



# Cadillac



## Owners Club of Great Britain



SHOW & AGM Special

2021

# Standard of the World

July-August 2021

# 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: *Top*—Paul Ross and Rod Bevan with trophies at Hatton. *Middle Left*—Bob Lucas' '33 V12 at Rally of the Giants. *Middle Right*—AGM in Progress. *Bottom*—The Hatton line-up

# Club News

## From the Chairman



First of all a huge congratulations to the AACUK on making it to the 'Big 40'. By comparison we're new kids, not hitting 30 until 2023.

Sadly, due to ongoing treatment, I was unable to attend Hatton and the AGM, but I'm told it was a good turnout of both cars and attendees and that's what's great about a car club and car shows, it's real people and their cars meeting up in person rather than just sitting in front of a screen. Yes, modern technology has its place, but nothing beats the real thing.

As I write this, I was hoping to attend Blenheim, for the Rally of the Giants with my good friend Alan Murphy of the Pre50AAC, but that too is looking unlikely. It's always a good show with a huge variety of cars from every era. This year there will be casualties, (apart from me) the usual continental contingents that make the long trek from various parts of Europe will, through ongoing travel restrictions be missing.

On the car front, I've sold my '78 Seville, but still have the '73 Eldorado and the '37 Model 7523 7-seater for sale. Anyone interested please get in touch.

That's it for now, enjoy the rest of the summer, your new found freedom and your cars.

Peter B Griffith

## Rod Bevan

### Treasurer/ Membership



#### New Members

Welcome to new members Andrew McCabe of Burnley with a Series 62 Deville, Will Boulderstone of Lincolnshire with a 1992 Eldorado Touring Coupe and John Wallace of London with 1973 Fleetwood Eldorado convertible. We look forward to meeting all our new and existing members in the future.

#### Summer shows

The club has attended shows at Hatton and Blenheim, nice to get back into the flow. We do not have any other shows for this year. Please let us know via e mail, club text line or our Facebook page of any shows that you will be attending. As you will read below, we lack a show organiser as part of our committee team. It would be good to move forward in this area. You do not need to wait until the next AGM. Give it a go, you know it makes sense.

#### Annual General Meeting

Our AGM took place at Hatton on 4<sup>th</sup> July. Accommodation was a little cramped and the style a little unusual in our club shelter. It has been a strange eighteen months for us all and hopefully next year we can get back to some form of normality. We needed to get the AGM done after a two-year break. Hatton avoided holding it virtually by 'Zoom' or similar. Thanks to those that attended both the Hatton show and the AGM.

We have a vacancy for the committee post of 'Show Organiser' which is shame as we need to expand in this direction rather than piggy backing on other club shows. A big thank you to AAC(UK) and Pre 50's AAC for their kind invitations to their shows. Long may it continue. We also have vacancies for vehicle valuations and DVLA dating for members vehicles.

Our clubs will only continue if members participate. All posts become vacant at every AGM. I am willing to continue for the next year. Many thanks for those members who have taken on the role of Area Rep. Members, please contact them and consider a role within the club.

#### Membership Renewals and General Data Protection Regulations (GDPR)

Renewal reminders continue to be sent out within the club magazine. Two reminders will be included followed by an email or letter. Your details will be removed from the database, in accordance with GDPR, four months after your lapse of renewal.

I have several members that have not returned or updated their GDPR preferences. We need your permissions to contact you via phone, text, email, or post. You will continue to receive your magazine.

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

Rod

## Phil Hole Editor



We've packed a lot into this edition with over 75 photos from shows and car meets. There's also an AGM Minutes insert, please have a read, it tells you what's going on in your club.

You will also notice that we have some new portable flagpoles and flags so you can always find us at shows. A special thanks to Kevin Boyce & Olivier Della Valle of GM, Cadillac & Chevrolet Europe, for their invaluable assistance with the logo and colour scheme.

And finally, a huge thanks to those of you that came along to the shows and to the folk that have had to organise them in difficult, ever-changing circumstances. As we continue to emerge from Covid-19 restrictions, please remember to **Stay Safe & Stay Well**

Phil



# Amos' Autos

*'Hanging out with the cool dude'*



Hey Dudes,

It was good to see some of you at Hatton & Blenheim and despite the interruptions from the weather at Hatton, rain never stopped play, just made it damp.

I thought I would take a look at some of the cars that graced the showground over the past couple of weeks. Firstly one of my favourite Cadillacs that oozes cool, because when it came out it was totally different to the rest of the Cadillac line-up, the 1st Generation Seville that ran from 1976—1979. Though the name had been used earlier this was the first time it had appeared as a model name in it's own right.



Marketed as one of the most fully equipped cars in the world, the Seville was aimed squarely at Mercedes who had started to make inroads into Cadillac's traditional customer base. It was still 17' long but small by Cadillac standards and less glitzy—in fact more European in its styling. Standard equipment list included, variable ratio power steering, signal-seeking AM/FM radio with power antenna and tilt/telescopic steering wheel. Most importantly it was the first American car to offer a 350 CI electronic fuel injected engine as standard. This Oldsmobile derived V8 could reach 60mph in 11 seconds, pretty quick for the time.



This superb 1979 example is rated at 170hp @ 4200rpm and 269 ft-lb torque at 2000rpm. It also has the optional 'fake' spare on the deck lid.

Heading for the

cheaper end of the market, though further back in 1935, this Pontiac sports Art Deco influences with the silver streak that runs from the bumper, up the radiator grill and the full length of the hood. Reminds me of the start of a Poirot episode.

The Coupe has a rumble seat, sometimes called the 'mother-in-law seat' or in this country the dickie seat. Intended as occasional seating, it was ideal for giving lifts to people you didn't like especially when it was raining.



Moving on to 1962, we have the much maligned Chevrolet Corvair. In production from 1959 to 1969, it really was a bold move by GM, a rear 2.3 litre mounted flat-6 air-cooled sedan. Of course it would never happen today because everyone has to make the same things. If you get the opportunity to see, the fan belt contortions are a thing of wonder

This wasn't at a show, but I thought I ought to include something weird and wacky, I'd hate you to think I'd gone completely sensible. It was a concept car, the Fiat 500 Z-Eco.



Based on the Cinquecento, you became environmentally friendly by driving half-way to work and cycling the rest. Like the Pontiac if you wanted to give someone you disliked a lift, they had to sit on the bicycle and catch flies with their teeth.

*Stay Cool Dudes...*



# London Classic Car Show

Photos by Graham Howard-Wall

The 2021 London Classic Car Show took place at Syon Park, 25-27 June which meant a 160 mile round trip for Graham's '49 Coupe deVille.



Colour coordinated, Graham & Mel Howard-Wall at the London Classic Car Show—Can you guess that Graham owns a Cadillac? Some people commented on the fact he was wearing a Cadillac shirt and standing next to one.



Social distancing made admiring the cars so much easier



Where American cars are on show you gotta have a pick-up



And America's favourite sports car, the Chevrolet Corvette



Add in 'Zee' 28 Camaro and an assortment of Fords.....



# AACUK *Summer Nationals* at Hatton Country World



Hospitality Suite in full swing



Amos & Rod in conversation



Alan & Kath's '81 Fleetwood pictured supporting one of our new flags



Cadillac's from different eras—Peter and Linda Stanton's 2000 STS next to Hugh Howard's '64 deVille Convertible



John Sewell's '59 Coupe deVille



Was it raucous behaviour that prompted the arrival of Starsky & Hutch? No, but Judy Bevan's Lemon Drizzle Cake received a caution for being too delicious.



'You got your ears on Bandit? stay behind that pickup, there's a smokey at Cadillac hospitality.'



Rod Bevan's '99 Deville wins Best 90s



Paul Ross' 1968 Coupe deVille wins Best Cadillac

# Rally of the Giants

At Blenheim Palace



Peter Stanton's 2000 STS



John Lond's immaculate '66 Coupe deVille



Prize winners start to line-up



Hugh Howards '64 Ragtop on the show field



'The Dude' with colour coordinated Secretary and flag.



Early morning set up of the hospitality suite



Alan Reed seen flagging



Exiting the show ring, Bob Lucas in his '33 V12 chalks up another win



Fleetwood 'no-mates' Alan and Kath Reed's '81 waiting for more friends to arrive, but nobody did.....



Thumbs up from 'Ace' sales team Alan & Kath



Guide Dog Puppy Marley, knows a good car when he sees it.



# Show Montage



A brace of '41s



Another '68 Coupe deVille



Gracie wasn't sure about the wheels



'61 Sedan



Herman Munster's new ride?



This '58 Series 62 Sedan was another prize winner - and rightly so, it looked like it was fresh out of the showroom



1970 Cadillac Rag-top



In the pink - '59 Coupe deVille



Tailfins, that morph into front fenders—must be a '59 Buick



'54 Pontiac

'53 Lincoln

'59 Ford Fairlane had similarly flattened tailfins.



In '57 Chrysler's tailfins were very much on the up

No prizes for guessing the year of this Cadillac



### \*\*\*Wanted \*\*\*

## Sombreto Hub Caps



Andy Inglis is looking for a set of 47-52 hub caps like these. If you have a set for sale or know anyone who has give Andy a bell on **07836 349356** or email [thecadillacman@btinternet.com](mailto:thecadillacman@btinternet.com)

## MOT a cautionary tale

My 1992 Sedan deVille will never be a show winner, it lives outside and is used all year round, but I like to think that over the past 22 years I've managed (sometimes through trial and adversity) to keep it in in good mechanical condition.

Since it's last MOT in May 2020 where it passed with no advisories it has only covered 348 miles, due in the main to not having anywhere to go. I usually manage around 3000 miles between tests. So, off I went in reasonable confidence, well as much as any of us with a 29 year old car would have, there could always be something that crops up, a light bulb failure (even though I'd checked 'em all) or a bushing not up to standard. None of these things happened, but it failed miserably.

Front subframe mountings are excessively corroded both sides, Offside (that's passenger to us) track rod end has excessive play and worst of all the rear brakes don't work to the point where the Nearside parking brake is a chocolate fireguard and total rear brake efficiency is well below requirements.

The track rod end was easy enough to sort out, I changed both sides, but the rear brakes perplexed me somewhat, the car hadn't done that many miles since I put new shoes on. In fact as you can see there's still plenty of meat on them.



Unfortunately, they are supposed to be in 'one piece' which neither nearside shoe was.



The worrying thing is, I hadn't noticed anything wrong and had the car not needed an MOT (as 40+ year old cars don't) I wouldn't have known anything about it. I know many of you out

there still put your older cars though the test, but there will be many people who don't which begs the question, is it a good idea that old cars don't need safety test of some kind?

### \*\*\*Wanted \*\*\*

## Good Rear Axle

to fit 1947 Cadillac Series 62 Convertible, contact Andy on **07836 349356** or email [thecadillacman@btinternet.com](mailto:thecadillacman@btinternet.com)



## Rock Auto Discount

### Code: 177359224161577680

Valid until **22nd August 2021**, enter it in the 'How Did You Hear About Us' box at checkout and remember to choose the FedEx shipping option for fast bureaucracy free delivery.

## Anyone remember?

**TLF 272M**—A strange registration for a 1960 Cadillac, but back in the day, imports received a registration based on the date they were imported rather than 'age related'. (I once owned a 'D' reg (1966) Fiat 600 which was really a 1958 model) Keith Haddock was recently asked by someone who remembers riding in this car, if it is still around. At the time it was pink and that's what the DVLA think it is. Imported in September '73 (hence the 'M' reg), its last V5 (logbook) change was in February of 1991 and its not been taxed since July of that year. Wonder what happened to it? As Toyah Wilcox said "It's a mystery".



## Sometimes it's the little things,

that make a Cadillac 'special', like when you could have a set of gold plated keys. Nowadays with many cars you don't even get a key.



## Events 2021

Here are the events that have been confirmed so far for this year (Covid-19 restrictions allowing). Those shown in **bold italics** are events the club will be attending.

### September

**17-19** Goodwood Revival, Goodwood Circuit PO18 0PH

### November

**11-13—NEC Classic Motor Show B40 1NT**

## Events 2022

### March

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

### June

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

## Barn Find Cadillacs



You may have seen in various publications that 14 Cadillacs and a number of private plates from a deceased estate were up for sale in Attleborough, Norfolk via an online auction conducted by Auctioneers, Clowes Nash. Hagerty.com reported that most of the cars which included, "54 Fleetwood 75, a 56 Fleetwood 75 and a trio of '59 Fleetwood Limos along with others from the '80s and '90s were not UK registered, which would have meant fun with the DVLA.

### **Pete Wood went to investigate, he wrote:**

It was nice to meet a few members today at the viewing of this auction. It will be an interesting sale, no doubt.

Having looked at a couple of cars at the auction yesterday, contrary to what has been written about them not being registered, this is certainly not the case with at least two of the cars. Lot 6, the Fleetwood 75 limo is in fact registered with DVLA as 6CAD. Lot 15 is also registered with DVLA as 9CAD. Access to many of the cars is tight. The auctioneers also don't know where to find the engine and vin numbers. I took a torch and spare change of clothing and happily got down in the dirt.

When the auction ended on the 5<sup>th</sup> July the 50s Cadillacs sold, on average, for £10K each - although Lot 15 sold for £28K, but

had a nice plate (9CAD). The cars that were identified as having CAD plates sold well.

I went up to help with the removal, from the barn, of all these cars. All but one started with a jump start and using a compressor to pump air into the tyres. All but one drove out onto the waiting trailers and low loaders. There were a lot of very happy owners who commented on the 'bargains' they had secured. I took the details of each new owner (one chap bought six of the Cadillacs) and did my best to convince them to join the COGGB. Hopefully this will result in some new members. One car is off to the Shetland Islands and, by a bizarre coincidence, he is a friend of a friend. One owner is planning on converting a 59 into a Ghostbusters special.

I was able to show the new owners that most of the cars are UK registered - and I was doing VIN (HPI style) checks for those that needed them as the cars were being loaded. Just one person did not pay, but the auctioneers were able to do a deal with the underbidder. So, the barn is now empty. I have a feeling, talking to the new owners, that a lot of the XXCAD number plates will be taken off the current cars, and will be up for sale in the near future.

*Ed. Thanks Pete*

## Thermostat Housing wanted

For a '77 to '79 425 ci engine . If you have one for sale, Email Alan, [bigal318@gmail.com](mailto:bigal318@gmail.com), he needs one.

## E10 Fuel—will it affect your car?

**Derek Eaton** has been trying to find out and it's something of a minefield / can of worms. There are at least a dozen informed opinions (hundreds if you count the uninformed ones) on whether E10 will affect your car and in what way(s).

It is my understanding (happy to be corrected if I'm wrong) that the US Government mandated that all cars built from 1988 onwards should be able to run on E10 unleaded fuel. In fact I have driven my '92 Sedan deVille in France and used E10 for a fortnight, well it was 95 and cheaper than the E5 stuff, not that I had any idea what it was at the time. Did I notice any difference in performance? No, but then I'm no speed merchant. Did I have any lasting effects from using it? Not that I'm aware of.

The horror stories suggest that, it will eat your fuel lines, corrode you fuel pumps and if you have a fiberglass fuel tank it will melt it. How much of this is true, I have no idea, but I do know that it a) should (if you can use it) cost less because Ethanol is taxed at a lower rate and so it should because it's likely your mpg will go down, b) it's hydroscopic so absorbs moisture, which means it's not ideal if you only use your car once in a while—it's better suited to vehicles that are in regular use and c) it arrives on a forecourt near you in September.

To many the option is to use the 'Super' grades 97—99 which can have up to 5% Ethanol and be marked E5 even though some of it will have none..... More on this next time I hope.

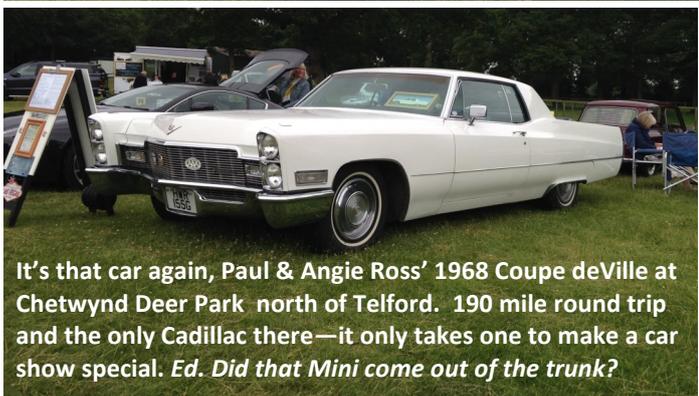
## Car Meet Round-up



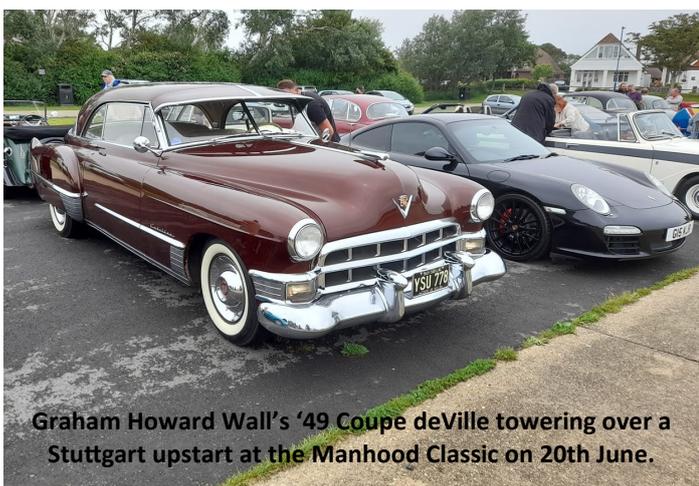
Forget Mustang Sally, here's Cadillac Angie with '68 Coupe deVille at the Banbury Classic Car Meet in June



Also at Banbury, Peter Stanton's 2000 STS



It's that car again, Paul & Angie Ross' 1968 Coupe deVille at Chetwynd Deer Park north of Telford. 190 mile round trip and the only Cadillac there—it only takes one to make a car show special. *Ed. Did that Mini come out of the trunk?*



Graham Howard Wall's '49 Coupe deVille towering over a Stuttgart upstart at the Manhood Classic on 20th June.

## An aging population

and that's just the cars

According to the Department of Transport the average age of cars in the UK is 8.6 years and it's been on a steady rise since 2005 when it was 6.6 years. Of course an average means that there will be many vehicles that are older than that..... Much older. In fact in 2020, 20.7% of cars were over 13 years old or to put a number to that around 6.5 million. Add to that the vehicles in the 6-13 year age range at 37.9% which works out at close to 12 million.

That means that 58.6% of cars on the road in the UK (18.5 million) are more than 5 years old.

At the other end of the scale, cars between 1-3 years old account for just 18.3% which is around 5.8 million.

Will the ban on sales of ICE vehicles in 2030 have an effect on average vehicle age? It will probably go up, not because of a dislike of electric cars, rather the inability to afford and charge them.

## GB sticker to bite the dust

Yes, it seems from this September, the good old GB plate that we've lived with either as an oval stick-on / magnetic / metal / numberplate addition since the dawn of time is to be replaced by a UK sticker. So if you're planning a visit abroad from September 2021 (assuming restrictions are lifted), the good 'ol GB plate won't be valid anymore—a little bit more of our motoring heritage will pass into oblivion.

## Workshop Manuals for sale

You can find most things on the internet these days, even car manuals, but (and I speak from experience) there's nothing quite like having the book in front of you. Those of you that have obtained them from the USA will know the cost, just in shipping. Here's a list of the manuals that Alan & Kath Reed currently have: Priced at £15 each + P&P or £25 for sets + P&P. **Interested? Give Alan & Kath a bell on 0208 2010147**

- 1958 Shop Manual
- 1980 Shop Manual
- 1980 V6 Service Manual
- 1982 Shop Manual
- 1985 Cimarron
- 1986 DeVille/Fleetwood Manual
- 1988 Eldorado/Seville
- 1989 Eldorado/Seville
- 1990 Allante
- 1990 Product Services (x2)
- 1993 Eldorado/Seville
- 1995 Fleetwood (x2)
- 1996 Deville/Eldorado/Seville (set of 2)
- 1997 Deville/Eldorado/Seville (set of 2)
- 1997 Service Manuals (x2)
- 1998 Deville/Eldorado/Seville (set of 3)

All proceeds go to the British Heart Foundation

# Cadillacs in the wild



Paul & Angie Ross' 1968 Coupe deVille at evening car meet in May

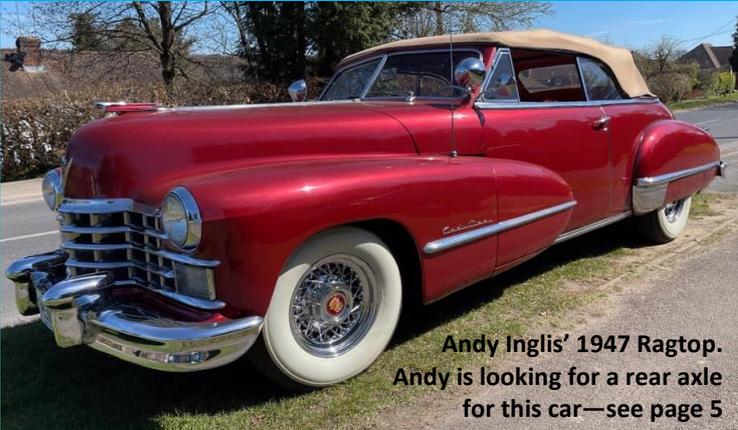


Graham Howard-Wall's '49 Coupe deVille at Arundel Castle

Energised for a wedding, Russell Schacter's '53 Convertible



Andrew Maccabe's latest acquisition, a '62 'short deck' Park Avenue Sedan deVille. One of 2,600 produced in that model year, Andrew's has the optional (\$108) bucket seats.



Andy Inglis' 1947 Ragtop. Andy is looking for a rear axle for this car—see page 5



Cool new wheels on Andy Blick's CTS



After a successful Hatton show, meeting many of his fans, the Dude heads home in his chauffeured '99 Deville.

See you next time



The much admired Hatton Line-up

## Stay safe

