

Hoosier Tailfin

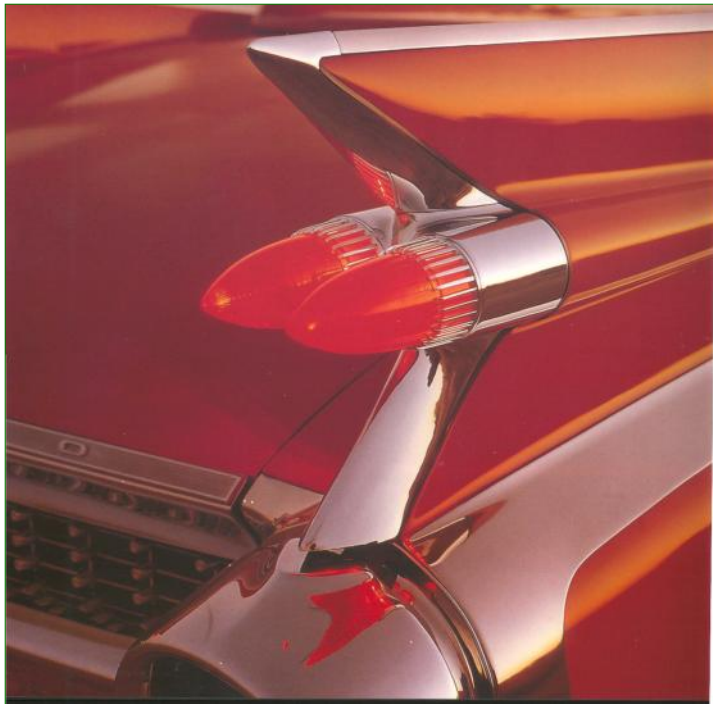


A publication of the Indiana Region of the Cadillac and LaSalle Club

Special driving tour edition



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Jeffrey Shively

**330 North Arlington Street
Greencastle, IN 46135**

Deputy Director

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Indianapolis, IN**

Secretary/Treasurer

**Barry Wheeler
208 N Center St.**

Flora, IN 46929

F1twd6019@Embarqmail.com

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Editor

Jeffrey Shively

**330 North Arlington Street
Greencastle, IN 46135**

Cad19651941@yahoo.com

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economical to own a Cadillac"***



On the cover: The Coupe Noir at the LaDorte County Historical Museum.

At the Wheel

By Jeffrey Shively



Here we are in winter once again. On Thanksgiving, we dodged crazies of all sorts doing their level best to end up upside down in the median. In what kind of car did we dodge? After last summer's sudden demise of my '04 DeVille, I had no real urge to find a replacement. I looked at all kinds of cars, even foreign cars like a 2010 Chevrolet Impala and a 2004 Buick LeSabre. Luckily, I kept my head until this 2002 DeVille came up on sale at McGonigal's. It had only 64,000 miles on it at the time of purchase in October. It could pass as a twin for the '04, but it lacks heated seats and steering wheel. Having what is in effect a four year old Cadillac mileage wise makes up for those losses.



If you haven't been to Kokomo lately, I urge you to come and see our current special exhibit, "Cadillac- Setting the standard for personal luxury 1938-1997," which runs until the

end of March 2015. Five Cadillacs are part of this exhibit, four of them owned by CLC members. We have an additional five Cadillacs on display, including our newest donation, a 1981 Seville with the touring suspension, sunroof, and AM/FM CB cassette. The remaining 100 cars on display at the Kokomo Automotive Museum are not Cadillacs, but they are still well worth taking a look.

In September 2016, Kokomo will host part of the Indiana Bicentennial entitled "Kokomo Salutes Indiana's Automotive Heritage, 1894-1964." Starting Labor Day, September 5 with a four day driving tour, the event will also feature a Haynes-Apperson Reunion, a CCA Grand Classic, and the Indiana Bicentennial Concours d'elegance. I am the chair of the event, which I work as part of my duties at the museum. What does this mean to you as a CLC member? As Lars says elsewhere in this magazine, it is time for a changing of the guard. I really didn't have time to be both editor and director this year, and it showed. As it stands, we have one member interesting in the directorship, but that does not preclude an actual competitive election this winter. Editing the Tailfin is easier than you think, and I have a great template to start from and make your own.

When I originally took charge of the region in late 1998 early 1999, life was a lot less complicated. The Bicentennial will take a tremendous amount of my time, and I am dropping as many commitments as I can to make room. Someday I will be very happy to make a third run at the directorship. Right now, it is time for new people with fresh ideas to step up and guide the region into its next chapter

Barn Update

By Lars Kneller

2014 has been an incredible year. After my trip to the Grand National, it wasn't long before I had to prepare for our Indiana Driving Tour. I must admit, I was a little nervous taking the **1941 Series 61 Coupe** on the tour, as the furthest it had been from my home in my 10 months of ownership was about 20 miles. My concerns were for naught though, as she traveled 450 miles in 4 days with no issues at all. I don't think she even broke a sweat. I learned several things about her on the trip. First, opening the cowl vent brings in a lot of air, and makes traveling in warm weather very pleasant. She averages 12-14 mpg on this type of driving. She uses no oil. She is happy traveling 65-70 mph on the highway and doesn't mind such speed. My new radial tires are great. She is happy being among her brethren, with two other 1941's on the tour.

As you are all probably aware, I had to leave the tour on Friday to attend my daughter's Dad's weekend at IU. I was somewhat distraught to have to miss our museum's Grand Opening. However a CLC member from neighboring Valparaiso donated a **1979 Fleetwood Sedan** that he had bought new to the museum. A couple weeks later I loaded it up in my car trailer (for two reasons- the heater didn't work, it was raining, and I had had the car detailed) and delivered it to Gilmore. I was awestruck by how nice our museum turned out. It is the cream of the crop of museums on the campus. I hope everyone in the region has had a chance to see it, and if you **still** haven't donated to it to date, you feel motivated to do so now. Our CLC legacy will now carry on forever.

My cars are now all tucked in for the winter that seems to have arrived early this year. The exception is the **1968 Eldorado** that is wintering at Jeff's Kokomo Auto Museum. If you're in the area, please stop in and say hello to it, and let it know it's missed at home. I have a few winter projects for the 1941: get its radio working, replace some hose clamps with correct ones, and re-chrome some of its spears.

I have finally had some time to make some progress on the **1963 Lincoln (NC**)**. I have repainted the engine compartment, as the paint applied by my previous body man was not done well, and already peeling off. I have started to paint the engine, and make it look nice. Thankfully the authentic color is gloss black, which is easy to obtain at the local auto parts store. My progress will again be slowed as I have carpal tunnel surgery scheduled for my right hand before Thanksgiving. My orthopedist tells me nothing strenuous with the right hand for a month. I guess I'll see what I can do left handed and one handed.

I want to end this column with some comments about our region. I am concerned about its future. We seem to have fewer members willing to step up and take leadership roles. Jeff, Barry, and I are doing all we can and more. I, in addition to having a somewhat demanding full time job and writing this column, also distribute all the back issues of the Self Starter which directly benefits our region financially. I am sure most members are aware we have not charged for any region events since our Grand National in 2004. Also, as a result, our region has made several significant donations to our museum. I still have several responsibilities in the national club despite no longer being national president. I sit on both the CLC and MRC boards. I am a member of the club's Finance, Long Range Planning, Information Technology, and National Meets and Tours committees.

I know Jeff, in addition to his full time job, serves several other car clubs including ACD, and CCCA. He is leading the state's bicentennial efforts to showcase its automotive heritage. He is also a member of the CLC and MRC boards.

So, the point of all this information is to ask our region membership to step up and help lead the region. Now is the time we need new leaders, as Jeff and I have full plates and need a break. I think Barry is willing to continue as treasurer, so the main needs are a region director, deputy director, and newsletter editor. Our website could use someone to actively keep it up to date and informative too. If no one steps up, then we may need to put our region on hold for a while until enthusiasm increases again.

Just my thoughts.

*Lars
(**Non Cadillac)*



From Buggies to Rebels Day 0 Welcome to Kokomo 9/23/14



Left:
1941 Cadillac
6267 convertible
on display at the
Kokomo Auto-
motive Museum
courtesy of
Henry Junkers-
feld of Indian-
apolis



CLC members arrive at the Kokomo Automotive Museum.

- Facing page:
 1963 Coupe deVille (Van Luven)
 1941 6219 (Schuman)
 1970 Coupe deVille (Brinson)
 Above:
 1941 6127 (Kneller)
 1977 Eldorado (Piety)
 1960 Sedan deVille (Fisher)
 2005 DTS (Hammett)



Right:
 Registrars Bob and Judy Edrington hold down the fort at the Courtyard in Kokomo

Far Right:
 Bill Van Luven's 1963 Coupe deVille on its second Indiana tour

On Tuesday, September 23, nearly seventy members of the Cadillac and LaSalle Club descended on the Kokomo Automotive Museum. They were greeted by the new exhibit "Cadillac- Setting the standard for personal luxury: 1938-1997." Supper was provided by Martino's Italian Villa, a Kokomo tradition since 1962. Overnight accommodations were ably handled by the Courtyard by Marriott.



From Buggies to Rebels Day 1 Huntington and Fairmount 9/24/14



The Dan Quayle Center and Museum now has displays covering all of the nation's Vice-Presidents.

Our guide told many entertaining stories of the five VPs from Indiana. Can you name all five?

The first official stop of the tour was at the Dan Quayle Museum in Huntington. For twenty years, the museum has told the story of not only Indiana's most recent national Second Executive, but all of the men before and after his 1989 to 1993 tenure. The curator of the facility has a vast knowledge of political history. One interesting point that he made was about Mr. Quayle's blue-blood sounding given name, James Danforth, something only DePauw or DKE historians remembered. James Danforth '40 was the pledge-father to Jim Quayle '43 at dear old Delta Kappa Epsilon. Danforth was killed in the Battle of the Bulge in 1944, and three years later Dan arrived in the world.

After the museum, we walked to Nick's Kitchen. How we crammed 75 to 80 people in that tiny place, I'll never know!



When in Huntington, always stop at Nick's for lunch. The Quayle Burger, named for the city's favorite son is a mouthful, but the real specialty is the tenderloin. Phil Compton, the CLC's chaplain, is beginning his quest to conquer this mighty mound of meat. Will he succeed? LaDonna looks a little skeptical.





The CLC was lucky to arrive in Fairmount on Wednesday....because by Friday, the James Dean Festival would be in full swing. There are two collections of James Dean memorabilia on display in Fairmount. The James Dean Gallery is a privately owned collection that the owner puts on display for the sole purpose of sharing his love and admiration for this Hoosier native son. The second collection is housed in the Fairmount Historical Museum. There are odd items, such as a wash basin from Dean's New York apartment, to a telephone chair that he bought for his aunt and uncle. His high school career is on display as well, and visitors can see his evolution into the actor that we all know. The Jim Davis collection is large as well. Garfield the cat has a massive following worldwide and is a highly profitable enterprise.

The tour continued via Indiana 26, the Jonathan D. Maxwell Memorial Highway, back to Kokomo, passing the giant wind turbines in nearby Tipton County. Supper that night was again Italian, this time at Pastariffic. Thursday would be a big day, with nearly 200 miles to cover and a lot to see. A good night's rest at the Courtyard would be just what everyone needed.

Facing Page

Top:
The Fairmount Historical Museum has extensive exhibits on Grant County's legendary rebel. The city's famous feline, Garfield is featured prominently throughout the facility.

Bottom:
The iconic picture of James Dean strolling down a New York City street has been reproduced millions of times since it was taken in the early 1950s. It is hard to imagine that next September will mark 60 years since "Jimmy" passed away at the age of 24.

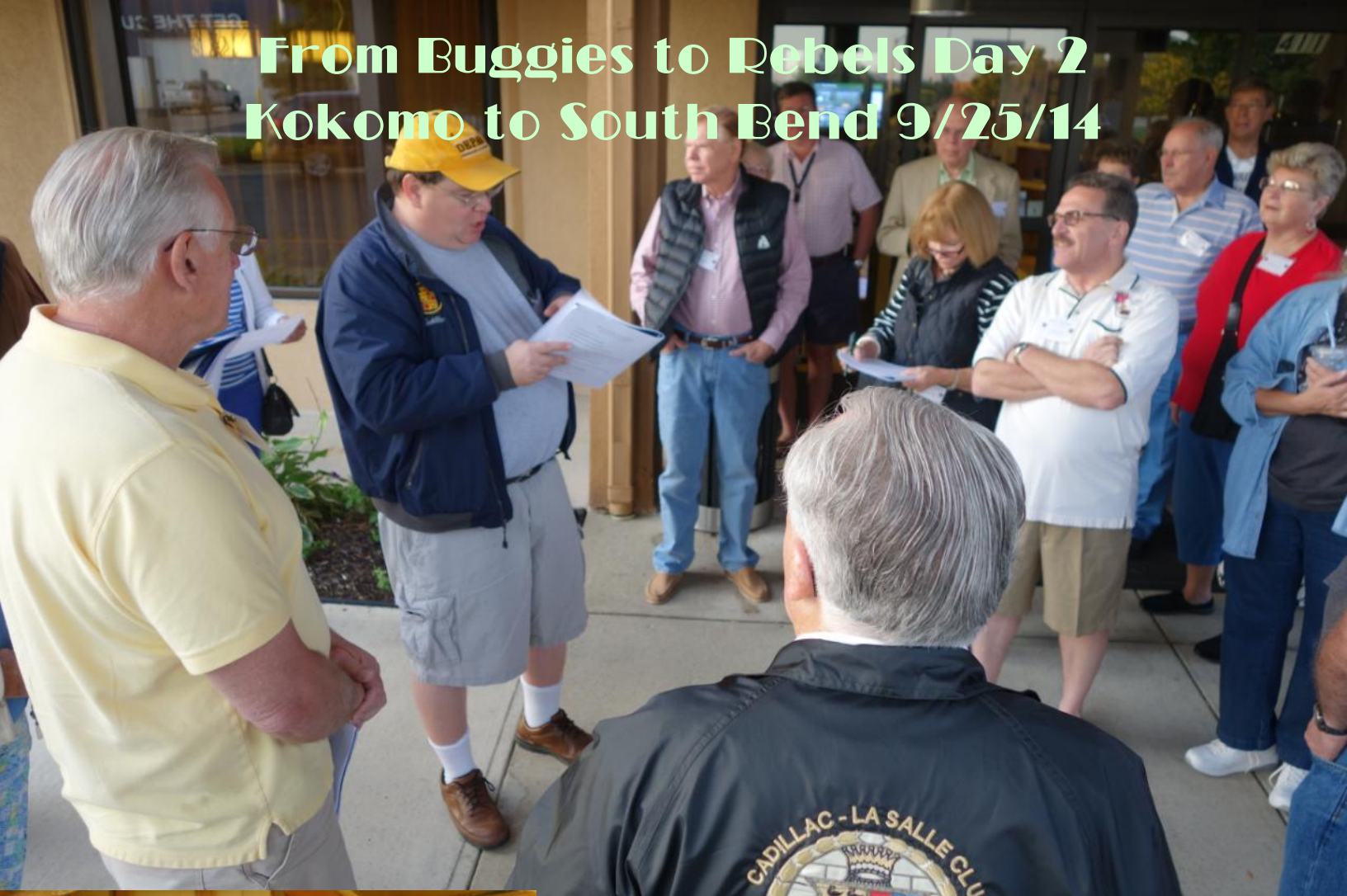
This page

Top:
Bill Van Luven poses with the Rebel outside of the James Dean Gallery.

Bottom:
A display case at the Fairmount Museum contains letter sweaters and his first motorcycle as well.



From Buggies to Rebels Day 2 Kokomo to South Bend 9/25/14



The first stop on day two was the farm of John Gambs. A collector since his teenage days, this corporate lawyer for Wabash National spends his free time in this rural retreat. Housed in several barns, his collection is heavy on Full Classic Packards and Rolls-Royces, but the brass is quite impressive. The week before our visit, he had been touring out east in a pre-World War I American Underlung. As a student at Notre Dame, he was the chief of the University's fire department. His collection includes a dizzying array of antique fire-fighting apparatus, including the "Cadillac of fire engines," the Ahrens-Fox. Speaking of Cadillacs, John owns a few of them, including a 1940 Series 75 convertible sedan and a pair of single cylinder cars. A person could spend days at the "Gambsenhiem" and still not see everything. Unfortunately, we had only ninety minutes to give prior to heading to Monticello for lunch at the Sportsman. This was to be the most demanding day of the tour, with a shade under 200 miles to be covered before supper at the Studebaker National Museum. The 40-odd Cadillacs performed, well, like Cadillacs. The only problem thus far was Gary Fisher losing a hub-cap off of his '60 while leaving the "Gambenhiem."



Left:
A pair of XLRs, Whit Otis's 3rd generation Eldorado, and Bob Schuman's 1941 Series 62 sedan parked by one of the smaller buildings in the Gambs collection.

Below:
A trio of Coupe deVilles- Bob Edrington's '74 , Bill Van Luven's '63, and Phil Compton's '78 sit under the watchful eye of Standard Oil.



Facing Page
Top:
All eyes are on tour coordinator Jeff Shively as he gives the morning briefing.

Bottom:
Our host , John Gambs, at an undisclosed location in rural Tippecanoe County

Below:
The wonders of the Gambs collection....brass, nickel, and Classics.





This page

Top:

Parked outside the Sportsman Inn in Monticello is a 1940 Series 75 convertible coupe, the second oldest car on the tour.

Bottom:

Central Regions VP Gary Fisher and Frank Butler rest a spell on the deck behind the Sportsman.

Facing page

Top:

A pair of Full Classics, and Auburn boat tail speedster and a Brewster phaeton on display at the LaPorte County Historical Museum.

Bottom:

Tucker #12 at the LaPorte County Museum. The editor has a soft spot for this particular car. In January 1993, it was on display at the Auburn Cord Duesenberg Museum along with Tucker #48, a green car then owned by Gary Vick of Auburn. As the intern, it was my distinct pleasure to clean both cars on the museum floor.



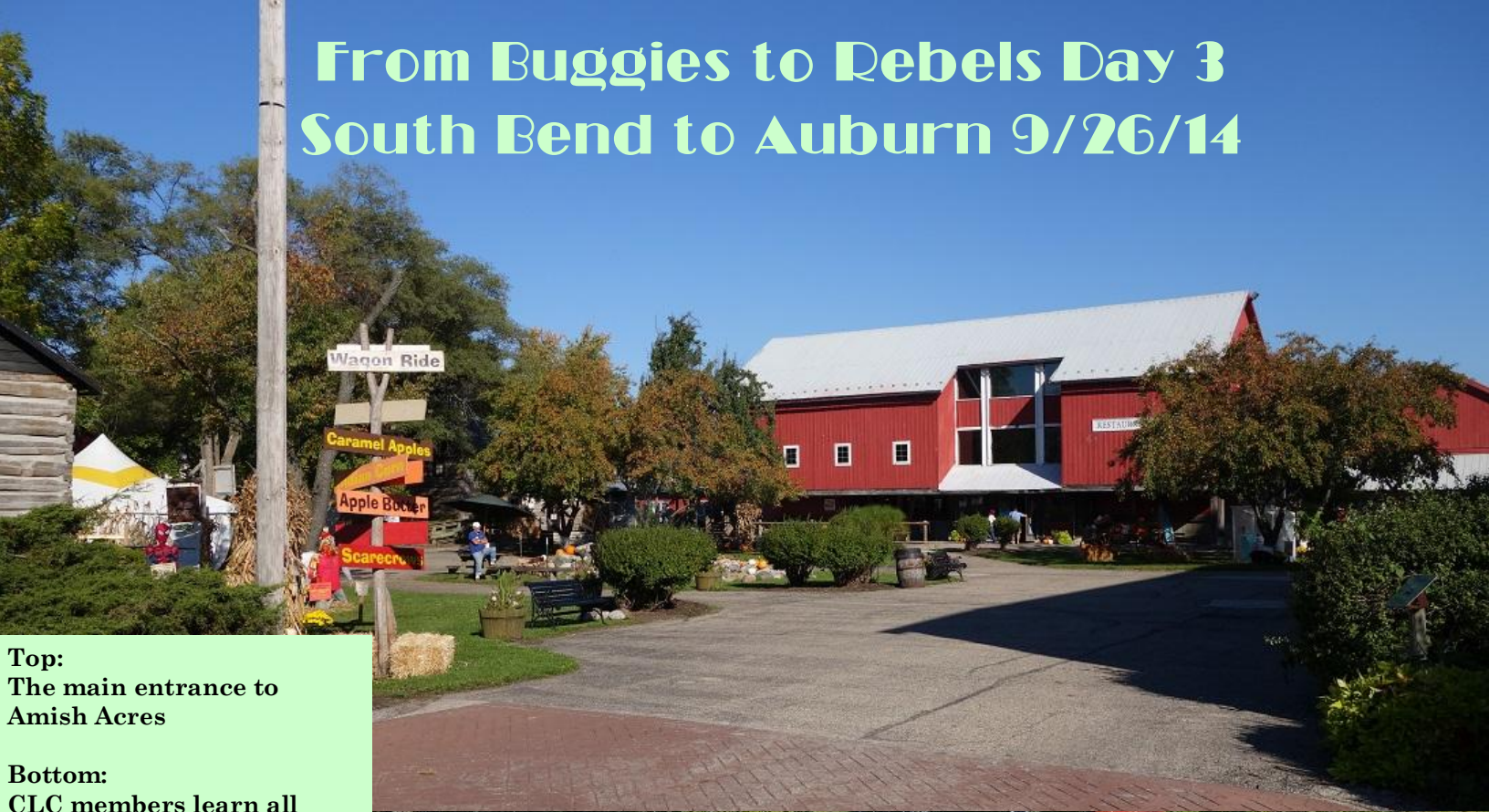


Top:
The Studebaker Museum's famous "body drop" display

Bottom:
Studebaker Archivist Andy Beckman greets the group for dinner at the Studebaker National Museum.



From Buggies to Rebels Day 3 South Bend to Auburn 9/26/14



Top:
The main entrance to
Amish Acres

Bottom:
CLC members learn all
about the life and times of
the Pennsylvania Dutch.





This page
Top:
 A pair of pre-E.L.Cord Auburns; a '19 Beauty Six roadster and a '23 sedan

Bottom:
 The northern end of the ACD Museum showroom is spectacular.

Facing page
Top:
 Friday's dinner was held among the cars at NATM.

Bottom:
Left: Robert W. Stahl and Mary Lambert

Right: Alan and Vicki Haas with Susanne Frailey



Friday was the last full day of touring. The drive from South Bend to Auburn included a stop at Amish Acres for a tour and a great lunch. After a jaunt through lake country, the group arrived in Auburn for a tour of the world famous Auburn Cord Duesenberg Museum. After seeing that always jaw dropping collection, we went to NATM for supper. We retired to the former Auburn Inn for a good night's rest before the push to Kalamazoo by Saturday afternoon.



Above:
A familiar pair
of coupes, this
time at
Hostetler's Hud-
son Auto Mu-
seum in Shipshew-
ana.

Far left:
Eldon Hostetler
was on hand to
sign books.

Left:
1928 Hudson d/c
phaeton

The final day of driving took the group to Kalamazoo and the host hotel for the Cadillac Fall Festival. A stop at the Hudson museum in Shipshewana yielded a visit from the founder. I was tickled to see a 1928 Hudson dual cowl phaeton that I judged back when the Indy Concours was on the Circle. The Kalamazoo Air Zoo was a great way to end the tour. The collection was excellent. I was surprised to see the Curtis P-55 prototype on display, courtesy of the Smithsonian. One by one, the cars left the Air Zoo, headed home or to a hotel to await the glories of Sunday and the grand opening of the Cadillac and LaSalle Club Museum and Research Center.

From Buggies to Rebels Day 4 Auburn to Kalamazoo 9/27/14



Above:
This late model Curtiss P-40 Warhawk looks ready to dispatch its foes sometime in 1943. Hanging in the atrium of the Kalamazoo Air Zoo, this is a fitting tribute to the brave fellow who faced the Japanese with outdated equipment, and never enough of it.

Below:
The Kalamazoo Air Zoo has a number of modern air craft in its collection, including a Grumman F-14 Tomcat, an A-7 Corsair II, an A-4, known as "Heinemann's hot rod, and an SR-71, the most famous of all of Kelly Johnson's projects at Lockheed's fabled "Skunk Works."





The Hoosier Tailfin

A number of interesting Cadillacs took part in the driving tour. On the facing page are Bob Nixon's 1939 Series 60 Special at Hickory Corners. Below it is Alan Haas' 1965 Eldorado. On this page is a coachbuilt 2006 DTS convertible sedan owned by Ron DeWoskin and Jim Brown's 1965 DeVille convertible. Thanks again to all of our out of state guests and to Bob Edrington and Bill Van Luven for providing the pictures.



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Economical to own a*
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It is always well to remember that the practice of thrift begins with the purchase of value. The man who buys a Cadillac or LaSalle, for instance, is certain to find his investment a most fortunate one—for he has secured real value in his original purchase. Built to the highest standards in every way, Cadillac and LaSalle continue to deliver the utmost satisfaction at an age when lesser cars would have ceased to satisfy. Moreover, a car produced to such exacting limits of precision requires the very minimum of maintenance. To these very practical reasons for owning a Cadillac-built car should be added the long-established prestige of the Cadillac name, and the deep-rooted pleasure of possessing anything so genuinely fine and satisfying. Why not inquire into Cadillac economy today? LaSalle prices start at \$2395, Cadillac at \$2795, f. o. b. Detroit.

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