



# *Cadillac*



Owners Club of Great Britain



*Tony Clark's '73 Eldorado Convertible*



*Standard of the World*

July-August 2020

# Cadillac Owners Club of Great Britain

Club website (with International links): [www.cocgb.co.uk](http://www.cocgb.co.uk)

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## Affiliated to the Cadillac-LaSalle Club of America

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Front Cover: Tony Clark's '73 Eldorado—for full details see Feature Car on page 7

# Club News

## *From the Chairman*



Being of a certain age, I'm looking forward to being set free from lockdown and no matter how limited that freedom might be, it will be very welcome. Watching the news, I do despair at the sight of crowded beaches and mountains of litter and there is the fear that through the selfishness of others, this terrible virus could return and whose fault will that be?

In the meantime, I've tried to keep busy, washing my cars and starting them up. They are all living on the back lawn at the moment, but needs must. Sadly, 3 of my batteries have packed up including the 6-volt on my 1937 Touring Sedan so that's something I need to deal with. If your cars haven't moved during lockdown, take some time to check the fluids, tyres and lights before you venture out and if you've SORNed your vehicle remember to re-tax it before you take to the public highway.

I hope you and your families are OK and free from harm and I look forward to a future where we can meet up and enjoy our cars.

Look after yourselves,

Peter B Griffith

## *Rod Bevan*

### Treasurer/ Membership



Hope you are all coping out there. Much has been done in the garden and a few jobs done on the Cadillac. I taxed the Pontiac Fiero at the beginning of June and have been out for a few nice drives. MOT runs out at the end of July, but I assume that will be extended until the Autumn.

The Cadillac MOT expired at the end of last year and it was scheduled to be done in March. So, I cannot use it until I get it MOT'd. Cannot go into Wales either which is a pain as we are on the Herefordshire borders and likely to be captured by the Heddli if we should stray. Having seen the devastation at Bournemouth and other places I think that the Welsh Government may have got it right.

Another matter with the Fiero occurred this week, it needed a new battery. Side terminal batteries can be an issue, but I went for a Numax from Tayna Batteries, ordered on the Monday evening and delivered Wednesday morning. Good service and a tidy battery.

#### Independence Day

We have decided to have our 'own show at home' on

Saturday 4<sup>th</sup> July. Maybe you are going somewhere or doing your own thing. So, there could be some photos for the next magazine.

#### New Members.

A few new members join us. We have Michael Lester from Stockton on Tees with a 1991 Fleetwood, Tony Clark of Carmarthen with a 1973 Eldorado, Graham Simmonds in the Isle of Man with a 1979 Eldorado and David Atherton of Southampton with a 1998 Fleetwood. A very warm welcome to you all. We look forward to seeing you as soon as we able to meet up and be safe.

#### Club Area Representatives

Graham Howard-Hall is now signed up as our Southern area representative. He joins Andy Inglis, Iain Morrison, Alan and Kath Reed and Nick Stratta as our team of representatives. Welcome to your posts. Other areas are vacant for those who would like to volunteer. Local shows for local people. I need to sort through the members list so that those members who have consented can be put in touch with their appropriate area representative.

#### Shows

Where we are with shows is anyone's guess. Let us hope that this year's National Exhibition event, 'Classic Motor Show' goes ahead. Julie and Graham have worked so hard to get this one sorted.

Absolute best wishes and remember please stay safe.

#### Rod

## *Phil Hole*

### Editor



It's been a strange few months and despite having the time, as usual I don't appear to have achieved as much as I'd like, but at least I'm consistent.

There's been a lot in the media recently about how much cleaner the air is since lockdown and I was fascinated to watch the first of a series on Quest called Vintage Voltage, where they convert classic cars to electric. It's very clever, but hugely expensive and one could argue, not for the average motorist. The 'converttee' was a 1967 Volkswagen Karman Ghia and by the time they'd finished, it had cost £30,000. Of that, the motor cost £4,000 and each of the 16 batteries it needed to provide a 150 mile range was around £700 and took up all of the luggage space.

To put the conversion cost into perspective, a new Nissan Leaf would cost around the same. It may not be as stylish, but it is more practical. It will be interesting to see Cadillac's latest EV which is due to be revealed on August 6th.

Finally, I must say a big thank you to our printer, **Red Side Up** who despite social distancing restrictions managed to get the last edition out on time so you all didn't get withdrawal symptoms.

Stay safe, stay well,

Phil



# Amos' Autos

*'Hanging out with the cool dude'*



Hey Dudes,

You may well look at this car and think, oh no not another Batmobile and you'd be right, it isn't. What it is may surprise



you, though there are one or two styling cues that might give a hint. Are you reaching for previous copies of the UK's premiere Cadillac Owner's magazine? Don't bother I'll explain it all. This is the 'XF58 Ice Princess'. Built in 1987 by Richard Fletcher using the sheet metal from a 1950 Studebaker and a 1960



Cadillac, this 6-wheel nod to both FAB 1 and the Batmobile from the 1960s TV series (note the double bubble roof), is powered by a Cadillac 8.2 litre V8. It sold in 2018 at Russo & Steele's auction in Scottsdale AZ for a mere \$38,500

You have to be agile to get in and out, as it has no doors, it's simply a case of open the canopy and climb in—fighter plane style..... Chocks away.

**And** now for something smaller. This is the 1913 Peugeot Type BP1, affectionately known as the B  b   (Baby) because of its



diminutive size. With a total length of 8' 0" and width of 4' 2" it weighed in at 728 lbs—that's 6.5 cwt. Power came from an inline 4-cylinder, 855cc, 10hp engine which drove the rear wheels through a 2-speed manual gearbox that could propel its occupants at a heady 34 mph. 3095 were built between 1913—1916.

The car's designer was Ettore Bugatti and you can see the ancestry when you look at his early cars, there's definitely a family resemblance when you look at the nose.



Bugatti didn't create it for Peugeot though. It was designed for the German car company Wanderer. If you haven't heard of them, in 1932, along with Horch, DKW and Audi, they formed Auto Union. Peugeot built the car under license using their own engine. The Wanderer version (which had a larger engine), used Bugatti's 4-speed transmission but in order to save money, Peugeot stuck with the 2-cog option.

**Say** the name Solo and most people will think either Hans or Napoleon, depending on you age. But now there's a new Solo on the block and it's name is definitely descriptive.

This is the Solo EV, so named because it's a one seater. Designed by Vancouver based Electra Meccanica and initially built in China, it has a range of 100



miles and can travel at up to 80 mph. At \$18,500 it may be a little pricey for a 3-wheeler, but it does have 2-doors, so you can get out whichever way the mood takes you. In these times where Covid-19 dictates that public transport should be avoided and travelling by car is the safest option, will there be a future for the one seat micro car? Will the Peel P50 make a comeback? Who knows, at the right price this could be commuter transport of the future. They could even convert trains to use them, the days of the roll-on-roll-off railway could be coming to a station near you.....



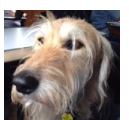
**Finally**, back to reality, here's a photo of Paul & Angie Ross' 1968 Coupe deVille, with Alan & Kath Reed's '87 Buick Station



Wagon in the background, because it's good to end on a high note.

Until next time....

*Stay Cool Dudes.....*



# The sight of the Opera

With thanks to Derek Eaton

Following on from the weird and wonderful 'one-off' customs in the last edition, Derek has been looking into the Opera, but don't worry he was wearing dark glasses at the time.

I always thought (feel free to disagree) that the '76-'79 Seville was a handsome car with proportions that just looked right. So why would you meddle with it. Well, where there's a market, there's a reason and between 1978 and 1984 the Grandeur Motor Car Corporation of Pompano Beach Florida did just that. The one pictured above is a '78 with 'trademark' external spare wheels, though you could order one without them. With an extended hood it was practically mid-engine.



Whilst most were Coupe's, some convertibles and sedans were made.



When the Seville was replaced in 1980 with the 'Bussleback' another design that divided opinion (though again I rather like it because it's different) the Opera lived on.



One thing is certain, it must have been fun pulling out of a side road when the front end was in a different time zone.

# Or was it just a Mirage?

Yes, Derek has been busy

An altogether more tasteful and practical conversion from Traditional Coach Works of Chatsworth CA. Based on the Calais Coupe or Coupe deVille, such was the quality of their work that you could order your pickup through a participating Cadillac Dealer..... Did I say pickup? Yep and it was so big that you could carry 8' x 4' sheets of ply with the tailgate up. Known as the Mirage Sport Wagon it was only in production between 1975 & 1976 during which time around 200 were produced.



If you required something more 'enclosed' the Castilian Fleetwood Estate Wagon was for you.



# Saving the best for last...



It's a phrase **Graham Darby** came across on **Road/Show by CNET** and refers to a review of the CT6 V8. Reviewer **Steve Ewing** wrote:

*"This Blackwing V8-powered 2020 CT6 truly feels like the modern luxury flagship Cadillac has always wanted to build: stylish, comfortable, tech-rich and effortlessly fast. It's the perfect embodiment of the brand Cadillac has long strived to be."*

Sadly it's no longer with us, but hey, it was good whilst it lasted and proved that Cadillac can still rock with the best of them. For the full review check out:

<https://www.cnet.com/roadshow/reviews/2020-cadillac-ct6-4dr-sdn-4-2l-turbo-platinum-review/>

# *Autoworld Brussels*

With the Belgian lockdown easing, our roving correspondent in Brussels, Martin Hole, sent these photos from Autoworld.



This 1958 Fleetwood comes from the Royal Fleet of King Baudoin. Equipped with a 5980cc V8, its doors have been modified for ease of access.



Every display of Cadillacs should contain a '59 and Autoworld doesn't disappoint.



In good company, the 1903 Model K. Notice the Mini and Fiat 600 in the background. They look like models in a display case but are in fact full-size.



1928 Cadillac Type 341 with Phaeton Convertible body by Fleetwood.

Autoworld is also home to exotic sports cars, like Ferrari, Porsche and Bugatti. There's several million pounds worth and that's just these three.



For more details on this fascinating museum check out [www.autoworld.be](http://www.autoworld.be)

Good taste away from the museum, this CT6 was spotted on a Brussels street.



# Feature Car

## My '73 Eldorado Convertible



By Tony Clark

Let me start with a little history. Since I was only knee high to a grasshopper I have always had a liking for American motors, always making a bee-line for them should I see one.



My very first car at the age of 17 was a 1966 Vauxhall Victor 101, but it cost me so much money in spare parts due to it always going wrong I decided to get what I always wanted...My first American Car. So I bought myself a 1962 Mercury

Comet and because of my age it seemed every time I went out for a cruise I would get pulled over by our boys in blue. May I add I never got pulled over for speeding or drunk driving and I was always shown respect from the officers who had stopped me.

Since then, I have had 2 Ford Galaxie 500's, one being a '65 and the other a '66 and an old 1976 AMC Matador as well as a 1994 Cherokee Jeep. But my passion was the Cadillacs so by the time I reached the age of 34 I had owned a '56 Coupe deVille / '63 Coupe deVille / '75 Eldorado / '66 Fleetwood / '73 Eldorado and a '76 Eldorado Convertible.

In 1994 I sold the Convertible and bought a 1963 T-Bird which I owned for 25 years finally selling it in Sept 2019. But out of all my previous motors the one I regretted selling the most was the 1973 Eldorado. That motor held special memories for me and so I promised myself another one at some point but this time I would like it to be a Convertible.



Then a couple of weeks ago I saw a 73' Eldorado Convertible come up for sale on Facebook and I just couldn't let it go, I had to try and get it and what's more it was in my price range. So I put an offer in and it was accepted. I took a big chance as I hadn't managed to view the motor because of the lockdown, I'm in West Wales and the motor was in Kent, but by the photo's it looked in very good condition body wise and I had to trust what the seller was telling me about it mechanically and after all the 73 Convertible doesn't seem to come up for sale very often.

So I arranged for a transport company to collect it from Kent and deliver it to me. I must say I was very pleased with the motor when it arrived and although there are a couple of expected and known minor faults that have got to be sorted I have no regrets at all.

So fingers crossed it'll be happy motoring for me but typically the day after it arrived the weather turned for the worst!

Tony



### Cadifacts

- Engine:** V8 500ci (8194cc)
- HP:** 235 @ 3800 rpm
- Torque:** 385 ft-lbs @ 2400 rpm
- Gearbox:** 3-speed auto THM-425
- Top Speed:** 117 mph
- 0-60:** 10.2 seconds
- Length:** 222" (18' 6")
- Width:** 79.8" ( just under 6' 8")
- Wheelbase:** 126.3" (just over 10' 6")
- Kerb Weight:** 5130 lbs (2.29 tons)
- Fuel Tank:** 22.4 Imp Gallons



Tony's car was one of 9,315 Eldorado Convertibles produced in that model year with a base price of \$7681. That was \$321 more than the Hardtop Coupe.



# Eldorado

# Swedish Smorgasbord

2019 Vasteras Summermeet / Powermeet  
Photos by David Green



'46 Series 62 Convertible



'54 Eldorado Convertible



'56 Eldorado Seville



'53 Series 62 Convertible with optional Continental kit



'56 Series 75 8-Passenger



'59 Series 75 9-Passenger



'68 Eldorado

*Cadillac*





# Cadillac News.....

**It's a 600D**—What is I hear you say? The 2021 Escalade with the 'no cost option' 3.0L LM2 inline-six diesel engine produces 460 ft-lbs of torque which is 623 Newton-Metres, so under Cadillac's new naming regime that's rounded down to 600 and the 'D' stands for diesel.



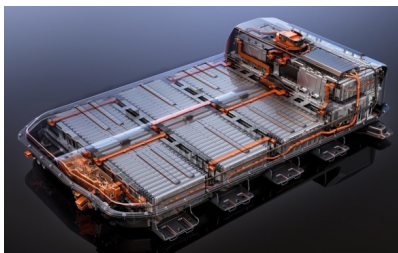
I'm proud to say, long, long ago, (I went all Star Wars there), I owned a 600D, though mine looked like this.



**Lyriq for Europe**—We missed out on 'A song for Europe' this year, but what about a Lyriq? Seems parent company General Motors is filing for trademarks in Europe. Does that mean it will venture this far east? Who

knows, but it makes sense to protect the name even in markets where you don't sell it, just in case someone else thinks they will use the name and confuse us all. If it does cross the Atlantic, might it get to us folk that drive in the other side of the road? Ask me that 6-months ago and I'd have said probably not, but as the C8 Corvette is heading here in RHD form (who'd have thought that after 66 years), there may be a chance. If Cadillac do have designs on a UK market, they'll have to up their game in terms of presence. I'm available if they need anyone for a long term test. 😊

**The Million-Mile Battery**—With Cadillac heading the GM EV charge (I love it when a pun comes together), one of the major hurdles, other than range is longevity, especially where high mileage is required. Typically, EV batteries last between

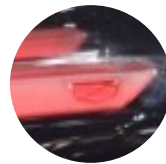


100,000 and 200,000 before they suffer serious degradation but GM are shooting for a 1,000,000 and rumour has it they aren't far away.

**Nod to the tailfin**—It seems that the designers of the CT5 have taken inspiration from the tailfin era, but in a way you may not even notice. It's a taillight 'nod' to an illustrious ancestor. Take a look at that inner light design, the way it comes up from the bumper and arches in a 'L' shape into the fender. Ok, it may be subtle—more so than we normally expect from Cadillac and you do have to look to see it, but it is there.



There's even a Cadillac Crest at the fender end. Nice.....



**GM & Cadillac**—sponsor IMSA WeatherTech Sportscar Championship round at Sebring International Raceway.



The race in which the Cadillac Dpi-V.R (above) competes will take place on Saturday 18th July with a CT5-V acting as pace car for the first time.

Normally a 12-hour endurance race, IMSA has decided on sprint racing at the event as it attempts to recover from the effects of Covid-19.



**Talking of the CT5-V**—Rumour is it will get the 4.2 litre V8 Blackwing engine rather than it just being a 'nameplate/trim' level. Is this another on/off scenario like the survival of the CT6. Who knows? But if it is true, it adds a certain integrity to the badge.....



For latest specifications and current model line-up visit [www.cadillac.com](http://www.cadillac.com)

# Little Caddies 8

By Paul Nieuwenhuis

As announced last time, this time I am covering some of the Cadillac concept cars in my collection. I must admit, examples are limited as I tend to prefer actual production cars, although some concept vehicles have been very close to later production cars. I guess Cadillac's first concept vehicle, was the V-16 Aero Coupe, shown in an earlier piece, but no harm in showing it again! The Aerocoupe was first shown in 1933 at the Chicago World's Fair and proved so popular that it was put into production. A few years later, GM started its touring Motorama exhibitions for which a number of 'dream cars' were created by Harley Earl and his 'Art and Color' team. They include the Cadillac Orleans, Le Mans, La Espada, 1954 Park Avenue, 1955 Eldorado Brougham, as well as a few La Salles. None of these are represented in my collection, although a few have been modelled.

## V-16 Aerocoupe 1933



This beautiful model is by Ricko of Japan, though made in China and is a full 34.5cm/13.5" in length, in case you are unaware of the massive size of the V-16 chassis. It is nicely made with opening doors, boot, and bonnet – revealing a nicely detailed V16 engine. Felt is used for the floor and boot carpet. Available in black (like the concept car) or dark blue like some of the production cars.

## Cadillac Sixteen 2003



My collection kicks in again in the 2000s, appropriately including the Cadillac Sixteen, a modern evocation of the 1930s V16. This concept car did the rounds of motor shows in 2003-04, including on this side of the pond, giving me an opportunity to see it myself. I was impressed and when a model became available, I added it to my collection. In fact, I have two. My 1:18 model is, again, by Ricko, who are keen on Cadillac and features a beautifully detailed interior revealed by opening the four doors. Boot also opens, as does the

bonnet – in two halves, as on the original. This is one of the



concepts that was used to consolidate the 'Art & Science' style and it generated a great deal of interest, also from model makers. My 1:43 scale model is by Norev of France, also loyal modellers of modern Cadillacs. Although nothing opens on this one, it shows a nicely detailed interior through the 'glass' roof. These cars would have been spectacular to see on the road, but it was never put into production – it would have made no commercial sense, but showed Cadillac's thinking on the direction of its luxury cars and some of the styling elements were picked up much later in cars like the CT6.

## Cadillac Cien 2002

Cien, meaning 100 in Spanish, was created to celebrate the firm's centenary, or 'centennial' as the Americans say and it is



in many respects one of the most unlikely Cadillacs ever. It is a high performance supercar in the Lamborghini mould. The Cien was first shown at the 2002 Detroit Auto Show and has not had a production follow-up, although it could be linked with some of the company's racing cars of the time. It took the form of a mid-engined supercar with Lamborghini-type scissor doors. Also like a Lamborghini, it has a V12 engine, derived from the Northstar V8. My model is by American firm Mattel in its 'Hot Wheels' series and features opening scissor doors and opening engine hatch. Although the model is diecast, that engine hatch is plastic and seems a bit fragile. The interior is nicely done, though.



## Converj 2009

As discussed last time, the 2009 Converj led almost directly to the ELR of 2014, following near-identical styling. However, no Cadillac concept probably embodies the Art & Science style more dramatically than this hybrid electric car – both inside and out. The Converj concept car by Luxury in 1:43 was



available in multiple colours, but the one-off Converj was presented in a dark metallic bronze with light tan interior. My model features opening doors and comes in 'Thunder Gray Chromaflair' with raven interior.



I guess, over time, I will add some more of the Motorama concept cars to the collection, but it is not a high priority. If concept cars are your thing, though, models are available of several of the Motorama dream cars; the 1953 Le Mans, for example is made in both 1:43 and 1:18 by Minichamps, as is the 1959 Cyclone XP70, although these 1:18 scale resin models are not cheap – one more reason why they are not in my collection!

Paul



## Events 2020 Update

The following events are still listed as 'going ahead' at time of publication. That may change, so for more information, contact the organisers/check their website/check their Facebook page.

\*denotes a rescheduled event.

**2nd August**—No Name Show at Stoke Prior Sports & Social Club, B60 4AL

**15th-16th August**—The Passion for Power Classic Motor Show at Tatton Park, Knutsford, WA16 6QN

**\*15th-16th August**—Classic & Performance Car Spectacular at Tatton Park, Knutsford, WA16 6QN (this show has merged with the Passion for Power Classic Motor Show)

**13th September**—AACUK Autumn Nationals at Birch Coppice Sports & Social Club, Tamworth, B78 1SY

**13th-15th November**—Lancaster Insurance Classic Motor Show at NEC, Birmingham B40 1NT

### Recurring Events

The following are cancelled until further notice.

**Haynes International Motor Museum** Breakfast Club  
**Redhill Village Club, BS40 5SG** Evening Car Meets

Still listed as going ahead, some/all dates may be cancelled:  
**Newark Autojumble, Newark Showground, NG24 2NY.**  
On the following Sundays throughout the year. 20th September, 25th October, 6th December.

**Stratford Autojumble, Stratford Racecourse, CV37 9SE.**  
On the following Sundays. 6th September.

## Are there any others?



Graham Howard –Wall, our new Southern Rep was wondering if his '49 Coupe deVille was the only one in the UK.

So there's a challenge, anyone out there know of another? If you do, Graham's contact details are on page 2.

## Joffe Wheel anyone?

I gave up eating toffees many years ago when the on-cost of treacle toffee went through the roof. It wasn't buying the confection that was a problem, just the cost of having my fillings replaced..... So I switched to chocolate. A toffee wheel is of course a different matter and one you may find useful.

Got any old stickers or pinstriping you want to remove? Not keen on the haphazard use of a razor blade then a toffee wheel could be for you. The idea is that you load it into your electric drill and it will remove stickers, pinstriping and anything else without damaging the paint underneath. They come various



shapes and sizes though as the name suggest they are all round. Sometimes referred to as Caramel wheels, I've not tried one so I don't know a) how well they work or b) how much skill is required on the part of the operator, though there are no doubt a myriad of 'how to' videos on the internet. Prices vary either side of a tenner and they are widely available.



## Re-tyte-ment update

You'll remember in the last edition I mentioned I'd changed my tyres for non white-walls. Having now driven on them for a few more miles, the new tyres are comfortable, quiet and hold the road well..... Still not sure about the look, but then again I can't see them when I'm driving and on the plus side they are easier to keep clean.



# Cadillacs in the wild

Roaming charges may apply at around a £1 a litre if you're lucky and while stocks last.....



Dave Henwood's fabulous '59, seen here with the roof up.



And here, cleverly superimposed onto a Route 66 backdrop—Nice one Dave



Marco Molino's 1950 Series 62 Convertible



Sudhir Choudhrie's 1931 355A Town Sedan



Paul Nieuwenhuis' 2006 CTS with factory 18" wheels at the 2017 AGM



Graham Pillon's '60 Coupe deVille filling a parking space and a half at the 2018 AGM



Peter & Linda Stanton's 2000 STS at Hatton 2019



Clive Jackson heading for home in his '90 Eldorado



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