



Hoosier Tailfin



WHERE *Pride* IS A DIVIDEND !

September 2018

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



Cadillac

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Thoughts from the director

By Warner Young

Our year is flying by. Fortunately we still have several weeks to enjoy our Caddies. We've had several good events this year (CLC and other). I can recollect the visit to MK Coach near Cincinnati in April, the Hannon Collection in Anderson in May, the BOPC meet in Kokomo in June (Virgil Perkins won the best Cadillac with his '41 60 Special), the Grand National in San Marcos in June, the Columbe Picnic east of Shelbyville in June, the Indiana Automotive tour near French Lick in July and the Automobilia weekend in Carmel in August. Our new member, Don Shuck, won best of show at the Automobilia with his '41 60 Special. He was up against stiff competition and a major rain-storm. I didn't mention the National Driving Tour in California in August above because I'm not aware that we had any participants.

We have many newer members, or members with new cars, that deserve some recognition. I'm thinking about:

L. H. Bayley: '61 convertible
Dan Bohart: '41 6227 coupe
Joel Bruno: '76 Fleetwood
Pat Carney: '76 Fleetwood
Michael Fellenzer: '76 Fleetwood
John Hannon: lots of cool cars
John Rabold: '90 Brougham
Charlie Mullen: '41 60 Special, '60 60 Special
Scott Shephard (new member)
Don Shuck: '41 60 Special



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Jim Smith: '39 60 Special
Bill Spurling: restoring two '34 LaSalles
Bob Thomas (new member)
Jay Wignall: restoring '39 60 Special
Donn Wray; '41 Series 63
Tom Boehm (National member); restoring a '40 LaSalle Woodie, a rare car.
I'm seeing a trend for us for '76 Fleetwoods and '41 Cads. Fortunately this is a good thing. No doubt there are other new cars and projects out there that I didn't mention. Please let me know about your cars and projects. Submitting an article about your project would be even better.

Our annual Fall Festival was held at the Gilmore Museum Sept. 21- 22. That's always a good time and a great location. Look in the next Hoosier Tailfin for more about this year's edition. Of course our big event (rapidly) coming up is the 2019 Grand National in Louisville. Beth and Bill Reedy have a great plan for the GN. I'm thinking our evening at Churchill Downs will be really special. They have invested a lot of time already in the preparation. The dates are June 11 -15, at the Crowne Plaza near the airport. We will also host a judging workshop in Fishers on April 27th. It is customary for the host region of the GN to host a workshop a few weeks prior to the GN.

I'm also thinking about our two celebrities from San Marcos. Lars Kneller for winning the Distinguished Service Award and Jeff Shively for winning the Newsletter Excellence Award. These are two of the top awards offered by the CLC. Gentlemen – job well done.

October 20th--Fall Color Crank Down Tour Northwest Ohio Region
We will meet somewhere in the Sylvania area (details to follow)
around 9:30 a.m., and cruise the Territorial Road (sometimes shown as Rt 120). The cruise will take us through Ohio and Indiana, bordering Michigan, to Shipshewana, Indiana, (an Amish settlement). We will have lunch at the Blue Gate Restaurant, shop at the many shops and return home at your leisure. Allow about seven hours to complete. (Look out for the road deposits and buggies!) Contact George Louthan for details. gelouthan@bex.net

Future CLC National events

- 2019 - Grand National , Louisville, KY. June 11 - 15
Driving Tour, Gettysburg, Pa. October 22 -26
- 2020 - Grand National, Overland Park, KS. June 10 - 14
Driving Tour, Southwest Washington and Oregon.
- 2021 - Grand National, Parsippany, NJ.
Driving Tour, North Texas
- 2022 - Grand National, West of the Lake plans to make a bid

Barn Update

By Lars Kneller

Another summer is winding down and I am either getting ready to attend or am home from the Fall Festival at Gilmore, depending on Jeff's publishing schedule. Life in the barn has been busy all summer, and thankfully my little air conditioner makes working in there a pleasure.

I saw a want ad in the *Self Starter* a couple months ago for someone who wanted 1941 antennas and parts. My **1941 Series 61 Coupe** came with an original antenna, but it was corroded and didn't work. I had purchased a 1950's antenna from Barry Wheeler which also didn't work, but seemed to have more potential. Long story short, I contacted the advertiser and he took both of my antennas, and was able to make a fully functional one out of the 1950's one for a reasonable price (less than half of what I've seen good 1941 antennas go for). I plan this fall to remove my radio, which works, but the dial adjuster does not, so it is a challenge finding stations. I have a patient that repairs old radio who said he can fix it for me. I also have a spare radio that was a partial trade (yes, some of us still swap) from Jeff Shively for the Hydramatic transmission that now propels his 1941. So next year, I should be cruising in style with entertainment in my 1941.

At Iola this year I found a large horn that I thought might work in the **1966 Cadillac**, as I've always wanted an Eldorado horn in it. It was reasonable priced and worked well. As luck would have it, it doesn't fit, and believe me I tried. The search continues.... I discovered a while back one of the ashtray lids in the rear door (each door has two) of the **1973 Series 75 Limousine** had fallen off and disappeared. I removed the ashtray assembly and found it had broken off and probably fell off sometime when using the door,

and not at home, as it was nowhere to be found in the barn. I dug through my parts and found two rear seat panels for a 1972 Eldorado with good lids.



However, the limo's ashtray assemblies were better, so I removed the lid and transplanted it, and I thought I was good to go. However after reinstalling it, I noted the other ashtray lid on the same door was broken on one side, and a similar fate was awaiting it. . So out it came, and the other good lid was transplanted on to it. So the limo is good to go now with properly functioning and covered ashtrays.

Progress is moving ahead on the **1963 Lincoln (NC)**. The engine would turn over just fine but wouldn't start. After quite some time investigating, I discovered the nice paint job I had put on the distributor was not letting it ground. After some strategic paint removal, the engine fired right up. However the distributor was off a notch. Once that was corrected (easier said than done, but I am good at it now!), and the timing properly set, she is now purring like a kitten. I had hooked up the original choke assembly on my new Edelbrock carburetor, which uses coolant passing through it to open the choke (another better idea from Ford). Nonetheless that no longer worked, plus it leaked a little too, so it was replaced with the electric choke the carburetor came with. The air cleaner on that engine is huge, and I left the coolant hose in place (it just doesn't stop at the choke anymore), so no one can see my modifications. I started to install the factory cruise control (it came off of the sedan parts car) and found it wouldn't fit with the dual master cylinder I added. I really want the cruise control, and I figured with all new parts, including stainless steel brake

lines, the chance of failure is pretty low. Thus out came the dual master, and in went an original single master cylinder. Once I get the brakes bled, then I will install the cruise. I did manage to fix the horn issue, in which it blew whenever I hooked the battery up. I just had a couple wires reversed under the steering column. The horn now works properly and only when blown at the wheel. I have covered the floor with the insulation Eastwood sells, that is shiny on one side, and black and sticky on the other. I have noted with the engine running for a while, the black stuff has started to melt a little at the front of the transmission hump in the car. So I purchased some of the wrap the race cars use on their headers and plan to install that in that area on the exhaust pipes.

Our Region's Grand National Committee has been working hard on our upcoming GN in Louisville next year. Please think about where you'd like to volunteer if you are not already signed up. Contact any of us on the committee- me, Beth and Bill Reedy, Barry Wheeler, Jeff Shively, and Warner Young.



30th Annual BOPC meet in Kokomo

June 2, 2018

By Warner Young

We had another good day for our 30th Annual BOPC meet in Highland Park in Kokomo this year. The host club was the Pontiac Club and the Chairman was Ralph Colter. Ralph did his usual great job of organizing. The weather was hot, but if you could find some nice shade it wasn't unpleasant.

There were 42 cars on the field in eight classes, so it was a pretty good turnout. We had five Cadillacs, one of which was from a non-member (I need to work on that). Barry Wheeler brought our grill and drinks so we had a nice picnic lunch with hot dogs and other fixin's furnished by our members. I suspect the other clubs were a bit jealous of our spread. Thanks Barry for being a solid chef.

The Best Cadillac award went to Virgil Perkins for his '41 Sixty Special. This is an especially nice car and unusual in that it has the divider window for the limousine set-up. We also had two '76 Fleetwoods for relatively new members of Pat Carney and Joel Bruno. They both had a fairly long drive to attend, but their cars ran fine. Pat came from New Albany with his wife, Kim and son, Carl. Joel came from Gary with his kids. They are really proud of their Fleetwoods and it's great to have them as energetic members. John Madden and Warner Young were also in attendance.

Another newer member, Jim Smith, brought his '37 Buick (sorry to mention this lesser brand). He has recently finished work on his '39 Sixty Special but he has not put enough test miles on it yet for an extended drive. So we had several really nice Caddies to represent the club as the "Standard of the World".

Our awards:

Class '41 – '49 1st place : Virgil Perkins, '41 Sixty Special

Class '70 – '79 3rd place : Pat Carney, '76 Fleetwood (Joel's car is very nice and deserved an award)

Class '80 – '89 2nd place : Barry Wheeler '81 Seville

Class '90 – present 3rd place : Tim Pohlman (future member) '91 Cadillac

Best Cadillac : Virgil Perkins '41 Sixty Special

Chairman's Choice Award went to Larry Shepherd's '32 Pontiac Sport Coupe, a real beauty. So ended another fun BOPC day. We hope to see you next year.



Left

*Pat Carney's
1976 Fleetwood*

Facing page

*Virgil Perkins' 1941
Series 60 Special*

*Barry Wheeler's
1981 Seville sedan*



The Hoosier Tailfin

2018 CLC Grand National in San Marcos, Texas

June 5 - 9

By Warner Young

Our 2018 GN was certainly a very Texas affair with very hot and sunny weather. The Embassy Suites Hotel was a great facility, so our indoor events were cool and comfortable. San Marcos is about half way between Austin and San Antonio, so we had many interesting attractions available. The hot weather made for some tough judging conditions on Saturday, but everyone survived. There were 520 members and guests pre-registered and 98 cars pre-registered. By Saturday we had well over 100 cars on the show field. As well as most states being represented, there were registrants from Switzerland, Curacao, Canada, Germany, Australia and the Netherlands. The hotel had a large parking lot but another large event at the hotel on Thursday added stress to our show field management. The Reedys provided an information desk near event registration for our 2019 GN. The Crowne Plaza Louisville provided a sign-up desk for booking the hotel for the 2019 GN.

Events started on Tuesday with a driving tour of the Texas Hill Country and a tour to the River Walk in San Antonio. The River Walk tour was repeated on Wednesday and Thursday. Other tours available for Wednesday through Friday were: a visit to San Marcos cars, airplanes and boats; a river experience driving tour; tour of the San Antonio Toyota plant; tour to the Capitol of Austin; Fredericksburg history and landscape tour. On Saturday those not involved with the judging could take a tour to the historic districts in the small towns of Wimberley and Gruene. The San Marcos tour included the retired air force base nearby which is home to a branch of the Commemorative Air Force. They had a special ceremony on Wednesday (which was June 6th) for the return of the WWII C-47 airplane that was the lead plane into France on D-Day. It had been totally restored in Oshkosh, WI. The plane is named "That's All Brother" and is one of our most famous WWII airplanes. For history buffs like so many of us, this was a really special opportunity.

There were technical seminars also available on Thursday and Friday. They included: chrome/stainless restoration; older radio restoration; history and work on custom Cadillacs; high performance big block engines; Cadillac air conditioning; high

performance for the newer LS engines. Special Board meetings held at each GN are for the Museum and Research Center and the CLC National Board. This year all Region Directors were invited to a discussion group on Friday.

Other available events included the Welcome Banquet and Museum auction on Wednesday, a BBQ dinner at the Salt Lick BBQ on Thursday, Texas Rodeo style dinner on Friday and the Awards Banquet on Saturday. The entertainment on Friday was the Brian Black Band. Brian is the brother of Clint Black. The Friday evening event also included some armadillos and two Texas Longhorn cattle on the hotel lawn. This provided one of the highlights of the GN for me.

Award winning cars were: Best Lasalle – '34 Coupe by Mike Ames; Best pre-war – '14 C30 Touring by Ron Blissit; Best post-war - '58 60 Special by Donald Ghareeb. Donald's '58 also won the Best of Show Award.

The Indiana Region was honored with two of the most prestigious awards of the CLC. **Lars Kneller was awarded the Distinguished Service Award.** Lars, this is very well deserved. **Jeff Shively was awarded The Newsletter Excellence Award.** There is a high level of competition for this award. Jeff, your many years of hard work on the Tailfin have been rightfully rewarded. During the Awards Banquet Lars Kneller gave an introduction to the Indiana Region's plan for the 2019 GN in Louisville. Later Beth and Bill Reedy gave a light-hearted invitation to all for our Louisville GN. Beth and Bill – that was a fun presentation.

Indiana members attending were: Michael Fellenzer, Bill and Mary Hedge, Tom Hoczyk and Jane Acree, Lars and Jaunda Kneller, Bill and Beth Reedy, John Rust and Luiz Maia and family, Jeff Shively and Warner and Pat Young.

We were tasked with delivering the many miscellaneous bits and pieces used during the GN back to Indiana for storage at the Kneller estate for the 2019 GN. After the GN, we thought we could return to much more pleasant summer weather in Indiana, but no such luck. Indiana was hot also. Now the time for observation is over and it's off to Louisville for our turn to shine in June, 2019.



Above: A 1958 Cadillac shimmering in the Texas sun.



Left: Jaunda Kneller has made a new friend.

Below: One of the finest designs ever to come from General Motors– the 1934 LaSalle coupe.



A perfect June day at Lime Rock Farm

By Don Shuck

Originally published in the Indiana Region CCCA Hoosier Horn, Volume 43, Issue 4. Edited for the Hoosier Tailfin

Not all things go exactly according to plan, but since all the planning was done by Joe and Eleanor Columbe, owners of Lime Rock Farm, everything, including the weather went precisely as promised. What a marvelous day to spend with 120+ car enthusiasts representing various car clubs from Indiana, Ohio and Kentucky. The CCCA was invited to join in the festivities with the Lincoln and Continental Owners Club, Cadillac & LaSalle Club, Rolls Royce Club and the Early Birds Thunderbird Club on Saturday, June 23rd. It probably didn't matter where your trip started because you were bound to run into road closings, detours, blocked streets for festivals, the Marion County Fair, herds of camels on their way to the desert . . . whatever was going to happen on this particular Saturday was already in progress when most of us started out for our twelve noon opening ceremonies at the farm. But when we arrived at Lime Rock Farm everything was absolutely perfect.

Before arriving at Joe's, Candy and I headed into Moscow, IN to cross over the relatively new reconstruction of the 2008 tornado destroyed covered bridge. We drove across the bridge in order to come back and snap a quick picture of the time appropriate 'classic car meets classic covered bridge'. We were met at the bridge by a horse drawn buggy that had left Joe's party to take car enthusiasts on a more leisurely pace as they toured the town of Moscow – no Putin sightings. As we drove in to the Columbe family compound, we were greeted by Joe's sister, Diane from Ohio, and were directed to an area where beans weren't currently growing to park our car.

What was growing near our parking area were Lincolns. Rhett Tharp had the oldest one at the picnic, an elegant black 1962 Continental sedan. Next was the Columbe 1966 Lehmann-Peterson limousine, a 1966 Continental convertible, and a bevy of '69s of all shapes and sizes, from a Mark III to a couple of Continental sedans, and a coupe thrown in for good measure. A white 1971 Mark III made an appearance. CLC, LCOC, and CCCA member John Madden drove his red 1978 Mark V and a 1981 Mark VI Pucci edition. was there A CCCA member, Dr. John Klein, left his 1931 Duesenberg in the garage back in Indianapolis and drove his very nice 1995 Town Car loaded with

grandkids instead. There were a lot of later model Lincolns present too, including a number of MKZs. Perhaps the most unique car of them all was the 1999 Lincoln hearse owned collectively by Joe Columbe, Ryan Beatrice, and Ted Hilton. There was a wide variety of Thunderbirds including a custom-built 1957 station wagon. There were some great looking Full Classics, including the author's 1941 Cadillac Series 60 Special, a 1941 Packard, and a 1947 Packard. Other interesting cars included a Pantera, a Ferrari, a Tesla SUV, a 1950s MG, and an Amphicar.

Joe and Eleanor addressed the crowd, welcoming everyone by mentioning all the represented clubs and then invited everyone to come into their home to fill their plates with pulled pork, fried chicken, green beans, baked beans, shrimp, every kind of salad known to mankind, make the turn and there's every imaginable type of desert to tempt all your dietary disciplines and plate juggling skills. With such a variety of good things to eat, it was a wonderful time to sit in the shade and hang out with some new friends.

There were walks to be taken, golf cart and buggy rides and lots and lots of car talk with other groups and clubs. All in all a most enjoyable, thoroughly entertaining and relaxing way to spend a nice quiet Saturday in the country.

CLC members were a little scarce, with Jupei Hannon, John Madden, Jeff Shively, Don and Candy Shuck, Warner Young, Barry and Gay Wheeler attending. Thank you Joe and Eleanor – and David, Robert, Diane and Mitch- for sharing your beautiful home, amazing farm and your genuine hospitality with us. The whole day was fabulous.





Above: author and new CLC members Don and Candy Shuck's 1941 Cadillac Series 60 Special.

Below: CLC member John Madden's first trip in many years in his 1978 Lincoln Continental Mark VII was to this annual fun fest. John has had the car for nearly 30 years.

Facing page: LCOC member Rhett Tharp's 1962 Lincoln Continental sedan. Hoosier Tailfin editor Jeff Shively tried it on for size. His next purchase will likely be a 1961-63 Lincoln sedan.



Indiana Automotive driving tour to French Lick and beyond

By Warner Young

Indiana Automotive, an affinity group of the Indiana Landmarks, hosted a tour to Southern Indiana July 20-21, 2018. I believe this was their first attempt at an overnight tour. Staying in French Lick Friday night at one of two “classic and historic” hotels was a special experience. During our two days we visited several very interesting automotive related attractions. Of course, Indiana Automotive is not part of the CLC, but anyone interested in automotive history is welcome to join.

Friday afternoon we drove 27 miles southwest to the Jasper Engine plant. Jasper Engines remanufactures all types of gasoline and diesel engines. They have a large, modern plant that is packed with metal working equipment. They have an excellent reputation for quality work. The company was founded in 1942 and is employee owned. It is a major employer in the Jasper area. Jasper Engines is the largest remanufacturer of gas and diesel engines in the U. S. They will remanufacture older engines as well as modern ones. Example: 1930’s Cadillac or Packard engines.

About a half mile away is their transmission plant. Again, it is a large, modern plant with sophisticated equipment. They primary remanufacture automatic transmissions, but they will work with manual transmissions, as well. Note that they remanufacture to the original OEM specs, as opposed to rebuilding to correct known failures.

Saturday was our day for great car collections. Our first stop was the private collection of Joey Lange’s muscle cars. This collection is located in a beautiful setting outside of Ferdinand. About 90 people visited the collection. Many people were driving in collector cars. The core of the collection was for Mopar, but many Fords and GM cars were represented (American Motors too). These cars are the best of the best with the period from the mid-60’s to the early 70’s being the most common. If that is your favorite era, this collection is for you.

We then drove a few miles to near Huntingburg to the fabulous

classic car collection of Clem and Mary Lange (Joey’s parents). This is also a private collection that requires a prearranged visit. Clem has restored many of these cars himself. Clem has one of the largest collections of Essex cars in the country. He has been a frequent participant in “The Great Race” with his Essex and Hudsons and has won. They have an exceptional early V-16 Cadillac and an Auburn Boat Tail Speedster along with many, many other rare and exceptional cars. He has several pre-WWI racecars. He fired up a 1909 Knox, which was really something (no mufflers). The walls were lined with awards from numerous concours.

We stopped at the famous Schnitzelbank German Restaurant in Jasper for lunch on our way back to French Lick. That evening we visited the Wilstem Ranch a few miles east of French Lick, for more food and beverage. The Wilstem Ranch offers lodging as well as many outdoor activities and a well equipped party barn.

CLC members on the tour were Michael Fellenzer, Charlie Mullin, Jeff Shively and Pat and Warner Young. French Lick is a wonderful getaway in a beautiful corner of our state. The opportunity to visit and tour great car collections was a special treat. If you haven’t visited French Lick, it is something that needs to go on your to-do list.



Max Gretencord's 1953 Cadillac Series 62 sedan



Hoosier Tailfin Automotive Challenge

September 2018

1. The 1961 Lincoln was produced in about the same qty. as the Cadillac. T or F
2. Because of the \$13,000 price, the '57/'58 Eldo. Brougham was break even in profit. T or F
3. The 1948 Cadillac series 61 sold for less than \$2800. T or F
4. Because of its old design the '48 Cadillac V-8 had less HP than Lincoln or Packard. T or F
5. The new larger engine in the '67 T-Bird gave it a quicker 0-60 time than Eldorado. T or F
6. What GM car built from 1949-2005 was the best selling luxury car of all time?
A. Cadillac de Ville B. Buick Roadmaster C. Mercedes Benz D. Cadillac Eldorado
7. The name Allante came from the Italian word for "moving forward". T or F
8. The domestic content of the ATS/CTS is:
A. 68% B. 75% C. 80% D. 84%
9. Magnetic ride control first appeared in what vehicle?
A. Camaro ZL1, 2012 B. Cadillac Seville STS, 2002 C. Audi A8, 2004 D. Viper, 2001
10. In 1983 the average age of a Cadillac buyer was:
A. 51 B. 56 C. 60 D. 64
11. What year did Cadillac first offer a high mounted brake light?
A. 1985 B. 1986 C. 1989 D. 1990
12. Fisher Body, Div. of GM, bought Fleetwood Metal Body in what year?
A. 1925 B. 1927 C. 1930 D. 1932

ANSWERS

1. False, Lincoln 25,164 units, Cadillac 138,379 units
2. False, estimated loss of \$10,000 per car, only 704 built
3. True, \$2728, FOB factory
4. False, 150 hp vs. 125 hp and 145 hp
5. False, Eldorado - 8.9 (340 hp), T-Bird 9.0 (345 hp)
6. A. Cadillac de Ville
7. False, Allante was a computer generated name created within GM.
8. C. 80%
9. B. Cadillac Seville STS, 2002
10. C. 60
11. A. 1985, available on De Ville and Fleetwood
12. A. 1925

Tailfin trading post

1976 Cadillac Seville

Light blue exterior with light blue vinyl top
Light blue interior. 68,000 miles. Second
owner of vehicle. No rust. Engine compart-
ment needs cleaning Asking \$7,000
Gordon Papke 314-296-0726



1976 Cadillac Eldorado convertible

Engine rebuilt in June 1993. All four quar-
ter panels were rebuilt in June 1993. New
vinyl interior. Red carpet. New converti-
ble top. Hard boot
Driven 500 miles annually.
\$16,000
Gordon Papke 314-296-0726



1947 Cadillac 346 CID engine. Complete from intake and exhaust manifolds to oil pan. \$300

1947 Cadillac Hydra-Matic transmission. great core for rebuilding. \$150

1940-1947 Set of four knee action shocks. fronts appear to have been rebuilt \$125

1947 Cadillac radiator. two to choose from which to choose \$100

Contact Jeff Shively at Cad19651941@yahoo.com or 765-721-1659



1970 Cadillac Coupe DeVille

95K miles. Original window
sticker and bill of sale. Runs
and drives very well. Local
show winner (BOPCLC).
Needs nothing but a new
owner. \$15,000
Doug Brinson 765-729-1732

AS ALWAYS—THE STANDARD OF THE WORLD!



■ As you study the new 1954 Cadillacs, we know you will find them the most beautiful motoring creations of all time. Many automotive authorities, in fact, have proclaimed Cadillac's new styling the greatest step forward in the history of motor car design. And, what is equally remarkable, the 1954 Cadillacs are as thrilling to *drive* as to *see*. The improvements in performance are legion . . . and encompass virtually every phase of automotive operation. This new Cadillac beauty . . . and this new Cadillac performance . . . are offered in three entirely new series. They are described in complete detail in this portfolio—and we hope that you will give each your careful attention and consideration.

THE GREATEST YEAR

IN THE HISTORY OF A Great
American Motor Car

