

# CHAPTER 7

## Divisions and Classes

Divisions and classes organize the judging of all Cadillacs and LaSallees that might be entered for judging to enable fair competition. All cars—Primary, Touring, Specialty & Unique, and Preservation Division cars—shown at a judged event are parked in chronological order on the show field. Display-only cars are included in the chronological order integrated with the judged cars.

Modified Division cars are parked by classes and within each class in chronological order in a special area on the show field. Any display-only modified cars will be included in the special area for modified cars.

**Note:** *If a car is entered in the wrong Division or Class, it will be assigned to the correct Division and Class by the National Chief Judge. His decision is final.*

After an entry is processed, the Car Registrar issues a Confirmation of Entry identifying the Division and Class to which the car has been assigned. If the Entrant objects to the assignment, it is the Entrant's responsibility to protest the assignment to the National Chief Judge upon receipt of the Confirmation of Entry. At the event, a color-coded windshield card is given to the Entrant: Display—White, Modified—Orange, Senior—Yellow, Primary—Blue, Touring—Green, and Specialty & Unique—Lavender. The windshield card identifies the Division, Class, and space number for the car. It authorizes entering the car on the show field and assists field marshals in helping the Entrant locate the assigned space.

### Primary and Touring Divisions

Primary and Touring Division cars share the same classes.

The **Primary Division** is for Cadillac and LaSalle automobiles manufactured as 1999 models and older and/or which are 20 years old and older as manufactured, assembled and/or authorized for sale by the Cadillac Motor Car Division of

General Motors. Starting in 2020, the rule for model year eligibility will change to 20 model years and older. Therefore, for example, 2000 Cadillacs will be eligible in 2020, 2001 Cadillacs in 2021, etc.

This Division includes “Limited Production” Cadillacs produced by (or under the auspices of) the Cadillac Motor Car Division of General Motors.

*Limited Production Cadillacs* as used here means those factory-produced vehicles that differ in certain respects from the standard models. It includes cars modified by outside companies to the specifications of, or with the approval of, Cadillac Motor Car Division prior to delivery to Cadillac dealers.

The **Touring Division** is for Cadillac and LaSalle automobiles 10 years old and older as manufactured, assembled and/or authorized for sale by the Cadillac Motor Car Division of General Motors. This Division includes “Limited Production” Cadillacs produced by (or under the auspices of) the Cadillac Motor Car Division as previously defined.

### Primary and Touring Car Classes

Included in this listing are post-World War II cars defined as Limited Production cars. Those models known to exist and to be judged within the Primary and Touring are listed in the classes where they will be judged. If an owner is aware of a Limited Production Cadillac not listed and wants the car to be judged in the Primary or Touring classes, the owner should contact the National Chief Judge **at least two months before the judged event entry date and obtain a decision on its inclusion.**

Pre-World War II cars with bodies produced by recognized coachbuilders such as Fleetwood (before it was acquired by General Motors), LeBaron, Willoughby, Derham, etc. will be judged in the same classes as the standard production cars based on the year of the chassis and type of engine.

Class	Cars Included
1	1902–1923 Cadillacs
2	1924–1935 Cadillacs with V-8 engines
3	1927–1933 LaSallees
4	1934–1938 LaSallees
5	1939–1940 LaSallees
6	1930–1933 Cadillacs with V-12 or V-16 engines
7	1934–1937 Cadillacs with V-12 or V-16 engines
8	1938–1940 Cadillacs with V-16 engines
9	1936–1938 Cadillacs with V-8 engines
10	1939–1940 Cadillacs with V-8 engines
11	1941 Cadillacs
12	1942–1947 Cadillacs plus 1948–1949 Series 75
13	1948–1949 Cadillacs except 1948–1949 Series 75
14	1950–1953 Cadillacs
15	1954–1956 Cadillacs
16	1957–1958 Cadillacs
17	Reserved
18	1959–1960 Cadillacs
19	1961–1962 Cadillacs
20	1963–1964 Cadillacs including 1965 Series 75
21	1965–1966 Cadillacs excluding 1965 Series 75
22	1967–1970 Cadillacs except Eldorado models
23	1967–1970 Cadillac Eldorados
24	1971–1978 Cadillac Eldorados, includes: <ul style="list-style-type: none"> <li>• 1976 Bicentennial convertible —last 200 convertibles in 1976 model year, all are white with white interiors; red and blue pinstripe; white wheel cover center; numbered plaque on dash</li> <li>• 1976 to 1978 Biarritz — Specific colors for each year; 1977 and 1978 had pillowed interiors</li> </ul>

## Class Cars Included

- 1978 Custom Classic Biarritz —celebrates end of full-size Eldorados; unique color Arizona Beige and Demitasse Brown
- 25** 1971–1976 Cadillacs, excluding Seville and Eldorado models
- 26** 1977–1984 Cadillacs plus 1976–1979 Seville models, includes:
  - Special Regional Editions (example: 1979 Coupe de Ville d’Marchand produced for Chicago market area; slate gray metallic over sable black with complementary two-tone interior
  - Philadelphia-area Liberty edition
  - 1978 and 1979 Phaetons—Coupe de Ville or Sedan de Ville; specific colors, matching or contrasting simulated convertible topCadillac approved simulated convertible top will have option code C5 on the option sticker
- 27** 1979–1985 Cadillac Eldorado models plus 1980–1985 Seville models, includes:
  - 1984–1985 Eldorado Biarritz convertibles
  - 1985 Eldorado, Eldorado Biarritz Convertible, and Seville models with “Commemorative Edition” trim and identification
- 28** 1985–1996 Rear Wheel Drive Cadillacs
- 29** 1985–1999 Front Wheel Drive Cadillacs, excluding Eldorado and Seville, includes:
  - 1988–1990 Sixty Special
  - 1985–1987 Series 75
  - 1997–1999 Fleetwood Limited Extended Models
  - 1999 50th Anniversary Model
- 30** 1982–1988 Cadillac Cimarron and Cimarron d’Oro
- 31** 1997–2001 Cadillac Catera and Catera Sport

## Class Cars Included

- 32** 1986–1999 Eldorado and Seville, includes:
  - 1986–1987 Eldorado “America II” Limited Edition
  - 1990–1991 Eldorado Touring Coupe
  - Eldorado ESC and ETC
  - Seville STS and SLS
- 33** 1987–1993 Cadillac Allanté
- 34** 2000–2005 Cadillac, excluding XLR and Escalade, includes:
  - 2002 Collector Series Eldorado in Alpine White and Aztec Red
  - 2005 Limited Edition DeVille
- 35** 2006–2009 Cadillac, excluding XLR and Escalade
- 36** 2004–2009 XLR and XLR-V, includes:
  - 2004 Neiman Marcus special edition
  - 2007 Passion Red special model
- 37** 1999–2006 Cadillac Escalade, includes Escalade ESV and Escalade EXT
- 38** 2010–2014 Cadillacs, excluding Escalade
- 39** 2007–2014 Cadillac Escalade, includes Escalade ESV and Escalade EXT
- 40** 2015–2018 Cadillacs, excluding Escalade
- 41** 2015–2018 Cadillac Escalade, includes Escalade ESV
- 42** 2019–2022 Cadillac, excluding Escalade
- 43** 2019–2022 Cadillac Escalade, includes Escalade ESV
- 44** Reserved for Future Use
- 45** Reserved for Future Use
- 99** All Commercial and Professional cars based on Cadillac engine and chassis

**NOTE:** From 1902 to last year judged in either Division, a class may be split at National Chief Judge’s decision to fit the size of the judging teams.

## Specialty & Unique Division

The **Specialty & Unique Cars Division** exists to recognize concept cars and prototypes produced by or sponsored by the Cadillac Motor Car Division of General Motors, specialty models with Cadillac chassis, power, and/or body produced by recognized coachbuilders or specialty manufacturers in limited numbers, and Cadillac-powered race cars.

Frequently, Cadillacs modified by outside firms could be ordered through Cadillac dealers, and in many cases, they were seen in Cadillac showrooms. The purpose of this category is to differentiate between the Cadillacs that were usually modified before the first retail buyer took possession (“Specialty & Unique Cars”) and those cars that were modified later by a private owner to his or her own tastes (“Modified cars”).

A listing of cars to be included in this Division follows. Undoubtedly, there are others that should be similarly recognized. Any owner who believes that his or her car should be included for judging in this Division, but is not included in the list included in this Manual should apply to the National Chief Judge for recognition **at least three months prior to the beginning of a Grand National Meet or other judged event in which the car is to be entered.** The National Chief Judge shall confer with the Judging Committee regarding the proposed entry, and the decision of the National Chief Judge shall be final.

## Specialty & Unique Cars Classes

### Class Cars Included

- SU-1** Cadillac-powered race cars and production cars—includes but not limited to:
  - Cunningham, Le Monstre, etc.
  - Allard
  - Muntz Jet

**Class Cars Included**

- SU-2** Cadillac Concept Cars — includes but not limited to:
- 1949 Fleetwood Coupe de Ville concept car
  - 1953 Cadillac Orleans
  - 1953 Cadillac Le Mans
  - 1954 Cadillac El Camino
  - 1954 Cadillac La Espada
  - 1954 Cadillac Park Avenue [concept]
  - 1955 Cadillac Eldorado Brougham
  - 1955 LaSalle II sedan and roadster
  - 1956 Eldorado Brougham Town Car
  - 1956 Cadillac Palomino and Maharani
  - 1957 four-door Sevilles
  - 1958 Cadillac “Raindrop” convertibles
  - 1959 Cadillac Cyclone

- SU-3** Designer and Celebrity Cars — includes but not limited to:
- 1956 Cadillac Die Valkyrie by Brooks Stevens
  - 1953 Ghia-styled Cadillac coupe created for Aly Khan and Rita Hayworth
  - 1953 Cadillac Elegante
  - Cadillac-produced unique cars made for a Cadillac or GM executive or key employee, or for a friend or relative of an executive or key employee
  - Cadillac-produced unique cars for a “celebrity” or a notable individual

- SU-4** Cadillac Recognized Coachbuilders
- The archives of the GM Heritage Center include the following firms on the list of “approved coachbuilders”: Fleetwood, Derham Body Company, O’Gara Coachworks, Hess & Eisenhardt, Superior Coach, Pininfarina, Don Lee, Miller-Meteor, Sayers & Scovill [later acquired by Hess & Eisenhardt], Sievers & Erdman, O’Gara Hess Eisenhardt, and Superior Coach.

**Class Cars Included**

**NOTE:** Some of these coachbuilder-modified vehicles were commercial or professional vehicles, such as hearses, ambulances, “combination” vehicles, and limousines. These vehicles must be entered in Class 99 of the Primary or Touring Divisions.

- SU-5** Cadillac Station Wagons [excluding standard-model CTS and CTS-V station wagons and Escalades] and Pickup Trucks, includes but not limited to:
- 1955 – 1989 Station wagons were constructed using standard or commercial Cadillac models in numbers ranging from 2 to 20
  - Mirage pickup by Traditional Coach Works, Chatsworth, CA
  - Caribou pickup by American Built Cars Inc., San Francisco, CA

- SU-6** Specialty Sevilles and Eldorados, includes but not limited to:
- 1976–1979 Sevilles were subject to modification by various companies, including:
- EM Conversion [long wheelbase] produced by Moloney Coachbuilders, Palatine, IL
  - Grandeur Formal Sedan produced by Grandeur Motor Car Corporation, Pompano Beach, FL
  - Grandeur Opera Coupe produced by Grandeur Motor Car Corporation, Pompano Beach, FL
  - GT built by GT Enhancements, Inc.
  - Milan Roadster built by Milan Coachbuilders and Milan Convertibles, Simi Valley, CA
  - San Remo Convertible built by Coach Design Group for Hillcrest Motor Co., Beverly Hills, CA

**Class Cars Included**

- San Remo Coupe built by Coach Design Group for Hillcrest Motor Co., Beverly Hills, CA
- Tomaso Coupe built by Tomaso of America, Little Rock, AR
- 1978–1979 “Gucci” Sevilles; a joint venture of Aldo Gucci and Norman Braman of Braman Cadillac in Miami. The cars were converted by International Auto Design
- “Pierre Cardin” Sevilles and Eldorados; The Pierre Cardin cars were produced by an aftermarket company.

- SU-7** 1960–1975 Specialty Cadillacs, includes but not limited to:
- Cars replicating those used in the “Superfly” film, frequently featuring an oversized headlight surround, a Rolls-Royce styled grille, landau bars, etc. Some were de Villes and Eldorados that were shipped from franchised dealers to Wesco Conversions for installation of special roof treatments and ornamentation, some were sold under the name “El Deora,” and some were modified by the Dunham Coach Company.

- SU-8** 1976–1999 Specialty Cadillacs, includes but not limited to:
- Convertible coupe conversions in model years when no factory-produced or factory-authorized Cadillac convertible was available, including but not limited to Hess & Eisenhardt “LeCabriolet” convertibles [1979–1980];
- Cadillacs with special trim created by E&G Classics or similar aftermarket firms—these modifications were often made under contract with Cadillac dealers, with cars bearing this trim appearing in Cadillac new-car showrooms.

## Preservation Division

The **Preservation Division** exists to encourage the conservation and preservation of original, unrestored Cadillac and LaSalle automobiles that are 30 years old and older. Such cars provide a wealth of information about how the craftsmen of Cadillac designed and built them.

Cars entered in this Division may also be simultaneously entered in any other Division.

### Preservation Division Classes

There are not established classes in the Preservation Division. Rather, cars to be judged at a particular event are grouped in three general categories based on age. For example, in 2015, the classes consisted of (1) 1942 and earlier, (2) 1946–1975, and (3) 1976–1985. **Note:** In 2015, 1985 was the newest year that satisfied the 30-year limit. These categories will be established at each judged event where Preservation cars are judged, in the discretion of the Past Presidents who are conducting the judging. The categories will vary depending on the mix of cars entered for Preservation judging.

## Modified Division

The **Modified Division** exists to recognize hot rods, customs and resto-mods employing Cadillac or LaSalle chassis, body, and/or drivetrain. A special area on the show field will be provided for all modified cars entered for judging or display only. A modified car may be entered in one of the following classes:



- **Hot Rods** are any 1940 and earlier bodied car constructed with an emphasis on improving speed, handling, and appearance. If the car body is not a Cadillac or LaSalle, the car's engine must be a Cadillac or LaSalle.



- **RestoMods** are any Cadillac or LaSalle 1960 models and the years before which have been modified to incorporate a modern chassis, driver/passenger convenience items (e.g. power steering, air conditioning, power windows, etc.) and/or improved sound systems. These cars may be powered by any engine. The exterior appearance will remain substantially the same as a factory-produced car of the same year and model. There will be no chopping, channeling, sectioning, or other modifications that would alter the stock appearance.
- **Mild Customs** are any Cadillac or LaSalle with minor changes to the body, interior, or changes to upgrade performance or appearance of the stock engine. Installation of air conditioning and sound systems are allowed, along with changes to the exhaust system, brakes, wheels and tires.



- **Radical Customs** are any Cadillac or LaSalle that have had major body changes, chopped, channeled, bumpers removed, and/or major changes to the interior, engine, and suspension changes.

The Modified Division is not intended for cars that have been modified by incorporating modest changes that the owner desires, but generally do not alter the as-manufactured condition of a stock Cadillac or LaSalle. These modifications are those that would receive deductions in the Primary or Touring Divisions; for example, mounting radial tires on a car that is normally equipped with bias-ply tires.

### Modified Division Classes

#### Class Cars Included

<b>M-1</b>	Any car fitting the definition of Hot Rod as defined previously
<b>M-2</b>	Any car fitting the definition of RestoMod as defined previously
<b>M-3</b>	Any car fitting the definition of Mild Custom as defined previously
<b>M-4</b>	Any car fitting the definition of Radical Custom as defined previously

**Note:** The National Chief Judge may subdivide any of the Modified Classes by years if the number of entrants warrants.

## Display Cars

Any vehicle that could be included in any one of the Divisions that the owner wishes to show at the Grand National Meet or other authorized judged event but does not want the vehicle judged.