



CADILLAC *SIXTY-ONE*

CONVERTIBLE COUPE

Envious eyes will confirm your good judgment in choosing this smartly styled convertible. An admirable year-round companion, it combines dash for youth and practicality for age. The trimly tailored top may be easily lowered (by yourself) into its special, concealed compartment. And on a moment's notice, this weather-resisting top can be raised to make this a snugly comfortable closed body style. Two inside opera-type auxiliary seats furnish accommodations for additional passengers. There is unusually generous luggage space under the rear deck.

CADILLAC *SIXTY-ONE*

CONVERTIBLE SEDAN

If you desire an open car for the greater enjoyment of pleasant days (and many of us do) you will surely appreciate the practical, all-weather comfort of this sleek body style. For here is a convertible that meets all seasons efficiently. The attractively tailored top can be raised or lowered at will, by one person. Dual purpose sunshades serve as draft deflectors when the top is down. There are six leather and two cloth upholstery from which to select. The spacious luggage trunk, neatly lined in wearproof serge, provides ample capacity for every traveling requirement.



Above Photo:
John Milliken's
former 1939
Cadillac 61 Series
Convertible Sedan

Classic COMMENTS

BY JOHN MILLIKEN

As some of you may know, I was elected to the CCCA National Board earlier this year. Among the committees I was asked to serve on is the Classification Committee. This pleases me as I have long believed that there are still potential Classics out there that have not yet been "blessed" by the CCCA. For many years, the prevailing view of the CCCA was that the "deviation from the policy of only accepting cars of the highest quality from 1925 to 1948 would be tantamount to destruction of the organization through dilution of the high standards set for ourselves."

However, in recent years there has been some easing of the more rigid rules of the past. For example, in 2015 the Club decided to recognize significant cars dating back to 1915. A couple of years earlier, the Buick model 80 from 1936 to 1939 earned Classic status. The 1940 Buick model 80 Limited had been accepted even earlier. More recently, Buick Series

70 Roadmaster of 1940 and 1941 are now recognized as Full Classics®. This has not always been an easy path, however. I well remember the controversy a few years back when the Cadillac Series 62 of 1940-47 was so designated. Some old-timers threatened to quit the Club. Most did not, and today, whether on a CCCA CARavan or local tour or show sponsored by the CCCA, there will usually be a plethora of 1941 Cadillac model 62 cars, most often the very attractive convertible coupe and convertible sedans.

But times change. Accordingly, and currently, your Classification Committee is researching several makes and models of makes to be considered for Full Classics® status. A few months ago we asked the membership for input on the subject. The cars we are considering are among those that received positive input from you. Perhaps at the top of the list is the Cadillac Series 61, built from 1938 to 1947. Note that there were no Series 61 Cadillacs made in 1940, the year that the Series 62 was introduced. The Series 61 was built side by side with the Series 62, shared the same 346 cubic inch engine, the same 126" wheelbase most years, and, for those who appreciate rarity, was built in fewer numbers, except for 1940 and 1941, with introduction of the 62 Series. Plus, if you wanted a Cadillac convertible in 1939, but did not want or could not afford the huge 75 or 90 Series, your only option was a Series 61. The 61 Series for 1939 offered both a convertible coupe and also the very attractive convertible sedan of which only 140 were produced. Very minor trim differences are all that separate the two series.

I owned and restored a 1939 Series 61 Convertible Sedan in the early 1980s. In fact, it was my very first full restoration. I toured and campaigned this car all over Northern California in the mid 1980s and well into the 1990s. I showed it from Fresno all the way to Portland, to include Hillsborough, Palo Alto, Silverado in Napa Valley, and various Art Deco Society of San Francisco events. It was a great tour car and most people already thought this car was a Classic. This particular car has provenance, as well. It was originally on loan from Cadillac to Charles Howard, the Western Region distributor for Buick, and also owner of the famed racehorse, Seabiscuit. He used the car as tow vehicle for the Triple Crown winner for exhibition, show and, possibly stud service. That's the kind of provenance few Classics have. After 14 years of use I sold it to my best friend in 1997. I wish I hadn't. Great memories. He passed away two years ago but family maintains that car to this day.

Advertising copy from a 1939 Cadillac ad claims

If you want the beauty, performance, comfort and safety which these two cars provide—there is nowhere else to go. You must choose a Cadillac Sixty Special or a Cadillac Sixty-One.