



Hoosier Tailfin



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

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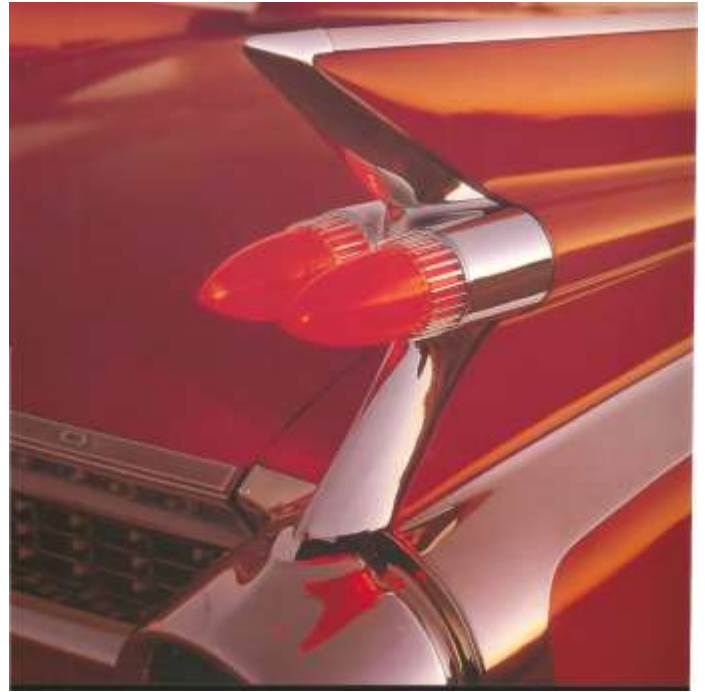


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Thoughts from the director

By Warner Young

This past year was certainly a memorable time for the Indiana Region. The most notable event was our successful hosting of the Grand National in Louisville. Many thanks to everyone who helped make that a great GN. Our other events for 2019 include were the annual meeting in Louisville (January); the National Judging Workshop in Fishers (April); the BOP-CLC meet in Lebanon (June); a tour of the Schaefer car collection near downtown Indy and a tour of the mid-century home of Michael Fellenzer (August); the Cadillac Fall Festival at the Gilmore Museum (September); the Christmas Party/annual meeting in Indianapolis (December). We also had several members participate in the Carmel Artomobilia in August and a multi-club event hosted by the CCCA at the Highpoint Orchard in Greensburg in October.

Planning has started for events for 2020. The Indiana Region is the host club for the 2020 BOP-CLC meet in Lebanon on June 6. Jeff Shively has coordinated the event every time the CLC was the host club for the past 20 years. Jeff has taken a step back for 2020, and Jim Smith of Carmel has agreed to be on the committee. Adding more events is now in discussion. Pat Carney and Michael Fellenzer are on the activities committee.

After many years as our Indiana Region Tailfin editor, Jeff Shively is "retiring" after this issue of the Hoosier Tailfin. Jeff has invested a lot to provide an excellent, award-winning newsletter. Many thanks to Jeff for his efforts. We are now working to find a successor to assume the role of editor.

We currently have 65 Indiana Region members. That is down from 70 at the beginning of the year. Note that CLC's national roster shows 124 members in Indiana, so we have 59 members that are national-only. If you would like a copy of the Indiana region roster, please send me a request. Our treasury is in excellent shape after receiving a share of the proceeds from the Grand National in Louisville. Note that we donated \$2,500 to the Cadillac & LaSalle Club Museum and Research Center at the Gilmore in November.

I'm looking forward to another eventful year in 2020. I'm hoping we can add exciting events that will make the CLC experience a good one. Have a Merry Christmas and a Happy New Year!

Adios

By Jeff Shively

During my DePauw days, I hosted a weekly radio show, "Perspectives of Jazz." Every Sunday at noon, I'd conclude the broadcast with Glenn Miller's 1941 recording of "Adios." It seems appropriate to end my latest tenure as editor of the *Hoosier Tailfin* on a similar note.

My first interaction with the Indiana Region was a meeting at the Elliot House in Kokomo on one icy January day in 1997. The next year, I was elected Deputy Director, and in 1999, I began my tenure as director that would last until 2007 when I stepped down as director after the 2006 National Driving Tour. I edited the *Tailfin* for a year after that. In 2011, I took on the directorship for another four years and, in 2013,

slipped back behind the editor's desk. It will be very strange not to hold an office in the Indiana Region.

As the editor, my job is not unlike a conductor. Without the contributions of our members, we have no magazine. With that in mind, I would like to thank all of the writers and photographers who have contributed material to the *Hoosier Tailfin* over the years.

There are several reasons why I am stepping down as editor. First and foremost are career considerations. In 2016, I was approached to replace long-time *Lincoln and Continental Comments* editor Tim Howley. This was a challenging transition that did not occur until early in 2018. I have spent two years getting the *Comments* close to where I want it to be in content, appearance, and timeliness. In November 2017, Steve Stewart, editor of the *Self-Starter*, announced his retirement after 15 years, effective December 2018. For the past year, I have been editing two national car magazines, plus three regional magazines, and one chapter newsletter. All told, I was writing and editing well over 1,000 pages annually, plus working part-time on the revival of the Kokomo Automotive Museum. There wasn't enough time to do it all and do a good job, so I am focusing on national magazines.

One of the hazards writers face with working as an editor is that we spend most of our time playing with the words of others. If we do get to write, it is usually something utilitarian, like covering meets. The creative impulse is stifled. I do get to write one column per issue, so I have an outlet.

I want to do more writing for my own fulfillment. One project that I need to get done in 2020 is a rewrite of the *1965-1966 Cadillac Authenticity Manual*. Lars Kneller and I wrote the original version in 2003. In the past 15 years, I have accumulated a significant amount of original literature for 1965, and I have also discovered several low-mileage original cars that will immeasurably improve the final product. Another, much larger project has been percolating for the better part of a decade. With a title borrowed from a 1964 ad tagline, *Life is just one Cadillac after another* will be a memoir of over thirty years in the hobby. Another big project is a book on U.S. 40, the National Road. For as long as I can remember, that road has held a special place in my heart, and I'd like to write a suitable tribute.

Mila and I have moved around a lot in the past decade. Over the last few years, we lived in Indy, Greencastle, Kokomo, and now Noblesville. The current house is nice, and for the first time, I have a real home office with my vast photo and print archives at my fingertips. None of these houses had two essential things— a large garage for me and a greenhouse for her. We want to build, but several factors make us hesitant to start on our dream home.

With a little more free time on my hands, I plan to begin doing more of my own mechanical work on the '65 once again, as I cannot count on the "professionals" who have looted my treasury and given precious little in return. My '41 convertible requires some TLC. Repairing the vacuum-operated convertible top, rebuilding a correct under-dash non-ventilating heater, and finally putting the clikky lifter to bed are my primary concerns for this winter.

It is hard to imagine that over two decades have passed since that frosty January afternoon. I'm a little melancholy about wrapping up my tenure at the *Hoosier Tailfin*. The only thing I have to do now is to bid farewell and to once again thank each of you for allowing me to be your editor. It has been a privilege.

Barn Update

By Lars Kneller

As many of you who attended our August event in Indianapolis know, I drove my 1984 Eldorado that day. We had some rain off and on, and it probably was the first time I ever used its wipers for their intended purpose. I am sure I operated them when judged in McLean, Va. the year before last. You're probably thinking I wouldn't be mentioning them if they worked just fine. The intermittent feather didn't work, and then more aggravating, they wouldn't turn off! They would go down to the park position and then cycle back and forth about 4 inches. After a lot of monkeying with the switch, I finally got them off. My next option was to unplug the wiring to them for the drive home as the rain had stopped. I got out my trusty shop manual the next day and following its diagnostic procedure. Luckily the problem was just corroded connections. A little cleaning up with my Dremel, and I'm good to go. It will be my transportation to the GN in Kansas City next summer, so now that they're working correctly, it will guarantee no rain.

Speaking of the 1984, I drove it to the Concours at Copshaholm in South Bend in July. On the trip home, the torque converter did not want to unlock, causing the engine to almost stall every time I came to a stop. The procedure to fix that in the shop manual looked to be a little above my pay grade, so off it went to my mechanic. The electric solenoid was replaced, and now I am good to go, along with a flush and new filter to boot.

I hadn't used the 1941 much since our return from Louisville. I decided to take it to church one Sunday. When I started it, it was only running on seven cylinders, and not that well either. I punted and took another car. I took out all of its spark plugs later that day, and they were quite dirty. I cleaned them all up, and now she's good to go also, purring happily again on eight cylinders. I still have the annoying engine static on the radio, as I am missing a condenser that attaches to the coil. That is on the winter to-do list.

The 1966 still has a small leak from the rear seal of the transmission. Earlier this summer, it put a





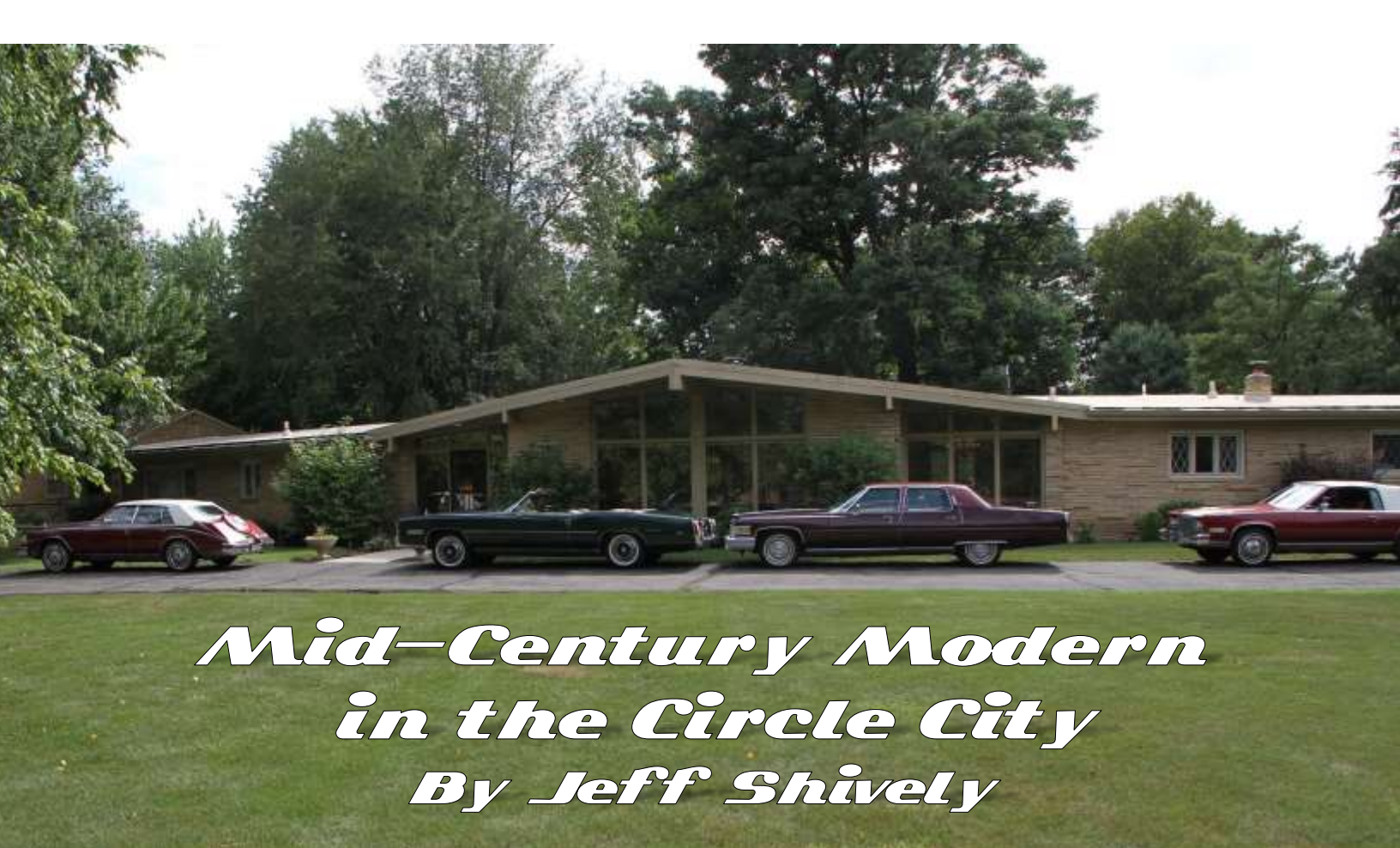
July 1, and expect it four to six weeks later. Well, mid-August arrived and nothing. So I emailed them, and they stated they were “running behind,” and it’d be two more weeks. By mid-September, there was still nothing. I need to install that before putting the instrument panel and steering column back in, so the car remains immobile. I did remove the non-working power antenna and discovered it is an aftermarket replacement. I ordered a new similar one on Amazon. It arrived but promptly broke when I was trying to remove the nut on top of it that holds it in place on the fender. Luckily they immediately replaced it, and the new one is now in place. However, it’s made to work with more modern radios, such that it automatically goes up when the radio is turned on, and down when turned off. I had to do a little head-scratching, but I think I’ve figured out a way to make it work with the factory switch.

Progress is once again moving ahead on the 1963 Lincoln (NC). I have all of the guts back in all four doors. It was more work than it seems as it has power windows and front vents, along with vacuum locks at all four doors too. You may recall the rear windows are designed to lower a few inches when the doors open so that they clear the weatherstrips. Both rear doors have two switches to make that all work. No one makes reproduction weatherstrips for the doors, but Steele is considering it. I’ve contacted them and plan to send my old ones for them to be reproduced. The ends are what is unique. The rest of the weatherstripping around the perimeter of the doors is pretty much standard Ford used in the ‘60s. Enough for one column! Until next time,!

quart or two on my garage floor. I put a can of Lucas leak sealer in it, and it has decreased dramatically, but still present. Another winter project. The 1968 Eldorado will be attending the Fall Festival. It had a little ding on the passenger door that had been driving me nuts, so I had it repaired. Lastly, the center console in the 2005 CTS-V is broken again. It wasn’t that well designed in the first place. I suspect as a result of the V-8 engine and stick shift, the regular console wouldn’t fit. This car’s lid somewhat floats in space when “closed.” The hinge screws to plastic stubs, and of course, they break when someone leans heavily on the lid. I took it apart previously and got it back together with JB Weld. However, that repair has now failed. Luckily I had found a good console on E-Bay, so lid replacement is on the ever-growing winter to-do list.

Progress has somewhat stalled on the 1966 Tornado (NC). I sent the dash piece above the instrument panel to a well-known outfit in California back in March. They told me my production date was





Mid-Century Modern in the Circle City

By Jeff Shively

It was a rainy Saturday afternoon on August 17 when members of the Indiana Region and Hoosier Region LCOC met at Greek's Pizza on 16th Street on the Near-East Side of Indianapolis for an afternoon of car gazing and good food. For the uninformed, Greek's Pizza is a small Hoosier restaurant chain with 27 stores that started about 50 years ago. It's what you'd expect from a place with that kind of lineage— great pizza pies and not a lot of frills.

After eating our fill at Greek's, we made our way a short distance to the collection of Phil Schaefer. Located in an industrial area, the facility is not impressive at first glance, but the treasures residing inside are worth a look. Dealing in Lincolns, Cadillacs, Imperials, with a Packard thrown in for spicy, all of Phil's cars are unusual. Perhaps the most reasonable car is the pink 1956 Lincoln Premiere convertible owned by his grandmother and given to him when he graduated from high school over 40



The Hoosier Tailfin

Clockwise from upper right: Phil's first Lincoln—a 1956 Premiere convertible. **Always impressive—**Phil's 1938 Cadillac Series 90 limousine by Fleetwood. **The entrance** to Michael's magnificent Mid-Century masterpiece. **CLC members** John and Jupei Hannon (*l*) and two LCOC members (*r*) enjoy pizza. **Michael's home** with his Cadillacs parked on the gracefully curved driveway: a 1984 Seville, 1976 Eldorado Convertible, and a 1976 Fleetwood Brougham. Lars Kneller's 1984 Eldorado convertible is to the right.



Indiana Region CLC



The Hoosier Tailfin



years ago. There is the 1956 Lincoln station wagon that never was...a Mark III sedan, a 1959 Mark IV with a padded top, and the list goes on. His Cadillacs are somewhat more limited in scope and included a 1938 Series 90 limousine and an iconic 1959 model. Everyone enjoyed seeing the cars and Phil's other obsession, vintage campers.

The final stop of the day was at CLC member Michael Fellenzer's "new" home in Meridian Hills. Designed by Avriel Shull and built in 1961, this impressive Mid-Century home is an exquisite expression of that design aesthetic. Michael not only provided delicious desserts for all who came, but he

also gave an interesting tour and explained its unique details. Organ music provided by our own professional organist, CLC member Matt Gerhard from Kokomo.

Indiana Region members attending included Dennis Buchholz and Melody Walsh, Pat and Kim Carney, Michael Fellenzer, Cliff Fiscus, Matt Gerhard, John and Jupei Hannon, Bill and Mary Hedge, Lars and Jaunda Kneller John Madden, Jeff Shively, Jim Smith, Larry Wilson, and Warner Young.





A Mecum Celebrity

By Larry Wilson

Every October, I attend the Spring Grove car show in Cincinnati. Held on Sunday, this is a huge show with over 400 cars on display. I saw a very nice all-white 1979 Cadillac Le Cabriolet convertible and went over to take a good look at it. As I'm talking to the owner, he says, "Hey, aren't you in the Cadillac & LaSalle Club?" I told him that I was. He then told me that he remembered meeting me at the Indianapolis Mecum Auction at the car club table and talking to me for around 20 minutes about Cadillacs. I then remembered that he told me about his white convertible. I am glad that got to see it in person. It was a lot of fun!

Several minutes later, I was just walking around, looking at the cars. Another guy strolls up to me and asks,

"Hey, weren't you the guy at the Cadillac desk at Mecum?" He remembered me too and asked if the limousine parked at the front entrance was mine. This fellow remembered us talking about our cars at the Cadillac & LaSalle Club desk. I had mentioned the limo to him and it stuck in his head.

My limo was parked front and center at the venue and people were taking photos of themselves with the car all day long. It's usually a popular car at shows but nothing like this year!



Ray Moxley
A true Hoosier Cadillac man
By Warner Young



Raymond Moxley was born in Indianapolis in 1919. Ray had an extensive career working for the local Cadillac dealer, Hoosier Cadillac, which later became Ed Tutwiler Cadillac. Ray started at Hoosier Cadillac January 3, 1938, as an apprentice mechanic.

He steadily progressed through increasingly more responsible roles with Cadillac until his retirement in 1987. His assignments included advancing to: Service Salesman in 1941; Service Manager in 1944; Wholesale Manager in 1948, where he covered most of the state of Indiana; Wholesale Manager in charge of distribution in 1954; Owner Relationship Manager in 1964, now as part of Ed Tutwiler Cadillac; and New Car Salesman in 1971. He qualified for the Cadillac's Crest Club in his first year in sales.

Ray's daughter, Lynne Brown, graciously donated numerous items from Ray's estate to the Cadillac & LaSalle Club Museum and Research Center at the Gilmore Museum in the fall of 2019. Two items were especially noteworthy: a mechanic's work coat in excellent condition and a like-new, still in the box, 1956 Cadillac hood ornament. The hood ornament was a retirement gift from Ed Tutwiler Cadillac. The work coat now hangs next to a Cadillac in the work area at the museum. The hood ornament will be placed in a display case of unique items. The display case is to be available in a few months.

Above: A portrait of Ray Moxley, taken in August 1964 when he was Owner Relationship Manager at Tutwiler Cadillac.

Right: Ray with Norma Ehmman sitting atop a very late model 1941 Cadillac Series 62 Convertible Coupe. The 1942 Indiana license plate and lack of ration sticker indicates that the picture was taken prior to the issuance of A, B, and C gas ration stickers nationwide on December 1, 1942.

Left: Another, more exuberant picture from that same day.





Above, left and top of opposite page. Ray and Norma Moxley with a 1942 Cadillac Series 62 Convertible. Any '42 Cadillac convertible is unusual, as only 308 were produced during the abbreviated 1942 season. This one has a few interesting modifications. Note the 1942 Fleetwood Series 60 Special-only "hash marks" on the front fender, door and fender skirt. Another unique touch is the "Fleetwood" script on the hood. This appears to be the same part that is mounted on the trunk lid of the 1949 Series 60 Special. **(Above)** The convertible top and some trim piece are beginning to show the effects of several years of usage, a very common situation for pre-war cars in the early post-war era. **(Opposite page)** It seems very likely that this picture was taken in at least 1949, if not later. Did Mr. Moxley make the changes himself, or did someone add the trim after WWII to make a pre-war convertible stand out in the crowd?



Above: Ray Moxley's daughter presenting Warner Young the 1956 Cadillac hood ornament given to her dad upon his retirement. Right: Ray Moxley hard at work in 1955.



Octoberfest at High Pointe Orchard by Clifford Vogelsang

Adapted by Jeff Shively for the Hoosier Tailfin

On Sunday, the 6th of October, the Indiana Region of the Classic Car Club of America invited the Indiana Region of the Cadillac & LaSalle Club and the Hoosier Region of the Lincoln and Continental Owners Club to gather at High Pointe Orchard just north of Greensburg, IN. This was the site of the 2012 CCCA Indiana Grand Classic.® The day was overcast with periodic rain, but that did not dampen the enthusiasm of the thirty-nine people who attended the event. We enjoyed a country buffet. The corn pudding was spectacular!

In spite of the weather, about a dozen historic Cadillacs, LaSalle's, Lincolns, Buicks, and Full Classics® were on hand. Charlie Mullen came in his 1931 Lincoln, and being a CCCA event, there were several Packards present. For me, the most interest-

ing car was a 1939 LaSalle convertible. Dennis Buchholz brought this car all the way from Louisville, KY to Greensburg that morning. Another intriguing vehicle was Gene Perkins' 1955 Packard Caribbean (NC), one of the last of the full-size Packards.

Indiana Region CLC members attending included Dennis and Andrew Buchholz, John Madden (CCCA and LCOC), Charlie Mullen (CCCA and LCOC), Jeff Shively (CCCA and LCOC), James Smith (CCCA), Bob and Suzanne Thomas, Jeff Wickliff, Jay Wignall, Larry and Madonna Wilson, and Warner and Pat Young (CCCA).

It was enjoyable to meet people from several car clubs. Everyone seemed to have a good time.



Above: Dennis Buchholz' 1939 LaSalle Series 5067 Convertible Coupe.

Facing page: Dan Bohart's 1941 Packard

Below: Larry Wilson's 1976 Cadillac Sedan de Ville.





Above: Bob Thomas' 1976 Cadillac Eldorado Convertible.

Below: Charlie Mullens' 1931 Lincoln Model K Sedan



Indiana Region Christmas Party/Annual Meeting

Fleming's Steak House, Indianapolis

December 8, 2019

By Warner Young

The Indiana Region held its annual meeting on December 8 in Indianapolis. This year we combined the meeting with a Christmas Party, which everyone agreed was a good idea. Also, holding the meeting in December offers a much better chance of decent weather. Fleming's provided an excellent menu, and our private room worked out very well. Pat Carney searched for a site in Central Indiana for our meeting and found Fleming's. Thank you, Pat.

We had 21 members present with Lars and Jaunda Kneller, having driven the farthest (145 miles) from LaPorte. Several others also traveled a great distance (about 120 miles): the Reedys, the Carneys, Tom Hocyzk, and Ed Pfeifer. The Carneys arrived in Carl's "new" '94 Caddy.

Our meeting consisted of a 2019 year in review with a report from Beth Reedy on the Grand National in Louisville (she isn't sure she would do this again). The Reedys were wonderful chairpersons for our GN. We elected officers for 2020. Our existing board was re-elected. Barry Wheeler gave a Treasurer's report stating our current cash balance is \$7,382 and also a CD of \$3,982. We received \$10,000 this fall from proceeds from the GN in Louisville. We then donated \$2,500 to the CLC Museum and Research Center at the Gilmore Museum. Lars Kneller reported a balance of \$481 in our fund from the sale of previous issues of the Self-Starter. Beth Reedy, the webmaster, gave an update on our website: Indianaclc.org. Beth noted that she would be stepping down from the position at the end of 2020. Many thanks to Beth for her efforts over the past three years in upgrading our website. Jeff Shively noted that he would be stepping down as editor of the Hoosier Tailfin at the end of 2019. Jeff has provided many years of an award-winning newsletter, and his expertise will be missed. We are currently pursuing Jeff's replacement.

Tom Hocyzk provided a special musical treat by playing his bassoon, which he happened to have along. Thanks, Tom.

Our currently scheduled events for 2020 are: BOP-CLC event in Lebanon, June 6- the Indiana Region is the host region; the Kansas City Grand National is June 9 -13; LCOC director Joe Columbe will host a multi-club picnic at his farm near Shelbyville on July 18; the National Driving tour is on August 22 - 28; the Cadillac Fall Festival is at the Gilmore Museum Sept. 24 - 26.

We had a discussion about additional events for 2020. It was suggested to pursue a Saturday meet at a Cadillac dealer. Three were mentioned as a possibility: Wiers Chevrolet/Cadillac, Demotte, In., Lockhart Cadillac, Fishers and Sandman Cadillac in Shelbyville. Our Activities committee is Michael Fellenzer and Pat Carney.

After our meeting we had a gag gift exchange, which was quite entertaining. My vote for the most unusual gift was brought by Jim Smith - "Hillbilly bubble bath." Thanks to everyone for the very "special" gifts provided.

Members present were:
Diane and L.H. Bayley,
Kim and Pat Carney, Carl
Carney, Tom Hocyzk,
Jaunda and Lars Kneller,
John Madden, Ed Pfeifer,
Beth and Bill Reedy, Jeff
Shively, Janet and Jim
Smith, Gay and Barry
Wheeler, Janie and Jay
Wignall, and Pat and
Warner Young.



Hoosier Tailfin Automotive Challenge

December 2019

1. Cadillac was the first car to offer electric lights? T or F
2. What year did Cadillac offer airbags.
A. 1969 B. 1971 C. 1974 D. 1976
3. What year did LaSalle introduce hydraulic brakes?
A. 1934 B. 1935 C. 1936 D. 1937
4. What year did Cadillac introduce Firemist paint?
1961 B. 1962 C. 1963 D. 1964
5. What is the horsepower for a 2014 CTS-V?
A. 479 B. 508 C. 556 D. 598
6. What is the longest Cadillac ever made, excluding limousines?
A. 1973-74 Fleetwood Brougham B. 2007 DTS-L C. 1959 Eldorado D. 1962 Town Sedan
7. Which Cadillac was not sold in the 1990's?
A. Catera B. Allante C. Escalade ESV D. Brougham
8. Cadillac was the first to introduce an electric trunk release? T or F
9. In today's dollars what would the cost be of the 1934 Cadillac Aero Coupe?
\$129,650 B. \$134,400 C. \$151,900 D. \$159,500

Answers

1. True, in 1912, the same year as the self-starter
2. C. 1974
3. A. 1934
4. D. 1964
5. C. 556 HP
6. A. 1973 & 1974 Fleetwood Brougham
7. C. Escalade ESV
8. False, introduced by Ford in 1958
9. C. \$151,900

1994 Cadillac Sedan de Ville.

Purchased in 2007 with 70,000 miles on it. Light Montana Blue with blue leather interior. My daily driver 2007-2013 for 100,000 miles. Used as a driver off and on over the years. New shocks, half shafts, radiator, heater core. Very comfortable car. Now has 200,000 miles, but is still the most reliable car I've owned. Cover car for the Self-Starter in May 2019. Looking for someone to keep it as a collectable. Asking \$2,500 obo. **Jeff Shively** (765) 721-1659 or Cad19651941@yahoo.com

Tailfin trading post





1978 Cadillac Seville. Owned since 1981. The car has just under 43,670 miles on it. Last “plated” in 1994. The car has been kept in the garage and covered, so there is very little/no sun damage to the paint or interior. The vinyl top is in near-pristine condition. Factory-built CB radio installed. Plastic/rubber flange between body and rear bumper needs to be replaced. New battery. Engine recently started on starting fluid and run briefly, but the fuel tank/system will need to be cleaned out/flushed/overhauled. Asking \$4,000. Located in Hagerstown, Indiana. **Ron Diamond** rldiamond1@gmail.com or (317) 407-2981.



1976 Cadillac Seville
Light blue exterior with light blue vinyl top. Light blue interior. 68,000 miles. Second owner of vehicle. No rust. Engine compartment needs cleaning Asking \$7,000
Gordon Papke 314-296-0726



1955 Cadillac Fleetwood
Spotted by Tom Taylor.
Call (231) 843-9356 for more information



1970 Cadillac Coupe de Ville
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

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And *here it is.* Here is the quality Standard of the World for 1942—powered by Cadillac's mightiest V-8 engine . . . providing unexampled Fleetwood comfort and luxury . . . delivering, on owners' testimony, unsurpassed oil economy and 14 to 17 miles per gallon of

gasoline . . . and built by the industry's ablest engineers and craftsmen to specifications which make it as immune to wear as a car can be.

It's the finest Cadillac in forty years, and you can own it! *For the Cadillac Sixty-One again bears a low price, within the reach of everyone who expects to pay above a thousand dollars for a motor car.*

When you think it over—what other car at *any* price can do so much for you?