

# Cadillac

OWNERS CLUB OF GREAT BRITAIN



*2006 DTS 'Platinum' belonging to Daniel Foster of Switzerland*

**JANUARY – FEBRUARY 2015**

# Cadillac Owners Club of Great Britain

(Affiliated to the Cadillac-LaSalle Club of America)

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**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

### Airing the Fleet

It's nice to see the lighter nights coming back, and here we are getting through the winter quite well – I shouldn't talk like that, we will now probably end up with a major blizzard! We have had two weeks of dry sunny weather, with the first rain last night; so, one by one, I have taken my cars down to our river front and 'cruised' them for about five miles each. It works wonders, but I must get my 1937 7-seater up to Ernie Wrights for a good old going over and an MOT. It's a shame that it hasn't been out for a few years and just needs a service and a good wash and brush up.

### John Kubilius

I have just had phone call from long-standing member Paul Bedford, who now lives in France, concerning the death of another long-standing member and friend John Kubilius. I mentioned him in my last write-up a couple of months ago, hoping he was feeling better after he told me at Tatton Park how ill he had been. It's sad, but it comes to us all – I have had my share lately, but we must go on. Interestingly, Paul's Eldorado was in our last magazine; he and his dad spent 22 years restoring it.

### Bauer Millett

I mentioned it at the time, but some good news to come out of the demise of Bauer Millett is that the son of the former Service Manager, Chris McDonald, will be opening his own GM Parts Department in

Bredbury, near Stockport. Neil says he should be up and running by March, and will be a bonafide GM parts dealer. As for a Cadillac Dealer up North, there does not seem much hope. Anyway, I'll publish Neil's details in the March magazine.

### New Rear-wheel-drive

This year Cadillac has announced it will be building a new big rear-wheel-drive sedan, but don't get too excited about it having an old type name. It will be like the others: a capital letter or two and some numbers to follow, but at least we are getting a larger rear-wheel-drive model. The Professional coachbuilders, ie Limousines, flower cars, hearses etc, are finding it difficult to design a good-looking



This is part of the FBHVC's new logo – they work hard on our behalf

vehicle due to the present shapes, so I have read. Still, maybe this new rear-wheel-drive will provide what they require. By the way, try U-tube to

see the new Escalades – they are superb. And GM says their truck division is really making money, the "General's back again".

### AGM, near Coventry

Don't forget the AGM at Brandon Hall (CV8 3FW) on 26th April, 'Drive It Day'. Let's have a few more of you there and make it a good get-together. You get a damn good subsidised lunch, amongst other things.

Happy motoring, **Peter B Griffith**



Another view of Daniel Foster's award-winning 2006 DTS 'Platinum'

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

# Bits & Pieces From The Editor

It is 'now or never' time to decide about heading into the Swiss mountains for the Grand European in late August. As Dirk Van Dorst, our International Liaison, says, the weather should be glorious and everyone knows that the Swiss CLC will look after you with their normal relaxed and fun-loving attitude. Dirk explained a bit more, along with a supplying a copy of the Registration form, in the last magazine.

Bob Thomas, our long-standing Treasurer and past Chairman will be there, so give it some thought and maybe see you there.

## From Graham Darby

Many members will already know that after 40 years of trading Bauer Millet closed its Manchester operation just before Xmas; for those who did not know, it will come as something of a shock – as indeed it was to the twenty staff.

This leaves Cadillac without a single sales outlet in the UK (despite the fact that the website Cadillac Europe still lists BM in its 'dealer locator') and only one official service garage: Ian Allen Motors of Weybridge in Surrey.

It would appear that the attempt to sell Alfa Romeos in addition to American cars after GM's bankruptcy in 2008, was a complete failure (why did Alfa drop the 159 and the Spider?), and the expense of a new service

workshop eighteen months ago (said to be hundreds of thousands of pounds) really pushed the operation over the top.

Quite what has happened to the stock, the state-of-the-art equipment and the expert staff, let alone deposits for new Corvettes, is unknown at this time. (see **Chairman's report – Ed**)

## From Victoria Rawlings

Good Afternoon Rob, I'm organizing a classic car event on behalf of a local hospice at the legendary Shelsley Walsh Hill Climb, WR6 6RP on Sat June 20th, from 10.00-17.00. We are looking for parties such as yourselves to get involved, whether it be having members drive the climb themselves or watching how the motoring professionals do it!

We would be grateful if you could feature this event on your clubs calendar or publications, as we would love your members to attend. If you require any further information, don't hesitate to get in contact with myself. I look forward to hearing from you. Tel: 01905-330063,

[www.trscclaims.co.uk](http://www.trscclaims.co.uk)

Kind Regards, Victoria

## From a Latvian Enthusiast

Hello! A group of Latvian friends have made a special New Year greeting with a crazy BASE jump from one of the tallest buildings Riga, the capital of Latvia. Jumper was dressed like Elvis and after the landing his escape was ensured by recently renovated 1961 Cadillac Convertible series 62. Despite the cold winter night and snowy roads, the owner of the limousine volunteered to participate this greeting and to be the getaway driver for Flying Elvis. Video at <http://youtube/FsU1f4NNr5Ei>

Courage, luck and happiness to you all in 2015!

## From Chip Iceman

Hello, I am the Chairman of the 2015 National Driving Tour sponsored by the Motor City Region of the Cadillac & LaSalle Club.

Now that we have entered the new year, we are looking forward to hosting this year's event. Much time and energy has been dedicated to plan an event around



Elvis comes out of the night sky off the top of building



Elvis is rescued by the 1961 Series 62 Convertible!

the birthplace of the American automobile industry. We have selected several places of interest, of which some are not available to the general public.

This year's event will be held during August in Troy, a suburb north of Detroit, and in surrounding areas. The event will be held during the Woodward Dream Cruise week, the worlds largest one-day automotive event, so making sure you are registered early will be very important!

As region or chapter presidents, we have contacted you hoping you can distribute this information to your members. This will also be available through the CLC website very soon.

For those international members who will be attending, we may be able to have a local member you can ride with during the tour. Please contact me if you are interested at 001-248 703-2119 or [driving-tour2015@gmail.com](mailto:driving-tour2015@gmail.com).

Thanks in advance for your assistance and we look forward to seeing you at this year's driving tour.

Regards, Chip

**From Russell Schacter**

Hi Rob, I bought a '41 Cadillac last year to add to my collection. All of my other Cadillacs are 12v Negative earth, whilst this one is 6v Positive earth.

This caused me a few "modern gadget" problems when going out for long periods, i.e. can't use your sat-nav or smart phone for long, as you can't recharge them when they go flat.

To overcome this problem, I've designed and built a converter to provide standard 12v output to an extra cigarette lighter so these devices (or any other device which plugs into a 12v outlet) can be used without problem.

It was a pain for me, and I'm sure other people will have the same problem, so writing this will let them know something is available in the UK. Cost would be £37.50 plus carriage. I did find one that was available in the US but it would end up quite expensive by the time it was shipped over, around double what I'd charge. This unit would work for both positive and negative earthed cars plus could be set up for 24v input and 12v output if required.

Stupidly I didn't take any photos, as I was really eager to fit it. However, it comprises of a little black box (approx 5cm x 3cm x 4cm) with a 12v Cigarette lighter socket on a length of cable coming out of one side, and two wires to attach to the cars positive and negative connections coming from the other. If someone wanted to disconnect the 6v wires from their car's standard cigarette lighter and

connect into that instead, it wouldn't be a problem – plus the installation would be totally invisible. The only consideration would be that they couldn't use a 6v cigarette lighter any more and would need to use a 12v one – but who smokes in an old Cadillac anyway, right?

Both of the cables would be around 24-36 inches long but could be longer if specified. A little creativity would be required with regards positioning and attaching the box and the 12v outlet to the car, but

anyone even with poor DIY skills would be able to do it. I would also fit the box at extra charge if the car was brought to where I am in Ilford.

My next challenge is to sort out a 6v "just in case it goes flat" portable jump starter – I've been told it's ok to use a 12v unit but opinions differ greatly on this and

I'm wary in case something 'cooks' or is blown due to the over-voltage being thrown in. If anyone has a solution, maybe they could let me know?

You can contact me on 07973-307928, or e-mail [rustytractor@hotmail.co.uk](mailto:rustytractor@hotmail.co.uk).

Regards, Russell.

**FBHVC**

**UK LEGISLATION**

*Roadworthiness Testing*

As you know, our major concerns on application of the EU Roadworthiness Testing Directive are with how the UK will be able to deal with the large number of modified vehicles within the UK, which the Directive suggests ought not to be treated as 'historical', when we know that in the UK context they are indeed so.

But an actual meeting about this is, as of my writing, only planned on 21 January. Those of us attending; our chairman David Whale, our vice president David Hurley and myself, all have all of our fingers and toes crossed that the meeting will finally occur on that date!

We will keep you informed as soon as we know anything further.

***Very many thanks for the contributions – a regular supply is essential for the magazine and is much appreciated by other members – Ed***

***P.S. I am getting very short of good pictures of members' cars – please just e-mail them to me, you all must have some floating around on your cameras or your computers – Ed***



**Seville Electrical manual on E-bay – useful for all '70s Cads**

# Trouble at the Mill

by Phil Hole

## Part 2

As the car has done 112,000 miles, I decided to remove the throttle body from the inlet manifold. I'm pleased I did, because the underside of the butterflies were caked in carbon 'crud', nothing that a large squirt of carb cleaner wouldn't shift but it's worth remembering that the head gasket set doesn't include a new throttle body gasket (more of that later) because they don't expect you to take it off. They don't include a water pump gasket either, even though that does have to come off! I was nearly back into rant mode there but, as I had a new water pump, I already had a new gasket.

Removing the distributor, I saw as a milestone. I don't know why really but making marks and double-checking them as I moved the distributor up and down was almost like reaching a point of no return, a final pull and it was out. Naturally I was worried I'd never get it back in the right place, but that was in the future – a long way in the future!

For a car that's twenty-two years old, I was impressed by the ease at which it came to pieces, no seized nuts or bolts, even the manifold studs came out easily. Yes, the nuts were rusted on but the bolts came out from the head, all except one where the nut was rounded off. I've owned this car for nearly fifteen years and it wasn't me. I tried everything to undo it but, in the end, I decided to drill a hole right through the nut and stud so I could put an Allen key in there and use it as a lever to 'break' the stud free. The first attempt failed: the Allen key just bent, so I needed a bigger hole. That didn't go well, the drill broke. So I had a can of Diet Coke, some cheese-on-toast and watched Bargain Hunt. Ever increasing drill sizes were used,

until the side of the nut was breached completely on one flat. I then got an old screwdriver and a hammer and gave it a tap... It moved! Another tap and it moved again. From there, I was able to unscrew the stud from the head with my fingers. It took me about three hours, but I got there in the end. Removing the rocker covers revealed a thick coating of light brown gunge on the inside of the front cover, whilst the rear cover looked like it had just come out of the factory.

Rockers and pushrods removed at last – stored in order in a piece of cardboard. After what seemed like an age, but was only six days, I got to the heads; my final act before undoing the bolts being to remove the spark plugs. In case you were wondering, I hadn't been working solidly for six days, but I had worked until it either got too hot – yes, we had hot days in July – it

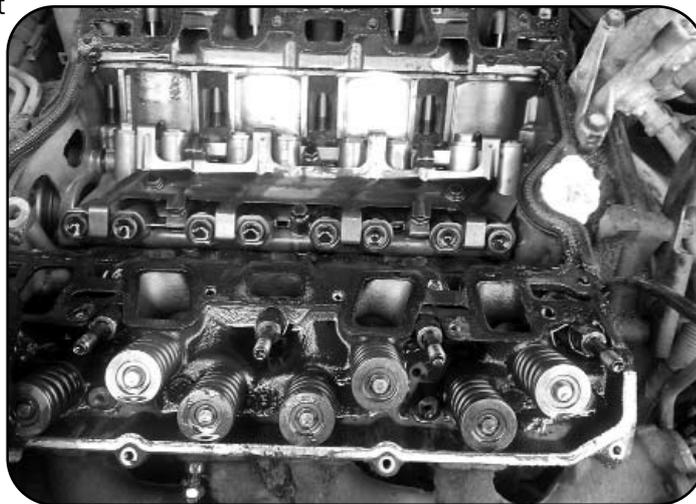
rained or I got fed up / frustrated / depressed, or a combination of any of the above.

I started with the 'front' head, loosening the bolts first with the aid of a socket and a torque wrench, they were tight but they all undid. I decided to keep them in the same order as they came out so resorted to the cardboard idea again. With all the bolts removed,

the cylinder head lifted out with no difficulty, other than that it was heavy. The extent of the problem was immediately visible, cylinder number 4 was full of water and you could see where the head gasket had failed. I mopped out the cylinder and, other than it being 'under water', there appeared to be no damage. In fact the water / coolant mixture had removed the carbon from the top of the piston. The other pistons had light carbon deposits. The 'rear' cylinder head came off just as easily and everything was as it should be.

I took the heads to Frank Anderson Racing in Tisbury, 01761-472524, for skimming and picked them up 24-hours later. There had been a very slight warping. Frank suggested I lapped the valves and that the engine would be better for it. I'd already made my mind up to that, but it was good to get a professional opinion, especially when it agreed with

my thoughts. So the dining room table became valve dis-assembly station with the grinding station located



With the inlet manifold, rockers & rods removed



With the head off showing the cylinder full of water

on the Work-Mate in the covered area behind the garage. I'd already bought a Gunson Eezi-lap, which turned out to be a great buy as you can lap a valve in seconds, rather than the 'boy scout' start a fire method with a stick with a sucker on the end. Two suckers really, the one on the end of the stick and the one getting blisters!

Next up was to order supplies from Barry at Specialist Autoparts. New manifold studs and nuts, a new thermostat, an oil filter, six quarts of Pensoil 10w30, eight spark plugs and GM Cooling System Seal Tabs. I also ordered a new oil pan gasket because I intended to drop the oil pan just to make sure everything was ok in that nether region. Whilst I was waiting for the delivery, it was clean-up time. I've always thought that my car was clean. I'm not into 'concourse', but I do like a clean car, even under the hood, but it's amazing how dirty, oily and grubby an engine can get under the seeable surface in twenty-two years. I had bought some 'Shift Concentrate', a mild alkaline detergent, on the internet and, diluted 5:1, it was a fluorescent green. I went through each box and bag until everything was clean and could be handled without the aid of a vinyl glove. After soaking the parts, the liquid turned an oily brown, and a small brush complemented the solution where the grime was thick and needed persuasion.

Having made a hash fitting two of the new valve stem seals – I managed to chop through two of the springs – replacements were added to the list of supplies and Barry, as always, was on the case. When I had all the parts, Steve at Laurels Garage fitted the remaining valve stem seals and double-checked the ones I'd already fitted.

I was nearly ready to put the engine back together again... The final part of the preparation was to make sure the top of the block and the piston liners were clean and free from gasket residue. I'd already cleaned what little carbon residue there was from the top of each piston and sucked any oil residue out of the head bolt holes, having run the bolts up and down several times with lashings of lubrication.

I started with the rear cylinder head gasket, cylinder head and inserted all the bolts finger tight. This was the moment of truth... Yes, it was 'Torque Time'. Yet, the idea of torquing into an aluminium block, hoping that the wrench didn't go slack with the sound of stripping threads, was the most nerve-racking part of the entire

experience. Deep breath and tighten everything in sequence to 38 ft-pounds... so far so good. Now repeat to 68 ft-pounds, my luck was holding. Finally, the middle four bolts to 90 ft-pounds. The beads of perspiration trickled down my forehead but all was well.... Phew. Now I had to do it all again on the other head but, thankfully, the automotive gods were smiling on me. That was enough for that day – time for cheese-on-toast and a Diet Coke. Saturday 23rd August had been a good day.

The rest of the assembly was a question of 'layering' the contents of boxes from 6 to 1. I was surprised how much I remembered and, where I had no clue, the problem was solved by referring to the photos I'd taken. There was a slight delay while I waited for the new Throttle Body gasket, but it was only a few days. The best thing was: I didn't have any bits left over, something of a first for me!

Before I refilled the engine with fluids, I dropped the oil pan as I had decided. Whilst there was no sign of coolant in the oil, it needed confirming for my peace of mind. All of the oil pan bolts came out too easily! With a socket and an extension bar I could undo them by hand, yet there were no leaks. In the end, everything was fine, but what a pain putting the damn thing back.

New oil and new coolant, battery fitted, and with a fire extinguisher at the ready and 'Phil next door' watching for leaks, it was time to see if it would start.

I wasn't optimistic; something was bound to be wrong. The starter motor burst into life and within ten seconds the engine fired – and ran. Nobody was more surprised than me. That was Saturday 6th September and, on the Sunday, 'Phil next door' and I took it for a short run – it needed two of us in case it needed pushing!

Nevertheless, it ran great and much quieter with its new silent water pump.

It had taken the best part of two months and 54 each way steps in my notebook. I used over 200 pairs of vinyl gloves and countless cans of carb and brake cleaner, but it's great to be, as Willie Nelson would say, "On the road again...."



**The valve seats lapped – a time-consuming job**



**Finally, all back together, the '92 Sedan DeVille at home**

# Cadillac & Collector Car News

## From Graham Darby

As Kevin Luedtke indicated in the November-December issue of the magazine, Cadillac sales in the US were down in 2014, by 6.5% to just over 170,000 by year end. This meant that the marque slipped from fourth to fifth out of eight in the luxury stakes, having been overhauled by Audi – the top three remained Mercedes, BMW and Lexus.

The main 'culprits' were the large XTS (where's the V8?) and the compact ATS, down 25% and 22% respectively. Although sales for the SRX and the new CTS were largely the same, the latter is a disappointment as it is a much-acclaimed new model, now the size of the deleted STS. The new electric Cadillac, the ELR, only sold 1,310 models. The critics felt \$80k for a luxury Chevy Volt was a bit steep, so did buyers. In fact many dealers have been discounting the car by as much as \$20k.

However, it is not all doom and gloom: the new Escalade is up 54% and sales in China grew by a whopping 47% to 73,500. Here the XTS is the star with over 30,000 units sold. It is not inconceivable in the long term that sales in China could exceed those in the US as has happened with the Buick brand. Moreover, the new Cadillac chief, Johan de Nysschen, has great plans for the future, some of which

were flagged up in Karl's article. He hopes to raise the number of models from six to nine with an entry-level vehicle below the ATS and a full-size luxury one above the XTS, as well as a model to showcase technology. There is also talk of coupes and convertibles of existing models, a couple of new crossovers, another attempt at Europe, and – don't hold your breath – right hand drive models by 2020!

However, initial moves have not met with universal acclaim: a new logo that is not necessarily an improvement, a plan to change all the names of the vehicles again, and a headquarters move from Detroit to New York. Quite how these moves increase sale is

open to debate: Lincoln moved to California in 2001 to no effect and soon moved back to Detroit again. What worked for Lincoln last year were a couple of inspired ads with Matthew McConaughey. Sales were up 15%, though Lincoln still languishes in eighth place with only two really successful models. Still, it will be interesting to see how de Nysschen's plans pan out in 2015; they are certainly ambitious – let's hope they are realistic.

## From 'Old Cars Weekly'

With all but one of the Arizona auctions reporting total auction sales higher than last year, Old Cars Weekly asks, "What does that mean for the average collector?" More vehicles crossed the blocks so sellers continue to see the auction as a viable option for moving their inventory. More money was spent so buyers continue to see auctions as a good source for filling their stables.

What are buyers looking for when they decide to buy? Condition, correctness, speed, power and documentation are all important factors. Autos being offered for sale with documentation are by far the most desirable autos out there. When buying or selling you want to know "Who restored or built it, what was done, when was it done and where was it done?" This is the recurrent theme for great auto values. Documented autos are bringing 30% to 50% higher values than undocumented autos. Autos with good documentation are very hard to find. Good autos are documented by who, what, when and where. Autos with a lot of unanswered questions are harder to sell and don't have the potential to bring as much money.

Always document your automobile with a professional. Keep service records and restoration receipts. Keep the old original parts and paperwork. Keep build sheets, window stickers, and sales brochures. If you need to have your auto documented, give us a call to set up an appointment. An auto appraisal becomes part of your vehicle's history as well as documenting its current condition and value.

While sales records are continuing to be set, you may be surprised to hear which types of vehicles, besides Ferraris, are setting the trends. Come to our "Value Trends Seminar" at the AACA Annual Meeting in Philadelphia on February 13th, this weekend, to review auction sales and identify trends for the coming year.



**The 2014-15 XTS – 'the big car without a traditional V8'**

# Rod Bevan

## MEMBERSHIP SECRETARY

### New members

A very warm welcome to new members this time: Abdul Akhtar of Manchester with a 1965 Coupe Deville, David Ashton of London with a 1960 Fleetwood 62, Alan Burton of Doncaster with a 1968 Calais, Emmanuel Megafu of Leigh on Sea with a 1998 Fleetwood Deville, John Lond of Leicester with a 1966 Deville, and Stewart Parker of Crewe with a 1976 Eldorado convertible. A warm welcome back also to Peter Bayliss of London with a 1937 La Salle series 50 Coupe.

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:-

#### Comment

The club offers members the opportunity to be included on the 'Club Hire List' for film use and wedding hire of their vehicles. This helps to offset the expense of our hobby. A modern trend is for students to attend school and college proms in a limousine or similar vehicle. There are companies that cater for such. There are, however, problems if this is done by individual members for hire or reward. The law is quite specific. You will need to be fully licensed by your local authority and have full private hire insurance. The vehicle must be driven by a proper local authority licensed private hire driver by the same local authority as the car. This can be onerous and the vehicle needs to display correct local authority plates and comply with other regulations.

Local authority inspectors and police do visit proms in order to check licenses. The consequences for non-compliance are serious and are usually enforced by the authorities. Wedding hire, together with funeral hire, is exempt from these regulations provided that you have wedding cover from your insurance provider.

The Annual General Meeting will be held at Brandon Hall, Coventry (CV8 3FW) on Sunday 26th April. This is a great venue with a superb selection of food, at a nominal cost. This is your car club and we need members to attend if we are to progress with more activities and shows. We need members to be involved in events for them to be successful. Your club needs you at the AGM – you have your say in its future.

Please check out the 2015 show dates within the magazine. The Club will be attending several events and will have a stand and members' area for the parking and display of our Cadillacs' and also a members' seating area for relaxing and meeting with other members. We will be at Hatton Country World, Tatton Park and Blenheim Palace for 2015.

See you soon, **Rod Bevan.**

# Bob Thomas

## TREASURER

Hello Everyone.

Hope you all had a great Christmas and New Year. We seem to have started the year with a relatively mild winter again. Just the one snow event here and that didn't last long, so happy days!

The bad news for the start of the year is that the Club web-store for the merchandise is closed – not our doing, I assure you. Despite the company saying that our web store has performed really well and better than most of their similar stores, they pulled the plug on the web-store service – not just for us but for all their customers. The reason given was the cost of hosting the stores was too much compared to the business being done to pay for the service. That was a bit of a shock, as we had only just started ours, and sales through it were very good. In fact, we have never before sold as much in such a short time. However, that's where we are, back to square one. There is a glimmer of hope in that the company are trying to set up a cheaper way of hosting web stores, but don't expect anything to be ready until later this year.

What to do now? There is no way we can hold the amount of stock needed to do this ourselves. That was the whole point of teaming up with this company. Alan and Cathy Reed have a small selection so, for the present, if you would like to purchase any of the jackets, t-shirts etc, please give them a call. If we don't have the item you want, we can order it for you. I am hoping that by the AGM something else will be arranged. Talking of the AGM, I believe it is arranged for 'Drive It Day' again, Sunday 26th April. Hope to see some of you there.

RDF Television, whose '100-Year-Old Drivers' was nominated for an award in 2014 for 'Best Factual TV Programme about Older People's Issues', are doing a follow-up series about over 90-year-old drivers. So if you know anyone still driving at that sort of age, get in touch with Georgia on 0207-013-4596 or by email at Georgia.May@rdftelevision.com

Best wishes. **Bob Thomas.**



**The luxury hotel terrace for the 2015 GE in Switzerland**

# OUR NEW INTERNATIONAL AFFILIATES VP

From Dirk Van Dorst, International Liaison

Hello world of CLC in Europe, This for your magazines. You all know our long time International affiliates liaison Toni Huse – and husband George. Well, Toni had to do two jobs, because she's also secretary of the CLC USA, and decided to split work.

I'm sure you all know our "big friend" Ron Zahn, from the French and Holland Grand European. Ron took the job from Toni as international VP, thus I

have a new "boss", and here is a message below from Ron.

You will meet Ron next summer in Switzerland.

Kind regards from Sunny France, Dirk

On Saturday, January 17, 2015 I was appointed by the Board of Directors of the Cadillac LaSalle

club, Inc. to be the International Affiliates Vice President. I am very honored and excited to have this opportunity to serve the CLC Board and our International Affiliates.

First of all, I'd like to thank Toni Nabholz Huse for the great job she has done in this role. She is well-liked everywhere and will be a tough act to follow. And I'm very grateful to her for her help and assistance in making this a smooth transition for me.

Secondly, I'd like to share a little information about myself. I live in the northwest corner of the United States between San Francisco and Seattle, in Eugene Oregon. I grew up in a GM family; Mom drove a Pontiac, dad drove a Cadillac, and my aunt always drove Buicks.

My first recollections are of my father's 1950 Sedan, and learning how to check the "impressive" gas mileage, which was always over 20-miles-per-gallon. When dad brought home a 1957 Coupe deVille in Dusty Rose with a white top and air-conditioning, I was hooked on Cadillacs, and have been ever since.

I purchased my first Cadillac, a 1968 Coupe deVille, in 1971 aged 25. Since then, I have owned many Cadillacs with seven currently in my collection. My association with the Cadillac-LaSalle Club began more than twenty years ago after meeting some of the club's members at a car show. My first Grand National was in Seattle during August 1994, and I have attended the majority of these USA events ever since.

I am currently a member of the Northern California and the Pacific Northwest CLC

regions as well as being a member of the Victoria region of Australia. I love to travel and meet members of the 'Cadillac family' from all over the world. My first CLC international was at the Grand European Meet in France in 2010 – a truly awesome experience.

There, I found a

diverse group of people from many countries speaking many languages, all coming together to network and celebrate the love of Cadillac and LaSalle automobiles.

Since then I have attended the 2013 Grand European in the Netherlands, and in 2014 I traveled down-under for the first time, experiencing Aussie hospitality at the Australian National Meet in Western Australia.

I am currently planning my 2015 travels, which will take me to Switzerland in August for another spectacular Grand European Meet. I also look forward to visiting our Cadillac family members in New Zealand and Canada in the near future.

Yours ever, Ron



**Ron Zahn, our new International Vice President and his '58 Sedan**

# 2015 Events Calendar

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

**March 28-29th – Spring Transport Festival**, Museum of Transport, Boyle Street, Cheetham Hill, Manchester M8 8UW, Tel. 0161-205-2122.

**April 4th – Ufford Vintage Car Meet**, Mill Farm, East Lane, Ufford, Woodbridge, IP13 6EB. Tel. 01394-460770

**April 3rd-6th – AAC(UK) Spring Nationals**, Weston Park, Weston-under-Lizard, Near Shifnal, Shropshire, TF11 8LE [www.american-auto-club.co.uk](http://www.american-auto-club.co.uk).

**April 5th – Classic Rally & Autojumble**, Old Warden Aerodrome, Biggleswade, Beds SG18 9EP. Tel. 01527-831726.

**April 5-6th – Weston Park Transport Show**, Western-under-Lizard, Shifnal, Shropshire, TF11 8LE. Tel: 01922-643385.

**April 26th – COCGB AGM**, (FBHVC Drive it Day) Sunday 11-30am at the Brandon Hall Hotel, Brandon, near Coventry, CV8 3FW. As with previous AGMs, a subsidised buffet lunch will be supplied at £5.00/head. All members very welcome. If able to commit in advance, please let Peter Griffith know or, if not, just turn up on the day.

**April 26th – FBHVC Drive it Day**. If you are not at the Club

AGM, just get out on the road with your Classic Cadillac and show the Country that the Classic Car fraternity are a force to be noticed.

**April 25th – Ace Café InCarNation**, Madeira Drive, Brighton. Tel. 0208-961-1000.

**May 3rd – Catton Hall Classic Car & Transport Show**, Catton Hall, Near Lichfield, Staffs, DE12 8LN. Tel. 01922-643385.

**May 3rd-4th – Bedfordshire Classic Motor Show**, Woburn Abbey, Beds. Tel. 01527-831726.

**May 4th – Notts Classic Car & Motorcycle Show**, Thoresby Park, near Ollerton, Notts, NG22 9EP. Tel. 01484-667776.

**May 10th – The Mendip Vintage & Classic Tour**. Starts Wookey Hole Caves, Wookey Hole, Wells, near Bristol. Tel. 01275-342999.

**May 17th – Herts Auto Show and Fun Day**. Stanborough Park, Stanborough Road, Welwyn Garden City, Herts, AL8 6DQ. Tel. 01707-376020 or 07963-501440

**May 23rd-25th – Enfield Pageant of Motoring**, Great Cambridge Road, Enfield. (pre-entry) Tel.0208-367-1898.

**May 24-25th – Ragley Hall Classic Car and Transport Show**, Ragley Hall, Alcester, Warwickshire, B49 5NJ. Tel. 01922-643385.

## 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 – sign up now!

## Where Are They Now?

Lost Cadillacs from GM's show circuit, all from 1954, include the Cadillac convertible dubbed La Espada of which two were built, as well as the Cadillac Park Avenue, a forerunner of the Eldorado Brougham of 1957-58. Also missing is the Cadillac El Camino, a version of the La Espada, but with a brushed aluminum roof. It was reportedly crushed.



The lost 1954 El-Camino – sadly, believed crushed



You can see more at: [www.oldcarsweekly.com/news/editors-picks/lost-dreams-mysteries-missing-gm-motorama-cars?et\\_mid=712070&rid=241943309#sthash.rmozNVdV.dpuf](http://www.oldcarsweekly.com/news/editors-picks/lost-dreams-mysteries-missing-gm-motorama-cars?et_mid=712070&rid=241943309#sthash.rmozNVdV.dpuf)

The striking lost '54 La-Espada Convertible – where?

# Market Place

**For Sale: 1958 2-door Coupe.** Original alpine white, having had one repaint. 52,372 miles. Interior is original turquoise blue with black brocade, no rips or tears. Chrome is all original and in good condition and hubcaps are like new with correct emblems. Bodywork with stainless moldings and no defects. 3-inch radial whitewalls tyres like new, plus a brand new spare. No rust or patches, no oil drips, correct carding in trunk, engine bay in lovely oil free condition. Everything works, no pitting to instrument chrome. A rare find, regularly serviced with perfect transmission and smooth engine. Comes with original workshop manual. Asking £26,995. Contact Garry Darby for details and pictures at a.darby2@btinternet.com or mobile 07535-271800. *(picture below)*

**Wanted: 1959 2-door Coupe or 4-door Sedan.** Anything considered and willing to travel to view. Would prefer a private sale. Contact Garry Darby at a.darby2@btinternet.com or mobile 07535-271800.

**Wanted: for 1937-38 Cadillac or LaSalle.** Bumper Guards. Contact Peter Baylis on 0208-925-7168 evenings.

## 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.*



**Garry Darby's immaculate low-mileage 1958 Coupe for sale – see above**