

Hoosier Tailfin



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

The Christmas They'll Never Forget!

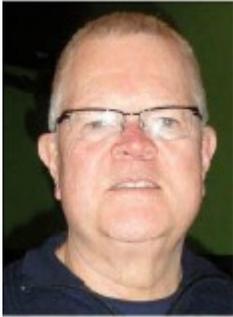
Cadillac

December 2016



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GENERAL MOTORS CORPORATION

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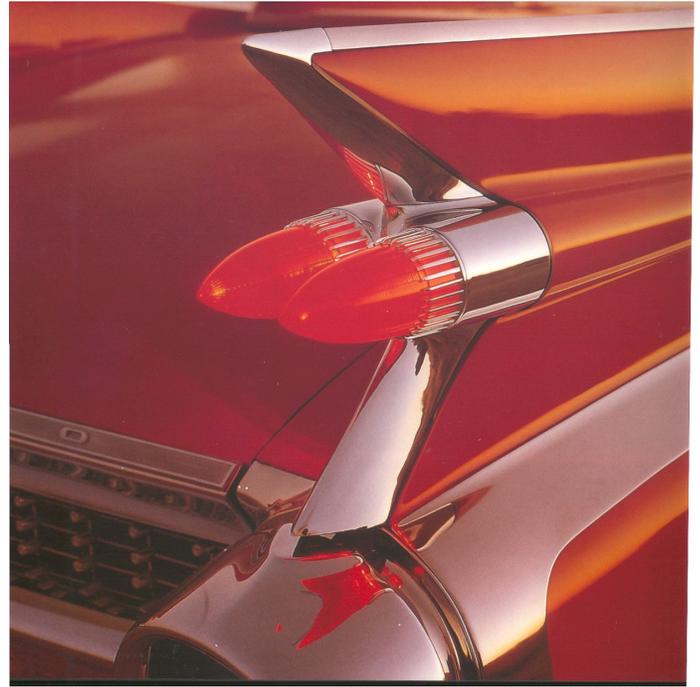


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Thoughts from the Director

By Warner Young

It's time for the final edition of the Tailfin for this year. Wow, has 2016 flown by! I guess I say that every year. It has been a good year for Cadillac members with our usual list of events plus a special Motor Muster in Kokomo in September. Thanks to Jeff Shively for organizing that event. Thanks Jeff for taking over as editor again this year, another excellent job.

I should mention that we lost one of our very active long-time members early this year: Bob Edrington. Bob was our editor in 2015, but more importantly he was a dedicated and hard working member for many, many years. Bob will be missed. You may remember that Doug Brinson provided an article in the October Tailfin on Bob's life as a Cadillac aficionado.

You should have received an e-mail recently that announced our annual meeting January 14th. We are to meet at the restaurant, Dawson's on Main in Speedway at 11:30. After lunch we will travel a couple blocks east to the Indianapolis Motor Speedway Museum for a tour and then our meeting. The museum has reorganized their layout and they now have many classic cars on display in the first floor area. Please let me know if you can attend so that I can get a good count for the restaurant (warneryoung@msn.com). We have reserved the private dining area at Dawson's. We need to keep an eye on the weather that day. If we get a winter storm, my reschedule date is January 21st.

We have an invitation to attend an organ concert at the Warren Performing Arts Center in 2017. The Warren is on the east side of Indianapolis. An Indiana member, Michael Fellenzer ('76 Eldorado), has invited us and provided these dates: March 26th, June 11th or Sept. 10th. I received feedback that March 26th would be the best date for us. So I am planning on the March date. Michael can provide parking near the main entrance for our Cadillacs.

Our club will be the host this year at the annual Buick-Olds-Pontiac-Cadillac/LaSalle joint meet in Kokomo, June 10th. This is held next to the Haynes-Apperson Museum near Highland Park. Our Grand National next summer will be in McLean, Virginia, outside Washington DC. The dates are July 31st to August 5th. The host hotel is Hilton McLean Tysons Corner.

We will have election of officers at our January meeting. We are interested in having new faces on the Board. So please consider running for the Board. It really isn't a scary experience. Please let me know if you are interested. A friendly reminder- we are always looking for articles about your favorite Cadillac.



Art Moderne or
modern art?
An image provided by
Warner Young

Barn Update

By Lars Kneller

Another year of “antiquing” is coming to a close and I do feel it was a successful one at that. We had a lot of good tours, shows, and barn time. No new acquisitions were made this year, which is probably a good thing for me. Much has happened since my last update in August.

The **1972 Eldorado convertible** has been plagued with a short for some time now. It at first was just intermittent, setting off the breaker that controls the door locks, seats, convertible top, and horn. It progressed to the point where it was constant and quite a nuisance. I set out to fix it, and I must admit, tracking down shorts is pretty low on my list of enjoyable time in the barn. I thought I had tracked it down to the motor relay for the convertible top, as I disconnected that circuit and everything else seemed to work fine. My mistake was not 100% checking everything else! Nonetheless I removed the back seat and installed a new relay (which probably was needed anyway, as the top seems more responsive now). I put everything back together and patted myself on the back. The car didn't get much use this summer due to the short, so I had my detail man give it a good sprucing up. He reported afterwards that he attempted to move the passenger seat back to vacuum under it, and the circuit breaker blew again. The only 2 components he used were the driver's seat (he's a bit taller than me) and the passenger seat. Thus the short **had** to be in one of those. I had already previously checked the wiring under the seats to no avail. Upon further investigation I found if I sat on the passenger seat or attempted to move it the breaker would blow. So...the seat had to come out. If any of you have ever removed a Cadillac power seat, you know it is MUCH easier if the seat moves, to

get to its securing bolts and nuts. I was able to nurse it back and forth a very little at a time without tripping the breaker to get it out. Upon

removal, I turned it upside down on one of my metal stands, and the culprit was **final-**



ly found. There is a place in the harness for the seat switch where 2 power wires are soldered to one, and the insulation had come apart there, hitting the seat frame. I rewrapped it, and placed some thin rubber between it and the frame, and hopefully that is fixed once and for all!

Another electrical issue that had been bothering me, is the gas gauge in the **1941 Cadillac** had not been working well. It would at most register 1/8 of a tank, and most of the time would sit on E. One has to remove the tank to access the sender, again not one of my favorite jobs. I had been contemplating a plan of action for a while, hoping it was just a bad connection. I didn't find a whole lot at Hershey this year, but one item that did get me excited was a new sending unit! I had purposely not kept a lot of gas in the car, and with the help of the electric fuel pump I drained the remaining 7 gallons out of the tank. It dropped down fairly easily. I think I had an original sender, as it had corks for the float. The new one has a hollow metal float. Nonetheless, problem is fixed and the gauge now registers accurately.

As I've previously mentioned, I am planning to drive the **1984 Eldorado convertible** to the Grand National next summer. I have a few winter projects to complete. The big news is I finally found an original AM-FM-cassette (Non-Bose, as Bose not available in the convertible) at USA Auto Supply. I have bought many parts from them over the years, and their owner is a CLC member, so I highly recommend them. I found a place in Florida called Factory Car Stereo Repair, Inc. that repairs factory radios, and sent it there to get it checked over. They had to fix the cassette, and I had them add a jack to play music off of my phone through the radio. I was very pleased with their service. They kept me up to date throughout the whole process, were priced reasonably, and gave fast service. Next is to install the radio. Also on the list is to fix my wobbly driver's side outside mirror. The screw to tighten it is behind the mirror, and one has to break the mirror to get to it, and then install a new mirror. I was unable to find a new mirror but dug through my shelves of parts and found a brand new mirror assembly that fits my car.

Where I got it, who knows, but I am glad I had it! Lastly my emergency brake mechanism is seized up on the rear calipers, so I bought some newly rebuilt ones to install. Its mighty 4100 seems to be running fine, though I do say a prayer for it from time to time.



The **1963 Lincoln** continues to get attention too, with hopes of having it running and mobile by next spring. Since the last Tailfin I have pretty much finished up everything I can do under the



hood, other than installing the radiator and A/C evaporator. I've decided to leave them out until I have the grille back together, as access is much better without them there. The underside of the car is all done. The fuel and brake lines are in place, as is the gas tank. As an aside, since we previously were on the subject of sending units, the Lincoln has an access hole in the trunk to get to it, a definite "better idea" Ford had. The driveshaft is all hooked up too. The dual exhaust is installed too. That was probably the most challenging underside job. The pipes off of the exhaust manifolds are quite long, and space is at a premium up under the engine. The mufflers actually mount at about a 60 degree angle in front of the rear axle. The top mounts are challenging to get to, to say the least. The crossover pipe goes between these mufflers too. With a little swearing, and my wife's help I did get it done. The resonators tuck in, just inside the lower rear fenders, and again without a lot of extra room. An interesting fact is that the entire exhaust system only uses one clamp that goes between the two halves of the crossover pipe. The rest of it is bolted together. I did go with stainless steel, so it should be the last time anyone ever has to work with the exhaust system.

Next on the Lincoln is tackling the wiring harnesses. The ones underhood are all installed.



The other ones were a little intimidating at first, trying to figure out where everything goes. After some trial and error, I think I have it all figured out. I only found one that had broken wires (passenger front door) and it's been sent off to be redone. I've used a man in PA named Tyree Harris, and have been very impressed with his



work too. However, I think he only does Ford harnesses. He called me as soon as he got it. He wanted me to know he is very busy now, and he won't be able to get it done until January, which I told him was fine with me. There are a couple pictures accompanying my article showing the various harnesses I am dealing with. I've also made all new vacuum lines for the power locks, and they're ready for installation once the doors are back on. Part of all this madness is to get ready to put the dash back in. Putting the doors back together, and all the guts in the trunk for the convertible top are upcoming too. I also need to get the seats put together. Hopefully it will be a productive winter! So, other than all of that, not much going on. I hope to see everyone in Indy in January.

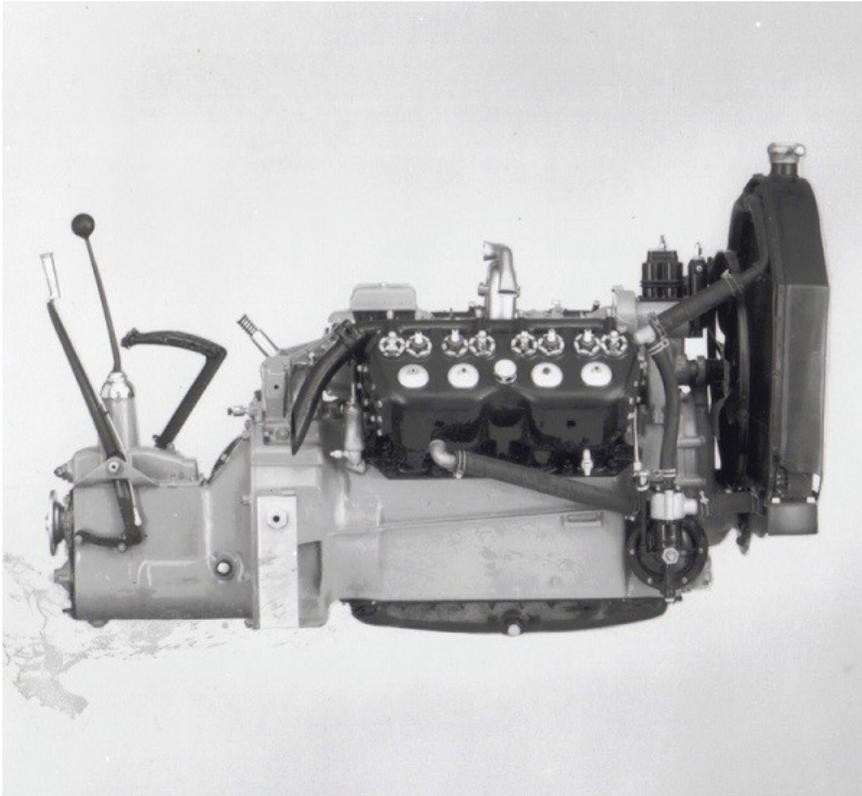
Cadillac's famous V-8 engines, pre-war edition

By Warner Young

Cadillac was not the first company to build and sell a V-8 engine. The history of the V-8 started in France in 1902 with the efforts of Clement Ader and Leon Levavasseur. A few examples were built for aircraft and racing in the early years of the 20th Century. Glen Curtiss built a V-8 powered motorcycle in 1907, which set a land speed record at Ormond Beach. A few French companies built limited production V-8 automobiles starting in 1910. However, Cadillac was the first manufacturer to produce the engine in high volume production.

After the introduction of the self-starter in 1912 Henry Leland knew that more innovation was needed for Cadillac to maintain its "Standard of the World" status. Thus the concept for an eight-cylinder engine was proposed. Cadillac purchased two V-8 engines for evaluation: a DeDion-Bouton and a Hall-Scott aero engine. Charles Kettering and Edward Deeds (former Delco partners) constructed a prototype V-8 engine and it was successful enough to win production approval. D'Orsay White was placed in charge of the development effort. Mr. White, a Scotsman, brought engine expertise from his early years as an engineer in Great Britain. Mr. White was later a VP of Cadillac.

The result of this effort was the Type 51 V-8 introduced for the 1915 model year. This engine consisted of cast iron heads bolted to an aluminum-copper-alloy crankcase. The heads were not detachable. The engine was a 90-degree L-head design of 314 cubic inches. The compression ratio was 4.25:1. A single Cadillac built (produced under C.F. Johnson patent) updraft carburetor was used. The lubrication system was pressure fed from a gear-type oil pump. The engine was reliable



to 4000 RPM. The engine contained three main bearings with a chain-driven camshaft and two water pumps with thermostatic valves to restrict coolant flow during warm-up. 70 hp was provided at 2400 rpm. Cruising up to 65 mph was possible, which was very impressive for the time.

The engine was a major success. Many other brands offered their own V-8 engines over the next few years. At the same time, the Cadillac V-8 set many endurance records. The US Army selected the Type 57 as the staff car for use in Europe during WW I. Ironically Henry Leland left Cadillac in 1917 to start the

Lincoln Motor Company, which manufactured the Liberty aircraft engine used in WW I.

The original V-8 design continued with little change until the 1924 MY when a new split (two-plane) crankshaft design was introduced. The heads were now detachable. Power for 1924 increased to 80 hp (some sources show 83.5 hp). The revised crankshaft made for a smoother running engine. 1924 was the first year for Cadillac to offer four-wheel brakes.

In the 1927 model year, practically everything outside the engine was relocated. Note that in 1927 the first LaSalle used a 303 cubic inch variation of this engine. The next generation a 341 cubic inch V-8 was introduced for the 1928 model year. For 1928 power was up to 90 hp at 3000 rpm. This engine used a single water pump. The compression ratio was 4.8:1. A high compression cylinder head option was offered with a compression ratio of 5.3:1 and the same 90 hp. 1928 also saw the introduction of the synchromesh transmission. This engine variant was used for two years.

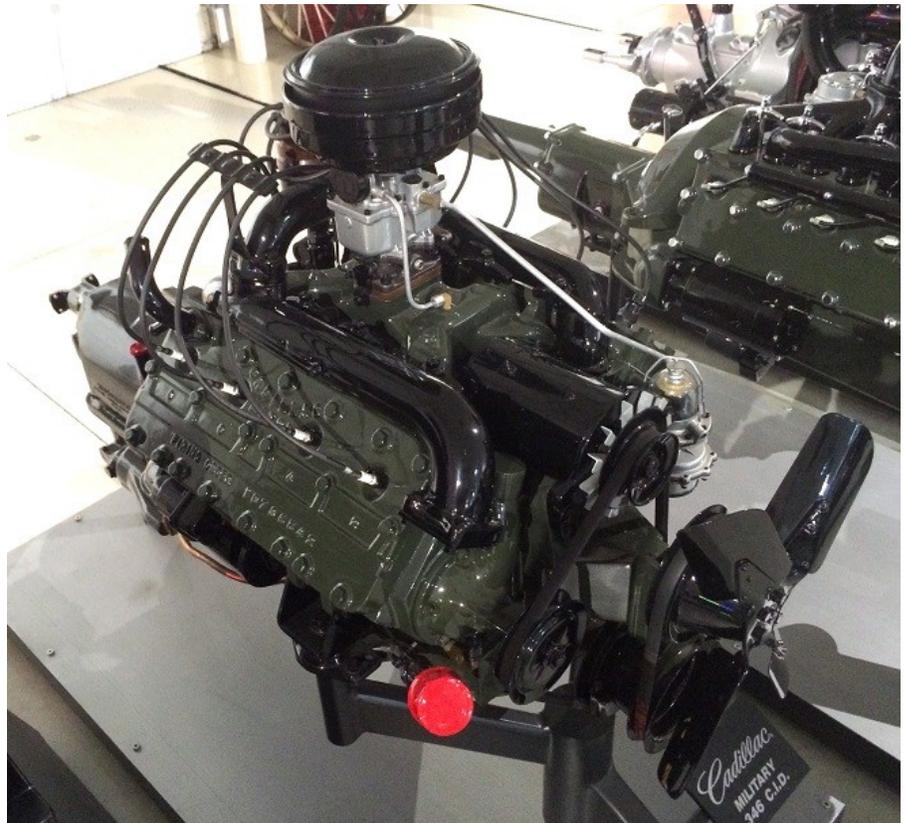
For 1930 through 1935 displacement was increased to 353 cubic inches. The compression ratio of the 353 engine was increased to 5.03:1 for 96 hp. (Note that the new V-16 engine was introduced in 1930 and the V-12 in 1931.) The 1932 model year offered a compression ratio of 5.38:1 with hp increased to 115. For 1934 the compression was increased to 6.25:1 for 120 hp. All Cadillac engines used Lynite aluminum pistons for 1934. The cylinder heads were now attached with cap screws rather than studs. 1934 saw the elimination of the provision for a hand crank.

The 322 cubic inch L-head engine was introduced for the 1936 model year. This was a completely new engine with the cylinders and crankcase cast as a single unit. Hydraulic valve lifters were used. The compression ratio remained at 6.25:1 with hp up to 125. Downdraft Stromberg

carburetors were used. The series 70 and 75 offered a 346 cubic inch engine with 135 hp. The two engines had very similar architecture and the 346 design would continue on through 1948. The 346 became the standard engine for the 60 through 75 Series in 1937. For 1938 the Series 75 offered a higher compression ratio version of 6.70:1 with 140 hp.

For the 1941 model year, the compression ratio was increased to 7.25:1 for 150 hp. Two carburetors were offered: Stromberg and Carter. This engine was used for all Cadillac models. (The LaSalle and the V-16 were discontinued for 1941) Sales for 1941 exceeded 60,000 units, a level which was easily the best in Cadillac history to date. The same engine carried on for 1942. Sales plummeted to 16,500 sold due to the outbreak of WW II.

The outbreak of WW II was not the end of production for the pre-war 346 engine. The M5 and M24 medium duty army tanks and the M-8 mobile howitzer were powered by a pair of the 346 engines, each fitted to a Hydramatic transmission. A two-speed transfer case joined the powertrains and provided for six forward speeds. Numerous internal changes were made to the engine to strengthen it for warfare. Those included: a stronger oil pump, a deeper oil sump to handle up to a 60% grade, the main bearings were made of Durex for longer life, the pistons were cast iron, the fuel pump was moved to the fuel tank, the pulley system had a third row, external components were reinforced so that a mechanic could stand on the engine during maintenance, a 24 volt electrical system was used, as well as other modifications. About 9,000 of



these tanks were built and were found to be very reliable. Operators claimed the tank could attain 45 mph. The tanks saw service in all theaters of the war. They were most successful in the Pacific fighting against the lighter Japanese tanks. Many of these tanks were purchased by countries around the world after the war and saw many years of service. A few survived in use in Africa into the early 1970's.

The early Cadillac V-8's aptly upheld the "Standard of the World" designation.

Major contributors for this article came from a Car and Driver blog by Don Sherman from July, 2014, [Standard Catalog of Cadillac](#), 3rd Edition by John Gunnell and Jeff Shively.

CLC and LCOC tour to Northern Indiana

August 19 -21, 2016

by Warner Young

The Lincoln Continental Owners Club and the Indiana Region of the CLC held an overnight event to Northern Indiana in August. We also offered a bonus day on Friday to Shipshewana and Elkhart. The West of the Lake Region (Chicago) of the CLC was also invited.

Friday – a group of nine couldn't resist the chance for a bonus day. We met for lunch at the Blue Gate restaurant in Shipshewana. We then traveled to the south edge of town to the Hostetler Hudson Museum. They have the finest collection of Hudsons anywhere. Nearly every car is perfectly restored with cars dating to 1909 (Hudson's first year). Eldon Hostetler was very successful in producing automated feeding equipment for farm animals. A 1930's Hudson was his first car and his love affair with Hudson's never ceased.



We then traveled to Elkhart to the RV Museum and Hall of Fame. This is a surprisingly complete collection of RV's dating back to 1913. They have the oldest known RV and it is included in the Guinness Book of Records. They have an example of about any type of camper and RV that you can imagine. This includes a 1976 Cadillac motorhome on a stretch Eldorado chassis and Mae West's 1931 Chevrolet house car. Friday evening we headed to La Porte for a stay in our host motel the Best Western.



Saturday – our group grew to seventeen. The weatherman threw us a curve with a significant thunderstorm about midday but we survived quite well which is what car people are known for. We met at the home of Lars Kneller. Lars gave the group a tour of his collection of Cadillacs and Lincolns. Lars explained his restoration history for each of the cars. Of course every classic car seems to have a unique story. We then headed to the restoration shop of Bob Dorman (while dodging major sized rain drops). Bob Dorman is well known in restoration circles for his fine work. He also has storage for customer sports and classic cars. His current location is an old industrial building with the oldest part dating to the 1870's. For many years automotive oil filters were produced there. Bob walked us through the shop and discussed the interesting and sometimes humorous history of the many cars.

Lars and Jaunda provided an excellent lunch at their home and we then headed to the La Porte County Historical Museum. This is an exceptional museum for a small town. We especially enjoyed the antique car collection with many rare cars including an Auburn boattail speedster, a Tucker and a 1903 Winton, the first car model to cross from coast to coast. The car collection was donated by Dr. Peter Kesling. Peter and his wife Charlene drove this car from San Francisco to New York in 2003 to commemorate the first Winton crossing in 1903. The basement contains one of the largest gun collections anywhere.





Above and inset:
Bob Dorman shows off his restoration shop off to CLC and LCOC members.



Above:
This classic 1935 Auburn Model 851 boat tail speedster is part of the collection at the LaPorte County Historical Museum.



Right:
An exceptionally rare 1948 Tucker Torpedo sedan, also on display in LaPorte. This is car #1012.

We then traveled a few miles north of La Porte to the eclectic collection of Paul Minix. Paul has an extensive collection of old oil cans and each one is full. He has a recreation of a 1930's gas station and an actual railroad caboose, which is stocked and ready to go to work. Paul entertained the group in his party house which is complete with an authentic antique bar and pool table. We enjoyed a nice dinner that evening at the Blue Heron Restaurant in La Porte in our private dining room.



Sunday – After breakfast at the Best Western we headed northeast 27 miles to the History Museum and Studebaker Museum in St. Joseph County. The History Museum includes the Oliver Mansion, of the Oliver plow works fame. The mansion, which the family called Copshaholm, was finished in 1896. We were given a private guided tour of the Mansion and learned it's colorful history. We then made the short walk to the

Tippecanoe Place Restaurant. Sunday brunch is their signature meal and it was a real Cadillac of brunches. Again we had our own private dining room. It is a lovely building built in 1889 by Clement Studebaker who was a co-founder of the corporation. After our brunch we walked back to the Studebaker Museum. This is a wonderful museum with an extensive collection of Studebaker auto's and horse drawn wagons. They ended horse drawn production in 1920. At one time Studebaker was the largest producer of horse drawn wagons and buggies in the world. Studebaker had extensive contracts with the government during WWII. Their war collection is in the basement and well worth a look. Their new museum building is now ten years old.



The weather Sunday was excellent which was a nice bonus. After another great day of touring, dining and enjoying the company of fellow car enthusiast had come to an end and we were off for home. We all thought we should do this again, so suggestions for 2017 are in order.

Participants: Glenn and Valerie Brown, Mathieu Brown, Joe and Eleanor Columbe, David Columbe, Lars and Jaunda Kneller, Jim and Laura McDonald, Frank and Elaine Link, Barry and Gay Wheeler, Warner and Pat Young.

Indiana Region Cars at the Cadillac Fall Festival September 2016



Brotherhood of the '41s! Indiana Region members Jeff Shively and John Madden pose with Dennis Manieri of Fort Lauderdale, Florida's 100 point winning 1941 Cadillac Series 6229 convertible sedan at Hickory Corners. The three of us dined together at the CCA awards dinner earlier in September and spent a lot of time discussing our shared love of the 1941 Cadillac. All three of us are members of the 1941 Cadillac Chapter CLC as well.-Ed

1941 Cadillac Series 6267
convertible coupe
Owned by Jeff Shively



1939 Cadillac Series 60 Special
sedan
Owned by Bob Nixon





1953 Cadillac Series 62
sedan
Owned by Max
Gretencord



1966 Cadillac DeVille
Convertible
Owned by Lars Kneller



1981 Cadillac Seville
sedan
Owned by Barry
Wheeler

Hoosier Tailfin Automotive Challenge

December 2016

1. "Standard of the World" first appeared in ads in the 1930's. True or False
2. Cadillac first offered four-wheel brakes in 1924. True or False
3. Cadillac first offered factory wire wheels in what year?
A. 1949 B. 1951 C. 1953 D. 1955
4. What feature quickly distinguished the '38 60 Special?
A. headlights in fenders B. taller profile than 62 C. lack of running boards D. suicide rear doors.
5. The 1954 Cadillac made the conversion to 12 volts? True or False
6. By 1953 about 2/3 of all Cadillacs used the automatic transmission. True or False
7. The Fleetwood Body Company traces its origins to 17th century England. T or F
8. What was the first year for Cadillac to sell over 100,000 cars?
A. 1949 B. 1950 C. 1951 D. 1952
9. What was the first year for the Escalade?
A. 1999 B. 2000 C. 2001 D. 2002
10. The SRX SUV was introduced for the 2006 model year. True or False
11. The 400 HP CTS V was introduced in the 2004 model year. True or False

Answers

- | | |
|--------------------|----------------------|
| 11. True | 6. False, over 90% |
| 10. False, 2004 MY | 5. False, 1952 |
| 9. A. 1999 | 4. C. running boards |
| 8. B. 1950 | 3. C. 1953 |
| 7. True | 2. True |
| | 1. False |

