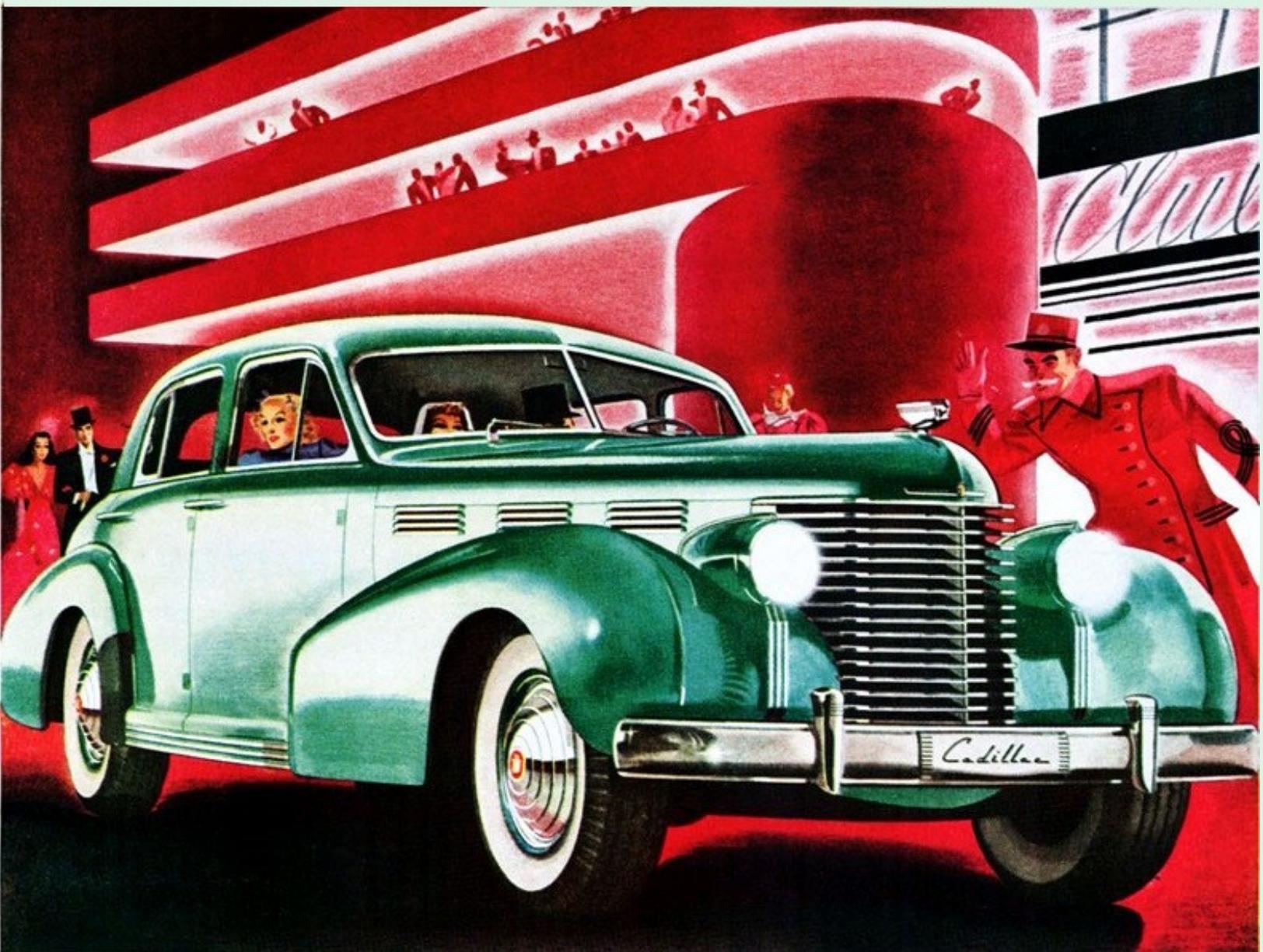


# *Hoosier*

# *Tailfin*

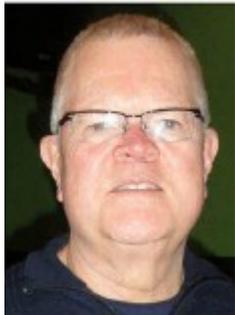
*A publication of the Indiana Region of the Cadillac and LaSalle Club*



**December 2015**



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# ***Thoughts from the Director***

***By Warner Young***

2015 offered a lot of good driving weather for our Cadillacs. I liked the cooler than normal weather this summer. So I'm guessing 2016 will offer just the opposite. All of the driving variables are the reason so much engineering goes into our automobiles. Even the old timers are pretty amazing.

I suspect that most of us look forward to firing up the old Caddy ( after a little grinding) and getting out on the road. Somehow it always brings a smile to my face. Those computer marvels that we see driving around us just don't have the personality and sense of adventure that our veteran cars have. I'm afraid our younger generation will not find this same sense of adventure.

Our National 2016 calendar offers the usual excellent mix of club opportunities. Our Grand National is very early this year (April) because it is in Las Vegas. The National Driving Tour is in July in Connecticut and the Hickory Corners Fall Festival is the last weekend in September as always. We are fortunate that Hickory Corners is close to Indiana (near Kalamazoo) because this is an excellent location for a fall outing.

I would encourage you to write an article about your Cadillac and send it into our editor, Jeff Shively. Adding photos is always a nice touch. It seems that every car has a special story and sharing that story with other club members is one reason that we have a club. Some of you have more than one car and each car will have a special story. Please share in the Tailfin. This month we have a well-written article from Max Gretencord of Osceola about his '53 6219 sedan.

I'd like to wish everyone a happy Christmas Season. I'm looking forward to an enjoyable 2016 driving season for all of us. Don't forget to send in your article that tells us the special story about your special Cadillac.

## **Editorial Musings**

On the evening of November 5, 2016, I once again had in my possession a pre-war Cadillac. This time it was a convertible coupe. The car was filthy from sitting in a hospital parking lot for 10 days while the driver of the truck was being treated for an infected pancreas and gall bladder. With a little elbow grease, the decades old paint now shines like new. The tires were well over 30 years old, so I used the BF Goodrich Silvertowns that Lars had given me earlier this year. With some "Quick-glo" the whitewalls look brand new. The water pump was leaky, so I replaced it with one I had in stock. New kick panels came with the car, so I spent an afternoon trimming them to fit. I still need to go through the brakes to make sure that they function properly. It also needs a heater. On the way to the tire store, I discovered that the wipers move slooooooowly. The radio works, but the clock does not. While I have paperwork dating back to 1954, I don't know the original configuration of the car because it was an SO (Special Order). Based on the VIN and the body number, this car was built in 1940, about 6 months before my coupe. I have had a little fun with the 3 speed, but I suspect next winter's project will be a Hydramatic conversion. For the record, I actually like the pre-war Hydramatic, so that is what I will install. There will be a few nice days this winter, you can bet that this little convertible and I will be out and about in Kokomo.

## ***Barn Update***

### ***By Lars Kneller***

The holidays are upon us and the old cars are nestled into their winter's hibernation. Activity is picking up in the barn with the autumn chores done. Several small projects are ongoing with the newest addition, the **1984 Eldorado Biarritz convertible**. I purchased a good used steering wheel, as the leather wrapping on mine is somewhat messed up on the top half. It has yet to arrive. Paint is worn off the upper steering column just behind the wheel so when it is off to be replaced, I'll remove that piece and repaint it too. I buy my paint from Tower Paint in Wisconsin, and have always been pleased with their products and service. Usually I have to send an old piece in to the color matched, but this time they had my Carmine Red interior color in stock. I got one spray can in flat to do the metal parts, and one in satin plasticized to do several faded plastic parts. I am still on the lookout for a stock radio. My car came with the middle option, the AM-FM cassette. I don't think one could get the Bose option in the convertible. The vendor I bought the steering wheel from had one, but I thought his price was too high. They show up on Ebay, and often have a jack added to play music from your phone too. I have also found a 4100 sticker for the air cleaner on Ebay, so I also plan to spruce the air cleaner up. My other Ebay find was a set of window weatherstrips. My car, having spent a majority of its life on the Florida coast, needs several replaced. Another project on the winter list is a tune up with new plugs, wires, cap, rotor, etc. All of those parts look original to me.

I acquired a couple winter projects for the **1941 6127 Coupe** too. At Hershey I found a NOS Fram oil filter. On Ebay I found a back-up lamp. I suspect it's an aftermarket made to look like an original one, but it also cost \$500 less than the original ones I have found. I plan to look for an F



switch to mount next to the back-up lamp's B switch on the dash to run my electric fuel pump. I am not planning to add fog lamps as I like the look of the covers better.



The other non-authentic switch under the dash currently is for the electric radiator fan, and I plan to hide that in the glove box. I have never had the need to use it, but would like to leave it installed just in case it's ever needed.

The **1963 Lincoln Continental** is still in the body shop waiting to be finished. I have begun to apply some pressure to get it done. My body man states only 3 days are needed to finish it, but

between collisions coming in, him being sick for 2 weeks, and his wife being hospitalized with a worse case of what he had, it has been delayed. Nonetheless I have plenty to work on in the meantime. I have started to go through all of the door parts. Of course the window switches are unique to the Lincoln, not used on other Ford products. New ones are available for \$75 each, and it takes ten, as it also has power front vent windows (something on my automotive bucket list, more on that later). New ones for Ford and Mercury's are available for \$40 each. The switches are the same, but the chrome buttons are different. As a result I have decided to resurrect and use as many of the ones I have between this car and my sedan parts car. So far the I have switches for the rear windows and two of the three needed for the power vents ("Three?" you may ask- 2 for the driver's panel and one for the passenger's panel). All of the bezels for the window switches and ash tray covers need to be re-chromed. Neither car had any good ones, so they will be shipped off to Paul's soon. Next on the list of door chores will be refurbishing all of the window slides, window motors (luckily they all work) and mechanisms, latch mechanisms, and the gadgets in the rear doors that make them drop 6 inches when the doors are opened with the top up.

The **1972 Eldorado convertible's** electric short still eludes me. It is on the circuit breaker that controls the seats, door locks, horn, and seat back releases. I work on it a little at a time, but then get burned out (no pun intended) and put it off for another day. I mentioned above my automotive bucket list. Do any of you have one? I am slowly making progress on it:

Own a car with dog dish hub caps (1941 Cadillac)

Own a car with 3 on the tree

Own a multicylinder Cadillac, either a V-12 or (preferably) a V-16

Own a car with power vent windows (1963 Lincoln)

Own a car with front and rear power vent windows (I do currently have the 1966 Fleet wood Brougham parts car, but it doesn't really count since it never will be operational)

Own a Town Car

So, you see, if I ever find that mid 30's V-16 Town Car, I can nail 3 at once! Merry Christmas to all, and I look forward to seeing everyone on January 23 in Kokomo. I also look forward to meeting Jeff's new car then too. One item on the agenda for next year is a joint event with the LCOC folks up here in northern IN, which I will arrange. It may be an overnight too. If anyone has something they'd like to see or do we haven't done before, let me know.

## **Upcoming Indiana Region Events**

Annual Meeting in Kokomo: Martino's for Lunch at Noon and Kokomo Auto Museum. January 23

Grand National: Las Vegas April 13-16

National Driving Tour: Connecticut July 6-9

Indiana overnight with the Lincoln and Continental Owners Club - proposed for summer 2016

Indiana Bicentennial event - "Grand Indiana Bicentennial Motor Muster" Kokomo September 11

Fall Festival at Hickory Corners September 24-25

# *Finally*

**By Max Grettencord**

My wife, Vern, and I have been members of the CLC and the Indiana Region for many years but never have owned a Cadillac. We have had many cars including a Dodge, a Chevrolet, two Studebakers, and even a V12 Continental, but never a Cadillac. We have participated in our region events and 3 Grand Nationals but still no Cadillacs. My friends, Lars Kneller, Bill Hedge and Bob Nixon constantly asked “did you get a Cadillac yet”. Well “finally” we can say yes. A long time friend and CLC member, Pete Troup had two identical '53 series 62 sedans. I thought to myself, “he doesn’t need 2 of the same car”, so I called him to see if he would sell me one. He unfortunately sold one and wanted to keep the other. Two weeks later Pete called me back and said his wife found a Lincoln and “just had to have it” and wanted to know if I was still interested in his 1953 Cadillac. The next day we took a test drive in the “snow” and bought it on the spot.

Now the story gets interesting. I found out the owner before Pete had written down the entire history of the '53. This included all of the owners and addresses with the dates, and all repairs done to the car. The first owner donated it to a children's home in Richmond, IN. The next owner repainted it burgundy with a cream top and then stored it for 20 years. The next owner spared no expense rebuilding the entire drive line, repainting it back to phoenix beige, installed new seat covers over the original seats, a new headliner, and had all of the chrome replated. There is a lot of chrome on a '53. I traced down this owner and found he had just passed away. It would have been nice to take the car back to him and take him for a ride. The next owner was Pete and he repainted it a very nice mid '70s Cadillac gold with a brown top and put new big radial tires on it. One odd thing about the car is that the car came with small “dog dish” hubcaps and trim rings. A lot of CLC folks said the car never had small hubcaps and they were simply off of a 1941 Cadillac. With some research including using the authenticity manual, I found all '50 thru '53 Cadillacs came standard with the small hubcaps. They were generally were thrown out and upgraded to full hubcaps at the dealership. Nice small hubcaps are hard to find now. The judges at the 2015 GN told me they were incorrect for my car. After the judging was over, using my authenticity manual, I shared the correct information with head judge, just so he would know next time. Interesting note, in the swap meet area of the Grand National, I found a very nice set of the correct wire wheel hubcaps, so the small hubcaps are now on the shelf anyway.

We have replaced the fuel pump and had some brake work done but other than that, just some detailing and cleaning. It ran perfectly to the Kokomo event and also the Grand National in Brookfield, WI getting 18 mpg at highway speeds. We received a second place in the touring class. It is nice to say we “finally” own a Cadillac



It’s that time of the year again. Orders are being taken for the 2016 Cadillac & LaSalle Club Museum & Research Center Calendar. This is the official calendar which has been offered by the CLC Museum for over 20 years. All proceeds go directly to the operation of the CLC Museum & Research Center. Buying a calendar or two is a great way to donate to the continuing operation of the Museum. Calendars are expected to be mailed in early December. New for this year, order forms include information to pay by credit card. Any questions? Please let me know. My email address is also on the order form.

Regards,  
Sue Pash



**The Hoosier Tailfin**

# **CLC-LCOC Joint Tour of Urbana, IL**

**By Warner Young**

The CLC, Lincoln and Continental Owners Club and members of the AACA visited several collections in the Champaign/Urbana area the first weekend of November. I counted eleven CLC members, seven LCOC members and seven other brands participating ( a few participants have both). We delayed the trip until November to find a weekend that was agreeable to both clubs. John Madden worked with Allen Strong from Urbana for many weeks to coordinate the various stops planned for the weekend. Allen Strong volunteered his time to schedule our various stops on the tour. Joe Columbe of the LCOC coordinated the planning with the Lincoln group. John and Joe deserve a big thanks for working together to make this all happen. Another big thanks goes to Allen Strong for all the leg work he did around Champaign/Urbana to finalize all the details.

Saturday morning we met at the Frasca Airport just north of Urbana. Rudy Frasca, the founder and President of Frasca International, has assembled quite a collection of unique planes and war planes from the '30's, '40's and '50's. Frasca International is a world leader in flight simulators. The company was founded in 1958 and has produced 2500 simulators. Rudy is retired now and the next two generations run the company. They fly most of the planes in the collection and often are seen at air shows. The P-40 fighter was a very special plane that still flies on a regular basis. A long-time engineer and pilot for the company gave our tour and filled our heads with much history of this unique collection.

Allen & Nancy Strong served our group a delicious lunch at their outstanding restaurant, the Silvercreek, in Urbana. We traveled from lunch to the campus of the University of Illinois for two stops. The first stop was the John Phillip Sousa Archives and Center for American Music and then the Krannert Art Museum. The Director of the Archives, Scott Schwartz, led us through the Archives. His knowledge of Sousa and American music in general was truly impressive. The U of I is considered one of the original developers of Moog (Synthesized) computer generated music. They still have the original computer built to produce the original Moog sound.

From the Sousa Archives, we walked two blocks to the Krannert Art Museum. This is in an impressive modern building. Two docents were available for our group, so we had quite a personalized tour. The museum has two floors which offer visitors everything from classic paintings to modern art. Currently they have special exhibits of African art and South American art from 500 to 2000 years old.

After checking into our hotel, The Eastland Suites, we traveled back to the Strong's restaurant, the Silvercreek, for an excellent dinner in our private dining area. The Silvercreek is a restored building that is about 130 years old. It has been updated over the years, so it is an interesting blend of vintage and modern styling.

Sunday morning dawned clear and cold. We scraped frost from the cars and drove a short drive behind the hotel to Allen Strong's car collection and Nancy's vintage clothing and hat collection. Allen has many very special cars. Packards are the core of his collection which includes Carl Fishers 1914 custom Packard that paced the 1915 Indy 500. He has 15 Packards. He



*Top left: Allen Strong with his 1932 Packard DC phaeton*

*Top right: P-40E Warhawk from the Frasco Collection*

*Above left: 1913 Cadillac roadster in the Strong Collection*

*Above right: A truly magnificent 1930 Cadillac V-16 sport phaeton in Allen Strong's garage*



*Left: Scott Schwartz, the archivist of the Sousa collection at University of Illinois, explains some of the rare items in the collection, including Herbert L. Clark's pocket coronet.*

*Bottom left: A 1964 Buick Electra 225 sedan bought new for Royce Baier's family funeral home.*

*Bottom right: Nothing like an Auburn boat tail speedster to liven up a sunroom!*



has an Auburn Boat tail Speedster, a Cord, a V-16 1930 Cadillac among numerous other special cars. He has 26 cars listed as Full Classics by the CCCA. Part of the group walked to Allen's workshop while most of the ladies were invited to stay and try on various furs and hats in Nancy's collection. Allen's large workshop had numerous projects. He has in process a 1932 Packard Dietrich (with quite a history), '31 Pierce Arrow, '31 Studebaker President, '14 Pathfinder and a few other cars.

After our time among this automotive royalty it was time to head 20 miles west to Seymour, IL, to the Steve and Susan Zumdahl collection. Steve and Susan are retired professors from U of I. They are accomplished world travelers and just happen to have a very interesting collection. Susan has an impressive shoe collection as well. They have eight cars listed as Full Classics by the CCCA as well as numerous other sports and muscle cars. They even had a '46 Indian Chief that was ready for action. The Zumdahl's were gracious enough to arrange and set up for our lunch in their building amidst the car collection.

After lunch we headed to the Zumdahl's unique Arts and Crafts home in a beautiful wooded setting. They surprised us with a '57 Corvette in the family room and a '35 Auburn Boat-tail speedster in the sunroom. I told my wife that idea would work well at our house ( I got the deer in the headlight look). The Zumdahl's also provided coffee and desert just in case we were getting hungry. What wonderful hosts!

We still had time for one more collection in Paxton, IL. We headed northeast about 40 miles to the Royce Baier collection. The Baiers operate the funeral home in Paxton. They have an extensive collection in several buildings that is heavy with Buicks and '41 Packards. Their collection has a flower car and several hearses.

After two fun days, it was time to head back home and relax for a day or two. It's amazing what we saw in this small area near Champaign/Urbana. Small town America is loaded with car people that show quite an appreciation for preserving our automotive history. I'm hoping our younger generation will continue to support our car hobby. We need to thank our hosts the Frasca's, Strong's, Zumdahl's and Baier's one more time for our special weekend.

Participants: Royce Baier, Scott Balogh, Jim Bloomstrand, Glenn Brown, Mathieu Brown,



Joe & Eleanor Columbe, David Columbe, Bill Hedge, Lars Kneller, Diane Kopschick. , John Madden, Patrick Martin, Mark Miner, Jim & Laura McDonald, Dennis Piety, Chloe Pettis, Mike & Donna Reed, Missy Rogers, Jeff Shively, Gary Stapleton, Allen & Nance Strong, Paul Temple, Allen Tharp, Rhett Tharp, Warner & Pat Young, Steve & Susan Zumdahl.

# ***Hoosier Tailfin Automotive Challenge***

## ***December 2015***

1. After the experimental air conditioning units in 1941, what was the next year for air conditioning to be offered as an option?  
A. 1946 B. 1948 C. 1953 D. 1954
2. What was the first year automatic climate control was optional in a Cadillac?  
A. 1960 B. 1962 C. 1963 D. 1964
3. The original OHV V-8 introduced in 1949 came in how many displacements in its time with Cadillac?  
A. 2 B. 3 C. 4 D. 5
4. The new V-8 introduced in 1968 came in how many displacements in its time with Cad.  
A. 1 B. 2 C. 3 D. 4
5. The Northstar V-8 introduced by Cadillac in 1993 came in how many displacements in its time used by GM.  
A. 1 B. 2 C. 3 D. 4
6. How many diesel engines were offered by Cadillac in the 1980's?  
A. 0 B. 1 C. 2 D. too many
7. The infamous V-4-6-8 engine was offered how many years by Cadillac?  
A. 1 B. 2 C. 4 D. 5
8. What model Cadillac did Tony Soprano drive?  
A. DTS B. Fleetwood Brougham C. Escalade D. Eldorado
9. Cadillac has produced a car from the factory that can achieve 200 mph?  
A. True B. False
10. Cadillac has supplied a car that paced the 24 Hours of Le Mans race?  
A. True B. False

Please submit your answers to Lars Kneller by December 21, 2015. The winner will get his or her Indiana Region dues paid for 2016.



**The Shively 1941 Cadillac 6267 convertible coupe**