



Cadillac



Owners Club of Great Britain



Standard of the World

March-April 2021



Cadillac Owners Club of Great Britain

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

Facebook—Cadillac Owners Club of Great Britain

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Affiliated to the Cadillac-LaSalle Club of America

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Club News

From the Chairman



The days have started to lengthen, the mercury is at last rising and over 17 million people have had their first 'jab' in what is we hope a roadmap out of this terrible pandemic that we have been forced to live with for over a year. When things do start to ease, we still have to be careful and follow the rules.

That said it's good to see some events being scheduled for the second half of the year, there's even a Grand European in Frieberg Germany between the 1st and 6th of June. Dirk Van Dorst, did email to say he isn't involved with this event which is being organised by the Cadillac Club of Germany, so if you are interested, you'll find all the details / booking form on our website at www.cocgb.co.uk. Dirk also told me that the CLC France will be organising a Cadillac & Rolls Royce meeting in the Loire Valley in September, details to follow.

Within a few weeks we will hopefully be able to get those Cadillacs out on the road for some much needed exercise.

All the very best,

Peter B Griffith

Rod Bevan

Treasurer/ Membership

New Members



Welcome to new members Gary Parrish of Wigan with a 1991 Fleetwood Coupe and John Neville of Swansea with a 1988 Allante. We look forward to meeting all our new and existing members when better times prevail.

I have to announce the recent passing of long-term member James (Jim) Tank. Our thoughts go to his wife, Rita, and his family at this sad time.

Meetings, shows and AGM

In the previous magazine I suggested that we hold a virtual AGM this year, we did not have an AGM last year. This maybe the default situation anyway. It would make it easier for some members to attend. Many of us have become used to virtual meetings via Zoom and alike. It is platform suited to all computers and tablets. Easily downloaded it is the most convenient method. Let us see where we are at the end of April.

The situation and rules in respect of meetings and events is ever changing. Events are shown in the magazine but are dependent on how the war on Covid-19 progresses and I guess also how we all behave over the next few months. Let

us keep our fingers crossed as more of us get vaccinated and infections decrease. We are going in the right direction.

What have we been doing?

It is a bit like going back to school after the summer holidays when the teacher says to class to write what you did on your summer holiday. Well for me I have been doing all those car maintenance jobs that you should do but are too much to get done in normal times. Like polishing the exhaust and changing the air in the tyres.

My Pontiac Fiero has had her brakes apart, bearings greased, fluids including brake fluid and coolant changed. New shocks front and rear. Oil sump gasket renewed which took ages, but at least it did not involve removing engine and transmission as on the Deville's oil pan. How can anyone design a car and make it difficult or even impossible to perform basic maintenance tasks? Unbelievable!

On the Fiero I had to lower the exhaust, remove engine mounts, raise the engine, and remove engine support brackets, alternator, starter motor. After all that work, I decided to get a new oil pump from Rock Auto while I was there. I did not want to get that all out again, so it was worth waiting for the delivery, only took three days to arrive anyway. Do the same on the Deville? No thanks!

What have you been doing? Let the editor know please, we would all like to know.

Facebook page

Please update the club's Facebook page with events that hopefully will be coming in this new year. To join just go to our Facebook page, 'Cadillac Owners Club of Great Britain', request to join and I will approve. There two pages one for photos and items of interest and a general discussion and advice page.

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

Rod

Phil Hole

Editor



The front cover is a celebration of the diversity of the Cadillac vehicles we have in the club and it would be nice to have a few more 'feature cars' for the upcoming editions. We may be a 'one make' club, but there's almost 120 years of history out there with a huge variety of models/styles.

That adventure continues, with the EV revolution and the Lyriq due to arrive in Cadillac's 120th year. Many a Cadillac traditionalist will mourn the eventual passing of the V8, but as no one else will be building them either, it won't make much difference. Will late model CT5s and Escalades become sought after and over-priced like many a collector car these days? I think much will depend on how good the EVs really are and how easy they are to live with.....

Stay safe, stay well,

Phil



Amos' Autos

'Hanging out with the cool dude'



Hey Dudes,

The Excalibur SS is not your typical mid-late 20th century American car, it harks back to the late 1920s in style, but that style is not home grown rather it hails from Germany, being based on a 1928 Mercedes Benz SSK. But how did it come about in the first place? It all started with Studebaker who wanted a 'show stopper' exhibit for the



1964 New York Auto Show (some sources claim it was for the '63 show, but I can find no evidence that it appeared that year). They turned to renowned designer Brooks Stevens who came up with the 'Mercebaker'. The nod to Mercedes wasn't as tenuous as you might think, Studebaker at the time were importing and selling Mercedes Benz cars through their dealer network.

Built in 8 weeks and ready just 3 days before the New York Show, the prototype used a Studebaker Lark Daytona chassis coupled with a 290hp Studebaker R2 289 V8 supercharged engine and it caused quite a bit of excitement.

Circumstances dictated that it was never to be a Studebaker, the company was already on its downward spiral. Interest in the car however was good and with 25 deposits of \$1,000 plus a \$15,000 bank loan, Stevens set up the Excalibur Factory in Allis, Wisconsin. Using a small block Chevrolet engine 3,200 cars were produced up to the early 90s, though over the years the styling had moved away from the original concept.



Popular among celebrities such as Frank Sinatra, Tony Curtis, Steve McQueen and Dick Van Dyke, the Excalibur can never be considered a shrinking violet. You want to be noticed, buy an Excalibur.



Other Companies also went for the 'so called' Neoclassical look and unless you are in the know or read the name badge, it's often difficult to tell them apart.



At the top we have the '86 Zimmer Golden Spirit and to the left the '77 Clénet Roadster.

There were also 'one offs' like this 2008 Cadillac XLR Excalibur, which tried to pay homage to the original, least ways that's what its creator believed.



It's to be hoped there's only the one.

Talking of Zimmer, they are in the frame again (sorry couldn't resist the temptation there) with something a little more stylish, in fact I think it's cool, the Quicksilver.



Built between 1984 and 1988, despite it's imposing front grill, it's mid-engine and based on the Pontiac Fiero.



Dismantled at the Zimmer factory, 16" was added to the Fiero chassis.

The new larger fibreglass body, which retained the pop-up headlights of the original car, gave extra luggage space. Inside was a sea of wood and leather and all for \$52,000. That'd be \$130,000 today, which no doubt limited its market.

Stay Cool Dudes...



Cadillac Global Sales 2020

An Update

By Graham Darby

Although Cadillac did not break through the projected 400,000 global sales target – for obvious reasons – the last quarter of 2020 saw a considerable increase in sales. So much so that the final figure of around 380,000 is only 10,000 shy of last year’s record. The main reason for this was, inevitably, a dramatic increase in sales in China, up 55% in the last quarter to register an overall annual increase of 8% compared to the previous year and a record total of 230,527. Canada too (Cadillac’s third market) showed an overall increase of 4% up to 12,413. (of which 10, 958 were SUVs!). Elsewhere the story was not so positive.

Sales in the USA were down 17% to 129,495. Clearly Covid had a considerable impact, but given the fact that Lexus, Mercedes and BMW all managed sales in excess of 370,000 in the US alone, it just goes to show how far the ‘Standard of the World’ has slipped down the (luxury) pecking order in its native land.

Sales were also down in Cadillac’s other principal markets – the Middle East, South Korea, Russia and Mexico, but the wooden spoon must go to Europe where only 130 vehicles left the lot across 28 states (down from over a thousand two years ago). Clearly the future of GM in Europe must be questionable, though there is some optimism about the striking new mid-engine Corvette.

Once again the top seller was the XT5 (formerly SRX) with SUVs accounting for 80% of US sales (again). Even in China where the CT6 lives on and sedans are



still bought, SUVs made up about 63% of overall sales. Given this trend and the impending switch to electric, it is hard to envisage the new sedans, CT4 and CT5, having a long life.



Sales of individual models in China (in ranking order) were as follows:

- XT5 (62,091)
- XT4 (58,032)
- CT5 (45,026)
- XT6 (26,555)
- CT6 (21,689)
- CT4 (16,614)



Individual models in the USA were as follows (with the previous year’s sales in brackets):
 ATS* 116 (1,134); CT4 4,889 (0); CT5 14,711 (43); CT6** 3,117 (7,951); CTS* 611 (6,965); Escalade 24,547 (35,424); XT4 22,473 (31,987); XT5 35,223 (49,879); XT6 22,609 (11,559); XTS* 1,199 (11,304).

*Discontinued 2019, **Discontinued 2020.

For Sale '87 Buick Electra



Ed. You’ll all recognise this Station Wagon. Alan and Kath Reed are looking to get back into a Cadillac, so it’s looking for a new home.



1987 Buick Electra Station Wagon

Mot until September 2021, the 307ci (5033cc) V8 starts on the button and drives nicely through the 4-speed automatic transmission.

The windows are electric as are the 6 cloth covered seats with an additional 2 rear facing seats in the trunk. Body needs some work and being American it is Left Hand Drive.

£4,500 ovno. Contact Alan on 0208 2010147

FBHVC clarifies introduction of £10 petrol.

For the full press release go to:

<https://www.fbhvc.co.uk/news/article/fbhvc-clarifies-the-introduction-of-e10-petrol-for-historic-vehicle-owners>

In essence (if you pardon the pun), the Department of Transport announced they will legislate to introduce E10 (that’s 10% ethanol content) as the standard 95-octane grade by 1 September 2021. They will also require the 97+ octane grades to remain E5 (5% ethanol content) to provide protection for owners of older vehicles.

Front page who’s who

Middle Row: Top-Sudhir Choudhrie—’31 355A, **centre left-**Russell Schacter—’53 Convertible, **centre right-**Andy Inglis—’58 Series 62 Coupe and **bottom-** Amanda Deville—’61 Fleetwood 60 Special.

Border images: Clockwise from bottom left—David Snook—’38 LaSalle Series 50, Cliff Beckett—’96 Fleetwood Brougham, Graham Pillon/Julie Williams—’60 Coupe deVille, Mike & Elaine Bowden—’58 Series 62 Sedan, Paul & Angie Ross—’68 Coupe deVille, Marco Molino—’50 Series 62 Convertible, Peter Stanton—’99 STS, Bob Lucas—’33 370C V12 Sedan, Paul Carter—’96 Eldorado ETC, Tony Clark—’73 Eldorado, John Sewell—’59 Coupe deVille, Neil McDonald—2012 CTS-V, David Green—’61 Sedan deVille, John Lond—’66 Coupe deVille, Graham MacDonald—’64 Sedan deVille, Paul Nieuwenhuis—2006 CTS Luxury Sport, David Tate—’41 Series 62 Sedan Delux

Spare Wheel Parking

Walk down any high street and you are bound to see someone engaged in one of the most difficult manoeuvres known to the motorist—parallel parking. In some cases people spend more time, drive more miles parking than they do on the open road. Ok, that might be a slight exaggeration, but you have to admit some folk’s parking abilities are cringeworthy, so much so that many manufacturers have in recent times given a self-park option, effectively taking the (lack of) skill away from the driver.

In these times where the computer is king and there is much lauding of the self driving car, parking is a pretty basic function, but what about in times BC (Before (micro) Chip)?



Back in the early '30s when the Chairman was just a lad, inventor Brooks Walker came up with the idea of using the spare wheel as a manoeuvring

assistant. The wheel would be lowered, lifting the rear wheels off the ground and taking power from the drive shaft it could be moved either left or right out of a parking space. Having applied for a patent in 1932 (it was finally issued in 1938) no one seemed keen to run with the idea.

Fast forward to 1951 and Brooks hadn't given up on easy parking, having kitted out his Cadillac with the inboard mounted version naming it 'Park Car' and saying it could be fitted to any model. The cost was estimated at \$175, that's around \$1,600 at today's prices which appeared to be a little rich for Detroit as no one took it on. Or was it the fact that the mechanism took up the entire trunk?



Never a guy to give up, Brooks was back with a '53 Packard Cavalier. This time no loss of trunk space, it was fitted to the Continental kit.

Using gears and a hydraulic pump the system could be activated with the push of a button under the dash.



Auto-makers still didn't warm to the idea, in fact they never did. Brooks Walker continued to perfect the system into the 1970s. If they were handing out awards for dogged persistence, he should have been on the list.

With thanks to Derek Eaton who came across a video of the Cadillac fitted with the device.

Open to offers.....



And I do mean open as the back end of this '72 Eldorado ain't connected to the front!

This was a perfectly good car with a recently overhauled engine when it was purchased and chopped in half to make a retail installation that people could sit in and have pictures taken. As a part of this process the car front was stripped, painted, all chrome work refreshed, interior re-upholstered and all details renewed or refurbished, so it wasn't a cheap job.



All parts not used were stored and are available. The rear of the car is complete and is palletised with ancillary parts stored in the trunk. The 8.2 litre engine and transmission were also carefully removed and stored.

All the parts are for sale (open to offers) and there are more photos on our website www.cocgb.co.uk. It may be an opportunity to get much needed part. For further info contact josh.blundell@getsavvy.com.

Rock Auto Discount Code

Thanks to Ian Kirby for sharing this 5% discount code valid until April 11th.

165008138150754690

Enter it the 'How Did You Hear About Us' box at checkout. **Top tip:** Always choose the 'FedEx' shipping option



In the frame

By David Green

Where are they now?

It's all 'back to front' this time, with either end Eldorado views.

The Eldorado nameplate ran from 1952 to 2002 over 12 generations.

Marketed as a top range 2-door convertible it gained the Biarritz badge in 1956 when the 2-door hardtop Eldorado Seville came along.

The last Seville was built in 1960, with the final Biarritz rolling off the production line in 1991 (see page 8 for a colourful reminder of the end of the line).

From 1967 the Eldorado launched Cadillac's front wheel drive era.



Tom Willis' 1981 Fleetwood

For Sale

Yes, looks like Tom is upgrading... so his superb '81 Fleetwood Brougham D'Elegance is on the market at an asking price of £7,995. With MOT until January 2022, it sports new whitewall tyres and a host of spares. Interested? Tom is available on 07931 415410 or, email thomas.willis1964@gmail.com



CD Player still required?

The modern Cadillac is an inviting place to be, cosseted in leather with every convenience at your finger tips, except one.



Many people mourn the passing of the CD player, it seems car makers these days think we all have smart phones and stream music.

I do own a smart phone, in fact it's a lot smarter than I am which immediately put's me at a disadvantage. I have however mastered the intricacies of loading a CD and me just a simple country bumpkin.

The problem with technological progress is that it often offers us a more complicated way of doing something simple, the demise of the ignition key proves that.....

Multi-Colour Eldorado



Not a car for someone who wants to 'blend in', Streetside Classics of Charlotte NC have this very colourful 1991 Eldorado Biarritz for sale. Think Janis Joplin's Porsche or John Lennon's Rolls Royce Phantom, though this is very Art Deco with lots of straight lines which in my opinion makes it much more pleasing on the eye.



1991 was the last year that the Biarritz name appeared on an Eldorado and the first time it was available with the 4.9 litre engine (up from 4.5) driving the front wheels.

Having covered a mere 34,171 miles, the interior is less challenging to the eye being in a somewhat understated tan leather.



Destined never to be lost in a parking lot it's on offer at \$16,995. Quite a bargain for the extrovert who wants to stand out in the crowd.



Big wheels keep on turning

But is the ride Cadillac Smooth



I guess it depends on how far you go. If the wheel and tyre combo have the same diameter, those low profile tyres may not soak up the potholes as well as a standard set up. Then again, make the wheels even bigger and it could be the equivalent of running the 100 metres in 6" heels.



PAV or Vertol

Sometimes you have to just smile and let the perceived future wash over you—will it happen? I remember way back in the last century when I was at school and they talked about the 25-hour working week and retirement at 50. That scenario went well didn't it.

Seems that GM have attached the Cadillac name to another future venture and it looks like this.



On the right is the Personal Autonomous Vehicle that sticks to the roads and takes you wherever you want while you sit and enjoy the ride (no license or skill needed). On the left is the Vertol (short for vertical take off and landing) a personal drone. To quote Doc Brown from Back to the Future " where we're going we don't need roads".

Being electric, brings a whole new meaning to the term 'range anxiety' when your 50' up—parachute sales on the up too?

Cadillac News.....

A brace of 'Blackwings' unveiled—The 2022 CT5-V Blackwing has broken cover.



With a supercharged 6.2 litre V8 under the hood developing 668hp and 659ft-lb of torque, with it's 'optional' 10-speed automatic transmission which comes with magnesium steering wheel paddle shifters can hit 60 mph in 3.7 seconds and won't run out of steam until you've passed the 200 mph barrier.

Of course as you may have seen previously, this rear wheel drive only model comes as standard with a Tremec 6-speed manual gearbox. Despite its 'hands on' approach, there's technical wizardry to make the driver look good. Press the 'Active Rev Matching' button on the console and engine speed will automatically adjust during down-shift, no heel 'n' toe effort needed so you can still wear your cowboy boots. Going up through the cogs, a No-Lift shift option allows faster changes if you happen to have a racing circuit handy.

Stopping is in the realm of Brembo with 6-piston front and 4-piston rear callipers to slow you down safely, whilst Magnetic Ride 4.0 with stiffer springs smooth out the corners.

To add that racing touch, leather covered carbon fibre sports seats keep you in place, but hey this is a Cadillac, so they are heated, ventilated and have 18 power adjustments. Well, you'd expect nothing less would you?

Prices start at \$84,990 with first deliveries expected in the summer.

The 2020 CT4-V Blackwing has also arrived..... Powered by a 3.6 litre twin-turbo V6 developing 472hp and 445ft-lb of torque, in optional auto-box form it's capable of 0-60 in 3.8 seconds and will top out at 189 mph.



Available in RWD only, the Tremec 6-speed manual gearbox is standard with all the same wizardry as the CT5-V Blackwing.

Prices start at \$59,990.

Escalade named Free Press SUV of the year 2021—
The Detroit Free Press' Mark Phelan writes:

For the first time in decades, Cadillac executives can quote the brand's long-time slogan — "The standard of the world" — without fear of irony.



The 2021 Escalade SUV vaults the brand back to the front of the luxury market, grabbing the lead in one of the most popular and hotly contested vehicle segments: flagship luxury SUVs.

The Escalade embodies the best of Cadillac's storied past — room, power, style — while adding 21st century technology that includes augmented reality and the most complete hands-free driving system on the road.

The Escalade's interior literally offers enough room to maintain a Centers for Disease Control and Prevention-recommended 6 feet between front seat and third-row passengers, with easy access and comfortable accommodations throughout.



The new Escalade's independent rear suspension elevates the third row of seats' comfort and delivers a smooth ride, particularly in conjunction with an optional air suspension.



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

Little Caddies—a new addition

By Paul Nieuwenhuis

As mentioned in my previous series about 'Little Caddies', I had my eye on one of those large scale (1:18) Chinese CT6 models for a while, merely waiting for the price to come down. Well, that happened briefly as one of the suppliers was clearly trying to move some stock, and I pounced. These models are very detailed indeed and are normally sold through Cadillac dealers in China, currently the marque's main market.



As expected, the model is as detailed as some of its cousins, featuring 4 opening doors, opening bonnet with engine detail (as the bonnet is flush-fitting, there is a little button to press under the car that lifts the bonnet enough to get your finger under it – neat), opening boot and also opening glass sunroof. In addition, it has a prop-shaft that moves with the rear wheels and mirrors that fold. Front wheels steer with the steering wheel, while all 4 wheels are sprung. The interior is also very detailed, of course, as is the chassis. Mine comes in a very dark metallic grey with black interior, which is not the best combination to show off the detail, but it is all there.



I feel these models are very much the last of a generation. Models with this level of detail are getting too expensive to make in China at the sort of prices people are prepared to pay. Similar priced models (around £80-120) increasingly offer significantly less detail, no opening parts, while models of a similar quality now tend to cost at least twice as much (£200-£300), which puts them out of reach for many existing collectors. Do consider postage from China and UK VAT and duty as well. In other words, if you like this sort of thing, now is probably the time to add some to your collection; the quality remains long after the price is forgotten, as Rolls-Royce salesmen used to say.

Paul

Cadillac

Events 2021

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

June

1-6—Grand European, Frieberg, Germany. For further information/registration form, please go to www.cocgb.co.uk and click on Events and use the Click ***HERE*** option. The form needs to be completed by 30th April. The email/ mailing address for its return is on the form.

6—Pre50 Bristol American Car Show, Yate, Bristol BS37 7LE
11-13—Classic Car and Resto Show at the NEC B40 1NT

July

3-4—Stars & Stripes at Tatton Park, Cheshire WA16 6SG

3-4—American Speedfest at Brands Hatch DA3 8NG

4—AACUK Summer Nationals, Hatton CV35 8HA

11—Rally of the Giants, Blenheim Palace OX20 1PP

September

17-19 Goodwood Revival at Goodwood Circuit PO18 0PH

November

11-13—NEC Classic Motor Show B40 1NT

Blast from 1962



The previous owner of this 1949 convertible contacted Ken Pandolfi to say he has several photos of the car taken in the early '60s which he is happy to pass on to the current owner.

The registration no. is XHW 586 (*so originally registered in Bristol*) and according to the DVLA it's still alive and kicking. As far as we know it's not owned by a club member, but if it is or, you know the current owner, Jim is available at lyn.jim@klunky.co.uk

Ed. There's a fair bit of motoring history in this photo, A Mk1 Ford Zephyr convertible (I believe they were a conversion by Carbodies of Coventry who later became London Taxis International), a couple of A30/A35s (can't see the back window so don't know which), a Wolseley Hornet, a Land Rover and a 105E Ford Anglia. Certainly brings back memories.

'51 Series 62 Cadillac Convertible for sale

Barrie Harnden is selling his 1951 Cadillac Series 62 Convertible. A 'work in progress' with some parts needed to finish it is powered by a 331ci (that's 5422cc) engine developing 160hp at 3,800 rpm driving the rear wheels via a 4-speed automatic transmission. When new it was capable of 90mph with a 0-60 time of 17.1 seconds. It comes with Power Steering and a 12-volt electrical system. Treated to a recent respray, it runs and drives.

Asking price is £25,000.

Call Barrie on 07498 456906 or Shaun on 07881 506064.

Email: regency-supersports@tiscali.co.uk



Or what about a



Yes, Barrie's got one of those as well

Cadillac V16 engine and gearbox No 700375. Cosmetic rebuild including starter, dynamo, carbs, distributor. Rare ultimate 1930's engine.

Asking price is £65,000.

Call Barrie on 07498 456906 or Shaun on 07881 506064.

Email: regency-supersports@tiscali.co.uk



Cadillacs resting at home

With thanks to Paul Ross for the idea.....



Paul & Angie Ross' 1968 Coupe deVille



Gary Parrish's 1990 Fleetwood Coupe



Under wraps, Clive Clark's '57 Eldorado looks cozy



Plus a little bit of 'archive' snow from 2018



Graham Howard-Wall's '49 Coupe deVille. No prizes for guessing what happened at its last outing



Luckily it's seldom cold enough to freeze the mechanism on a parking meter in our part of the world

Stay safe

