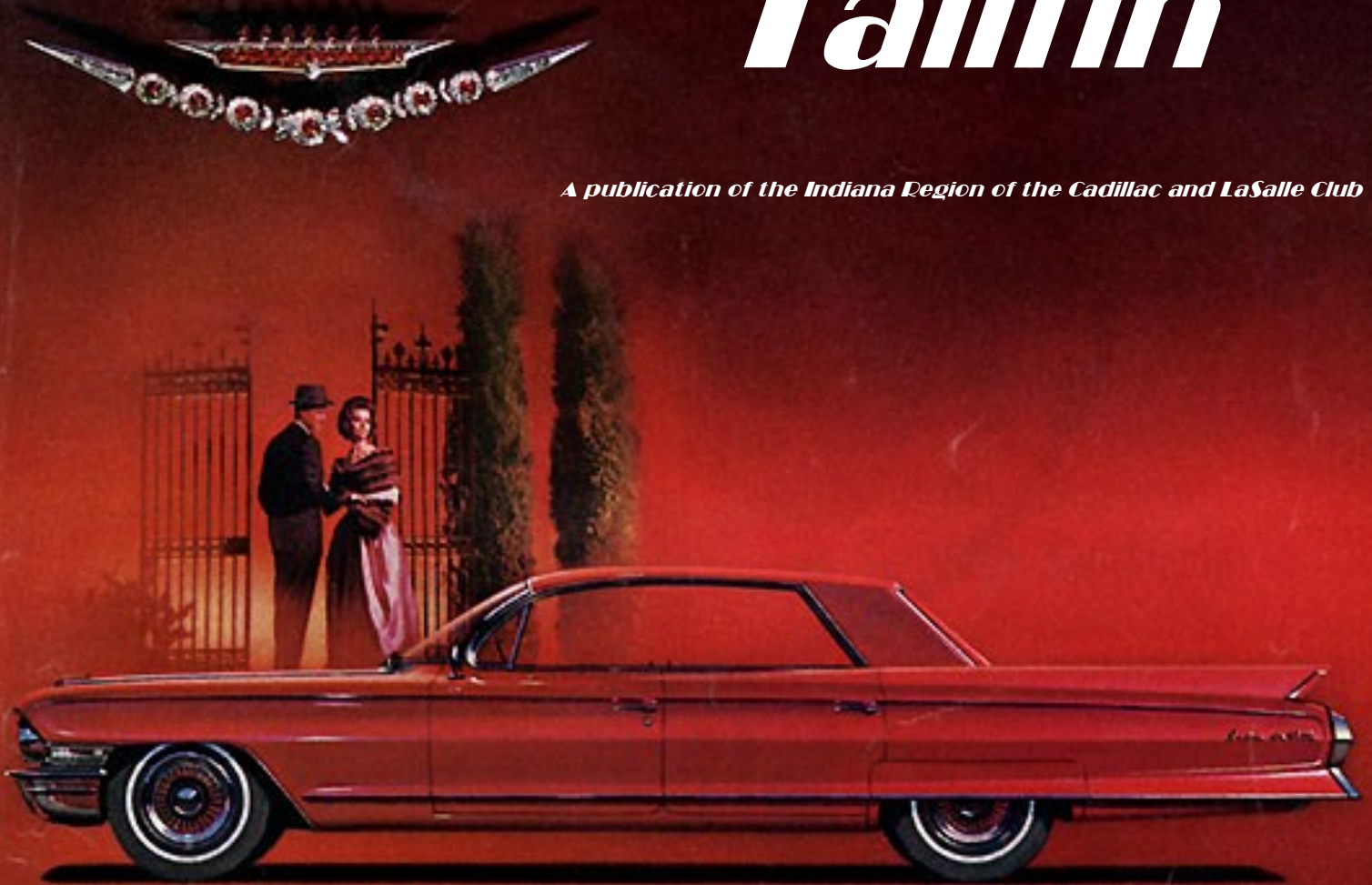


Hoosier Tailfin

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



Summer 2017

The Sedan de Ville • Jeweled "V" and Crest created in rubies and diamonds by Van Cleef and Arpels

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There are thirteen Cadillac body styles for 1962... more than twice the selection available with any other car in Cadillac's price range.

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The Hoosier Tailfin



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Thoughts from the director

By Warner Young

Spring is passing into summer and per usual we have had quite a mix of weather this spring. It appears our cool, wet weather is behind us. I'm hoping your Caddy likes the hot stuff.

Our Kokomo B-O-P-CLC outing in Highland Park is in the books for another year. We just missed getting the cool Northern Michigan weather, but it was a good day to exercise our Caddy's anyway. Jeff Shively handled most of the planning for this event. Good job Jeff and many thanks. Thanks to Barry Wheeler for bringing the meat and drinks and grill.

We have been invited to a multi-club in July. The President of the Indiana Lincoln Continental Owners Club has invited our club for their annual picnic at the farm of Joe Columbe on July 8th. Joe's farm is about 6 miles east of Shelbyville. We are asked to bring a dish to share. If you need the flier re-sent, let me know.

Speaking of the LCOC, we are planning a joint tour to the Terre Haute area the last weekend of Sept. You should see detailed planning for this trip later in June. That weekend is not the best for some members but we couldn't find a date that fit both clubs any better. That weekend will enable a stop on Sunday at the Newport Hill Climb, which has become a pretty big event. Newport is about 30 miles north of Terre Haute.

In a surprise announcement, the Grand European in Copenhagen in August has been cancelled. This won't affect our Region significantly, but there were several U.S. CLC members that were planning to attend. The West of the Lake Region (Chicago) is hosting the National Driving tour this year the week of June 26th. The tour will be on old Route 66 from Chicago to St. Louis. They have put a lot of effort into organizing this tour and it should be a good one and it's not too far away. Details can be found on line at cadillaclasalleclub.org.

Another surprise announcement (which is not a surprise anymore) is the Indiana Region hosting the 2019 Grand National around Louisville. Manpower will be needed. The event will be in mid-June. Bill and Beth Reedy have already done quite a bit of planning for the GN. 2019 will be here before we know it.

From the editor

By Jeff Shively

As I write this, the 29th Annual B-O-P-CLC show in Kokomo is about ten days past. Having attended every show since 1995, with the exception of the 2015 edition, I can safely say that this year's event was the biggest and best we've seen in a very long time. For the second year, the show was on the lawn of the Elwood Haynes Museum. This was done in part to avoid the swamp that Highland Park can become, as well as staying clear of the areas that were damaged by the August 24 tornado. Of the 53 cars registered, there were 16 Cadillacs and 2 LaSalles, a very healthy showing. Thanks to the local Pioneer Auto Club, we had a DJ booth and PA system. They did not unlock the CD drawers. Anticipating this, I brought a half-dozen West Coast and hard bop jazz CDs to provide a somewhat different backdrop than the usual '50s and '60s oldies. I want to personally thank all the CLC members who attended this show. All the planning in the world is pointless without you good people bringing your Cadillacs and LaSalles!

The '65 Sedan deVille finally made it to the bodyshop in May. The hood, trunk, and doors are all coming off to be painted properly. Once it is painted, the new chrome will be installed, along with new weather stripping. From there, it will go to a mechanic in Greentown who will make sure the climate control, vacuum door locks, and windows work. By fall, it should be in Greencastle at the upholsterer. With some luck, the '65 will be restored to its former glory by its 53rd birthday in November.

After a brief stay in Greentown, the '41 is running like a champ. It does like to jump out of third gear, but that will be fixed for good when that awful three-speed is removed and replaced with a Hydra-Matic. I have found a number of gas stations that sell pure gasoline, unpolluted by ethanol. I can tell a difference in the way the '41 runs. Summer is just beginning, so here's to many more trouble-free miles!

The Grand National and the Cadillac Fall Festival will be here before we know it. Of course, watch for more info about the fall trip to Terre Haute and the Newport Hill climb. This will be a very memorable trip, so plan now to be there. You will have a great time. Until next time, let's keep those Cadillacs and LaSalles on the road!

Barn Update

By Lars Kneller

Activity has slowed considerably in the barn since my last update. Spring brings many chores, and I've seemed to have a lot of family obligations too. However it doesn't mean no time, just less.

The Cadillacs have been running remarkably well, with no reliability issues at all. The other day I had to run to Merrillville and decided to take the **1984 Eldorado**. It will be making the trip to the Grand National in a little over a month, and it needs some street time to make sure everything is in order. It was a day with the temperature well over 90 with plenty of humidity, so I chose to leave the top up and use the A/C. It works very well, and should stand up to the weather in the D.C. area. The car isn't very peppy off the line, but once up to speed cruises along with no issues. I am going to gather up some spare parts for the trip too, including a starter, water pump, alternator, and I've also read the fuel pump relay sometimes can fail, so one of those too. I've had no issues with it since I bought it, so hopefully my luck will continue. I'll provide a

full summary of the trip in the next Tailfin.

The rough idle on the **1941 Cadillac** has been fixed. I tightened up the carburetor and intake manifold bolts, and it seemed to solve the problem. She's been purring like a 1941 should ever since. Our Walmart in neighboring Michigan City opened a new Murphy's gas station. I was happy to find they sell ethanol-free gasoline! However, it is only 87 octane, so just useful for the newer cars that don't need premium.

I've made some incremental steps on the **1963 Lincoln (NC)**. I was ready to put the grille together (two big metal parts) but was missing some parts. I searched high and low and couldn't find them anywhere. I was able to get several off of the parts car, and ordered the rest from a Lincoln parts vendor. One half of the grille had been rechromed, but the other half was in fairly decent shape (probably had been replaced at some time), so I used it as is. All the little squares in the grille are painted grey so I

redid that on the original one, and had to paint them on the rechromed one (whole grille comes back completely chromed). I finally got it all put together, and with Jaunda's help (it's pretty heavy), it is now in place. I did find my missing parts about a month later. I also put the bumpers back together, and will install the front one soon. I will leave the





rear one off, as there is some paint repair that needs to be done (wasn't done right in the first place) first. I've also completely installed the dashboard. There was quite the myriad of wiring harnesses and vacuum hoses to re-attach, which took some time, to make sure they were all in the correct place. I had to remove the steering column

to get the dash in, and have reinstalled it, after some paint touch-up needed by removing it. I've dug out the radiator and A/C condenser (they attach to each other), and they're ready for installation too. Once in, then I should be able to attempt starting the engine.



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Refer to this ad and receive a \$5 discount on your phone orders.

The only other activity involved Jaunda's 1969 Thunderbird (NC). The rear resonators seem to rust out about every 4-5 years, so this time I ordered them in stainless steel, so hopefully I've replaced them for the last time! The A/C has a slow leak and annually I need to put some back in. It was converted to R-134 several years ago, so I can do it at home. It's easier to stick a can in every year, than to try to figure out where the leak is and fix it.

There are several of us caravanning to the Grand National, so if you would like to come with us, let me know.

Dops on Pipes

Warren Performing Arts Center

By Joe Columbe, President, Hoosier Region LCOC

On Sunday, March 26, 2017, the Hoosier Region of the Lincoln and Continental Club (LCOC) was invited to join with the Indiana Region of the Cadillac & LaSalle Club (INCLC) to participate in an informal car show put on by the Central Indiana Chapter of the American Theatre Organ Society at the Warren Performing Arts Center at Warren Central High School. The program that was put on by the artist Pierre Fracalanza and was entitled "Music & Motoring: Those Were The Days". This concert was a combination of his live playing of the Barton Theatre Organ along with a video and audio program. It was extremely well done and the main floor of the auditorium was almost full.

The vehicles on display included five Lincolns, three Corvairs, an Imperial, Cadillac, El Camino, Triumph, Audi, Bentley, Rambler Wagon, Comet Wagon, Bronco, and a few other makes. A very impressive group of collector cars especially since it was down cast and raining off and on all day long. The lunch was from a food truck with BBQ and other lunch favorites. Eleven Hoosier Region Members attended this fun and entertaining event. Many thanks to the Central Indiana Chapter of the American Theatre Organ Society for inviting us and for offering free tickets to their concert. Their next concert is scheduled for June 11, 2017, with other concerts scheduled throughout the season.

2017 Indiana Region Events

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. CANCELLED

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

August 23-27: Grand European, Copenhagen, Denmark CANCELLED

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

September 29-October 1: (tentative dates) Driving tour to Terre Haute and the Newport Hill Climb

Answers for the Summer 2017 Tailfin Challenge

1. True
2. False, Cadillac has produced a single cylinder, four, eight, twelve and sixteen cylinder engines.
3. False, The one millionth car was produced 11/25/49, a '49 coupe De Ville.
4. True, In 1988 Dillinger-Gaines offered the Golden Edition.
5. B. 1932
6. False, the original designers forgot to include a gas cap.
7. C. 2005
8. True, in 1946 synchromesh for reverse was added.
9. C. 1996
9. False
11. True, the first manual since the 1988 Cimarron

Great Race 2017 comes to Indiana

The Great (American) Race was started in 1983 by Tom McRae and Norman Miller. They were partners in the deal and bought out an ailing race promoter who planned to race pre-World War II automobiles across the United States for a large purse. Through the years, they made certain to provide interesting routes for the participants, touring our country's back roads. The intricate routes were designed to suit antique cars and their capabilities in terms of speed and durability.

In 2011, the Great Race came under the leadership of Corky Coker. While a few things have changed, in terms of the rules and how the event is run, it is

On Wednesday, June 28th, the Great Race will stop overnight in Auburn, Indiana, home of the Auburn Cord Duesenberg Automobile Museum and the National Auto & Truck Museum. In the early days, Auburn was a leader in the automotive industry and there were more car companies in Indiana than in Michigan. On Thursday, June 29th Racers, including several in Hudsons, will make a stop during the morning at the Hostetler Hudson Auto Museum in Shipshewana, Indiana, where the most complete collection of cars made by the Hudson Motor Car Company is located. This museum was started by the late Eldon Hostetler who donated more than 40 Hudsons, Essexes and Terraplanes ranging in date



June 24 - July 2, 2017

still a classic car event with the same basic idea from years past. This year, there are 132 Racers driving cars from 1916 to 1972.

On Tuesday June 27th, The Great Race will stop in French Lick, Indiana for lunch. French Lick is the home of French Lick Springs Resort and the West Baden Springs Hotel. Race participants will stop in Franklin, Indiana overnight. Franklin is located 25 miles south of Indianapolis.

from 1910 to 1956. The Great American Race will continue that day to the Gilmore Museum at Hickory Corners, Michigan for lunch and then to Ypsilanti, Michigan for overnight. Ypsilanti is home to the National Hudson Motor Car Museum at the Ypsilanti Automotive Heritage Museum where the Racers will have dinner.

For more information on The Great Race, check out their web site: www.greatrace.com.

29th Annual B-O-P-CLC Meet in Kokomo

By Warner Young



Saturday, June 10th, was a sunny and warm day in Kokomo for our annual BOPC meet. With a nice breeze and plenty of shade it turned out to be a very nice day for a car show. The cars gathered just north of the Elwood Haynes Museum for the second year. We had an excellent turn out of cars with 53 in attendance. Last year the weather was cool and wet which held down the attendance.

The Indiana Region of the Cadillac & LaSalle Club was the host for this year's meet. Jeff Shively was chairman and did an excellent job of organizing and recruiting again this year. Getting all the details worked out takes quite a bit of time and Jeff deserves a big thanks. The Pioneer Auto Club once again provided their trailer for use as our headquarters and a PA system. This year we listened to mostly jazz music rather than the usual rock and roll. Jeff will need to explain how that change came about.

Barry Wheeler brought our club mini-grill for hot dogs and provided drinks. Thank you Barry. We had an excellent spread of food once again thanks to our members efforts. We staked out the museum portico once again which provides an excellent location for our picnic. Jeff S. provided an order

form for the nearby Jimmy John's subs for the other clubs that did not have a pitch in lunch.

We had an excellent turnout from our Region. Members were: Doug Brinson, Rich Dennis, Ota Dossett, Larry Hanlon, Bill and Mary Hedge, John Madden, Autumn Pebley and Chuck Ranney, John Rabold (new member), Jeff Shively, Tom and Melaine Taylor, Barry and Gay Wheeler, Donn Wray (new member) and Warner Young.

Once again our Cadillacs did very well in the class judging. Judging is simply a people's choice ballot from each presenter. Each presenter votes for first, second and third place awards. A great day and great cars and an excellent turnout. Thanks for everyone that helped make this an enjoyable meet.

29th BOPCLC winners (Indiana Region Members)

Class B, '40-'49 - 1st place Donn Wray 1941 Series 63 sedan.
2nd place Jeff Shively 1941 Series 62 convertible.
3rd place Warner Young 1940 LaSalle 5219 sedan

Class D, '60-'69 - 2nd place, Ota Dossett 1965 Eldorado convertible

Class E, '70-'79 - 1st place Doug Brinson 1970 Coupe deVille
3rd place Bill Hedge 1974 Eldorado convertible

Class F, '80 - '89 - 3rd place Barry Wheeler 1981 Seville Sedan

Class G, '90-'99 - 2nd place John Rabold 1990 limousine.

Class H, Modified - 2nd place Rick Dennis 1957 Coupe deVille

Other awards : Best Cadillac, Donn Wray 1941 Series 63 sedan
Chairman's Choice, Ota Dossett 1965 Eldorado convertible

**1941 Cadillac Series 6319
Owned by Donn Wray
Indianapolis
1st Place, Class B
Best Cadillac or LaSalle**



**1955 Cadillac Series 62 coupe
Owned by Barry Dixon
Noblesville**



**1957 Cadillac Coupe deVille
Owned by Rick Dennis
Kokomo
2nd Place, Class H**





1963 Cadillac Series 62 convertible
Owned by Don Wooldridge
Russiaville



1965 Cadillac Eldorado
Owned by Ota Dossett
Danville, IL
2nd Place, Class D
Chairman's Choice



1970 Cadillac Coupe deVille
Owned by Doug Brinson
Muncie
1st Place, Class E

**1974 Cadillac Coupe deVille
Owned by Don Tate
Danville, IL
2nd Place, Class E**



**1974 Cadillac Eldorado convertible
Owned by Bill Hedge
LaPorte
3rd Place, Class E**



**1976 Cadillac Fleetwood
Owned by Patrick Carney
New Albany**





**1981 Cadillac Seville
Owned by Barry Wheeler
Flora
3rd Place, Class F**



**1986 Cadillac Fleetwood
Owned by Chuck Ranney
Syracuse**



**1988 Cadillac Brougham
Owned by Don Wright
Kokomo
1st Place, Class F**

**1990 Cadillac limousine
Owned by John Rabold
Indianapolis
2nd Place, Class G**



**1993 Cadillac Coupe deVille
Owned by Tom Taylor
Indianapolis**



**1991 Cadillac Allante
Owned by Bill Tandy
Kokomo**





**1936 LaSalle Series 50 sedan
Owned by Wallace Saetter
Indianapolis
3rd Place, Class A**



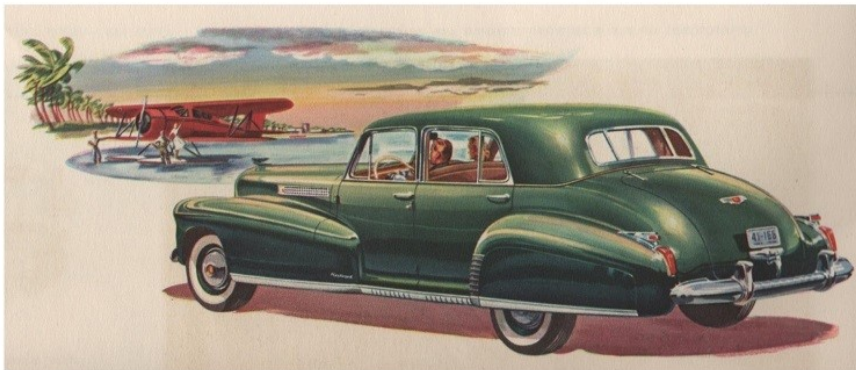
**1940 LaSalle 5219 sedan
Owned by Warner Young
Indianapolis
3rd Place, Class B**



29th Annual



Buick Olds Pontiac Cadillac/LaSalle Show



**The commemorative dash plaque
for the 29th BOP CLC Show cele-
brated the 1941 Cadillac Series 60
Special.**



**Highland Park
Kokomo
June 10, 2017**

Sponsored by the Indiana Region, Cadillac and LaSalle Club



Big Fins at the KAM

By Jeff Shively

On Saturday, May 27, the Kokomo Automotive Museum played host to the second “Hoosier Classic” Collector Car Auction. A number of fine Cadillacs crossed the block that day. My two favorites were the 1959 Series 62 convertible and a 1960 Sedan deVille. The former was a true barnfind, having been sitting in a barn in Lebanon since the 1980s. It sold for \$47,000, a little steep in my mind for a car that truly needed a complete restoration. A 1960 Sedan deVille came up from southern Illinois, accompanied by a rough 1984 Eldorado convertible. The ‘60 was a six-window sedan in Aleutian Gray with a matching interior. It had surface rust and it needed carpeting, but otherwise, it was a great car. It went for \$7,000, a little more than I would have been willing to pay. If it had been Hampton Blue like my long-lost ‘60, now that would have been a different story.....



An Invitation from the Hoosier Region

Seventh Annual LCOC Summer Picnic

SATURDAY, JULY 8, 2017, 12:00 NOON RAIN or SHINE

PLEASE RSVP BY SATURDAY, JULY 1, 2017 by either Phone or E-Mail - see below

The Seventh Annual Lincoln & Continental Owners Club - Hoosier Region Picnic at LIME ROCK FARM will be Saturday, July 8, 2017, starting at 12:00 Noon. Drinks, Meat, & Tableware will be provided by the Columbe's. All we ask is for you to bring a side dish, salad, or desert to share (or all three LOL) share with a crowd of around 75 we hope. We had 61 in attendance last year so we need to beat 2016! We are sending an invitation to ALL LINCOLN & CONTINENTAL OWNERS CLUB - HOOSIER REGION MEMBERS, LCOC SOUTHERN OHIO REGION MEMBERS.

ACTIVITIES TO DO AT LIME ROCK FARM

Talking about Lincoln's, looking at Lincoln's, nature walks, visit the longest covered bridge still in use in Indiana that is within a big walking distance, fishing (bring your own gear), row boats (bring your own life jackets and row power), swimming in the pool that features a slide, 1 meter and 3 meter diving boards (no Lifeguards), golf cart rides, and the most important thing, EATING AND VISITING WITH LINCOLN & CONTINENTAL PEOPLE!

The last 6 picnics have been great. Let's make this years picnic the best one yet!!! EVERYONE BRING YOUR LINCOLN & CONTINENTAL FOR DISPLAY. IF YOU HAVE MORE THAN ONE, BRING THEM ALL!!!! Hosts are Joe & Eleanor Columbe. E-Mail: jscolumbe@tds.net, Home #s 765-629-2406 or 765-525-6899, or Joe's Cell # 765-561-4900. Feel free to call anytime if you have any questions or concerns. We look forward to your company and will work hard so that those in attendance will have a GREAT CAR DAY!!!!

The Columbe Family

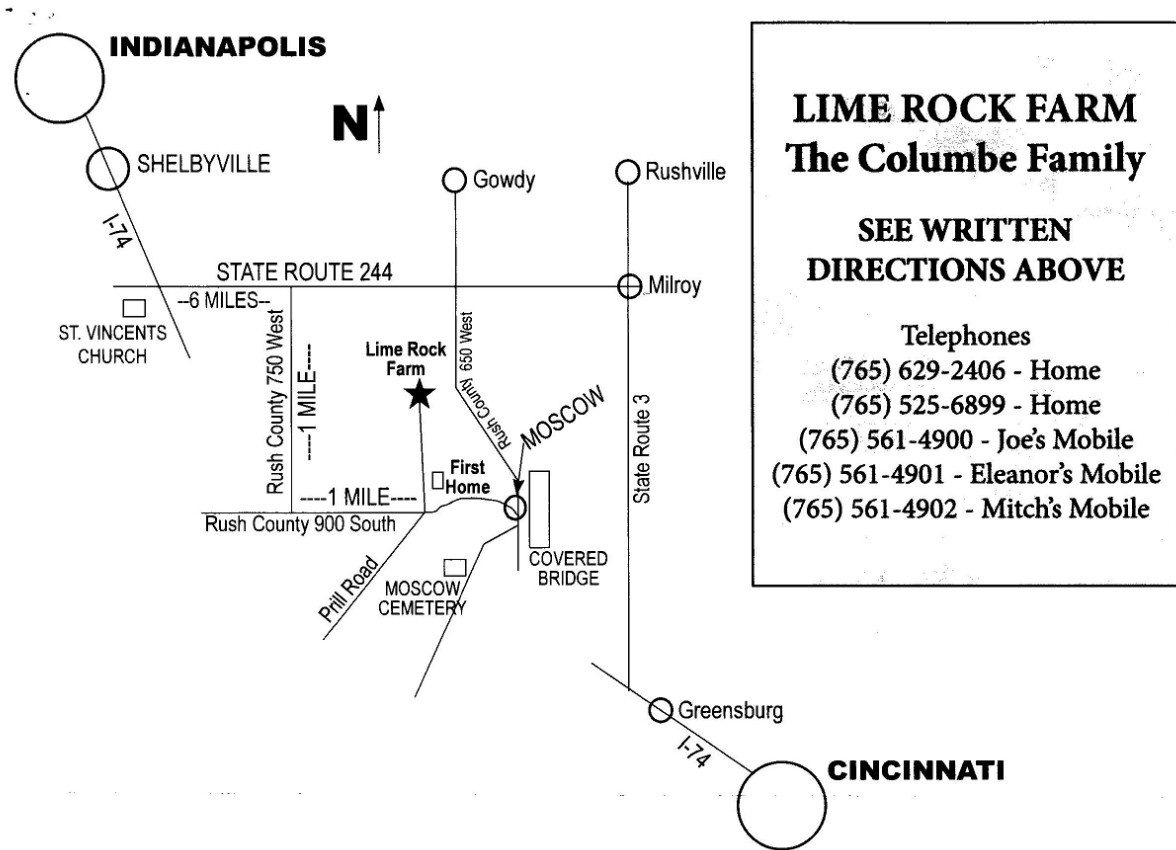
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Hoosier Tailfin Automotive Challenge Summer 2017

1. The Eldorado Brougham was built from 1957 to 1960. T – F
2. Cadillac produced a two cylinder engine in it's early years. T- F
3. Cadillac produced it's one millionth car in July 1952. T – F
4. A Cadillac limousine builder once worked with Donald Trump to build the "Trump Series". T – F
5. What year were wheel covers first offered? A. 1930 B. 1932 C. 1934 D. 1935
6. The 1949 Cadillac moved the gas cap from the fender to the tail light for improved looks. T – F
7. What was the last year the factory offered a stand-up hood ornament?
A. 2003 B. 2004 C. 2005 D. 2007
8. The Hydra-matic transmission was first introduced without all gears synchromesh. T – F
9. What year was On Star first offered? A. 1994 B. 1995 C. 1996 D. 1998
10. The CT6 is front wheel drive. T – F
11. The CTS offered a manual transmission from 2003 forward. T - F

**Answers
on
page 6**

Jeff and John's '41 adventures Spring 2017 edition

By Jeff Shively



Some cars are just meant to be driven. My 1941 Cadillac Series 62 convertible is one of those cars. I am still ironing the bugs out of it, but the Auburn “Triple Crown” event in May seemed like the perfect time to test the new clutch, repaired generator, and new lifters. For the first time in 62 years, the AACA and the CCCA decided to hold a joint meet. They chose Spring Auburn auction at the Auburn Auction Park off of I-69 as the location.

John arrived very early at my home in Noblesville on Saturday May 13. I live right off of IN-37, so we took it north all the way to Marion. We passed a number of interesting sites, including the Wolf Motel, which looks to have been around since the 1940s or 1950s. In Marion, we changed to IN-9, which took us all the way north to IN-8, which runs into Auburn and becomes 7th Street. We arrived at the auction park and had a little trouble finding where the show was. Eventually, we located our spot. Moments later, Dennis Manieri from Naples, Florida came over to greet us. Dennis owns an amazing 1941 Series 6229 convertible sedan. We met at the Kokomo CCCA Grand Classic in September and have been friends ever since. Look for his yellow convertible at the Grand National this summer...it is stunning! We saw a number of Indiana Region CLC members, at the show. As we worked our way around the showfield, we ran into Lars Kneller, Bill Hedge, and Glenn Brown. They had come to Auburn for the day. Gene Menne was incognito in his 1914 Ford Model T. I also saw a

couple of folks from the ACD Club and from NATM as well. It seemed like any way I turned, I ran into somebody from a museum or car club that I knew.

As this was a CCCA event, Cadillacs were scarcer than Packards. Besides Dennis' convertible sedan and my convertible coupe, there was a nice Series 63 sedan owned by a gentleman from Michigan. It was a beautiful day for a car show, but John and I were getting a little hungry and tired, so we made for the exit. We stopped for a late lunch in Auburn at the Auburn House of Pancakes. This restaurant has been in downtown Auburn for many years, and is one of my favorites. As a 19-year-old intern at the Auburn-Cord-Duesenberg Museum in 1993, I ate many breakfasts here before reporting for work at the museum. A lot of the local movers and shakers made this their early morning hangout for many years.

On the way home, we put the top down. We dodged some rain clouds, but we arrived in Noblesville before dark. The '41 performed very well over the 200-plus mile round trip. Gas mileage was in the 12 mpg range, which is about on par for a '41 Caddy.

Auburn is still my favorite place on earth, but Hickory Corners Michigan has to be the runner-up. I am at the Gilmore Museum at least three times a year, for CLC, LCOC, and CCCA events. The CCCA

Grand Experience was held on Sunday June 4 this year. John and I left later in the day, as I wanted to see my wife Mila off to work a double shift as a charge nurse. With a list of ethanol-free gas stations in hand, we headed north again on IN-37. In the quaint town of Elwood, we got onto IN-13. The great thing about this road is that it is lightly travelled and it turns into US 131 at the Michigan State line, so we can take it all the way to Kalamazoo.

It was amazing how much attention the '41 attracted at the gas stations. We took our time heading north, so we got into Kalamazoo at dark. After checking in at the Baymont Inn and covering the car, we walked across the street to enjoy one of our Kalamazoo rituals....a giant Godfather's pizza and a pitcher of beer. This is always a great way to unwind and to get ready for the day ahead.

As I had allowed myself to get talked into judging, we were up early so that we could make the 20 minute drive to the Gilmore in time for the judges' breakfast. I saw a number of familiar and friendly faces on the showfield. There were about 35 cars arrayed upon the lawn by the CCCA Museum. Four of them were '41 Cadillacs: a flawless Series 60 Special, the same Series 63 sedan we had seen at Auburn, an original Cavern Green Series 62 coupe with running boards that was mostly original. The day started damp, but by 10am, things were looking great, with lots of sunshine beaming down on us. Down went the top!

During lunch, I had the opportunity to meet Chris Shires, the new Gilmore executive director. He's a nice fellow with a tough job. John and I toured the museum buildings and before long, it was time for the awards. One by one, the cars started up to head for their trailers. We



Four chums and a '41 Steve Ortman, Jeff Shively, John Madden, and Dennis Manieri enjoy a moment at the Auburn Triple Crown event in May.

headed south with the top down. The skies grew angry by North Webster, so up the top went. A few miles later, we had to take shelter at a gas station because the rain was coming so hard that I couldn't see to drive. Once it cleared off, we were back on IN-13 heading toward home, getting in after about five hours on the road.

So far, the 2017 season has been a blast. I wonder what the summer and fall will bring? No matter what, I am sure it will be memorable. Most things are behind the wheel of a '41 Caddy convertible!



Putting the top boot on makes a great-looking car even better.



Fog Lamps



Radio

