Cadillac

Owners Club of Great Britain








Wheels Day 2026

Standard of the World

May-June 2026

Cadillac Owners Club of Great Britain

Club website (with International links): www.cocgb.co.uk
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Affiliated to the Cadillac-LaSalle Club of America

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***Front Cover*—Cadillacs at Wheels Day**
T-B: 2015 Escalade ESV, '63 Series 62 Sedan, '56 Sedan deVille
Photos Simon Green

Club News

From the Chairman



Hi Caddy Fans,

Yes it is me again, I hope all is going well with you. Looking forward (it's amazing how time flies) I hope we can get more members and their cars at 'Rally of the Giants' at Stoner Park this year. It's on Sunday August 2nd and cost £17 in advance or £20 on the gate. That price includes all passengers which I think is a good deal (*AAAC members get in for free*). So come on fans, lets get behind the committee and support the club—Your Club.

Quote for this edition—*"I take to the open road, healthy, free, the world before me"* ***Walt Whitman***

Alan

Rod Bevan

Treasurer/Membership



Welcome to our new members
A very warm welcome to our new members: Justin Burgess of Hatfield with a 1992 Cadillac Fleetwood Superior Hearse.

Show Season 2026
Sitting here in mid-April watching the rain and wind requires me to adopt a more positive attitude for the up-and-coming show season. Sunny days ahead with a display of various automobiles, American or just classic, fills me with hope. Strange times in the world needs a distraction for us all. 'Drive it Day' will have happened already, so hopefully some of you will have been out in your prides and joys. There are shows on the Events page including the AACUK Summer Nationals at Upton-Upon-Severn, AAAC 'Rally of the Giants' at Stoner Park to include our AGM, and the Grand European in Holland, for further details in English visit **www.cadillacclub.nl/ge2026**.

I have some local shows to visit around Herefordshire, in Kington and at Shobdon Aerodrome near Leominster, Herefordshire. A few Americans show up together with some very interesting classics. And of course, a few tractors are proudly displayed together with amazing steam traction engines. One event involves a 'tug of war' between the local children and a traction engine. The children always win!

Members Database
The club database must comply with UK data protection legislation. The club is only able to contact you with your permission and subject to the option(s) you select when joining or renewing your membership. The options are telephone/email/text/post. Some members have selected 'No Contact', but obviously all members receive a magazine as standard within their membership.
I mention this as we no longer issue new membership cards at renewal due to the postage costs. My normal course is to email members confirmation of payment and renewal. I do need an email address to do this, so if you are not getting such confirmation, you have the option to change this.

You can change your options and contact details at any point during your membership, preferably by email.

Many thanks and hope to see you at a show.

Happy motoring and drive safely.

Rod

Phil Hole
Editor



After many years of saying 'I must', I finally went to Wheels Day, albeit as a member of the public paying my (advanced) 8 quid to get in. As you'll see in this edition, it was well worth the effort, not just to fill the magazine at a traditionally 'low input' time of year, but the shear variety of vehicles was amazing, with a strong Cadillac contingent.

Got me thinking, (*Asst Editor. Worries me when he does that*) what are members thoughts on making it a club event? It would be nice to kick off the club year early and give people a chance to meet up. Let us know / comment on the FB page—as always, if there's no interest we'll forget about it.

We're all affected by fuel price rises and despite the protestations from petrol/diesel retailers at the thought, they do appear to be profiteering from the US caused situation in the Middle East. I say that because I can't understand a) how prices can go up instantly when we already have supplies refined and in the UK and b) how can the price go up 5p a litre but they haven't had a delivery. As to the media pedalling 'rationing rumours' that's irresponsible and no doubt partly responsible for 'top-up' queues at my local Tesco. ***Top Tip—if you see it on the internet—it ain't necessarily true!***

We hope you enjoy this latest edition and to our expanding group of regular contributors, the editorial team thanks you.

Stay safe, stay well.

Phil

Ken Pandolfi
Website



It's been a while, but I have added six new videos to the website. You will find them under the VIDEOS tab. Subjects include ***Cadillac v. Range Rover***, ***Celestiq head to head with the Rolls Royce Spectre*** and something from each of the ***50s, 60s, 70s and 80s***. They are all sourced from ***YouTube*** so you may have to put up with an ad (or two) before you get to the juicy bit. I hope you enjoy.

Ken

Here's what else you'll find on the Website

EVENTS	MEMBERS CARS	FOR SALE/WANTED	PUBLICATIONS	VIDEOS	LINKS	CONTACTS

Gracie's Garage



As I was pawing over the photos from Wheels Day a couple of weird but strangely appealing cars caught my eye, the first being the 1989 Pao. They aren't common in the UK, but were built by Nissan and based upon the Micra. Due to it's length (12' 3") and engine size (it had the Micra's 987cc 4-pot developing 51hp at 6000rpm) they were too big to be a Kei car. There are several styling nods to other small cars from the past. The doors have exposed hinges like the original Mini, it has flap-up rear side windows like the front windows on a 2CV and a split tailgate like an Austin A40 Farina Countryman. Available as either a 3-speed auto or 5-speed manual, power steering and intermittent wipers were standard, though a clock was an optional extra.





Staying in the land of the rising sun, this 2001 Toyota BB Open Deck Aero is based on the Yaris (did you know in Japan it's called the Vitz? No neither did I, but we're both wiser now). Powered by a 1496cc VVTI 4-cylinder engine with either a 5-speed manual or 4-speed auto box with column change, instead of a boot it had an all-weather pickup bed which made it easier for people to steal your luggage or for it to get soaking wet on a rainy day. See there's always a downside to looking cool.





Talking of luggage, how do 4 peoples luggage fit in a Mini without getting wet? It famously had a hinged numberplate so the boot lid could be left open. This enterprising owner solved the problem with a custom trailer—nice job!

Moving away from small but beautifully formed to a German sports coupe. Now you may think its another Mk1 Audi TT—but you'd be wrong.



This is a 2006 Audi TT quattro Sport, one of only 1165 built of which 800 were right hand drive. Powered by a 20V 1.8 litre 4-cylinder engine developing 237hp and 236lb-ft of torque, 0-62 comes up in 5.9 seconds and top speed is limited to 155mph.

Distinguished by its 2-tone paintwork, this one is Avus Silver with a black roof. Whilst all other TTs were assembled in Hungary, the TT quarto Sport was built by quattro GmbH (now Audi Sport GmbH) at their Neckarsulm site near Stuttgart. The site was formerly occupied by NSU Motorenwerke AG. This particular car belongs to our buddy ***Martin Helyer*** who lives in the next village.

Gracie

Pete's Page

A Veteran Cadillac Cornucopia



From Pete Wood

It is often said that pictures paint a thousand words—so I'll just say this is ***Princess Maria of Czechia*** (aged 8) testing the newly restored 1912 Baby Cadillac Number 1. ***The FIRST electric Cadillac ever made***.

















My thanks to Ivo and the Czech restoration team. Brilliant workmanship!!!



Just like today, advertising was key to the sale of both cars and the fuel that powered them. In terms of buying petrol, the first filling station didn't arrive in the UK until November 1919 when the ***AA*** opened one in Aldermaston, Berkshire. Prior to that Petrol was bought 'over the counter' in 2 gallon cans at chemists, hardware stores, hotels and garages.

There was a deposit on the can which was refunded when it was returned, just like it was on a bottle of lemonade when many of us were growing up.



With no forecourt, the can also became an advertising tool, though 'Filling your car with Pratt's' might mean something different these days



"Nothing so Good as Cadillac at the Price of a Cadillac."

CADILLAC

CONSTRUCTION

combines strength with simplicity; no automobile at double the money is so strongly constructed, so speedy on good roads, so dependable on bad, so capable in hill climbing as a CADILLAC. Friction is reduced to the minimum. The mechanical excellence of the CADILLAC is without an equal for power, speed, and safety. Write for particulars.

PRICES FROM
175 Gns.

A FEW SECOND-HAND
"MODEL A" CADILLACS
AT LOW PRICES.



Model B Tonneau.

WE HAVE ALSO
A FEW
20 h.p. WINTONS
TO DISPOSE OF
UNDER COST PRICE.

ANGLO-AMERICAN MOTOR CAR CO., Ltd., 19-21, Heddon St., Regent St., London, W.

My other car is...

By Amanda Deville





My other car is a 2002 Vauxhall Astra G Convertible, which came my way after my previous daily driver, a 1988 Cadillac Coupe deVille convertible, which I had owned for over twenty years, finally gave in to terminal rust, it had been converted when new in the States but leaked like a sieve with the inevitable results.

At the time a good friend of mine had recently bought a 2004 Astra convertible which I really liked, not only did it drive very nicely, but looked quite stylish, either with the top up or down, due to the fact that the design of the Astra G convertible and coupe was performed by *Bertone*, the coachbuilders of some repute, which probably explains why it looks so much sleeker than a standard hatchback Astra of the same period.

So, I started the hunt for one of my own and after a comparatively short search, we discovered one for sale at a garage in Liverpool at a very reasonable price with a full MOT, so we went and had a look, as soon as I saw it I knew it was the one, I fell for the colour straight away, Chianti Red pearl, plus it had what I later discovered was a very rare dark red convertible fabric roof with glass heated rear window. It drove beautifully and had recently had lots of mechanical work done on the brakes, wheel bearings, suspension etc. It also had the economical and cheap to insure 1600 four cylinder engine with 5-speed gearbox.





A deal was agreed and I paid the princely sum of £750 for my new Astra, this was back in April of 2017. Since then I have discovered just how rare these cars are becoming, especially unmodified ones, and the prices have risen quite steeply as a consequence. It is so unusual to see one on the roads these days and when I have taken it to car shows while my '61 Fleetwood was off the road, it has attracted quite a bit of attention. This one has such nice features as a fully automatic electric roof, all four electric windows, cruise control, cream leather interior, Central locking, P/S, P/B, etc. Since owning the car I have discovered just how reliable and economical they are and so easy to work on and such a joy to drive on a summer's day with the top down, plus you get no disturbing breeze if you leave the side windows up, even at speed. Other than regular oil and filter changes and servicing, I have had very little



to do to the car in the time I have owned it, not that I do a huge mileage anymore since retiring. One thing I did add was a Deville badge from my old '88, just to keep the memory alive.

The only thing I find annoying about the car are the sun visors, they are far too small and don't keep the sun out of your eyes very well at all, quite a poor design, but apart from that one niggle, I think it is a very well designed car and very well put together, there are no rattles or squeaks and along with the Astra G Coupe, has Lotus designed suspension. In my humble opinion, it is one of the last cars to have an individual character as well as a most pleasing design, before the 'world cars' came along. Considering this is the first non American car I have owned in decades, I am very pleased with it, it is certainly the newest car I have ever owned being the first one I have had that was built in this century!.

Amanda



Astra G Convertible facts:

Dimensions:
Length: 168” (14’ 0”), Width: 67” (5’ 7”), Height: 55” (4’ 7”), Wheelbase 103” (8’ 7”) Weight: 2556lbs

Engine:
Petrol Ecotec 4-cylinder, transverse 1598cc 16v, 99hp @ 6000rpm, 110lb-ft torque @ 3600rpm

Performance:
Top speed: 118mph, 0-62: 13.0 seconds

Economy:
City: 29mpg, Open Road: 50mpg, Combined: 40mpg, Tank Capacity 11.4 Imp Gallons

Cadillac News.....

So you can buy a new Cadillac in the UK—just not what we were expecting. GM recently announce (*and took out adverts*) that the Escalade, Escalade ESV & Escalade-V would officially be sold in the UK via GM Specialty Vehicles alongside GMC and Chevrolet SUVs. With deliveries expected to start this spring, so anytime now, they will come with a full GM 3-year unlimited mileage warranty upgradeable to a 5-year at extra cost.



Vehicles will be supplied directly by GM and delivered via Clive Sutton's new London premises or through the wider retail network as it becomes established.

To a simple country lad like me, this hasn't happened overnight and was being planned at the same time as the launch of the Cadillac EV range which had the plug pulled at the end of last year (*though there's still been no official announcement and I'd guess there never will be*). How successful will this return be and how long will it last? Has to be a limited market, they will all be LHD, and very expensive. A trawl through Auto Trader and you can reserve what appears to be a new Escalade ESV via Clive Sutton for £199,950 whilst they do have a second-hand Escalade ESV-V 25-plate with 101 miles on the clock for a mere £230k.

Check out the Cadillac Website and there's no mention of any of this and Clive Sutton isn't listed. Then again neither is the UK—we're in the 'rest of Europe' category.

Kinda sad… As of this summer the CT5 becomes the only sedan in the Cadillac line-up as the CT4 bites the dust. We of course discount the Celestiq because a) it's a lift back not a sedan, b) it's hand-built limited production and c) at $400,000+ it's unattainable for 99.9999% of the population.



The weird thing is though, BMW, Mercedes, Audi, Bentley and Rolls Royce still sell sedans in the US. It's very philanthropic of GM to donate a market sector to their rivals. Guess they haven't worked out yet that not everyone wants an SUV and if that's all you offer, those loyal sedan customers are gonna jump ship. What's the old adage, "you can led a horse to water but you can't make him buy an SUV.

Time for a nostalgia moment—

Announced in December 1956 and released in March '57 the Eldorado Brougham was a hand-built limited edition (they made 400) 4-door Hard-Top Sedan weighed in at 5315lbs and $13,074, it was the Celestiq of its day and hey, didn't Sedan's look good when Cadillac did it's own thing...





US Business Magazine *Fast Company*—has listed Cadillac as one of the of most innovative companies of 2026 alongside other OEMs, tech giants and startup mobility firms. Cadillac at 124 years old is the oldest company on the list.

***Fast Company** highlights Cadillac's electrification efforts and ultra-luxury vehicle development, as well as its push into global motorsport, even as most of the industry's innovation remains focused on autonomous driving technology.*

There are several autonomous driving companies on the list, like Waymo and WeRide, a sector which GM abandoned in 2024 in favour of personal driver assist technology. Having seen several reports recently of multiple autonomous taxis stopping because of a 'glitch', I can only think that was a good decision.



2026 CT5 launches in Japan—in left hand drive (the only option) and will be joining the Escalade IQ and Lyriq (the latter is RHD) in dealerships across the country.

Interestingly, the only 'trim level' available is Sport. Power comes from an inline 4-cylinder turbocharged engine developing 237hp and 258lb-ft of torque driving all 4 wheels through a 10-speed automatic transmission.

Very much a 'niche' low volume market aimed loyal Japanese Cadillac fans, the CT5 Sport will cost 9,700.000 Yen, which sounds like a big number but equates to $61,090, that's £45,554 at time of writing—quite a bargain, though in a dream world where it became available in the UK, we'd never get one for that price would we.

Marching on—the Cadillac F1 Team's March statistics were as follows:

Australian GP
Perez Grid P18 Finish P16
Bottas Grid P19 Retired
China GP
Bottas Grid P18 Finish P13
Perez Grid P20 Finish P15
Japan
Perez Grid P19 Finish P17
Bottas Grid 20 Finish P19



Just the one retirement in the first three races which for a new team in F! is pretty good. They aren't propping up the rest of the grid either—Aston Martin are doing that.

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

Wheels Day 2026

A smorgasbord of automobiles organised by the *Surrey Street Rodders*
At Newbury Showground

A truly eclectic mix of vehicles, but naturally we start with Cadillac


Brian Rice's


'82 Coupe deVille


'93 Allante




'57 Eldorado Seville






'05 Escalade






'63 Coupe deVille




A line of '59s


Latest anti-theft device—
corralled by folding chairs


Unmistakable tail-ends



Brace of 'one year only' 1970 Plymouth Superbirds



Simon Green's '95 Chrysler LHS



Carmarthenshire registered '59 Hillman Minx or Birmingham registered '59 Commer Cob if you need a van



Lincoln Navigator



'18 Alpine A110





'65 Vauxhall Victor 101 Super



'Small' Ford '63 Falcon Futura



'73 Saab 95 Estate on air suspension—the V4 has been replaced by a 2-litre Volvo unit



'Cool' air cooled '81 Porsche 911







'Large' Ford In the pink—'58 Edsel





'57 Packard Clipper Country with integral roof-rack & Rare '61 Ford Zodiac 'Farnham' Estate with roof-rack & side hinged rear door by Farnham based Coachbuilder E D Abbott.





Versatile '73 VW 412E, estate car at the rear and boot (frunk) at the front with a 1679cc air-cooled petrol engine under the floor at the back



Lamborghini Countach QV Replica with BMW V12 and Audi A5 gearbox



Ambitious wing on this MX5



Engine keeps the spare wheel warm on the Reliant Scimitar—ideal for winter tyre changes



'92 Volvo 480ES



'82 Alfa Romeo Sprint Veloce LS

'72 Lancia Fulvia Sport 1600 Zagato



'66 Dodge Panel Van



'57 Volvo PV445 Estate





'56 Citroen Traction Avant



Need more power in your P100 pickup—strapping a 800Kg jet engine to the load-bed should do it! Downside, with 2600lbs of thrust it's only good in a straight line so Santa Pod beckons...





‘67 Oldsmobile



‘02 Thunderbird



‘59 Ford



‘36 Ford



‘36 Chevrolet



‘63 Corvette



‘54 Mercury Monterey



‘63 Studebaker





There’s a ‘78 Jag 4.2 under this tasteful Royale kit Car



‘51 Nash Country Club



‘74 Jensen Interceptor next to Reliant Scimitar—the one with the warm spare wheel...



‘61 VW Karmann Ghia



‘95 Aston Martin DB7







O L D S M O B I L E *Super 88*

Voyage of discovery



By Andy Blick

One of the worries of buying an old car is the ever present threat of corrosion. They were rarely treated with any form of protection other than the coat of paint applied, often being only the primer on floors, under vinyl roofs, etc.

Outwardly, my 1960 Series 62 looked fairly solid but had a bit of 'bubbling' on one rear wheel arch and wheel cover and a couple of other areas along the lower edge. There was evidence of a repair to the driver's side lower front wing just in front of the door which is a known problem area on many old cars.

I was recommended to contact a local body repair shop by a fellow American car enthusiast who had been very satisfied with the repairs to his El Camino.

The repair guy had a good crawl under and around the car and gave me a reasonable quote although we did agree that sometimes, the rusty areas go a bit further than it first appears and I agreed that I would hold a decent contingency figure for the final cost going upwards. I also mentioned that I had not looked at the floor pan.

He did not think it would be a major concern but suggested I remove the carpets and reveal the floor for when he started the work.

My daughter (aged 25 and also a bit of a car nut) assisted me with the seat removal which is straightforward once you find all of the nuts. I watched a YouTube video of a girl removing the bench seat from a 1960 hearse and she said there were four nuts. After undoing them, the seat refused to move but my daughter then found the other four! They are just on the other side of the seat runners so the bolts are actually in pairs. How we laughed…..





I then gradually and carefully pulled the carpet up which was stuck down and also had a number of small steel plates bolted to the floor to hold the carpet down around the heating/cooling tubes that blow under the seat to warm or cool the rear passengers.

Once I had wire brushed the floor to remove the sound insulation and some surface rust, I applied Kurust and a red oxide primer. I am pleased to say the floor is pretty solid apart from one small area. I have left the rusted area as it is (bottom right of photo) for the bodywork guy to deal with once he does the rest of the repairs. I'm glad I set aside a contingency but at least it's not going to need a new floor pan.

I am now trying to clean up the original carpet as new sets are around $700 including shipping. That will be a last resort unless anyone in COCGB has a gold coloured set and is willing to sell. I did think about a colour change with a new carpet but it means re-lining the door cards and the bottom rear strip of the front seat.

Here's my first attempt at a clean up—it's a work in progress.



Another discovery during a poke around to check the coil, distributor and plug leads was revealed after removal of the air filter. It appears the carburettor is an Edelbrock AVS2. That means nothing to me but I'm not complaining if it's an Edelbrock and looks pretty new too.



It has also been fitted with a 700R4 Automatic gearbox which is a GM box fitted in some Fleetwoods through the 1980's although mine is a 1992 model which had some of the earlier design flaws corrected so is hopefully a good one. I also note there is a relatively new Alternator fitted.



The car is certainly keeping me occupied in my retirement and I guess that was always the plan.

Andy *(Ed. More from Andy on Page 21)*



My other, other car is...

By Paul Buerton



A 1966 Ford Corsair, which I've owned for around 4 months. It has the 1.7 litre V4 engine with an automatic gearbox. It has covered just 55,000 miles from new (I have all the MOTs to confirm that) and it was first registered in July 1966.







I think the grey interior complements the red exterior rather well and all the vinyl seats are in really good condition. It has a column gear change and umbrella style handbrake under the dashboard to the left of the steering wheel. The windows are multi-speed, it depends on how fast you can wind the handle.



Paul

Originally names the Consul Corsair (*the Cortina was christened the Consul Cortina when it first appeared, they both later dropped their forenames*). 'Project Buccaneer' as it was known was finally revealed at the 1963 London Motor Show in Earls Court. Designed to bridge the gap between the Cortina and Consul, it was in production for 6 years between 1964-70 and was available as either a saloon or estate car. It was 8" longer, 1" wider than the Cortina and had a distinctive nose—very 61-63 Ford Thunderbird .



1966 Ford Corsair Deluxe (Auto) ***facts***

Engine: Essex V4 1663cc developing 82hp
Gearbox: Borg Warner 3-speed automatic, driving the rear wheels
Performance: Top speed 89mph, 0-60 in 16 seconds, average fuel consumption, 24mpg
Dimensions: Length 176.5", Width 63.5", Curb Weight 2156lbs.

A total of 331,095 Corsairs were produced of which 118,065 were V4 Deluxe 4-doors like Paul's. It was replaced by the Mk3 Cortina which had grown is size.

Alan Reed
Show Coordinator



Hi Caddy Fans,

Still with me? (Good). MOT time for the Fleetwood, greases up, oil and filters changed, new platinum tipped spark plug (you can't adjust the gap—but all ok). Took it up the A1, I always go up the A1, it's the only road I can get over 10mph. Didn't get far as engine started to misfire—got home on 4 cylinders.

All my fuel system is new apart from the injectors (I have 2, some cars have 8 so the Editor tells me).

New Injectors fitted and new Idle Speed Control Unit, car Ok again now.



Same can't be said for my old RAC Air Pump, so there I was, shopping again. Found an all in one unit, 150psi Compressor and 3000A Jump Start for £69. It starts a car up to 9-litres and fits in the glove box. If you'd like to know where to get one, give me a bell.



Alan

Events 2026

May
17—Fins 'n' Chrome Car Show at Gypsy's Green Stadium, South Shields, NE33 2LD
23-24—Enfield Pageant of Motoring at Enfield Playing Fields EN1 3PL

June
21-Beaulieu Custom & American Show at the National Motor Museum, SO42 7ZN

July
4-5—Classic American Stars & Stripes at Tatton Park, Knutsford, Cheshire, WA16 6QN
18-19—AACUK Summer Nationals at Upton-Upon-Severn Rugby Club, Worcestershire, WR8 0JQ

17-19—Riverside's American & Classic Car Weekend at Riverside Caravan Park, Marsh Lane South Molton, EX36 3HQ

25—American Car & Hot Rod Show at Weymouth Esplanade, DT4 7EA
26—Bristol American Car Show at Keynsham Rugby Club, Bristol BS31 2BE. £5 Entry on the day.

August
2—AAAC 'Rally of The Giants' at Stonor Park, Henley-on-Thames, Oxfordshire, RG9 6HF
2—Cadillac Owners Club of Great Britain Annual General Meeting at Stonor Park Henley-on–Thames, Oxfordshire RG9 6HF
24-30—Grand European hosted by the Cadillac Club Netherlands at NH Hotel Leeuwenhorst in Noordwijkerhout
30—Brooklands' America Day at Brooklands Museum, Surrey, KT13 0QN

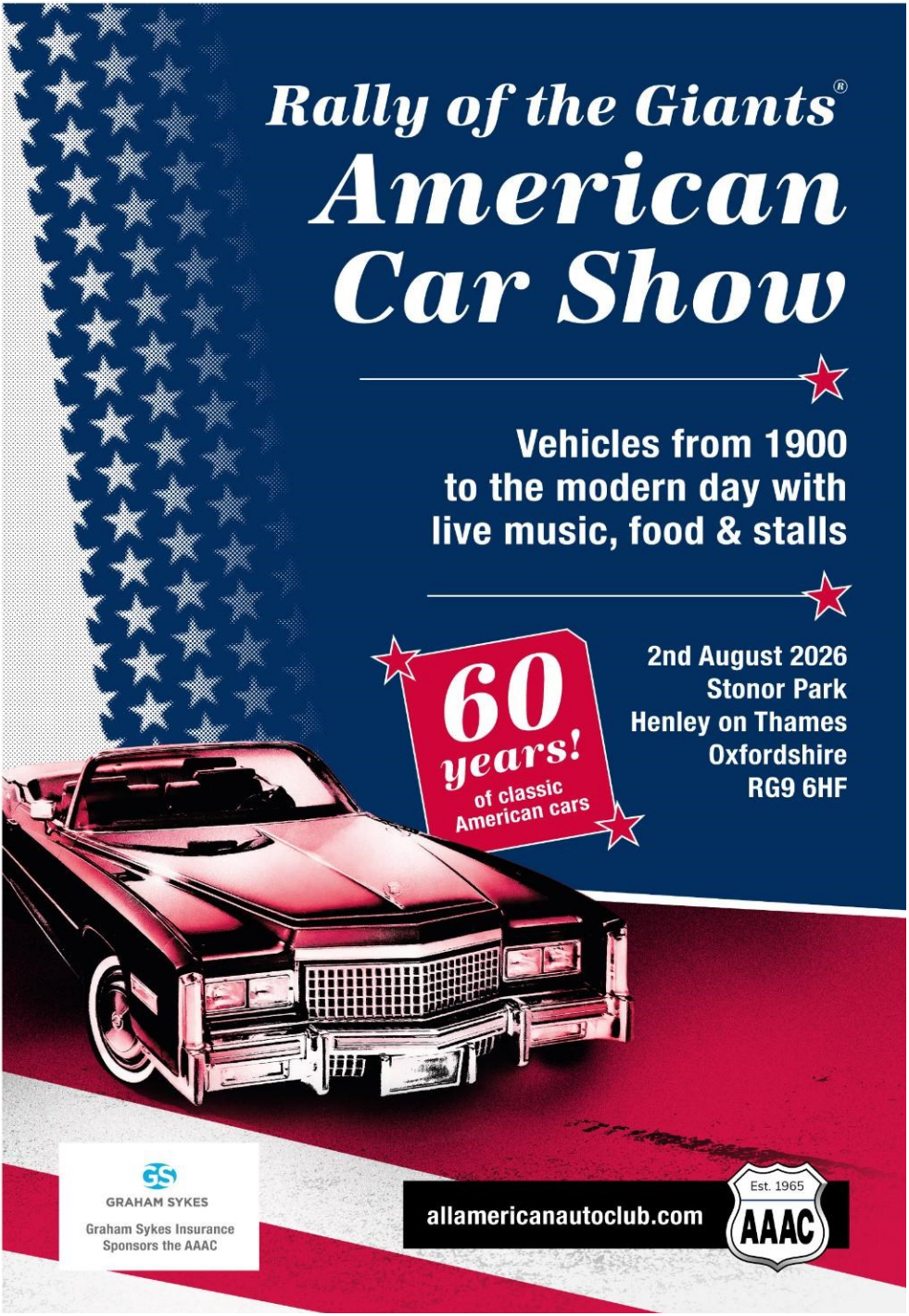
Septrmber
13—Kent's Classic Car Show at Aylesford Priory, Kent ME20 7BX

November
1—London to Brighton Veteran Car Run
13-15—Lancaster Insurance Classic Motor Show at the NEC, B40 1NT

Ed. Here's the chairman perusing the last edition with a magnifying glass. Is he scanning for errors or can't find his glasses?

And yes, that is the famous replacement telephone—looks a bit modern to me.




Rally of the Giants®
American Car Show
Vehicles from 1900 to the modern day with live music, food & stalls
60 years! of classic American cars
2nd August 2026
Stonor Park
Henley on Thames
Oxfordshire
RG9 6HF
GRAHAM SYKES
Graham Sykes Insurance Sponsors the AAAC
allamericanautoclub.com
Est. 1965
AAAC

'60 Series 62; Minor restoration work



By Andy Blick

As I write this, the Series 62 is in the body restoration shop a few miles from me in County Durham. I was recommended this guy by a friend and his work is exceptional. I had to wait until he had completed a Bentley restoration that was then sold and shipped to America.





When I bought the car, I knew there were a few areas that needed attention, the worst being the driver's side rear wheel arch with some significant bubbling. I have removed the chrome trim and wheel spat to reveal the extent of the corrosion. This will need a section cutting out and re-making to deal with this. The other areas are minor (hopefully) and I have asked him to basically deal with everything below the lower side chrome trim. I would rather deal with it all now and know it's done.

He has also dealt with both lower front wings just in front of the doors where they pretty much all rot. Previous repairs had used copious amounts of filler but he cut out the corroded areas and formed body sections to weld in.







While he has the car, I have retained the hubcaps for me to restore, which are actually 1958 caps as I was reliably informed by a fellow enthusiast on the 1959-1960 Cadillac Facebook group. I checked photographs of 1960 cars and thought he might be correct and this was confirmed by the numbers '58' painted on the rear of my hubcaps. I think I prefer these to the correct 1960 hubcaps if the photographs I have seen are of the right year.





I have cleaned the hubcaps, polished the chrome and then sanded and repainted the centre logos. I did not want to completely cover them in paint so have lightly rubbed wet and dry paper over them to expose the gold coloured ribs in each of the areas so they look slightly distressed but original.

The next task is buffing them up a bit to try and get them a little shinier. I can't wait to get the car back and will update you as soon as I can. Roll on show season.

Andy

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With thanks to Mike Bowden

Garage/Workshop (Temporary) Required

I need to pull my '78 Seville off the road to get some restoration work done. She's 17 ft long, 6ft wide and I'd need space around her to work. Ideally in the Kent / Essex area but willing to travel farther.

If you have a space I could rent, or know of someone/somewhere, please contact me at:

paulbedfordunitedkingdom@gmail.com

Thanks,

Paul

From our Lincolnshire Rep

Paul Ross



Went to a local car meet on April 4th and I'm pleased to say that we were joined by some other Cadillacs as well...



Another '68, this time a convertible—and it's pink



'99 STS Seville



'63 Coupe deVille parked next to a '38 Plymouth P6



Unmistakably a '59 and then we saw it again on Easter Monday at another show along with these two...





'74 Coupe deVille



'58 Fleetwood 60 Special 4-door hardtop

Cadillacs in the Wild





In the pink, *Pete Wood* couldn't miss this '59, it was parked next to Engine No. 1365 in Central London near the Embankment





Lincolnshire Rep *Paul Ross* was at a local Breakfast Meet on March 1st and there was a '99 Seville STS , so not 'the only Cadillac at the car meet' - Things are looking up and I expect there were sausages on the menu...



George Georgiou's '55 Coupe deVille



Engine No; 1365 (BT4) parked directly outside the Brooklands Clubhouse next to the Chairman of Brooklands Alvis.

Photo Pete Wood

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