



Cadillac



Owners Club of Great Britain



Standard of the World

November-December 2021

Cadillac Owners Club of Great Britain

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

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Affiliated to the Cadillac-LaSalle Club of America

For Cadillac LaSalle Club membership, contact Mike or Nancy Book on 001 614 478 4622 or CLCoffice@cadillaclasalleclub.org

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Front Cover: Steve Sullivan's '58 Sedan deVille at Rally of the Giants

Club News

From the Chairman



Not much has been happening on the car front. For me it's been more about personal maintenance. As I write this, I'm recovering from a gallbladder operation. The Editor tells me I've joined the MGB Club (Minus Gall Bladder). Anyway I'm making steady progress. Hope to be back in circulation soon.

I am still trying to downsize my car collection. I have a 2006 CTS 3.6 Sport Sedan for sale. It belonged to the ex-service manager at Bauer Millett. It has a rebuilt engine and is in beautiful condition—£3750 ono. Also I have '73 Eldorado with just 33,000 miles on the clock for £12,000 ono. Interested in either, please give me a call.

Finally, I know it's only the beginning of November, but this is the last magazine before the festive season, so on behalf of the committee and the club I wish you a happy, healthy and safe Christmas.

Peter B Griffith

Rod Bevan

Treasurer/ Membership



Welcome to our new members.

Brad St. Ledger of Romford with a 2009 CTS Luxury Sport 2.8
Pete Henneberg of Nelson, Lancashire with a 1978 Seville 5.7

We look forward to meeting all our new and existing members in the future.

It is with regret that I must announce the passing of a long-standing member and American car enthusiast, Derek Jackson. Our sympathy goes to family and friends.

National Exhibition Centre Classic Car Show 11th-13th November 2021

Julie and Graham have certainly pulled out all the stops on this one. We are very grateful for their enthusiasm and drive without which our representation with a show stand would not have happened. Well done both. And a big thank to for the three members displaying their vehicles and for dedicating those days to our display. Alan and Kath Reed, Paul and Angie Ross and Graham and Mel Howard-Wall.

It has not been easy with disappointments along the way and the uncertainty caused by Covid 19.

Other business

Next year should introduce more certainty with shows and hopefully attendances will improve as confidence increases.

Fuel has caused a few problems; I feel largely created by the media. E10 may have had an impact as motorists panicked in confusion and misinformation about the suitability of the fuel in their cars. DVLA site is very useful if your vehicle is listed there, but many of our vehicles are not. Most America cars since the early 90's seem to be ok with E10 as the US have used ethanol since this time. Check the handbook if you have one.

The handbook for my 1997 Chevrolet Astro says that it is ok, which I think is ok if you use the vehicle regularly but if not and you are storing it over winter best to keep the better stuff in there. Apparently, like brake fluid, it is hygroscopic, in that it absorbs water, which is never good for an engine or its components.

Anyway, those are my thoughts and believe me some of those you wouldn't want to have. So, make up your own mind. Let's face it for the mileage some of us do in these cars the extra price of E5 makes little difference and apparently E10 gives a reduced miles per gallon anyway.

Stay safe, look after yourself, family, and the Cadillac.

Rod

Phil Hole

Editor



It's been quite a couple of months hasn't it! Panic buying at the pumps, who'd have thought that petrol & diesel would have taken the place of toilet rolls and it all started because one company couldn't supply 30 of its 1200 forecourts. Prices at the pumps have also risen at an alarming rate. In our local Tesco E10 95 is now 10p litre more expensive than it was a few weeks ago which means an extra £6.80 for a 15 gallon fill-up, even more if you need to use E5 Super grades. How much of this rise is down to the price of crude oil?

Way back in November of 2019 I mentioned that my '92 deVille had developed a mind of its own, switching the radio and A/C blower on and off multiple times after I'd stopped, exited and locked the car. I now know the answer and it wasn't a poltergeist, but a body control module. How did I find it? Well I changed everything else, there was nothing left!

A replacement from Rock Auto was £146 including taxes and carriage and it arrived in less than 3 days. Even back in '92 Cadillac in their wisdom fitted a removable PROM chip, so no reprogramming required. A simple question of 'plug & play'. I love it when these things make me look as if I know what I'm doing.

With all the things that are going on at the moment, the only thing we don't appear to be short of is media speculation, which is a pity, life would be much simpler without it, but sadly it's a growth industry.

Stay safe, stay well,

Phil



Amos' Autos

'Hanging out with the cool dude'



Hey Dudes,

'Our Man in Ireland' Nick Stratta came across this 1914 Cadillac Landaulet in his copy of 'Left Hooking' the News Letter of the American Auto Enthusiasts Club. (Photograph courtesy of the AAEC Editor Geoff Mitchell)



The Landaulet was the product of Cadillac doing what it has always done well, being innovative.

There were two Landaulet models in 1914, the 2-dr, 3-Person Landaulet Coupe at \$2500 and the 2-dr, 5-Person Inside Drive Limousine at \$2800, the latter described as a Landaulet treatment on a Coupe, it was actually a Centre Door Sedan. The use of the term Landaulet (also called Landaulette with the extra 'te') is a strange one as it usually refers to a 'half landau' where only one half of the carriage or car has a convertible roof as in this 1913 Packard.



On the Inside Drive Limo, both the steering wheel and driver's seat cushion were hinged to aid access. It was a body style that lasted only a couple of years and is a little strange. At that time

limousines had a definite 'class separation' with owners/passengers riding in the back and the driver 'up front' with no common area and in the case of the driver sometimes no windows or roof. It may have been an attempt to lure the 'owner driver' into the Limo market or perhaps cater to owners who on occasions might want to drive themselves.

It was powered by the L-Head In-line 4 cylinder 365.8ci (5994cc) on it's last outing before being replace by the more powerful, smaller capacity 314.5ci (5153cc) L-Head V8 in 1915.

Going much smaller, I was intrigued by the Nami Belka 450, not because it sounds like a kitchen appliance, but like the Cadillac, it appears to have a centre door.



Looks however can be deceiving , the entire front folds forward for not so easy access.

Designed by National AutoMobile Institute (NAMI) in Moscow and built by the Irbit

Motorcycle Plant in Sverdlovsk, USSR, the Belka (which means squirrel) was a prototype 4-seater micro car. It never went into production, which despite its cuteness was probably a good thing.



Not car related, but definitely club related, it was time to wish a fond farewell to my good buddy **Guide Dog Puppy Marley**, who is off to Guide Dog School—we'll miss you dude, but think of the amazing job you will be doing in the future for someone with sight loss. **Cadillacs & Guide Dogs rock!**



Finally, if you've ever wondered what the original prototype Dodge Ram looked like, here's a photo.

Have yourselves a good Christmas and until we meet again on the flipside in 2022.....

Stay Cool Dudes...



Goodwood Revival 2021

A selection of American Automobiles from the camera of Graham Howard-Wall



Dressed to complement their '49 Coupe deVille, Graham & Mel with friends.



Custom Cadillac pick-up & Trailer



'55 Dodge



Viva Las Vegas—Marco Molino's 1950 Series 62 Rag-top, second left



'58 Sedan deVille parked next to Jaguar XK120 Coupe



1950 Le Mans Cadillac Tribute Race Car



1937 Plymouth



The Fabulous Hudson Hornet—No sign of Lightning McQueen, but it looks like Maigret is on their tail

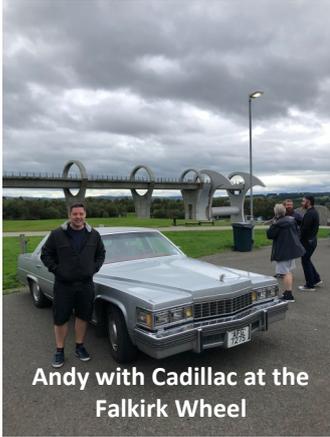


1956 Mercury flanked by Ford Falcon 500, Ford Mustang and Land Rover—always a great mix at Goodwood.

759 mile round trip

Andy Fenwick's road trip in his '77 Fleetwood

There's no better way to travel from Middlesbrough to Scotland than by Cadillac. As Andy says 'the ideal car for the long cruise.....' Here are a few photos taken along the way.



Andy with Cadillac at the Falkirk Wheel



Ferry to the Isles



Ed. The Cadillac Kustomz Hotel is located on the island of Bute and another intrepid traveller (Paul Ross) had this to say about it after a recent visit.

Angie & I had a few days holiday on the Isle of Skye and on the way home we stayed at the Cadillac Kustomz hotel on the Isle of Bute. The hotel is owned by Brody Jamieson who has a very nice '59 Fleetwood.... The hotel was excellent, all the rooms are Cadillac themed such as the deVille room, the Fleetwood room etc. The rooms were spotless and had everything you could need including slippers and bath robes etc, the food at

the attached american diner was excellent as well..... If any of you Cadillac owners are in the Scottish Islands for a break then try to stay at this hotel, it's well worth it.....



Owner Brodie Jamieson's '59 Fleetwood pictured outside the Hotel. Paul and Angie we lucky enough to have a ride in it. Sadly when Andy got there it was in for repair.

Just going to polish the chrome

Six months Later.....



Dewar Trophy Replica



Back in June, Pete Wood was lucky enough to buy this Replica at the Brown Brothers liquidation auction. It is from the Louisville Cadillac dealership that, like many other Cadillac outlets, has accepted a buy out from GM (rather than stocking electric vehicles).

It will join his 1913 medallion, presented to all Cadillac dealerships when the Dewar Trophy was awarded to Cadillac for the second time. He got that on eBay about 6 years ago.



Pete Wood's Cadillac

1903 Rear Entrance Tonneau - Registration BT4



Part 2, Restoration & Paperwork. As many of you will know restoring a car can be fraught with problems to overcome, mainly because there are some spares that just aren't available and the only option is to make them. Here are a couple of examples where Pete had to be inventive in an authentic kind of way, Pete takes up the story.....

Con rod



The first Cadillac cars in 1903, with just one cylinder, had a steel con rod with just one bolt to secure it. It is one of the very few design flaws which, when the big end bolt stretches (or snaps), causes all sorts of mayhem. Trying to get the bearing to run perfectly round and true, with just one bolt and a worn crank, has also caused some bronze bearings to burn out. Some owners have, in the past 20 years, clubbed together and had new con rods cast (some in steel and some in alloy), while introducing a second bolt. There have been no failures of the big end, as a result. But some of the 'new' castings have developed worrying micro cracks. My restorer and I decided to go one

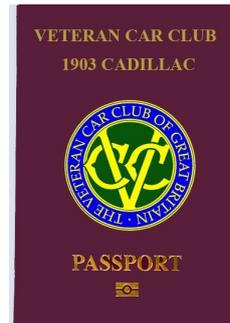
better and machined a con rod and bronze bearings from a solid alloy billet. It should (!!) now last at least another 118 years, while also being lighter.....

Hub Caps

For decades, people in the USA have been making replica hubcaps - using tin foil (think Kit Kat) copies of the Cadillac logo. I decided to put things right and properly coined the caps and milled the hubs. I now have fellow owners, all over the world wanting a set....



And then there's the paperwork..... A lot of it. In order to take part in the London to Brighton Run Pete's Cadillac needs a Veteran Car Club Passport.



From the information available to the company
 1. The subject car appears to be of a make and model which is eligible to participate in the DVLCSC
 2. It appears that some examples of the model may have been completed by the manufacturer before 1st January 1905.
 3. The majority of the parts on the subject car appear to comply with the technical specification of that make and model so far as can be ascertained from the limited information available to Veteran Car Company Limited.
 4. The alterations and modifications disclosed by the extract did not appear to be so extensive as to render the car ineligible.
 5. As a result, Veteran Car Company Limited is prepared to allocate a speculative date to the car as indicated.

VCC Veteran Passport no: 4270
 Make: Cadillac
 Speculative year: c1903
 No of cylinders: 1
 HP: 6.5
 Registration No: BT 4
 Body: Rear entrance tonneau
 Car Number: N/A
 Engine Number: 1385
 Applicant: P Wood
 Owner: P Wood
 Notes:
 Date of issue: 26th August 2021
 Expiry Date: 31 December 2022
 Signed on behalf of Veteran Car Company Limited

And the cherry on the cake, reuniting it with the original BT4 registration. As Pete writes:

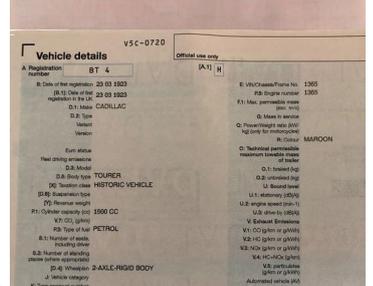
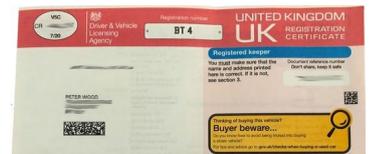
I am grateful to the combined efforts of the Cadillac Owners Club of Great Britain (**Rod Bevan**) and also the Pre-50 American Auto Club (**Luke Arnott**) that have inspected the car, history, and paperwork to make this happen.

I am also indebted to the descendant's of the original owners, and subsequent keepers who provided photos and documentation to make this dream a reality.

Now, after nearly 80 years, my 1903 Cadillac is reunited with its original registration number (aka tags) of BT4 - meaning it was the fourth vehicle to be registered in East Yorkshire on 01/01/1904.

The V5 shows my Cadillac as being first registered in 1923, an explanation: All UK cars were, by law, made to be registered from 1st January 1904. This was recorded in the Registration Book, held by the local council. In 1920, the first buff logbooks were introduced. Owners of early cars were made to register, again. Some owners chose to keep the original 1904-1919 registration. Others chose to have a 'new' registration. The DVLA now only recognises the buff logbook as evidence for retaining the original registration, so the date of the 1920s buff logbook is shown as the date of first registration.

Quite rightly, the registration is non transferable - i.e. it can't be sold.



Good Moaning

POA Adverts

If someone wants to sell a car why can't they tell you the price? Do they think that POA (Price on Application) implies there's something special about it. I work on the principle that if they won't tell me the price, then I can't afford it and don't need to waste several minutes of my life (that I can never live again) on enquiring.

SOLD Adverts

Isn't this a waste of advertising space? We can't buy that car, someone else has, is this just goading us into thinking we should have acted sooner? What difference does it make it's already gone, wouldn't they be better advertising something that's still available?

Auto Wash Bowl



Patented in 1921 by inventor C.P. Bohland, who opened two locations in St. Paul, Minnesota, this was an easy and efficient way to clean mud & crud off the underside of cars. It was an idea that caught on as this photo from 1924 Chicago shows.

In those days many roads were rutted and unpaved which meant mud would often get caked around the chassis and wheels, but a spin in the Auto Wash Bowl sorted it.

The 80-foot-wide, ridged concrete bowl was about 16 inches at its deepest point in the centre. Patrons paid 25 cents to an attendant who strapped a protective rubber cover over the radiator. They would enter the bowl via a ramp and drive around the bowl at about 10 miles per hour. The ridges in the concrete would vibrate the car and the water, creating a sloshing action that helped wash away all the mud from the chassis and wheels. After 3 or 4 minutes the car would exit the bowl with a pristine undercarriage.

Spoke Hub Caps

I had an email from a non-member who owned a '79 Sedan deVille some years back. Clearing out his shed he found a couple of spoke hub caps that he wonders if anyone might be interested in.

Following a Facebook conversation with 'Our Man In Ireland', Nick Stratta who is much more knowledgeable than I am on the subject, it seems these are locking hub caps which require a key to lock the in place. Sadly the shed didn't divulge the key's whereabouts. That said they appear in reasonable condition with a couple of curb marks.



Open to offers they are located in the Bicester/Oxford area. If you are interested please contact Julian at:
julian.del.guidice@bbc.co.uk

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Saved from the crusher



Back in 2012, a junk yard employee saved this car from the crusher and at first glance you may wonder why? Underneath this 21' fibreglass body is a '74 Coupe deVille, its late creator clearly a George Barris fan. With a black paintjob it could have been a Batmobile. These days when you see what other people do to a perfectly good and stylish Cadillac, maybe it's not so bad? Here's a couple of cars that make you feel better about this car.



See it wasn't so bad after all, was it?



Cadillac News.....

Now You see it, now you don't— the sky that is, because the glass roof panel on the future flagship Celestiq will feature SPD Smartglass Nanotechnology, meaning each occupant will be able chose how much light comes through.



Super-Cruise unavailable—for the start of the 2022 Cadillac Escalade production run which began on 6th October. The deletion is likely due to the ongoing semiconductor chip shortage.

Whether the option is reinstated, will no doubt depend on availability of this tiny component



Electrifying Network—With Cadillac spearheading its push toward electrification, parent company GM is set to install a further 40,000 Level 2 Charging Stations across the US & Canada. This will boost the 85,000 already in use. Installation will commence in 2022.

GM Customers will have the opportunity to install their own Ultium branded chargers at home or commercially. GM is partnering with CTEK to offer 3 smart charging options. They are 11.5 Kw/48 amp charger, 11.5 Kw/48 amp premium charger and 19.2 Kw/80 amp premium charger with costs being rolled into a GM Finance Lease if required.



Road Trip Comparison— *Car and Driver* compared the CT5-V Blackwing with the BMW M5 and Audi RS7 with the Cadillac coming out on top, saying it has 'the best overall driving experience'. Let's hope the American buyers realise they don't need to buy an import and GM don't ditch a winning formula in favour of another SUV.



For latest specifications and current model line-up visit www.cadillac.com



For Sale
'57 Cadillac
Coupe deVile



Bernie Murphy is selling his '57 Coupe deVile. He's owned the car for 3 years during which time it's been very reliable. In good mechanical condition with a solid chassis & good bodywork, it was repainted and retrimmed around 10 years ago. All chrome is in good condition. A new power steering pump was recently fitted.

The car is powered by a 365ci (6 litre) V8 producing 300hp @ 4800rpm and 400 ft-lb of torque @ 2800rpm driving the rear wheels through a 4 speed automatic transmission.

Asking price is £19,995 ono

For more information or any questions, contact Bernie on 07949 859442



Events 2021

November

11-13—**NEC Classic Motor Show B40 1NT** See information below for you Club Discount Code valid until 11th November.

Events 2022

March

18-20—**Classic Car and Resto Show** at the NEC B40 1NT

April

24—**Drive It Day**

June

14-19—**Grand European, Freiburg, Germany.** This is the new date set following the postponement of the 1-6 June 2021 event.

September

16-18—**Goodwood Revival, Goodwood Circuit PO18 0PH**

Biling the works



The FBHVC is partnering with oil company MOTUL to create lubrication solutions for historic vehicles. In a recent press release, it stated:

The Federation of British Historic Vehicle Clubs (FBHVC) is delighted to announce it has appointed Motul in a new three-year deal to collaborate on securing the future of lubricants for historic vehicles, through product innovation and support for the historic vehicle industry and club community.

Hertz going mega electric



It seems the car rental business is going electric with the recent announcement that Hertz has signed a deal for 100,000 Tesla cars and is looking to ‘buy in’ from other manufacturers too. All kicking off in 2022, if you are visiting the US, your next rental car could be a ‘Volts-wagon’ (sorry, couldn’t resist). Does this mean range anxiety will now hit the holiday rental market? How do you ensure you have just enough current to get you back to the airport? Don’t want give the next customer any ‘free electric’. On the upside there will be a lot of ex-rental EVs flooding the market at some point.

Rendering



I remember when it meant plastering a wall, now it’s an artform that allows us to see what cars could look like, as with this Escalade Limo from **Cadillac Society**.

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*Exclusive discount code is for club members use only. Applicable to advanced adult tickets booked before midnight on Thursday 11 November 2021. After that, limited full price tickets will be available at the show. Full ticket information: www.necclassicmotorshow.com/tickets.

The Cheshire Classic Car Show

By Amanda Deville

The Cheshire Classic Car Show was held over the August bank holiday weekend at Capesthorpe Hall near Macclesfield, a lovely location which, in addition to the Hall has pleasant woodland walks and a lake to wander round. The weather, particularly on the Sunday was excellent, the sun bringing out many a fine classic car.

Although the quantity of American cars was far outnumbered by British classics, there were still sufficient Yank iron to satisfy the enthusiast, with one or two real rarities in attendance, sadly including my own '61, there were only three Cadillacs on the field.

There are a couple of shows at this venue over the year and it is well worth considering attending, especially for those members who live in the North.



2004 Cadillac Escalade



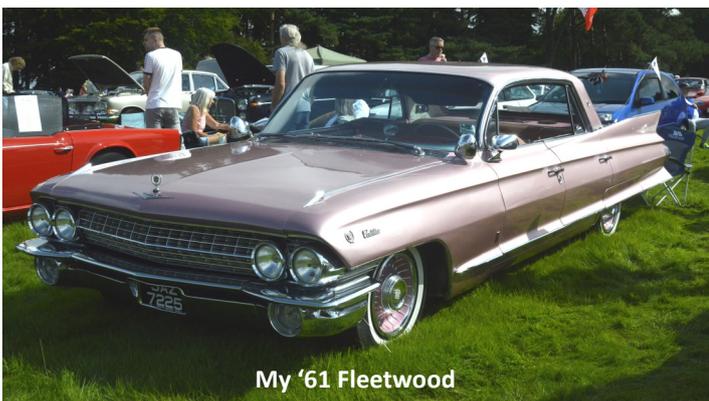
'62 Ford Thunderbird



'56 Studebaker Golden Hawk



1977 Mercury Cougar



My '61 Fleetwood



International Pickup—1948—Custom Chevrolet

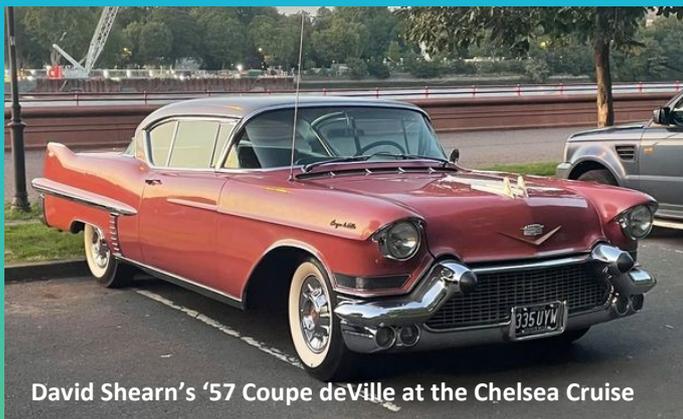


1967 Buick Wildcat Ragtop



'59 Cadillac Coupe deVille

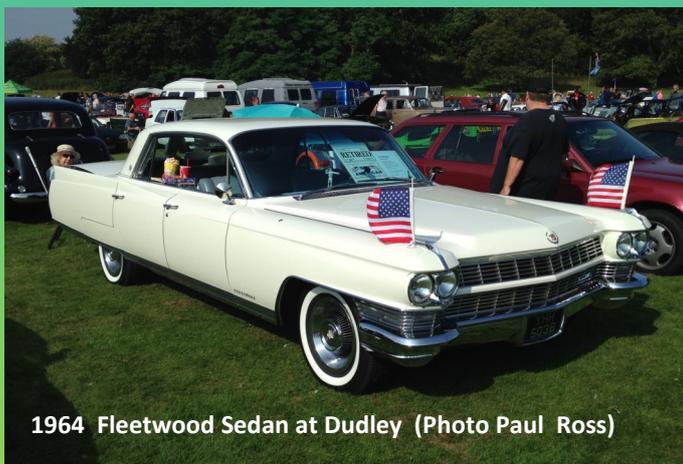
Cadillacs in the wild



David Shearn's '57 Coupe deVille at the Chelsea Cruise



Andy Inglis' 1954 Eldorado Convertible



1964 Fleetwood Sedan at Dudley (Photo Paul Ross)



And whilst we're talking Eldorado, Here is John Wallace's '73 Eldorado Convertible. On May 28th 1973, a white Eldorado Convertible was the official Pace Car at the 57th Indianapolis 500.

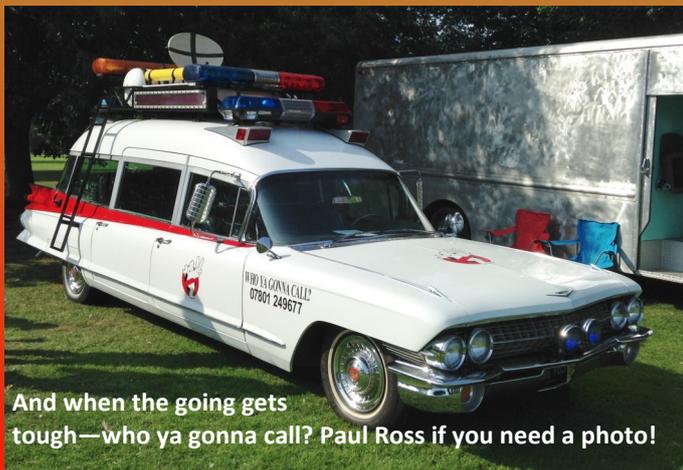
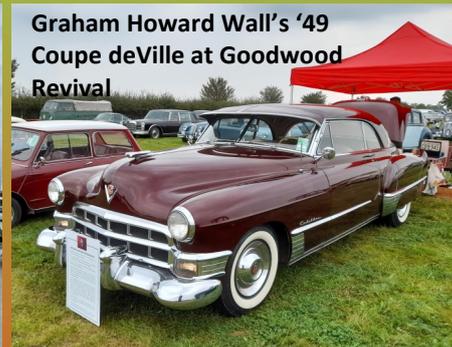


Also a Dudley, this '60 Coupe (Photo Paul Ross)



Marco Molino's '50 Series 62 at Goodwood Revival

Graham Howard Wall's '49 Coupe deVille at Goodwood Revival



And when the going gets tough—who ya gonna call? Paul Ross if you need a photo!



'In the pink' Bernie Murphy's magnificent '57 Coupe deVille is up for sale, full details on page 9



Stay safe

