



Cadillac



Owners Club of Great Britain

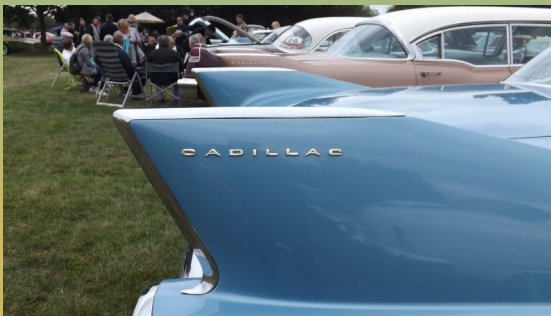


Tron



Show

Edition



Benheim



Standard of the World

July-August 2019

Cadillac Owners Club of Great Britain

Club website (with International links): www.cocgb.co.uk

Facebook—Cadillac Owners Club of Great Britain

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Affiliated to the Cadillac-LaSalle Club of America

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Front Cover— (Top) John Lond wins Best Cadillac at Hatton, Club line-up at Hatton (Middle) Fins from Belgium & Holland, Cliff Beckett's '96 Fleetwood Brougham (Bottom) '41 Coupe from Italy, Paul & Angie Ross' 1968 Coupe, Alan & Kath Reed's '87 Buick Station Wagon. All Photos in this magazine (unless otherwise stated) by Lin Hole and the Editor

Club News

From the Chairman



I recently visited my old friend Tom McPherson in Canada and we had a great day in Oshawa Ontario. The name might not mean very much to you, but it's one of the plants General Motors is closing and also the place where my 'car for the trip' was manufactured.



The XTS, itself due to be discontinued along with the Chevrolet Impala which is also made at the same factory, was so impressive that if I ever get around to selling some of my cars, I'm sorely tempted to get one.



As you can see there are still a number to be had.

I hope those of you that attended the shows at Hatton and Blenheim, had a good time. Unfortunately I was unable to attend. One of the problems with getting older is that we need to go in for repair more regularly, a bit like our cars.

Enjoy the rest of the summer.

Peter B Griffith

Rod Bevan

Treasurer/ Membership



New Members

A warm welcome to a new member, Michael Bowden of Nottingham with a 1958 four door sedan.

Hatton and Blenheim Shows

Attendance at Hatton and Blenheim was good. Judith and I were only able to make a very short visit to Hatton as we were on route to a holiday.

Many thanks to American Auto Club (UK) and Pre 50's American Auto Club for their welcome. Both were very enjoyable shows. Blenheim was particularly well presented with amazing vehicles of all American makes and years, a credit to their owners with one vehicle travelling from Italy.

Also In attendances were members of the Netherlands and Belgian Cadillac Clubs in '55 to '58 pristine examples, the '56 being a prize winner. Interesting as earlier in the day and on arrival at Blenheim the ignition coil failed on the '56. No spares available from dealers on site and lack of local supplies a plea was put out and a suitable 12v coil located on site. After the show they were all continuing on a UK holiday, a convoy of style.

Many thanks to Alan and Kath, Phil and Lin, Paul and Angie for your skills building the new club accommodation. It showed us off very well, a pleasure to see. Also thanks to Judith for her help at Blenheim.

As members become aware of shows in your area please make the club aware via Facebook, website or our new text system.

That's all for now, happy and safe motoring,

Rod

Lane Closed Warning

There are an increasing number of 'Smart' Motorways where the hard shoulder has been upgraded to a lane for use at peak traffic times. Quite what someone with a breakdown is supposed to do is up for debate. Yes, there may (sometimes) be strategically placed refuge areas, but in my experience, cars seldom breakdown at convenient times and places. Doesn't seem that 'Smart' to me.

Anyway, when the hard shoulder is not in use and the lane closed sign is displayed, new rules will mean **3points and a £100 fine** for any transgressor. It's argued that these new fines are only necessary because increasing numbers of drivers ignore the lane closed signs.

Show Text-line

In the absence of a Show Coordinator, we have set up a dedicated 'Show text-line', so if you want us to know about an event, just send a text to **007842 222724** and we'll publish it in the magazine and on the website.



Amos' Autos

'Hanging out with the cool dude'



Hey Dudes,

Sorry I wasn't at Hatton, but Rod and Judith had gone white water rafting on the canal, so Tia and me, we kept out of the way, I don't have the time to keep fishing Rod out of the drink.



My friend Grace sent me this interesting photo of a tailfin. Now we're all used to tailfins, it's a Cadillac thing, but this one is kinda different, it's the wrong way around and belongs to this 1961 Dodge Phoenix. Based on the Dodge Dart, this was produced by Chrysler Australia and came with a 5212cc V8 and right hand drive.

If the front end looks familiar, that's because it bears a striking resemblance to the Ford Zodiac MkIII which ran from 1962—1966. For those of you that remember 'Z' Cars, they used the Zephyr version which only had two headlamps.



One car that made quite a splash at Rally of the giants was this 1941 Cadillac 6127 Coupe. Having come all the way from Italy, apart from the journey it has an interesting story.



Found in Parma in 2018, it is believed to have been in Italy since 2010 and before that, possibly the UK.

Anybody out there recognise it?

It was purchased in June 2018 by the NB Centre for American Automotive Heritage who have facilities in Rome and Allentown Pennsylvania. The car was immediately sent for restoration, many of the parts including the engine were sent to the US where an identical car was used as a reference to recreate many of the missing interior parts. The restoration took a year and Rally of the Giants was its first outing, where it won the prestigious 'Overall Concours'. The attention to detail and quality of fit & finish is amazing.



The car is fitted with a 5.7 Litre Flathead V8 developing 150hp at 3400rpm and is sent to the rear wheels via a 3-speed synchromesh gearbox. When new it was \$1345 and there were 11,812 made.

This '57 Eldorado Seville belongs to Frederic Halloy of the Cadillac LaSalle Club of Belgium, who made a trip along with 4 others from Belgium and Holland, two of whom won prizes.....



Isn't it great to see these cars from the 1950s doing what they were intended for, cruising..... Better not leave these two out ↓



There ya go..... The full set, **Rock on Dudes.**

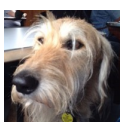
And finally something a little different. Spotted at the Bristol Classic Car Show, this was Volkswagens take on a fuel efficient hybrid back in 2014. Capable of 261mpg, it was powered by an



800cc turbo Diesel engine developing 48hp. That doesn't seem a lot but when the car only weighs 1752lbs it's plenty and produces only 21g per Km of CO2. It can travel 31 miles on battery power

alone and it can carry 2 people. At £98,555 it was never going to be a commercial success, but it does show how frugal the internal combustion engine can be.

Stay cool dudes



Little Raddies 2

By Paul Nieuwenhuis

As hinted at in the previous magazine, hereby part 2 of my non-comprehensive review of Cadillac scale models from my own collection of around 1000 models, including around 50 Cadillacs. Last time I started with that classic decade of the 1950s and in this instalment I will move to the next decade, the 1960s. this decade featured a gradual toning down of the epic tailfins of the iconic '59, while developing a uniquely angular style that is still evident in Cadillacs today. If you want to add to your own collection based on this, I will point out which of these are still obtainable and which may be harder to find.

1960s

First up is this rather nice Series 62 Coupe from 1960. I have



mentioned previously that I don't like pink Cadillacs, but this pink I like. It is offset nicely by its white interior and obligatory whitewall tyres/tires. The model is in 1:43 and was produced by Brooklin Models, one of the principal proponents of handbuilt 'white metal' models of American cars

in this scale. The firm started in Canada, but later moved to the UK to benefit from our local model making expertise. Brooklin models are still widely available, but are never cheap and enjoy a flourishing second hand market, best to check sources like eBay.

Next are two iconic gangster movie Cadillacs. The first is a convertible 1963 De Ville from the film *Scarface*. The model is



in 1:18 scale, diecast by Jada and made in China. Like the original, it features leopard print upholstery, which has been very nicely rendered in model form. It also boasts

opening doors, hood and trunk. The model comes with a

figure of the film's protagonist, which I have not included in the pictures, as I am more interested in the car than the role it plays in the film.

Also in 1:18 and diecast by Jada is the 1965 DeVille Coupe



from the film *Reservoir Dogs*; again with opening doors, hood and trunk. Both of these are relatively simple models, but they capture the shape of these cars very nicely. Both can still be found on auction sites like eBay and at autojumbles,

although some sellers want silly money for them – something often found with movie-based models – so do shop around. I feel the pale yellow is not the best colour for either car, although they reflect the movie originals, of course. I am still tempted to respray at least the '65 Coupe in a more flattering metallic colour, but we shall see...



Final model for today is the 1967 Eldorado. I must admit, this is one of my favourite Cadillacs of all time with its beautifully balanced styling that consolidated Cadillac's new,

angular direction. The model is, again, in 1:18 scale and is produced by BoS (Best of Show) of Germany, although made in China. The model is finished in black with a black vinyl roof and brown and white interior. It has some nice detailing and the whitewalls look great. The model is hand built in resin; like white metal, a more labour intensive but lower capital intensive technique than diecasting and best suited to smaller production runs. This is therefore a limited edition of 1000 and mine is number 298. Despite being a limited edition, this model can still be obtained from the company that commissioned it, who also tend to offer the best price (www.modelcarworld.de). This company operates in a range of languages and delivery is very fast, should you wish to pursue it. Best to wait, perhaps for one of their regular sales promotions.

Next time, perhaps, the 70s...

Don't Forget... Twitter

Follow us @cadillac_of

Hot Day at Hatton

With Cool Cars

The Independence Day Celebration brought out some great cars and we basked in sunshine all day. Well done to the AACUK for another splendid show.



Amos was unable to be there, so Grace stood in for him



Peter & Linda Stanton's 2000 STS



It was the first outing for our new hospitality suite. A daunting task you might think, but using Angie Ross' alternative steelwork construction method (it'll change the world) we soon had it all sorted.

Cadillac's Personal Luxury Coupe of the late '80s/early '90s, Clive Jackson's '90 Eldorado.



John Lond with a smile on his face, not just because he owns this wonderful '66 Coupe deVille, he'd also found out he'd won the Best Cadillac Award. (see front cover) **Congrats John.**



Equipped with the usual standard of luxury, John's car also has an interactive anti-theft device..... Woof!



↑ Largest Trunk, Paul & Angie Ross' 1968 Coupe deVille. &

↓ Tallest Tailfins, John Sewell's '59 Coupe deVille.



Mike & Elaine Bowden's amazing '58 Series 62 Sedan. Check out the back page for some interesting facts about this car.



It may not be a Cadillac, but it's our equivalent of Thunderbird 2.—Alan & Kath Reed's '87 Buick Station wagon

A Belter at Blenheim

Rally of the Giants Rocks

Congrats to the Pre50AAC for another great show.



Bob Lucas at the wheel of his '33 V12



Hospitality in full swing... Tea, coffee, cake, it's all there. And yes, that is Angie Ross out steelwork expert on the left



John Lond wins 'Best Cadillac with his '66 Coup de Ville—that's 2 out of 2 now!



Graham 'Hubs' McDonald with his '64 Sedan de Ville. Need detailing advice Graham's the man.



Cliff Beckett's '96 Fleetwood Brougham



The 'Cool Dude' and Tia take the Treasurer and Secretary for a spin around the field



Laurence Cogdell's rare '82 V6 Sedan



Paul & Angie Ross' 1968 Coupe de Ville



John Sewell's '59 Coupe de Ville



Best in Show was awarded to this '41 Cadillac 6127 Coupe which came all the way from Italy See Amos' Autos for more on this car



Fin-tastic view of the contingent from Belgium and Holland who made the trip to Blenheim

XT5 Mid-Cycle Refresh



Cadillac's XT5, the artist formerly known as the SRX is set for a mid-cycle refresh which will see a departure from its standard 3.6 litre V6 power plant. Instead the basic engine will be GM's new 4-pot 2.0 litre turbo. Fitted to its smaller sibling the XT4 and destined for the CT4 & CT5, it pumps out 237hp and 258lbs-ft of torque. Believe it or not it's also the basic mover in the 2019 CT6. Who'd have thought a 17' car with a 2 litre 4-cylinder engine, can't help but think it will have to work hard. The 3.6 V6 remains an option for those who prefer the power in a V formation.

CT5 in White anyone?

It'll be a no cost option

When you are spending serious money on a car, the idea that the paint is an optional extra is, to a simple country lad like me ridiculous, but that's the way of the world. I mean, you wouldn't buy a new car without paint would you? Unless it was a DeLorean..... 88mph Marty, the clock Marty!



Strange but true, buyers of CTS or ATS models had to find another \$1000 for white paint, because it was only available in metallic form, Crystal White Tricoat to be precise. There was no standard option. Other manufacturers offer 2 white options, basic at no cost and metallic for a price. Given the price of a new Cadillac, wouldn't you think you could have any colour included in the price? Not that our favourite marque is alone in this practice, many manufacturers these days give you alloys, parking sensors, automatic lights and heated seats as standard..... But the paint? That'll be extra.

Fear not CT5 buyers, the base colour will be white and free.



Other colours are available at extra cost

Electrifying Classics

Not everyone appreciates the electric car, the likes of Tesla, Nissan Leaf and Jaguar iPace don't necessarily float everyone's boat. But what about converting classic cars to run on amps, is it such a bad thing?

Companies like Jaguar and Aston Martin see it as 'future proofing', the ability to use a classic in places where their petrol equivalent might be banned or into the further future where petrol may not be available. The idea around future proofing is that it is a totally reversible process.

Take this Aston Martin DB6 Mk2 Volante pictured at the recent Fully Charged Live event at Silverstone. It's a £1.5m car converted to electric without changing any of the bodywork or floorplan and retaining its weight distribution and drivability. Jaguar have a similar prototype, the 1968 based E-Type Zero. The idea of both is to mimic the range and performance of the original car whilst making it usable in any legislative environment.



Some people will see this as sacrilege, but there will be others that want to drive and be seen in classic cars that they can use anywhere.

It's not just for expensive cars like these that most of us can't afford. Due to the number of start-up companies heading into this burgeoning market it could come to a Fiat 500 near you or who knows even a Cadillac. Imagine a 59 Eldorado, there would be plenty of space for the batteries.



Talking of Electric

Ever wondered what the breakdown of how they produce it is? Well wonder no more, here is that breakdown for the 4 weeks up to June 14th 2019. Figures from MyGrid GB

- Nuclear—19.3%
- Gas—42.7%
- Coal—0.2%
- Wind—14.8%
- Solar—6.6%
- Hydro—0.9%
- Biomass—8.1%
- Import—6.8%
- Storage—0.6%



Events 2019

2nd-4th August—AACUK No Name Show at Stoke Prior Sports & Social Club, Bromsgrove B60 4AL

6th-8th September—AACI Autumn Show at Billing Aquadrome, Northampton, NN3 9DA

7th September—International Autojumble Beaulieu at Beaulieu, Brockenhurst, Hampshire, SO42 7ZN

13th-15th September—AACUK Autumn Nationals at Drayton Manor Theme Park, Tamworth B78 3TW

5th-6th October—Anglo-American Autumn Classic at Prescott Hill Climb, Gotherington, Nr Cheltenham GL52 9RD. See www.prescott-hillclimb.com for more details or to buy advance tickets.

2nd-3rd November—Classic Vehicle Restoration Show at The Royal Bath & West Showground, Shepton Mallet, Somerset, BA4 6QN

8th-10th November—Lancaster Insurance Classic Motor Show at NEC, Birmingham B40 1NT

Recurring Events

Haynes International Motor Museum, Sparkford, BA22 7LH. On the first Sunday of each month. Haynes run a breakfast club open to all marques.

Redhill Village Club, Church Road, Redhill, North Somerset, BS40 5SG have the following Car Meets in 2019
Breakfast Gatherings 9-11am
Sunday 13th October

BBQ Evenings 7-9pm
Thursday 15th August

Somerset County Classic Car Meet, Blue Bowl, Bristol Road West Harptree BS40 6HJ, last Sunday of every month.

Need an events publicised?

Let me know, or go to add an event on www.cocgb.co.uk.

Phil Hole Editor



One of the things you can't help notice when you attend the AACUK show at Hatton or Rally of the Giants at Blenheim, is the sheer diversity of makes and models of American vehicles on show. We all have our favourites, the ones we lust after, you know the feeling.... If only I had the space, the money, the time and those we wouldn't want. Irrespective of whether we like or hate any of the cars / trucks / vans / bikes, you have to admire the effort and determination that so many owners put in to keeping these wonderful (sometimes wacky) vehicles on the road.

To think, we wouldn't get to see them if it weren't for dedicated owners and clubs like the Pre50 AAC and AACUK that put on these wonderful shows, so as Amos would say '**Rock on Dudes**'.

A big 'thankyou' to all of you out there in Cadillac Land that came along to support us, you'll no doubt have spotted your car somewhere in the magazine. We had a team of eagle eyed snappers out there, even Alan Reed (whose completely digital these days) was hunting down interesting vehicles.

One of the things we discussed at the AGM was a flyer and/or card to promote the club. We decided to go with the card (it's easier to carry and being credit card size fits easily in wallet or purse).



On the reverse it gives details how to contact us via the website. The idea is to hand them out or put them on Cadillacs that don't have a current club sticker.

Travel safely.....

Phil

Chairman Downsizing

No, he's not on a diet, but he is looking to reduce the number of Cadillacs he owns. So currently up for sale:

1937 Cadillac 7523 7-seat, burgundy, £45,000 ono

1978 Cadillac Seville, black, £7,950 ono

1973 Cadillac Eldorado (78 front), firethorn red £11,500 ono

1982 Cadillac Flower Car, black, £7,750 ono

Interested in any/all of these, or need more information please **contact Peter on 0151 6301414 or email him at v8v12v16@globalnet.co.uk**.

Cadillac For Sale

Rare in the UK, Laurence Cogdell is selling his 1982 4.1 litre V6 Sedan deVille... Yes V6, it has a Buick 4.1 litre engine which was a credit option in '82. With the same HP rating as the V8 and more torque, only 17,650 were made. Interested in owning this interesting car which comes with a new MOT, it could be yours for £6,500 ono.

Contact Laurence on 01908 377496



Al Capone's '28 Cadillac Intrigue & Myth

With thanks to Jeff Harrison

The legend goes that after the Japanese attack on Pearl Harbour, Sunday December 7th 1941, the Secret Service found themselves in a spot... How to transport President Franklin D. Roosevelt from the White House to the Capitol to deliver his 'Day of Infamy' speech to congress, declaring war on Japan on Monday the 8th.

It's a short trip but they had to get him there safely. At the time, Federal Law prohibited buying any cars that cost more than \$750, so they would have to get clearance from Congress to do that, and they didn't have the time. One of the Secret



Service agents however, discovered that the US Treasury had seized Al Capone's bulletproof 1928 Cadillac when he was jailed in 1931. They cleaned it, made sure it was running perfectly and had it



ready for the President the next day.

It's said that Mechanics cleaned and checked each feature of the car well into the night of December 7th, to ensure that it would run properly the following day. Those features included 3,000 pounds of armour and inch-thick bulletproof windows. It also had a siren, flashing lights behind the radiator grill and a police scanner radio.

So, Al Capone's armoured Cadillac was responsible for getting the President to the Capital in perfect safety..... No it wasn't because it was in England at the time.

It had been sold and shipped to England in 1933 and didn't return home until 1958, it's new owner ran an amusement park.



Instead President Roosevelt travelled to the Capital in this Cadillac, which had nothing to do with Al Capone.

Where did the myth come from? It's first outing was in a book 'Reilly of the White

House' written by former Secret Service Agent Michael Reilly, where he describes using the Capone car. However he didn't claim it was used on the 8th, rather the 9th December 1941 and was rather displeased that it was a convertible. Capone never owned a convertible Cadillac, it's kinda difficult to make a rag-top bullet proof. Of course the Capone name sold books and any reference could have been inserted to improve sales.

The idea was then copied by many authors who perpetuated the myth..... Seems fake news has been around longer than we think.

Bristol All American Car Show

A Pre50 AAC production at Yate Town FC
Another great show, with a variety of Cadillacs



David Green's 1961 Sedan deVille

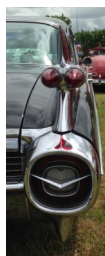


Nick Parker's 1973 Sedan deVille

Mel Atkin's 1970 Coupe deVille which he's owned for 27 years



The engine is as clean as the bodywork on Greg Horn's 1954 Fleetwood Sedan. It's always a pleasure to look at this car



No prizes for guessing what this is



2000 STS



This dark green '51 Coupe with light green roof was a great colour combination.



London ULEZ Information

As the London ULEZ has just come into force, it is a good time to remind everyone that all UK vehicles in the 'historic' taxation class (including Northern Ireland) are automatically exempt from charges under the ULEZ and do not have to register with TfL to obtain the exemption.

We have placed guidance notes on our website at <https://fbhvc.co.uk/news> which we hope will assist drivers and keepers of vehicles over 30 years old.

The Checker function on the TfL website does not currently easily identify all exempted vehicles and we therefore do not recommend the use of this facility. In several places on the TfL London ULEZ site there is a link to a 'Discounts and Exemptions' page which accurately sets out the position, including the following:

All vehicles that have a historic vehicle tax class [status] will be exempt from the ULEZ

If your vehicle meets the above criteria and is registered in the UK, it is automatically exempt and you don't need to register with us

This is a clear confirmation of the position by TfL.

We should add that the introduction of the ULEZ does not affect either:

The existing London LEZ (for larger vehicles), in respect of which the cut-off for affected vehicles remains 1973, or The Congestion Charge, from which historic vehicles are not and never have been exempt (except buses and minibuses, which do need to register)

Jumping up the US

In the UK the majority of Cadillacs are run as weekend or classic cars, though some of us use them daily, in the main they tend not to be 'daily drivers'. Nor do we in this country cover the mileage that owners in the US do, the UK just isn't that big.

Having said that, with the current 'electric' offerings it is difficult to see how a plug in vehicle can be the 'complete package'. Irrespective of cost, range remains the biggest obstacle. Yes, for the everyday commute, I'm sure most of us could cope easily, but need to travel from one end of the country to the other or go on holiday and things are more challenging, a degree of planning is necessary.

The idea of jumping in the car and driving Bath to Newcastle or Edinburgh if the need arises, would be a more difficult journey without the internal combustion engine. In the USA those distances are even bigger and with such a varying climate, even temperature plays its part, batteries don't like the cold weather so range can be seriously affected in a New England winter.

Cadillac's parent company GM have recently announced they will partner with Bechtel, the largest construction company in the United States, to build thousands of fast charging stations across America. And infrastructure is what you need, there's no point in having electric vehicles without the means to refuel them. GM is set to introduce 20 new electric cars by 2023 and that's only 4 years away.

Unlike Tesla, GM won't however be going into the supply business. Instead believing that investing in third party companies is a better strategy, hence the partnership with Bechtel, to whom they will provide data to help determine the best locations for charging stations.



2019 Chevrolet Bolt EV



That data is likely to come from OnStar.

Given the extended time (over petrol) that it takes to refuel, it's easy to see retail outlets and eateries growing up around charging stations, maybe even drive in diners where both driver and car refuel at the same time

15 years of the V Series

Spring 2004 saw the introduction of the very first Cadillac 'V' series, the CTS-V. It was soon followed by the STS-V and the XLR-V. The trend continues with the CT6-V and soon the CT5-V and CT4-V. It looks like the fast Cadillac is here for the long haul.



XTS a Final Farewell



One of my favourites, the Cadillac XTS is due to leave the line-up in October, bringing an end to Cadillac's love affair with front wheel drive that has lasted since the 1960s..... **So long, we'll miss you.**

Cadillacs in the Wild

Roaming charges apply—usually around £1.30 a litre



This is Mike Bowden's '58 Series 62 4-Door Sedan. It's a one owner car from Pasadena, California, totally original, including paint, and has a verified 36000 miles from new. Mike imported the car in November 2018, after a fairly lengthy search, and hasn't been disappointed. Believe it or not, the "factory plastic" is still on the seats!! **Great car Mike**



A Brace of Mary Kay Pink Cadillacs spotted by Kath Thomas in a restaurant car park in Troy NY. Pink Cadillacs have been associated with the brand for 50 years.



How's this for colour coordination, Californian Poppy and Detroit's finest—In sunny Somerset



This 1925 V8 2Dr Sedan was at the Cadillac LaSalle Club Finland 30 year Celebration—*photo from Dirk Van Dorst.*

Ed. Watch out for further coverage of this event next time



Peter Griffith with XTS outside the Oshawa GM Factory in Ontario where it was built.



Ron Melville's Cadillac pictured in Tauranga NZ, looking out to The Mount, an extinct Volcano. Ron is the Editor of FINZ, the Cadillac LaSalle Club of New Zealand's magazine.

Spotted in Prague by Graham Darby, this Seville was in good condition but missing its Wreath & Crest hood ornament.



Cadillac

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