

Hoosier Tailfin



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



Robert Edrington 1941-2016

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Table of Contents

- Page 2 Board of Directors***
- Page 3 Thoughts from the director by Warner Young***
- Page 4 Our friend, Bob Edrington by Doug Brinson
Photos by Judy Edrington***
- Page 8 2016 Inter-Region Meet sponsored by the Northwest Ohio Region By Warner Young***
- Page 11 Hoosier Tailfin Automotive Challenge***
- Page 12 Selections from the 1953 Cadillac Eldorado catalog***



Thoughts from the Director

By Warner Young

Our 2016 driving season has really flown by. For me, it's been a really good CLC year. I've made the events in Kokomo (three times), Las Vegas, Toledo, La Porte/ South Bend and Hickory Corners. So if you have the time and patience you can participate in plenty of Cadillac programs each year. I'm hoping you made several events, as well. This was a good year for the Indiana Region, as well, with many new members and a bright future.

2017 promises to be another good year with our National Driving Tour in Illinois in June. That is the Route 66 tour sponsored by the West of the Lake Region (Chicago). They have been working hard on the tour and it should be a good one. Our Grand National will be in McClean, Virginia, in early August. I'm guessing we will see plenty of hot weather and traffic. The host hotel, the Hilton McClean Tyson's Corner is booking fast, so if you want to stay at the Hilton, you need to reserve now. The Indiana Region will host the Buick, Pontiac, Olds, Cadillac meet in Kokomo next June. This is an annual event held next to the Haynes Museum. This year's event brought plenty of rain but I have scheduled good weather for next year.

Speaking of Haynes (and Apperson), the Grand Classic and Motor Muster in Kokomo the weekend of Sept. 9 -11, was quite a success even with the very rainy day on Saturday. The Grand Classic of the CCCA was moved from Highland Park indoors to the event center next to the Kokomo Auto Museum. This worked out very well with everyone safe and dry for the day. Sunday was a beautiful day for the Motor Muster at the Jackson-Morrow Park. The Stutz Club was pre-

sent for this show and what a group of classics to behold. Cadillacs were well represented with three '41's, a '59 and two LaSalles. Jeff Shively can be congratulated for organizing a wonderful weekend complete with a brass band playing traditional band music on Sunday. After this weekend, Jeff said he needs a couple years off from organizing a major event.

Our Fall Festival at the Gilmore Museum in Hickory Corners, MI, was held the weekend of Sept. 23-25. This is a National event and there was an excellent turnout. 53 cars were judged which is up from 35 in 2015. The quality and diversity of these cars was exceptional. Indiana was well represented with cars by Max Gretencord ('53), Lars Kneller ('66), Bob Nixon ('39), Jeff Shively ('41) and Barry Wheeler ('81). Jeff even enjoyed a ride home to Kokomo with the top down.

A reminder that our updated web site is up and running at indianaclc.org. Beth Reedy is doing a fine job with this and pictures of member cars are already posted from Hickory Corners. We encourage everyone to send Beth pictures of their cars and Cadillac events attended. It's easy to communicate with Beth on the web site by clicking on the "Get Involved" button at the top and filling in the email section that pops up.

We are always looking for ideas for new events, so don't hesitate to contact a board member with suggestions. Activities and member interaction are what makes the club worthwhile.

Our friend, Bob Edrington

By Doug Brinson

Bob passed away on August 13, 2016 at his home. Bob is survived by his wife of 50 years, Judy, his daughter Jessica, and his son Alex. At the time of his passing, Bob was the owner of a fleet of very nice Cadillacs, of which were one of his passions in life. Bob's cars were very nice, but they were also not trailer queens. Bob was happiest with his Caddy's when he was behind the wheel driving them. He thoroughly enjoyed restoring and maintaining the Caddy's too. Bob would show his cars locally, but wasn't overly fond of that process. Bob did like the National Cadillac Shows and tours because he drove there in one of his Caddy's, plus he enjoyed the camaraderie of other Caddy owners and their knowledge on Caddy's or lack of knowledge. Bob's knowledge of Caddy's was monumental.



Bob was a hemophiliac all his life and did he ever handle this well. Bob did it all and he did it his way and it was done correctly. Bob never let his hemophilia keep him from doing whatever he wanted to do or to give it his best, from maintaining Cadillacs, to restoring Cadillacs, to his photography, all was meticulously done.

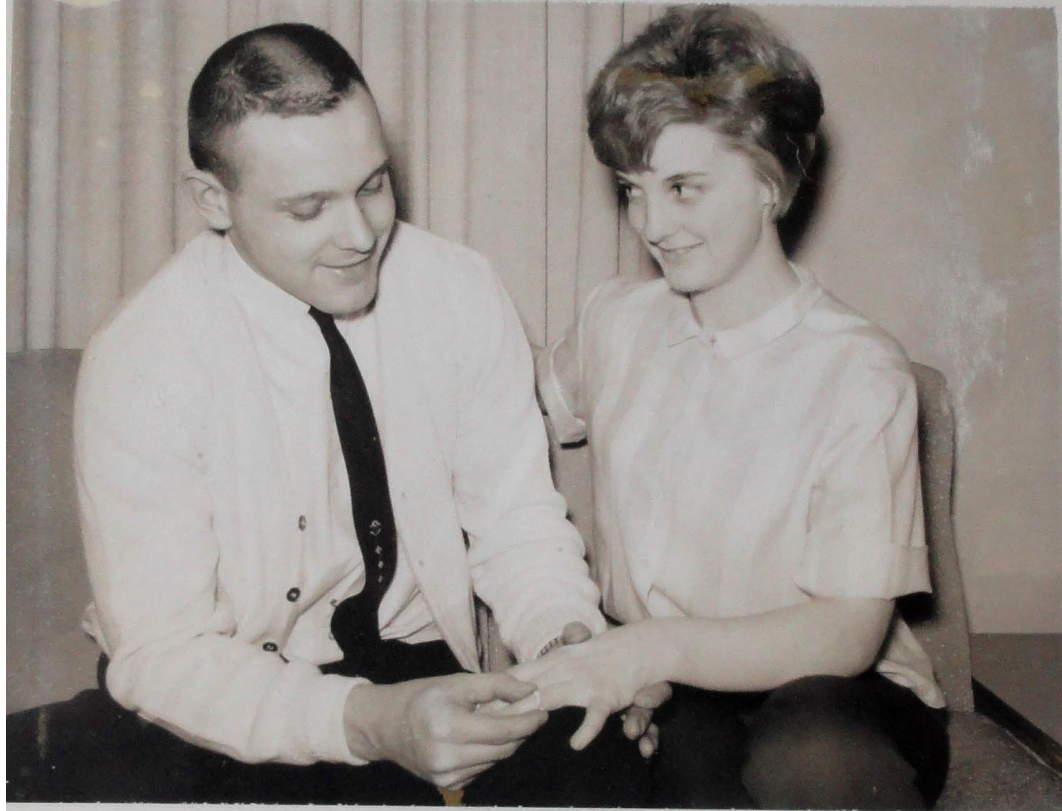
I have nothing but admiration for Bob for the way he lived his life. I have lost a good friend, the Cadillac Club has lost a dedicated and learned member, Judy, Jessica and Alex have lost a great husband and father. I will miss him, but I will never forget the good Cadillac times with him and Judy. Thank you Bob for being my friend.



Bob and his first car, age 19, 1954 Buick purchased in 1960 for \$575.00 from Paul Able Buick Muncie, IN



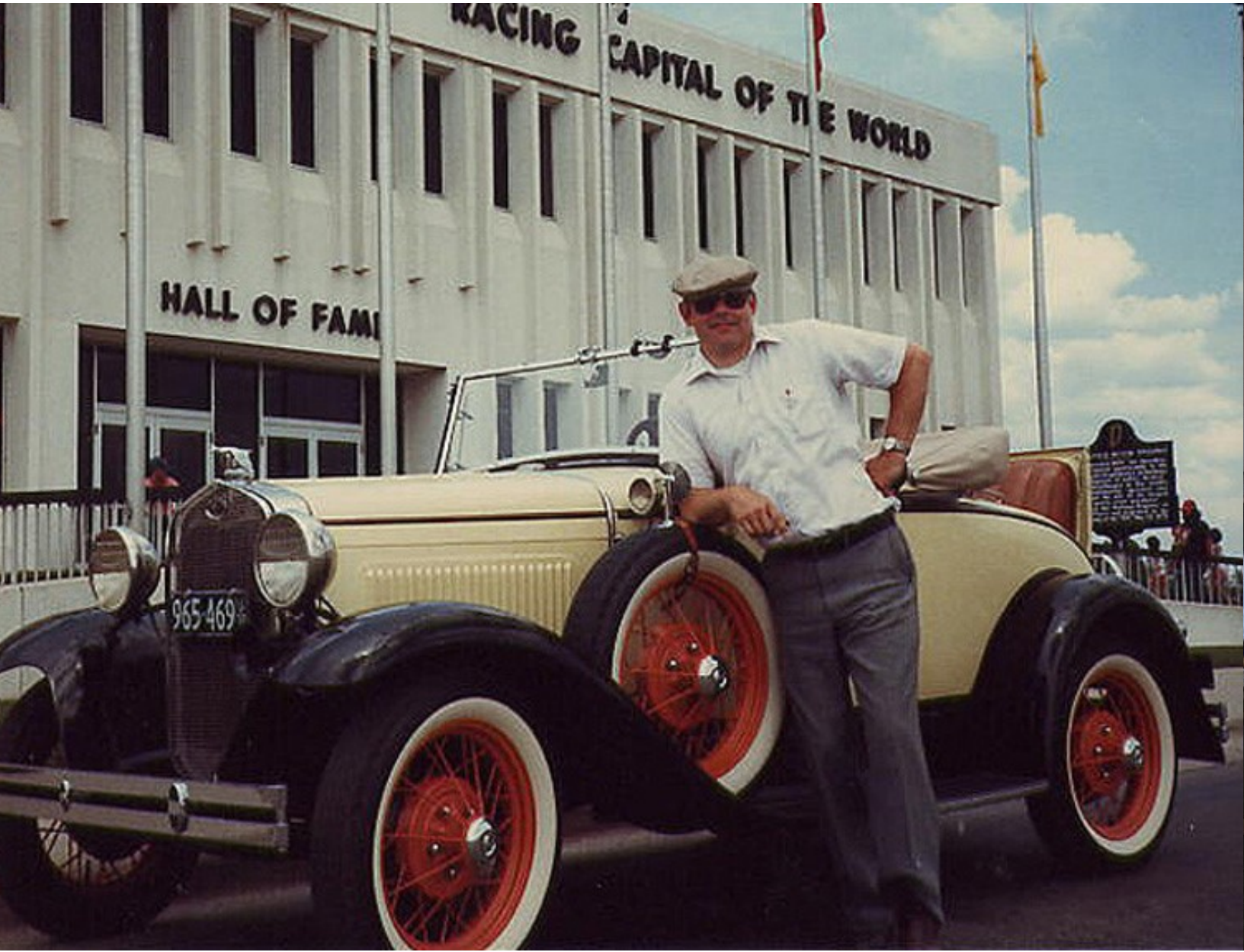
Bob graduates from high school in 1959.



Bob proposing to Judy. Married in 1966, they would enjoy 50years together.



Those Cadillacs don't pay for themselves, you know! Bob hard at work as an engineer.



Above: Bob with his Ford Model A at the Indianapolis Motor Speedway Hall of Fame Museum

Left: Bob and Judy on the beach with Bob's low mileage original 1974 Cadillac Coupe deVille.



Above: Bob hard at work on the body of a mid-'50s Cadillac convertible.

Right: Bob and Judy at a Cadillac and LaSalle Club event.



2016 Inter-Region Meet

sponsored by the Northwest Ohio Region

By Warner Young

The Northwest Ohio Region sponsored a tour of the Toledo, Maumee area from July 28th to July 31st. Thirty four members attended the meet and most drove their Cadillacs. They planned a full schedule of events for the tour and everyone thoroughly enjoyed our time together. Our host hotel was the Holiday Inn in Perrysburg, Ohio. Indiana was represented by Bill Hedge and Pat and Warner Young. The farthest anyone drove to the meet was 267 miles from Illinois.

Thursday evening was a tour of the Ford and Phyllis Cauffiel collection. They are NW Ohio members. They have an extremely nice collection of classics from the '20's to the '50's. Ford and Phyllis joined our group for the entire tour and drove their '58 60 Special. Ford offered many interesting stories of his years as a business owner in the steel processing business.

Friday we traveled a few miles south to the recreation of the 1813 Fort Meigs. There is also a very nice new museum at the Fort that provides the history of the region from the 1700's well into the 1800's. Fort Meigs was an American fort during the War of 1812 and successfully defended itself from two sieges by British and Canadian troops.

We then traveled about ten miles south to the interesting town of Grand Rapids. Grand Rapids is known for its antique shops and restaurants. Grand Rapids sets on the Maumee River and is now also known for its restoration of the Miami-Erie Canal nearby. You can ride a mule drawn canal boat and pass through a functioning lock. A large grist mill sets on the canal and still operates a few days a week.

Warner Young with Cadillacs at Ft. Meigs.





Friday evening was a barbeque at the Shepherd's. Bill Shepherd is the Director of the NW Ohio Region. The Shepherd's have a large collection of cars, which is made up of mostly Cadillacs. They have 29 cars and most are very nice, fully drivable cars.

Saturday we visited the National Museum of the Great Lakes in Toledo. The museum is on the Maumee River not far south of Lake Erie. The museum is only a few years old and offers a complete history of the development of transportation and commerce on the Great Lakes. A large retired freighter is docked next to the museum. This is the freighter Col. James M. Shoonmaker. This freighter was built in 1911 and was the largest freighter in the world for 15 years. She is 617' long and could haul 15,000 tons. She has been completely restored in the last five years. For many years she was considered the most elegant ship on the Great Lakes. For lunch we traveled just up the road to the famous Tony Pacho's Hungarian Café. This café was made famous when mentioned on the TV show M*A*S*H by Maxwell Klinger.



Top: A canal boat on the Miami-Erie Canal.

Middle: Cadillacs at the Shepherd home.

Bottom: National Museum of the Great Lakes in Toledo

Saturday evening was our banquet at the Holiday Inn. Our guest speakers were Alan Haas and Paul Ayres. They provided a detailed history and current situation for the Museum and Research Center in Hickory Corners, MI. Paul Ayres has been President of the CLC-MRC for the past ten years. We really enjoyed the many surprising anecdotes told concerning the difficulties in getting our new museum up and running. Our building is now fully paid for.



1933 Cadillac V-8 coupe at Snook's Dream Car Museum

Sunday morning we traveled to Bowling Green to the Snook's Dream Car Museum. Bill Snook started the museum several years ago and it is now maintain by his son Jeff. This museum is full of interesting car related memorabilia and many collector cars from the '30's to the '60's. Jeff has added several classic sports cars and some of these are raced.

We headed home after our visit to the Snook's museum. What a worthwhile few days this tour offered. There is a lot of interesting history to be found in Northwest Ohio and I'm glad we had this introduction. Many thanks goes to the NW Ohio Region for a job well done.

Tony Packo's Café-
a Toledo tradition
for over 80 years!



Hoosier Tailfin Automotive Challenge

October 2016

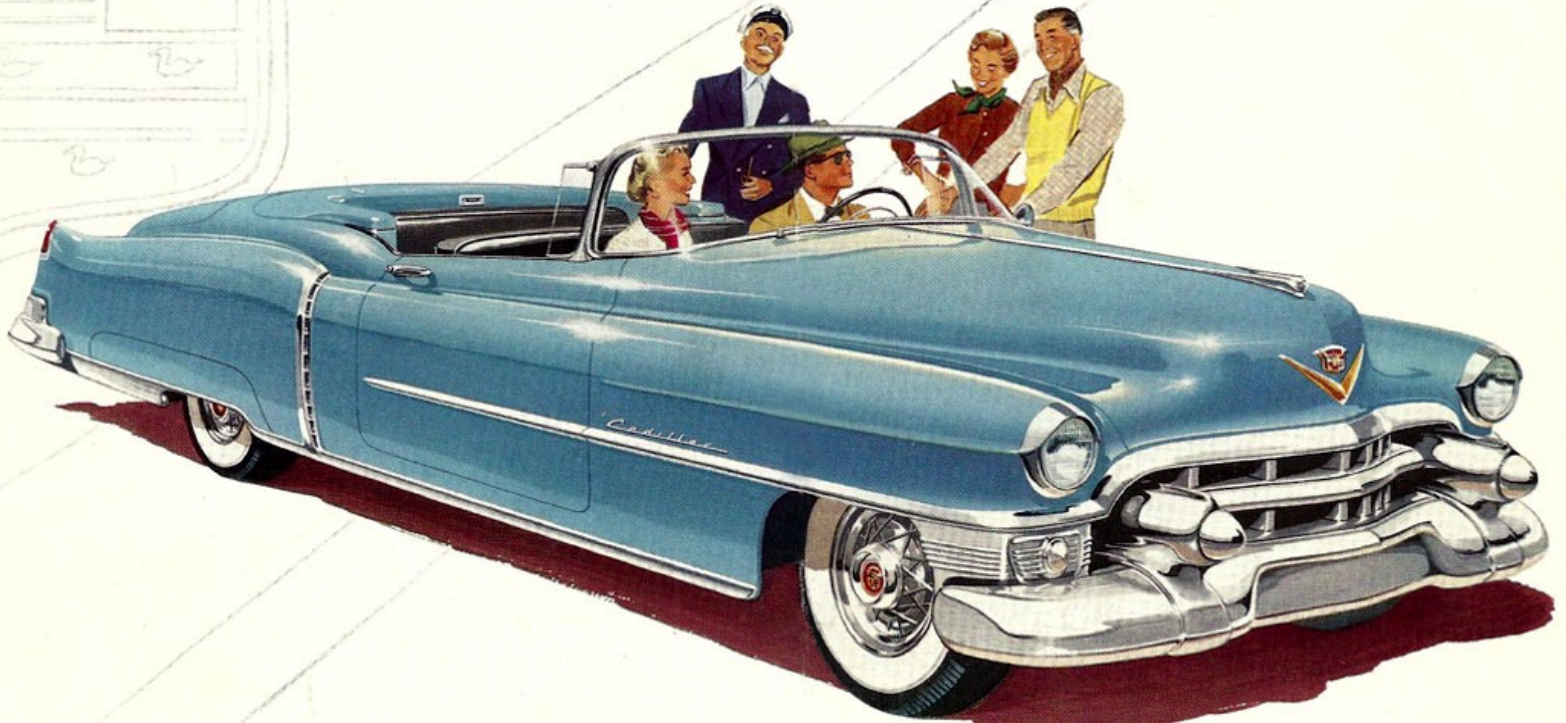
1. The first deVille (1949) was a trim level of the Series 62 Coupe. True or False
2. Naming of the first Seville (1975) was a debate between Seville and LaSalle with LaSalle being the first choice. True or False
3. When did production cease for the Cadillac XLR?
A. 2007 B. 2008 C. 2009 D. 2010
4. What would the selling price of the '53 Eldorado be in today's dollars?
A. \$66,000 B. \$70,000 C. \$79,000 D. \$81,000
5. The CTS has never won the Motor Trend Car of the Year award? True or False
6. The 2003 CTS offered the first Cadillac manual trans. since what vehicle?
A. Catera B. Allante C. Cimarron D. Seville STS
7. The first American car in the '60's to offer disk brakes was the '63 Eldorado. True or False
8. What year were all vehicles require to have high mounted brake lights?
A. 1983 B. 1982 C. 1986 D. 1989
9. What model year was the Buick V-6 (225 c.i.d.) first offered in a Cadillac?
A. 1980 B. 1982 C. 1983 D. 1985
10. What year did the Hydra-matic become standard?
A. 1953 B. 1954 C. 1955 D. 1956
11. The 1959 60 Special was longer than the 1974 Calais? True or False

Quiz Answers

1. True
2. True
3. C. 2009
4. B. \$70,000
5. False, it has won twice
6. C. Cimarron, 1988
7. False, it was the '63 Studebaker Avanti and Hawk
8. C. 1986
9. A. 1980
10. B. 1954
11. False, the '59 was 225" and the Calais was 230.7"

PRESENTING

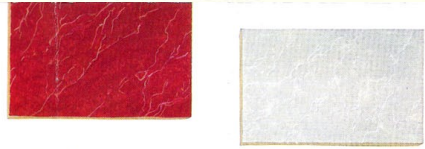
THE Cadillac **ELDORADO**



A SPECIAL SPORTS CONVERTIBLE

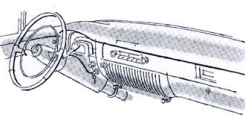
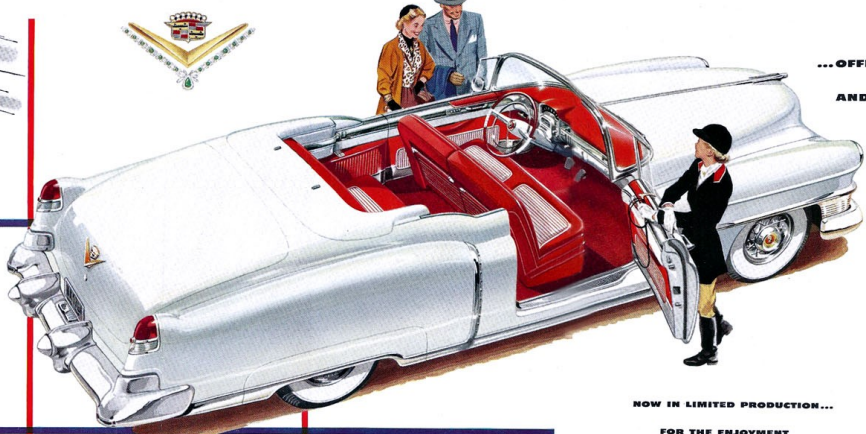
BUILT IN THE FINEST CADILLAC TRADITION!

DRAMATICALLY STYLED BY FLEETWOOD TO CAPTURE THE HEART OF ALL AMERICA...

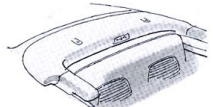


...OFFERING THE MOST EXCITING COLORS AND THE MOST BEAUTIFUL INTERIORS IN MOTORDOM!

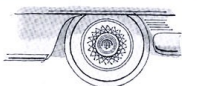
Exciting in its mood... brilliant in its styling... dazzling in its beauty—the dramatic Eldorado introduces an entirely new concept of motor car design. Specially created by the master craftsmen of Cadillac—it blends the magic and artistry of imaginative, contemporary styling with the soundness and excellence of the industry's finest design and engineering. From its low, graceful silhouette... from its bold, massive grille... from its long, sloping rear deck... from any side—it is unique and distinctive and inspiring as no other automobile ever built. Bringing this magnificent styling to even fuller life are four special body colors—Ariste Red, Azure Blue, Alpine White and Artisan Ochre... while its luxurious all-leather interiors are superbly beautiful in every detail. If ever a motor car was "breath-taking"... if ever a motoring creation exceeded the fondest visions of America's automotive enthusiasts—that car is the Eldorado!



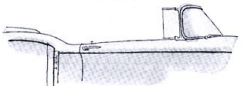
SPECIAL INSTRUMENT PANEL
The Eldorado's specially designed instrument panel is highlighted by a leather-detailed cowling which sweeps back dramatically from the hood. The instrument cluster and control knobs are chrome finished. A beautiful "Eldorado" script is mounted in the center of the panel on a medallion of brushed gold. The steering wheel features simulated leather plastic handgrips.



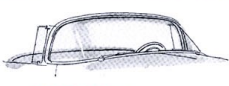
DISAPPEARING TOP
One particularly distinctive feature of the Eldorado's styling is this special metal covering which conceals the top and gives the entire rear deck a smooth, flowing appearance. The top itself is made of a special Orlon fabric and is available in either white or black.



WIRE WHEELS
Purely aside from their eye-catching beauty, the Eldorado's wire wheels assure better brake cooling. While sidewall tires are also standard equipment—as are the fog lights, side-view and vanity mirrors, spotlight, and Cadillac Signal-Seeking, Pre-Selector Radio.



UNIQUE DROPPED-DOOR LINE
The unusual lowness of the Eldorado is accentuated by this unique and distinctive dropped-door design. At the rear of the door, the Eldorado is only 37 inches in height—and is from 3 to 4 inches lower than the standard Cadillac convertible in its all-over silhouette.



PANORAMIC WINDSHIELD
The Eldorado has been designed to give both driver and passenger a feeling of freedom and openness on the highway. The extraordinary "panoramic" windshield is an excellent example of this design. By eliminating corner pillars, it provides an unobstructed view of the road and completely eliminates "blind spots."

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