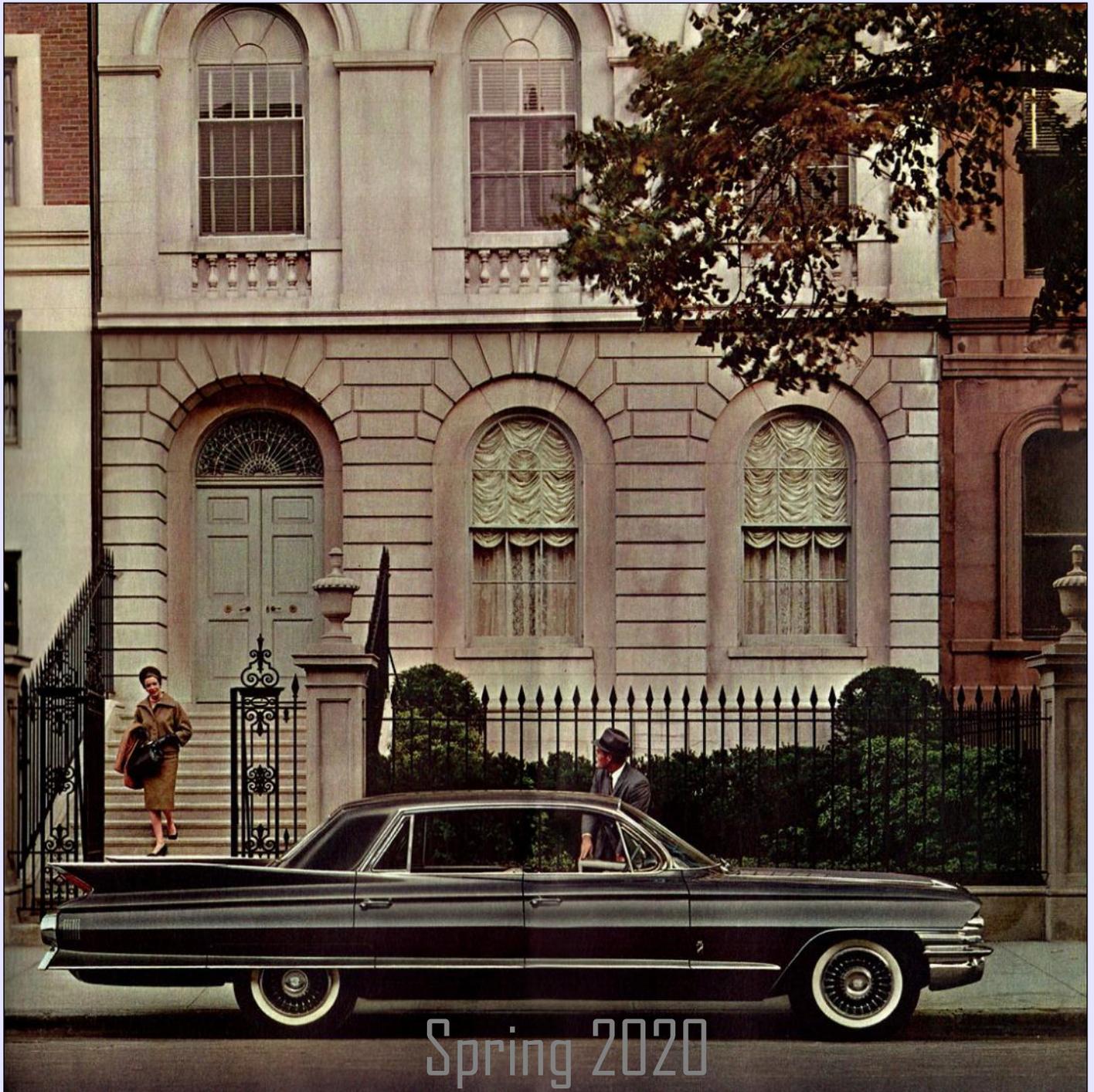


Hoosier Tailfin



Spring 2020

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

Board of Directors



Director
Warner Young
warneryoung@msn.com
Cell: 317-919-8890
Home: 317-842-7990



Deputy Director
Bill Reedy
wreedymi@yahoo.com
Cell: 616-240-6381



Secretary/Treasurer
Barry Wheeler
Fltd6019@nwcable.net
Home: 574-967-3752



Board Member at Large
Lars Kneller
cadtbird@aol.com
219-326-8830



Board Member at Large
Michael Fellenzer
michael@fellenzer.com
317-251 6962- (preferred)
317-775 1341 (mobile)



Board Member at Large
Pat Carney
pcarneycgcs@earthlink.net
812-948-9801



Editor
Jeff Shively
Cad19651941@yahoo.com
765-721-1659

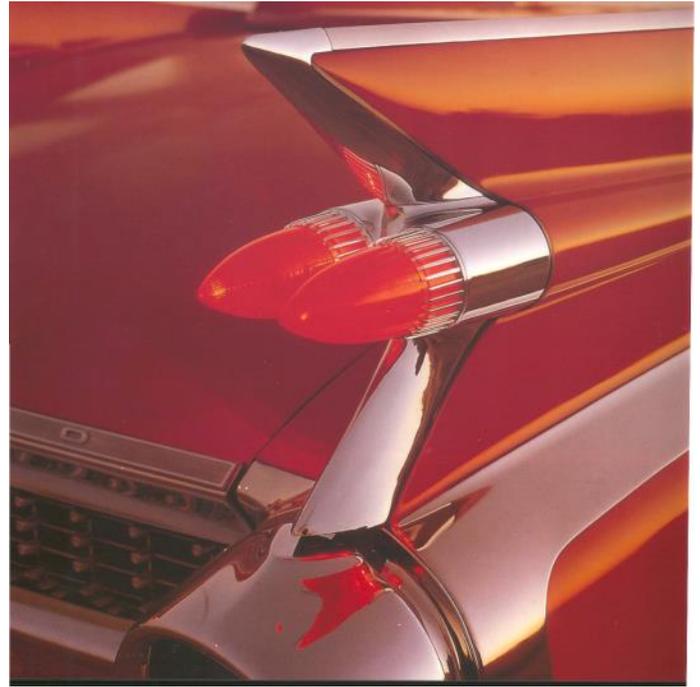


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Front cover: 1961 Cadillac Fleetwood 60 Special
form the 1961 showroom catalog



Thoughts from the director

By Warner Young

It's spring, and everything is rosy.....except we have an issue. We are in the midst of our most significant pandemic in over 100 years. I guess we were due for our 100-year pandemic. As we all now know, 2020 will not be a normal year in our personal lives or for our automotive hobby. As you read this, we are waiting to see how long this virus will circulate in our community.

This will be an abbreviated *Thoughts from the Director*. With our basic planning of events on hold, there isn't much to be discussed within our Indiana Region. I suspect that virtually all gatherings will be canceled well through April and possibly into May and June. Our Grand National in Kansas City has been canceled for June 9 – 11. The Fall

Festival at the Gilmore Museum in September has been canceled for 2020. Our B-O-P-C meet in Lebanon is in doubt. Cadillac is the host club this year. We may reschedule for later in the year, but we just don't know at this time.

We all need to stay safe and be prepared to resume a "normal" life after this threat passes, and it will pass. I would like to hear from you concerning interesting Cadillac or other activities that could be interesting reading for our CLC members. I think we are all looking for extra human contact currently. You can send it to my email at warneryoung@msn.com, and I can forward it to the Indiana Region. Hang in there!

Self-driving cars, five levels defined

By Warner Young

We've all been hearing a lot about self-driving cars in recent years. Several companies are spending millions and racing to achieve a self-driving vehicle. It is generally accepted that we can define five levels of self-driving cars. Let's look at what these levels are.

Level 0 - No autonomous features. Just like the trusty '55 Caddy.

Level 1 - The vehicle can perform one autonomous function at a time, such as automatic lane keeping or adaptive cruise control.

Level 2 - The vehicle can perform two autonomous functions at a time, such as steer and lane keeping or automatic braking and adaptive cruise control. The driver must still be in control at all times. The driver may have to maintain a hand on the wheel at all times. The Tesla Autopilot is an example of this. (Tesla is actually closer to 2 ½)

Level 3 - In the right conditions the vehicle can manage most aspects of driving, such as in good weather or on limited access roads. The system prompts the driver to intervene when a situation is encountered that it cannot handle.

Level 4 - A high level of automation. The vehicle is fully autonomous only in certain conditions. The driver must take control when the vehicle is no longer able to handle a certain situation. The driver may manage duties (like level 3) on a surface street and then become a passenger on a highway. No commercially available vehicles exist at level 4.

Level 5 - The vehicle is completely self-driving. The vehicle is required to handle all road conditions, types of weather, and is not limited to limited access roads. No vehicle exists that performs at level 5. Companies are aggressively pursuing this ability, but it is likely many years away from being approved. Certainly not in the foreseeable future. Getting 95% of the way to level 5 is not good enough for general use.

It's my view that most of us over the age of 50 will not be in any hurry to turn over our driving to an autonomous vehicle. It's likely cars will eventually lose their steering wheel and pedals.

I plan to discuss our autonomous future in a future Tailfin article.

Barn Update

By Lars Kneller

Much has happened since the last update. The big news is a new addition to the family: a **1958 Fleetwood 60 Special**. This is probably my favorite 1950s model, short of a 1957-1958 Eldorado Brougham, which is a little out of my budget. I purchased the car from Greg Powers of North Carolina, whom many of you may know as he regularly attends Grand Nationals, and chairs the club's Newsletter Excellence Award. He had decided to sell the car, and was particular to whom he would sell it as he knew its history since new. He and Jaunda are good friends, and thus the decision to sell it to us.

We flew to N.C. last summer to check it out. At the time, the brakes weren't functioning. It took a couple months to get them repaired, and we completed the transaction then. I contracted in December with Reliable Carriers to have it transported. They weren't all that "reliable." Time went by, and one day out of the blue they contacted Greg that they would be by to pick it up the next day, less than one day warning. Greg had to work and could not meet them that day. Then weeks went by and we heard nothing. I finally contacted them as we had a trip planned in February and wouldn't be

home. Once I tracked them down, they said they could not commit to transport at the end of February, over a month later! So they refunded my money. I then contracted with Autobahn Transport, and the car was here five days later! I would highly recommend them. The owner communicated every step of the way. I tucked the car in the barn and we left on our trip. More on the new car in future updates.

I completed several fall projects before winter set in. The driver's window in the **1984 Eldorado** was extremely sluggish. I had previously tried to lubricate the mechanism to no avail. I replaced the motor (which was surprisingly easy), and now the window moves like a race car! It worked so well, and was so easy, I replaced the passenger side too, since it was slow, but would beat the driver's side in a race. I replaced its 10-year-old tires with new ones in anticipation of its drive to Kansas City for the GN this summer. It should be good for years to come.

Speaking of ailing windows, 1980s Fords have a plastic gear in theirs that strips and then the window won't work despite a good motor. I had already fixed the driver's side of the **1985 Thunderbird (NC)** several years ago, and last summer



the passenger side went bad. So now all my windows work.

The **1977 Eldorado** had developed an annoying problem. It has the automatic locking option, which also is supposed to unlock the doors when the car is in "Park," and the lever is pulled to open the door. This stopped working, thus requiring one to use the lock button to unlock the doors to get out. I broke out my trusty shop manual and started looking at the wiring diagram to find the problem. It took quite a bit of searching as the manual shows the module for the system under the dash on the passenger side. I took things apart and searched high and low and could not find it. That is because it is on the driver's side! I found it by tracing the wiring. Luckily, it just turned out to be a bad connection. I cleaned up the contacts and now it functions properly. The car's horns had also stopped working, but that was just a bad contact with the relay which is located by the fuse box.

The **1966 Toronado's (NC)** dash finally arrived home and I was able to get it back together somewhat quickly. I got the front seat back in, and the car was mobile again! I was able to drive it a couple times prior to putting her up for winter. The car is very peppy and quick with its big seven-liter engine and switch pitch transmission. Spring projects

for it is to get its heater working, and with time to get the headlamps working. These were originally vacuum powered and not that good of a design. Mine has later replacement vacuum motors that don't work either. I plan to replace them with electric motors.

Most of my winter was spent working on the **1963 Lincoln (NC)**. All of the guts for the top and deck lid are back together. The deck lid is functioning (recall it is hydraulically operated), but seems to trip a breaker off and on, that is pending investigation. I am also working on getting the front seat in it, to make it more mobile friendly. One relay for the seat is bad. I managed to extract the one from the parts car (not an easy job), and it is bad too. I have a patient that is quite skilled electrically and he is working on fixing them. He repaired the radio in the **1941 Cadillac** for me. In the meantime, I purchased some solid state relays and am trying to get that to work. I have all of the carpeting and some of the interior trim in. The car will be making one last trip to the body shop for some final paint issues to be fixed. My door weatherstripping was sent to Steele Rubber and they are in the process of replicating them for me and to sell to other customers too. Other than all of that, not much else going on.



Hoosier Tailfin Automotive Challenge Spring 2020

1. For 2018, Cadillac sold how many cars worldwide?
A. 298,600 B. 319,800 C. 381,800 D. 401,100
2. Cadillac was the first car company to use Phillips head screws. T – F
3. What was the first year for the Sedan de Ville?
1952 B. 1955 C. 1956 D. 1957
4. What was the first year for the Coupe de Ville?
1948 B. 1949 C. 1951 D. 1952
5. What year did Cadillac introduce a dual master cylinder?
1962 B. 1963 C. 1964 D. 1965
6. The Northstar engine was introduced with a single overhead cam. T – F
7. DTS production ran from MY 2006 through 2013. T – F
8. STS stands for Sport Touring Series. T – F
9. For the 2020 MY Cadillac added one new model – the XT6. T – F
10. The mid-'30s LaSalle was designed to compete with the Packard 120 and Lincoln-Zephyr. T – F.

Answers

1. C 381,800
2. True
3. C. 1956
4. B. 1949
5. A. 1962
6. False, it was always a double overhead cam.
7. False, MY 2006 - 2011
8. False, Seville Touring Sedan
9. False, three models - XT6, CT4, CT5
10. True

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 \$2,000 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



Buick Olds Pontiac Cadillac Show

All Cadillac, LaSalle, Buick, Marquette, Viking, Oldsmobile, Pontiac, and Oakland owners are invited to the 32nd Annual BOPCLC Show on the grounds Memorial Park in Lebanon, Indiana on June 6, 2020. The show field opens at **9:00am** with on-grounds registration continuing until **noon**. Awards will be announced at **2:00pm**. Enjoy door prizes, food, and music. See some of the finest automobiles General Motors ever produced. **Pre-registration is \$15** for the first car and \$5 for each additional car and is **due by June 1**. Swap spaces are available for \$5. Onsite registration is \$20 per car.

Memorial Park is located just off of State Road 39 at 130 East Ulen Drive, Lebanon, IN 46052.

Classes

A: Pre-war	E: 1980-1994
B: 1946-1959	F: 1995-present
C: 1960-1969	G: Modified
D: 1970-1979	

Awards given top three (3) in each class, plus

Best Cadillac or LaSalle

Best Buick or Marquette

Best Oldsmobile or Viking

Best Pontiac or Oakland

Best of Show

Make checks payable to "Indiana Region, Cadillac and LaSalle Club."

Mail completed form and check to Jim Smith, 14072 Staghorn Drive, Carmel, IN 46032

For more information call 317-847-5565 or e-mail jjsmith3739@gmail.com

Name: _____ Phone: _____

Address: _____ E-mail: _____

City: _____ State: _____ Zip: _____

Year: _____ Make: _____ Model: _____ Class: _____