



Caddy Chatter



Volume 33/ Issue 2

Cadillac Club of North Jersey 201-888-8727

February, 2023

Website: cadillacclubnj.org

JOIN US FOR THE CCNJ WINTER DINNER ROY GARRETSON AND THE FORMAL FORTIES FEATURED



Cads of the Forties; the Garretsons' limo makes the cover feature in the Professional Car Collector Magazine

START OFF 2023 AT THE CCNJ ANNUAL WINTER DINNER

By Tony Albarella

This month, the CCNJ officially kicks off the new year with our first and only major event of the off-season: our CCNJ Winter Dinner. The festivities will be held on Sunday, February 26, from 1PM-5PM at the marvelous Brownstone in Paterson, NJ.

As a reminder, the event includes valet parking, a glamorous atmosphere, a buffet that includes a variety of delicious dining options and desserts, music, our tricky tray, and a 50/50 drawing.

If you've attended in the past, you know what to expect...but this year, we've added even more elbow room, upgrading to a larger capacity room. So invite all your friends and family; club membership is not a pre-requisite for attending the dinner, it is open to all. See page 3 for more details and get your reservations in while there's still time. You don't want to miss this!



**SEE PAGE 14 OF THIS
ISSUE FOR THE 2023 CCNJ
CALENDAR AND
SECHEDULE OF EVENTS**

TRIBUTE TO FANTASTIC FORMALS OF THE FORTIES

By Tony Albarella

Last November, Roy and Nancy Garretson and the 1942 7-Passenger Formal Sedan they own were featured as the cover story for Professional Car Collector Magazine, a publication of Professional Cars International, Inc., out of Burbank, California.

Thanks to the gracious permission of Editor-in-Chief, Publisher, and Executive Director Louis C. Farah, we've been granted permission to reprint the article for our CCNJ newsletter readers to enjoy. Also included is the issue's excellent article on formal Cadillacs of the 1940s era, a thoroughly-researched piece that compliments the expansive write-up on the Garretsons and their fine automobile.

These two article reprints can be enjoyed in full in this issue of *Caddy Chatter*. The club thanks Louis Farah for allowing us access.



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Anthony Vanacore,
Director

Director's Message February 2023

Hello Members,

I am super excited to talk about our jam-packed club calendar! The board and I finalized our 2023 events this past weekend. We will continue to meet at a different location every month, this way everyone gets a chance to attend our meet-ups when we're closer to your area! With that being said, if anyone has any suggestions for where they would like to meet up, please feel free to contact me. It is never too late to add something to the schedule. The schedule also now includes more Saturday morning meet-ups, either at the Maple Valley Diner or the Krispy Kreme that has been so accommodating to club members who attend.

The Winter Dinner is right around the corner so please make your decisions! I will be giving the Brownstone the final headcount a week before our dinner, so please let me know by the 19th if you're coming or have mailed your check. We are doing a tricky tray so please bring anything you would like to donate for the fun! While it is not mandatory, I do encourage you to dress nicely for the occasion. Jackets and ties are encouraged. It's a fancy venue and it is not often that we all get to get dressed up, so please throw on your best! (Avoid jeans, shorts, or T-shirts, please!)

Lastly, for those of you who wanted an update on the '95 Deville, I had the canvas top replaced! I decided to go with white diamond tuxedo grain vinyl, to match the white diamond paint. So far, it is very eye-catching. I would still like to find a set of seats for the car in better shape. Every set of seats I find are either too far away or too worn for me to make a commitment (and reupholstering the seats is too expensive for me.)

We have an exciting year ahead of us! I hope to see everyone soon.

Thanks,

Anthony



Rob Harriman,
Treasurer

TREASURER'S REPORT

Begin. Bal. 12/28/22	\$6,349.28
Deposits	+ \$627.03
Disbursements	- \$230.13
Ending Bal. 1/28/23	\$6,746.18

WINTER DINNER AT THE BROWNSTONE

by Anthony Vanacore

We're excited to announce that we will be having our Winter Dinner again this year! The dinner will be held at The Brownstone, 351 West Broadway, Paterson, NJ, on Sunday, February 26, 2023, from 1:00 PM until 5:00 PM. The cost to attend is \$40 per person.

Please bring items for the tricky tray portion of our dinner activities, and if anybody has any items they wish to donate which we can auction off to benefit the club, please let us know and we can hold an auction at the dinner. There will also be a 50/50 at the dinner as well.

Please note that the club has opted for the larger-sized room (capacity is 85 people) so there will be plenty of room for those who want to distance, and plenty of room for those who want to bring along their families. We hold the upmost respect for and gratitude to the Brownstone for having us every year, so please consider that while not mandatory, jackets and ties are encouraged, and please no shorts, jeans or T-shirts.

Questions can be directed to Anthony or Joseph Vanacore at 201-888-8727. Email Joseph Vanacore at joe.vanacore64@gmail.com.

Make checks payable to CCNJ for \$40 per person and mail to:

Joseph Vanacore
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Mahwah, New
Jersey 07430

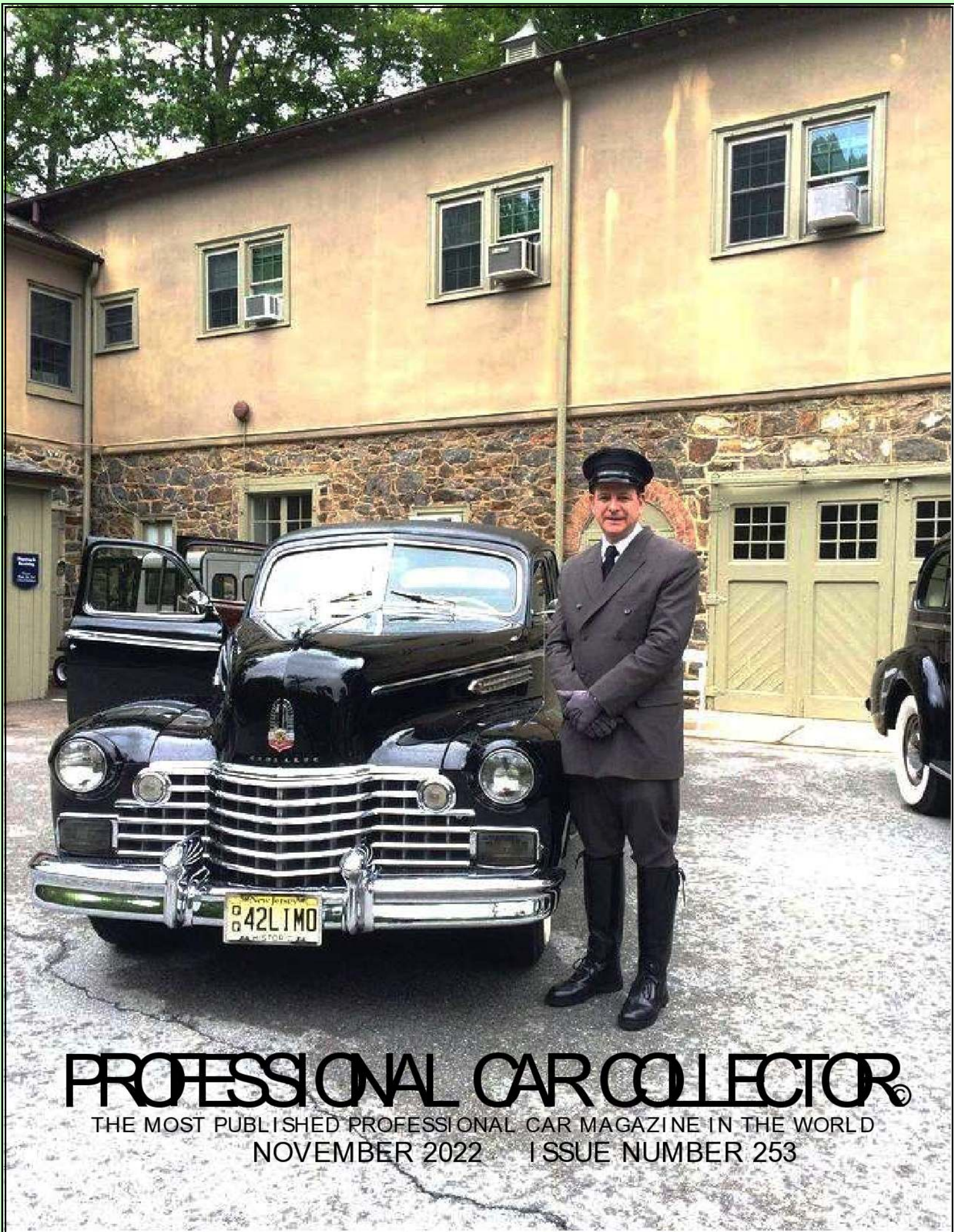
We also accept

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sure to notify
Anthony or
Joseph if you are
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payment.





PROFESSIONAL CAR COLLECTOR®

THE MOST PUBLISHED PROFESSIONAL CAR MAGAZINE IN THE WORLD
NOVEMBER 2022 ISSUE NUMBER 253

Roy Garretson knows a good car when he sees it!



Roy and Nancy Shook-Garretson are the proud owners of the Shook Funeral Home, which was originally founded by Nancy's parents, Joseph and Eleanor Shook. They purchased the Durkos Family Homestead in the Athenia section of Clifton in February of 1955 and opened the original funeral home in June of that year. Since then, many renovations and expansions have taken place. In recent years the tradition of family ownership and operation has continued with the succession of Roy and Nancy Shook Garretson as managers and with the addition of their son, Thomas to the funeral staff, the company remains an elegant facility with three spacious chapels, a comfortable lounge and ample parking. Serving all faiths, Shook Funeral Home specializes in pre-need and at-need funeral arrangements, cremation services and memorial gatherings for all of Northern New Jersey.

Perhaps most interesting about the Garretson's funeral home is their 1942 Cadillac Series 75 Imperial Limousine. It is an ultra-rare classic professional car that was 1 of 80 that were built that year. Incredibly, it is believed to be the only one of two that is known to still exist. It was shipped brand new to New York City on October 7, 1941.

It was used in the filming of the movie *The Aviator* in 2004 starring with Leonardo DiCaprio. The car has been owned by Roy for past 11 years. It has been driven (not trailered) to a variety of classic car shows and events in a number of states. This stunning vehicle runs and drives well but needs some cosmetic work. Contact Roy at (973)-951-7757 or email him at rbgman10@aol.com for further information because he is selling the car. Here's your chance to buy a rare classic car and be the hit of any classic or professional car show in the land.

Cadillac introduced the Series 75 in 1936 as its top-of-the-line V-8 model, a step above the Series 60 line. Initially offered with both Fisher and Fleetwood bodies, by 1938 only bodies from the high-end Fleetwood could be had. Nonetheless, the selection was vast with no less than a



Roy and Nancy Garretson

dozen different all-steel body styles offered in 1940 from formal and upright limousines to two- and four-door open cars.

Sales were rising and as if in reply to the spirited upswing, GM cars, Cadillac included, tended to sport pointed frontends. All V-8 models displayed fine-pitch grille bars. Styling was becoming more modern, with the trunk neatly integrated into the body but major changes were still a few years off. No matter what the body style, a generous 141-inch wheel base provided ample space for people and luggage. Powered by a steadfastly smooth 346 cubic-inch monobloc V-8 producing 140 horsepower, the luxurious yet sporty Caddy benefited from steering column-mounted selective synchro manual shifting. The top-of-the-line limousine was the granddaddy of the road.







Cadillacs of the 1940s Era



Nothing was more regel than the Cadillacs of the 1940's, both pre-war and post-war. The dramatic change of the body style from the 1930s to the 1940s represented a completely new look in just about everything from the sheet metal to the interior. Gone were days of the traditional 1930s-style suspended headlights and running boards. This was something completely brand new and would be used in 1941 and 1942, and continued after the war from 1946 until 1947.

This was the next generation of Cadillac. One could say that the 1940s truly ushered in Cadillac as the Standard of the World. Not only was that true of the Fleetwood and limousine styles, but definitely included the commercial chassis professional cars. Big, bold, beautiful and loaded with modern features that pampered the rider no matter where they sat.

The professional car manufacturers of the era wasted no time in creating their own "modern art on wheels". Superior, Miller, Meteor and S&S adorned their vehicles with the finest interiors, contemporary body designs and created vehicles that were second-to-none when it came to livery service, ambulance transportation and, of course, delivering the dearly departed to their final resting place in style. Coupled with the new drivetrains that powered these vehicles, it was an exciting time for Cadillac.

In 1938, the Cadillac Series 65 and the Series 75 shared a new front end style featuring a massive vertical cellular grille, three sets of horizontal bars on the hood sides, alligator hood, and headlights on the filler space between the fenders and the hood. Optional side-mount covers were hinged to the fenders. Quarter windows were of sliding rather than hinged construction. The rear of the

body had rounder corners and more smoothly blended lines. Trunks had more of an appearance of being an integral part of the body. Bodies were all steel except for wooden main sills. New chassis details included a column gear shift, horns just behind the grille, battery under the right hand side of the hood, transverse muffler just behind the fuel tank, wheels by a different manufacturer, "Synchro-Flex" flywheel, hypoid rear axle and the deletion of the oil filter. All Cadillacs shared the same 346 cubic-inch L-head V-8 engine, although the 75 generated 140 horsepower instead of 135 horsepower like the rest of the line thanks to a higher 6.70:1 compression ratio, necessitating the use of higher octane fuel. Except for the same basic engine, all of that changed in 1940. Used during that year only, the Series 72 was introduced as a less expensive companion to the Series 75. 1940 was the final year for the optional side-mounts. Sealed beam headlights were standard equipment. The engine manifold was set at five degrees to the engine to cancel the rearward tilt of the engine and give balanced distribution. The Series 72 had the same general appearance as the Series 75 but it was three inches shorter and set apart by rectangular taillights set high on the sides of the trunk. Recirculating ball steering was tried on Series 72, to be adopted on all series in 1941. Like the Series 75 it was Fleetwood bodied, but rode on a 138-inch wheelbase.

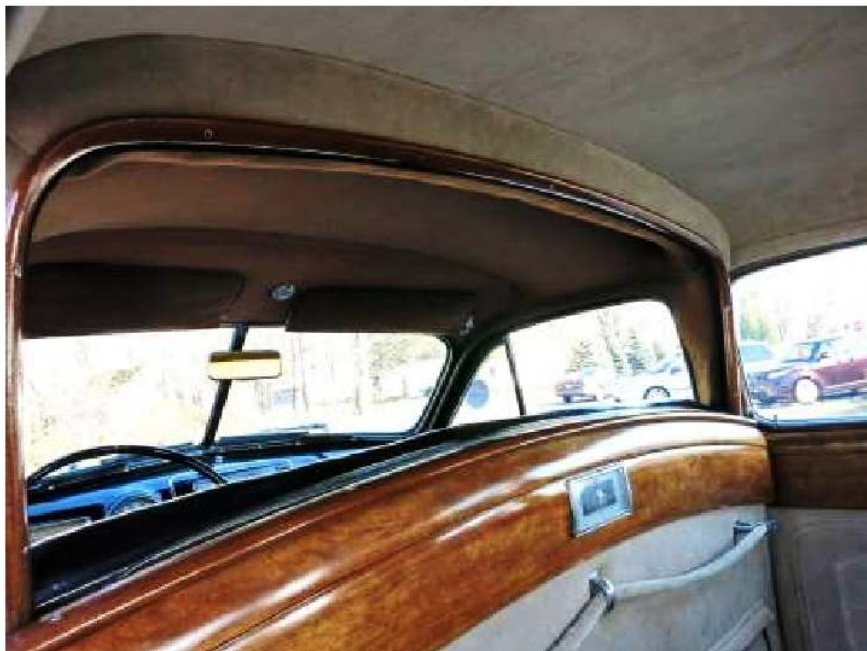
For 1941, the wheelbase was reduced to 136 inches, though power on the 346 cubic-inch L-head V-8 engine was up to 150 horsepower. The one piece hood came down lower in the front, included the side panels and extended sideways to the fenders. The changes between the Cadillacs of the 1930s and the 1940s were substantial and helped make Cadillac the "Standard of the World".

A single rectangular panel of louver trim was used on each side of the hood. The rectangular grille was wide, vertical, and bulged forward in the middle. Rectangular parking lights were built into the top outer corners of the grille. Headlights were now built into the nose of the fenders, and provision for built in accessory fog lights was provided under the headlights. Three chrome spears appeared on the rear section of all four fenders. Rear fender skirts were standard. Unlike other Cadillacs, the Series 75 could only be ordered with running boards. It was with this generation that all GM vehicles experienced increased width dimensions to accommodate three passengers on the front bench seat and an additional three passengers on rear bench seat installed vehicles. This was accomplished with the deletion of running board thereby adding additional room inside the passenger compartment. Lots of changes that year.

In 1941, the Series 67 was introduced using Fisher Body coachwork on a 139-inch wheelbase and an overall length of 228 inches, and offered the Touring Sedan seating either 5 or 7-passengers, and continued until 1942 with a listed price of \$2,890. A passenger compartment divider model was optional for \$1,500. The Series 67 was longer than the Fleetwood bodied Series 75 using a 136.5-inch wheelbase, and a listed price of \$4,045.

The grille became more massive in 1942, with even fewer bars and was the beginning of the traditional "egg crate" appearance that all future Cadillacs adopted. Parking lights became round and fog light sockets became rectangular and were included in the grille area. A bullet shape appeared on the tops of the bumper guards. The nose on the hood louvers were more rounded. Unlike other Cadillacs, the fender treatment remained unchanged. A new fresh air ventilating system with air ducts leading from the grille replaced cowl ventilators. Handbrake control was changed from lever to t-shaped pull handle. Radiator shutter control of engine temperature was replaced by a blocking type thermostat in the water return fitting in the radiator. Prices listed for the top level Series 75 7-passenger Formal Sedan were listed at \$4,484 while the Business Imperial 9-passenger was listed at \$3,306.

The Series 75 returned after World War II as Cadillac's largest model. It retained most of its pre-war styling and rode on the long 136-inch wheelbase and used a distinctive body not shared with other General Motors divisions. Five different touring sedan configurations were featured: with quarter windows; with auxiliary jump seats; and a business class. The Imperial seven-passenger and Imperial nine-passenger (the latter two both having jump seats) featured the same 346 cubic-inch L-head V-8 engine used by other Cadillacs that year. Standard equipment included large wheel discs, fender skirts, hood, side and lower belt-line moldings and stainless steel running boards completed the packages.





Unchanged in all but minor details for 1947, the big Series 75 continued to use the touring sedan body with a stately prewar appearance. It came in the same five configurations marketed the year before and had the same assortment of standard equipment geared to the luxury class buyer. Consideration was given to the deletion of the long wheelbase line in 1948, but competitive pressure from Packard in the luxury class market dictated the retention of the Series 75. Again, these cars featured General Motors old-fashioned "Turret Top" styling, a throwback to the prewar years. Minor revisions on the outside of the cars included a new background for the V-shaped hood emblem and Cadillac script, replacing block lettering, low on the fenders behind the front wheel opening. Buyers ordering fog lamps got rectangular lamps in place of the smaller round style. Stainless steel running boards were seen once again. A new dashboard with rainbow style instrument cluster and burled leather trim extending to the carpets was seen this year.

To accommodate luxury-class buyers the long wheelbase Series 75 was carried over in 1949 without any basic changes except that a more conventional dashboard design appeared featuring a horizontal speedometer. The new overhead valve V-8 engine was the big news for 1949. This 331 cubic-inch engine produced 160 horsepower, the most ever up to that point.

As a side note, The Great Depression sapped the auto industry generally, with the luxury market declining more steeply. Between 1928 and 1933, Cadillac sales declined by 84% to 6,736 vehicles. Exacerbating sales performance for the Cadillac brand was a policy, reflective of the times, which discouraged sales to African Americans. Nick Dreystadt, mechanic and national head of Cadillac service, urged a committee—set up to decide whether the Cadillac brand would live on—to revoke that policy. After the policy was eliminated, brand sales increased by 70% in 1934, and Dreystadt was promoted to lead the entire Cadillac Division.

By the 1940s, Cadillac sales had risen tenfold compared to 1934. Dreystadt released the Series 60 as Cadillac's entry into the mid-priced vehicle market. It was replaced by the Series 61 in 1939, but a popular model that was derived from it, the Sixty Special, continued through 1960. Another factor helped boost Cadillac growth over the next few years: a revolution in assembly line technology. In 1934, Henry F. Phillips introduced the Phillips screw and screwdriver to the market. He entered into talks with General Motors and convinced the Cadillac group his new screws would speed assembly times and therefore increase profits. Cadillac was the first automaker to use the Phillips technology, in 1937, which was widely adopted in 1940. For the first time in many years, all cars built by the company shared the same basic engine and drivetrain in 1941. That same year also saw the introduction of optional Hydra-Matic, the first mass-produced fully automatic transmission, offered the previous year on the Oldsmobile. As one can see, Cadillac was making huge advances during the 1940s in both body style and mechanical improvements.



The Series 67 Cadillac limousine featured the usage of standard sheet metal, that was similar and in most times interchangeable with the lower-end Series 61 and Series 62 models. These cars had therefore a more family type appearance as the Series 75s were taller, and therefore more formal in appearance. The Series 75 featured a higher cowl, and the height of the hood was extended to accommodate this extra height. Interior room in the Series 75 was larger, and its higher body made it more easily to enter and leave the vehicle. Perhaps most important was how distinguished these cars looked, regardless of application. Whether as a formal limousine model or even professional car applications, nothing looked more regal on the road than the Cadillac Series 67 cars.



CADILLAC CLUB OF NORTH JERSEY

2023 CALENDAR

Date		Day	Time	Event	Address
Feb	26th	SUN	1:0PM	CCNJ Club Winter Dinner - The Brownstone	351 W Broadway, Paterson, NJ 07522
Mar	9th	THU	6:30PM	Club Meeting - Rutt's Hut	417 River Drive, Clifton 07014.
	25th	SAT	9:00AM	Breakfast Cruise - Maple Valley Diner	1116 US-Route 46 West, Clifton, 07013.
Apr	13th	THU	6:30PM	Club Meeting - Lodi Pizzeria	19 US-46 W Lodi, NJ 07644
	16th	SUN	10:00AM	Spring Car Show - TENTATIVE	
	23rd	SUN	10:00AM	Spring Car Show rain date TENTATIVE	
May	11th	THU	6:30PM	Club Meeting - Hot Grill	669 Lexington Ave, Clifton, NJ 07011
	16-19			AACA Eastern National Meet	Gettysburg PA
	27th	SAT	9:00AM	Cars & Coffee - Krispy Kreme	247 Rte 4, Paramus, NJ 07652
Jun	8th	THU	7:00PM	Club Meeting / Ice Cream Run - Holsten's	1063 Broad St Bloomfield, NJ 07003
	20-24			CLC Grand National - New Mexico	
	28th	WED	5:00PM	Bear Mountain Cruise	Meet on Palisades Parkway
Jul	13th	THU	7:00	Club meeting - Pizza Town	89 US-46, Elmwood Park, NJ 07407
	23rd	SUN		Club Picnic TENTATIVE	
Aug	5th	SAT	8:30AM	Cars & Coffee - Krispy Kreme	247 Rte 4, Paramus, NJ 07652
	10th	THU	6:30PM	Club Meeting - Dairy Queen	125 Chestnut Ridge Rd, Montvale 07645
	26th	SAT	9:00AM	breakfast Cruise - Maple Valley Diner	1116 US-Route 46 West, Clifton, 07013.
Sept	2nd	SAT	6:30PM	Club Drive-In Movie Night - Demarest Farms	244 Werimus Rd, Hillsdale, NJ 07642
	14th	THU	6:30PM	Club meeting - Shake Shack	479 NJ-17, Paramus, NJ 07652
	23rd	SAT	2:00PM	Ice Cream/lunch run - The After Char Broil Grill	195 US-206, Flanders, NJ 07836
Oct	3-6			CLC Hershey Regional Meet	161 Museum Dr, Hershey, PA 17033
	12th	THU	6:30PM	Club meeting - River View East, NOMINATIONS	455 River Drive, Elmwood Park 07407.
	28th	SAT	9:00AM	Breakfast Cruise - Maple Valley Diner	1116 US-Route 46 West, Clifton, 07013.
Nov	5th	SUN	10:00AM	Fall Car Show TENTATIVE	
	9th	THU	6:30PM	Club meeting - Rutt's Hut VOTING	417 River Drive, Clifton 07014.
	12th	SUN		Fall Car Show - Rain Date	
	25th	SAT	8:30 AM	Cars & Coffee - Krispy Kreme	247 Rte 4, Paramus, NJ 07652



Membership

66

**New/Renewed
Members as of
January 31,
2023**

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CERTIFIED PUBLIC ACCOUNTANT

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Bob Pijanowski 908-358-8873
jenpij9969@icloud.com
(2301R)



69 CDV, Coupe DeVille in dark blue. 101,374 miles. The car looks, runs and drives well. \$13,000 or best offer. Call Chris Marchetti at 570-239-9232 for any details. Car is located in Wilkes-Barre, PA.
(2301R)



09 DTS, 47K one-owner miles, senior citizen owned, garage-kept and in excellent condition. Car located in Lambertville, NJ \$12,500 OBO
Scott Kushner 917-513-8015
(2301R)



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Sunday, February 26, 2023

**CCNJ's Winter Dinner at The Brownstone
in Paterson, NJ 1PM-5PM — See Page 3 for Details**

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