

Cadillac

OWNERS CLUB OF GREAT BRITAIN



The Ed's all black 1978 Seville with its new registration and 'winter wheels'

MARCH – APRIL 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

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Contents

Committee	2
From the Chairman	3
Editor's Bits	4
'Car of the Week'	6
Elvis Seville in UK	8
'Flap Scrap' in winter	9
Membership Sec	10
Events	11
Market Place	12

Cadillac

"Standard of the World"

CLUB News

From the Chairman

Time Flies

'Write up' time seems to come around very quickly these days. Anyway, we have had a lovely summer's week, about 63F, so I took my 1969 Convertible out for a good run, and it was perfect. I had the top down on the way to Ernie Wright, who installed Solid State ignition and did a good tune-up job – it's sure made a difference, both to the starting and running. Although it rained earlier, it is now warming up quite nicely, so I think I might get my '91 convertible out.

Growing Again

I seem to be building the collection up again without noticing. I mentioned one in particular in the last magazine: Paul Bedford's '73 Eldorado and his major restoration over an extended period. Well, it is now in my hands and has just sailed through its MOT. Virtually everything mechanical has been replaced and it is now in the body shop for a little paintwork, after which it will have the new padded roof fitted. It has special upholstery and has had the front changed to the rather distinctive 1978 version. I will send pictures when all finished.

The New CT6

I have seen pictures of the new rear-wheel-drive Cadillac and, like the others, it has a wonderful name: CT6. Although it's very high tech, if you remove the badge, to me it tends to look like a BMW. Maybe when it goes into production, the style will be tweaked a bit.

'Parts USA'

I mentioned that Neil McDonald, late of

Bauer and Millett, was about to start a parts business. Well, his new business is Parts USA, 13 The Gate Centre, Bredbury Parkway, Stockport SK6.2SN, phone 0161-872-7744. During the very week he started, he was burgled and had all his computers stolen, but he is fine now and fully up and running.

Phil Hole's Story

I was very interested in Phil Hole's saga with his '92 Sedan de Ville, and his doggedly determined approach to the job paying off in the end. I have been through times like that, most of us have, and there is only one way to do it, that's to "do it". In the end, it does bring great satisfaction.

AGM

As I said in the last magazine, our AGM is 26th April, Drive it Day, at the same venue, Brandon Hall Hotel, Brandon,

near Coventry, CV8.3FW. If you haven't noted it already and the magazine is delivered in time, it's a good day out with an excellent subsidised lunch.

Have yourselves a great summer in those 'pride and joys' and I hope to see you at some of the shows.

Happy motoring, **Peter B Griffith**



The new rear-wheel-drive Cadillac CT6 that Peter alludes to below



The clean but functional controls of the new Cadillac CT6

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

Bits & Pieces From The Editor

Sadly, I doubt that the printer and I are going to be able to get this magazine out before the Club's AGM. That said, it was clearly stated in the Jan-Feb magazine, both in the Chairman's column as well as being listed in the Events. So, hopefully, all of you wishing to attend will have taken note and we look forward to seeing you there.

Those who are heading off into the Swiss mountains for the Grand European in late August are undoubtedly going to have a great time. As I mentioned previously, Bob Thomas, our long-standing Treasurer and past Chairman will be there, so you will be in excellent UK company, along with all the other fun-loving European Cadillac buffs.

For those who are not intending to cross the Channel, Rod Bevan has earmarked two particular shows at which the Club will be officiating – so look forward to seeing some of you at one or both of those.

From Russell Bowesman

The 2013 Grand European in Holland seems

fairly fresh in my memory and yet the upcoming GE in Switzerland is nearly upon us. Anyone who attended that 2013 event will remember just how enjoyable these five-day gatherings are – and the fun starts, of course, as soon as the car comes out of the garage.

I would like to make a road trip of 2015 Swiss event, seeing as it will be comparatively close to several points of interest. I have tentative plans (literally just an idea at the moment) to cross over to Calais, head down through central France to drive over the Millau viaduct, then on to Montpellier and along the Riviera coast to Nice, Cannes, etc, and into Monaco. Then on to Italy, via something like Genoa and Milan, drive up (or down) the Stelvio pass into Liechtenstein for a quick look, and then on to Zurich. It looks like it will be six nights from the ferry to the hotel.

Anyone interested in joining me? – if so, just text or telephone 07779-943905. Regards, Russell.

From Dirk Van Dorst

Dear world of CLC, good day all of you.

As some of you might have read in the last issue of the Self-Starter, the CLC affiliate in Sweden under Tage Jingnert has closed down. A future, fresh and new CLC affiliate is already set up in Sweden, thanks to our long-term Swedish liaison Anders Wald, who you might remember from the 2010 GE in France.



Koen Ongkiehong, President of CLC Holland



The suitably luxurious interior of the new Cadillac CT6

Although we have to wait for the official recognition by the CLC board of Directors during the next CLC Grand National 24/27 June, all the documentation in the US for the affiliation and membership etc have been completed. I

just wanted to show you in advance that the future affiliate in Sweden was there: website www.cadillacclub.se.

The 2017 Grand European takes place in Copenhagen Denmark, only "one bridge" (Google for Oresund bridge) away from the new Swedish CLC affiliate in Stockholm. During the this GE, we will cross this super bridge, a real experience, especially for convertibles driving top down, and of course you will also meet the new CLC affiliate team.

Meanwhile, we have 62 entries registered for the 2015 GE in Switzerland. Take note, on 1st May, the registration fee for the GE goes up – time for action if you want to save some travel money!

Hello again (sorting out my emails)

This is from our dear friend Koen Ongkiehong, re-elected President of the Netherlands CLC. He was the winner of the Yann Saunders award and 2013 GE organizer. The CLC NL celebrates its 25-year anniversary this year. You will meet Koen and several CLC NL club members next summer at the Swiss GE. Congratulations Koen.

Dirk

Hello, yet again, dear editors, webmasters and liaisons of the CLC affiliates in Europe.

We always swap editorial material, but almost nothing La Salle appears in it. In the CLC we have a magazine, written by John Byrden of Australia dedicated to the La Salle. Will you be so kind to mention 'Sallee Speaks' in your magazine please – the meaning is "LaSalle owners come out" Any LaSalle owners please contact John Byrden in Australia at cjbyrden@gmail.com, and present their LaSalle to the wider world.

Thanks in advance for the co-operation. Let's hope for a long hot summer.

Many regards, Dirk

FBHVC

UK LEGISLATION

Roadworthiness Testing

On the EU Roadworthiness Testing Directive, the primary issue at stake is simply which vehicles have to be tested and which will retain the current exemptions permitted by the UK. The testing itself will, on most readings, not be very different from what already applies under the MoT

So our major concern is how the UK will be able to deal with the large number of modified vehicles within the UK, which the EU Directive apparently suggests ought not to be treated as 'of historical interest', but which the UK currently regards as historic vehicles. The Directive only has to be applied from 2018, so there is still some time to get this right.

Chrome plating

Discussions are progressing in Brussels to try to ensure that in future there will be a presumption that spare parts will be able to be manufactured and maintained in the condition they were originally made. As regards chromium trioxide, this is a matter of considerable concern to current motor manufacturers, so the ACEA (the European motor manufacturers' trade association) is prominent in

the discussions. The ACEA currently appears to be focused on the technical requirements for chromed parts in some engines and components.

We are currently working both directly and through FIVA to engage with motor

manufacturers with significant heritage interests. Our aim is to ensure that ACEA bears in mind and makes sure that, in any final agreement, not only are technical needs included but also the need for replacement and refurbished chromium plated parts where the purpose is for the preservation of authenticity.

Engine Changes

This subject of engine changes in historic vehicles has been discussed with DVLA in the past, but over a period memories tend to dim, so reaffirmation of the situation is as follows. An engine change in a vehicle in the historic tax class should be notified to DVLA to enable the record to be updated and a revised V5C issued. But, provided there are no other changes, it is not necessary to provide any supporting documentation for the engine because the change does not affect the rate of duty. This remains the case even if changing from petrol to diesel or vice versa.

Many thanks for the contributions – a regular supply is essential for the magazine and is much appreciated by other members. However, I am very short of pictures of members' cars – Ed



No, not a Caddy – sent in by a long-standing Club member

Car Of The Week – '56 60S Fleetwood

By Brian Earnest of Old Cars Weekly

Danny Plotkin's aching back wasn't funny at the time, but he can laugh about it now. He knows that if it wasn't for some unpleasant lumbar pain, he never would have wound up with his favorite ride: a 1956 Cadillac Fleetwood Sixty Special that knocks 'em dead wherever he takes it.

Buying an old, jumbo-sized Cadillac was the last thing on Plotkin's mind when he was hobbling around the grounds at the AACA Hershey fall extravaganza 3-1/2 years ago. All he could think about was getting some relief from his throbbing back.

"I could hardly walk, so I decided to go out and sit by the cars and wait for my friends so we could go home," recalled Plotkin, a resident of Longmeadow, Pennsylvania. "So I went out there to sit on the curb and lament my bad back, and I look across the way and see a kind of faded '56 Fleetwood for sale. I said to myself, 'That Fleetwood looks like a good place to sit. I'll go sit in that. It's a comfortable car and I'll pretend I'm interested in buying it.' So I waddled over and sat behind the wheel and the old guy who owned it came over and tried to sell me the car – he was dangling the keys and telling me all about the car."

Plotkin wasn't overly impressed at first, but the longer he sat in the Fleetwood's plush upholstery and the more he heard the owner gush about how nice the car was, the more interested he became. When his buddies showed up, a predictable outcome followed. "You know how it is when a pack of guys get together and one of them is interested in car!" he laughed.

"The guy was real honest with me. It was an 80,000-mile car. The chrome wasn't very good, but it had no rust. It had some painting done on one panel, unfortunately, but it was a good, honest car and I felt I could live with the car the way it was ... So I bought

the car and we jumped in and drove it 300 miles home."

The drive home didn't initially go well, however. The big sedan conked out on the highway several times before the men finally got it home. They thought they had a case of vapor lock on their hands, but "that was a red herring. That was not the problem," Plotkin said. "There was piece of epoxy floating around in the fuel line, and every once in a while it would get stuck."

The car also lost fourth gear on the way home, so one of the first orders of business was fixing the transmission. The carburetor was overhauled, the Cadillac received a new fuel tank, a little TLC and "it ran like a champ and it was a beautiful car to drive around," Plotkin said.

The Fleetwood wound up running and driving better than it looked, which had Plotkin pondering what he wanted to do with it. If it wasn't a big luxury cruiser, he wouldn't have minded it looking a little tired.



Plotkin's 1956 Fleetwood that grabbed him while 'resting'

"The car ran so great, the [crummy] paint and chrome made me feel bad," he said. This is a Fleetwood, you know? Finally, my wife [Mollie] said, 'Why don't you fix that?' So I got a purchase order from my wife and we took it in for a restoration in August of 2011 and finished it in July of 2012 ... It was more a cosmetic restoration. We didn't do anything mechanically, but

we repainted the body and fixed all that chrome.

"Now it looks exactly like it runs and it's otherwise an original car ... It drives the way it did when it was built. It was a lot of fun [to restore] and I'm glad I did it. It's not as valuable as the convertibles, or an Eldorado ... but the Fleetwood was still the most expensive [Cadillac] you could buy back then beyond the Eldorado."

The Cadillac still wears its Dawn Gray body color, but the previous owner changed the roof color from Canyon Gray to Starlight Silver Metallic. It is a color combination that certainly works well together and perhaps makes the Cadillac a little less serious and intimidating.

"I thought the old roof color looked like toothpaste. I like this color a lot better for the roof," Plotkin said. "It's not a black Cadillac, so it's a little different. A lot of these Fleetwoods were black or dark blue and they were used in funerals or to cart around heads of state.

"It's a striking color combination. It's very, very

pretty ... The Starlight Silver Metallic was an Eldorado color that you could have on any Cadillac for extra charge."

The 1956 model year was the end of an era, of sorts, for Cadillac as the marque's trademark tail lamp-capped tailfins made one final appearance. The Fleetwood Sixty Specials were the company's mini-limousines, squashing the scales at 4,992 lbs. and carrying a luxury price tag of \$6,019 without any add-ons. The 1956 Fleetwoods measured 225.9 inches between the bumper tips and rode on 133-inch wheelbases.

Cadillac churned out 17,000 of the big six-passenger sedans in 1956, which carried new egg-crate type grilles and subtly different trim arrangements than the previous versions. A thin chrome strip ran along the top of the rear fenders with fat chrome spears pointed forward on the sides of the rear flanks. Prominent oval exhaust ports exited out of the upper corners of the rear bumper.



The completed interior of the '56 Fleetwood

Under the massive hood was an updated and enlarged 365-cid V-8 rated at 285 hp hooked to a Hydra-Matic transmission. Plotkin knew about the '56 transmission and its reputation for having reliability issues long before he bought his Cadillac, so he wasn't surprised when it needed work. "I've always had a penchant for the '54, '55 and '56 Cadillacs. Those three years was that series body, and a friend of mine used to sell those cars when they were used back in the '60s and he warned me never to buy a '56. He told me to always buy a ('54 or '55). They were just a better car ... And it's a known fact in the hobby that the 1956 Hydra-Matic was a very problematic transmission. There were tons of service bulletins on them. They had it all sorted out by '58.



The Fleetwood's sparkling engine compartment

"But I bought a '56 anyway!"

Plotkin doesn't know the entire life story of his Fleetwood, but he does know it was sold new in Minnesota and the way it was ordered from the factory makes it unique.

"This was [a]... special-order car that year. They called them 'special request' cars in which the interior upholstery was a little different. Standard equipment in this car would have been cloth seats with a leather

border around the edges. This car was ordered by special request to have broadcloth instead of leather ... The car came from Minnesota and it's likely whoever bought it thought that leather was too cold...and it also doesn't have air conditioning, which is unusual for this car. Most of them had air."

"I can't find any other history beyond the guy I bought it from got it from a classic car dealer in Nyack, N.Y. ... It's just not even close to being a worn-out, used-up car. It had very gentle use all its life. To be that old and be in that condition, and have only 80,000 miles, obviously it wasn't used very much."

These days, the car gets exercised regularly and will be a fixture at car shows in the coming years, although Plotkin has a fleet of other big cars that also have to get driven. The Fleetwood shares garage space with a 1960 Buick Electra sedan, 1962 Pontiac, 1961 Plymouth Savoy two-door sedan, 1963 Ford Galaxie XL, 1963 Chevrolet Impala convertible, 1965 Corvette and 1968 Chrysler New Yorker. "I've got seven iron and one plastic," he jokes. "It's a disease."

Plotkin says the Cadillac is his favorite to drive, and the most fun to pilot on back-road cruises, in part because it doesn't feel as modern as many of his 1960s cruisers. "The '60 Electra rides like a magic carpet. The Cadillac is not like that," he says. "These cars are a lot different from the '60s cars. They were mid-'50s Cadillacs designed in '50-'51, and they are still technologically an older car, but still a good road car. They are kind of like a modern pickup – smooth, but a little bouncy... And everything they do, they do effortlessly. It's a 5,000-lbs. car and it only makes 285 hp, but it never runs out of power. It does everything without complaining."

The Cadillac is clearly in line for many more happy miles with the Plotkins in the front seat. With any luck, the odometer might turn over in a few years. Danny certainly isn't worried about rolling up some more miles. He figures the Fleetwood is all rested up.

"Oh, I'm not worried at all about using it," he said. "I plan on using it and enjoying it. Old cars like this, if you take care of them and use them, they stay nice for a long, long time."

Elvis' 1977 Seville

The Daily Telegraph – Elvis 1977 Seville

There are three Kings in the world: Budweiser, Richard Petty, and Elvis. The latter was known for his affection of Cadillacs (and guns – sometimes paired together). Nineteen seventy-seven may not have been the high-water mark for Cadillac, but a nice surprise to the brand during that time was the Seville. Elvis thought so too, making this the last car he bought before his death.

The Seville was Cadillac's new "compact" luxury sedan, marketed as more of a premium European-style package despite the fact that it was a Chevrolet Nova underneath. The tactic worked well, becoming one of its all-time best sellers, unlike the later Cimarron. By that time, the Seville had evolved into what was basically a FWD 4-door Eldorado with a retro Brit bustleback.

Painted in the classy combination of silver and burgundy, Elvis' 1977 Cadillac Seville also

features a CB radio. That was quite the rage back in the day, although The Telegraph says it was to communicate with his guardhouse and kitchen at Graceland.

After The King's death, the 1977 Cadillac Seville was willed to his father, who gifted it to Elvis' girlfriend. A number of years later, it hit the auction circuit, eventually now ending up in the United Kingdom. Current owners Steve and Susannah Hall have lent it to the National Motor Museum in Beaulieu. This isn't the first Elvis-owned Cadillac to come across our jaded eyes, as his 1967 Cadillac Coupe De Ville also found itself for sale. As did his 1955 Cadillac Fleetwood and his Eldorado.

On December 29, 2014 at 3:55 pm, COCGB member Paul Bedford wrote in reply:

Why do you insist on referring to the 1976 thru '79 Sevilles as being a Chevrolet underneath? It demonstrates that you have no understanding of the specialised work that went into developing the Seville and that its commonality with the Nova is tiny. This

Nova story is often used on the Internet, a source of unbelievable inaccuracies. The finished Seville at \$14,000 was road tested against a \$36,000 Rolls Royce Silver shadow II. In many respects the Seville is a much more effective car. Do you have any long time driving experience of either? Show me the road tests between a Chevrolet Nova and a Rolls Royce – none.

The Elvis '77 Seville Now In England From George Akele, CLC Australia

The last Cadillac that Elvis owned, the two-tone Burgundy and Silver 1977 Seville, is now in England.

The car, previously owned by Greg Page (the original Yellow Wiggle), was sold by him at the Graceland Authenticated Auction in August 2014 and is now proudly displayed in the National Motoring Museum in Beaulieu, England. The Cadillac was purchased by collector Steve Horn as a gift for his wife Susannah, both of whom are huge Elvis fans and run Europe's Tribute to Elvis festival in Blackpool. Beaulieu

is in the heart of the New Forest, the UK's newest National Park. What is an amazing coincidence is that Beaulieu is the maiden name of Priscilla Presley.

Also within the museum is the historically significant 1903 'Bennett' Cadillac. It was the first Cadillac, and one of the earliest American cars, imported into

England in 1903 by English Cadillac agent Fred Bennett and attracted much interest by completing a 1,000-mile reliability trial. To further enhance the car's reputation the same distance reliability trials were completed in 1913, 1953 and 2003. The link to articles about the car's trial runs is www.cocgb.dircon.co.uk/bennett_run.htm. As many of us are already aware, Fred Bennett is also well known for the famous Standardization Test in 1908 where three 1907 model Cadillacs were disassembled, reconstructed from the pile of parts and then driven successfully for 500 miles. For this achievement, Cadillac received the first of its two Dewar Trophy awards.

A link to the museum is www.youtube.com/watch?v=JctE_fAvAao and the web address is www.beaulieu.co.uk – both are worth a look. The types and number of vehicles on display is remarkable. Anyone planning a holiday in England would find this to be a very interesting venue. The arrival of the Elvis Cadillac in England has made the headlines, and features Lady Montagu with the car.



Elvis '77 Seville on display in the National Motor Museum

FRENCH LAKE AUTO PARTS (FLAP)

From Old Cars Weekly

Winter weather doesn't mean salvage yarding should come to an end for the season. Many salvage yards keep the gates open through the snowy season, and one of the best yards in the upper Midwest -if not anywhere - is French Lake Auto Parts (FLAP). The Annandale, Minnesota, salvage yard is heaven on earth for car lovers, and it welcomes

part
pullers
year-
round.

Floyd and Skip Nolan of FLAP love old metal, and they know where to dig it up - especially the rare goods. In

the 30 years I've been going to FLAP, they've had some incredible cars come through the yard. A mid-'30s Pontiac carved-side hearse, 1958 Impala hardtop, a complete 1955 Ford Crown Victoria, 1957-'60 Lincoln convertibles, a ca.-1936 Pierce-Arrow sedan and early Chrysler 300s are just a few of the treats I've found at FLAP. Although these rarities were gone by my recent visit, there was still plenty

to scout.

A January thaw was just one of the triggers that put us behind the wheel with the hood ornament pointed to Annandale on Jan. 24. It's been almost two years since our last visit and FLAP has since organized its inventory of cars and trucks into rows not only sorted by make, but often by year - a huge undertaking for a yard of any size, let alone one that occupies more than 100 acres as FLAP does. This recent reorganization of the yard made it incredibly easy to find specific vehicles in the yard.

Cars and parts filling buildings date back to the early 1900s, but the under-the-sun inventory in the yard during our recent visit is

mostly
1940s
and
newer
with a
heavy
dose of
1950s
and '60s
iron.
Here are
some
scenes
from our
most
recent



'FLAP Scrap' - an array '60's Cadillacs sitting in the Minnesota snow

visit. As you'll see, FLAP's tradition of rare and desirable iron continues.

The Cadillacs at FLAP go back to late pre-war Sixty Special sedans through the 1940s and really picks up in the early 1960s.

- See more at: www.oldcarsweekly.com/blogs/under-the-hood/french-lake-auto-parts-visit-cures-cabin-fever?et_mid=721795&rid=241943309#sthash.jaqaWs69.dpuf

Rod Bevan

MEMBERSHIP SECRETARY

New members

A very warm welcome to new members this time: Nick Parker of Bristol with a 1973 Sedan Deville and a 1965 Deville convertible; and Paul Ross of Banbury with a 1968 Deville 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:-

From Roger Harrison

Dear Rod, Thanks for the AGM reminder. Unfortunately I am down to only one Cadillac, and that is not running at present as I am trying to refit the bumpers after being re-chromed. Also, all the plastic bits around them need to be replaced and I managed to secure the last set for a 1973 Eldorado, but they need painting. The rubber inserts in the bumpers and over-riders are also proving a problem to obtain.

I used to own the Chairman's 1987 Allante and bought another 1993 Allante that "was too good to use". Someone drove into the side of the 1987, which was beyond economical repair, and a car dealer rather surprisingly offered me an acceptable part-exchange price on the 1993. Given the difficulty in obtaining parts for the Allantes and their rather delicate electronics systems, I think I will stick to the more popular models in the future.

Thanks for all your hard work on behalf of the club. Although the 1987 was beyond "economic" repair, the day after I agreed the insurance settlement, a club member was selling all the parts I needed and many more. I had never seen an ad for any parts or cars since I bought the 1993. I sold the 1987 with all the parts to fix it and the rest are at Stateside Autoparts if anyone else needs bits for one.

I also have some glass for a 1969 Eldorado, which is probably the same as 1967 to 1970, if anyone needs some.

Many thanks Roger; I have seen parts for the Allante at some incredible prices, about £800 for a rear lamp unit! Oh well, I suppose that's the price we all sometimes have to pay for our hobby, literally. Rod.

E-mail Addresses.

Please for all members to be aware. I am sending information out to members by e-mail. This is a quick

and easy method of communication and enables me to keep you all up to date with shows and meetings. I have about two thirds of members' e-mail addresses, so if you have an e-mail address then please let me have it. Also, if you have recently changed or are unsure if I have your latest e-mail address, then just send me an e-mail and I will update where necessary.

Forthcoming Events 2015

These are listed separately within the magazine. Please check them out. I am looking forward to the warmer weather, and for an opportunity to meet some of you at the shows.

The Club will be attending several particular events during 2015. We will have a stand and members' area for the parking and display of our Cadillacs', as well as a members' seating area to relax and meet with other members.

AAC (UK) Summer Nationals at Hatton Country World on Sunday 28th June.

This is a very nice venue, near Warwick, with access to interesting shops, a farm to interest the children together with restaurant and toilet facilities. No need to book, just turn up on the day and pay at the entrance.

Stars and Stripes Classic American Car Show at Tatton Park, Cheshire on 5th July.

New to the club this year, the show is open both on the Saturday and Sunday. The club will be there on the Sunday. Make sure you clearly mark your application

form "Cadillac Owners Club of Great Britain" and select

Sunday as the day attending. This will ensure that we are all allocated and directed to the Cadillac club stand and we will all be together. Entry is free, but you do need to register in advance, as space is limited. Book at www.cheshireautopromotions.co.uk

Rally of the Giants at Blenheim Palace on Sunday 26th July.

The standard of vehicles is amazing at the RoG. If you have not been before, then this is a must for 2015. Held within the grounds of Blenheim Palace, it is a very enjoyable event for all of the family. Two of our members were awarded prizes at last year's show; let's see if we can do it again. Book at www.pre50aac.com for discounted admission.

Cadillac Club of Switzerland, Grand European 2015, from 26th-30th August.

This is the bi-annual event with Europe. 2013 in Holland was amazing and this promises to be just as good. There will be day trips into the Swiss mountains and villages including a trip to picturesque Lucerne and its lake. Book on-line with Swiss Club at www.cadillac-club.ch, where you will find all the information you need.

See you soon, **Rod Bevan.**



Nick Parker's fine 1965 deVille Convertible

2015 Events Calendar

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.

May 24th – Cheshire Classic Car & Bike Show, Capesthorpe Hall, nr Macclesfield, Cheshire, Tel. 01625 861221.

May 31st. – Brighton Beach Classic Motor Show. Madeira Drive, Brighton, Sussex. Tel. 01527-831726

May 31st. – Can-Am Car Clubs Annual 'Lazy Sunday', St Edwards School, Poole. Tel. 01747-853248.

June 7th – Cleveleys Classic Vehicle Show. Town Centre and Promenade, Thornton-Cleveleys, Blackpool, Lancashire. <http://cleveleysvehicleevents.ning.com>

June 7th – Peter James Bromley Pageant, Norman Park, Bromley, Kent. Tel. 01775-768661.

June 13-14th – Bristol Classic Car Show, The Bath & West Showground, Shepton Mallett. Tel. 0117-907-1000 .

June 19th-21st – AACI Open Summer Nationals, Billing

Aquadrome, Northants. Tel. 01924-451885, 07801-125821

June 21st – Fathers' Classic Day Out, Woburn Abbey, Woburn, Beds MK179WA. Tel. 01527-831726.

June 21st – Trentham Transport Festival, Trentham Gardens, nr Stoke on Trent, ST4 8AX. Tel. 01922-643385.

June 27th – Vintage & Classic Car Festival, Bosworth Hall, Leicestershire, Tel: 01858-881615, 07789-378386.

June 28th – AAC(UK) Summer Nationals, Hatton Country Park, nr. Warwick. www.american-auto-club.co.uk.

June 25-28th – Goodwood Festival of Speed, Goodwood House, Chichester. Tel. 01243-755055.

June 27-28th – Corvette Club Summer Nationals, Wood Green Animal Shelter, Cambridgeshire, PE29 2NH. Tel. 07921-338405.

June 28th – Hampton Ferry Car & Bike Show, Hampton Ferry, Boat Lane, Evesham, Worcestershire, WR11 4BP, Tel. 01386-45460.

July 2nd-4th – Power Big Meet, Vasteras, Sweden. www.bigmeet.com, Tel. 0046-404-72939.

July 4-5th – Stars & Stripes, Tatton Park, Knutsford, Cheshire (pre-entry only). Tel. 01204-594266.

July 9-12th – Americana International, Prestwold Airfield Near Loughborough, Leicestershire, UK LE12 5SH . Tel. 01159-390595

July 11-12th – Wings & Wheels Country Fair, Heveningham Hall, Nr. Halesworth, Suffolk IP19 0PN. Tel. 01728-832363.

July 19th – Newby Hall Classic Cars & Autojumble. Newby Hall, Rippon, Nth Yorks. Tel. 0845-4504068.

July 19th – Damn Yankees Summer National, North Weald Airfield, J7 M11. Tel. 0208-505-9930.

July 19th – Walsall Classic Car & Transport Show, Walsall Arboretum Extension. West Midlands, WS1 2QB. Tel. 01922-643385.

July 26th – Beaumanor Classic Car and Transport Show. Beaumanor Hall, Woodhouse, Leics, LE12 8TX. Tel. 01922-643385.

July 25th – All American Cruise In, Cadillac Special. Ace Cafe, Old North Circular Road, London NW10 7UD. (from 4-8pm) Tel. 0208-961-1000.

July 25th – Vintage Gathering. Northampton & Lamport Railway (from 4-8pm). www.vintagetransport.org.uk/

July 26th – Rally of the Giants, Pre-50 AAC. Blenheim Palace, Woodstock, nr Oxford. Tel. 01530-831170.

July 26th – Worthing American Rod & Custom Show, Steyne Gardens, Worthing, W Sussex, BN11 3DU West Sussex. Tel 07813-874477.

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. Another great European Cadillac event.

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: Airride parts for 1957 Brougham. The car was previously owned by Don Johnson and has been in Europe for some years with Arild Kolnes. Does anyone know of a source for these parts, or of anyone who might have such parts for sale? Please contact Arild on arild.kolnes@lyse.net.

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.**

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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 1958 Coupe, waiting for a buyer – see above