



Cadillac



Owners Club of Great Britain



Standard of the World

May-June 2017

Cadillac Owners Club of Great Britain

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



Affiliated to the Cadillac-LaSalle Club of America

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

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Front Cover – Cadillacs at the AGM – Photos by Paul Nieuwenhuis

Club News

From the Chairman

Another year gone, another AGM disappearing over the horizon, time as ever is flying by. I had hoped for a better turnout, then again I hope for that every year, who knows it may happen one day. It was good to see and catch up with those of you that did come and we did manage to muster 6 Cadillacs between us and they made for a fine sight at the front of hotel.



The weather was glorious and as it was 'Drive-it' day, there were lots of classics on the road. I took the '95 Brougham

You will find the minutes of the AGM (taken by our Secretary, Judith Bevan) later in this issue. Also in the envelope with the magazine is the revised Club Constitution. There's more about it in the minutes, but please take the time to have a look at it.

Unfortunately, I had to leave after the meeting so didn't get to enjoy the food, though the hotel did provide me with a 'doggy bag' to sustain me on the journey home. As always it was a splendid lunch that the Barton Manor put on.

Looking forward to seeing as many of you as possible at the shows, the first one coming up on Sunday June 25th at Hatton Country World. So, check the oil, coolant and tyres, clean the glass and get those wonderful cars out on the road.

Peter B Griffith.



Cadillac Parts Needed

Derek Skilton, is looking for parts for his **1925 Cadillac V63/314**. Check out the website for a list of what he's looking for and if you can help in any way give him a bell on 01435 813197. My thanks to Derek's wife for discovering the club email address on the back page was wrong—it was missing a middle 'c'. (that's musical isn't it?)

Demise of the Cadillac XTS... Apparently not



A favourite of mine, but underrated by many the XTS still provides what many buyers crave—A full size Cadillac

Due to be replaced entirely by the CT6, the XTS has had a stay of execution because it outsells other cars in the current Cadillac line-up. Instead of goodbye it'll be hello to the 2018 model complete with a front and rear end makeover.

To me it seems that Cadillac is putting too much effort into their smaller car portfolio and neglecting their premium offerings. There was a time when Cadillac's rivals were Rolls Royce and Bentley, now they spar with BMW, Audi and Lexus.

At the same time, BMW and Volkswagen have bought in 'flagship' brands, the aforementioned Rolls Royce and Bentley respectively, Toyota even created their own in Lexus. All whilst General Motors appears to have 'downgraded' The Standard of the World.

It's all very well creating concepts like the Sixteen and the Ciel, what they really need to do is build them. Having one of the worlds best known brands is no good if you don't have the substance to back it up.



The Ciel Concept—the GM flagship brand needs a flagship

Ed. I was nearly into 'rant mode' there. As you can guess these are merely the thoughts of a simple country lad, feel free to wade in with your thoughts. Here's another one, the Chairman isn't keen on the loss of 'proper car names' and I agree. Eldorado or Fleetwood sound a lot better than CT6 unless you live in Herne Bay where CT6 is your postcode so your car would always have a return address on it...

Bob Thomas

Treasurer

Hello Everybody,

Wow, May already, probably nearer June by the time you read this. Where did that go? Nearly half way through the year already. The AGM in April went off without a hitch. In fact it went off without many members as well! Disappointing turnout I must say but thanks to all who did attend and great to see all the Cadillacs there. Hope you all enjoyed the food, I know I did.

Shows have started now and I got the chance to go to a couple of local ones over the bank holiday already. Peter Gamlin took his silver 64 Sedan to both shows as well. Wakefield held an event in the town centre this year in aid of the Yorkshire Air Ambulance, great cause and I was glad to be there and add to the coffers. Also attended the Ilkley Carnival on bank holiday Monday, again in aid of the Air Ambulance. It was a good event and the weather was warm and sunny for the most part. Managed to get roped in to being the lead car in the parade through Ilkley town centre. All down to Peggy Sue though, I was just along for the ride.

Bob Thomas.



Bob leads off the Ilkley Carnival Parade in style



Peter Gamlin's silver '64 Sedan deVille and Bob Thomas' '64 deVille Convertible at Ilkley.



It's those deVilles again at Wakefield



From Our Man in Ireland

Nick Stratta



Good to see the 65 Convertible and '63 Sedan deVille in the Club magazine. More news - the 1993 Fleetwood Brougham is back! I sold it to someone in Northern Ireland a year ago and it went over to Germany for a daily. After nothing but air suspension problems I have now bought it back. So it's now back and feels good to have a 100% American garage here again - even for the daily drivers.

It's a 1993 Fleetwood Brougham in Cotillion White with a navy blue Phaeton top, navy leather interior and gold badging option. I like the Phaeton top - a cloth simulated convertible top which is different from the regular Brougham top. I've only ever seen one FWB with it - in the US and none here in Europe. I'd love to know the history of them, who sold them? were they a dealer option? and how many were produced.

You might be interested to know road tax on large cars in Ireland is close to £2000 a year so this one is on a limousine policy which has cheaper road tax. I rent it out for weddings, days out etc. here. I also rent the older ones out for promotional video shoots so they get around and it keeps the Cadillac profile high here in Ireland.

Nick



At Trim Castle County Meath

Rod Bevan Membership Secretary

New Members

A very warm welcome to new members this time: Clive Clark of Kings Lynn with a 1957 Eldorado, Richard Pendle of Lowestoft with a 1962 Series 62 Convertible, Michael Yates of Huntington with a 1959 Series 62 Sedan, Andrew Fenwick of Middlesbrough with a 1977 Fleetwood Brougham and Chris Harris of Great Missenden, Bucks with a 1957 Series 62 Coupe. Please let Phil and Ken have photos of your cars and let's see you at the shows.

The Annual General Meeting has been and gone. It is sad that so few turned out, many thanks to those that did. It was a very nice sunny day with lunch and photos of our vehicles proudly displayed at the venue and viewed by hotel guests and staff.

This year's Grand European in Denmark, has been cancelled. A difficult decision for the Danish team but insufficient numbers had booked to make it viable.

Our club events will go ahead as planned. Please take some time to read the list of shows and if you wish to attend make sure you book yourself in. On that subject please note that the **Thames Traditional Boat Show is on Sunday 16th July** and not the 15th as previously advertised in the magazine and on the website. Both have now been amended.

No booking necessary for AAC (UK) Hatton Country Park, just turn up on the day and pay at the gate. The others do require booking in advance.

Please keep Phil and Ken up to date with your local shows. Also please, if you have had good service from a company or trader let Ken and Phil know. It helps us all in our struggle to keep the vehicles on the road and also to avoid upsets when it all goes wrong. It will only be a guide to quality and should not be viewed as being endorsed by the club. Just that on that occasion and circumstance a particular level of service was experienced.

That's all folks, 'keep on driving'.

Rod



Rod and Amos seen discussing the 2017 Show Calendar.

June and July is a busy time for this dynamic duo.

Check out Events 2017 later in the magazine and see where you can catch up with them.

Amos' Autos

'Hanging out with the cool dude'



Hey Dudes, it was good to see a select band at the AGM and here is a photos taken on the day, the trunk end of Bob Thomas' '64 deVille.

Tailfins are still in evidence and would remain so until 1965. They had a run of 17 years the first appearing in the 1948

model year as seen here on this 1948 Series 62 rag-top. In the early days it was just a 'flick-up'. 1959 was a long way off.



And here's my personal '99 Deville (it's Rod's really, I just sit in the back and look important) between Paul Ross' 68 Coupe and Peter Griffith's '95 Brougham at Brandon Hall Hotel. A grand day out as Wallace and Gromit would say.



And finally for this issue, Andy Fenwick's newly acquired '77 Fleetwood. This was actually a downsize on the previous model, losing a foot in length and 5 inches in width. It still measured 18' 5" long and 6' 3" wide with a 7 litre V8 under the hood—that's really downsizing!



Judith Bevan

Secretary

Minutes of the Cadillac Owners Club of Great Britain Annual General Meeting

Sunday 23rd April 2017 11.00 am
Brandon Hall Hotel, Main Street,
Brandon, Coventry CV8 3FW



PRESENT: Peter Griffith (PG) Chair, Bob Thomas (BT) Treasurer, Rod Bevan (RB) Membership Secretary/ Events Organizer, Judith Bevan (JB) Club Secretary, Phil Hole (PH) Editor, Lin Hole, Paul Ross, Angie Ross, Paul Nieuwenhuis, Alan Reed, Kath Reed.

Apologies

Ken Pandolfi, Web Manager.

Agree Minutes of last meeting

Minutes were agreed by members present as correct.

Proposed by Bob Thomas(29) seconded by Rod Bevan(664)

Matters Arising

Club shows

Rod reported that Billing were no longer hosting car shows so not an option. Also due to lack of manpower COC of GB could not host a Grand European Show.

Chairman's Report



Peter welcomed everyone to the meeting and for bringing their cars on 'drive it day'. Peter expressed his disappointment once again at the poor turnout for the AGM. Peter welcomed Phil Hole as club editor and Ken Pandolfi as web manager.

Treasurer's Report



Death of Rob Maidment

Following the sad death of editor Rob Maidment Bob Thomas (29) proposed that Rod Bevan (664) become a signatory on the club bank account. This was seconded by Peter Griffiths (82)

Bob reported that the club had a healthy balance of £8,680.

Funds available for club use.

Bob invited members present to view receipts.

Bob reported that club and member insurance has been increased at a cost of £400. This will give club £10 million cover which insurance company has said is more than enough for size of club.

Accounts were accepted by Peter Griffith.

Proposed by Phil Hole (1105), seconded by Alan Reed(62)

Merchandise and Website

Bob reported that sales 1st January 2016 to 31st December 2016 were £174.85.

Positive feedback from the company, orders up since December 2016. Phil reported that he had purchased a jacket and was very pleased with the quality. It was agreed that the club would continue with the merchandise company.

Editor's Report



Phil reported that since taking over the role of editor the magazine had taken on a different look and style. Phil stated that Rob's technical knowledge, skills and style were very different from his own and with this in mind Phil decided to make some changes. Phil wants the magazine to be more relevant to members with them contributing articles and photos.

Articles on events, day trips, holidays, "how to fix things" all accompanied by photos are what Phil is looking for. Phil said he will continue to encourage members to send in articles for inclusion. Phil said he would like to build up a stock of articles and information for future magazine.

The committee agreed to submit their contributions by the 7th of the publication month. This will give Phil plenty of time to edit and send to the printers.

This information will be printed in the club magazine.

Phil reported that following an error with club members receiving incorrect membership information with their club magazine, this had now been resolved with the printer.

Web Manager's Report

Ken sent his apologies and a report received from Ken was read out by Rod.

Firstly, apologies for my non attendance. I participate in an annual charity event and this day was chosen last year for it to take place.

I am very grateful to have been given the honour of creating the Club's website.

While the old site had plenty of content, it was built on an obsolete platform which was simply incapable of being maintained. Far easier to start all over again, using new technology, creating something visually attractive, interactive, dynamic and useful. That was my aim – and I think we're getting there.

MEMBER'S CARS.

Despite several exhortations, relatively few members have contributed photos of their cars and, consequently, this section of the website is not developing into the resource I had intended. Some discussion about how they can be encouraged would help. i.e new members sending photo with their application would be useful. And if all committee members would send theirs.

FOR SALE/WANTED

*This feature is proving popular. Can non-members advertise here or is it restricted only to club members? **Committee decision: to allow none members to advertise on website.** How long an advert should remain online. This will help to avoid hosting stale, out of date content. I would suggest removing an advert after three months, unless the advertiser asks for it to be continued. **Committee decision: advert can remain on website for 4 months and in the magazine for 2 issues. After this it will be removed.***

PUBLICATIONS

Currently, I publish the new edition of the magazine online as soon as it is produced. There has been some concern voiced that this allows non-members access to the magazine. It is possible to create a firewall through which only members could pass and the magazine could be placed behind this wall. If I'm honest, the accompanying password issuing and management is time consuming to set up and manage and it might just put off some members from visiting the site at all. So, again, I would welcome a committee decision on the following point:

Should only back copies be published in the website?

Committee decision that only back copies should be available online. New magazine not to be placed on website. A period of six months should pass before new magazine placed on website.

Committee decision on all of the above proposals.

Proposed by Bob Thomas (29), seconded by Alan Reed (62)

LINKS

In this section, I transferred over all the links from the old website. Then I tested them all and removed the ones that were broken i.e. they no longer took viewers to the correct page. I then spent some time contacting the overseas clubs asking them to change the link to us on their website to our new website address. Some have actioned this, but not all. Each has had at least two requests. I will persevere with this. I have added a new section "PARTS" the aim of which is to provide members with website addresses of places from which they can source caddy parts. I can develop this to include repair and maintenance shops – just places where a member can take their car with some confidence that they will meet someone who can help.

A discussion took place regarding the Car Parts section. Bob felt this should be removed from the website as the club should not be promoting individual companies to members. Bob suggested that committee members should hold a list to use when members contact them.

PAID ADVERTISING

A discussion took place and it was agreed that paid advertising was time consuming and problematic and therefore not something the Committee wished to pursue.
Proposed by Bob Thomas (29), seconded by Phil Hole (1105)

CONTACTS.

I would ask that committee members take a short moment to ensure that their contact details on the website are exactly how they would like them to appear.

EMAIL ADDRESSES.

*We have an opportunity to create some COGGB email addresses for committee members. For example, I use COGGB@OUTLOOK.COM for club matters. This will separate club business from personal emails. It also provides some consistency and I think looks professional. I am happy to set this all up. But committee members may have their own views on whether or not they want to do this. Could I ask the committee: **Committee decision that there was no advantage in this but thanked Ken for looking into it.***

Members and Shows Report



Rod reported that there are currently 180 members of the club. A few new members have come from the website and the Facebook group.

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

Hatton 23rd – 25th June 2017

Tatton Park Stars and Stripes 1st-2nd July 2017– 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 Cadillac Club Stand to display their cars.

Rally of the Giants at Blenheim Palace 7th-9th July 2017– Visit R of G website to pre book for reduced entry fee or pay on day.

Traditional Boat Show Henley-on-Thames 15th July

Details of all the events can be found in the club magazine. Bob said he would like more clarity of show dates on website as it is very confusing.

*Rod agreed to contact Ken.

Area Representatives' Report

No reports received from Area Rep's

Election of Committee

The current Committee members were re-elected.

Proposed by Bob Thomas (29), seconded by Paul Ross (1509)

Any other business

Grand European Car Show 2017 – Copenhagen

Bob reported that the above show had been cancelled due to lack of bookings.

Electronic Payments

Bob reported that club members were requesting to pay membership fees electronically. Bob felt this is something the club should offer but felt the current system needs some refinement.

Bob felt the renewal form needs to be amended to say "you can pay electronically" and have a tear off slip.

The form needs to have account details, full name and address of member and a reference so Bob can clearly see who has paid when checking bank statements.

*Bob agreed to contact the bank regarding electronic payments.

*Rod agreed to contact Ken to amend the current renewal form.

International Liaison

Following a discussion it was agreed that Peter Griffiths would take over this position following the death of Rob Maidment.

Proposed by Bob Thomas (29) Seconded by Rod Bevan (664)

New Outdoor show banners

Bob circulated information regarding outdoor show banners.

All present at the meeting felt this was worth pursuing as would promote the club in a more professional manner.

*Bob agreed to pursue re costings.

Club Magazine title.

Phil asked for views on a title for the club magazine. Phil said many car club magazines have a title, for example the Cadillac La Salle club magazine is called “Self Starter” and the Cadillac club of New Zealand is called FINZ.

After much discussion it was felt that the club does not need a gimmicky title and that the front cover of the magazine already describes the quality of Cadillac

“Standard of the World”

Honorary Members nominations

Paul Ayers for his international promotion of Cadillac, donations to the Cadillac museum in America and continued regular supporter of car shows.

Proposed by Bob Thomas (29), Seconded by Alan Reed (62)

Linda Maidment in memory of her late husband Rob Maidment and her continued interest in the club.

Proposed by Rod Bevan (664), Seconded by Phil Hole (1105)

*Rod agreed to write to Paul Ayres and Linda Maidment

Club Constitution – Updates 2017

The revised club constitution was circulated and general discussion took place.

The revised document was agreed by those present at the meeting.

The Constitution was accepted.

Proposed by Bob Thomas (29), seconded by Paul Ross (1509)

2018 AGM will again be on Drive it Day.

Date and Venue—TBA

Judith Bevan Club Secretary



The Secretary and Amos survey Cadillacs at the AGM



Amos and Tia take a keen interest at the AGM



3 wise men

The Treasurer, Membership Secretary and Chairman



That’s what you call a trunk—Could have held the AGM in here. Paul & Angie Ross’ 68 Coupe deVille



Cadillac’s modern image, the sun shines on Paul Nieuwenhuis’ CTS 3.6.



Amos discusses the poor turnout with the Editor

AGM report photos by Lin Hole, yes she has to put up with the editor full time....

Mysteries of the Trunk

Pull-Down Motor

An open and not so shut case....

Over the years, the Trunk Pull-Down Motor has failed to meet expectations on several occasions, usually about once a year though like weather prediction it's not an exact science. Strangely weather does have an effect. When the cats and dogs are emanating from the sky and you've just loaded your shopping at ASDA, it's not a good time for the trunk not to close properly. It can get very wet in there.



The Pull-Down Motor may get the blame and random bad

language (the odd curse as opposed to the skin off your knuckles type.) but it's not really its fault..... The villain of the piece is that small black switch that sits atop the motor. It's full of contacts that through a combination of wear and tear and lack of use does what many an electrical contact does, stops contacting properly. We've all had the light bulb that stops working but when we check there's nothing wrong and a rub with emery paper cures the fault, well this is the same thing.

The difference is that GM didn't want us to take this switch to pieces, but we like a challenge don't we. As Del Boy said, "he who dares wins, Rodney." The first thing to do is remove it from the motor. On the '92 deVille, once the plastic 'finisher' is off by way of the 4 self-tappers, it's just a case of removing the torx screw that holds it to the motor and disconnecting the wiring. From there you can gently 'jiggle' it from its contacts. Now there's the first ones to clean. It's amazing how much crud collects around something with no moving parts.

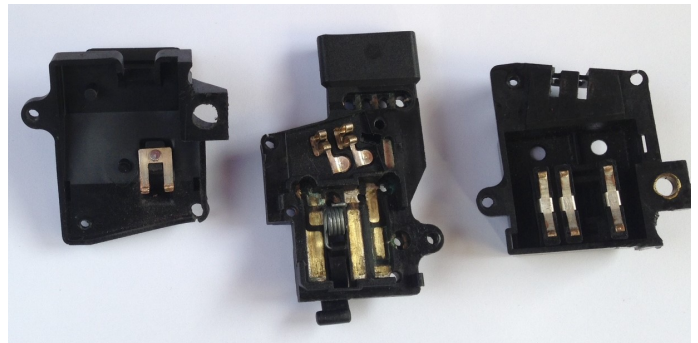
The switch is now out and you can take it somewhere comfortable for disassembly. As you can see from the photo this switch has been



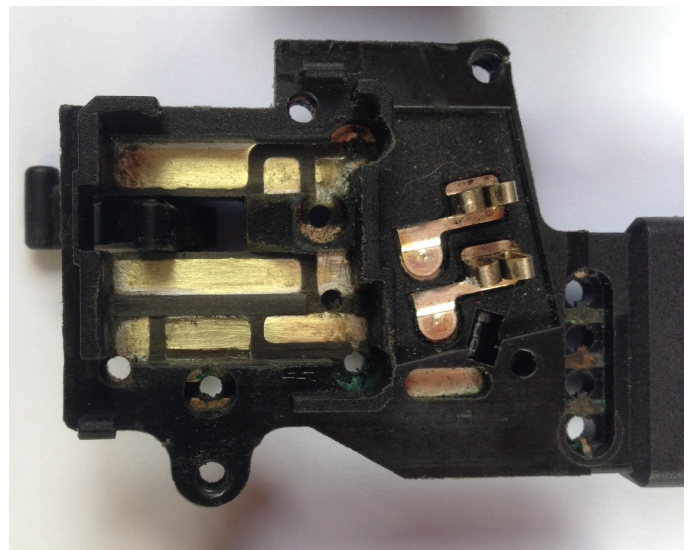
apart before and I've replaced the rivets with self-tapping screws. They are a Heinz variety because it's a) about what will fit and b) what you have available. Drilling out the original rivets isn't hard, the secret as with most things is take your time – more haste =

likely bog -up.

The switch separates into top middle and bottom.



If you have the facility to photograph the way it all goes together it's peace of mind but if you don't, it only goes together one way. Like a 3-D jigsaw for 5-year olds (that's my mental age so I qualify). From here it's just a question of cleaning all the contacts. I use a fiberglass pencil, sometimes called a scratch brush in the flat surfaces and emery paper for anything that looks like it needs dental floss. For added protection you can use dielectric grease, it can help to keep the damp out.



Each contact surface is a potential failure point, so cleaning them all is essential. A fiberglass pencil is very useful.



Once you've reassembled the switch make sure you can operate it with your finger before you reattach it. If you can't you've assembled something backwards. Back in the car your trunk should open and close with all the grace that Cadillac intended before the Health and Safety brigade decided it might trap your fingers.

Events 2017

Cadillac Owners Club of Great Britain Shows 2017

23rd—25th June

American Auto Club UK Summer Nationals at Hatton Country World, CV35 8XA. We will have a club stand there on the Sunday only. No need to book, unless you are attending for the weekend, just pay at the gate, usually £5. A nice location and something for all the family.

1st-2nd July

Stars and Stripes Classic American Car Show at Tatton Park, Cheshire, WA16 6SG. The club will be there on the Sunday only. Book your place by printing an application form at Cheshireautopromotions.co.uk. Make sure you clearly mark your application form "Cadillac Owners Club of Great Britain" and select Sunday as the day attending. This will ensure that we are all allocated and directed to the Cadillac club stand and we will all be together. Entry is free, but you do need to register in advance as space is limited. A weekend pass is also available.

7th-9th July

'Rally of the Giants' at Blenheim Palace OX20 1PP is another must. The club will be there on the Sunday only and you will need to book via the pre 50's club site. Book your place on line at pre50aac.com for a discount admission price.

16th July

'Thames Traditional Boat Show' at Henley on Thames. A very busy few weeks for us, the club is again invited to the 'Thames Traditional Boat Show. Check out www.tradboatfestival.com or on Face book at www.facebook.com/tradboatfestival. A great experience with many traditional boats which may seem a bit strange for the club to attend but there are some nice vehicles and plenty to do for the family.

Other Events

If you would like an event publicised, please let me know. You can also add an event on the website at www.cocgb.co.uk.

Recurring Events

Haynes International Motor Museum, Sparkford, BA22 7LH. On the first Sunday of each month. Haynes run a breakfast club open to all marques. These events are free to attend and are a real opportunity for vehicle owners to show off their prized possessions at the front of the prestigious Museum. For dates and further information go to www.cocgb.co.uk and click on events.

Redhill Classic Car Club 2017, Church Rd, Redhill Bristol BS40 5SG. Just south of Bristol Airport, once a month evening get together with a couple of Sunday mornings thrown in. Free to attend. For dates and further information go to www.cocgb.co.uk and click on events.

International Events

2017 CLC GRAND EUROPEAN IN DENMARK, COPENHAGEN 23/27 AUGUST



Due to a lack of bookings, the organizers took the reluctant decision to cancel the event.

Phil Htole

Editor

We've all see those instruction manuals where it say 'This page has been left blank intentionally'. That's not the case with this magazine. If there's a blank page it's because I don't have anything to put in it! Not happened yet, but.....

The magazine relies on its contributors for success. It's like the much missed Terry Wogan Radio Show, where the listeners wrote the script for him and it made for an entertaining and enjoyable program. Let's see if we can do the same with the magazine. Drive safely.....

Phil

Ken Pandolfi

Website



Thank you to those of you who have sent in photos of your current vehicle(s). They are trickling in.. I'm trying to build a definitive photographic collection of cars that members currently own. I think that will be an important resource for the Club. If a photo of your car appears on the **ARCHIVE** section of the website, I could do with either a new photo, or you letting me know which is the car(s) you currently own via cocgb@outlook.com so that I can copy it to the **CURRENTLY OWNED VEHICLES** section.

In due course, I want to remove the **ARCHIVE** section -
a. because it takes up a huge amount of online storage space and
b. it is out of date and unreliable as a source of current information. So, I need your help with that. Thank you in anticipation.

Apart from that, there are few other changes as a result of the recent AGM. Editions of the magazine will not be posted onto the website until they are 6 months old. It was also agreed that adverts on the **FOR SALE/WANTED** section will be removed after 4 months. So, if you have an ad posted and you want it renewed, let me know in good time. The date that an ad was posted always appears at its bottom left hand corner.

I've also tried to simplify the layout of the **EVENTS** page. I've removed some photos that were cluttering it up. Posts are presented in chronological order so scroll down to see those happening later in the year.

That's all from me. Until next time.

Ken

Braking..... Bad...

It's rather like going to the dentist for a check-up, there's a sleepless night and a worry of impending doom and financial ruin..... Yes, it's MOT time. But just like the dental check up it's there for a reason. In the case of the MOT your safety.

Often a time of dread and despair for the owners of older vehicles (unless they were registered before January 1st 1960), the modern car driver doesn't get it any better, his car may not have tin-worm but there can still be nervous moments with the emissions tests and other often expensive computerised components that you'd need a diploma from Hogwarts to even attempt a fix on, assuming you can even take it to bits.

My '92 deVille recently went in for its test and I was reasonably confident (at best I'm an optimistic pessimist) it was in sound condition having had the floor repaired last year and undertaken some cleaning and refurbishment work.

All was going well other than with the car on the ramp it's easy to see the bits I missed—what an amateur. No strike that, it's not fair to amateurs, I should really say 'what an incompetent muffin'. Note to self Must do better.

As far as the test was going, one of the flexible brake hoses on the front was looking a little tired as was the rear brake pipe on the drivers side next to the apportioning valve. Both would be advisories and rightly so.

Everything else was fine, until the brake test when there was spurt of brake fluid on the floor, that rear pipe had split. So I walked home.

Here is the repaired pipe , once again fit for purpose.



The moral of this story is that I'd been cleaning under the car and around that brake pipe but I hadn't noticed how bad it was.

In case you were wondering, both front flexible hoses have now been replaced (just as well to do the pair) so it's back to 'Braking.... Good.....'

Ongoing Restoration

Martin Newnum's 1950 Cadillac.

The subject of a body off 'frame up' restoration, this car had been customised by the Derham Body Co. of Pennsylvania for an important owner and is a one off.

It still needs a complete retrim, so if any of you out there know of a top quality trimmer with experience of American cars, please let me know and I'll pass it on.

Thanks to Martin for the photos and information.



Refurbished 1950 Cadillac chassis



Note the signature Derham oval rear window, the car also came with a central division

Market Place (Extra)

For Sale: Two pairs of exhaust manifolds for 1968 to 1976 Cadillacs. Used condition but in good order. One has been extensively welded (see photo) but it looks to have been done properly. The other three are as original.

2 From 1968 to 76 Eldorados both right side, original. No cracks.

2 for 1968 to 76 Cadillacs all except Eldorado, one welded the other original, both left side. £30 each plus shipping £10 each.

Or collect for free, maybe meet at a show? Located in Yorkshire. Contact Bob Thomas

email robthom1uk@yahoo.co.uk. Tel 07812527737



Market Place



For Sale

1963 Cadillac Convertible Coupe. Owned 17 years. Red with white leather interior, bucket seats with console, white top and boot. 53,000 miles. Great shape, well maintained. Additional pictures and maintenance records available. \$23,850. Contact Bill Van Luven, Shelby Township, MI 001-586-489-0114 or email bill@vanluven.com

For Sale 1965 Cadillac V8, 429 cu.



Fully Rebuilt by well known American Car Specialists Bob Harman Performance (now semi-retired and building classic Bentley engines) of the UK
Not used since. Heads are ready for unleaded fuel.
Fits 1966 & 1967 Cadillacs (please make your own enquiries).

Price now Reduced as moving back to the city, lack of space! Selling at a considerable loss, £1950

Hugh Howard: hughiehoward@gmail.com / 07900 002316

WANTED: Good car with no rust and decent paintwork. I would particularly like a convertible. I have just sold my 76 Coupe de Ville and am having withdrawal symptoms! Anything from 1960s to present considered. Please contact Simon Lunn 0780 3175314. smlunn@gmail.com

For Sale: Two used starter motors. Both are from Eldorados, 500ci engine of 70's vintage (one is off a 1975 Eldo). Part number Delco 1108761 I have tested both and they work fine off the car. £20 each plus carriage. Carriage will be about £15 each I think. Or collect for free, maybe meet at a show? Located in Yorkshire. Contact Bob Thomas email robthom1uk@yahoo.co.uk. Tel 07812527737



More photos of motors and the manifolds on the website.

Club Merchandise

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LADIES POLO SHIRT—£19.95

Black, Light Grey, Light Blue, Royal, White in XS, S, M, L, XL, 2XL

JACKET, LOGO FRONT—£37.50

JACKET, LOGO BACK—£44.50

JACKET, LOGO FRONT & BACK—£47.50

All Jackets are black and available in S, M, L, XL, 2XL

FLEECE, LOGO FRONT—£29.95

FLEECE, LOGO BACK—£44.50

FLEECE, LOGO FRONT & BACK—£47.50

All Fleece are black and available in S, M, L, XL, 2XL, 3XL, 4XL

SWEATSHIRT—£22.50

Black, Light Grey, Royal, White in S, M, L, XL, 2XL, 3XL

CAP—£9.95

Black, Blue, White—Adjustable

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Don't forget to check out the events page and see you at a show

