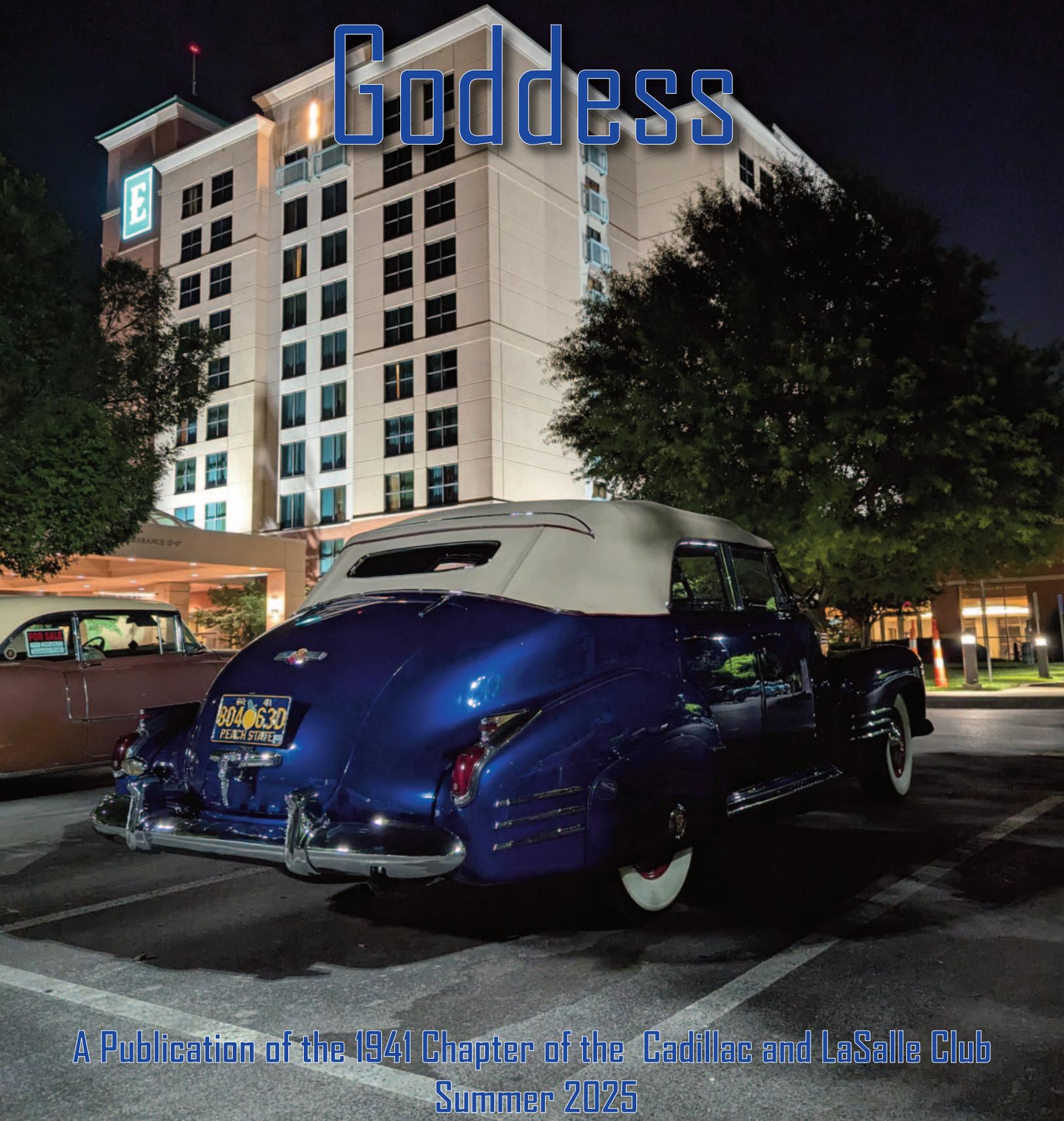
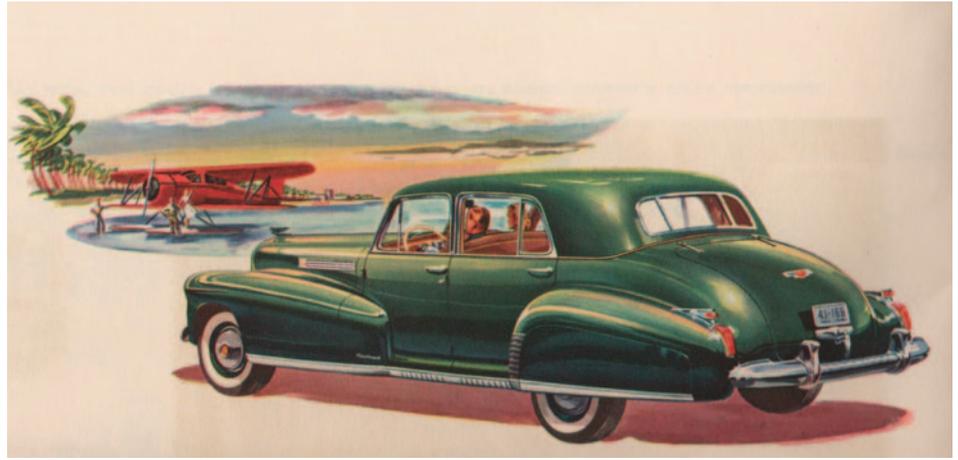


# The Winged Goddess



A Publication of the 1941 Chapter of the Cadillac and LaSalle Club  
Summer 2025



# The Winged Goddess Volume XVIII Summer 2025

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**ABOUT THE COVERS FRONT COVER** There was a single 1941 Cadillac for sale in the car corral at the 2025 Grand National, this lovely Series 6229D Convertible Sedan. *Photo courtesy of Jeff Shively.* **BACK COVER** One of the many lovely renderings of the Sixty Special made for the advertising department by artists on the payroll at Cadillac. *Image courtesy of General Motors.*

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## From the Driver's Seat

By Jeff Shively

Sometimes, it is tough for me to realize that, in the next few months, the cars that we love so much will be turning 85 years old. I noted in the "Strength from Within" article in the Sept. 2025 issue of *The Self-Starter* that the 1941 Cadillac was knocked off its top position as the most popular model year in the CLC. It was replaced by 1976, and all things being equal, I can't fathom this. No other model year has the gravitas of 1941.

I suppose that it is the changing of the guard. After all, fewer and fewer people were alive in 1941, and even fewer have clear memories of that time. The number of guys who saw a 1941 Cadillac in the showroom or on the street as a nearly new car is now infinitesimally small. By contrast, even a relative youngster like me remembers the 1976 model year. Perhaps it is natural that interest is waning. A look at auction results can be disheartening, as even the best convertibles can be had for a fraction of what they went for even a decade ago.

I do try to find reasons to be optimistic. While declining sales prices are not good for sellers, they are for buyers. When I saw my first '41 convertible, trailing the Great American Race into Auburn, Indiana, in 1993, I had no idea what that car was worth or if I could ever afford it. But I wanted one, and 22 years later, I had one. In the past year, I have seen several convertibles, both coupes and sedans, that could be had for well under \$40,000. Closed cars are even more affordable,

lowering a barrier to entry to a level unseen in decades.

As owners of 1941 Cadillacs, we know the exhilaration of driving these Art Deco masterpieces. Yes, there are times that I consider selling my convertible and buying a 1965 De Ville or Eldorado, because, as you know, I have an even longer-term infatuation with the '65 Cadillac. All it takes to erase those thoughts is a few minutes in the garage looking at my Valcour Maroon beauty.

I think that we have a golden opportunity to win converts to the 1941 Cadillac. It means taking them to shows and going on driving tours. It means talking to people at the gas station. We can allay fears about parts scarcity or drivability with a just-the-facts approach to the problem. Consider the continued popularity of the Ford Model A. These are far less advanced than our cars, yet nearly a century after their introduction, they remain popular with collectors. Age is not a problem for the informed buyer.

Most of all, it requires each of us to stop being so bashful about why we love these cars. It is very hard to beat an early morning drive in the summer or that last drive in October when the leaves have turned in a '41 Cadillac. Show that aspect of ownership, and you'll win a convert!

*Jeff Shively is a CLC member from Kokomo, Indiana.*

# A Dynamic Duo of 1941 Cadillacs at the 2025 Grand National

By Jeff Shively



As the years of the 21st century continue ticking by, it seems that the interest in the finest year of Cadillac continues to wane. At the Murfreesboro, Tennessee, Grand National, only two examples graced the show field, with one more, a **6229D Series 62 Convertible Sedan**, in the car corral. (See front cover.)

On this page and the next, enjoy the **6229D Series 62 Convertible Sedan** owned by **Crispen Menefee** of Nashville, Tennessee. On page 5, enjoy nocturnal images of the sleek **6127D Series 61 Coupe** owned by **Rick Kwarciany** of Elburn, Illinois. This car won the Ansel Sackett Award.

*Jeff Shively is a CLC member from Kokomo, Indiana.*





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# A Finer Car in Every Way The 1941 Series 61 Touring Sedan By David Hime



**M**y journey with Cadillac began in 2010 when I decided I wanted to buy a classic car. I wasn't sure what I wanted, so I searched on Craigslist by year to see what was available within a 100-mile radius. When I hit 1941, this gorgeous Cadillac popped up in Topeka, Kansas. It was love at first sight!

I had never seen one before, and I had never owned a car that old. I made arrangements to check it out. It was in better shape than I expected, and we took it for a test drive. Now I was expecting it to ride like a 1952 Chevy or something like that. Boy, was I surprised by the ride! It was so smooth & quiet, it was like it floated down

the road—no engine noise, transmission noise, no noise at all. I made the deal on the spot and told the seller I would return in a week with the money to pick it up. He said he would hold it for me, and we had a handshake deal. It turns out the seller had owned six different 1941s in his lifetime & he currently had two of them. The other one he had wasn't quite as nice, but it was the one he wanted to keep. He also has several other cars that he was selling as he got older and downsized.

The following week, I returned to close the deal and take the car home. At the time, I didn't have a car trailer, but I could have borrowed one. I decided the car drove

**ABOVE** On display at an indoor car show.  
*Photo courtesy of the author.*

so well that I didn't need to trailer it home - I could just drive it. I only had to travel about 140 miles to Wichita, Kansas, all of it on a four-lane toll road. My backup plan was a 25-foot tow strap. If you grew up in the Midwest, your daddy taught you how to tow a car when you learned to drive. It was a common occurrence around here when I was growing up. I also brought along a pair of talkie-talkies.



**ABOVE** In the great outdoors, with other vintage automobiles. **RIGHT** The Goddess of Speed, on the author's '41. Photos courtesy of the author.

We started driving home with my wife following me. Everything went fine for about 15 minutes. The car started missing out, and it was having a hard time keeping up with the flow of traffic. I knew we were going to have trouble when we hit the Flint Hills, so I told my wife to stop at the service area in Emporia, Kansas, so I could figure out what was wrong with the car. For those unfamiliar with the Flint Hills, they are characterized by long, limestone hills with prairie grass that can grow up to 10 feet tall, and very few trees. The hills by the Bazaar cattle pens are a little steeper, and semi trucks with full loads have a hard time going over them. The '41 needed to be running better if we were going to continue.

When I came to a stop at the service area, the car died and wouldn't restart—looked like it was going to be tow rope time. We got the tow rope hooked up and started



out with my wife towing me. My tow car was a 2006 Escalade, so towing power was not a problem.

As we were pulling out of the service area, there was a highway patrol car sitting at the exit. Either he didn't notice us or thought we were on a trailer and let us continue. It is illegal to tow like on a toll road in Kansas. I had told my wife to go as fast as she was comfortable, which was about 55 miles an hour, which was just fine with the '41.

Everything was going smoothly until we got close to

**RIGHT** At home, surrounded by trophies and Cadillac memorabilia. **BELOW** Fender skirts complete the streamlined look. *Photos courtesy of the author.*





the Bazaar cattle pens, and my wife started passing the slower semis. She passed three or four trucks in a row, and we got faster and faster. The car started shaking. I looked down at my speedometer, and it said 70. I guess she was comfortable, but I wasn't. After she passed the trucks, she slowed back down. I called her and told her not to do that again. As we got closer to Wichita, my wife asked me, "How do we go about stopping?" I told her just to let off the gas. I'm the brakes. Don't do anything else, I'll stop us. I told her to pull off at a service area in Towanda, Kansas, for practice. She did, and everything was fine. After we came to a stop, I tried to start the car, and it started right up. I quickly unhooked the tow rope and drove the last 20 miles home without any problems. The car was starting to miss out again, but it did make it home.

The history of the car, the seller told me, was that a black minister in Washington, D.C., had bought the car new. He drove it approximately 50,000 miles over the course of 20 years. We do not know his name. The second owner had the car repainted in the '60s, then put it in storage for about 25

years. The Cadillac was titled in Ohio in 2005 with 76,359 miles on it. The collector in Topeka, Kansas, had owned it for four years before selling it to me with 76,911 miles on the odometer in 2010.

The car now has 78,350 miles on it. I contacted the GM Media Archives and received a dealer invoice showing that the car was delivered to Capitol Cadillac Co. in Washington, D.C. I contacted them and discovered that the records from the early days were destroyed when the dealership moved in 1978. I then contacted the CLC's Potomac Region, but no one remembered the car, as it was probably gone from the area by then. There is a Gulfpride service sticker on the left door jamb showing an oil change at 58,776 miles. The station was located at 827 Adams Mill Road N.W., Washington, D.C. No date was on the sticker. A Google map search shows that it was located not far from the dealership.

When I first got the car, I discovered the cause of the missing out and starting problem was an ignition condenser. After going through several of them, I realized the quality was a problem. Most, if not all, were

made in Mexico. They would work once or twice, then quit. I fixed that by installing a Pertronix ignition conversion kit. Next was fuel pressure. The car had an inline electric fuel pump installed, pushing fuel through the original fuel pump. It was weak, so I replaced it with a new one. The car was also hard to start when it was hot. It turned over really slowly. I fixed that by installing a pair of six-volt Optima batteries wired in parallel. This provides twice the cranking power, and both fit in the battery box. The interior is all original, except for the front seat cover, which I had seat rebuilt with new burlap, padding, and then covered with a material that closely resembles the original.

I take the car to local car shows in the Wichita area. It has won 35 awards, and has been featured in *The Wichita Eagle's* "Wichita on Wheels" on Feb. 11, 2012, along with being the centerfold in the 1941 Cadillac Chapter's *The Winged Goddess* in the fall 2011 edition.

**David Hime** is a CLC member from Wichita, Kansas.

# Hot Weather Vapor Lock in Pre-War Cadillacs and My Lack of Experience with It

## By Marty Watkins

In August 2002, my wife, Florrie, and I drove our restored 1941 Cadillac Series 61 Sedan from our home in Langhorne, Pennsylvania, to Dearborn, Michigan, to attend the Grand National celebrating the Cadillac Centennial. The driving distance was approximately 600 miles each way.

Both trips took place during a heatwave with temperatures in the 90s. Driving in the car without air conditioning was just plain miserable, and worse for Florrie than for me.

On the way out, we started our trip at night to avoid the daytime heat. We stayed overnight in a hotel, the first of two overnight stays. The heat became almost unbearable the next day. We stopped in the afternoon and stayed the second night in another hotel. The next day we drove directly to the meet hotel in Dearborn. For the trip home, we decided to try to suffer less by making only one overnight stop, which we managed to do!

During these trips on the turnpike at high speeds of 60, 70, and 75 mph, we had absolutely no problems with vapor lock. There was also no overheating, and no problem with hot engine restarts! At each rest break/cold drink stop, I opened the hood to allow some of the heat to dissipate from the engine compartment.

There have been several other hot weather trip in my restored 1941 Cadillac Fleetwood Sixty Special, including to Gettysburg for the CLC 2024 GN and the Fall Hershey event. Additionally, I have taken some previous long CLC GN trips to New York State in my '41 Series 61, and again, there were no vapor lock or other problems.

Both cars had, and still have, an external gas filter assembly attached to the fuel pump. This type of filter features a glass bowl and a modern, replaceable paper-type filter element. Cadillacs of the late 1950 into the 1960s use a similar setup. Both cars are equipped with an auxiliary electric fuel pump, usually needed only if they haven't been driven for a few weeks.

The only possible explanation I can offer for the absence of a vapor lock problem is that at high speeds over 60 miles per hour, the engine fan blows somewhat cooler air

over the fuel filter and the glass bowl, as well as the fuel pump and the glass bowl. The temperature of the gas stays just low

enough to prevent vapor lock. Also, only standard-grade, less expensive gas is used, never premium. I've heard different opinions on that subject.

This type of fuel filter assembly, with or without the AC logo, and replacement paper-type filter elements and gaskets are available from Chevs of the '40s in Vancouver, Washington. You can reach them at 877-735-0587. The few necessary fittings should be available at local automotive parts stores.

The original available fuel filter is listed in the *1935-1949 Cadillac Master Parts Book* on page 309. There should be no judging concern about incorrect or inauthentic parts.

**Marty Watkins** is a CLC member from Langhorne, Pennsylvania.

| FUEL-CARBURETOR                          |      |      |           |  |   | 12-4240 |
|--|------|------|-----------|--|---|---------|
| PART NO.                                 | QTY  | REV. | GROUP NO. | PART NAME AND SERIES   | SPECIFICATIONS  |         |
| 12-4092 BOWL, FUEL PUMP STRAINER (GLASS) |      |      |           |  |   |         |
| 559 0156                                 | .40  | 0    | 1         | 559-0156, 570-0156, 580-0156, 590-0156, 600-0156, 610-0156, 620-0156, 630-0156, 640-0156, 650-0156, 660-0156, 670-0156, 680-0156, 690-0156, 700-0156, 710-0156, 720-0156, 730-0156, 740-0156, 750-0156, 760-0156, 770-0156, 780-0156, 790-0156, 800-0156, 810-0156, 820-0156, 830-0156, 840-0156, 850-0156, 860-0156, 870-0156, 880-0156, 890-0156, 900-0156, 910-0156, 920-0156, 930-0156, 940-0156, 950-0156, 960-0156, 970-0156, 980-0156, 990-0156, 1000-0156  | (FP-3) W/Gasket and fuel pump                               |         |
| Not available                            |      |      |           |  |   |         |
| 559 1007                                 | .40  | 0    | 1         | 559-1007, 570-1007, 580-1007, 590-1007, 600-1007, 610-1007, 620-1007, 630-1007, 640-1007, 650-1007, 660-1007, 670-1007, 680-1007, 690-1007, 700-1007, 710-1007, 720-1007, 730-1007, 740-1007, 750-1007, 760-1007, 770-1007, 780-1007, 790-1007, 800-1007, 810-1007, 820-1007, 830-1007, 840-1007, 850-1007, 860-1007, 870-1007, 880-1007, 890-1007, 900-1007, 910-1007, 920-1007, 930-1007, 940-1007, 950-1007, 960-1007, 970-1007, 980-1007, 990-1007, 1000-1007  | (FP-4) W/Gasket   |         |
| 559 0159                                 | .40  | 0    | 1         | 559-0159, 570-0159, 580-0159, 590-0159, 600-0159, 610-0159, 620-0159, 630-0159, 640-0159, 650-0159, 660-0159, 670-0159, 680-0159, 690-0159, 700-0159, 710-0159, 720-0159, 730-0159, 740-0159, 750-0159, 760-0159, 770-0159, 780-0159, 790-0159, 800-0159, 810-0159, 820-0159, 830-0159, 840-0159, 850-0159, 860-0159, 870-0159, 880-0159, 890-0159, 900-0159, 910-0159, 920-0159, 930-0159, 940-0159, 950-0159, 960-0159, 970-0159, 980-0159, 990-0159, 1000-0159  | (FP-5) W/Gasket   |         |
| 12-4102 GASKET, BOWL                     |      |      |           |  |   |         |
| 662 890                                  | .12  | .13  | 1         | 662-890, 670-890, 680-890, 690-890, 700-890, 710-890, 720-890, 730-890, 740-890, 750-890, 760-890, 770-890, 780-890, 790-890, 800-890, 810-890, 820-890, 830-890, 840-890, 850-890, 860-890, 870-890, 880-890, 890-890, 900-890, 910-890, 920-890, 930-890, 940-890, 950-890, 960-890, 970-890, 980-890, 990-890, 1000-890   | All vacuum pump   |         |
| 662 900                                  | .08  | 0    | 1         | 662-900, 670-900, 680-900, 690-900, 700-900, 710-900, 720-900, 730-900, 740-900, 750-900, 760-900, 770-900, 780-900, 790-900, 800-900, 810-900, 820-900, 830-900, 840-900, 850-900, 860-900, 870-900, 880-900, 890-900, 900-900, 910-900, 920-900, 930-900, 940-900, 950-900, 960-900, 970-900, 980-900, 990-900, 1000-900   | Use W.A.C. Gasket and fuel pump                             |         |
| 559 0018                                 | .14  | 0    | 1         | 559-0018, 570-0018, 580-0018, 590-0018, 600-0018, 610-0018, 620-0018, 630-0018, 640-0018, 650-0018, 660-0018, 670-0018, 680-0018, 690-0018, 700-0018, 710-0018, 720-0018, 730-0018, 740-0018, 750-0018, 760-0018, 770-0018, 780-0018, 790-0018, 800-0018, 810-0018, 820-0018, 830-0018, 840-0018, 850-0018, 860-0018, 870-0018, 880-0018, 890-0018, 900-0018, 910-0018, 920-0018, 930-0018, 940-0018, 950-0018, 960-0018, 970-0018, 980-0018, 990-0018, 1000-0018  | Fuel pump   |         |
| 559 0019                                 | .06  | 0    | 1         | 559-0019, 570-0019, 580-0019, 590-0019, 600-0019, 610-0019, 620-0019, 630-0019, 640-0019, 650-0019, 660-0019, 670-0019, 680-0019, 690-0019, 700-0019, 710-0019, 720-0019, 730-0019, 740-0019, 750-0019, 760-0019, 770-0019, 780-0019, 790-0019, 800-0019, 810-0019, 820-0019, 830-0019, 840-0019, 850-0019, 860-0019, 870-0019, 880-0019, 890-0019, 900-0019, 910-0019, 920-0019, 930-0019, 940-0019, 950-0019, 960-0019, 970-0019, 980-0019, 990-0019, 1000-0019  | (FP-2) Fuel pump  |         |
| 12-4107 BAIL, FUEL PUMP BOWL             |      |      |           |  |   |         |
| 152 1889                                 | .20  | .21  | 1         | 152-1889, 153-1889, 154-1889, 155-1889, 156-1889, 157-1889, 158-1889, 159-1889, 160-1889, 161-1889, 162-1889, 163-1889, 164-1889, 165-1889, 166-1889, 167-1889, 168-1889, 169-1889, 170-1889, 171-1889, 172-1889, 173-1889, 174-1889, 175-1889, 176-1889, 177-1889, 178-1889, 179-1889, 180-1889, 181-1889, 182-1889, 183-1889, 184-1889, 185-1889, 186-1889, 187-1889, 188-1889, 189-1889, 190-1889, 191-1889, 192-1889, 193-1889, 194-1889, 195-1889, 196-1889, 197-1889, 198-1889, 199-1889, 200-1889   | W/Screw   |         |
| 559 0159                                 | .40  | 0    | 1         | 559-0159, 570-0159, 580-0159, 590-0159, 600-0159, 610-0159, 620-0159, 630-0159, 640-0159, 650-0159, 660-0159, 670-0159, 680-0159, 690-0159, 700-0159, 710-0159, 720-0159, 730-0159, 740-0159, 750-0159, 760-0159, 770-0159, 780-0159, 790-0159, 800-0159, 810-0159, 820-0159, 830-0159, 840-0159, 850-0159, 860-0159, 870-0159, 880-0159, 890-0159, 900-0159, 910-0159, 920-0159, 930-0159, 940-0159, 950-0159, 960-0159, 970-0159, 980-0159, 990-0159, 1000-0159  | (FP-2) w/Screw, seat and nut                                |         |
| 12-4112 SCREEN, FUEL STRAINER            |      |      |           |  |   |         |
| 152 9000                                 | .40  | .36  | 1         | 152-9000, 153-9000, 154-9000, 155-9000, 156-9000, 157-9000, 158-9000, 159-9000, 160-9000, 161-9000, 162-9000, 163-9000, 164-9000, 165-9000, 166-9000, 167-9000, 168-9000, 169-9000, 170-9000, 171-9000, 172-9000, 173-9000, 174-9000, 175-9000, 176-9000, 177-9000, 178-9000, 179-9000, 180-9000, 181-9000, 182-9000, 183-9000, 184-9000, 185-9000, 186-9000, 187-9000, 188-9000, 189-9000, 190-9000, 191-9000, 192-9000, 193-9000, 194-9000, 195-9000, 196-9000, 197-9000, 198-9000, 199-9000, 200-9000   | Fuel pump   |         |
| 152 9002                                 | .20  | .14  | 1         | 152-9002, 153-9002, 154-9002, 155-9002, 156-9002, 157-9002, 158-9002, 159-9002, 160-9002, 161-9002, 162-9002, 163-9002, 164-9002, 165-9002, 166-9002, 167-9002, 168-9002, 169-9002, 170-9002, 171-9002, 172-9002, 173-9002, 174-9002, 175-9002, 176-9002, 177-9002, 178-9002, 179-9002, 180-9002, 181-9002, 182-9002, 183-9002, 184-9002, 185-9002, 186-9002, 187-9002, 188-9002, 189-9002, 190-9002, 191-9002, 192-9002, 193-9002, 194-9002, 195-9002, 196-9002, 197-9002, 198-9002, 199-9002, 200-9002   | Vacuum pump, Fuel pump                                      |         |
| 152 7000                                 | 1.00 | .70  | 1         | 152-7000, 153-7000, 154-7000, 155-7000, 156-7000, 157-7000, 158-7000, 159-7000, 160-7000, 161-7000, 162-7000, 163-7000, 164-7000, 165-7000, 166-7000, 167-7000, 168-7000, 169-7000, 170-7000, 171-7000, 172-7000, 173-7000, 174-7000, 175-7000, 176-7000, 177-7000, 178-7000, 179-7000, 180-7000, 181-7000, 182-7000, 183-7000, 184-7000, 185-7000, 186-7000, 187-7000, 188-7000, 189-7000, 190-7000, 191-7000, 192-7000, 193-7000, 194-7000, 195-7000, 196-7000, 197-7000, 198-7000, 199-7000, 200-7000   | 1527000 on 29-30  |         |
| 152 2077                                 | .40  | .40  | 1         | 152-2077, 153-2077, 154-2077, 155-2077, 156-2077, 157-2077, 158-2077, 159-2077, 160-2077, 161-2077, 162-2077, 163-2077, 164-2077, 165-2077, 166-2077, 167-2077, 168-2077, 169-2077, 170-2077, 171-2077, 172-2077, 173-2077, 174-2077, 175-2077, 176-2077, 177-2077, 178-2077, 179-2077, 180-2077, 181-2077, 182-2077, 183-2077, 184-2077, 185-2077, 186-2077, 187-2077, 188-2077, 189-2077, 190-2077, 191-2077, 192-2077, 193-2077, 194-2077, 195-2077, 196-2077, 197-2077, 198-2077, 199-2077, 200-2077   | Fuel pump   |         |
| 12-4116 RETAINER, VACUUM PUMP SCREEN     |      |      |           |  |   |         |
| 152 2000                                 | .10  | .07  | 1         | 152-2000, 153-2000, 154-2000, 155-2000, 156-2000, 157-2000, 158-2000, 159-2000, 160-2000, 161-2000, 162-2000, 163-2000, 164-2000, 165-2000, 166-2000, 167-2000, 168-2000, 169-2000, 170-2000, 171-2000, 172-2000, 173-2000, 174-2000, 175-2000, 176-2000, 177-2000, 178-2000, 179-2000, 180-2000, 181-2000, 182-2000, 183-2000, 184-2000, 185-2000, 186-2000, 187-2000, 188-2000, 189-2000, 190-2000, 191-2000, 192-2000, 193-2000, 194-2000, 195-2000, 196-2000, 197-2000, 198-2000, 199-2000, 200-2000   | Fuel pump   |         |
| 12-4150 FILTER, FUEL                     |      |      |           |  |   |         |
| 389 0156                                 | 3.00 | 3.20 | 1         | 389-0156, 390-0156, 391-0156, 392-0156, 393-0156, 394-0156, 395-0156, 396-0156, 397-0156, 398-0156, 399-0156, 400-0156, 401-0156, 402-0156, 403-0156, 404-0156, 405-0156, 406-0156, 407-0156, 408-0156, 409-0156, 410-0156, 411-0156, 412-0156, 413-0156, 414-0156, 415-0156, 416-0156, 417-0156, 418-0156, 419-0156, 420-0156, 421-0156, 422-0156, 423-0156, 424-0156, 425-0156, 426-0156, 427-0156, 428-0156, 429-0156, 430-0156, 431-0156, 432-0156, 433-0156, 434-0156, 435-0156, 436-0156, 437-0156, 438-0156, 439-0156, 440-0156, 441-0156, 442-0156, 443-0156, 444-0156, 445-0156, 446-0156, 447-0156, 448-0156, 449-0156, 450-0156, 451-0156, 452-0156, 453-0156, 454-0156, 455-0156, 456-0156, 457-0156, 458-0156, 459-0156, 460-0156, 461-0156, 462-0156, 463-0156, 464-0156, 465-0156, 466-0156, 467-0156, 468-0156, 469-0156, 470-0156, 471-0156, 472-0156, 473-0156, 474-0156, 475-0156, 476-0156, 477-0156, 478-0156, 479-0156, 480-0156, 481-0156, 482-0156, 483-0156, 484-0156, 485-0156, 486-0156, 487-0156, 488-0156, 489-0156, 490-0156, 491-0156, 492-0156, 493-0156, 494-0156, 495-0156, 496-0156, 497-0156, 498-0156, 499-0156, 500-0156 | Kit, w/all parts to install                                 |         |
| 149 0044                                 | 2.00 | 2.00 | 1         | 149-0044, 150-0044, 151-0044, 152-0044, 153-0044, 154-0044, 155-0044, 156-0044, 157-0044, 158-0044, 159-0044, 160-0044, 161-0044, 162-0044, 163-0044, 164-0044, 165-0044, 166-0044, 167-0044, 168-0044, 169-0044, 170-0044, 171-0044, 172-0044, 173-0044, 174-0044, 175-0044, 176-0044, 177-0044, 178-0044, 179-0044, 180-0044, 181-0044, 182-0044, 183-0044, 184-0044, 185-0044, 186-0044, 187-0044, 188-0044, 189-0044, 190-0044, 191-0044, 192-0044, 193-0044, 194-0044, 195-0044, 196-0044, 197-0044, 198-0044, 199-0044, 200-0044   | FP-7000 Filter only   |         |
| 389 0152                                 | 3.20 | 3.40 | 1         | 389-0152, 390-0152, 391-0152, 392-0152, 393-0152, 394-0152, 395-0152, 396-0152, 397-0152, 398-0152, 399-0152, 400-0152, 401-0152, 402-0152, 403-0152, 404-0152, 405-0152, 406-0152, 407-0152, 408-0152, 409-0152, 410-0152, 411-0152, 412-0152, 413-0152, 414-0152, 415-0152, 416-0152, 417-0152, 418-0152, 419-0152, 420-0152, 421-0152, 422-0152, 423-0152, 424-0152, 425-0152, 426-0152, 427-0152, 428-0152, 429-0152, 430-0152, 431-0152, 432-0152, 433-0152, 434-0152, 435-0152, 436-0152, 437-0152, 438-0152, 439-0152, 440-0152, 441-0152, 442-0152, 443-0152, 444-0152, 445-0152, 446-0152, 447-0152, 448-0152, 449-0152, 450-0152, 451-0152, 452-0152, 453-0152, 454-0152, 455-0152, 456-0152, 457-0152, 458-0152, 459-0152, 460-0152, 461-0152, 462-0152, 463-0152, 464-0152, 465-0152, 466-0152, 467-0152, 468-0152, 469-0152, 470-0152, 471-0152, 472-0152, 473-0152, 474-0152, 475-0152, 476-0152, 477-0152, 478-0152, 479-0152, 480-0152, 481-0152, 482-0152, 483-0152, 484-0152, 485-0152, 486-0152, 487-0152, 488-0152, 489-0152, 490-0152, 491-0152, 492-0152, 493-0152, 494-0152, 495-0152, 496-0152, 497-0152, 498-0152, 499-0152, 500-0152 | Kit, w/all parts to install                                 |         |
| 12-4160 ELBOW, FUEL FILTER               |      |      |           |  |   |         |
| 137 421                                  |      |      |           | 137-421, 138-421, 139-421, 140-421, 141-421, 142-421, 143-421, 144-421, 145-421, 146-421, 147-421, 148-421, 149-421, 150-421, 151-421, 152-421, 153-421, 154-421, 155-421, 156-421, 157-421, 158-421, 159-421, 160-421, 161-421, 162-421, 163-421, 164-421, 165-421, 166-421, 167-421, 168-421, 169-421, 170-421, 171-421, 172-421, 173-421, 174-421, 175-421, 176-421, 177-421, 178-421, 179-421, 180-421, 181-421, 182-421, 183-421, 184-421, 185-421, 186-421, 187-421, 188-421, 189-421, 190-421, 191-421, 192-421, 193-421, 194-421, 195-421, 196-421, 197-421, 198-421, 199-421, 200-421   | (M25 0215) Inlet, 1/8" NPT<br>For Nipple in carb., 1/8" NPT |         |
| 179 200                                  | .20  | .15  | 1         | 179-200, 180-200, 181-200, 182-200, 183-200, 184-200, 1  |   |         |

# News Flash! 1941 Sixty Special For Sale

**Marty Watkins**, longtime CLC member and 1941 Cadillac aficionado, has reluctantly decided it is now time to consider selling his **1941 Cadillac-Fleetwood Sixty Special**. His age, now 88, keeps creeping higher!

This is a high award-winning car, including the AACA Annual Grand National Senior Award in 2020, an AACA Nomination in 2021 for an AACA National Award, and a CLC 1st Place Primary Award in 2024. The car has also won numerous regional awards.

## **Factory options and accessories include**

Hydra-Matic transmission

Radio (poor, but does work) and vacuum operated antenna

Deluxe underseat heating system and fresh air defroster

Fog lights

Back-up light

Windshield washer (vacuum operated)

Left and right-side door mirrors with custom extension for right-side mirror

Gold-surface inside Day-Night rearview mirror

**The sale will include a pickup truck load of scarce extra parts.**

## **Some of the parts included**

A complete 1941 Hydra-Matic transmission with the fluid coupling flywheel

Brand new rolls of upholstery, carpet, trunk material, etc.

Front and rear bumpers

Front and bumper guards and the front cross bar

Grill with a center low area thin crack

Grill fins and center bar

Two rear fenders (not in great condition)

Re-chromed interior moldings

Original interior moldings

Original exterior moldings

Rebuilt generator (still in box)

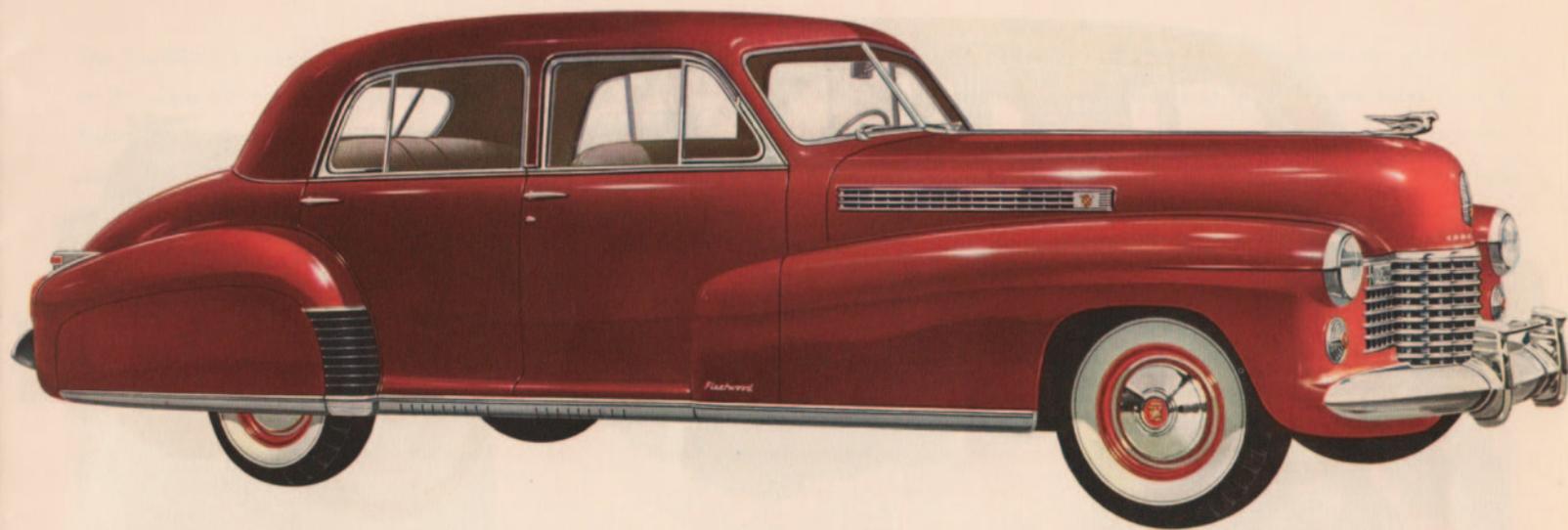
Reconditioned starter, fuel pump and carburetor

Contact **Marty Watkins** at **215-355-1519** or email [martyhw@msn.com](mailto:martyhw@msn.com) for more information and your chance to own this outstanding example of pre-war Cadillac greatness.



THE CADILLAC-FLEETWOOD *Series Sixty Special* FIVE-PASSENGER TOURING SEDAN

(AVAILABLE WITH FORMAL DIVISION FOR CHAUFFEUR DRIVING)



WALNUT MOULDING AND LEATHER TRIM ADD DISTINCTION TO THE SPACIOUS BODY



*Illustrated is the formal glass division, raised and lowered electrically by controls in each rear side armrest, and available if desired. Appointments include: Complete smoking cases in side armrests . . . dome light . . . automatic courtesy lights . . . built-in footrest . . . folding center armrest . . . ash tray and lighter in instrument panel.*

*Rear wheel shields illustrated are standard equipment. Trunk, with automatic light, carries spare wheel upright at one side of compartment.*