



Hoosier Tailfin



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

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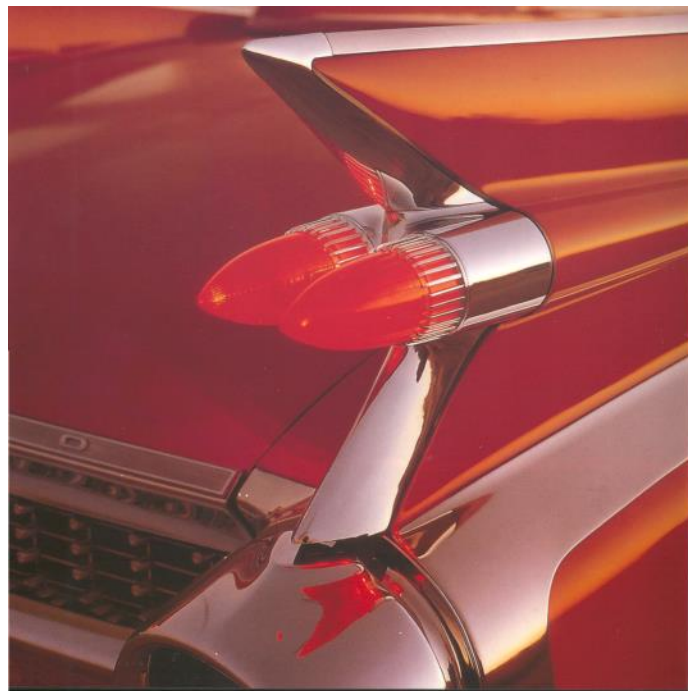


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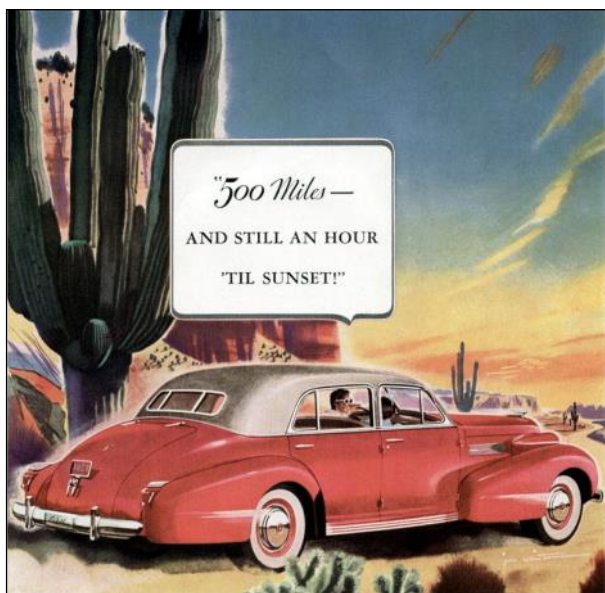
Thoughts from the director

By Warner Young

Well, what a busy time here in CLC land. You should read this before our big event in Louisville. So today everything related to the Grand National seems perfect from my seat. I have a strong feeling that my view will change in time. Regardless of that reality, I can say that many people have made a significant effort to make this Grand National a memorable event. Beth and Bill Reedy have done a masterful job of navigating the minefields that have appeared on their path. Fifteen years ago the Indiana Region hosted a Grand National. Many of the members that worked on that GN are getting the chance to do it again. Our current plan is to publish a special Grand National addition of the *Hoosier Tailfin* in a few weeks. We want to give this event the coverage that it deserves.

You may have a unique experience that you would like to share from Louisville. Our special edition will be your chance to let the Region know of your experience at the GN, so feel free to let Jeff Shively know how your week turned out. Photos would be a welcome plus as well. Send to Ccad19651941@yahoo.com.

Remember that we have an invitation, along with several car clubs, to attend the annual Columbe picnic on June 22nd. If you enjoy traveling into Indiana farm country, the Columbe farm is for you. You should have an announcement and a map that was sent by Jeff Shively. Joe Columbe always has many very nice older cars at the picnic. It's perfectly fine to drive your modern car.



The Hoosier Tailfin

The Indiana Region hosted the National Judging Workshop on April 27th in Fishers. Pat Carney has written an article on that meet elsewhere in this edition. After the Grand National, our next National event is Sept. 26 – 28 at the Gilmore Museum near Kalamazoo. That is one of the finest car museums in the country.

I'm hoping you have an opportunity to visit the Grand National in Louisville. Either way, happy motoring in your grand old caddy.

Middle of the Road

By Jeff Shively

Summer is here again, and yet, I have no old Caddies on the road. For a while, it looked like the '41 would be ready for Louisville. A new gas tank was installed, solving one issue, rust clogging the fuel filter. It still had problems that appeared to be timing related, so I replaced the points and condenser with the proper vintage Mallory units and installed a new vacuum advance. Right now, it seems that wear ion the distributor is causing a little bit of a wobble slightly, throwing off the dwell. I ordered a Pertronix conversion kit, and of course, it turned out to be defective. Perhaps I will have a properly running '41 Cadillac after I get back from the Grand National.

Then there is the '65. This is far, far more galling. Since the paintwork was completed in December 2017, it has been in three shops to finish up some minor things that I don't have the time or space to address. I am guardedly optimistic about recent developments that it might finally be ready for the trim shop by August, a mere 20 months late.

I started doing much of my own mechanical work in 1995 due to the relatively high cost compared to my income at the time. Now my time is worth a lot more than it was 25 years ago, so I am happy to pay professionals. What is frustrating is that a lot of us pay good money to shops that promise the moon and the stars but fail miserably to deliver even a fraction of what they claim. Of course, the bill is always more than the initial estimate, no matter how substandard the work. If I labored the same way, right now, you'd be enjoying the December 2017 *Lincoln Log* or February 2018 *Hoosier Horn*, it would be printed on used napkins, and parts of it would be written in Mandarin Chinese using blood-red Comic Sans font. The pictures would be upside down. and I'd demand \$5,000 per issue, prepaid. Of course, I couldn't live with myself because I have a functioning conscience. Maybe this most recent shop will prove to be likeminded.

Barn Update

By Lars Kneller

Our Grand National will be over by the time this is published, so thanks to every region member that helped make it successful! I had planned to bring the **1941 Cadillac** in my trailer, but after looking at everything I needed to bring, there just wasn't room. For starters the water filled up the back of my truck, so all the other items Jeff Shively hauled here from San Marcos needed to go in the trailer. Plus, there was a chance the auction car would be returning here too.

Speaking of the '41, it developed more peeling paint at the bottom of the left front fender. You may recall I had a similar issue fixed on the right front fender a year or so ago. I had that repaired in anticipation of its GN appearance, but it needed to be done anyway. The repaired radio is back in place as is my 1950s-vintage vacuum antenna. The antenna goes up fairly well but is a little cantanker-

ous going back down. Also, I noted electrical interference in the radio with the engine running, so I am open to advice how to fix that. I did put new plug wires on it when I acquired the car, which I obtained from a well-known parts supplier for this vintage of Cadillac, so I would hope that they are the correct ones.

My other body man (not the one working on the Lincoln) made a house call as I had several future projects for him to look at. One was the sagging doors on the **1977 Eldorado** that makes shutting the doors a little challenging. He concluded that the hinge pins that are working their way out. He is going to come over one evening and fix them for me. The **1966 DeVille convertible** developed some nausea and vomited about three quarts on ATF on my barn floor. I'm not sure why. It hardly leaked a drop all winter long. This occurred sometime after its first drive of the season. I managed to get it all





the production time would be two to four weeks, and that was over eight weeks ago as I type. I have emailed them to see what is taking so long, and have not heard back to date. However, other progress has been made in the meantime:

New front shocks

Wiring repaired going into the passenger door. The driver's door is next.

Repaired radio is back and installed in instrument panel

Repaired clock is back and installed in instrument panel

New Hankook whitewalls installed on the new chrome wheels and installed

Centers of the hubcaps repainted

Passenger door panel done and installed

Driver's door panel done, awaiting installation after the wiring is repaired

New front speaker installed. It's a real pain in the posterior to do!

This car has the optional headrests but only came with a passenger one. I subsequently discovered they are the same for all of that vintage midsize GM cars, Eldorado included, and purchased a new reproduction for the driver's side from one of the various outfits that sells endless



parts for GM muscle cars. It only comes in black, so I'll have to paint it to match. The bands are off of the outer driveshaft boots, and the boots have no lip on them, so I cannot get a new band to stay put. I've decided to just leave them as is for now. The driveshafts are original, still having a big damper on passenger side one, so I'll just plan to replace them some day when they start getting noisy. I also see a front end refreshing in the car's future too. My headlamps have replacement vacuum motors that don't seem to work that great, so I plan to replace them with electric ones. I have found where to buy them. Again this is a future project, so the Toro is a daytime car for now!

My time in the barn has decreased dramatically with the arrival of spring despite the fact it seems to have rained every day for two months straight here. I hope to see everyone sometime this summer!

mopped up, and plan to add some Lucas Oil product in hopes of avoiding a similar issue in the future. Now there is a pan under it, and again no leaking. Perhaps it was just a transient virus.

The **1963 Lincoln (NC)** is now home with its doors, hood, and deck lid attached. Supposedly all the paint issues were resolved, and the majority were, but I have found some new ones, so its time at the body shop is not over yet. I plan to work on getting it put back together otherwise, so it is easier to drive. The milk crate is just good for short distances. It is running really well. I think I can balance a nickel on the air cleaner when it's running.

Standing in the way of the Lincoln, is the **1966 Toronado (NC)**. My goal is to get it mobile again, and then enjoy it some this summer. Future work will wait until the Lincoln is done. The main time-limiting step at this point is waiting for the return of the dash piece that goes above the instrument panel. It has to be put in place prior to installing the instrument panel. I was told in March



TIMELESS STYLE

1939 Cadillac Series Sixty Special

By Jim Smith

THE NEW

CADILLAC

Sixty
SPECIAL



I've always had an affinity for those automobiles that possessed timeless style—bodies that had sweeping fenders, brightwork in the proportionate amount and in the right places, and looked graceful just sitting still. Although I grew up in the muscle-car and horsepower craze, the pre-war automobiles were always an interest that I promised myself that I would embrace at some time in the future. As I neared retirement, that promise was fulfilled with a 1939 Sixty Special, the second Cadillac that I've owned.

What drew me to buy another Cadillac was being part of the Carmel Artomobilia show held in the late summer. I was showing my 1937 Buick at that event, and became rather enamored with the 1941 Series 63 sedan being shown by fellow member Donn Wray. Right there, my mind was made up and the pursuit of the right car to purchase began.

The Art-Deco years featured some of the finest designs that were ever produced. They stirred the emotions of the buyer—this was the secret of the

Art and Colour Section of General Motors under the tutelage of Harley Earl. Beginning with the 1927 LaSalle, Cadillac epitomized styling excellence. Earl's appointment of Bill Mitchell to head the Cadillac Design Studios in 1935 was a bold move to continue his influence for generations.

Mitchell's first design project was the 1938 Sixty Special, one that was truly revolutionary—this was the first Cadillac without running boards, giving a lower, sleeker look to the larger bodies. Targeted to look like a convertible sedan, it was an instant hit with buyers, accruing almost forty percent of the entire production run of the division. In 1939, a revised front-end treatment continued the sales pace, with more than 5,500 units built, again almost forty percent of the entire production run of Cadillac. I found a '39 on an internet search, and it was pretty much everything I was looking for—an older restoration that had been taken care of, in excellent condition, and painted its original factory black. I thought I wanted a '41, but this one grabbed me.



The Syncromatic gearshift lever, conveniently located at your finger tips on the steering column, adds considerably to handling ease. Note, too, the large amount of glass area—the Sixty Special provides more vision than any other closed car.

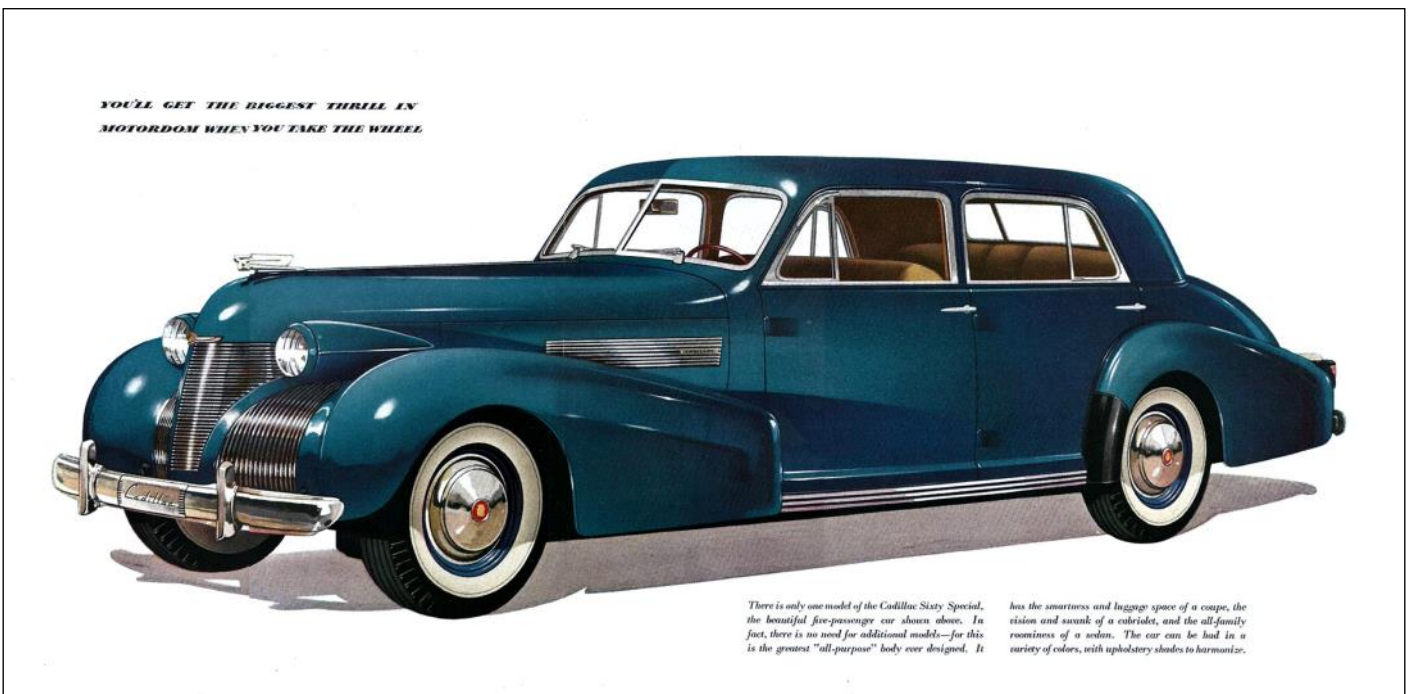
I drove to northern Illinois to see the car where it was with a consignment dealer, and spent several hours going over the details of the car—few driven cars are perfect, and the flaws I saw could be dealt with. Being a ‘car guy’, mechanical and cosmetic items can be corrected in my home shop. The car was done correctly—a body-off restoration, and care was taken to utilize the correct parts without shortcuts. The minor issues—not sure (yet) that the radio will work again, the fuel sending unit needed to be replaced, the clock needed to be rebuilt, and a tune-up was in order.

I contacted the owner to discuss the purchase, and he indicated that he was reticent about selling it. He just loved the car and said that he was going to keep it for now. My response was that we’d continue to chat





about it, and that I would appreciate the first call should he change his mind. This continued for several months, with every conversation ending in “not now.” I sent him my usual thank-you note for the time





This inviting rear seat makes it a real pleasure to be a passenger in the Sixty Special. Three may relax in luxury, surrounded by every aid to their comfort and well-being. There are four attractive upholstery materials from which to choose.



Even the daintiest feminine passenger finds entrance or exit equally easy. There are no running boards on the Cadillac Sixty Special—you step directly into the tastefully appointed interiors through doors of unusually generous size.

spent, and included a number of pictures of my Buick stating that this was a true passion, and that the preservation and enjoyment of this Cadillac was my only focus. Two days later, he called and we consummated the purchase. I've found over the years that you have to reassure the seller in many cases that you won't turn his baby into a hotrod.

I knew I'd made the right decision when they were unloading the car and my wife said, "Oh, wow! I really like that one!" I found several items of note inside the car, the original owner's manual, a number of receipts for maintenance over the years, and several car show medallions, all from the west coast. Research with the GM Heritage Center indicates the car was shipped on June 30, 1939 and delivered to Greenlease Motor Car Company in Kansas City, Missouri. Greenlease, at that time, was the largest Cadillac dealer in the country and their dealer agreement was signed by Henry Leland himself in 1908, prior to their acquisition by General Motors. It appears that the car stayed in Kansas City for a number of years, then the trail goes dark until 1997 when it was titled in Oregon, then in 2014 it was titled in Washington State. From what I understand, it spent a number of years on display at a car dealership in Washington, and then was sold to my contact in Illinois. I'm working the trail backwards, as I would like to know who did the restoration and in what timeframe.

Driving this car is a joy; the engine is smooth, powerful and what you would expect from a

Cadillac. And it's become quite the family experience to take everyone out to dinner and pull up to the restaurant in a Classic—you have so many folks come up that have never even seen antique cars except in a museum. There is nothing quite like traveling in Cadillac style.



A GENERAL MOTORS VALUE

THERE are no prouder motorists in America than that discriminating group who travel in Cadillac Sixty Specials.

This is true for the simple reason that no other group of motorists has so much of which to be proud!

First of all, they have the smartest and most individual car in the world—bar none. One look at a Cadillac Sixty Special—coming, going, or standing still—and you grant its right to the Number One spot in the style parade.

It's the finest-riding car in America,

too—and the easiest to drive. Never before has there been such a fine balance of all the elements which make for perfect roadability.

Some owners have gone so far as to say that you don't *ride at all* in a Sixty Special—you *float!* Certainly, to say the least, it's a type of travel you have never experienced in any other car.

Furthermore, you feel so *safe* in a Cadillac Sixty Special. The car has marvelous balance on turns and curves. It settles down securely on any and all

types of roads. And it has the finest visibility ever offered in *any* closed car. You can *see* perfectly!

And, of course, wherever you go in a Sixty Special you have the respect that is always paid to individuality and good taste. Truly, it's like "owning the place" to arrive in a Sixty Special.

A demonstration will prove all this to your complete satisfaction. Your Cadillac dealer has the car—and wants very much to place it at your disposal. Why not see him today?

THE NEW

CADILLAC

Sixty

SPECIAL

Also, see the new Cadillac Sixty-One—the lowest-priced car in the Cadillac line. There are four body types, each a worthy companion car to the famous Sixty Special



Manning the CLC information desk at the 2019 Mecum Indy Auction

By Larry Wilson

I arrived early at the Indiana State Fairgrounds in for the auction on May 17th. David Morton of Mecum Auctions with the arranged with the registration desk to have my pass ready. In addition to the Cadillac & LaSalle Club, there were members from Pontiac GTO, Ford Mustang and Chevrolet clubs at the table. All of them were very nice, and we had some good conversations about all types of cars.

I talked to about 15 people who inquired about the CLC over the four hours I was at the desk. We had several copies of “The Self-Starter” available to hand out. A couple of people were surprised to hear that the Grand National meet is in Louisville this year and it sounded like they would try and attend.

I spoke at length with an owner of a triple white 1978 Cadillac Le Cabriolet convertible. He had photos of the car, and it is indeed a remarkable vehicle in excellent shape. This gentleman said that

he was planning on coming to Louisville for the Grand National.

We were fairly busy for the first two hours with people stopping by to chat and look at the literature on the table for all the clubs. There were very few visitors after 1:00 pm. No one that stopped by mentioned being a current CLC member. I did see three retired Indy police officers that I know, and none of them were surprised to see me because they remembered my love for Cadillacs. They were Mustang and Corvette guys, and I made no headway in trying to show them the light! Everyone at the desk complained about the room being cold and the tire smoke from the Dodge Challenger thrill ride course outside the building. Overall, I thought it was a good day, and I appreciate Mecum providing the pass to attend.

Editor’s note: also attending during the week were: National CLC President Glenn Brown, John Madden, Jeff Shively and Warner Young.



Top: The first year for a Fleetwood Series 60 Special hardtop, this black 1957 edition found a new home for \$24,200.
Bottom: This first year (1949) Cadillac Coupe de Ville from the Academy of Art University Collection sold for \$52,250.
Facing Page: Resplendent in Heather Metallic, this 1960 Cadillac Eldorado Biarritz brought \$121,000.



Above: Late-model drop-top fun for a reasonable price. This 2005 Cadillac XLR found a new home for \$17,050.



Left: Sporting an older restoration, bidding stalled at \$80,000 for this very nice 1953 Buick Skylark, one of 1,690 produced that year.



Cadillac Therapy With Larry Wilson

Indiana Region member Larry Wilson spent his career “protecting the property and citizenry” of the City of Indianapolis as an officer of the law. Now retired, he has more time to engage in his hobbies, which of course include collecting Cadillacs. Unfortunately, his health took a bit of a tumble this spring, but he’s doing much better now. The skillful hands of doctors and nurses can work wonders, but we all know the key full recovery.....buying another Cadillac!- Ed.*

Larry reports: I bought myself a present recently to make me feel a little better. I added a CT6 to my Cadillac collection. It's a '17 model with 7,458 miles on it. It is dark blue with a tan interior, 3.6L V-6 with AWD. I have never seen another one in the same color combination on the road anywhere or at Lockhart Cadillac. I think the blue is pretty rare. I got it in Lombard, IL at Heritage Cadillac. So far it has mainly sat in my garage. I haven't even pushed the OnStar button yet to get signed up!

**”The Untouchables,” 1987*

Dates to keep in mind...

September 26-29
CLC Fall Festival
Hickory Corners, MI

October 22 -26
CLC Driving Tour
Gettysburg, PA

The Indiana Region goes back to school

2019 Judging Workshop

By Pat Carney



Tradition holds that the host region of the CLC provides judges training for the upcoming Grand National meet. On a cool rainy April morning, twenty-seven club members gathered in Fishers for the Judges Workshop.

Steve Cage graciously allowed us to host our program at his yet-unopened RPM American Muscle Car Museum in Fishers. Though comprised mostly of Chrysler products with a smattering of Italian sports cars, the exhibit is fascinating and includes three 1971 Dodge Challenger Indy Pace cars, a 1970 Superbird, several Dodge 'Cudas and a half a dozen new Dodge Demons in assorted colors.

Our instructor was CLC Chief Judge, William (Bill) Anderson, P.E. Bill taught the group the basics of judging a vehicle for the CLC. Through multimedia, unique anecdotes, and hands-on judging practice, we gained a thorough understanding of the entire process, from placing the vehicles on

the show field, the proper class for each car, what form to use depending on whether it is a Primary or Touring division vehicle, tabulation and points, as well as what to look for as to originality.

The morning began with the presentation of the official CLC Judging video. The video was taken at an actual event and demonstrated the process of appraising a car for originality, how points are determined, as well as common questions and concerns that arise.

After a short break, Bill continued with a detailed analysis of our judging forms, what constitutes a point deduction, and interaction within the judging team and with the team and the owner of the vehicle. Bill has a unique perspective and has stories from not only Cadillac events but Corvette and Buick as well. How our judging standards compare and differ from other makes and how CLC is unique. As a professional engineer Bill has a very detailed thought process and has restored several makes and models of cars. His experience was an



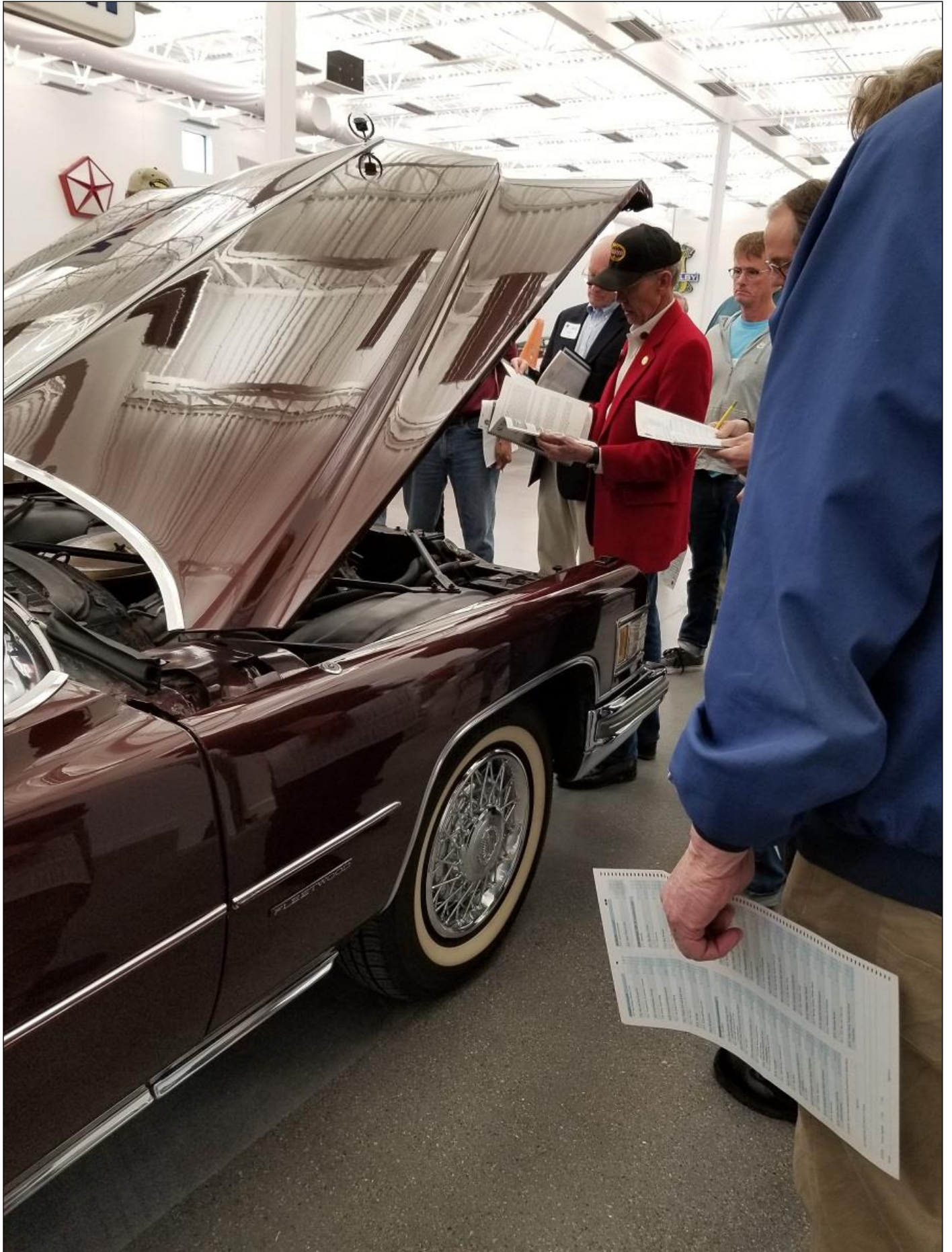
After a brief discussion, we turned to the second contestant, a maroon 1976 Fleetwood Brougham owned by Michael Fellenzer of Indianapolis. Michael's car is unique for 1976, as it has both fuel injection and is one of the few cars fitted with factory airbags that year. We critiqued the Fleetwood as it would be on the Primary field at a CLC event. Along the way Bill would ask us pertinent questions, point out what to look for, how this particular piece of the car either warrants or does not warrant a point deduction. Michael's car is in the middle of an extensive restoration, so some items have yet been refreshed. The exterior sports a fresh coat of high-quality paint. Michael admits that he has yet to tackle under the hood. This was a perfect study in contrasts. How does this vehicle's exterior compare to what it would have looked like in 1976 at the dealership? Now consider the engine bay. Original yes, but what about the condition? Then there is authenticity of the components. It was an excellent example on which to train judges.

The event concluded with another lively discussion of the various vehicles followed by questions and answers with Bill. We were very fortunate to have had a large turnout for our program, with participants coming from as far away as Missouri, Florida, Wisconsin, Pennsylvania, Washington, Alabama, Ohio, Illinois, and Ontario, Canada, In

invaluable fountain of knowledge in this process.

After a catered lunch, we had the opportunity to put our new-found knowledge to the test. The Cadillac & LaSalle Club uses an "as delivered" approach to judging, meaning that with the exception of the modified division, our group compares the condition of the vehicle to that of how it would have been on the day of delivery to the first owner. To give some insight into what to look for, Lockhart Cadillac graciously provided a 2019 CTS for us to critique. We were given a distinctly hands off opportunity to look the car over from stem to stern, engine compartment to trunk, inside and out. I say hands off, as judges are not to touch the vehicle being judged at any time. Bill pointed out many details for us to consider, using a primary class judging form. What is the condition of the weather stripping? Are the headlamps of the correct type, tires, seat condition, trunk, etc. Okay, this car was pristine, beautiful in fact. Our standard is "as new," and what better way to exemplify this than a beautiful new car. Yes, I sound like Monty Hall here, but it was an important lesson.







addition, several Indiana members and made the trip, including our Director Warner Young, Charlie Mulen, Don Shuck, Tom Beale, L.H. Bayley, Tom Boehm, and Ed Pfeifer.

The CLC presently has five classes for judging: Primary Division, Touring Division, Preservation Division, Speciality and Unique Division and Modified Division. Our current judging format was introduced in 2017 in the McLean Grand National. A new, revised edition of the Judging Manual has just been published and is available on the CLC website at:

https://cdn.ymaws.com/www.cadillaclasalleclub.org/resource/resmgr/judging/2019_judging_manual_v3.pdf

Car judging is one of the core methods the CLC uses to educate owners and members regarding the exact condition and configuration of various models as they were delivered new to the first owner. In addition, judged events encourage the restoration and maintenance of Cadillac and LaSalle automobiles.

Special thanks to Chief Judge William Anderson, Steve Cage and the RPM collection, especially Tom Bluett for setting up and running the audio video equipment for the seminar, as well as Indiana Region Director Warner Young, his wife Pat, and his sister-in-law Kathy Donley for their hard work in providing the logistics and setting up the snacks and luncheon for the seminar.

“MUSIC & MOTORING” 2

The Autos, Advertising and Music that Connected America



Music and Motoring By Pat Carney

On Sunday, May 19, members of the Indiana Cadillac-LaSalle Club, the Lincoln and Continental Owners Club, Circle City Corvairs met with like-minded souls to attend an organ concert at the Warren Performing Arts Center in Indianapolis.

The second in the series, “Music and Motoring” was sponsored by the Central Indiana Chapter of the American Theater Organ Society. One of our Indiana Region board members, Michael Fellenzer, put the show together, which was well-attended with two hundred music lovers in the audience. We had the honor of experiencing Pierre Fracalanza’s multimedia performance. We also had an exceptional performance by the Indianapolis Men’s Chorus.

Pierre is a gifted organist and pianist and assembled a multimedia show with movie clips and commercials while playing the Barton Theater Pipe organ. Highlights of the show included a tribute to

Doris Day, vintage commercials, movie clips and a sing-along. Who can remember Dinah Shore singing “See the USA in your Chevrolet,” or “In my Merry Oldsmobile?” Did you know the moon on the “Bewitched” TV show was a Chevrolet bow tie, or that Miss Jane Hathaway drove a new Chrysler in the “Beverly Hillbillies?”

About fifteen cars braved torrential rain to attend. Michael brought two of his Cadillacs and I had mine. Several AMC vehicles (remember them!) were present, plus LCOC Hoosier Region Director Joe Columbe’s show-stopping 1969 Lincoln Continental Coupe. Quite appropriately, and Amphicar made its way to the venue. Whether it drove or swam is still unanswered.

Many thanks to Michael, Pierre, and the CICATOS for the invitation and their hard work on putting the concert together.



Above: Pat Carney's 1976 Caddy with a bevy of AMC cars.

Right: Organizer Michael Fellenzer's 1984 Seville sits near some rare gems, an Amphicar and an Avanti.



Below: Michael's 1976 Fleetwood shares a parking spot with Joe Columbe's 1969 Lincoln Continental Coupe.



Hoosier Tailfin Automotive Challenge

June 2019

1. The top three selling colors for Cadillac are the same as all vehicles. T – F
2. U. S. Cadillac sales exceeded sales outside the U. S. for 2017. T – F
3. A plug-in hybrid CT6 is to be built in Shanghai and imported to the U.S. T – F
4. The record U.S. Cadillac sales occurred in 1989. T – F.
5. What year did Cadillac introduce the first fully synchronized transmission?
A. 1927 B. 1929 C. 1930 D. 1932
6. The padded dash introduced in '54 by Cadillac was the first offered in the U. S. T- F
7. The Cadillac 500 Cu. In. V-8 introduced in 1970 had 450 HP and 450 ft. lbs. of torque. T-F
8. What was a first on the 1975 Olds. built 350 (for Cadillac) V-8?
A. electronic fuel injection B. variable valve timing C. cylinder deactivation
9. What vehicle offered the first front-wheel-drive traction-control in 1990?
A. Cimarron B. Mazda MX-5 C. Toyota Camry D. Allante
10. What year did Cadillac introduce night vision technology?
A. 1998 B. 2000 C. 2002 D. 2003
11. Cadillac was the first to offer climate control in what year?
A. 1960 B. 1962 C. 1964 D. 1966
12. Harley Earl directed Bill Mitchell to lower the '59 tailfin 4" lower than actually built. T-F

ANSWERS

1. True: silver, white, black
2. False: U.S. 156,400, outside U.S. 200,000
3. True
4. False: 1986, 304,000
5. B. 1929
6. False: 1948 Tucker
7. False: actual 400 HP and 550 ft. lbs. of torque
8. A. electronic fuel injection
9. D. Allante
10. B. 2000
11. C. 1964
12. True. Mitchell moved the tailfin back up when Earl was on vacation.

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



1970 Cadillac DeVille convertible. 472 V-8,
alligator interior, top needs to be replaced but
very reasonable replacements on EBay. Needs
fuel pump replaced but runs as it sits, just don't
accelerate, body does have some rust bubbling
up here and there but super solid underneath.
49,047 miles. I do have the hubcaps and fender
skirts. Car is a project but could have running in
no time. Selling AS-IS Where IS. REDUCED!!
\$5000 CASH OR TRADE.. WATCHA GOT??
Not interested in payments. Dowagiac, MI
<https://www.facebook.com/marketplace/item/2376678022618442/>



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



"I WON'T
NEED YOU TODAY-
I'M DRIVING!"

THE Cadillac Sixty Special is the most fascinating car to drive in all the world.

This is the verdict of owners without number—many of whom have driven every car of reputation the market affords.

Indeed, hundreds who had vowed they would never again drive a motor car have gone back to the wheel with a whoop—in charge of their Sixty Specials.

It is hard to explain what happens in a Sixty Special that *doesn't* happen in other cars—for the difference encompasses *everything*.

First of all, there's the marvelous smoothness of the Cadillac V-8 engine. The throttle feels like velvet under your foot, and the steering wheel is as kind to your hand as a chamois glove.

Then there's the way the car rides the road. You don't bobble, you don't sideway, you don't roll. You just settle down like Man o' War on the home stretch and stick tight to the pavement. It's a tremendous sensation.

And how you snuggle down into those seats! Your favorite chair at the club was never more inviting. It's the most *relaxing* ride you can imagine.

And the *time* you make is terrific—yet you do it without once showing a heavy foot. The car is simply so quick and nimble that you post a high average without excessive speed.

Yes—this car is an experience. And it's an experience no man who loves a

motor car should ever think of missing.

How about it for you? Your Cadillac dealer has the Sixty Special. All you need do is name the time—and place.

THE NEW

CADILLAC

Sixty
SPECIAL

Also, see and drive the new Cadillac Sixty-One—the lowest-priced car in the Cadillac line. There are four individual body types, each a worthy companion car to the famous Sixty Special.