

# Cadillac

OWNERS CLUB OF GREAT BRITAIN



*Clive Jackson's 1990 Eldorado Coupe gracing the forecourt at the AGM*

**MAY – JUNE 2015**

# Cadillac Owners Club of Great Britain

(Affiliated to the Cadillac-LaSalle Club of America)

C O M M I T T E E

**Club web-site (with international links): [www.cocgb.dircon.co.uk](http://www.cocgb.dircon.co.uk)**

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*Cadillac*

*"Standard of the World"*

# CLUB News

## From the Chairman

### Time Flies Faster

Another Friday is here and I am wondering where the others went to? Then, as I decide to take out one of my convertibles, the weather seems to be playing us up; it rains heavily. Also, I have to brush off the hoods, as a cat that adopted us some time ago has decided that these soft canvas 'beds' are great to sleep on. Furthermore, the dear animal is scratching the paint work as it leaps up – just can't win!

### Work Continues

My Eldorado I bought a while back is still in the paint shop and should be out next week; so lets hope. I am trying to get my 1937 up to Ernie Wright in Ashton Under Lyne, as it has not been out for eight years and I would love to have a drive in it once more. I might even sell it, as it should be used, not just sitting there looking pretty. That said, at least it's been in a warm dry place all that time.

### Our Summer Shows

I hope to get to the Rally of the Giants this year. I hear myself saying that every year, but circumstances always seem to prevent me. Well I'll just have to see, and then there's Stars and Stripes and Hatton Hall; I would like to go to them all, but let's see what happens.

### Cadillac USA

The coachbuilders in USA are going through a tough patch presently. They don't seem to be able to find a decent

design to fit in with the car shapes being produced. One well-known company have only built around a hundred cars in the last year, and used to do that in a month. Cadillac's HQ have moved to New York, all that way from the production lines. No wonder they loose business, although with their ongoing international success, they seem to be happy with themselves at the moment. Still, they will have to stay vigilant, despite the CEO saying they

cannot produce enough of the Escalades to satisfy their customers. I must admit, they are a great car with excellent performance and mpg; certainly mine has it all.

### Bauer Millett Staff

It appears that all the workshop and stores staff from Bauer Millett now have jobs. I can't remember if I told you but, apart from Neil McDonald setting up

RECORD AND EQUIPMENT UP CAR		CADDILLAC MOTOR CAR CO.	
YEAR	MODEL	YEAR	MODEL
A 851	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 852	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 853	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 854	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 855	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 856	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 857	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 858	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 859	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 860	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 861	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 862	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 863	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 864	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 865	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 866	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 867	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 868	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 869	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 870	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 871	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 872	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 873	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 874	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 875	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 876	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 877	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 878	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 879	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 880	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 881	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 882	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 883	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 884	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 885	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 886	1914 2000 4 door Sedan	1914	2000 4 door Sedan
A 887	1914 2000 4 door Sedan	1914	2000 4 door Sedan

A typical Cadillac build sheet and destinations from 1914

his parts business as I mentioned last time, one of the mechanics is doing free-lance on Cadillacs and GM cars at the weekend.

### Meeting Up

Anyway, hope very much to see you at some shows. Happy motoring,

**Peter B Griffith**



This pillarless 1973 Sedan DeVille belongs to Nick Parker of Bristol

Please supply details and photographs for website – and s.a.e if photos required returned

# Bits & Pieces From The Editor

The AGM at the Brandon Hall near Coventry was, in my humble view, a great success. There was a good turnout – but it can always improve – and a lot of useful business was discussed and important decisions made.

As I said last time, those of you heading off into the Swiss mountains for the Grand European in late August are undoubtedly going to have a great time. For those remaining in the UK, Rod Bevan has earmarked two particular shows at which the Club will be officiating, so looks forward to seeing some of you there.

## From Rod Bevan

Hi Rob, Robert Tjia has contacted me regarding the incorrect entry of his 1959 Cadillac. He noticed that the website has his vehicle details as 1959 Coupe Deville when in fact it is a 1959 Series 62 Coupe. The database also showed the vehicle as a Coupe Deville. The database is now amended. Could you please amend the website.

Many thanks, Rod. *Already done. Ed.*

## From Jeff Harrison

Dear Rob, It was good to meet you at the AGM on Sunday and I appreciate your interest in my own car. Your photos may well be better than mine but have attached a couple in case they are useful. Details of the car are: Model CTS Sport Luxury, 3.6 litre V6 petrol, direct injection, automatic with alternative manual paddle shift and regular or 'sport' gear settings. 'Gold mist' paint colour, 'Cashmere' leather upholstery.

I ordered it in 2008 'special build' because of the expensive full opening or tilt roof and wood finish door trims etc. Owing to GM's financial difficulties at that time, I did not receive the car until June 2009.

It has covered 67,000 very enjoyable, comfortable and satisfying miles at an average speed of 38.1 mph and 27.6 mpg. I have never reset the counters, so that is a lot of downtown miles as well as long distances. Therefore I reckon the fuel

consumption is not at all bad for a very fine car in everyday use. It is the third CTS I have bought and would cheerfully buy another if/when Cadillac make an RHD version.

I know that I and many other loyal devotees in Britain believe that the GM marketing of Cadillac here has been very spasmodic and very poor. If it were not for the wonderful response and help willingly provided by Kevin Boyce, life as a Cadillac customer could have been a nightmare.

I mentioned that I had recently been introduced by Kevin to a company near Spalding that is providing servicing and repairs for Cadillac. They are W.H.Brand Limited, 77 Broadgate, Whaplode Drove, near Spalding, Lincolnshire. ph 01406-330265. They are Chevrolet and MG distributors. Ian Austin is the contact for service, and they do have a web site.

Many thanks for all you do for the Owners Club, it is greatly appreciated.

Best wishes, Jeff Harrison



Jeff Harrison's CTS Sport Luxury with special roof

## FBHVC UK LEGISLATION Discontinuance of the Tax Disc

DVLA, accurately in the vast majority of cases, has been referring to the tax ending on 'sale'. But actually the tax ends on change of keeper. Not all changes of keeper are the result of a sale.

To take one instance, if you pass on your treasured historic vehicle to your son or daughter you

probably will not think of that as a sale. You will more likely think of it as a gift. But to make it work you will have to complete the relevant parts of the V5C to provide notification of change of keeper to DVLA. When you do that, the tax ceases. It is automatic so there are no exceptions. So don't be caught out. Simply, whenever you change the keeper you need to renew the tax.

## Drive It Day

Was it the best Drive It Day yet; we think so! There were 1000 vehicles, plus aircraft, surrounding the FBHVC display stand at Bicester Heritage, and that was just one of the very many events held on 26 April. At least the weather was better down south; the Scottish reports show terrible driving conditions with hail and snow, but fortunately everyone made it home safely.

**Many thanks for the contributions – a regular supply is essential for the magazine and is much appreciated by other members. However, I am very short of pictures of members' cars – Ed**

## MAGNETIC RIDE & CAPACITIVE TOUCH CONTROLS

From Ken Pandolfi

Just back from Canada where I had the pleasure of being driven in this lovely twin turbo, 410 bhp, 3.6 litre V6 VTS4 Platinum.

Quite a difference from my old V8s from the 1970s. I think the designers back then would have laughed if you suggested that your butt would vibrate if you wandered out of your lane – but that’s exactly what happens here. This thing is bristling with technology – I’m not exactly sure what magnetic ride, capacitive touch control or haptic feedback really mean – but, instinctively, I think I want them. Many thanks to my friend Brian who owns this car and for letting me experience it. The licence plate is a nod to his clients who occasionally find themselves in, how shall we say, “occasional legal difficulties”.

With a little sleuthing, here are some of the technical answers. Cadillac’s Magnetic Ride Control (MRC) is actually something that Cadillac has been using in many of its vehicles for years. In short, MRC is the world’s fastest reacting suspension, which is vital to creating the quiet, composed ride you’ve come to expect from a vehicle bearing the iconic Cadillac badge.

So how does MRC work? MRC uses a fluid filled with magnetized magnetic particles. The revolutionary system reads and reacts to every imperfection in the road and instantaneously adjusts the shock absorbers to subdue the impact from the bump, pothole or dip in the road. According to Cadillac, MRC reads and reacts to the road surface as many as 1,000 times per second, or ten times faster than the blink of an eye, to keep the vehicle’s chassis composed and to enhance the driving experience.

While MRC is especially vital in performance vehicles like the CTS-V and the upcoming ATS-V, it’s also utilized on the 2015 Cadillac Escalade, ATS, and CTS, among other models. That said, Cadillac boasts a 40 percent increase in responsiveness from the MRC suspension in the 2016 Cadillac CTS-V, so you can expect even more impressive performance.

Meanwhile, will capacitive touch controls and a user-configurable LCD instrument panel make Cadillac the ‘Cadillac of cars’ again? That’s the hope of the flagship brand for General Motors with the Cadillac User Interface, or CUE. Cadillac aims to blend technology, ease of use, and luxury in hopes of cracking the top three in sales among luxury cars. After working with one of GM’s cockpit simulators it’s clear that Cadillac is on the right track, even as it’s likely to have the teething pains BMW and Audi went through in developing their signature human-machine interfaces. Early adopters of CUE who didn’t study at Georgia Tech may find Rev 1.0 to have a bit too much ‘in-your-face’ in the interface. Four years of focus groups, research, and design may not be enough for GM to realize how uncomprehending mainstream users can be when it comes to new tech.

CUE faces two challenges: capacitive touch looks cool in the showroom but it’s a bear to use on bumpy roads. Cadillac probably went overboard in jettisoning switches and knobs in homage to capacitive touch sliders. Drivers will ask, “Hey, where’s the volume knob?” Also, some features are going to take training, such as flicking (the gesture) a piece of info from the 8-inch centre stack

screen and making it land on the drop-dead gorgeous 12.3-inch LCD display that is the instrument panel. You can think of the displays being like a PC with a dual screen extended display, except the displays are separated by almost a foot so it’s not immediately clear one is an extension of the other when you move a panel with smartphone-like gestures (tap, flick, swipe and spread). When a Cadillac expert ran CUE through its paces, everything worked quickly and smoothly. But it’s the kind of interface – sorry, Cadillac – that isn’t going to be learned without an hour or two of dealer training.

Make that three challenges: CUE’s voice control likely won’t be as good as Siri. iPhone users who shop the new Cadillacs are going to wonder why something that costs 100 times as much isn’t as smart as an iPhone. Cadillac’s answer is going to be that they’re using the same underlying Nuance voice recogniser as much of the rest of the industry, which is true, but Nuance is also what Apple starts with, too.

Here’s the background on CUE. Cadillac is bringing out two new sport sedans this year: the full-size XTS and the compact ATS, as well as refreshing the SRX crossover (tall wagon). All get CUE along with the OnStar telematics system and a host of optional driver aids (lane departure warning, adaptive cruise control, head-up display). CUE starts with an 8-inch LCD touchscreen in the centre stack (the middle of the dash where the radio goes). The centre stack is a capacitive touch panel, meaning it’s a membrane with virtual buttons that registers your touch and has haptic feedback, or the ability to vibrate or pop back to let you know your input registered. The centre stack LCD has the same capacitive touch and haptic feedback. (The instrument panel LCD is look but don’t touch.)

You’ll see about 20 buttons on the centre stack. The hazard-warning flasher and stability control are toggled by mechanical switches; everything else is virtual and capacitive touch. Reduced button count is generally good. Five years ago Acura crammed more than 60 buttons on the Acura TL centre stack, messing up an otherwise tech-savvy car, and that 60 included a control knob like BMW iDrive or Audi MMI that’s supposed to reduce knob-and-button count.

The CUE instrument panel behind the steering wheel will be a 12.3-inch high-res 1280×480 LCD display. Cadillac says it’s user-configurable. Translation: You can pick from four display options called Simple (above), Enhanced, Balanced, and Performance. Then you can modify the screens by moving info such as a music display over from the centre stack to the instrument cluster. I found this similar to the MyFord Touch instrument panel that has a pair of user-configurable 4-inch LCDs flanking a traditional mechanical gauge package. Cadillac’s version is much higher tech, but as far as getting phone info, music info, or simplified navigation instructions right in front of you, the effect is the same.

Don’t get any ideas about custom designing your own screen layout. That’s something Cadillac isn’t going to let you do anytime soon. I found the Performance layout seemed more the vision of a design student than a hard-core enthusiast but if Cadillac gets mixed feedback, it’s easy (for Cadillac) to make a change. You want a 3-inch circular speedometer with 65 mph at the top of the circle and a 2-inch digital speedo inside that? Sorry, that’s Cadillac’s call, not yours.



The 3.6-litre 410-hp V6 VTS4 Platinum in Canada

# CT6 vs XTS

*Sent in by Derek Eaton*

Set to be discontinued after the 2015 model year, the XTS large luxury sedan serves as an example of the weak-selling Cadillac of a few years ago before the American luxury

automaker redesigned most of its lineup. While the smaller CTS and ATS are engaging and modern, the XTS feels more like a Buick and is too small and ungainly behind the wheel



**According to Forbes, the 2015 XTS is the one to avoid**

to serve as either a true luxury chariot or as a sport sedan. Better to wait for the all-new 2016 CT6 that will replace it with proper rear-wheel-drive, a new 400-horsepower turbo V-6 engine and a real large luxury back seat. Or, if you want to buy now, the Mercedes-Benz S-Class is more expensive but worlds ahead in true luxury.

Forbes recently put together a list of “truly wretched cars,” so they could “openly and readily ridicule” them as some of the worst cars on sale for the 2015 model year. The automotive industry has made great strides in modern times and there are few new cars that will be horrifically slow, unreliable, or unsafe, traits



**Also according to Forbes, the 2016 CT6 is the good one to buy**

which defined a good number of cars from the 80s, 90s and even the early 2000s.

The list of the 15 worst cars seems to consist of models that are becoming a bit long-in-tooth, or ride on aging vehicle platforms.

There are very few cars with controversial designs currently on sale, like the Pontiac Aztek, and even historically weak nameplates like the Chrysler 200 have grown up quite a bit for 2015. So to help find today’s worst buy, Forbes studied the initial quality, long-term reliability and estimated depreciation rates of the industry’s offerings.

General Motors is absent from the 15 Cars To Avoid list until we arrive at the second slot, which is occupied by the Cadillac XTS. The full-size Caddy received low marks for initial quality and performance from J.D.Power and also had a below average projected resale value from ALG. Forbes also noted that the XTS “falls short” when compared to other offerings in today’s “sophisticated luxury car market.”

This result probably isn’t surprising or very upsetting to the high ups at Cadillac. The XTS was never meant to be the brand’s flagship and is actually a product left over from GM’s bankruptcy era. The model is intended to fill the full-size sedan slot in Cadillac’s lineup until the CT6 arrives, a position which otherwise would have sat empty.

Forbes doesn’t have any disdain for the XTS, saying it’s one of their “guilty pleasures,” but notes the Chevrolet Impala, with which it shares a platform, offers similar amenities for much better value. If your fixed on buying a full-size Caddy, you’d be best off to wait for the arrival of the much more advanced CT6

sedan.

More at: <http://gmauthority.com/blog/2014/12/cadillac-xts-deemed-one-of-forbes-15-new-cars-to-avoid/#ixzz3cqFzMyA1>



**Here are two amazingly clear photographs taken at Leland & Faulconer in 1903, one of the workforce, including the owners (Robert Faulconer extreme left and Henry Leland three in centre row right) and the other of production in action. In other words, these are the very people who produced the first three Cadillacs in 1902, before being moved to the newly-formed Cadillac Motor Company. L&F eventually amalgamated with Cadillac in 1905.**



**Minutes of the Cadillac Owners Club of Great Britain Annual General Meeting**  
Sunday 26th April 2015 11.00 am  
Brandon Hall Hotel, Main Street, Brandon, Coventry CV8 3FW

**PRESENT:** Peter Griffith (PG) Chair, Bob Thomas (BT) Treasurer, Rob Maidment (RM) Editor & Website, Rod Bevan (RB) Membership Secretary & Events Organizer, Alan & Kath Reed Merchandise, Judith Bevan Acting Club Secretary. Molly and Derrick Jackson Area Representative Birmingham, Jeff Harrison, Phil Hole, Kath Thomas, Tony Winters, Russell Bowesman, Clive Jackson, Paul Nieuwenhuis.

**1. Apologies**

None received

**2. Chairman's Welcome**

Peter Griffith welcomed everyone to the meeting and for bringing their cars on 'drive it day'.

**3. Treasurers Report**

Bob Thomas reported that the club had a healthy balance of £8,820, an increase of £800 from last year.

The Co-operative bank has discontinued paying interest on the account. This was a minimal amount, but we do continue to get free banking.

Bob invited members present to view receipts. The printers of the club magazine have held their price which is still good value for money. This was praised by Rob Maidment.

Accounts were accepted by Peter Griffith and seconded by Rob Maidment.

**4. Editors Report**

Rob Maidment reported that there were no issues with the club magazine. Rob felt the magazine retained its clean-cut image as a result of the agreed "no advert" approach. Rob also highlighted issues around potential credibility of advertisers.

Rob prefers members to send pictures, photos and stories personal to them for inclusion in the magazine. Rob said he can pull stories off other Cadillac club sites but would prefer local input. Rob requested members to email photos but to adjust size to under 1mb per photo. Home printed or scanned photos/pictures are not as good as digital, because the quality is compromised when re-printed. Rob said he tweaks stories so they read well, but maintains the essence of the author.

Rob reported that he was very happy to continue in post, which he has occupied for the last 18 years. Rob also agreed to put Cadillac and La Salle Club badge on front cover of the next club magazine.

**5. Members and Shows report**

Rod Bevan reported that there are currently 171 members of the club. Rod said that more members were contacting via email, which had vastly improved communication.

Rod said there were issues around Internet access and suggested improving Internet access via social media. There was a general discussion around privacy and access.

Rod agreed to investigate the possibility of a FaceBook page that members could access, view photos, stories and general information.

Rod reported that he had been contacted by members whose car details had changed but had not been updated on the website. Rob Maidment said he preferred to wait for members to contact and request details removed rather than go through the database and arbitrarily do so.

Rob agreed that events need to be on the website and he will update.

Rod reported that the American Auto Club (UK) has a stand at the National Exhibition Centre, Birmingham in November and invited comment from members as to the feasibility of the Cadillac club having a stand there also.

A discussion took place in which cost was mentioned. Rod agreed to contact Richard Miller of the American Auto Club (UK).



**Committee members at the AGM: RM, BT, RB and PG**



Rod reported that the club has three events organised for this year: -

Hatton Country Park 28th June – no booking required pay £5 at the gate.

Tatton Park Stars and Stripes 5th July – No cost but pre registration required, tickets sent out two weeks prior to show – use booking form available on line. Stars and Stripes attendees’ will be marshalled by the organisers to the Cadillac Club Stand to display their cars.

Rally of the Giants at Blenheim Palace 26th July – Visit RoG website to pre book for reduced entry fee or pay on day.

Rod also drew members’ attention to the Cadillac Club of Switzerland, Grand European 2015 26th- 30th August. Members can use club code 1418 when booking which will give a 50% discount, for hotel accommodation.

## **7. RAC Event 2016**

Rod Bevan reported that Paul Ayers, International Liaison Person had visited the UK hopeful of securing a donation for the Cadillac Museum USA from the RAC club. The RAC club was interested in organising an event to coincide with Goodwood 2016 to raise money for Cadillac Museum. Rod and Judith met with Guy Nicholls from the RAC club to discuss options:

1st option – Cadillac guests could stay at RAC Woodcote Park at a cost of £150 per night. Dinner at a cost of £75 per person. Stay for 2 -3 nights to link in with Goodwood event. No charge to the club but bookings would have to go through an RAC member. Not possible to raise money for donation to Cadillac Museum with this option.

2nd option – Cadillac members Breakfast at Woodcote Park at a cost of £25 per person and then on to Goodwood. No cost to club. Not possible to raise money for donation to Cadillac museum with this option.

3rd option – Individual Cadillac members to visit Woodcote Park Car Open Day for breakfast at a cost of £25 per person. No costs to the club. Great opportunity to meet other car enthusiasts in beautiful surroundings. Not possible to raise money for donation to Cadillac museum with this option. Rod and Judith to visit this event in September 2015.

## **8. Merchandise**

Bob Thomas reported that the club had set up a merchandise club shop with a website provider. The website proved successful, with members purchasing items on line, selling more items in 6/8weeks than in a number of years. The club shop took 12 months of research and negotiation to set up. The merchandise is of a high quality with a selection of sizes and colours available.

Unfortunately the club shop only lasted 8 weeks due to the site being too expensive to host by the website provider. Bob reported that he had investigated the possibility of setting up a website but this would be an enormous amount of work for one person. However, he said he could continue to order merchandise over the phone at members request but again this was not a satisfactory solution.

A discussion took place regarding setting up a merchandise website with a Pay Pal option, and possible link with e bay. Bob invited other club members to come forward to take on the role.

Bob agreed to investigate costs of setting up.

## **9. Election of Committee**

The current Committee members were re-elected. Proposed by member Jeff Harrison (1348), seconded by Molly Jackson (39)

Judith Bevan agreed to fill the post of Club Secretary, proposed by Clive Jackson (822). Seconded by Derrick Jackson (39)

## **10. Any other business**

### **a. Club Donation to Cadillac Museum USA**

Jeff Harrison felt that a decision to donate \$1,000 to the Cadillac LaSalle Club Museum & Research Centre in the US should be postponed until we knew how much it would cost to resolve the merchandise issue. Bob reported that he was not intending to spend serious money on creating a website, as we would not recover the costs through sales.

Rob said that he felt the club should make a donation to the Cadillac Museum USA as our initial donation of \$1,000 had undoubtedly been well spent on the new facility at the Gilmore set-up at Hickory Corners, Michigan.

A vote was taken with unanimous support in favour of the Cadillac Owners Club of Great Britain donating \$1,000 to the Cadillac Museum USA.

**b.** Bob thanked Kath Reed and Judith Bevan for all their help running the “Club Café” at the shows at Hatton and Blenheim.

Jeff Harrison said that following the demise of Bauer Millets, he had used WH Brand in Lincolnshire for service to his CTS and was pleased with work carried out. Rob asked for details for club magazine.

**c.** Peter reported that Arnold Clarke had 3 ex-Bauer Millet employees. Peter to send Rob details for club magazine.

## **11. Date for 2016 AGM**

It was agreed that the date should again coincide with “Drive it Day”, 25th April 2016 (to be confirmed when booked) and the same venue to be used.

# Rod Bevan

## MEMBERSHIP SECRETARY

### New members

A very warm welcome to new members this time: Ray Strawbridge of Newport with a 1988 Brougham; and Malcolm Webb of Wilbarston, Leicestershire. Welcome back also to Lee Watkins of Stevenage with a 1961 Series 62 Sedan and to Paul Geraghty of Leicester with a 1999 STS.

Don't forget to send any photos and/or stories to Rob Maidment for inclusion in the website and/or magazine – contact details on inside front cover.

### Dear Rod:-

#### Membership reminders

You will always receive plenty of warning that your membership fees are due. A renewal notice will be included in your magazine about two months prior to the due date, and another reminder will be included with the next magazine. This will be followed by an e-mail to you or, in the absence of an e-mail address, I will write to you. Please ensure I have an up to date e-mail address

for you.

#### Annual General Meeting

Sunday 26th April was a good day for 'Drive It Day'. Many thanks to those who attended the AGM, as well as for the very helpful conversations and comments on the club's future. Please take some time to read the minutes produced by our new club secretary, Judith.

#### Forthcoming Shows

Hatton Country World with American Auto Club (UK) Sunday 28th June. Pay at the gate.

Tatton Park, 'Stars and Stripes' Sunday 5th July. Pre-registered only, book on line. No admission if not registered.

Rally of the Giants at Blenheim Palace Sunday 26th July. Book on line or pay on the day. Let's see if we can win some more prizes this year.

Hope to see you there. We will have a members stand at these shows.

Very best wishes, See you soon,  
**Rod Bevan.**



**Some of the cars that ventured forth to join up at AGM**



**Some of those members who attended the AGM and stayed afterwards to enjoy an excellent Buffet lunch**

# 2015 Events Calendar

**June 27th – Vintage & Classic Car Festival**, Bosworth Hall, Leicestershire, Tel: 01858-881615, 07789-378386.

**June 28th – AAC(UK) Summer Nationals**, Hatton Country Park, nr. Warwick. [www.american-auto-club.co.uk](http://www.american-auto-club.co.uk).

**June 25-28th – Goodwood Festival of Speed**, Goodwood House, Chichester. Tel. 01243-755055.

**June 27-28th – Corvette Club Summer Nationals**, Wood Green Animal Shelter, Cambridgeshire, PE29 2NH. Tel. 07921-338405.

**June 28th – Hampton Ferry Car & Bike Show**, Hampton Ferry, Boat Lane, Evesham, Worcestershire, WR11 4BP, Tel. 01386-45460.

**July 2nd-4th – Power Big Meet**, Vasteras, Sweden. [www.bigmeet.com](http://www.bigmeet.com), Tel. 0046-404-72939.

**July 4-5th – Stars & Stripes**, Tatton Park, Knutsford, Cheshire (pre-entry only). Tel. 01204-594266.

**July 9-12th – Americana International**, Prestwold Airfield Near Loughborough, Leicestershire, UK LE12 5SH . Tel. 01159-390595

**July 11-12th – Wings & Wheels Country Fair**, Heveningham Hall, Nr. Halesworth, Suffolk IP19 0PN. Tel. 01728-832363.

**July 19th – Newby Hall Classic Cars & Autojumble**. Newby Hall, Rippon, Nth Yorks. Tel. 0845-4504068.

**July 19th – Damn Yankees Summer National**, North Weald Airfield, J7 M11. Tel. 0208-505-9930.

**July 19th – Walsall Classic Car & Transport Show**, Walsall Arboretum Extension. West Midlands, WS1 2QB. Tel. 01922-643385.

**July 26th – Beaumanor Classic Car and Transport Show**. Beaumanor Hall, Woodhouse, Leics, LE12 8TX. Tel. 01922-643385.

**July 25th – All American Cruise In, Cadillac Special**. Ace Cafe, Old North Circular Road, London NW10 7UD. (from 4-8pm) Tel. 0208-961-1000.

**July 25th – Vintage Gathering**. Northampton & Lamport Railway (from 4-8pm). [www.vintagetransport.org.uk/](http://www.vintagetransport.org.uk/)

**July 26th – Rally of the Giants**, Pre-50 AAC. Blenheim Palace, Woodstock, nr Oxford. Tel. 01530-831170.

**July 26th – Worthing American Rod & Custom Show**, Steyne Gardens, Worthing, W Sussex, BN11 3DU West Sussex. Tel 07813-874477.

**August 2nd – Helmingham Festival of Classics & Sports Cars**, Helmingham Hall, North of Ipswich, Suffolk. Tel. 01473-890363.

**August 9th – Shugborough Hall Car & Transport Show**, Milford, Staffs, ST17 0XB. 01922-643385.

**August 14-16th – AACI Late Summer Event**, Billing Aquadrome, Northants. Tel. 01606-350546 or 07909-918995.

**August 16th – Hampshire Classic Motor Show**, Breamore Countryside Museum, Nr foldingbridge, Hampshire, SP6 2DF. 01527-831726

**August 16th – Beccles Static Car & Steam Display**, Beccles Quay, Beccles, Norfolk, NR34 9BB. Tel. 01502-217324.

**August 22nd – Burley Summer Festival Classic Vehicle Show**, Cricket Club, Grange Road, Burley-in-Wharfedale, West Yorkshire LS29 7NF. Tel: 01943-863806

**August 22nd – Arbury Hall Classic Car & Transport Show** Arbury Hall, Nuneaton, Warwickshire. Tel. 01922-643385

**August 30th-31st – Knebworth Classic Motor Show**, Knebworth, Nr Stevenage, Herts SG1 2AX. Tel. 01527-831726.

**September 6th – Festival of 1000 Classic Cars & N-W Classic Bike Day**, Cholmondeley Castle, Cheshire. Tel. 01484-452002.

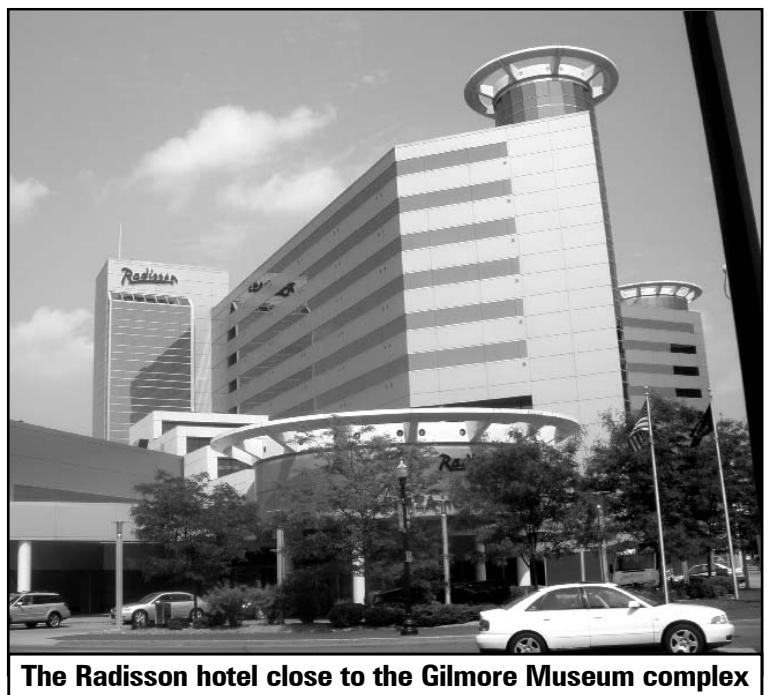
**September 6th – Dudley Classic Car & Transport Show**, Himley Hall, Dudley, W. Midlands, DY3 4DF. Tel. 01922-643385.

**September 18-20th – AAC(UK) Autumn Nationals**, Drayton Manor, Drayton Manor Drive, Tamworth, Staffordshire, B78 3TW. [www.american-auto-club.co.uk](http://www.american-auto-club.co.uk).

## International Events

**June 24-27th – Grand National USA**, Brookfield, Wisconsin, USA. Tel. 001- 262-364-1100.

**August 26-30th – Grand European**, Pfaffikon, Canton Schwyz, Switzerland. [www.cadillacclub.ch](http://www.cadillacclub.ch). Another great European Cadillac event.



The Radisson hotel close to the Gilmore Museum complex

# Market Place

**For Sale: 1958 2-door Coupe.** 52,372 miles, in original alpine white, having had one repaint, interior is original in turquoise blue with black brocade. Chrome is all original and in good condition and hubcaps are like new with correct emblems. Bodywork straight with stainless mouldings and no defects. No rust or patches, original underneath, no oil drips. 3-inch whitewall radial tyres, like new, and a brand new spare. Correct jack and wheel brace instructions with correct carding in trunk. Engine bay not detailed but in lovely oil free condition. Everything works, and no pitting to instrument chrome. Regularly serviced with perfect transmission and smooth engine. Comes with original '58 workshop manual. Asking price £26,995. Contact Garry at a.darby2@btinternet.com for details and pictures or mobile 07535- 271800.

**For Sale: 2001 STS Seville.** Right hand drive, Royal Blue colour. MOT and Road Tax from April 2015. Good condition. Gravesend, Kent. All offers considered. Phone Raj on 07889-913607 for viewing.

**Wanted: Airride parts for 1957 Brougham.** The car was previously owned by Don Johnson and has been in Europe for some years with Arild Kolnes. Does anyone know of a source for these parts, or of anyone who might have such parts for sale? Please contact Arild on [arild.kolnes@lyse.net](mailto:arild.kolnes@lyse.net).

## COCGB NEW MERCHANDISE

### MENS T SHIRT – £9.70

"Black, Grey, Blue, White" – "S, M, L, XL, 2XL"  
S=34/36 M=38/40 L=42/44 XL=46/48 2XL=50/52

### LADIES T SHIRT – £9.70

"Black, Grey, Blue, White" – "S, M, L, XL, 2XL"  
S=6/8 M=10/12 L=14/16 XL=18/20 2XL=22/24

### MENS POLO SHIRT – £14.75

"Black, Sky blue, White, Royal Blue, Grey" – "S, M, L, XL, 2XL, 3XL"  
S=35/37 M=38/40 L=41/43 XL=44/46 2XL=47/49 3XL=50

### LADIES POLO SHIRT – £13.75

"Black, Sky blue, White, Royal Blue, Grey" – "XS, S, M, L, XL, 2XL"  
XS=8 S=10 M=12 L=14 XL=16 2XL=18

### JACKET, LOGO FRONT – £37.99

Black – "S, M, L, XL, 2XL"

S=36/38 M=40/41 L=42/44 XL=46/48 2XL=50/52

### JACKET, LOGO BACK – £55.99

Black – "S, M, L, XL, 2XL"

S=36/38 M=40/41 L=42/44 XL=46/48 2XL=50/52

### JACKET BOTH LOGOS – £61.99

Black – "S, M, L, XL, 2XL"

S=36/38 M=40/41 L=42/44 XL=46/48 2XL=50/52

### FLEECE, LOGO FRONT – £26.99

Black – "S,M,L,XL,2XL,3XL,4XL"

S=37/38 M=39/40 L=41/42 XL=43/44 2XL=46/48  
3XL=49/51 4XL=52/54

### FLEECE, LOGO BACK – £45.50

Black – "S,M,L,XL,2XL,3XL,4XL"

S=37/38 M=39/40 L=41/42 XL=43/44 2XL=46/48  
3XL=49/51 4XL=52/54

### FLEECE, BOTH LOGOS – £51.50

Black – "S,M,L,XL,2XL,3XL,4XL"

S=37/38 M=39/40 L=41/42 XL=43/44 2XL=46/48  
3XL=49/51 4XL=52/54

### SWEATSHIRT – £16.99

"Black, Grey, White, Blue" – "S, M, L, XL, 2XL"

S=35/37 M=38/40 L=41/43 XL=44/46 2XL=47/49

### CAP – £10.99

"Black, Blue, White" – Adjustable

Postage – up to 1 Kilo – £5.95, 1-5 Kilo – £6.95, over 5Kilo – £7.95

## Club Shop

T-shirts & Sweat-shirts with embroidered Cadillac badge.

– Black or Grey; L, XL & XXL –

***There is still some remaining stocks of T-shirts and Sweatshirts at HALF PRICE.***

T-Shirts:- £6.00ea, Sweat-shirts:- £9.00ea, including p&p.

All-new black sew-on Embroidered Club badges, with either original or new Cadillac logo:- **£7.95 incl p&p.**

**Circular Club screen Stickers:- £1.95 incl p&p.**

Send Cheque or P.O., payable to COCGB to:- Kathy Reed, 57 Silkstream Road, Burnt Oak, Edgware, Middlesex, HA8 0DD. Telephone: 0208-201-0147.



**Jeff Harrison with his 2008 CTS Sport Luxury at the AGM**