



Cadillac



Owners Club of Great Britain



*Cadillacs at
American Speedfest '23*



Standard of the World

July-August 2023

Cadillac Owners Club of Great Britain



Club website (with International links): www.cocgb.co.uk
Facebook—Cadillac Owners Club of Great Britain
Follow us on Twitter @cadillac_of

Affiliated to the Cadillac-LaSalle Club of America

New— For Cadillac LaSalle Club membership, contact Cornerstone Registration on 001-763-420-7829 or email: clcoffice@cadillaclasalleclub.org

C o m m i t t e e

Honorary Life President—Peter B. Griffith

Chairman

Graham Howard-Wall
1 St Leodegars Way
Hunston, Chichester,
West Sussex PO20 1PE
07762 046885
gramel59@btinternet.com

Treasurer/Membership

Rod Bevan
“Rowan House”
1 White Lions Meadow
LyonsHall,
Kington
Herefordshire HR5 3FQ
Tel No: 0154 4340347
rodnejbevan@gmail.com

Website

Ken Pandolfi
Mulberry House
84 High Street
Long Crendon
Bucks HP18 9AL
07506 406372
cocgb@outlook.com

Registration Secretary

Pete Wood (*DVLA Approved*)
53 Highfield Road
Chislehurst
Kent BR7 6QY
07979 261602
okt42@btinternet.com

Events Coordinator

Alan Reed
0208 2010147

International Liaison

Phil Hole
holepl@aol.com

Secretary

Judith Bevan
“Rowan House”
1 White Lions Meadow
LyonsHall,
Kington
Herefordshire HR5 3FQ

Area Representatives

Essex & Herts

Alan & Kath Reed
57 Silkstream Road
Burnt Oak, Edgware
Middlesex HA8 0DD
0208 2010147

Bucks, Beds & Oxfordshire

Andy Inglis
362 Chartridge Lane
Chartridge, Bucks HP5 2SJ
07836 349356
thecadillacman@btinternet.com

Southern

Graham Howard-Wall
1 St Leodegars Way
Hunston, Chichester,
West Sussex PO20 1PE
07762 046885
gramel59@btinternet.com

Scotland

Iain Morrison
5 Pinkerton Street
Dunfermline, Fife KY11 8LN
01383 411648
naebawbees@gmail.com

Ireland

Nick Stratta
32 Effernock Manor
Trim, County Meath
Landline: +353 (0) 46 943 7273
Mobile: +353 (0) 85 828 9922
nickstratta@gmail.com

Editor

Phil Hole
9 Westview
Paulton
Bristol BS39 7XJ
07756 205467
holepl@aol.com



In the Trunk this Issue.....

Committee	2
From the Chairman	3
Treasurer/Membership	3
Editor	3
Amos Autos	4
Pete’s Page	5
Bumper Collection	6
Gracie’s Top Tip	6
Re-injecting the smooth	6
Cadillacs at Keynsham	7
Better Bling-less	7
Inspired by Amos	7
It’s all in the Data (Book)	7
Rock Auto Discount Code	7
Show Coordinator	8
British Motor Museum meet	8
Events 2023	9
Annual General Meeting	9
A.I.R Pump Delete	10
Eldorado Resurrection	10
New—For Sale 63-67 P S Pump	10
Where is it now?	10
Cadillac News	11
Cadillacs in the wild	12



Front Cover: Top— David Shearn at American Speedfest with Pete Wood’s 1903 Model A and his own ‘57 Coupe deVille
Centre—Pete Wood’s 1903 Model A in its natural habitat—Brands Hatch Racing Circuit
Bottom—Cadillacs at American Speedfest—*photographed by David Shearn*

Club News

From the Chairman



Hello Cadillac Fans.

Hope your summer is going well and the Cadillacs are behaving. I have been going to my local meets. I wish they were organised for longer time span. 2 to 2½ hours is not long enough to invite other COCGB members to them. As majority of you live too far away for such a short get together. I joined a group that advertises American car meets in UK. But for me everything is too far away.

Now our resident Aircraft Carrier is out of dry dock and back in action we will undoubtedly be inundated with regular photos of its attendance at various meetings. Congratulations Paul! I am lucky that I have Goodwood nearby though. This year they appear to have a lot more going on. The breakfast club meetings, an event called 75th and of course the Revival. I am booked for the Sunday in the pre 66 car park for the Revival if anyone else is going to be there.

I have got involved with a fellow member helping him get his Cadillac running. See piece in this magazine.

I have been doing a bit of maintenance to the 49. This time I have been checking the steering. The play in the steering box was starting to get a bit excessive. Checked the adjustments and was shocked at how many turns of the bolt was required. I hope you have got your Cadillacs sorted for this year.

I am looking forward to as many of you as possible coming to Rally of the Giants at Stonor! September is also going to be a good one with the Isle of Man trip. How many of you are coming to that? We have a member who lives on the Island. But unfortunately, his Cadillac won't be ready for that. The work on this one will be taking longer than the Aircraft Carrier! Hope you are enjoying showing your Standard of the World to the world.

Graham

Rod Bevan



Treasurer/ Membership

Welcome to our new members.

A very warm welcome to new members; Sherilyn Badcock from Soham with a CTS 3.6 Sport and Mary Parnham of Marlow with a Seville SLS.

Rally of the Giants Sunday 30th July 2023 at Stoner Park near Henley on Thames, RG9 6HF

If you've not already booked for Rally of the Giants, please go and do it now—via their website. **Don't forget we are holding**

our Annual General Meeting (AGM) on the day at Caddy Camp commencing at 12:15pm. Let's have a good turnout.

Check out the events pages and please, please let our members know about shows near to you.

New radiator for the DeVille. Everything comes to those who wait.

Well, I waited until the weather improved and taxed the Cadillac for a day out in the first week of June. Alas not to be as I put the car on the driveway to clean and left the engine running. All appeared ok. As I admired the shine, I saw a patch of fluid on the ground, front right-hand side. At first it appeared to be a coolant leak from the top hose. Near to the rubber hose yes, but from a crack in the top inlet on the right-hand tank. I explored fitting a new side tank and consulted with the Cadillac Forum. Their advice fit a new radiator, you must take the whole radiator out, not a five-minute job, so just do the lot and have done with it. Ordered the radiator with Rock Auto on the Monday, delivered on the Friday, fitted on the Tuesday. Problem is that these come down the track bolted to everything else including the air con parts, condenser and so on. A minute bracket with a 7mm bolt accessible to a gnat and various clips. All done and I replaced the front engine mount while I was there. All part of the fun.

See you at Rally of the Giants, stay safe, look after yourself, family, and the Cadillac.

Rod

Phil Htole Editor



With the AGM fast approaching (subtle hint) Lin and I did a test run with the newly extended



Club Hospitality Suite, which Amos nicknamed 'Camp Cadillac'. It has doubled in size and with available sides and doors it should be a great improvement, coping with

whatever the great British weather decides to throw at us. Hopefully our resident steelworks guru, Angie Ross will be on hand to help erect it swiftly and with style.

On the car front, I'm hopefully down to the easy stuff, an oil and filter change, though I may do a transmission fluid change too. I have the fluid and the filter, it's just a question of being in the right frame of mind to get covered in the stuff. As Rod commented, what was wrong with putting a drain plug in? I think it's another case of substituting 'Standard of the World' for 'Pain in the Butt'. They did a lot of that with the '92 Sedan DeVille.

That said it remains the most comfortable car I have ever owned—it rides the potholes so well that when you find a bit of smooth road, you don't notice.

Stay safe, stay well,

Phil



Amos' Autos

'Hanging out with the cool dude'



Hey Dudes,

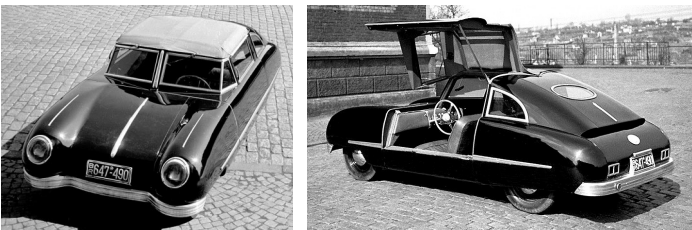
Want to make a Japanese sports car look really small? Then part it between two



American Pickups. In this case though the car is very small but with some interesting features. It's called the Autozam AZ1. You may not have heard of it before, but it was built by Mazda, between 1992 and 1994. As you've probably guessed it's a kei car, meaning the smallest road legal vehicles in Japan. The name is derived from the Japanese word keijidōsha, which translates to "light automobile". It is mid-engined, the turbo 657cc Suzuki engine doesn't take up much space and it has gull-wing doors.



A much earlier exponent of the gull-wing door was the 1949 Gomagzig Stromlinienwagen. It never went into production.



Based on a BMW chassis, little is known about the car though it likely had 4-cylinder BMW engine. The tops of the doors were covered in a hooked-in cloth tarpaulin type material which could be rolled back to give an open top feel in much the same way as the roof on a 2CV does. The use of fabric helped to reduce the weight of the doors, both on the structure and the ability of the occupants to get out.

The most famous Gull-Wing is the Mercedes 300SL built between 1954 and 1957. Powered by a straight-six 3-litre OHC engine it was capable of 163mph.



That dude in the driving seat looks familiar —no can't be. Only 1,400 were built, being replaced by a roadster between '57-'63.

Another concept car with an innovative way of getting in and out was the Saab Aero-X. It's a cool looking car powered by a



2.8L twin turbo V6 running on pure ethanol, driving all 4 wheels through a 7-speed paddle-shift manual gearbox. Top speed was 158mph with a 0-60 time of 4.9 seconds. Whilst the doors may look conventional from the side view, it was anything but...



It had two seats and two luggage compartments, one being a slide out drawer—does that make it the worlds fastest sideboard? Or has Edd China made a faster one? The main disadvantage is in wet weather, when your passenger needs to get out, you get a soaking too.

Talking of Gull-Wing doors, some of you out there will remember this. Based on the AMT Piranha and built in Arizona it was fitted with a lot of gadgets and is better



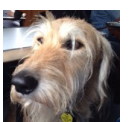
known as the 'Man from Uncle' Car. It was powered by a rear mounted air-cooled Corvair engine.

Now where did I put my communicator pen? Ah, there

it is



Stay Cool Dudes...



Pete's Page

A Veteran Cadillac Cornucopia

From Pete Wood



Engine 1247 getting some attention from Dave Ness in the UK. We took the rear tonneau off first (two man job) then the main body off (took about 5 minutes, more). Dave Ness reckons he and one other were able to lift the body previously, but I did not have the strength to lift the body over the steering wheel so had to call in a mate to help. *Ed. More Weetabix required.*



Now that the body is off, there is great access. We cleaned off a few litres of oil. I treated the leather with some balsam and gave the bodywork a polish while Dave got stuck into the repairs needed, following the 2022 London to Brighton Run.....



Meanwhile at a local Car Meet with Engine 1365 (BT4)

Photoshoot at Brands Hatch, on 1st June, for the organiser's social media campaign and show program for American Speedfest on June 17/18th.

I get to do a solo lap, apparently, on the 17th. Slowest lap time, ever.....??



The Perils of Pete... Whilst making a quick getaway from a chassis crushing monster truck, he was soon on the radar of the boys in blue.



Is this your vehicle sir?



Arguing with the police is never a good idea—assume the position!



Looks like Pete has been arrested on a charge of over-acting.



A crowd funding appeal was launched for Pete's bail, but the crowd decided to buy an ice cream instead. Pete was later released without charge. Being a free man again, it was time to crank up the Cadillac and cruise.

Wind in the hair, flies in the teeth, all the joys of veteran motoring. As Amos would say 'Rock on Dude'.

And what better way to cruise—than with you buddies around Yorkshire. *Ed. They are like buses, you don't see one in a hundred years and then 3 come along at once...*



Bumper Collection

Have you ever wondered how many parts make up the front bumper on the '92 Sedan deVille? Well it's this many.



No, I haven't gone mad, (*Assistant Ed. Jury is still out on that*) I didn't take it to pieces just to see how many bits there were, the plastic cover was in need of some paint and this seemed like a good idea at the time. It's easy to remove, just 8 bolts and 4 slide locators (2 each side see arrows).



Both rear locators were loose, there's another annoying noise sorted. Paint and clearcoat came from Auto Paint St Helens, who in my experience provide an excellent service, both in colour and quick dispatch.

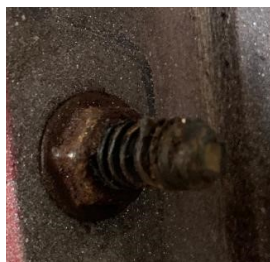
It all came to pieces fairly easily for a 31 year old car, with the exception of 1 'U' clip which broke and took a fair amount of time and bad language to undo. Replacement was easy, a nut and bolt did the job. One thing to bear in mind is the weight—it's heavy. 2 or 3 people would make light work of it. One incompetent muffin and a trolley jack, it takes a bit longer.

Gracie's Top Tip

If your trim pieces are held on using a self tapping nut over a plastic stud and the nut breaks/disintegrates as you try to remove it, a piece of vacuum tube over the plastic stud



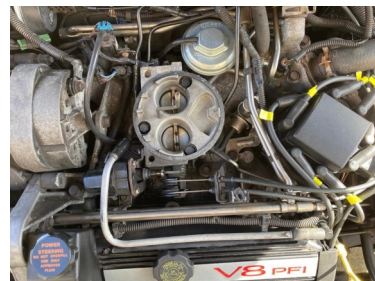
will hold it in place if you don't have access to a replacement. Whilst most of the nuts will be reusable, there will always be one or two that break.



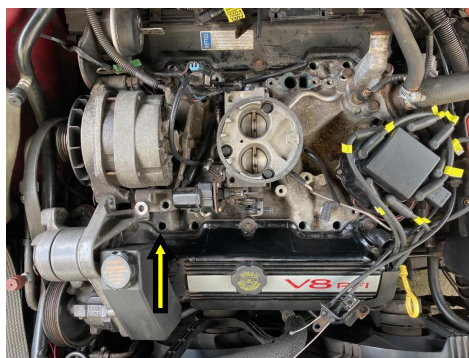
Re-injecting the smooth

If you recall in the last edition, I'd bought new injectors to hopefully cure the rough idle on my '92 Sedan deVille. **Simon Green** mentioned in a Facebook post that he'd had the injectors changed on his '90 Fleetwood and it had made a huge difference.

So, how easy a job was it going to be. Once you remove the Air cleaner and unbolt the power steering pump and shift it out of the way—no need to disconnect it, the fuel rail is reasonably accessible and if you remove the ERG valve it will come out in one piece. Here's the engine with the ERG valve and



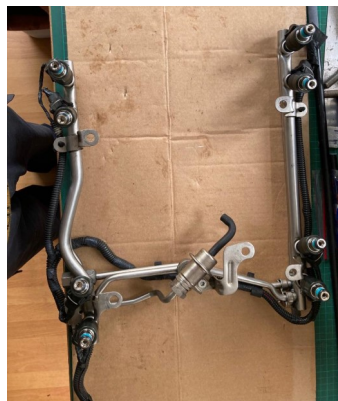
fuel rail removed. As you can see (arrow), moving the power steering pump to one side clears that injector.



Some accounts suggest you have to remove the alternator as well, but it's not necessary. Once

the fuel rail is out, complete with wire harness, the injector retaining clips and electrical connections can be removed and the injectors pulled out.

Installing the new injectors into the fuel rail is easy provided they are lubricated. Use petroleum jelly on all the 'O' rings. Again some people advocate using silicone lubricant, which doesn't make sense, this is a petrol system, so a petrol based lubricant should be used. They really do push in quite nicely. Retaining clips and electrical connections can then be re-installed.



Here's the completed fuel rail with all injectors installed. Refitting to the inlet manifold is simply a position and push, though it's worth taking the time to position exactly. The 4 bolts hold the rail to the manifold. Before you put the air cleaner back, it's worth reconnecting the fuel line and battery, then switching on the ignition to make sure there are no leaks—there weren't, Phew!

Was it worth it? Yes the car runs much more smoothly, no judder at tick-over and when you press the loud pedal acceleration is back to normal. Improved mpg too...

Cadillacs at Bristol

A selection from the AAACUK Show at Keynsham Rugby Club
Photos from Paul Ross



1958 Convertible



1977 Coupe



'76 Fleetwood Brougham



'79 Seville—19k miles



'51 Coupe deVille



'57 Fleetwood 60 Special



No Caption Required—queue Village People "In the Navy"

Better Bling-less



These things are all down to personal taste, but I think Andy Blick's Eldorado ETC looks much better now without the chrome wheel arches. A case of less is more perhaps



Inspired by Atmos

It's great when your best friend can give you a helping hand/paw.

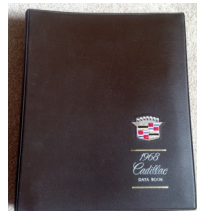


Of course other friends may be required for the more intricate work. Judging by how awkward it is to get to some parts on modern cars, I suspect these guys put them together in the first

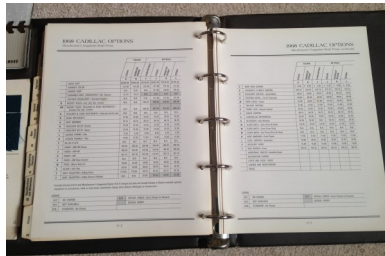
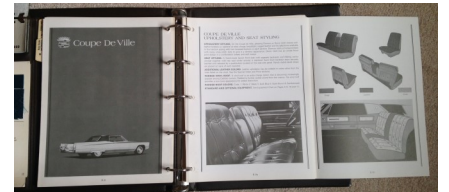
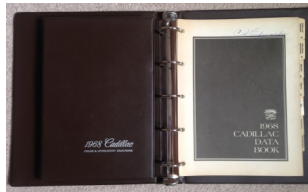
place. Keep up the good work, us ham-fisted humans need you.

It's all in the Data (Book)

From Paul Ross



I recently purchased an original Cadillac salesman's data folder from 1968. The folder was used by a Mr Edwards but I don't know which dealership he worked at. The folder contains all the information a salesman would need while selling a brand new Cadillac including prices, options, special order details, paint and trim samples. I know these have been reprinted in book form but you can't beat the original !!



Rock Auto Discount

Code: 235297123211165651

Valid until 21st July 2023, enter in the 'How Did You Hear About Us' box at checkout and remember to choose the FedEx shipping option for fast bureaucracy free delivery.

Alan Reed Show Coordinator



Another regular, Peter Stanton's 2000 STS flying the flag for the 21st Century Cadillacs.



Hi Caddy fans,

It's me again. I hope all is well with you and you are looking after the love of your life—don't forget your wife/husband/partner.

I know you are looking forward to Part 2 of "*Alan versus the A.I.R Pump*". I am too. Well, after removing the A.I.R management system and checking all was well, it was time for the big start up. It worked OK, with one small misdemeanour, I forgot to block off the front of the pump. All done now and it's a case of Show Coordinator 1—A.I.R Pump 0. *Ed. It was never in doubt.*



As Kath and I were going up to Norfolk to stay at our caravan in Caister-on-Sea for a week or two, all that was left to do was fit a new filter to the charcoal canister. As you can see the old filter was definitely

past its best.

So off we set for our caravan, it's a static one, at least it is when the wind isn't blowing! After 427 miles all is well. *Ed. That's quite a road test Alan.* I have one small job to do on the fuel injection system. When the engine is cold it will cut out. I have found out it is the throttle position sensor. Stay tunes—more next time.

I hope to see you at the shows, bye for now,

Alan

British Motor Museum

Monthly Car Meet

Photos from Paul Ross.

In the words of Willie Nelson, the Aircraft Carrier is "on the road again" and Captain Paul and Admiral Angie have given us some interesting photo from the latest Gaydon extravaganza, starting with this one, well they've a fair bit of catching up to do.



This pick-up obviously doesn't belong to an orthodontist, otherwise they'd have fixed that overbite



A Dodge Panel Van belongs to Ginger Garage—a modern take on the Sherlock Holmes story 'The Red Headed League'. Who says we can't be educational here! Truth is it's rushing fuel supplies to a certain '68 Coupe deVille

Am I the only one that thinks 'Ice Cream Parlour' when I see this wonderful paint job on a Chevy van?

Answers on a postcard in the newsagent's window



Events 2023

★ Denotes Club attended Events

July

9—Bristol Vintage & American Show, Siston Lane, BS16 9LU

16—Classic Car Show at Culford School, Bury St. Edmunds, IP28 6TX

22-23—Carrot Town Garage Show, Stonham Barns, Stonham Aspal, IP14 6AT

★ 23—AACUK Summer Nationals at Upton-on Severn Rugby Club, WR8 0HW

★ 30—AAAC Rally of the Giants at Stoner Park, Henley-on-Thames, Oxfordshire, RG9 6HF

August

6—Classic Car Show at Helmingham Hall, Suffolk, IP14 6EF

September

3—Malvern Festival of Transport at Three Counties Showground, Malvern, WR13 6NW

★ 13-15—Isle of Man Festival of Motoring

November

10-12—Classic Car Show at the NEC, B40 1NT

Annual General Meeting

of



Will be held on July 30th

At

Rally of the Giants

Stoner Park Henley-on-Thames
Oxfordshire, RG9 6HF

Starting at 12:15pm

Ed. This is your chance to have your say in how the club is run. There will be no pressure for anyone to take on a role within the club, unless they want to, but it would be nice to have a good turnout—It is your Club.



All American Auto Club

Formerly known as the Pre' 50 AAC

THE CLUB FOR ENTHUSIASTS OF ALL AMERICAN VEHICLES

PRESENTING THE

Rally of the Giants

30th July 2023

Stonor Park, Henly on Thames, Oxfordshire RG9 6HF

Contact John Sewell - john@pre50aac.com



A. V. R Pump Delete

An email from Roger Harrison

Regarding the magazine article on the removal and repair of an Air Management Valve I faced a similar problem on a 476 cu.in. 1969 Eldorado. The pump was a major obstruction to other items but provided the only means of tensioning the primary water pump belt. I used an idler pulley attached to a triangular plate off a Ford (sorry about that word) with a bolt and spacer to one front cover bolt and a piece of flat bar with a slot to another which allowed the belt to be tensioned. I went to a great deal of trouble to turn up two plugs to fit the holes in the cylinder heads where the pipe went in and made two straps to hold them in the same way the original pipe was retained.

When faced with the same problem on a 500 cu.in engine in a 1973 Eldorado the guys at Stateside Autoparts pointed out that the holes in the cylinder heads could be easily and cheaply blocked using core plugs because the holes in both ends of the heads are the same and the rear pair are normally blocked with core plugs.

I hope that Alan got on OK with his alteration, I have made similar modifications on a 1988 Corvette which is awaiting final testing.

Roger

Eldorado Resurrection

From Graham Howard-Wall

I was contacted by Graham Simmons, (A fellow COCGB member) asking if I could help him with his 1979 Eldorado. It had been in storage for 13 years on the south coast of Sussex and he lives on the Isle of Man.

I asked a mechanic friend Simon Murphy if he was interested in doing some work on the car and he said yes. Graham was in the area the third weekend in May, so we all met up at the car to discuss how things would work and what Simon's terms are. Everything was agreed and the car was taken out of storage. With the car at a suitable place for work to commence, I will be putting updates together for you all to follow. Here are some photos of the car outside the storage facility.



Watch this space, **Graham**

Ed. Graham's car is one of 67,436 Eldorados from that model year and is powered by a 5.7 litre V8 coupled to a 3-speed Turbo Hydra-matic transmission

New-For Sale

'63-'67 Power Steering Pump

Amanda Deville has a New Power Steering Pump suitable for a 1963 to 1967 Cadillac.



Asking price is £200 which is a lot less than it would cost to get an identical one from the USA. Can be posted if required.

You can contact Amanda on 01484 510588

Where is it now?

From John Low

Just came across these old photos. About 20 years ago a friend invited me to the workshop where he was working restoring a '50 - '52 ? Cadillac limo which had been built for the Saudi King (Abdulaziz ?) to accommodate his wheelchair. It had been brought back from Saudi in a wrecked state and was being restored to go into a museum in Saudi. Have just tried looking it up online but can't see anything. Sorry about quality of the photos (photographed again from old prints) but hope interesting.



Ed. There was nothing subtle about the roof modification, with function being the prime objective, it's certainly a very distinctive Cadillac, though not aesthetically pleasing.



Cadillac News.....

Getting comfortable in a Celestique—as you might



guess it's not going to have a basic dual zone system. Instead, it will be equipped with the Gentherm ClimateSense four-zone climate control system as standard. In fact it will be the first vehicle to feature this system.

Harnessing 33

individual microclimate devices that will allow each occupant to control seat heating and cooling, and adjust airflow to create four individual climate zones inside the car. Gentherm's advanced system ensures that heating and cooling commands are carried out as quickly as possible while maintaining electrical efficiency and maximizing driving range. **Cool!**



Coming soon—the All Electric Escalade IQ. With Cadillac's declared electric only future it was inevitable that its biggest seller the Escalade would make the transition to a 'Volts-Wagon', though

interestingly GM aren't willing to give up on the lucrative name plate, simply adding an IQ after it. Seems it could be here as soon as the end of this year in 2024 guise with the official reveal on the 9th of August 2023.

Spy shots that appeared in **Cadillac Society** suggest it will look somewhat different to the point of being lower/sleaker than the ICE version. It will obviously be built on a different platform and given its size and weight, it's rumoured it will have an 200 Kwh battery providing up to 400 miles of range on a single charge. Like the Lyriq and Celestique it will use Ultium batteries and Ultium Drive electric motors. Not to worry it's unlikely to make it to this side of the Atlantic, so you won't have to worry about the lights dimming as someone charges it up.

Talking of Charging—From 2024 Cadillac EVs will have access to the Tesla Supercharger network, though they'll initially need an adapter.

Following a collaboration between Tesla and General Motors, the number of chargers available to owners of electric Cadillacs will increase by 12,000 in North America.

From 2025, Cadillac EVs will be built with the proper North American Charging Standard (NACS) connector right from the

factory that will allow the vehicles to use the Tesla Supercharger stations without an adapter.

The Lyriq is not alone—it has a Japanese relative. Meet the Acura ZDX.

Cadillac has been working with Honda through a 'strategic alliance' since 2020 and the fruits of their labour appears in the form of the



ZDX from Honda's luxury brand Acura. It will use GM's BEV3 platform and Ultium Battery and Drive Technology. The ZDX is likely to be built alongside the Cadillac Lyriq at the Spring Hill plant in Tennessee, with production starting later this year. So in answer to the question 'When is a Cadillac not a Cadillac—When it's a posh Honda.'

2024 CT4-V Blackwing—gets 3 Special Editions. Yes if you



thought the CT4-V Blackwing (above) was 'special enough' then you were clearly wrong! With somewhat strange names, the **Impact Edition** comes with a Black Raven exterior colour, the **Arrival Edition** with Mercury Silver Metallic exterior colour and the **Elevation Edition** with Velocity Red exterior colour. The thing that would put me off apart from the price hike would be the inevitable question, "Why is it called Impact/Arrival/Elevation?" You just know people would ask.

Congratulations to Cadillac Racing—on their 3rd, 4th and 17th place at the 2023 Le Mans 24 Hour Race.



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

Cadillacs in the Wild.....



Simon Green's '90 Fleetwood Ex-Embassy Car



Return of the Aircraft Carrier after a multi-million pound mechanical refit—our shores are safe again

View from the 3rd floor, not one you often see of a '49 Coupe deVille—unless you're very tall



John Low spotted this car long, long ago and far, far away—no not in Star Wars... Mexico City, 20-30 years back



Deep in the heart of Yorkshire, it was 1st prize for Pete's 1903 Model A, seen here next to Leigh Spivey's 'modern' '54 Eldorado. Below right, Leigh at the wheel of BT4



Following recent surgery the '68 Coupe deVille remains in a protective bubble



Adrian Glen's '68 Eldorado



Stay safe

