

# Cadillac



# Hoosier

# Tailfin



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

**April 2016**



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# *Thoughts from the Director*

*By Warner Young*

The influence of Old Man Winter is finally falling away behind us in the rear view mirror. I imagine we are all celebrating that. I've been looking forward to a new driving season for sometime now. I will admit that this fairly mild winter has spoiled me just a little bit. As you read this, we will be just about kicking off our 2016 event season. The Grand National in Las Vegas is very early this year. I'm looking forward to seeing a lot of west coast cars that we don't normally see.

I'm anticipating a good driving season this year. Lars Kneller has offered to host our club along with the Lincoln & Continental Owners Club in August as part of a northern Indiana driving tour. This will be an overnight tour, so a little more adventuresome than many of our tours. Details of this tour will be finalized in the next few weeks. Also note that Tom Taylor has been working on a meet at the Lockhart Cadillac Dealership in Fishers for May 14<sup>th</sup>. Lockhart has welcomed our club and they will be advertising our event as a promotional opportunity for the dealership. Tom plans to have over a dozen older Cadillac's at the dealership.

We have a very special event coming up in September in Kokomo. This is not CLC event, but a unique automotive event that all car lovers will not want to miss. Jeff Shively is the Chairman of the "Kokomo Salutes Indiana's Automotive Heritage". This is an officially sanctioned event for the Indiana Bicentennial Celebration. Saturday, September 10<sup>th</sup>, will be a Grand Classic of the Classic Car Club and Sunday will be a "Motor Muster" featuring Indiana built cars prior to 1965 and special interest cars built prior to 1967. Jeff hopes to have 200 cars on Sunday. This will be a special weekend that won't be soon forgotten. (I suspect Jeff has gained some gray hairs planning this large event)

Big news this month is the launch of our new Indiana Region web site. It's at [indianaclc.org](http://indianaclc.org) I think you will find the site a nice upgrade for Indiana. This site was created through the hard work of Beth Reedy. A big thanks goes out to Beth, our new webmaster (mistress?)

I hope to see you at our events this year. We have some good stuff in the works and I'm pretty excited.

## **Upcoming Indiana Region Events**

Meet at Lockhart Cadillac in Fishers: May 14

27th B-O-P-CLC Show in Kokomo: June 4

National Driving Tour in Connecticut July 6-9

Great Lakes Inter-Regional Meet in Perrysburg, OH: July 28-31

Northern Indiana overnight with the Lincoln and Continental Owners Club: August 19-21

"Grand Indiana Bicentennial Motor Muster" in Kokomo: September 11

Cadillac Fall Festival at Hickory Corners: September 24-25

## *Barn Update*

*By Lars Kneller*

Spring is upon us, and the level of optimism for a new car show season is rising. Actually some of that will already be occurring shortly after you read this, as our Grand National is early this year, April 13-16 in Las Vegas. I will be killing two birds with one stone that week, as my wife and I will spend the first half of the week in New Orleans attending a medical conference, and then will leave for Las Vegas on Thursday for the Grand National. The board meeting is Friday, and the show is Saturday, so my time there will move quickly. I doubt we'll have another early GN like this one anytime soon.



So far I have had two Cadillac's officially out of the road this year. The first was the **1984 Eldorado convertible**. As you recall, I tuned it up with new plugs, wires, rotor, and distributor cap. It's always good to hear it fire up after doing all of that work, knowing I didn't screw anything up. Plus I had to set the timing. The mighty 4100's distributor is located at the rear of the engine, and one has to be somewhat of a contortionist to get to the screw to loosen it. I was successful and she's purring like a kitten now. You may have to sit down to read this next item, but the **1963 Lincoln (NC)** is not back from the body shop yet. So... since I've had some extra time, I've moved forward replacing the rubber window strips at the bases of the windows of the '84.. Some were gone, and those that weren't had been thoroughly petrified by the Florida sun. The rear's, despite only being about 5" long were somewhat complicated to get to. This included removing the rear seat and "door" panels (no rear doors on that car). I discovered my rear speakers were disintegrating (not much left of the cones). I did some Ebay searching and found some deluxe NOS Pontiac speakers that are exactly like what I have, and (believe it or not) a few dollars cheaper than similar authentic Cadillac replacements. All of that will be going back together shortly. The front doors, despite the weatherstrips being about 4 ft. long, were fairly easy. It just required removing the door panels. I am still



looking for an original AM-FM-cassette (not Bose) radio, so keep your eyes open for one. I've also decided the front floor mat I have, is not original, so one of those would be a bonus too.



The second Kneller Cadillac out of hibernation is the **1941 Series 61 Coupe**. Some of you may recall that some paint is beginning to peel off of the right front fender, at the front, perhaps from some of its treks at 70 mph plus, down the highway. I have arranged to have it painted mid April (at a different body shop than the one that has the Lincoln). Plus I have some accessorizing to do, with my back up lamp and oil filter purchases since last fall. I also just heard that the State of Indiana is once again going to offer new personalized plates, so I have the perfect one planned for the '41.

There's actually been a third Kneller Cadillac on the road this year, the **2005 CTS-V**, though not sure if that one is considered old or not. No issues with it, other than the near black cheap plastic chips off of the buttons that control the radio. I had the radio replaced twice under warranty for that problem, as one is unable to obtain just the buttons. Since the warranty has long run out, I have since found a very dark gray touch up paint at the auto parts store, than is almost indistinguishable once dry.



The Saturday of Easter weekend, region members **Warner Young, Jeff Shively**, and I met in Indianapolis with two members of the Indiana region of the Lincoln and Continental Owners Club, to work on our planned overnight weekend of August 20. The festivities will start here at Club Kneller in La Porte and the overnight hotel will be here in town too. Please pencil it in on your calendar, as we have many fun and interesting activities planned.

# *Profile of Beuford Hall*

By Warner Young

Beuford Hall is one of our longest serving members of the Indiana Region of the CLC. Beuford has an excellent collection of Cadillacs and several other special vintage automobiles. I thought it would be appropriate for all the readers of our *Tailfin* to hear the special story of Beuford's automotive life.

Beuford grew up in Broad Ripple on Indy's north side. This was when Broad Ripple was more rural than urban. The streetcar line ran to Broad Ripple and its amusement park, which put Broad Ripple on the map. He was introduced to motorized transportation when he and a friend built go karts using war surplus Briggs and Stratton engines. They used a slip pulley system that offered a two-speed transmission. He was fortunate enough to have extra garage space at home and moved up to a 1930 Chrysler Coupe even before he had a driver's license. While still in high school he chopped and channeled the '30 and installed a 1940 Chrysler straight 8 engine. This was a hot rod to be proud of.

Beuford's professional career was spent at Allison Gas Turbine and he eventually became Manager of Advanced Engine Design. (Allison is now Rolls Royce) Occasionally he would spend time in England working with Rolls Royce as a liaison for joint projects. Beuford believed that his efforts produced many useful concepts in engine design but an occasional failure was also part of the process.

Beuford's lives in a 1894 home built by Dr. Asa O. Ruse, who was a local doctor. Dr. Ruse had a separate office in the front of the house for his patients. Dr. Ruse did his rounds on horseback until purchasing a Model A Ford. Beuford has restored the house back to its original Victorian era glory.

Beuford has restored many vintage automobiles over the years. He has a well-equipped machine shop in his garage and can perform virtually any task related to a restoration. His upholstery and convertible top work goes to Maxwell's Trim shop in Anderson.

Beuford's collection consists of:

## **Cadillacs**

1936 Series 60 convertible coupe, rumble seat. This is a recent restoration. 1938 60 Special. 1947 Series 62 sedan with aftermarket air. 1948 7533 limousine with divider window.

## **Buicks**

All 1930 models: two model 44 roadsters. Model 58 Coupe. Model 69 Touring Car. one project Series 46 Coupe that is stacked and racked "neatly" in pieces.

## **Chevrolet**

1920 "Baby Grand." 5 passenger touring car. 1923 roadster and a 1957 Nomad with a 350 engine.

## **Coles**

1914 5 passenger sedan. 1919 touring car. 1920 touring car and 1925 Sedan. The 1925 was the personal car of the wife of Joseph J. Cole. It is in beautiful original condition. It's body was built by Willoughby. The Cole family drove the 1914 to school. It has a large 300 cu. in. motor with loads of torque. All Coles were assembled cars, meaning all major components came from outside suppliers.

## **Interview with Beuford**

**Tailfin (TF)** What was your first car?

**Beuford Hall (BH)** 1930 Chrysler Coupe purchased in 1948.

**(TF)** What was your first restoration?

**(BH)** The 1930 Chrysler which was eventually chopped and channeled.

**(TF)** What is your favorite car?

**(BH)** Probably the 1930 Buick model 58 Coupe. I really like it's big engine.

**(TF)** What is your next project?

**(BH)** I don't have one planned. It's time for me to reduce my inventory.

**(TF)** What is your dream car?

**(BH)** I don't have one. I have about every car that I wanted.

**(TF)** What is the best-built brand that you have worked on?

**(BH)** Not one brand comes to mind. I have tried to restore cars that have parts available. Choosing a rare car makes it difficult. I wouldn't tackle a Cole today.

**(TF)** What part of the process do you enjoy the most?

**(BH)** I enjoy the mechanical work. Body work is very tedious and time consuming.

**(TF)** What are your best memories of your car experiences?

**(BH)** Not one stands out. All have been a lot of fun.

**(TF)** What would you have done differently?

**(BH)** Nothing comes to mind. I did about everything that I wanted to do.

**(TF)** What would you tell a young person wanting to restore a car?

**(BH)** Choose an older car that isn't as complex as the newer cars.

**(TF)** How do you see the restoration/collector hobby in 40 years?

**(BH)** It will be much different than today. Today's cars all look the same and so the attraction to a special style will be gone. Today's cars are so complex the average person will not have the diagnostic tools to work on them. So in time the desire to restore our current cars will fade.



**Top:**  
Indiana Region member Beuford Hall with his freshly restored 1936 Cadillac Series 60 convertible coupe. This car shares its body with the 1936 LaSalle Series 50.



**Left:**  
Top of the line in 1920, the "Baby Grand" is at the top of list for early Chevrolet collectors.



**Right:**  
Owned by the Cole family for many years, this 1925 sedan represents the legacy of J.J. Cole very well indeed.



# *1986 Cadillac Fleetwood*

*By Charles Danney*



I bought my Cadillac in October 2000. I had gone by the used car lot everyday for two weeks before I finally stopped. I had never owned a Cadillac before, but I sure wanted this one after driving it. The Cadillac was the salesman's wife's car. He actually worked at the dealership that originally sold the car on lease. He picked it up after the lease ran out. It had 127,000 miles and he had just put on a new fuel pump and did other minor fixes. I went through the car and replaced struts, tires, brakes, hood struts, and a fan module. The car ran and drove as I had expected when I bought it.

The smartest accessory that I've picked up is the service manual. This car has been my daily driver since the day I bought it. It has been to the Grand National in Columbus, OH and many other outings. It has been to Florida and back 18 times. I have maintained the car as needed, doing 90% of the repairs myself. I have utilized the self-diagnostic system to maintain the complex digital fuel injection system. Replacing all of the vacuum hoses a few years back has greatly increased the reliability of the vehicle. The car is a D'Elegance with pillow-top leather seating. The seats are very comfortable even on 600 mile trips. The car still looks good, but is starting to show signs of ageing (rust). I will never bring home any ribbons or trophies, but the car has just turned 286,000 miles. Over the years, I've seen various articles on the 4.1 engine. I guess my Cadillac didn't ready the same. Hooray!

This Cadillac has introduced my daughter and me to classic cars. We have met some great people and been to a lot of fun events in this car. Autumn, my daughter, has just recently earned her driver's license in this Caddy. She logged over 100 hours driving before her. Now she is a Cadillac lover, and is also a proud Cadillac owner.



# Saturday 6/4/2016 \*\*\* 28<sup>th</sup> Annual

## **BOPC/L - Buick, Olds, Pontiac and Cadillac/LaSalle Show**



### **In Highland Park, Kokomo IN (near Haynes Museum)**

Elwood Haynes Museum address is 1915 S Webster St, Kokomo, IN 46902

All Buicks, Oldsmobiles, Pontiacs, Cadillacs and LaSalle's welcome.

Have an great day with friends and family!! Admission to the Museum is free.

On-site registration avail 10AM-noon, \$15 first car, \$5 each add'l car ... Swap spaces available for \$5.00

Food ... Music ... Door prizes ... (\*) Popular vote by show attendees - Awards at 3PM

#### CLASSES:

A: Pre-1940

B: 1940 – 1949 (\*), 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>

C: 1950 – 1959 (\*), 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>

D: 1960 – 1969 (\*), 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>

E: 1970 – 1979 (\*), 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>

F: 1980 – 1989 (\*), 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>

G: 1990 – current (\*), 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>

H: Best Modified (\*)

I: Best Specialty (\*): 442, GS/GN, GTO,

Fiero, Reatta, XLR, Toro, Eldo, or Rivy

BEST Buick

BEST Oldsmobile

BEST Pontiac

BEST Cadillac/LaSalle

& Chairman's Choice

BOPC/L Registration: \$15.00 for 1<sup>st</sup> car and \$5.00 for each additional car.

Please send a separate registration form for each car

Make checks payable to Hoosier Pontiac-Oakland Club, then MAIL pre-registration form(s) to:

"Hank" Hankins, 1408 Maria Ln, Avon, IN 46123. Questions: (317) 839-6201, [hchankins@sbcglobal.net](mailto:hchankins@sbcglobal.net)

NAME: \_\_\_\_\_ PHONE \_\_\_\_\_

ADDRESS: \_\_\_\_\_

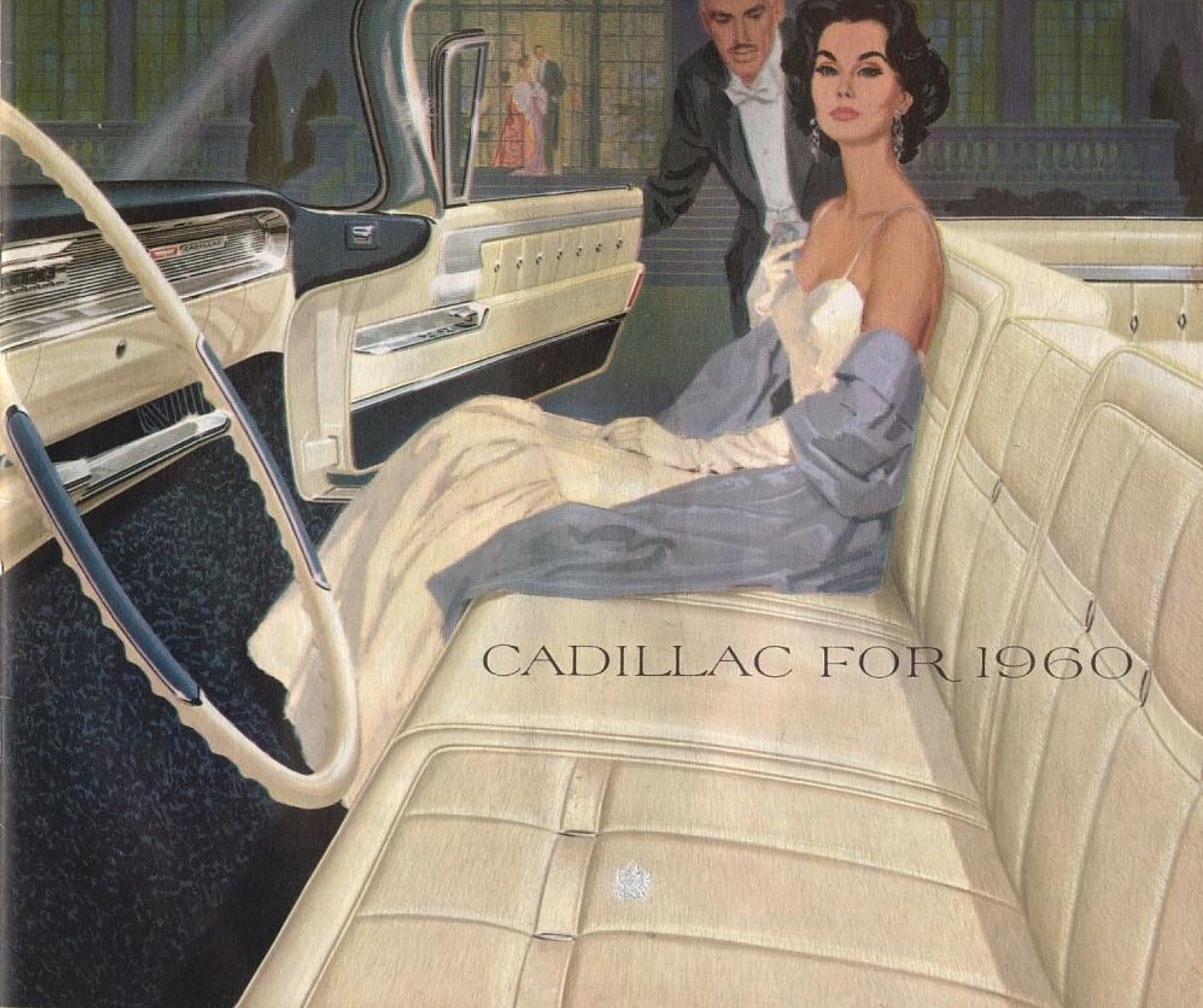
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YEAR \_\_\_\_\_ MAKE \_\_\_\_\_ MODEL \_\_\_\_\_ CLASS \_\_\_\_\_

# *Hoosier Tailfin Automotive Challenge*

## **April 2016**

1. What was the first year that all Cadillac's were fuel injected?  
A. 1982 B. 1984 C. 1985 D. 1987
2. What was the first year all models offered anti-lock brakes as standard or an option.  
A. 1987 B. 1989 C. 1990 D. 1992
3. The Aurora name was first used by the Cadillac division of GM?  
True or False
4. Cadillac developed multiple cars to compete in the 2000 24 hours of Le Mans race.  
True or False
5. Duco lacquer paint by Du Pont was first used in what year?  
A. 1924 B. 1926 C. 1927 D. 1930
6. What was the last year the hand crank start was offered?  
A. 1925 B. 1930 C. 1933 D. 1935
7. In today's dollars, what was the cost of the 1936 Series 70 coupe?  
A. \$44,300 B. \$48,670 C. \$52,430 D. \$61,230
8. What was the first year power steering was standard?  
A. 1953 B. 1954 C. 1955 D. 1957
9. In 1968 Cadillac sold 208,683 cars. What per cent were Eldorado's?  
A. 7.4% B. 10.8% C. 14.9% D. 19.1%
10. The '58 60 Special was 224.4" long, which was the longest Cadillac ever.  
True or False.
11. Cadillac exceeded 250,000 in annual sales for the first time in what year?  
A. 1959 B. 1962 C. 1965 D. 1969
12. The V-12 and V-16 models were continually built from 1930 through 1940?  
True or False.



CADILLAC FOR 1960

