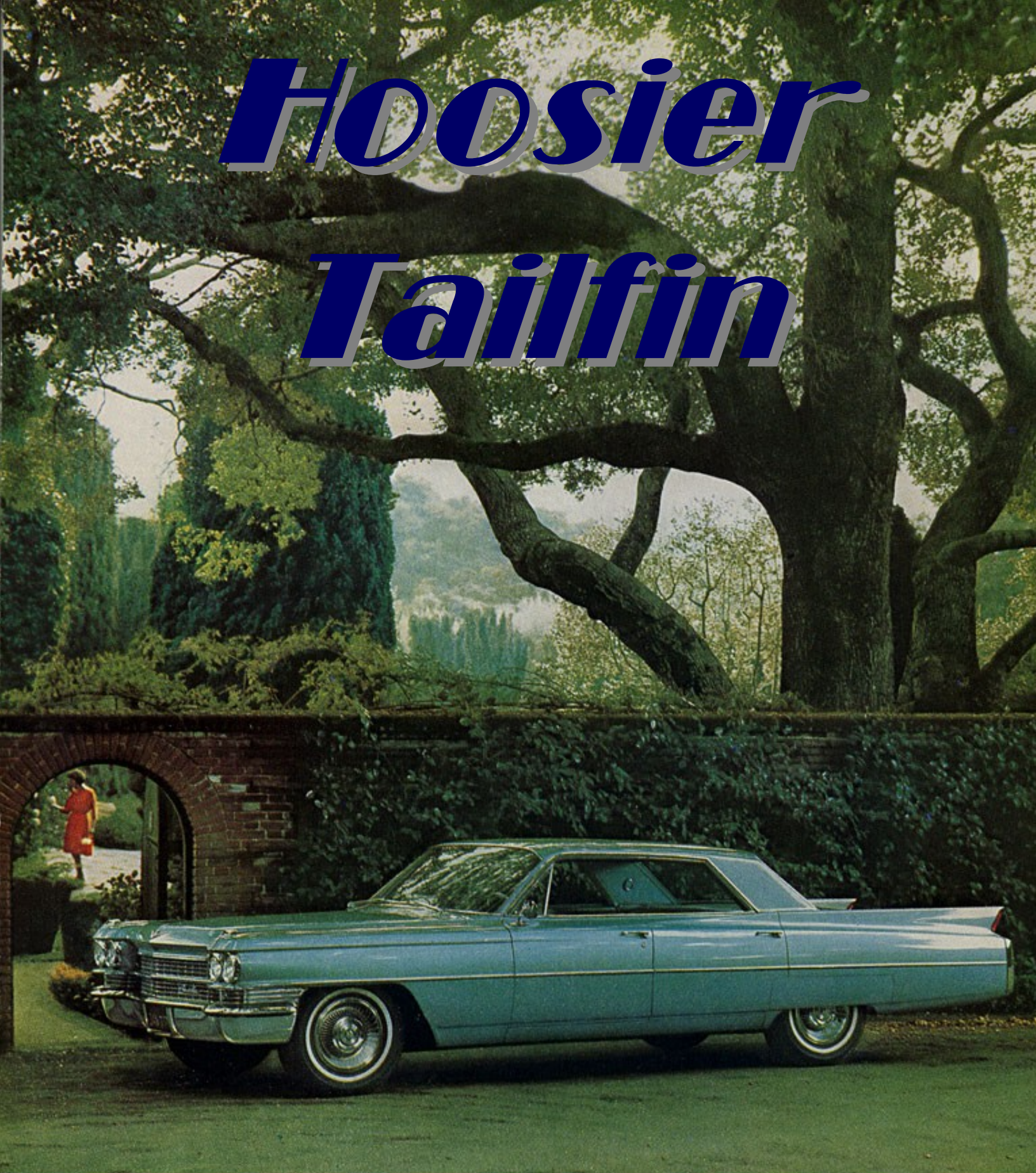


Hoosier Tailfin



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

February 2016



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Thoughts from the Director

By Warner Young

Mid-winter - this could be seen as the slow and dreary time of the year. But if you have a nice garage, you may see this as the best time for all those little car projects that have been put off for a year (maybe two). We do get all the car auction action from Arizona in January (if you have cable). That helps me start thinking about old blue again. If you are lucky enough to make it to the Grand National in Las Vegas, all the thoughts of winter will be pushed aside by the sunshine. Just the weather should make this Grand National seem like a great one.

We held our annual meeting at the Kokomo Auto Museum on January 23rd. We had a good turn out and good weather, so things were good. Thanks to Jeff Shively for inviting us to Kokomo. The KAM continues to improve and offer a fine venue for old car lovers. Jeff stated they now have the largest collection of Haynes and Apperson's anywhere in the world. Their collection of Cadillacs is pretty fair also. We got a close up look at Jeff's newly acquired '41 Series 6267 maroon convertible. It's a fine pre-war automobile.

We re-elected our Board from 2015. So depending on your thinking, that is a good thing or maybe not so good. I do believe this Board will make a solid effort to make our club experience a good one. Suggestions for meets and input for the Tailfin from all members can only make things better. So you are encouraged to tell us about your cars and supply technical articles as well. Tom Taylor has been working on a meet at Lockhart Cadillac in Fishers in May (5/14). I believe that meet is pretty well firmed up now. Lockhart is to provide a technical presentation on their new cars.

It was good to see Bob Edrington at the meeting. He has bounced back from some health issues. He called 2015 a lost year. 2016 should be much better. We have a goal of upgrading our web site in 2016. I expect to make positive reports on that front over the next few months.

We recently audited our Indiana roster as presented by the National office in Ohio. We ended the year with 42 people as Indiana members and about 75 more members that are in the national club only. If anyone wants a roster feel free to ask me or Barry for a copy (warneryoung@msn.com).

Thanks to Max Gretencord for his fine article in December on the history of his '53 6219 sedan. I'm looking forward to a good driving year in 2016. Here's hoping our Caddy's start on the first try every time.



Barn Update

By Lars Kneller

Winter is upon us, but thanks to El Nino, it hasn't been bad at all. I think our northern Indiana lake effect region total snowfall still measures in the single digits. No one is complaining, other than the plow drivers. However, the weather has been cold enough to have a lot of barn time.

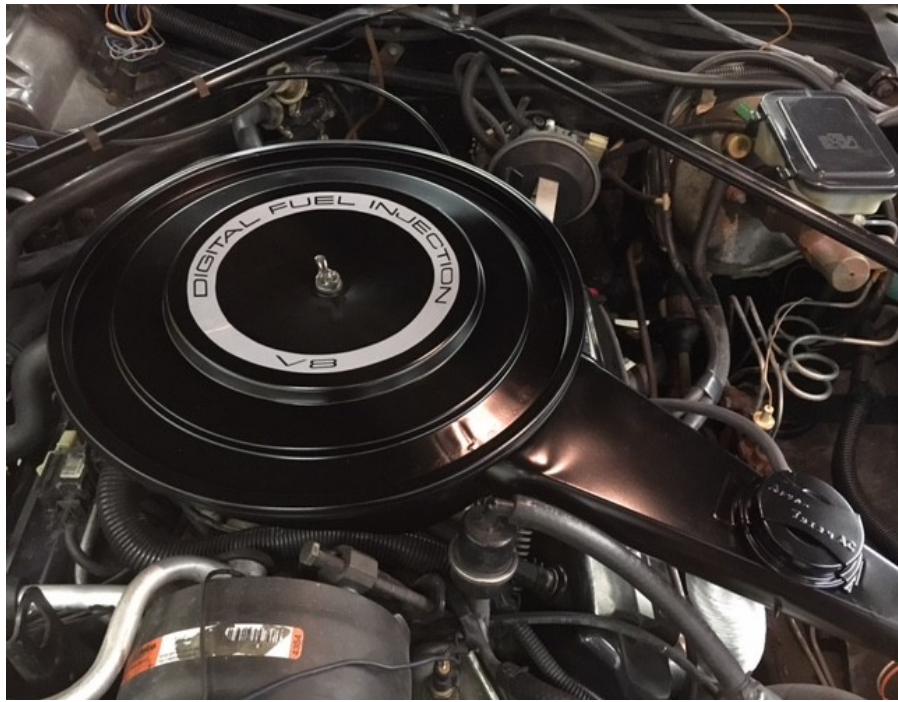
The **1963 Lincoln Continental convertible (NC)** is moving ahead. After some employee issues at the body shop, rumor has it that the hood, deck lid, and doors have all been painted, and the body is next. Rumors are also swirling that it may be done soon, and then attention will be focused on the **1972 Eldorado Coupe** that Josh and I have been working on. I will believe it when I see it. Plus if the Lincoln gets done, I am sure I will be called to compensate his labor. I have been making a lot of progress on all of the Lincoln's various parts though. I had 4 big boxes of parts that made up the guts of the doors, and they are all done. Next will be the wiring harnesses, and it does have plenty. A few months ago on a warm fall day, I did take them outside and gave them a good cleaning. Next will be to make sure all the wiring is good, and contacts are clean. I also measured the vacuum hoses that will be needed for the power door locks, and my total was approximately 50 feet. Luckily Amazon.com sells the hose I need in large reels. When any and everything is needed, I recommend checking Amazon. They seem to sell everything and anything known to man. I have included with this article an example of a before and after picture of my parts work with the Lincoln. Pictured is the piece that the seat belt attaches to. Speaking of which, the car originally came with two front and two rear seat belts. I have removed two more from the parts sedan, so I can have 3 front and rear. They will be sent off for restoration soon. I ordered a new leather interior, carpet and door panels in December 2014. To say the least,



the outfit is not moving too quickly. The first reason was that it was a unique color and took time to get a proper match. I contacted them last December and was told I should have it by “the end of the year”. If they were talking about 2015, I am still waiting. Perhaps they really meant 2016. Several rechromed parts arrived back from Paul's Chrome in PA. I had found multiple small parts, including door handles that needed to be spruced up. Hopefully, that is the last of chrome work that needs to be done. Next on my to do list, are the various parts in the trunk that work the automatic trunk lid, and filler plate when the top is down.

Due to the rumors of the impending return of the Lincoln, I figured I better get moving on the winter projects of the two cars residing in my working barn. They include the recently acquired **1984 Eldorado convertible**, and the **1972 Eldorado convertible**. The latter is in there with hopes of solving its electrical short, and I have to admit , it is hard to get motivated to do that. So...I went

to work on the 1984. To date, it has new plugs, wires, cap, rotor. I sandblasted and repainted the rusted and dull air cleaner, and got a new 4100 decal on Ebay to decorate it with. It needed several plug wire holders (they were all either broken, or not there at all). I bought some new belts for it. The ones on it now have original GM part numbers on them, so they may be original. However, they look to be in good shape, so the new ones will go in the trunk as spares. I had mentioned my steering wheel in the last Update, and the "new" one has been installed, and treated multiple times with leather restorer, and is looking pretty good. I repainted the metal piece behind the steering wheel that was scratched and chipped. I also repainted the faded plastic parts in the interior. I bought a weatherstripping kit on Ebay for the windows, but decided that will be a future project as I have to remove all the door panels.



The other cars are happily hibernating in the other barn. My tomcat is very happy to spend time out there on the weekends when I open the door, and thus I have had no rodent problems. He had been known to kill 3 in one day, if they are brave enough to be in the building when he is. We had a great region meeting last month in Kokomo with a good member turnout. We have several exciting meetings planned for this year, and everyone should vow to go to at least one, if not all. I see region members on our roster I have never met. Being social is an innate human trait, so get out and enjoy the company of others who share your common interests. We've heard all the excuses; put them aside and join your region for a meet in 2016!



The Hoosier Tailfin



Louie Mattar's fabulous \$ 75,000 Cadillac

By Warner Young

In 1952 Louie Mattar dreamed and created the impossible. A car that could travel long distances without stopping. Louie chose a 1947 Cadillac sedan as the basic vehicle for this dream. Louie Mattar was a San Diego businessman who was well-known to hundreds of local citizens after creating the Fabulous \$75,000 car (that's about \$700,000 today). Louie was often seen driving around the city demonstrating the features of the car and telling stories about his adventures. His non-stop drives had made him a legend in his own time. He was also a national celebrity who had appeared on the TV shows "That's Incredible" and "You asked for it" eleven times.

His 1947 Cadillac is now on permanent display in the San Diego Auto Museum located in Balboa Park. The exhibit receives 100,000 visitor per year. Louie's major runs were: The world's





2016 Great Lakes Inter-regional Meet
Perrysburg, Ohio
July 28, 29, 30, 31

A Touring Event Of The Historic Maumee Valley Territory
Sponsored By Northwest Ohio Region
Cadillac LaSalle Club

NORTHWEST OHIO REGION

Schedule of Events

Thursday, July 28

3:00 Gathering and start of registration at host hotel (hospitality open)

- Dinner on your own

7:00 Tour to the fabulous Ford & Phyllis Cauffiel collection for viewing, wine, and hors d'oeuvres

Friday, July 29

- Breakfast on your own
- Registration and hospitality room open 9:00–10:00, 5:00–7:00

10:00 Leave for Scenic Maumee River driving tour via East River Road to the historic river town of Grand Rapids OH. On the way, we will visit the restored Fort Meigs that protected the Maumee River during the War of 1812. At Grand Rapids we will go antique shopping, view re-enactment of canal days (Providence Park) and visit restored river mill. Lunch at LaRoe's Restaurant or your choice (your cost). Return trip via historic West River Road to The Shops at Fallen Timbers (ladies afternoon). Return to hotel by 5:00.

6:30 Tour to the Shepherd home and car collection—backyard cookout and mixer with a catered barbecue by Deet's BBQ (\$16 per person).

Saturday, July 30

- Breakfast on your own
- Registration and hospitality room open 8:00–10:00

10:00 Leave for new acclaimed Great Lakes Maritime Museum in Toledo via East River Road. This will include a guided tour of the restored lake freighter S.S. Col. James Shoonmaker commissioned in 1911, moored at the museum dock—\$13 per person includes both venues. This will end around 1:00 PM. From there we will go several blocks to the world famous Tony Packo's Hungarian restaurant made famous by Jamie Farr and the TV series "M*A*S*H." Lunch is your cost. From there, we will return to the hotel for rest and relaxation (hospitality open 3:00–5:30).

6:30 Happy hour at the hotel ballroom, cash bar followed by banquet featuring roast prime rib and chicken marsala at 7:15.

Sunday, July 31

- Breakfast on your own

10:00 Leave for tour to Snook's Dream Car Museum in Bowling Green OH. Cost is \$6 per person. Jeff Snook is a vintage sports car driver and races some sports cars from the museum.

- **Disperse after tour. Have a safe trip home.**



Great Lakes Inter-Regional
PERRYSBURG, OHIO

Host Hotel
Holiday Inn French Quarter
Perrysburg, Ohio

10630 Fremont Pike (US20) near I-75
Phone 1-419-874-3111
Special CLC rate \$104 double occupancy.
You are responsible for this reservation.
and it must be done by July 15.

DO NOT USE HOLIDAY INN 800 number

Registration For Great Lakes Cadillac LaSalle Club Inter-Regional Meet
July 28, 29, 30, 31 (deadline July 15)

Member name _____ Associate _____

Guest _____

Address _____ City _____ State _____

Zip _____ Phone _____ E-mail _____

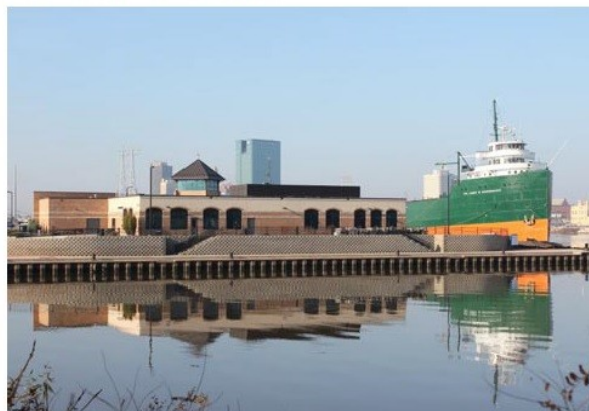
CLC Membership # _____ Non Member _____ Region _____

Car Driven _____ Make _____ Model _____ Year _____

<u>Activity</u>	<u>Fee</u>	<u>Number Attending</u>	<u>Total Cost</u>
Registration	\$40 per family/\$25 per guest	_____	_____
Friday Night Mixer	\$16 per person	_____	_____
Great Lakes Museum	\$13 per person	_____	_____
Saturday Banquet	\$36 per person	_____	_____
Snook's Car Museum	\$6 per person	_____	_____
Total Amount Remitted.....			_____

Make checks payable to: Northwest Ohio Region CLC

Mail to: Andrew Shepherd, 8310 Garden Road, Maumee, Ohio 43537



1908 Trophy-winning performance

courtesy of Autopedia.com

The Dewar Trophy was a cup donated in the early years of the twentieth century by Sir Thomas R. Dewar, M.P. a member of parliament of the United Kingdom, to be awarded each year by the Royal Automobile Club (RAC) of England "to the motor car which should successfully complete the most meritorious performance or test furthering the interests and advancement of the [automobile] industry".

In February 1908, three Model Ks from the 1907 Cadillac production were released from the stock of Frederick Stanley Bennett (UK agent for Cadillac automobiles) at the Heddon Street showroom in London (these were engines Nos. 23391, 24111 and 24118). The three cars, all registered in London under the numbers A2EO, A3EO and A4EO, were driven 25 miles to the Brooklands race track at Weybridge. There, the cars completed another 25 miles before being put under lock and key until Monday March 2, 1908 when they were released and disassembled completely. Their 721 component parts were scrambled in one heap. Eighty-nine parts requiring extreme accuracy were withdrawn from the heap, locked away at the Brooklands club house and replaced with new parts from the Mr. Bennett's showroom stock. A mechanic - Mr. E.O. Young - reassembled the cars with the help of his assistant - Mr. M.M. Gardner. Sometimes they had to work ankle-deep in water, using only wrenches and screwdrivers. The third car was re-assembled by Tuesday evening, March 10. By 2 p.m. on Friday March 13 the three cars had completed the mandatory 500-mile run with singular regularity. Only one point was lost owing to a broken cotter pin in the ignition lever (promptly replaced from stock). During the event, it was reported that one of the sheds where the parts were stored became partly flooded during a heavy storm and some parts became rusted. Only oily rags could be used to remove all traces of the immersion. On completion of the test, one of the cars was placed under lock and key where it remained until the start of the 2000-miles Reliability Trials, several months later. It came out the winner of the R.A.C. Trophy! Parts interchangeability could not have been demonstrated in any more convincing way.

In 1913 Cadillac won the trophy again for the introduction of the self-starter and electric lights from Delco.

Upcoming Indiana Region Events

Grand National in Las Vegas: April 13-16

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

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

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

Cadillac Fall Festival at Hickory Corners: September 24-25

Hoosier Tailfin Automotive Challenge

February 2016

What was the first year for Cadillac to use the Seville Name?

1. 1953 2. 1956 3. 1957 4. 1958

2. What was the first model year for Cadillac to bear the name de Ville?
1. 1947 2. 1948 3. 1949 4. 1950

3. What was the last year for Cadillac to use the de Ville name?
1. 2005 2. 2006 3. 2007 4. 2008

4. What was the last year for the Sixty Special?
1. 1982 2. 1988 3. 1993 4. 1995

5. What was the last year for the Fleetwood Brougham?
1. 1996 2. 1997 3. 1999 4. 2000

6. What was the first front wheel drive car with electronic traction control?
1. Allante 2. Catera 3. Eldorado 4. Buick Regal

7. What was the first year for the Northstar engine?
1. 1991 2. 1992 3. 1993 4. 1994

8. What was the first year for the CTS?
1. 1999 2. 2000 3. 2001 4. 2002

9. What was the first year that Cadillac paced the Indianapolis 500?
1. 1930 2. 1931 3. 1935 4. 1936

10. What was the last year for Cadillac to pace the Indianapolis 500?
1. 1991 2. 1992 3. 1993 4. 1994

11. A nearly stock Cadillac has finished in the top 5 at the Le Mans race? True or False

12. Cadillac was the first automotive mfg. to use the Phillips head screws? True or False

