

Hoosier Tailfin



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



August 2014



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On the cover: A trio of late 1940's streamliners with Lake George as a background.

At the Wheel

By Jeffrey Shively



The 2014 CLC National Driving Tour is upon us! Right now, we have almost 50 cars registered from seventeen states and one foreign country. We also have three former CLC National Presidents in the group. Loose ends are still in need of tying, but that is happening on a daily basis. If you have any interest in going, please let me know ASAP. We want to give our hosts at the venues plenty of time to prepare for our arrival. Some host hotels are sold out, but I am arranging for more rooms as they are needed. Even if you do not participate in the tour, please try to attend the Grand Opening of the Cadillac and LaSalle Club Museum and Research Center on September 28. You won't regret it!

The summer has flown by. The '65 is still stalled, but I've had a pretty good time with the '41 this season. In some ways, I am looking forward to early October, because life will start to slow down a little. On a sad note, I

am in search of a new daily driver. My '04 DeVille was totaled in a collision in downtown Russiaville. I'd like to step up to a 2010 DTS, but I just don't want a large payment right now. Maybe an early 2000's LeSabre or Park Avenue would work for a while. I'm in no rush to buy, as I am driving my old reliable 1994 Sedan deVille with its trusty 4.9 liter V-8. Not very peppy, but it is reliable.

I wanted to take a moment to both apologize and perhaps inspire some action. Last fall, I was quite serious about giving up the directorship. It was with great reluctance that I continued in that capacity. The club is in a bit of rut, and other than a few years after I got married, I've been running the show since I was 25. I'll be 42 in a few months. For the next two years, the Indiana Bicentennial program "Kokomo Salutes Indiana's Automotive Heritage 1894-1964" will take much of my effort, in addition to my plan for completely redoing the Kokomo Automotive Museum. There is also my family to consider, people that I see on weekends only. I simply can't give the region the time it deserves from a director, so I am quite serious about asking for someone to take the reins. I'm not going to disappear, but the Indiana Region deserves to begin growing again.



FOR SALE
1970 Eldorado.
1970 Fleetwood.
Both run and drive.
Asking \$6,000 ea.
Contact Ed Dalton
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Barn Update

By Lars Kneller

The summer is in full swing and all of my cars have been exercised, some more than others. The **1968 Eldorado** obviously has the most with its trip to Kokomo in June and then to Lake George, NY for the Grand National. That was a 1600 mile round trip, and it made it with no problems. I averaged 14.7 mpg of premium fuel which ranged from \$4.17 per gallon on the NY interstate to \$3.34 per gallon in a Cleveland suburb. I also added some Octane 108 to each tank of fuel to keep it elderly high compression engine happy. A can of STP with added zinc was added to the oil prior to the trip, though I am still not convinced the lack of zinc causes the issues some claim it does. I have yet to see a double blind placebo controlled scientific study on the subject. Our hobby is full of anecdotes that seem to become the gospel truth.

Nonetheless I met Glenn Brown with his **1972 Fleetwood** and Fred Butalla with his **1986 Fleetwood** at the La Porte toll road exit on Sunday morning (a trifecta of Fleetwoods!). We traveled to a suburb of Buffalo that day and spent the night. We arrived in Lake George early Monday afternoon. It is undoubtedly one of the most beautiful places I have seen. Fellow IN Region members attending were Barry and Gay Wheeler, Tom Hoczyk with significant other Jane, Warner and Pat Young, Jeff Shively, and John Madden. I appreciate those members attending my swan song as CLC President. I received a first place Primary for my car. Barry received the Self Starter Author of the Year V-16 Award. It was a great meet, many great cars (one other '68 Eldorado), and interesting tours too. My wife and I plan a return trip someday when we have more time to relax and enjoy the community. Our group left for home on Sunday morning. We caught up to David and Becky King of Michigan in their **1958 Eldorado Brougham**, who caravanned with us for some time. I figured it will be the only time in my life I am driving a 1968 Eldorado with a 1958 Brougham in my rear view mirror. We were averaging 70-75 mph and he had no trouble keeping up. We met up with two other old car enthusiasts at a rest stop, returning from the All Chrysler Nationals in Carlisle, PA in their 1960 Plymouth and DeSoto. We spent the night, as mentioned previously, in Cleveland, and arrived home in La Porte early afternoon on Monday. We are already looking forward to next year's meet in Brookfield, WI.



*The **1972 Eldorado Coupe** is finally home from the body shop. The main reason is that it has gone out of business, and its proprietor appears to be suffering some ill health to boot. Nonetheless with a little threatening and persuasion, the car is all painted. There are a few areas that need a little better buffing, and a couple areas low on the car I think he either forgot to spray clear on , or just didn't buff at all. I had had it though with his excuses and issues, and just decided to bring it home and take it from here myself. The car was filthy from sitting in the body shop for 7 months, and I spent a couple hours getting it cleaned up inside and out. My goal is to get it done so Josh can take it to Brookfield next summer.*

*Speaking of **1972 Eldorado's**, I have fixed a couple of its ailments since the last Tailfin. The HVAC turned out to be a loose vacuum line under the dash. Once it was found amongst the myriad of wires under the dash, and hooked up properly, everything worked fine. I had a problem with the circuit breaker that protects the horn, power seats, and cruise control tripping frequently, usually after using the horn (I do like exercising all 4 notes). I got to thinking and I had reinstalled the steering wheel a while back and forgot the little piece of rubber hose (looks like heater hose) that goes on the shaft prior to the wheel. I pulled the wheel and installed that, and, knock on wood, no issues to date.*

*The **1969 Thunderbird** has wanted its share of attention this summer too. It had a knocking noise, and I knew the passenger side exhaust manifold was cracked. They only make repro's for*



that side, so it must be a common problem. I bought one, and as the noise was getting progressively louder, took it in for repair. The noise turned out to be 2 bent push rods, luckily on the passenger side. Those were replaced, along with the exhaust manifold, and she runs like a champ now. However 2 weeks later the power brake booster went out. It literally took both of my feet on the brake pedal to stop it without power. So that is now replaced, and she seems pretty happy. With its big 429 cu.in. V-8 and positraction rear end, it undoubtedly is the fastest of all my old cars. You may recall last summer I replaced its original Ford issue carburetor with a Holly replacement and it made a huge difference in how the engine performs. It starts right up, even after sitting for weeks, and will set you firmly back in the seat when all 4 barrels are opened up.

Due to all of the preceeding, little progress has been made on the **1963 Lincoln**. I did manage to get the springs put back on the front brake drums (apparently they lessen noise?). After trying about every which way I could think of, I gave up and took them to my machine shop, and he had them done in no time at all. I do have a staycation scheduled in August which hopefully will lead to some quality barn time.

Fire up for our driving tour and our museum's grand opening!



Congratulations, Pete and Sally!



Fredus N., III "Pete" and Sally Peters

On June 25, 2014, Fredus N. (Pete) and Sally Peters celebrated their 60th wedding anniversary. As high school sweethearts (Evanston High School), they met in 1949, and were married in 1954.

Pete retired from General Electric after having served as Vice President of Engineering after 38 years while Sally, a homemaker, raised four children; Liz, Nelson, Andy and Scott.

The couple has several grand-children and was recently blessed with their first great grand-child. They currently reside in Ft. Wayne, Ind.

Originally published on June 21, 2014

Thanks to Gene Menne for passing along this bit of good news. I'm pleased to note that the Shively's have the same anniversary date as Pete and Sally. Ed.







26th B-O-P-CLC Show Highlights, Kokomo



Left: Doug Brinson's 1970 Coupe deVille

Below: John Madden and Jeff Shively confer while Barry Wheeler supervises Lars Kneller's lunch preparation

*Opposite page
Top: 1933 Buick sedan*

*Bottom:
Bill Harris' 1948 Pontiac Convertible. Bill won the Chairman's Choice Award. The '48 has been a staple at Pontiac meets for over four decades.*



2014 BODCLC RESULTS

Class A 1897-1942
1st Virgil Perkins
1941 Cadillac 6019

Class D 1966-1975
2nd Doug Brinson
1970 Cadillac Coupe deVille

3rd Lars Kneller
1968 Cadillac Eldorado

Class E 1976-1985
3rd Barry Wheeler
1979 Cadillac Fleetwood

Glass G 1996-2014
2nd Jeff Shively
2004 Cadillac DeVille

Best Cadillac
Virgil Perkins
1941 Cadillac 6019



One Grand Cadillac Experience at Hickory Corners

By Jeff Shively

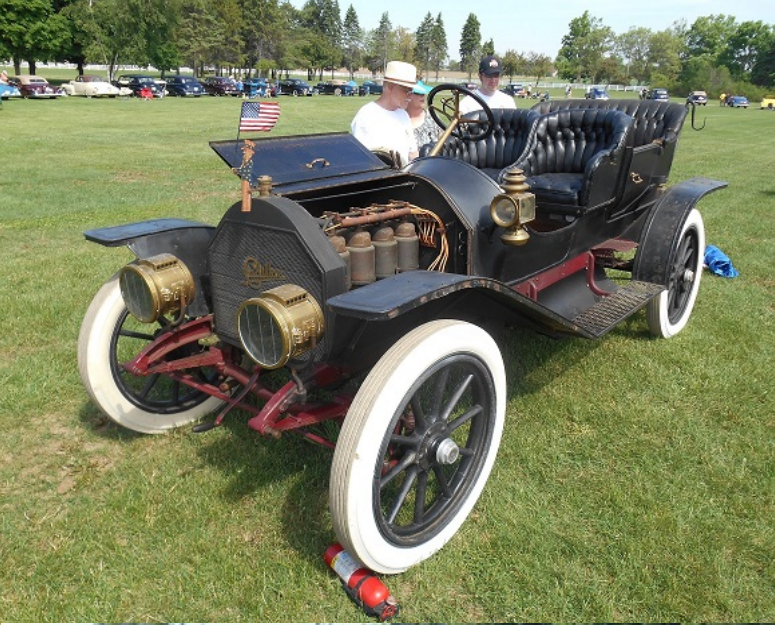
Over the past few years, I have grown to appreciate the Gilmore Museum, located in those famous red barns in Hickory Corners, Michigan as a place as near and dear to my heart as Auburn. Driving an old car to an event there has been a goal for a few years. For one reason or another, I've never been able to attend the "Experience" and the Grand Classic® held the first weekend in June. With the theme for 2014 being the "Cadillac Experience" and a showfield full of Cadillacs from the beginning all the way to 1962, this became a "can't miss" event. I almost did miss it. The '41 was getting some repairs at the local Cadillac dealer, and it took a near miracle for them to release the car to me on Friday, May 30.

Heading north, the '41 performed magnificently. The speedo was unhooked, part of the unfinished work, so I had to judge the speed based on the rhythm of the road beneath my tires. It was a leisurely trip, taking US 24 to IN 15, and staying on the two-lane blacktop into Michigan and US 131. Friday night, the '41 stayed under its cover at the Super 8 in Kalamazoo.

Saturday morning was an early start, with a half-hour drive to the Gilmore. The Grand Classic® featured a nice mix of Full Classics®. I found myself parked between Gene Perkins' "new" 1940 Packard Darrin, the only one with a cloth interior, and a very nice 1937 Lincoln K coupe. Judging was entertaining as always. My team handled one of the newest Full Classics®, Helen Cole Imbs' 1919 Cole. She was as engaging as ever, telling her grandfather's story to a group of judges trying to figure how exactly to handle the "no talking with the exhibitor" rule in this case! The Indiana CCA contingent on the field that day included Bill Miller's 1939 Cadillac, Gene Perkins' Darrin, one of Larry Pumphrey's 1937 Packard Twelves, Phil Stephenson's 1941 Cadillac, Steven Tarr's 1939 Buick, and my 1941 Cadillac. After judging, the Miller's and Larry let me hang around with them for a bit at lunch time. Later in the afternoon, I had the pleasure of meeting Margaret Dunning, who was with a rare 1941 Cadillac 6319 touring sedan.



A bit of Heaven on earth - a row of 1941 Cadillacs led by a Crystal Blue convertible coupe



Top left: 1909 Cadillac

Middle left: 1939 Cadillac Series 75 convertible coupe owned by Bill Miller

Top right: 1937 Cadillac Series 452 V-16 coupe

Middle right: 1936 Cadillac Series 452 V-16 club sedan

Bottom right: 1936 Cadillac Series 452 V-16 Aerodynamic coupe



*Top:
Gene Perkins
and his team
have the unenviable
job of
deciding which
1941 Cadillac is
best.*



*Bottom:
Hoosiers Larry
Pumphrey and
Jeff Shively
take a break
from judging
on the running
board of Bill
Miller's 1939
Cadillac Series
75 convertible
coupe.*



A fantastic pair. Bob Lutz's fabulous 1934 LaSalle convertible coupe and a sleek 1960 Eldorado.



To say that Sunday was a wonderful day would be an understatement. The weather was almost perfect for a car show. I met up with Lars and Bill for the better part of the day. About 55 Cadillacs and LaSalle's from 1909 to 1961 were present on the field, plus a number of non-Cadillac/LaSalle Full Classics®. The only thing that would have made it better would be to have extended the upper age limit from 1962 to 1965. That would have been perfection! As it was, the showfield is much like I expect Heaven to be.....1941 Cadillacs of all shapes and sizes everywhere! A pair of Series 60 Specials represented the last year of Bill Mitchell's break-through 1938 personal luxury car. There were two 62 Series coupes in addition to mine, including a Cavern Green example with running boards. A pair of convertible coupes, including one in Crystal Blue with the somewhat uncommon blue/buff leather interior, finished the smaller Cadillacs. The painted dash, which is correct but not as pretty as the woodgrain, was the only detracting factor. The afore mentioned 63 Series touring sedan was back, one of only 5,000 built in '41. One of the two Series 75 sedans appeared to be air conditioned. Roughly 300 Cadillacs were equipped with air in '41, and three are believed to have survived. Sadly, there were no Series 67 limousines or Series 61 cars on the field. The rest of the showfield was filled with dozens of wonderful non-1941 Cadillacs, including a number of early Series 452 V-16s ranging from a 1930 limousine to a 1937 coupe. Of course, the 1936 Aero-dynamic Coupe is worth a mention. Normally on display in the Gilmore's entry building, the Aero Coupe is one of GM's most elegant designs of the 1930s. When it comes to stunning, few cars can lay a glove on the 1934 LaSalle, particularly in convertible coupe form. Owned by the legendary Bob Lutz, this example was painted pale yellow and was just lovely. The 1934 LaSalle is often credited with saving LaSalle and perhaps even Cadillac. Most of the Cadillacs on the showfield were from the Classic Era or earlier, but there were two representatives from my third favorite year, 1960. The light-green Eldorado was a veteran of the 2002 Centennial Cadillac and LaSalle Club Grand National meet in Detroit.

The drive home was scenic. Instead of making a run for Kokomo, or even Greencastle, I opted to head to Lake Tippecanoe, near the town of North Webster. My aunt and uncle have had a house on the lake for forty years, and I really needed some peace and quiet for the evening. A very slow ride on a pontoon boat over glass-still water was just the ticket. A good night's sleep and a flat tire change later and I was back at work in Kokomo on Monday morning.

As I said earlier, my fondness for Hickory Corners has been growing lately. We are currently a little over a month away from Grand Opening of the Cadillac and LaSalle Club Museum and Research Center. This will be the culminating event of a week of Cadillac fun, starting on September 23 when the CLC National Driving Tour begins in Kokomo and spends the better part of a week winding its way through northern Indiana and southern Michigan before arriving at the Gilmore. I look forward to returning once more to the home of the red barns very soon.

*It is really
Economical to own a*
CADILLAC

It is always well to remember that the practice of thrift begins with the purchase of value. The man who buys a Cadillac or LaSalle, for instance, is certain to find his investment a most fortunate one—for he has secured real value in his original purchase. Built to the highest standards in every way, Cadillac and LaSalle continue to deliver the utmost satisfaction at an age when lesser cars would have ceased to satisfy. Moreover, a car produced to such exacting limits of precision requires the very minimum of maintenance. To these very practical reasons for owning a Cadillac-built car should be added the long-established prestige of the Cadillac name, and the deep-rooted pleasure of possessing anything so genuinely fine and satisfying. Why not inquire into Cadillac economy today? LaSalle prices start at \$2395, Cadillac at \$2795, f. o. b. Detroit.

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