



# *Cadillac*



**Owners Club of Great Britain**



*Standard of the World*

**November-December 2020**

# Cadillac Owners Club of Great Britain

Club website (with International links): [www.cocgb.co.uk](http://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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### In the Trunk this Issue.....

Committee	2
From the Chairman	3
Treasurer/Membership	3
Editor	3
Amos Autos	4
Buying a car in 1925	5
Horsepower Hogwash	5
My other car is...	6
Have you seen?	7
'37 Fleetwood 75 Limo	8
'35 355D Coupe	8
Cadillac News	9
Snug as a bug	10
Wannabee Cadillacs	10
Or would you rather.....	10
Cross-Stitch Cadillac	11
Events 2020 Update	11
Events 2021	11
Good Moaning	11
Just 3 Sedans	11
Cadillacs in the wild	12



Front Cover: Russell Schacter's '53 Convertible—A 30 year Cadillac love affair

# Club News

## From the Chairman



Here we are again, with the inevitable 'second wave' of this terrible virus now affecting different parts of the UK in varying degrees of ferocity, but sadly ever present. It's not so much that it affects our lives as threatens them, especially if like me you are advancing in years.

Yes, it's terrible that we can't enjoy our cars as much as we would like, but more important that we are able to enjoy them in the future, so please heed all the advice and let's get through this.

My '73 Eldorado is still up for sale, I've spent over £18k on it, but it's time for it to go, £10,000 or near offer and it could be yours.

I wish you all a happy and especially safe Christmas and a much better 2021.

Peter B Griffith

## Rod Bevan

### Treasurer/ Membership



#### New Members

Welcome to new member Paul Gowrie from Knutsford, Cheshire with a 2008 Escalade. We look forward to meeting all our new and existing members when better times prevail.

#### Classic Motor Show at National Exhibition Centre Friday 13<sup>th</sup> until Sunday 15<sup>th</sup> November 2020

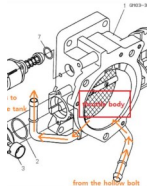
I am sorry to report that despite the efforts of Julie Williams and Graham Pillon, together with members Tom Willis, Paul and Angie Ross and Graham Howard-Hall, this event was cancelled just after our last magazine dropped through our letter boxes. Covid-19 conditions were changing rapidly, the organisers having little choice but to cancel. Let us stay positive and look forward to getting together. The 2021 show already booked with the same display line-up is the club's way forward.

#### My Car 50<sup>th</sup> Anniversary Edition 1999 with NorthStar engine

So far so good with my 'North Star'. It now runs fine with no overheating. The dreaded hollow bolt was only fitted by GM for a couple of years, so I suppose the '98 and '99 has this issue. I wonder if that is why these years are problematic with the 'North Star' unit overheating and head gasket issues. Most noticeable when the coolant is changed, the system does not purge or burp itself



because there is blockage in the purge line. The hollow bolt is the source for the purge line to the purge tank or as we may call it the coolant reservoir. Coolant travels from the hollow bolt via the throttle body, and purge line to the purge tank.



A blockage can occur at any point including the throttle body, the metal purge line that runs underneath the engine cover and at the purge tank. One alternative is to bypass the throttle body as apparently it serves little purpose in heating it. If the metal purge line is suspect replace the whole run from hollow bolt to purge tank with new hose, I am advised with fuel hose as this is reinforced and will not collapse. Just check also where the purge line enters the purge tank for any blockage. I have changed the thermostat, engine oil, coolant and water pump belt after the event.

During to the current Covid-19 situation I have not taxed the Deville, nowhere to go. I have taxed the Pontiac Fiero for a few months but even then, where to you go? I was able to get over the border into Wales, as we are just 2 miles away, on a few occasions, otherwise stick to the English roads.

#### Christmas Greetings

I know it is only October as I write this piece but when the next magazine drops through the letter box it will be 2021. So Merry Christmas to everyone and of course a Happy New Year. Let us hope that we will meet up in the summer.

#### Facebook page

Free to use for all paid up members the page is for a 'closed group' so only members can see what is there. There are two different pages, one for conversations and one for Cadillac history photos. Request to join and I will let you in.

Stay safe, look after yourself, family and the Caddy

Rod

## Phil Hole Editor



As another year draws to a close, for our cars it's been a non-event, we've all had more important things to think about. Not that our cars have been neglected. I suspect some will have had more maintenance than usual and jobs scheduled for the winter months completed 'out of season'. There's always something going on behind the scenes and it's the same with the club, in particular this year with the Classic Car Show at the NEC. Accepted at the first attempt (thanks Julie & Graham) and that fellow Sod and his law bowl up in the form of the Covid Crisis. But, hey we'll be ready for next year.

Thanks to all this years magazine contributors, in what has to have been our most challenging year for a long time.

I hope all of you out there in Cadillac-Land have a safe and pleasant festive season..... We'll catch up in the new year. Until then, take care,

Phil





## Amos' Autos

*'Hanging out with the cool dude'*



Hey Dudes,

**This** will be my last column of 2020, which means we are fast approaching the time of great celebration and many charcoal Boneos. I wish each and every one of you out there in Cadillac-Land a peaceful, safe and healthy Christmas and let's hope for a better 2021.

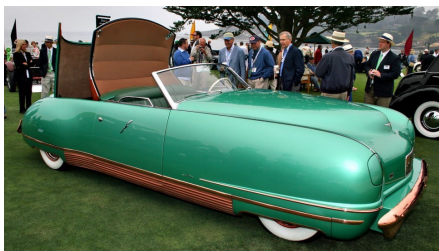
"We are such stuff as dreams are made on" said Prospero in Will Shakespeare's 'Tempest' and I think that aptly applies to prototype cars, the ones that appear fleetingly before disappearing into the ether. Often an amalgam of ideas, some old, some reworked, some borrowed and some new. We may forget them, but elements can seep into the DNA of everyday cars without us noticing.



**1941** gave us the Chrysler Thunderbolt, an interesting car for the features it incorporated. Many of them weren't new, for instance the concealed headlights had first been seen on the production Cord Model 810 back in 1935 and in 1938 Harley Earl had used them on his Buick Y Job.

Likewise the Thunderbolt's retractable hardtop had been conceived as early 1919 though the first production example was a Lancia Belna Eclipse in 1934.

As a package it was certainly a stunning car, it's roof and headlights were electrically operated, the doors opened using a discreet push button and the air intake was under the front bumper. Powered by a 5301cc straight 8 driving the rear wheels it had been named after the 1938 Land



Speed Record car and had a lightening flash on its doors in homage. Designed by Alex Temulis and based on the chassis of a Chrysler New Yorker, only 6 were built. Very 'Art Deco' and the way the glove box opened was so 'filing cabinet'.



**Fast** forward to 1956 and the Oldsmobile Golden Rocket.



Very much a 'space age' offering, it was one of the stars of the '56 Motorama line-up. When you look at the styling, there are elements that were used in later GM vehicles, the split window was seen on the '63 Corvette Coupe and the tail fins although mounted somewhat forward, have a '62 Cadillac feel to them.



Inside, when the doors were opened, the roof panel would swing upwards, the seat would rise 3" and swivel 45 degrees for easy access/exit. Once in the driving seat the thin rimmed steering wheel was supported by two long spokes which effectively became the steering column.



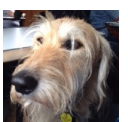
They tapered to the central boss which was the speedometer. Powered by a 6079cc V8 producing 275hp, only one was built.



**Then** there was the 1982 GM Lean Machine, (see not all prototypes are cool). So called because the 1-seater passenger pod could lean into the corners

while the rear drive wheels stayed on the road. Powered by a V2 750 cc rear mounted engine it was capable of 0-60 in 6.8 seconds..... Fortunately only 2 were built!

## Stay Cool Dudes....





Buying a new car in 1925

Watch any adverts on the television or internet and increasingly you will see new cars being sold 'online' where you can order and take delivery without setting foot outside of your home / office.

Back in 1925, they didn't have the luxury of the internet, in fact it would be 64 years before Tim Berners-Lee would come up with the idea of the World Wide Web (www.) which in later years would herald the rise of the (sometimes annoying) **Go Compare a Meekar Supermarket** genre of comparison sites, but in the US they did have the equivalent of it's time.

Each year the **Handbook of Automobiles** was published by the **National Automobile Chamber of Commerce**, based at 366 Madison Avenue, New York. 1925 was its 22nd edition and it illustrated a total of 193 motor vehicles, 116 of which were private passenger cars, 62 commercial cars and motor trucks, 6 taxicabs and 9 motor buses. Of those vehicles, 188 were gasoline and 5 electric. As with modern comparison sites, not all manufacturers are listed, for instance Ford are not listed, but Cadillac is. Here is a page from the 1925 edition.

32

[ 1925 ]

The Cadillac Motor Car Company  
Detroit, Michigan



Cadillac Touring—V-63

COLOR . . . . .	Blue, gray, green or black	LUBRICATION . . .	Force feed
SEATING CAPACITY	Seven	CRANKSHAFT . . .	Three bearing
WHEELBASE . . .	132 inches	RADIATOR . . . .	Tubular and plate
WHEELS . . . . .	Wood	COOLING . . . . .	Water pump
TIRES . . . . .	33 x 5 inches, cord	IGNITION . . . . .	Storage battery and generator
BRAKES . . . . .	Foot, contracting on rear wheels and expanding on front wheels	STARTING SYSTEM	Single unit
	Hand, expanding on rear wheels	VOLTAGE . . . . .	Six
ENGINE . . . . .	Eight cylinder, V-type, 90 degrees, cast four en bloc, 3 1/4 x 5 1/8 inches; heads removable; valves in side; horsepower 31.25, N.A.C.C. rating	WIRING SYSTEM .	Single
		GASOLINE SYSTEM	Pressure
		CLUTCH . . . . .	Dry multiple disc
		TRANSMISSION . .	Selective sliding
		GEAR CHANGES .	Three forward, one reverse
		DRIVE . . . . .	Spiral bevel
		REAR SPRINGS . .	Three-quarter platform
		REAR AXLE . . . .	Full floating
		STEERING GEAR . .	Worm and sector

Price includes tools, jack, speedometer, ammeter, electric horn, transmission theft lock, ignition theft lock, automatic windshield cleaner, demountable rims, spare rim, power tire pump, snubbers, stop light, back-up light, inspection lamp and cord, spare tire carrier, rear view mirror, cowl ventilator, tilting headlamp reflectors, clock and cigar lighter. Closed cars have smoking case, vanity cases and dome light.

The format is the same for each vehicle to allow for comparison.

Horse Power Hogwash

These days, thanks largely to the motoring press and television presenters, horsepower is seen as the driving force of motoring. Manufacturers constantly increase their horsepower figures to the extent that anyone with less than 300 these days is positively pedestrian. Weight, torque, gearing and aerodynamics don't get a look in as horsepower bragging rights set in. Back in 1925 (yes we're still there) horsepower rating on both sides of the Atlantic was used for taxation purposes.

The NACC in the US and the RAC in the UK used the same formula. It was  $D^2 \times N / 2.5$  where  $D^2$  was the Bore squared times by  $N$ , the number of cylinders all divided by 2.5, a constant, based on the average view of eminent engineers as a fair, conservative rating for a 4-stroke motor at 1000 feet per minute piston speed. Piston stroke is not included so actual cubic capacity doesn't come into it..... remember this is nothing to do with power, other than the power to remove money from your wallet.

My 1992 Sedan deVille which in modern terms is rated at 200hp (no bragging for me I'm afraid) under the NACC/RAC formula rates at 42hp. By comparison had I owned a CT6-V Blackwing (It's a pleasant dream) with its 500hp engine, the NACC/RAC rating is a mere 37hp.

Prior to the introduction of the tax disc in 1921, my Cadillac would have cost 10 Guineas (£10.50) to tax for the year, that around £305 today. The CT6-V having a smaller bore would be 8 Guineas (£8.40) around.

From 1921 to 1948, VED was £1 per horsepower, so in 1925 the Cadillac opposite would have cost £31 to tax which equates to £1272 today. To put that into context, in 1925 a skilled tradesman could expect to earn around £120 a year.

Even the humble Austin 7 which incidentally had a 7.8hp rating so was rounded up to 8hp for taxation purposes in todays money would be £328. In 1925 the skilled tradesman would need to work for 24 days to afford the £8 road fund licence.

On the basis that you still had to eat, pay rent and taxes, motoring was definitely not for the masses back then and even the Austin 7 was the stuff of dreams to most people, never mind a Cadillac....

5

## *My other car is...*



**A 2003 Chevrolet Corvette Coupe**

***It's been a difficult year, magazine wise, with no shows or events. I have been keeping this article in reserve for some time, in the hope I wouldn't need to use it, but hey I have this page going spare....***

At the tender age of 60, back in 2013, it dawned on me that I'd never owned a sports car and maybe it was time I did while I could still get in and out of one.

Back in the day, when comfort wasn't so essential I'd fancied a Morgan, but these days both comfort and cost-wise it wasn't an option. I'd even toyed with the idea of building an AC Cobra kit-car with a 5.7 litre Chevy engine. The realisation came when I looked at the costs and the inevitable question. "Which would I prefer, a kit-car built by me or a production car built by the nice people in Bowling Green Kentucky?" No contest really.

I had considered a C3 Corvette, but when you're buying a car like that, you have to consider what you want to do with it. The C3 is a bit 'fighter pilot' for my tastes and as I wanted to drive it to the South of France and generally enjoy it, without the reliability worries and fuel consumption of a 40-year old car, newer was better.

I finally settled on a C5, last model with pop up headlights and importantly within my budget. It's easy to get carried away, a C6 Z06 would have been nice but would I really need all that extra power and a manual gear box..... No.



My car is a 2003 50th Anniversary Coupe in Medium Spiral Gray with a 4-speed automatic transmission and it was designed to keep me fit. It stands just 47 inches tall and has very wide doors, so getting in and out of it in a single garage is a challenge.



The 5.7 litre V8 LS1 engine produces 350hp and 360 ft-lb of torque and can hit 175mph with 0-60 coming up in around 4.5 seconds. Is it too fast for an old bloke like me? Just because it's capable of those speeds doesn't mean you have to do them.



Fuel consumption is frugal for such a big engine with 31mpg easily attainable when cruising at 70mph, or 80 sur le continent.

Talking of those headlights, the one

thing I don't like about the car are the candles that light the way in the dark. What possessed Chevrolet to put such appalling headlights in a car that fast is beyond me. My top tip for travelling at night is to find a Morris Minor to follow, his lights will be so much better.

Some people have asked how it compares with a European sports car. How about one of these? I was lucky enough to have the use of a Porsche 911 Carrera 4S for a couple of months. They are remarkably similar



in power and performance, the 3.8 litre flat-six of the Porsche has it's own distinctive sound, but it's not as economical as the Corvette and requires higher grade fuel and deep pockets for spares & repairs. But travelling at night, it has much better lights. Would I swap? No, I'm more of a blue-collar sports car type, the Chevy is much more me. If I want to go posh.... I have the Cadillac.





# Have you seen?

By David Green

## Where are they now?

*Ed. In each edition of the magazine David will choose a particular body style from his extensive photo archive. Recognize any of the cars or, maybe you own one of them—get in touch we'd love to know where they are. In this edition.*

### Two-Door Hard-Top Heaven—the Series 62



1951 saw the first outing of the shell shaped over-riders designed by Harley Earl. Known as 'Dagmars' after the buxom '50s TV personality, her real name was Virginia Ruth Egnor, but you can't call a bumper that.



A brace of '52s. To mark Cadillacs 50th Anniversary the 'V' on the Hood & Deck-lid (Bonnet & Boot) were done in a gold casting.



The 4th generation Series 62 ran from 1954 to 1956 and was lower and sleeker than its predecessor whilst still maintaining the basic look. This is a '55.



This '57 5th Generation adopted a tubular X-frame without side rails which gave greater rigidity and lower body lines. The tail-fin became more pronounced but the Dagmars were hanging in there.



An unmistakable '59



By 1961, the tail-fins were on their way down from the excess of the '59 and bumpers were much thinner



## '37 Fleetwood 75 Limo

A 'Resto-Mod'

The term 'Resto-Mod' has become very familiar in recent times and does what it says on the tin, a restoration with all the modern touches that make a car more reliable and usable in the todays world. I guess the appeal depends on what you want to do with the car. As a daily driver or a cross continent cruiser, it's the way to go but on a large limousine, wouldn't originality be better?

This '37 Fleetwood Series 75 Limousine is currently for sale at a R K

Motors in Charlotte North Carolina and has been the subject of a 3000 hour restoration.

The Cadillac flathead V8 has long departed the chassis in favour of a GM 5.7 Vortec V8 mated to a GM 4L80E 4-speed automatic transmission. Steering is by power rack and pinion with power front disc brakes to provide the stopping power.

Whilst it won't appeal to the purists it is still at this stage a GM vehicle, albeit much more modern. There's even family history with the Buick Roadmaster rear suspension. The deviation starts with the modified 1995 Dodge truck front suspension.



The interior is also something of a mish-mash, with an original Cadillac rear seat, but the front bench seat is from a Mercury. In total the interior has benefited from \$27,000 worth of upgrades

which include full leather retrim, dual zone aircon, a tilt GM steering column, aftermarket VDO gauges and a pioneer sound system with multiple speakers and a subwoofer.

They even incorporated a 3rd brake light below the rear window.

All this comes at a price. Are you sitting down? It can be yours for a mere \$159,900



At a time when classic cars are looked on as investments, would the lack of originality affect its resale value, or is it (by modern limo standards) a relatively cheap way to get into the chauffeur limo market. A cooler way to arrive than in a stretch SUV. *Ed. Prefer original? Check out the next offering.....*

## '35 Cadillac 355D Series 20 by Fisher



Advertised on the Hemmings site and a lot nearer than the 'Resto Mod' '37 Fleetwood, this rather fetching Rumble Seat Coupe is in Clichy France (which is not far from Paris).

Riding on a 136" wheelbase, the Series 20 was the largest Cadillac Coupe that could be bought with the flathead V8. It has a manual transmission and has covered just 30,000 miles.

This numbers matching, rust-free car has been in France for 20 years and was professionally fully restored. One of only 4 Series 20s still in existence (this is body # 33), the asking price is \$52,000



Which one would I choose? Whilst I applaud the turn-key convenience of the '37 Fleetwood, I'd have the '35 Coupe for its originality, and the 100 grand I saved by not having the Fleetwood, I could use for maintenance and a modern Cadillac as my daily driver.

Sadly, I can't afford either, but as I've often said 'a guy can dream'.

*Cadillac*



## Cadillac News.....

**XT4 available in the UK?**—*Derek Eaton* and *Graham Darby* both told me about the availability in Europe of the XT4 as of 10th of October. With the only powerplant a 4-pot diesel, at a time when oil-burners are no longer the panacea for cutting global emissions they once were, its success may be hampered / extremely limited. But what about the UK? Well, [www.cadillac.co.uk](http://www.cadillac.co.uk) list it as the only Cadillac vehicle available to us. That said, the UK's sole dealer, Ian Allen has nothing about the XT4 but will sell you a new Escalade which the Cadillac UK site doesn't mention. A small LHD diesel SUV, will anyone want it?



**Spot the difference**—I know what you are thinking, why are there two photos of the same 2021 Escalade, has the editor gone mad? The jury is still out on that but there is a difference between the two Escalades and it's a \$3295 difference called the Radiant Package. The car at the top doesn't have it but the car at the bottom does. Still not sure what the differences



are? Here is a list:

- 22" 12 spoke chrome alloy wheels
- Bright Sport mesh grille with Galvano surround
- Monochromatic Cadillac emblem
- Cadillac crest puddle lamps

As always, Cadillac offers endless choices.

**Rise of the Monochrome badge**—To someone who grew up watching Black & White TV and Films, the idea of paying extra for a monochrome badge seems strange, but at Cadillac they say they aim to add a personal feel to the vehicles exterior. To me they look like someone forgot to paint them. Then again, they do match the colour of my hair and the sharpness of my personality..... No, I'll stick with full colour.



**2021 CT5 Sport gets optional upgrade**—Called the V Performance package, it adds equipment from the CT5-V. Aimed at folk who want a sportier 'Sport' model but don't necessarily want/need the full blown CT5-V. The package contains Magnetic Ride Control, Performance Suspension and Mechanical Limited Slip Differential. You are also obliged to have Brembo V Performance brakes. Power will still come from the turbo 2.0L 4-pot developing 237hp, though a twin-turbo 3.0L V6 335hp engine is an available option and that's not far off the CT5-V output of 360hp. Not surprising really as it the same engine with a more aggressive tune-up. Interestingly the V Performance package is only available on RWD models. Buying an AWD version?, you can't have it.



**4th Generation Magnetic Ride Control**—2002 saw the first iteration of Cadillac's Magnetic Ride Control suspension on the Seville STS.

The 4th Generation gives up to 45% faster damping response and is claimed to be the worlds fastest reacting suspension technology.



**One piece at a time**—This strange creation appeared on the online GM Authority website and its extra middle door reminded me of the Johnny Cash song.



Turns out it's a prototype for the next Cadillac Hearse and it's based on the XT5 with the standard 2.0L turbo 4-cylinder attached to a 9-speed auto-box driving the front wheel. Obviously it won't look like this once the coachbuilders are done with it but the thing that crossed my mind was, isn't it on the small side for this type of vehicle.

*Cadillac*



For latest specifications and current model line-up visit [www.cadillac.com](http://www.cadillac.com)



## Snug as a Bug

By Tom Willis



Much happiness in the Willis household.

After owning this 81 Cadillac Fleetwood for 2 years sitting in the open elements, it has taken me since January to build this garage and she is sitting quite happily under cover where she can be protected from the rain, snow and sun bleaching and the inevitable bird poo once you wash and polish it. I am sure they sit and wait for you to put the polish away before doing that. .



If you'd prefer a **Mercillac**, then this could be for you, It comes complete with 'Continental kit' for times when you just have to have more trunk space.



## Or would you rather .....Big Wheels

Choice of wheels and tyres is a very personal thing. Some folk insist on filling the wheel wells, others expand them and ruin the ride in the process..... But hey it's their car, we didn't have to pay for it.



The wheels on this SRX could be quite hypnotic when travelling at speed.....  
Lollipop anyone?



If you just need to be higher up, try a lift kit. The optional library steps are a must have.....



## Wannabee Cadillacs



Spotted on the internet, this Mazda MX5 has delusions of grandeur, though it has to be said the execution is tastefully done. When you think of how many man hours it took to produce, they probably could have bought a used Cadillac for

less, though a real '59 would have been out of their league.

On the plus side, gas mileage is good and finding a parking space is less of a problem. Wonder if it has a badge that says

**'Mazillac'?**





## *Cross-Stitch Cadillac* by Angie Ross

We all know how talented Angie Ross is when it comes to erecting the club hospitality suite at shows but this is something else. This Cross-Stitch picture of Paul & Angie's '68 Coupe deVille, measures 16" long, so roughly 1:14 scale. It is made up of 98 rows of stitches each containing 261 stitches. That's 25,578 stitches in total and it looks amazing.

## *Events 2020 Update*

*The final event that we know of this year, that at the time of publication is still going ahead is:*

**Sunday 6th December—Newark Autojumble** at Newark Showground, NG24 2NY.

## *Events 2021*

At the moment 'who knows?' We are all hoping that 'normal service' will be resumed. Hopefully we'll have a clearer picture in the new year. Please let me know of any upcoming events you would like publicised either by email or using our Events Text-line 07842 222724

## *Good Moaning*

*No, this isn't Officer Crabtree from 'Allo Allo' it's just a mild rant over things I don't like. Feel free to join in, in 2021*

**Miles better**—Why is it that lots of TV programs made for us here in the UK insist on going metric when talking about distances? "That's a 500 kilometre round trip". No it isn't, it's 312 miles. I've yet to see a road sign in kilometres or a speed limit in kph, so TV companies..... Stop ignoring miles and mph.

**Complicated password requirements**—The point of a password is to keep things secure. It needs to be personal to the user and not easily guessed by anyone else (so, using 'password' as your password is not a good idea—though lots of people do apparently). The other thing a password needs to be is memorable which made me wonder why so many organisations insist on minimum 10 characters that must

include UPPER CASE/lower case letters, plus numbers and symbols? It's not only @noY1nG (damn, that's only 7) it's often impossible to remember and has to be written down which kind of defeats the object.

**Bad language on Social Media**—Need I really say more? We have a rich language. Perhaps they should have made swear words with a minimum of 14 letters (rather than 4) then fewer people would be tempted to use them constantly.

## *Just 3 Sedans*

It's hard to believe really, but that's all GM currently has in its line-up and 2 of them are Cadillacs.



The CT4 and CT5 are joined by the last of the Chevy's, the Malibu. Ok, so it's a long time since they had a rival to Rolls Royce and Bentley, but now they are struggling against BMW and Mercedes who offer a plethora of sedans. Somewhere along the line the plot has been lost and if the SUV bubble bursts, it's catch up time again.





## *Cadillacs in the wild*

*Cruising the country in style.....*

Need to go from Middlesbrough to Aberdeen and back in comfort and style? Andy Fenwick did, so he took his '77 Fleetwood Brougham. 650 miles of trouble free motoring.



It's even better if you take the scenic route



Back in 2019—Bernie and Linda Murphy and Millie the dog with their '57 Coupe de Ville at Tatton Park



If you're gonna fill a parking space, do it properly I say.  
And hotels look so much better with a Cadillac out front



Total whiteout, David Atherton's '89 Fleetwood in good company with a '72 Coupe de Ville and '93 Allanté



Well done David..... 110, 000 mile up, 60 mph and 25 mpg

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