

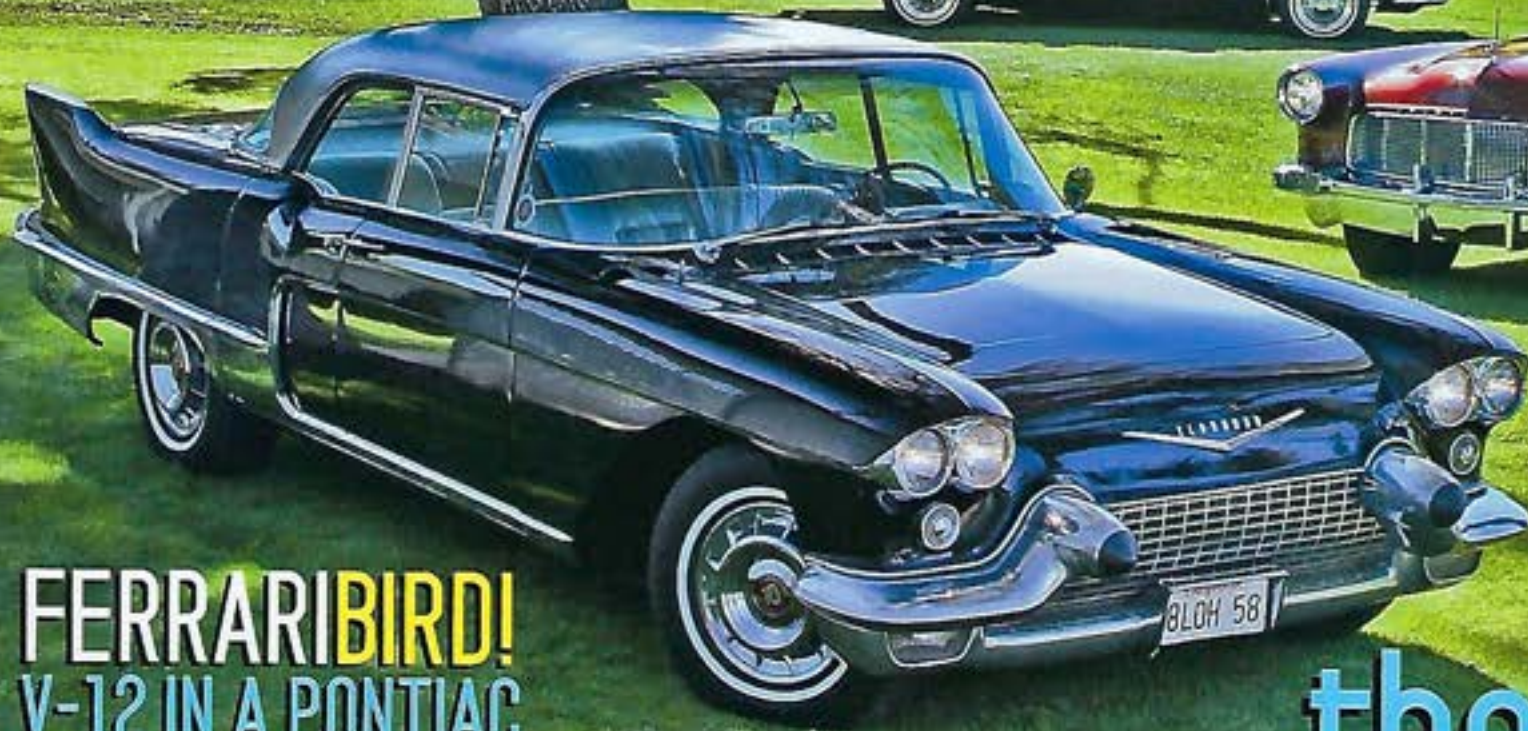
MOTOR TREND

# CLASSIC

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JET  
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AMAZING  
TURBINE CAR

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FRO  
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FERRARI BIRD!  
V-12 IN A PONTIAC  
BILL MITCHELL'S  
MAGNIFICENT  
OBSESSION

GHIA LE  
CONTINENTAL MARK  
CADILLAC ELDORADO BROUGHAM

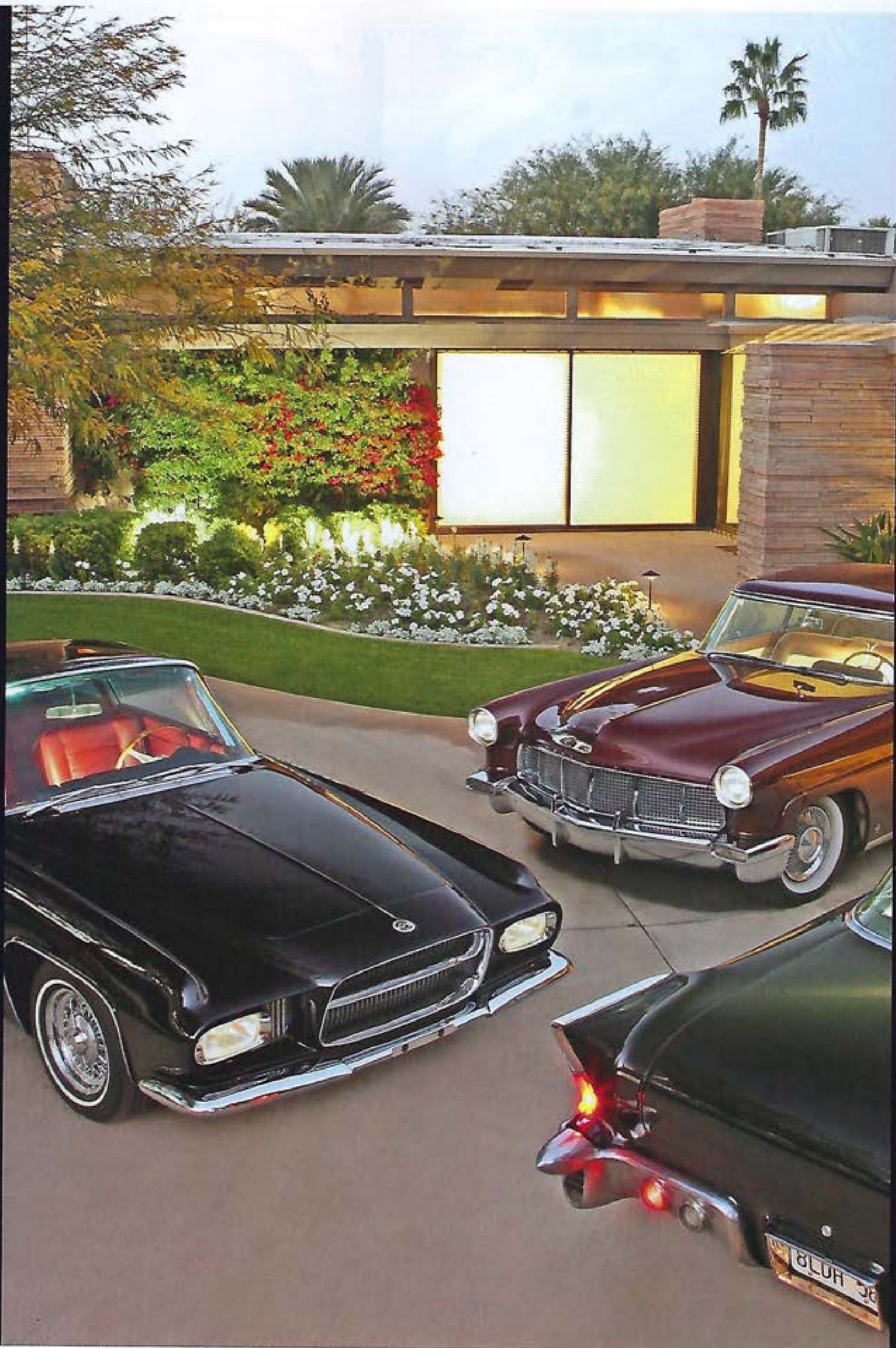
swingin' with  
the rat pack

MARCH/APRIL 2006




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palm springs sinatra style  
in america's coolest ever cars





<SWINGIN' WITH THE RAT PACK>  
CONTINENTAL MARK II  
CADILLAC ELDORADO  
BROUGHAM  
GHIA L6.4



# THE SULTANS OF SWING

●●●● WORDS ARTHUR ST. ANTOINE  
●●●● PHOTOGRAPHS EVAN KLEIN

Come fly with us  
back to the  
Palm Springs  
of the Rat Pack,  
the super-cool  
desert getaway where  
Frank Sinatra and  
his pals cut loose,  
teed up, lived large,  
and drove even larger  
in three of America's  
swingin'-est,  
most flamboyant  
cars



<SWINGIN' WITH THE RAT PACK>  
CONTINENTAL MARK II CADILLAC ELDORADO BROUGHAM GHIA L6.4



AS THE late-afternoon light slowly reclined against the sapphire swimming pools and billiard-table lawns in Palm Springs, a flag would rise up over Twin Palms, a gated mid-century estate in the heart of the city's star-studded Movie Colony district. The uninitiated would've done double-takes: instead of broad stripes and bright stars, the flag bore the Jack Daniel's logo. Yet for the celebrity regulars in Southern California's desert oasis during the 1950s, the flag's fluttering arrival quickly set toes tappin' and fingers snappin': Frank Sinatra was in town, and he'd just announced the start of happy hour.





**TOP TO BOTTOM:** The Continental Mark II, Eldorado Brougham, and Ghia L6.4 glide through the lush estates of Palm Springs's tony Vista Las Palmas district. **TOP MIDDLE:** "The idea is to hang out together, find fun with broads, and have a great time," said Sinatra, seated at right with fellow Rat Packers Dean Martin and Sammy Davis Jr. Among those "broads" was the stunning actress Ava Gardner (**TOP RIGHT**), Sinatra's second wife. **RIGHT:** Sinatra's guests enjoy the piano-shaped swimming pool at Twin Palms, circa 1950s. **OPPOSITE:** Twin Palms today, including Sinatra's old hi-fi setup.



CORBIS X2

## "YOU GOTTA LOVE

livin', baby," Sinatra used to say, "cause dyin's a pain in the ass." For a man who raised spirits on a flagpole, it was a fitting credo. Sinatra had a way of doing things, too—"my way." Eventually, it became his anthem. He also had... The Voice.

The greatest popular-music singer of the 20th century? Of that there is no doubt: Francis Albert Sinatra recorded more Top 40 albums (51) than any other artist—three more than Elvis. And in a business where stars are lucky to thrive for few years, maybe five, Sinatra's career spanned *six decades*. A Sinatra song could be found on the *Billboard* charts every week from 1955 through 1995. He recorded with everyone from Tommy Dorsey to Antonio Carlos Jobim to Bono. He also appeared in scores of movies and won an Oscar for Best Supporting Actor in 1953's "From Here to Eternity."

Talent in front of the microphone and movie camera explains Sinatra: The Performer. It doesn't explain Sinatra: The Mysterious. After all, Bing Crosby could sing and act, too. But in all of recorded history, not one guy has ever turned to his buddies and said, "Hey, fellas, let's go out and tear up the town, like Bing would."

Men wanted to be like Frank, though—still do. Sure, he had issues—a Krakatoa temper, alleged Mob ties. But Frank Sinatra was also America's James Bond. He smoked, cocktailed, recreated in casinos. He ate at the best tables in the best restaurants and wore custom-tailored clothes so unfailingly pressed he seemed to ooze steam. He tripped the night fantastic with the world's most beautiful women and palled around with whomever he pleased (he brought Sammy Davis Jr. into his act at a time when many casinos wouldn't let a man with black skin through the front door). He took plenty of hard falls—when his vocal cords hemorrhaged in 1952, his own talent agency pronounced his career finished—but time and time again he dusted himself off, defied the odds, and returned to the top. So confident was the Sinatra swagger, so magnetic his Lucky 7/winning-horse aura, even America's sharpest, most charismatic cats—Dean Martin, Peter Lawford...hell, *John F. Kennedy*—wanted to hang out with *bim*.

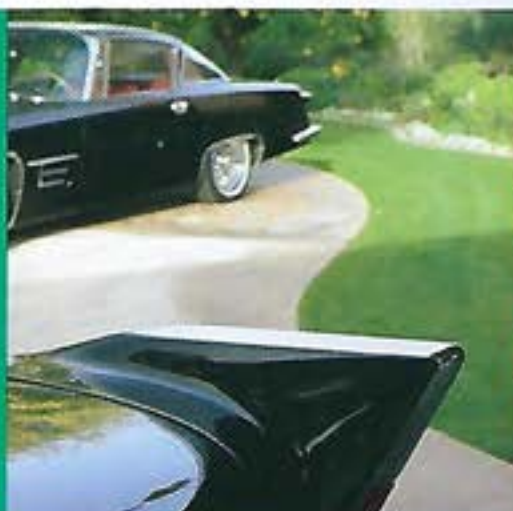
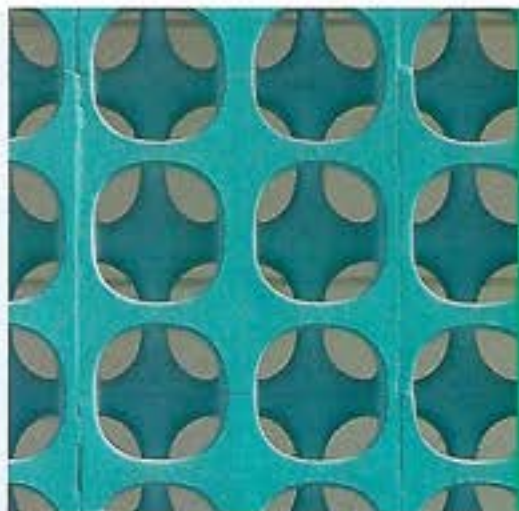
Did the man ever sleep? Ian Fleming's omnipotent secret agent had it easy—007 could take a break whenever the theater lights came up. But after hosting a couple of rip-roaring late-night shows at the Sands with his Rat Pack pals, Sinatra's idea of relaxing was partying 'til dawn with the boys and some broads.

You gotta love livin', baby. Oh, yeah.

**FRANK SINATRA DROVE** as large as he lived. During the 1950s and early 1960s, Ol' Blue Eyes owned and piloted three of America's coolest, most lavish cars—a four-wheeled Rat Pack of automotive extravagance: the Continental Mark II, the Cadillac Eldorado Brougham, and the Ghia L6.4. Players? If these rides pulled up to a blackjack table, the pit boss would comp 'em penthouses.

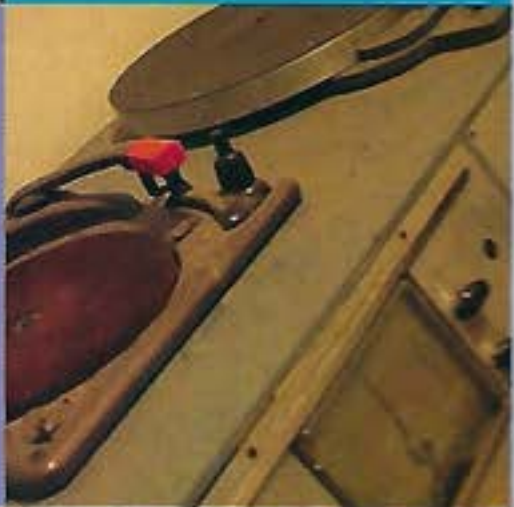
The Mark II was first to market. Intent on recapturing some of the glamour and prestige of its original V-12 Continental, sold during the 1940s, Ford Motor Company unveiled an all-new model for the 1956 model year. It wasn't a Lincoln—it was the first product of Ford's newly formed Continental Division. And it was a dreamboat, created to be nothing less than the finest, most luxurious American automobile ever made. The Mark carried a price to

GETTY IMAGES



TWIN PALMS  
HOUSE OF SINATRA  
1947

ARCHITECT:  
STEWART WILLIAMS





**ABOVE:** Futuristic “Swiss Miss” A-frame houses, styled in the 1950s by the father and son team of George and Robert Alexander, dot the Vista Las Palmas neighborhood.

**INSET:** Note the bank of “airplane throttle” climate-control levers under the dash. **OPPOSITE:** The recently renovated Caliente Tropics tiki hotel boasts a pool where Elvis and Nancy Sinatra splashed in the 1960s; the hotel’s original lounge (since buried in concrete) was a regular hangout for Sinatra and his Rat Pack pals.

match: nearly \$10,000, at a time when you could buy a nice house for \$13,000.

So outrageous was the Mark II, though, that even with the \$10K sticker Ford later admitted to losing roughly \$1000 on each car. Every contemporary power amenity was standard; air-conditioning being the only factory option. The engine, a 6.0-liter Lincoln V-8, was essentially handbuilt using top-spec parts, and before installation each unit was carefully balanced and tested on a dynamometer. Ford dressed the regal body (more than 18 feet in length) with multiple, hand-finished coats of premium lacquer (the tasteful, restrained chrome was subjected to a 10-day salt-spray test) and trimmed the cabin in Scottish Bridge of Weir leather.

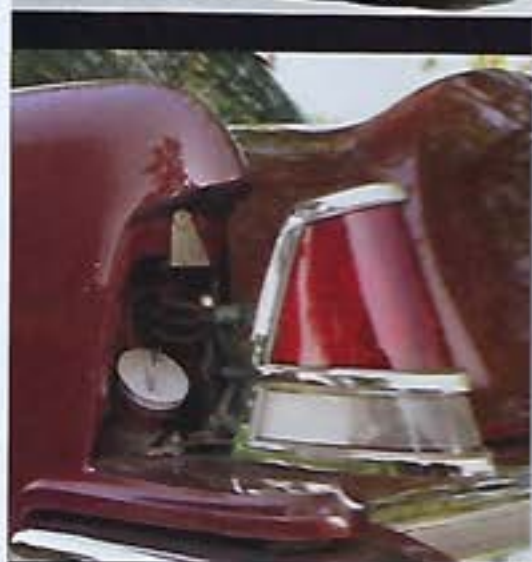
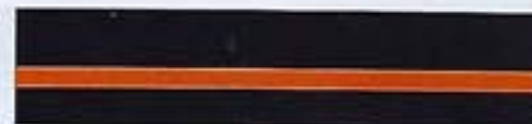
Sinatra jumped at the Mark II. So did Elvis Presley, Nelson Rockefeller, and the Shah of Iran. But it took that kind of superstar green to get behind the Continental’s exclusive steering wheel. Ford planned to sell 2000 cars a year for five years, and at first the company’s predictions looked conservative—the Continental Division sold more than 2500 Mark IIs for 1956. But by the 1957 model year, with Continental offering a slightly updated Mark II, sales cooled to fewer than 450 units. Ford dropped the car—and the entire Continental division—before 1958. By then, though, the Mark II had already made its, uh, mark. America had built its own Bentley. We didn’t have to play second best to nobody.

Rival Cadillac wasn’t about to let you-know-who lay claim to building America’s most sumptuous automobile. Though the company had teased the public with its imposing Eldorado Brougham at the 1954 GM Motorama show, in the wake of the Mark II’s headlines Cadillac green-lighted the car for 1957 production. Up the ante? Cadillac blasted it through the roof: The first Eldorado Brougham carried a sticker 30 percent higher than the Mark II’s—a staggering \$13,074. You could buy a brand-new Rolls-Royce Silver Cloud for thousands less.





<<1956 CONTINENTAL MARK II>>



### BET YOU DIDN'T KNOW

- ◆ As gifts, Frank Sinatra gave away \$50,000 worth of gold lighters before he was 30.
- ◆ When the 50-year-old Sinatra married third wife Mia Farrow, age 20, pal Dean Martin quipped: "I've got Scotch older than Mia Farrow."
- ◆ Sinatra's fourth and final wife, Barbara, was previously married to Marx brother Zeppo.
- ◆ After Twin Palms, Sinatra moved into a larger home in nearby Rancho Mirage. The estate contained four guest houses, an art studio, two pools, and a train caboose converted into a spa.





**LEFT:** The Eldorado Brougham's cockpit boasts enough gizmos to entertain an astronaut. **OPPOSITE PAGE:** The Eldo parked outside the "House of Tomorrow," where in 1967 the King honeymooned with bride Priscilla. **OPPOSITE PAGE, BOTTOM RIGHT:** Just down the street from Peter Lawford, Dean Martin lived in this modern Vista Las Palmas abode.

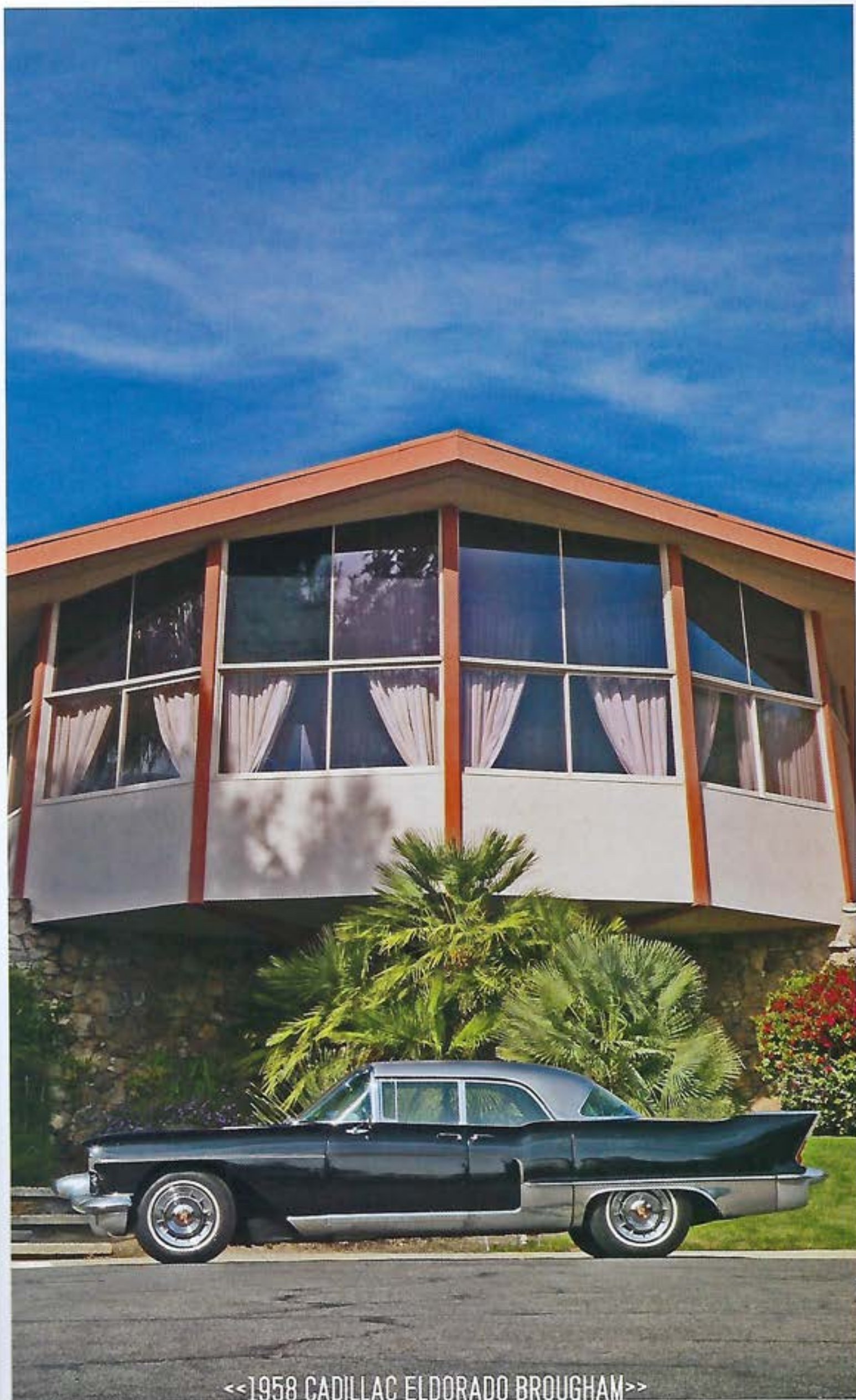


But no Eeeenglish auto could dance and whirl like this big, brassy American pizazz-mobile. The Brougham was the world's first production car with full air suspension (unlike the 1955 Citroën's hydropneumatic system, the Eldo's air suspension—modified from a design created for GM buses—featured a central compressor that fed domed air chambers at each corner; solenoids and valves regulated the pressure to optimize the ride). It was also first to boast a six-way power seat with memory. Also on board: separate heating systems for the front and rear seats, electric door locks, automatic trunklid opening and closing, automatic engine starting, Autotronic Eye automatic headlight dipping, and much more. The first page of the car's factory service manual said it all: "The importance of proper maintenance cannot be overstated."

Nor were the Eldorado's indulgences limited to electronics. Other standard luxuries included stainless-steel glovebox drink tumblers with magnetized bottoms, a tissue dispenser in the glovebox door, a lady's compact (complete with powder puff, mirror, and comb), a cigarette case, and a one-ounce atomizer of "Arpege Extrait de Lanvin" perfume. Perhaps Cadillac simply copied Sinatra's nightstand.

Designer Ed Glowacke created America's first four-door without central pillars. Open the front doors and the small, rear-hinged suicide doors, and a bald eagle could fly right through the Eldo's cabin. Other dramatic design cues included a brushed-steel roof, dual quad headlamps (which were actually illegal in some states during 1957), and two huge front fender points that looked like Howitzer shells.

In addition to Sinatra, Eldorado Brougham buyers included Elvis Presley, Bob Hope, Clark Gable, and Aristotle Onassis. Alas, Caddy's opulent masterpiece met the same fate as the Mark II. Cadillac built just 400 cars for 1957 and just 304 the year after (for 1958, Cadillac hired Pinin Farina to craft the bodywork in Italy). After a redesign for 1960, Cadillac pulled the plug. The extravagant,

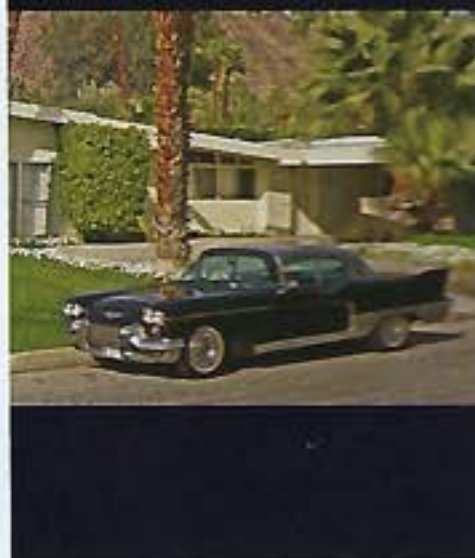


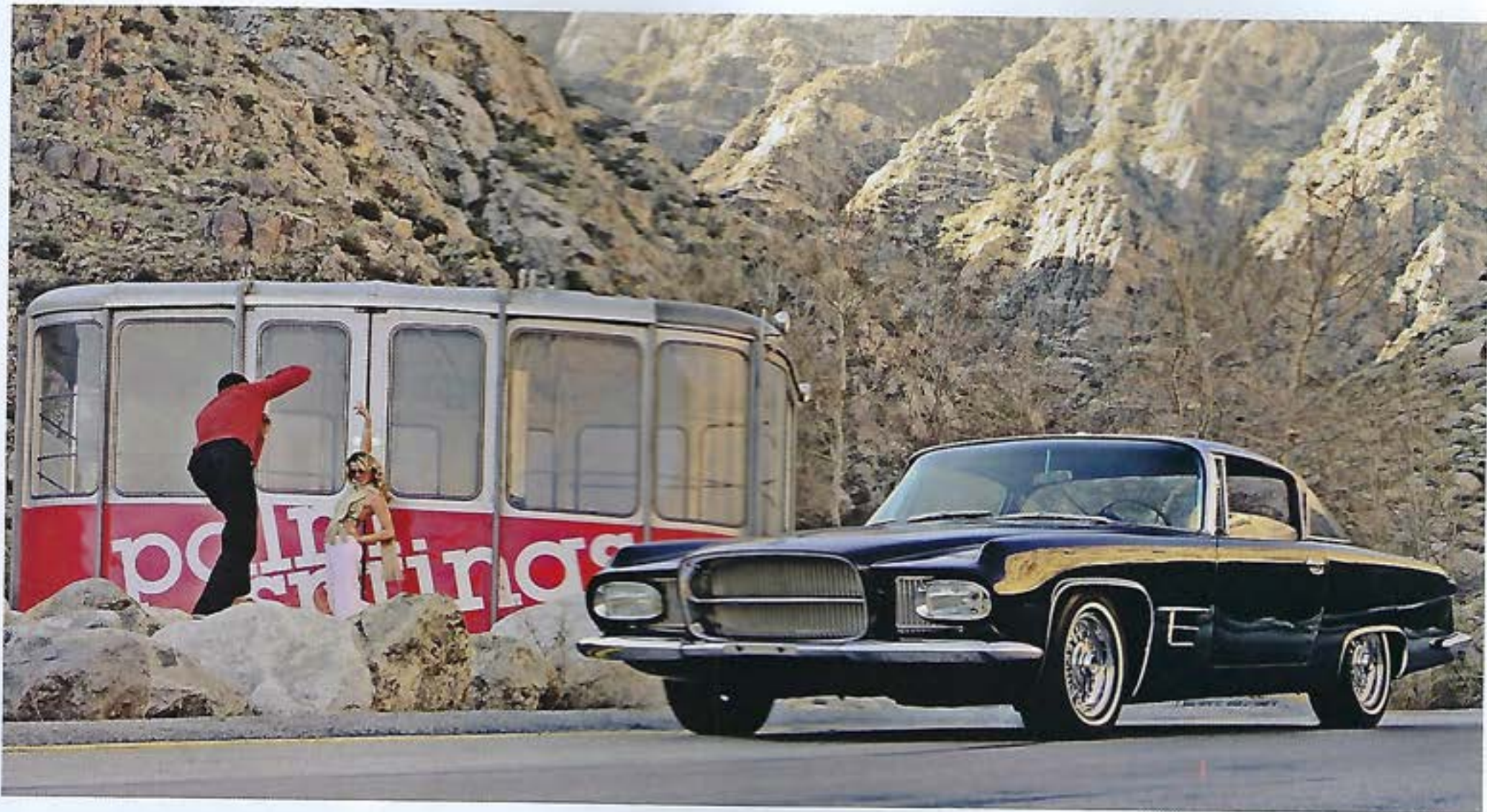
<<1958 CADILLAC ELDORADO BROUGHAM>>



### BET YOU DIDN'T KNOW

- ◆ Sinatra is allegedly buried with a flask of Jack Daniel's, a ring from Mia Farrow, a pack of Camel cigarettes, a cigarette lighter, and a roll of dimes (carrying them had become a Sinatra habit ever since son Frank Jr. was kidnapped in 1963—and the kidnapers had demanded Sinatra call them only from pay phones).
- ◆ Sinatra was so terrified of a fatal mechanical failure in his original Dual-Ghia that he had customizer George Barris install backup systems for the brakes, fuel pump, and more.
- ◆ The press liked the term "Rat Pack," but Sinatra called it "a stupid name." Sinatra's gang also was known as the Summit or the Clan—but as Sammy Davis Jr. once said: "Would I belong to an organization known as the Clan?"
- ◆ Sinatra never wore brown after dark. If he spied an associate wearing the color, he'd bark, "What are you doing? You wear black or dark gray or maybe navy, but that's it."





nightmarishly complex Brougham had cost the automaker even more than the Mark II had cost Ford: Cadillac reportedly lost at least \$10,000 per car. Not even the U.S. government can operate with a profit margin that bad.

Perhaps no car was a better fit for Sinatra than the sleek Italian-American Ghia L6.4. In the early 1950s, Chrysler designer Virgil Exner had created a series of striking "Firearrow" concept cars crafted by Italian coachbuilder Ghia. Though the cars were never intended for production, Eugene Casaroll fell in love. The wealthy Detroit businessman—who owned Dual Motors Corporation, a company that built huge twin-engine trucks—bought the rights to the Firearrow design, worked out an agreement with Chrysler to supply mechanical components, and contracted Carrozzeria Ghia to produce a slightly redesigned version of the Firearrow bodywork. By 1956, Casaroll's first car, the Dual-Ghia, was in production. Assembling the cars in his Detroit factory, Casaroll built just over 100 Dual-Ghias (all but two of them convertibles) through 1958, at a price of \$7646.

With Casaroll's health failing, he turned to his chief engineer—Paul Farago—to work with Ghia on a sequel, this one to be based on the radical Chrysler Dart show car. The new production model, the hardtop Ghia L6.4, made its debut at the 1960 Paris Auto Show. It was built on a modified Chrysler chassis predating the automaker's move to unibody construction, and it continued with Chrysler power (now a 383-cubic-inch V-8). By now, Casaroll had sold all rights to Ghia. The cars were fully assembled in Italy; Dual Motors served as Ghia's importer.

Like the Mark II and the Eldorado Brougham, the Ghia L6.4 was doomed by its stratospheric sticker: The first cars started at \$13,500, including all equipment except optional Chrysler AirTemp air-conditioning and custom leather luggage. Ghia had hoped to sell 50 cars annually for two years, each custom-crafted to order, but wound up building just 26 through 1962.

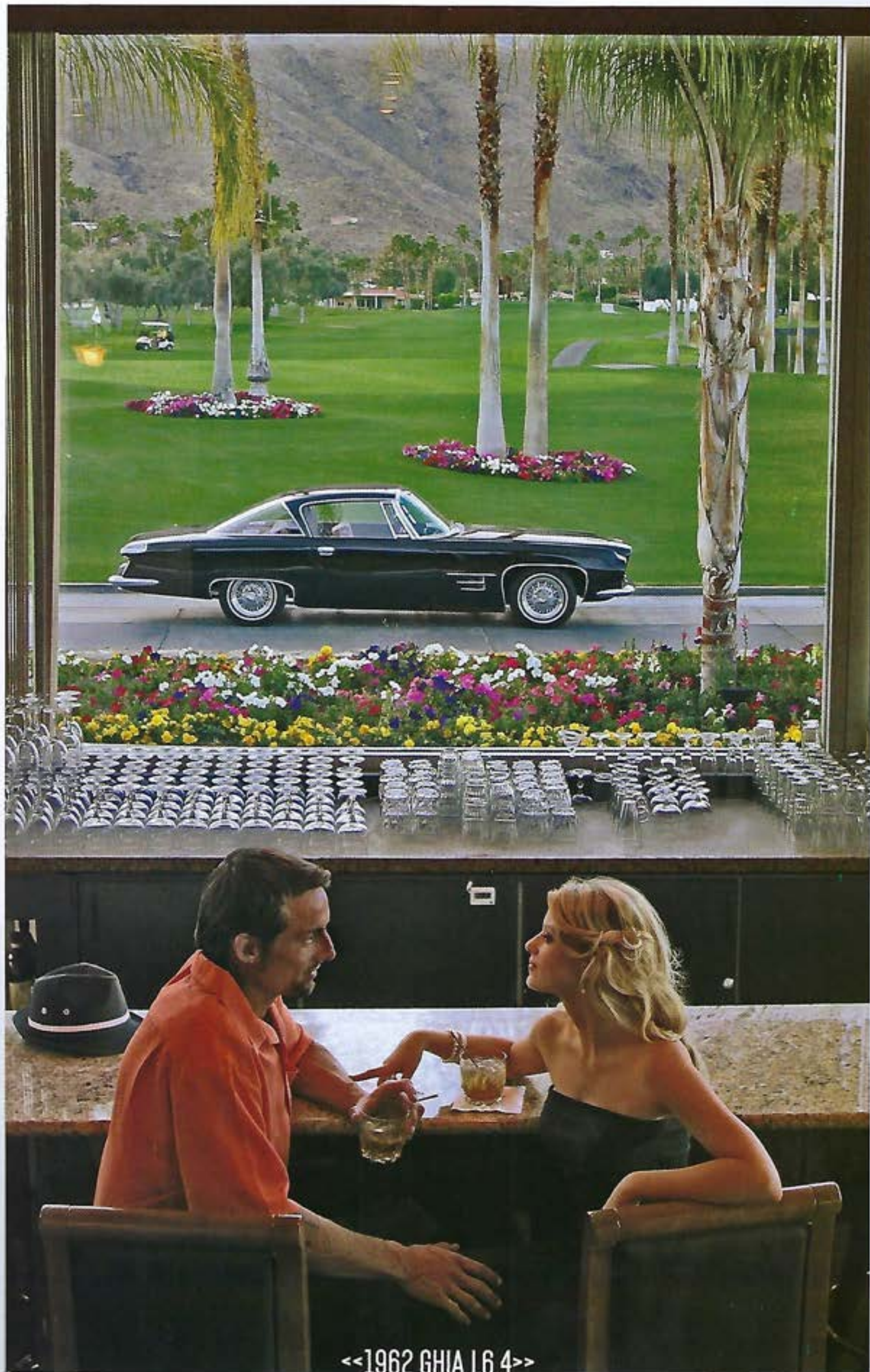
Sinatra bought the first L6.4 sold in the U.S.—a black-on-black car. The other 25 buyers included fellow Rat Packer Dean Martin and Lucille Ball. But star power alone couldn't keep the L6.4 alive. Casaroll's dream was over. Today, just 17 L6.4s exist.

**"FRANK SINATRA WAS** the most learned of all the celebrities we had here—and we had everybody," says Jack Koennecker, golf director emeritus of Canyon



The Palm Springs Aerial Tramway is the world's second-steepest, climbing 5873 feet to the top of Mt. San Jacinto in just 15 minutes.

**OPPOSITE:** For Sinatra, a watering hole in one—the bar at private Canyon Country Club.



<<1962 GHIA 164>>



**BET YOU DIDN'T KNOW**

- ◆ Though he'd performed on stage and radio for years, Sinatra didn't record his first major album—"Sing and Dance with Frank Sinatra"—until he was 34.
- ◆ Sinatra turned down the role that would become Clint Eastwood's trademark, "Dirty Harry."
- ◆ Sinatra was excused from military service during World War II due to...a punctured eardrum.



**ACTRESS GWENDOLYN EDWARDS** (at left and throughout this story) stars in the Civil War drama "Strike the Tent," coming soon; [strongbowpictures.com/strikethetent](http://strongbowpictures.com/strikethetent)

## 1956 CONTINENTAL MARK II >>

**SPECIFICATIONS:** Engine 367.9-cu-in./6030cc OHV V-8, 1x4 bbl-carburetor  
**Power and torque** (SAE gross) 285 hp @ 4600 rpm, 401 lb-ft @ 3000 rpm  
**Drivetrain** three-speed automatic, RWD **Brakes** front: drum; rear: drum  
**Suspension** front: control arms, "speed-compensating shock absorbers," coil springs, anti-roll bar; rear: live axle, leaf springs  
**Dimensions** L: 218.4 in., W: 77.5 in., H: 56.0 in. **Weight** 5100 lb **Performance** 0-60 mph: 11.5 sec, est (MT, November 1955) **Price when new** \$9966

## ASK THE COUPLE WHO OWNS ONE >>

**NANCY AND NORMAN HOSKINS** (he's a retired district attorney investigator) bought their Mark II in 1996. "I saw one when I was eleven and fell in love," Norm says. "I just adore the color," adds Nancy. The couple drives their Mark "every other Sunday."

**WHY THEY LIKE IT:** "The design and the understatement," Norm says. "There's not a lot of chrome on the car. And, of course, it's largely handbuilt."

**WHY IT'S COLLECTIBLE:** Just 2994 were built; about half still exist, and half of those are roadworthy. The most lavish Ford ever made at the time, the Mark II has since been designated a Milestone Car by the Milestone Car Society.

**RESTORING/MAINTAINING:** "It's not a difficult car to maintain," says Norm Hoskins, "but you need to look out for the usual electrical bugs." Also rust—Mark IIs, like most cars of the era, are prone to corrosion. Many well-maintained examples exist, but due to the high quality of the materials originally used, a full restoration on a tired car can quickly do a slam-dunk on your checkbook.

**EXPECT TO PAY:** Concours ready: \$57,000; solid driver: \$30,000; tired runner: \$10,000

**JOIN THE CLUB:** Lincoln & Continental Owner's Club; lcoc.org

## OUR TAKE >>

**THEN:** "As you turn into your driveway, you're smugly satisfied that you've made a wise five-figure (or thereabouts) investment. It gives you quite a sense of pride. One thing you're sure of—besides being a good-performing car, it won't go out of style for quite a few years. Why should it change?"

—Walt Woron, *Motor Trend*, November 1955

**NOW:** Elegant and classy, with an aristocratic simplicity to its lines and fabulous proportions (check out that long, proud hood and neatly tailored greenhouse). Inside, the climate-control levers are works of art—they look like stylish airliner throttles. And the gorgeous two-tone brown/cream leather seats almost seem too nice to sit on.



Country Club in Palm Springs. "He was the only student I ever taught who could repeat verbatim what I'd told him during a lesson three weeks earlier. Had a 12 handicap, which was pretty good considering he didn't get to play all that much."

Jack Koennecker is 90 now, but with his smooth tan, slicked back white hair, and solid build, he could easily pass for 60. "I've never tasted coffee, liquor, or cigarettes in my life," Koennecker says proudly (although that does make the indulgent Sinatra's run to age 82 impressive). We're talking outside the 19th hole of the private, 350-member club on a perfect Palm Springs afternoon. Given the conversation, it feels even more like a time warp to see the Mark II, Eldorado Brougham, and Ghia gleaming on the edge of the fairway. "Dean Martin spent a lot of time here," Koennecker remembers. "Peter Lawford would show up sometimes. I saw Sammy Davis Jr. on occasion, but he didn't play golf. Bob Hope was a terrific golfer—a three handicap—but the best celebrity player was Randolph Scott. He was a scratch golfer."

Koennecker remembers Sinatra as "a real sport. Biggest tipper in the world. He'd hand out a fifty here, a fifty there, a fifty there. He used to come to my pro shop and buy gifts for people. He'd buy a dozen sweaters and say, 'Jack, they can bring 'em back to change the size but not the color.' His favorite color was orange. I stocked lots of orange stuff for Frank." Koennecker also remembers often visiting Sinatra at his Palm Springs home. "He never liked to be alone. I'd go to his house and talk to him."

As our Rat Pack motorcade leaves the club, it's time for a few driving impressions. The Mark II rides beautifully and steers with gobs of sloppy power assist. It's not fast, but the big V-8 shoulders the car's mass easily, thanks to

## AIN'T THAT A KICK IN THE HEAD? >>

### 1. ESQUIVEL! "INTRODUCING THE BAND, BY ESQUIVEL!"

#### THE SIGHTS AND SOUNDS OF ESQUIVEL!

From the ultimate lounge lizard, an ideal intro for a Rat Pack getaway.

### 2. HENRY MANCINI AND HIS ORCHESTRA, "MR. LUCKY"

#### CRIME JAZZ, VOL. 1

Anybody who owns one of these rides is Mr. Lucky; thus, this theme from a late-1950s crime drama.

### 3. SAMMY DAVIS JR. AND DEAN MARTIN, "SAM'S SONG"

#### EEE-O-ELEVEN: THE BEST OF THE RAT PACK

Sammy and Dino ham it up for the

Vegas crowd, surely between filming scenes of one of the best guilty-pleasure movies of the 1960s.

### 4. FRANK SINATRA, "COME FLY WITH ME"

#### CLASSIC SINATRA

The Chairman of the Board's recordings with the Nelson Riddle Orchestra are the equivalent of Picasso's Blue Period.

### 5. PAUL DESMOND QUINTET, "LET'S GET AWAY FROM IT ALL"

#### JAZZ LOUNGE VOL. IV

Like "Come Fly With Me," this tune evokes postwar leisure travel. Desmond brings to it a level of cool that can't be topped.

### 6. DEAN MARTIN, "VOLARE" ("NEL BLU DI PINTO DI BLU")

#### DINO—THE ESSENTIAL DEAN MARTIN

Forget the two awful 1970s car names in the title; this is Dino sounding at his happiest and most laid-back.

### 7. DUKE ELLINGTON AND HIS ORCHESTRA, "HAPPY ANATOMY"

#### "ANATOMY OF A MURDER"

#### SOUNDTRACK

From one of the best soundtracks of all time, for Otto Preminger's Hitchcockesque courtroom drama. His Royal Highness, the Duke,

makes a cameo as a dive-bar pianist.

### 8. SAMMY DAVIS JR., "A LOT OF LIVIN' TO DO"

#### EEE-O-ELEVEN: THE BEST OF THE RAT PACK

A signature Sammy song.

### 9. BOBBY DARIN, "BEYOND THE SEA"

#### THE ULTIMATE BOBBY DARIN

Darin was set to become the next Sinatra when he died way too young. He swings this traditional French song with ease.

### 10. COMBUSTIBLE EDISON, "CADILLAC"

#### I, SWINGER

This 1994 cover of a Nino Rota tune



ocean-liner torque (401 pound-feet). The view to the rear quarter is blocked a bit by those big C-pillars but, thanks to extremely narrow (1.5 inches) A-pillars and a wraparound windshield, forward visibility is excellent. Considering the Mark's lofty price, it's an understated machine, without exterior adornment or whiz-bang cockpit gadgetry. All the finishes, though—leather, chrome, even the plastics—are superb.

The Eldorado Brougham immediately feels bulkier (it is) and more powerful (it is). The Caddy doesn't steer as nimbly as the Mark II, yet it moves about with an effortless grace that belies its 5300-plus pounds. The cockpit seems designed by NASA, with power-seat controls in the door's armrest, the Autotronic Eye pod on the dash at the driver's left, and plenty of other knobs and sliders to fiddle with if you get bored. No chance to sample the ground-breaking air suspension, alas—like most Eldorado Broughams, this one long ago had its leak-prone air chambers replaced with coil springs.

Compared with the other two, the Ghia L6.4 is a sports car. Blip the throttle, and the exhaust snarls. Acceleration is brisk, the steering relatively tight, the ride a bit firmer than the big Americans'. The cockpit is intimate, with a wide center console and a low, recessed floor between the frame rails. The dash is full of standard Chrysler gauges (though the radio has been changed to say "Ghia"), but thanks to handsome leather tailoring the cabin looks expensive. A thin wood Nardi steering wheel puts a touch of sophistication directly into the driver's hands.

We motor through a Palm Springs that, following a period of sad decline during the 1980s and 1990s, has returned to its 1950s glory, thanks to a renewed interest in the area's glassy desert-modernist architecture and a new generation

## 1958 CADILLAC ELDORADO BROUGHAM>>

**SPECIFICATIONS:** Engine 364.4-cu-in./5972cc OHV V-8, 3x2-bbl carburetor  
**Power and torque** (SAE gross) 335 hp @ 4800 rpm, 405 lb-ft @ 3400 rpm  
**Drivetrain** four-speed automatic, RWD **Brakes** front: drum; rear: drum  
**Suspension** front: control arms, self-leveling air springs, anti-roll bar; rear: live axle, self-leveling air springs (air springs later replaced by coil springs front and rear) **Dimensions** L: 216.3 in., W: 78.5 in., H: 55.5 in. **Weight** 5315 lb  
**Performance** N/A **Price when new** \$13,358

## ASK THE COUPLE WHO OWNS ONE>>

**"MR. & MRS. X,"** a Southern California couple who prefer not to be identified, have owned their unrestored 1958 Eldorado Brougham for 24 years (they paid \$9000 for it). Theirs was the only one ever sold in France, and because designer Coco Chanel was known to have owned an Eldorado Brougham, it's likely this was her car.

**WHY THEY LIKE IT:** "It's a great car," says the husband. "People pull up alongside all the time and ask me about it—the stainless-steel roof gets a lot of attention. I like the looks a lot—it's totally different from other Cadillacs."

**WHY IT'S COLLECTIBLE:** "There are so few of them, and it's virtually handmade. The 1958 models have a bit more power than the 1957s, too, thanks to the addition of a third carburetor." Like the Mark II, the Eldorado Brougham has been designated a Milestone Car by the Milestone Car Society.

**RESTORING/MAINTAINING:** "You'd think that with all the electricals it would be a headache to maintain, but it's really not. The auto-opening trunk can be a pain to fix, and the electric locks and power seats, but really I don't have to do that much to it." Finding replacement parts isn't for the faint of heart, though.

**EXPECT TO PAY:** Concours ready: \$44,000; solid driver: \$24,000; tired runner: \$19,000

**JOIN THE CLUB:** Cadillac-LaSalle Club; [cadillaclasalleclub.org](http://cadillaclasalleclub.org)

## OUR TAKE>>

**THEN:** "Not long after you have placed the car smoothly and almost silently in motion, you begin to realize that despite the fact you are guiding a 2 1/2-ton vehicle, the handling qualities are very good. The ride, as a result of the air-suspension system, is super-soft. It might be described as superb."

—Joe Wherry, *Motor Trend*, July 1957.

**NOW:** Loads of horsepower and torque move the big Caddy surprisingly well, and the controls have plenty of effort-eliminating boost. Expected some chassis flex, given the lack of side pillars, but the body was a rock. With the drums all around, braking is something you'd better plan at least, oh, a month ahead.

## BEFORE YOU SWING THROUGH PALM SPRINGS, BE SURE YOU'RE PACKING THIS SCORE OF MOOD-MAKING MELODIES.

reproduces the feeling of postmodern Italy. Appropriate, as the song first appeared in the soundtrack to Fellini's 1960 masterpiece, "La Dolce Vita."

### 11. FRANK SINATRA, "NIGHT AND DAY"

#### CLASSIC SINATRA

The ultimate singer's ultimate cut of Cole Porter's ultimate song of modern love.

### 12. GERRY MULLIGAN QUARTET, "LINE FOR LYONS"

#### JAZZ LOUNGE VOL. IV

Another great modern jazz instrumental from the era. So cool, who needs air-conditioning?

### 13. DEAN MARTIN, "AIN'T THAT A KICK IN THE HEAD?"

#### ULTRA-LOUNGE, VOL. 5

"Like the sailor said: 'ain't that a hole in da boat.'"

### 14. STAN GETZ, "SAMBA DE UMA NOT SOLO" ("ONE NOTE SAMBA")

#### JAZZ SAMBA

Launched the early 1960s samba/bossanova craze. Just wait for the girls in capri pants to arrive.

### 15. LOUIS PRIMA & KEELY SMITH, "THAT OLD BLACK MAGIC"

#### ULTRA-LOUNGE, VOL. 5

Bombastic, yes, but essential. Still waiting for Prima to show up at the

Italian eatery in "The Big Night."

### 16. NELSON RIDDLE & HIS ORCHESTRA, "THEME FROM ROUTE 66"

#### CBS—THE FIRST 50 YEARS

Sinatra's best backup band, with a piano riff that outlives the show.

### 17. DONALD FAGEN, "WALK BETWEEN THE RAINDROPS"

#### THE NIGHTFLY

Ex-Steely Danner's 1983 concept album imagined a perfectly cool life amid late-Ike-era suburbia.

### 18. OLIVER NELSON, "STOLEN MOMENTS"

#### THE BEST OF IMPULSE! VOL. 1

This tune launches with a formality

that never quite prepares you for the groove it ultimately finds.

### 19. SAMMY DAVIS JR., "EEE-O ELEVEN"

#### EEE-O-ELEVEN: THE BEST OF THE RAT PACK

Sammy gets bluesy with the theme for 1960's "Ocean's Eleven."

### 20. FRANK SINATRA, "ONE FOR MY BABY (AND ONE MORE FOR THE ROAD)"

#### CLASSIC SINATRA

The perfect love, like these cars, can't last forever. Frank caps our soundtrack with a gin-and-vermouth-soaked end of the road.

TODD LASSA ♦