

Featured Car

The 1941 Cadillac 60 Special is one of the favorite Full Classics® in the Arizona Region

By Les Jackson

One of the most popular Full Classics® in the Arizona Region of CCCA is the 1941 Cadillac Sixty Special sedan. It is also one of the most popular cars in all of CCCA.

The featured car in this issue of *The Roadrunner* is owned by Tom Clarke. Tom is the third owner of the car, which showed actual mileage of 22,486 when we saw the car earlier this month.

Tom, who worked at Cadillac for 36 years, has owned the car since 1992 when he bought it in Bucks County, Pennsylvania, after seeing an ad in Hemmings for a “Fleetwood Cadillac sedan.” Tom thinks many people who saw the ad thought it was for a Series 75 car.

The original owner of the car was a Cadillac dealership owner who had died more than 40 years earlier. One of the dealer’s salesmen and a golfing buddy of his who collected Pierce-

Arrows, purchased the car from the dealer’s estate. When the former salesman died, the car was offered for sale. Prior to the ad in Hemmings, local people had made low-ball offers for the car that had only 20,000 original miles. Tom and his wife, Mary, went to see the car; Mary said “buy it.” So he did.

Tom has owned a number of Full Classics® over the 20 years since his retirement. His late wife Mary always liked Packards and drove them on CARA-



Many states permit older cars to use year of manufacture license plates on cars currently in use. Here is the Michigan 1941 plate on Tom’s car.

vans with Tom. He was partial to Cadillacs. (What do you expect after working for the company for 36 years.)

The only work Tom had to do on the car after buying it was to fix a few chips in the paint, and repair minor fender damage. The car ran well. The car has not been on a CARavan, but Tom may take it on the 2007 Spirit of the Southwest CARavan.

Among the Full Classics® Tom has owned are a 1940 Packard convertible sedan, a 1939 Packard 12 cylinder close coupled sedan with a padded top, a 1936 Cadillac coupe and a 1931 Cadillac 12 cylinder phaeton.

While working at Cadillac in the finance and accounting department he became the “historian in residence.” At one point he received a call



The dash of Tom Clarke's 60 Special 1941 Cadillac by Fleetwood. Note the condition of original upholstery.



The familiar Cadillac crest is shown on the hub cap on the left front tire.

from the Nethercutt family about a custom bodied car which had been owned by a maharaja in India, asking if the car was really made by Cadillac. Tom researched and found that a 1932 V16 dual cowl phaeton had been built by Cadillac. It was the only one made, and was shipped to India in 1933.

While at Cadillac he worked on a presentation to the board of directors on the history and full story of Cadillac. The presentation went well in the board room at the GM building in New York.

Before retiring, Tom was loaned by Cadillac to the state of Michigan where he worked for the gov-

ernor on financial issues in the public health department. He helped modernize systems for their 78 offices in the state. After the two year assignment, the state wanted him to continue and take on a new project, but he decided it was time to retire.

Tom has a home in north Scottsdale and returns to Michigan each year for the summer.

....more on the featured car on page 8



The Fleetwood designation is shown on the 1941 Cadillac 60 Special. CCCA considers Fleetwood Classics as "custom" rather than production. This is so even though Fleetwood had been owned by General Motors for about a decade and did not make bodies for other automobile companies.



Here's looking at you with the 1941 Cadillac grille. This was the first year Cadillac positioned the headlights in the front fenders, even though a number of other makes did so years earlier.

....more on the Featured Car

Facts and figures about the 1941 Cadillac Sixty Special

Engine: V8 90 degree L head with 346 cubic inch displacement. Bore & stroke: 3½ x 4½. Horsepower 150 @ 3400 r.p.m. 3 main bearings. Hydraulic valve lifters. Compression ratio: 7¼ to 1. 1941 was the first year since 1926 that Cadillac used the same engine in all models.

Body: Body by Fleetwood. This was the first time for Cadillac (and perhaps for any U.S. car maker) that the front fenders extended into the front door area. This was the first year that the headlights on the Cadillac were in the front fenders instead of being in a separate pod between the fenders and the hood. Many other makes had made this change in years before 1941.

Tires: 7.00 x 15. Wheelbase 126".

Production: "Regular" 5 passenger sedan: 3,693; with "sunshine turret-top" roof: 185; with divider glass: 220; town car (open front): 1; chassis: 1. Total 4,100.

Model Prices: The model number was 41-6019S for the regular car which sold for \$2,195 and weighed 4,230 pounds. The sun turret model was 41-6019S-A, and the "imperial" was 41-6019S-F, priced at \$2,345 and weighing 4,290 pounds.

Speed: 0 to 60 in 14 seconds, 0 to 80 in 23 seconds. Top speed: 100 mph.

Accessories: Some of the accessories on Tom Clarke's car: radio, under-seat heater and defroster, backup light, locking gas cap, windshield washer. Other accessories available included automatic transmission (it wasn't called hydramatic yet) which sold for \$125 and hill holder for \$11.50.

Other Arizona 60S owners

Other members of the Arizona Region owning 1941 Cadillac 60 Specials: Gene Peltier, Neil DeAtley, Lee Barthel, Bill Ingler, John Ossenfort and Bud Wirthman.

Walter Fuelberth owns a 1940 Cadillac 60 Special.

The first 60 Special was the 1938 model. The name continued for many years after WWII.



The front fenders of the 1941 Cadillac 60 special extended into the front doors. This is believed to be the first time this design was used on an American built car.

Cadillac wanted the Sixty Special to be different

Cadillac literature had this to say about the 1941 Sixty Special:

"Built for the avowed purpose of being different from all other motor cars, the Sixty Special embodies, each year, the most advanced ideas of the automotive industry's ablest group of engineers.

"As a result, it has become the natural pacemaker of the automotive world—annually shadowing forth innovations in styling, luxury, comfort, safety, and performance that will not be common property for some time to come.

"And this year is no exception. The dynamic quality of its performance has been further enhanced. Again nothing on the highway responds, handles, or rides quite like it. Driving a Sixty Special is the most exhilarating experience offered by a motor car.

"With this electrifying performance comes styling just as new. Longer fenders extend over the front doors. Smart new molding at the base of the body runs from the skirts of the front fenders through the new rear wheel shields. The Sixty Special, in fact, looks exactly like what it is—the most distinctive of all motor cars.