



# Cadillac



Owners Club of Great Britain



*Wheels Day  
At  
Rushmore Arena*



# *Standard of the World*

May-June 2022

# 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

Follow us on Twitter @cadillac\_of



## 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
The saga of the disappearing fluid	5
1903 Rear Entrance Tonneau	5
Getting into trim	6
Photo-fest	7
G & M's excellent adventure	8
50's Whitewalls for sale	8
Cog-native upcycling	8
Cadillac News	9
Nailed it...	9
No, not another photo	9
Events 2022/2023	10
50's Series 62 parts for sale	10
Buying a 'used' modern Cadillac	11
A 'model' purchase	11
Cadillacs in the wild	12



Front Cover: Wheels Day at Rushmore Arena—photos by Colin Tregunna with his '60 Sedan deVille Flat-Top in the centre and Bucks, Beds & Oxfordshire Rep Andy Inglis' 1954 Eldorado, 3rd from left, bottom row.



# Club News

## From the Chairman



I was very pleased to hear that the American Auto Club UK has survived following an EGM, where volunteers agree to take on the vacant committee posts. Without them, a club that started in 1981 would have simply disappeared and we in the 'American Car' community would have lost one of our major players.

You'll notice I said 'American Car' rather than American Classic Car', because I think there is a need to acknowledge that if our hobby/obsession is to survive, clubs need to embrace the more modern cars. We as a club have always done that with vehicles ranging from 1903 to well into the 2000s, we're lucky that Cadillac has been going that long, it was an old company when I was born!

Sadly, through no fault of their own, the AACUK Summer Nationals at Hatton have been cancelled, so as a club, it's likely we'll only be at Rally of the Giants. In my opinion, it's the best American car show there is in this country. If you can, please come along and support them and your club—in fact why not come and park with us.

Some years back, at an AGM, a member asked why we didn't organise our own shows. The answer was (and still is), we don't have the funds, or the people willing to organise such an event. It would be a case of few hands make heavy work.

Well, that's my sermon over for this issue, I look forward to seeing many of you over the summer.

Take care,

Peter B Griffith

## Rod Bevan



## Treasurer/ Membership

### Welcome to our new members

Welcome to Barry Barnett of Caernarfon with a 1998 STS and Peter Maund of Walsall with a 1959 Deville 62 Series.

### Help for Ukraine

The situation and suffering in Ukraine has influenced us all. A very sad situation indeed. The committee took the decision that we, as a club, should help to alleviate their plight at least in some way. We did so by contributing essential supplies of products via 'Hereford Help Ukraine'. Contributions are sent from village collection points on a weekly basis and trucked to Polish relief centres with voluntary drivers and donated vehicles.

The club contributed just over £250 worth of goods in the form of baby products, toothpaste, and other daily essential hygiene products.

### Other matters

Look out at the forthcoming events on the events page and please let others know of shows that you are attending. We are all looking for places to go now that we are allowed out. I know fuel is an issue, but we have the vehicles so let's get on with it.

Please note that AAC(UK) event at Hatton Country World, near Warwick, will not be held this year. We will be at Blenheim Palace for the Rally of the Giants event held by the Pre 50's AAC. **You will need to pre book via the Pre 50's AAC website.**

That's all folks.

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

### Rod

## Phil Htole Editor



First of all, apologies to Graham Darby for missing off the US CT4 figures from his Global Sales 2021 Update—I put the error down to incompetence and unruly fingers. If you were wondering what the figure was, the answer is 7,253, previous year 4,889. The answer to Life, The Universe and Everything remains at 42.

Many of you will remember Marley, our Guide Dog puppy, well I'm pleased to tell you that he qualified as a Guide Dog in mid April and is working in Bristol. Though he's moved on, he is still part of our family and we are immensely proud of him.



It would be nice to have a few more 'feature cars' or 'my other car is' articles. Remember, it's just a few photos and a paragraph or two. If you want to send an article that would be most welcome as would photographs.

With the show season shortly upon us, the July - August edition will be delayed a couple of weeks to allow us to include coverage of Rally of the Giants where we will have our club hospitality suite. It will be a great show, it always is, so if you can, please come and join us.

On the Cadillac front, my '92 Sedan deVille is at the paint shop, having the hood, roof and deck-lid repainted. It was done back in 2013 and whilst I was initially very pleased with it, it seems the 'professional' company that did weren't that bothered about moisture in their airline, which caused some strange and very un-Cadillac like paint effects—it looks awful.

Of course, once fixed, the wheels will look terrible, so they will need doing..... A never-ending saga continues.

Stay safe, stay well,

Phil



# Amos' Autos

*'Hanging out with the cool dude'*



Hey Dudes,

As you know I'm very fond of the 'strange and odd' (I think that's why I get on so well with the editor) and often it comes in small packages, but today to start with, we're going BIG....



It may not be a name that's familiar to you, but American LaFrance have been around a long time. This example dates from 1914 and comes with a 14,500cc engine driving the rear wheels via rather large chains.



The company, which ran from 1873—2014 were famous for making fire

appliances—whenever you see a fire engine on one of those old American movies, it'll likely be an American LaFrance.



As to the car, it's a Firechief model and was originally red. For some strange reason, when I look at it, side view, I can't help but think of

the movie 'The Great Race'. American LaFrance (ALF) also built around 22 passenger cars between 1910 and 1920.

Small by comparison, this 1906 Bianchi race car had a 4-cylinder 7,000cc engine, that's some pretty big pistons! This



particular car was owned by the late Lord Montague of Beaulieu and won its class in the 2016 Paris - Vienna Rally.

Founded by Eduardo Bianchi in 1885, the company is most famous for producing bicycles. In fact it's the world's oldest bicycle manufacturing company in existence. Many of you will of course associate the name with Autobianchi, a 1955 joint venture between Bianchi, Fiat and Pirelli. Their first car came in 1957 was the Autobianchi Bianchina Trasformabile Special (weird how so many small cars have impossibly long names!)



Based on the Fiat 500, with a 499cc 2-pot air cooled engine in the back, it was marketed as a 'second vehicle in the

household', and a luxurious 'recreational vehicle' - how times and perceptions have changed, that last description would be attached to the likes of Cadillac's XT4/XT5/XT6 and the upcoming Lyriq these days. Autobianchi continued until 1969 when it was fully absorbed into the Fiat Group.

Fiat themselves weren't averse to a big engine either. Back in 1907, the company that is famous for small cars with tiny engines, took advantage of a Grand Prix rule change to build the 130HP. At 16,286cc, more than double that of the 1906 Bianchi, each of its 4 cylinders (yes that's right, another 4-pot) weighed in at 4.5Kg, nearly 10lbs in old money.



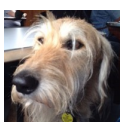
Mention the word 'Hemi' and most people would think Chrysler or Dodge and associate it with the oft misused term 'Muscle Car'. Whilst the Chrysler Corporation has made much of the 'Hemi' name since 1960 in reference to the engines hemispherical combustion chambers (latest incarnation to your right), they were by no means the first to use them. They have been around since 1901 and



manufacturers such as Alfa Romeo, Aston Martin, BMW, Toyota, MG, Nissan, Porsche and many others have used them. The 1949 Jaguar XK series (pictured left) which ran from the D-Type to the XJ6 used them, as did the 1907 Fiat 130HP above.



*Stay Cool Dudes...*





# The Saga of the disappearing fluid.....



By Graham Howard-Wall

Ever since I have owned the 49 Cadillac Coupe deVille, I have had to keep topping up the AQF fluid that operates the windows and front seat. There has been no oil dripping onto the floor of my garage or obvious leaks on the car. At the NEC in November, Melanie was kneeling on the carpet in the rear of the car. When she got out the knees of her dungarees were wet. We put this down to the rain we had driven in on the Wednesday getting to the NEC.

When we got home after the show, we put all the clothes into the washing machine. Washing done, now hang it on the line to dry. Only problem was the knees on her dungarees still had a mark on them. She had to rub some stronger cleaning fluid to remove the stain.

This is when I realised what has been happening! I went to the car and rubbed my hand over the rear carpet. Not a surprise to me my hand got wet, but to my horror it left a red tinge on my hand!

After 5 years I had found the leak!!! I removed the carpet and underlay to reveal the hydraulic pipework which operated the front seat ram. The flexible rubber pipe was perished.



The pipe was easy to sort out. A local independent tractor workshop made a replacement for me. The carpet and underlay had soaked up approximately 5 litres of AQF fluid. The underlay fell apart as I lifted it out, so a replacement was sourced. The carpet was in reasonable good condition, so I started to clean it. This was proving to be a challenge.

Firstly, I tried an industrial carpet cleaning machine. Nope not working! My neighbour does house cleaning as a profession. He recommended using a washing up liquid solution and sponging that into the carpet. After sponging the solution half a dozen times, I then sprayed it with water to rinse it out. Nope not working! This needs something more aggressive to get the oil out. The mechanic in me decided to try 'GUNK'.

Guess what? It worked!!! The only problem was the smell. So back to the washing up liquid solution to wash out the smell and that worked, phew!



Sorting out this problem uncovered another issue. The foam in the front seat had started to disintegrate. Another thing to sort out! I suppose I should expect this with a 72 year old car. That's a story for another time.....

## 1903 Rear Entrance Tonneau

Latest Update from Pete Wood

My 1903 has just been 'ironed', which was the terminology used in the Cadillac shipping records to say the seats have been fitted with brackets (so a top can be fitted). This has to be done, prior to fitting the new leather which covers the majority of the brackets. You can just see the remains of the original, dry and split leather in the rear tonneau, which will be used as a pattern. The location is actually at the workshops of master saddler Nigel McConnell, in Ripon, who has just finished a slight make-over of the 1904 Model B. The B belongs to American, Sheldon Marne who owns three of these cars. This one lives permanently in the UK so he can do the London to Brighton run.



I found this fantastic, period photo which I have given the trimmer to ensure I get the correct 7, 8, 7, 8 rows of deep buttons on the seat cushion.



*The adventure continues over the page.....*



# Getting in trim

Things are moving at a pace as Pete Wood explains

My 1903 Cadillac is now with a fantastic coach trimmer in Harrogate, Yorkshire - Gibson's, owned and run by Adrian Windsor who has worked at this historic establishment for just 53 years.



According to Adrian, the UK now has only about a dozen coach trimmers - people who are skilled in repairing horse drawn coaches, as opposed to modern car trimmers who use different materials and techniques.

The Gibson establishment has been in the same location since the First World War when Mr Gibson, who trained Adrian, was demobbed from the army. Virtually nothing has changed, at this establishment, in the last 100 years. Located in former stables, and sat next to a row of businesses, such as blacksmiths, coach makers etc, the last piece of new equipment was bought by Gibson in the early 1970s. It is a veritable time warp.

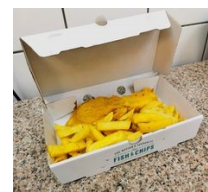
I was slightly ashamed to hand over the very tatty remains of the original upholstery that I had carefully prized out of the rear tonneau when I purchased engine number 1365. But Adrian's face lit up - and there followed an interesting half hour, as Adrian carefully measured the pleats, buttons and slowly picked away at the 118 year old stitching (while making careful notes). Adrian has upholstered hundreds of veteran cars, including early Cadillacs. I had taken him a LOT of photos of restored and well known Cadillacs.



Adrian compared the restored cars, circling details and again making notes. After a long time, he looked up at me and said (pointing to the restored cars) "They are ALL wrong!" Adrian then pointed out where other upholsters had made mistakes. It seems that, for the last 50 years or so, US trimmers have been making seats with full diamond pleats. In fact the early Cadillacs had 'half diamonds.' I got a quick lesson in the

differences and made the decision that I would prefer my car to be upholstered to the original specification - and not like the majority of restored cars.

All this new information to absorb, my brain needed feeding, So myself and Adrian had a veritable feast - Yorkshire fish and chips, courtesy of Bradley's. Nothing better than nattering about old cars, and tucking into a massive piece of battered cod.....



**Update on the update—** Well this is a bit embarrassing. I just found I had an original 03 rear cushion, which I had forgotten about completely. My neighbour was just helping me push the 03 delivery body and asked "what is that old leather thing in the back?" Great excitement, in Harrogate, when I sent a photo an hour ago. It is now on its way, by Royal Mail, to Yorkshire. The button count, from front to rear, is 3, 3, 4, 2. Again, half diamonds. Adrian, the trimmer, says this will unlock all the information he needs, for height of the cushions etc. Whoopee!



It is splitting apart at the front, corner. But that is a seam.

In the centre of the base is a brass eyelet. A big dowel went between this and the seat frame of the rear tonneau. It was enough to stop the seat sliding under braking etc.....

I have asked the trimmer to replicate this tooling detail on the front valence.....



Tooling shown full length. This will be replicated on the front cushion also.

**And finally.....**Some will question my decision on this - and I admit it caused me many sleepless nights. But I will NOT be covering the rear entrance tonneau door in leather. This original photo of the car shows the door was plain - and after running it through colorising software, the inside of the door was painted black (not maroon).

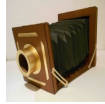
*Ed. I'm really looking forward to seeing this car when it's finished.*







# Photo-fest



With Graham & Mel and Paul & Angie



Graham & Mel doing their best to be inconspicuous. It's not working is it?



1930 Packard Phaeton



Fun, fun, fun, 'til her Daddy takes the T-Bird away



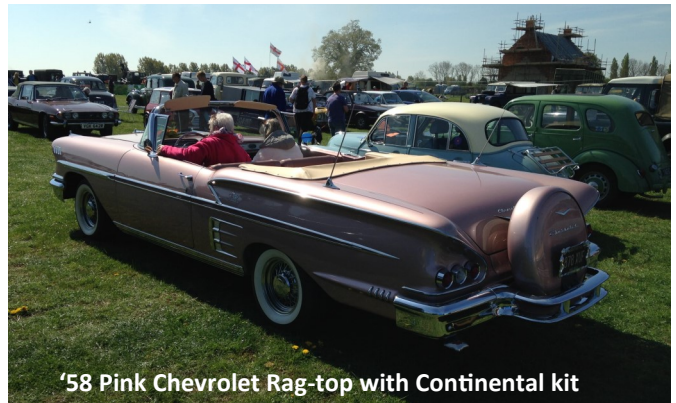
1960 Borgward Isabella



Wolf in Bank Manager clothing, 'Big-Block' V8 powered Rover



Brace of Chevy Pickups— 1942 & 1953



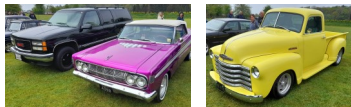
'58 Pink Chevrolet Rag-top with Continental kit



Make that 3 with a '58 El Camino



Keeping them all in order— Cool Fuzz in Chrysler Patrol Car



'63 Chrysler



En-Route to Radiator Springs perhaps, the 'fabulous' Hudson Hornet from 1953



Want to ensure a table and good service at a restaurant? Then take a tip from Paul & Angie and use up most of the parking spaces.....



# Graham & Melanie's Excellent NEC Adventure

By Graham Howard-Wall

Taking an old car on a long trip takes a bit of planning and preparing, so first task was to get the car ready for the journey.

**Step 1.** Arrange with a friend to use his 2 post lift to check under the car. Also, whilst on the lift I charged all the grease nipples with fresh grease.

**Step 2.** Do a complete service. Checking ignition, carb, brakes and fluids. Ensuring all other fluids are up to level.

**Step 3.** Making sure I have necessary oils for topping up in the trunk. Check the tool kit is all there and clean water for the cooling system.

Right, the car is mechanically ready. A bit of research now to find where suitable filling stations that sell 'Super' unleaded. But as a backup I pack a couple of ethanol treatments.

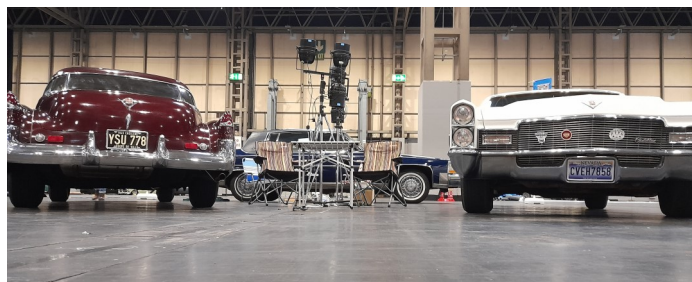
Now to sort out ourselves. The main thing was to get our covid passes sorted out. Melanie was easy as she is a nurse. She tests regularly and registers the results, no problem there. Mine was different, so I applied for my covid pass. It only became available as we checked into the hotel at the NEC. Talk about last minute!

3 days before the journey to the NEC I checked the weather forecast. Great it said no rain on the day of traveling. Right time to get the car cleaned inside and out. Polish the paintwork and shine up the chrome. The chrome takes a day on its own!

Lucky for us the hotel had been sorted by Julie Williams. Big thank you to her!!!

Wednesday morning and ready to set off. But guess what? It's raining! All that effort put into cleaning and polishing gone to waste. We set off planning to do a couple of stops on the way. The car is cruising comfortable at 60mph. The vacuum wipers are an interesting experience. Any acceleration they slowdown and initial pulling away from standstill they stop. We end up only doing 1 stop and the fuel consumption wasn't too bad either.

We arrive at the hotel and check in. We drop off our bags and have a look at the room. Tea and coffee facilities (nice)! This is the point where my covid pass appears. Then on to the hall to start setting up the stand. When arriving at the hall we were met by Alan and Kath with their '81 Fleetwood. Parked our cars on the stand and set to cleaning the cars again.



On the Thursday, Paul and Angie Ross arrived with their aircraft carrier disguised as a '68 Coupe deVille. We all got stuck into setting up the stand. Graham and Julie provided the lighting, which included a rotating projected Cadillac emblem on the runway of the Ross aircraft carrier. Nice touch!



Friday to Sunday, the show days were a great experience. Talking with the public about the Cadillac Owners Club and the cars on display. We were able to walk around the halls looking at the other displays.

We had the honour of Rod Bevan and Phil Hole putting in an appearance.

Monday and pack up time. Everything cleared away and a 3 Cadillac convoy out of the NEC. A dry run home made it another enjoyable day.

We thoroughly enjoyed the whole experience and would we do it again? Yes, you bet we would!

Graham

## '50s Whitewalls For Sale

Anyone out there in need a set of whitewalls for a '50s Cadillac? If the answer is yes, then **Bernie Murphy** has a set of 4 (L87-15) for £200.

Interested, give Bernie a bell on **07949 859442**



## Log-native upcycling

When you can't bear to part with that old transmission? Much more hygienic than an engine block coffee table





# Cadillac News.....

**CT4-V colours up** —with Electric Blue for the 2022MY.



Whilst many manufacturers favour Silver, Black and White in their line-up, they can appear a bit too grown up and serious.

## Being a Cadillac fan of many years

—It's a certainty that I'll never be able to afford a new one unless my lotto numbers come up. Even if they do, I would dig my heels in over a 40 grand dealer price



hike for an Escalade Sport Platinum, but it seems it's a practice that's going on. We've seen the same thing happening with the C8 Corvette and is no doubt down to supply and demand. Whilst \$40,000 may be an extreme, even a 5-10k dealer add-on would encourage me to shop somewhere else. Will the same thing happen with the Lyriq? Will GM price themselves out of the EV market through 'Dealer Greed'? Let's hope it's a practice they clamp down on, the Cadillac brand needs to maintain its dealer integrity.

**Talking of a price hike**—this time in aid of charity, the first 2023 Cadillac CT5-V Blackwing 120th Anniversary Edition to come off the production line has been auctioned by Barrett-Jackson, in Palm Beach, Florida, the hammer falling at \$250,000. As the name suggests, it celebrates 120 years of Cadillac and to mark the occasion only 120 examples will be produced.



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

## Nailed it.....

With all the advances in both tyre technology and in-car monitoring, it's increasingly easy to 'forget' about tyres on the modern car, but be warned, you could be treading a perilous path. This tyre from a Porsche 911 Carrera 4S was recently changed because it was near to the tread limit.



The nail hadn't caused any loss of pressure but could have caused a catastrophic failure at high speed, Yes, the monitoring systems are great, but nothing beats a visual inspection.

## No, not another photo

of Paul & Angie Ross' '68 Coupe deVille. This one was slightly bigger. Built in the 1990s by customizer Jay Ohrberg and based on a 1976 Cadillac Eldorado, "The American Dream" was officially named the world's longest car by the Guinness Book of World Records, at 100 feet (30.5m in new money).

With 26 wheels (checking tyres was a day's work), 2 engines and an articulated centre that needed a 2nd driver to operate, it's manoeuvrability was, to say the least, compromised. On the plus side, being front wheel drive meant no need for the worlds longest drive shaft, but it did have optional extras, a putting green, hot tub, swimming pool with diving board and a helipad. Having recently undergone a 3 year restoration, it's

now back to its former glory and grown an extra 1.5 inches. If you check out 'Worlds longest Cadillac' on YouTube, there's a video of a helicopter landing on it.

Makes you realise how small an compact Paul & Angie's car really is.





# Events 2022

Those in *italics* denote a Club Event so come and join us

## June

5—**Pre50 Bristol American Car Show** at Keynsham Rugby Football Club BS31 2BE

11-12—**American Speedfest** at Brands Hatch DA3 8NG

14-19—**Grand European, Freiburg, Germany.** This is the new date set following the postponement of the 1-6 June 2021 event.

## July

2-3—**Classic American Stars & Stripes** at Tatton Park WA16 6QN

10— *Pre50 AAC Rally of the Giants at Blenheim Palace OX20 1PP*

17—**Classic & Supercars Show** at Sherborne Castle, DT9 5NR. Go to [www.classic-supercars.co.uk](http://www.classic-supercars.co.uk) for ticket details.

## August

**Bridgwater Classic & Vintage** at Morganians Rugby Club TA7 8QW

## September

16-18—**Goodwood Revival**, Goodwood Circuit PO18 0P

## November

11-13 **Classic Motor Show** at the NEC B40 1NT

# Events 2023

## September

15-17 **Isle of Man Festival of Motoring** →

## '50s Series 62 Sedan Parts for Sale

Peter Griffith was contacted by John Brown of John Brown Restoration Ltd. Some years ago he was involved with the completion of a restoration to an early 1950's Series 62, 4-door sedan.

Not a straight forward process, he was picking up where others had left off and as a result many parts were over ordered. 20 years on and he still has those parts. They are mainly body fitting parts, door seals, a rebuilt instrument unit and time clock, there are also some light fittings and sundries etc.



John who is based in West Sussex would ideally like to sell it all

as one lot. He estimates that at the time of purchase and including delivery and import duty it cost between £2,000 and £3,000. He would be happy with £1,000 for everything.

**PRE 50 AMERICAN AUTO CLUB**  
Presents  
**BRISTOL AMERICAN CAR SHOW**  
Sunday 5th June 2022, Keynsham Rugby Football Club, Keynsham, Bristol, BS31 2BE  
For details email Luke Passmore: [luke@pre50aac.com](mailto:luke@pre50aac.com)

**RALLY OF THE GIANTS**  
Sunday 10th July 2022, Blenheim Palace, Woodstock, OX20 1PP  
For details email John Sewell: [john@pre50aac.com](mailto:john@pre50aac.com)

**THE SHOW FOR ENTHUSIASTS OF ALL AMERICAN VEHICLES**

**ISLE OF MAN FESTIVAL OF MOTORING**  
**Cadillac OWNERS CLUB OF GREAT BRITAIN**

**2023 AMERICAN EXTRAVAGANZA**  
BE A PART OF THE BIGGEST GATHERING OF AMERICAN CLASSICS EVER SEEN IN THE ISLE OF MAN

**Festival Dates - 15th to 17th September 2023**  
**Cadillac Owners Club Preferred Hotel & Package**  
**The 4 Star Comis Golf Hotel & Spa - 5 Nights from £749.00\* Per Person**  
**(Other hotels & packages available from just £379.00\* Per Person)**

\*Prices are per person and based on 2 people in a car and sharing a twin or double room

**Look What's Included**

- Return IOM Steam Packet Ferry Crossing to the IOM • Choice of 3, 4, 5, 6 or 7 Nights Hotel Accommodation
- Buffet Breakfast each morning • Exclusive Closed Road Run on the Sloc Mountain Road
- Admission to the Isle of Man Motor Museum • Admission to the Jurby Transport Museum
- American Extravaganza Static Car Display in Douglas • Police Escorted Motorcade on the 'TT Circuit' from Douglas to Ramsey
- Exclusive Run on the 'TT Mountain Road' • Manx Afternoon Tea at the famous Greg-Ny-Baa
- Exclusive Photo-shoot at the TT Grandstand • Detailed Road Book featuring Festival of Motoring Information
- Commemorative Rally Plate • Complimentary Car Parking at all hotels

**PLUS**

- Optional Track Sessions on the Jurby Airfield Circuit • Optional Gala Dinner with Dinner, Entertainment & Dancing

**FOR FULL DETAILS OR TO BOOK ☎ 01732 879153**  
**or see our webpage [www.iomfm.com/cadillac-club-package](http://www.iomfm.com/cadillac-club-package)**

In total – around 4 x 18 inch square boxes, plus some long body side trims and 4 special rear windows as well as the instruments pictured above. He would be happy to deliver, free of charge, within a radius of 100 miles from the south coast.

*Ed. How feasible it is that someone would want to buy it all I don't know, but there may be some parts that you would be interested in and you may be able to buy individually.*

**For further information, Contact John:**  
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# Buying a 'Used' Modern Cadillac

If you are in the market for a modern Cadillac, then arguably the best people to buy from are fellow enthusiast, people who know about the cars rather than the '2nd hand' trade who aren't that knowledgeable about our favourite brand, though sometimes there isn't an option especially where you have a trade-in.

I've been a fan of the SRX for many years and I've driven several cars with the 3.6 litre V6 engine, so at the behest of the assistant editor (pictured right) who isn't that keen on riding in the back of the Alfa Romeo, I had a hankering to up my Cadillac ownership to 2. I know what you are thinking, how decadent can I get. Autotrader yielded a couple of examples of the Mk1 SRX, one of which an '08 in black was possibly in price range



with a good trade-in on the Alfa. After a call to the dealer selling the car to make sure it was still there, Lin and I set off to look at it.

According to the seller it was in excellent condition, its only fault a slightly sensitive motion sensor alarm. As you can see from the photos it looks like a really nice car, enthusiasm was high.



Despite being right-hand drive, sinking into those comfortable leather seats, I felt right at home, things were looking promising. 'Take it for a test drive they said.....' And that's where the rose tinted spectacle syndrome started to fade. The whine from the gearbox on acceleration wasn't good and the brakes were spongy to say the least. Coasting, it was very Cadillac, smooth, quiet and comfortable. Acceleration and braking not so. Back at the car lot, a quick inspection of the aging brake discs and their cob-webs, suggested the car hadn't moved in a while. The interior was in good condition and the SRX had only covered 88k miles. Being a 7-seater, I ventured rearward to see how they worked. Press the button and the seats slowly



transform into a large flat load area, in theory anyway. The back of the seat had broken away from its fixings and wouldn't lie flat. Nor would the middle row move on their rails. Would the answer be in the handbook? Who knows, there wasn't one. At the right price, all those things were fixable, bar one—the gearbox whine.

We live in a world where increasingly we rely on photographs rather than the old days where it was a few lines in the local paper, or Exchange & Mart and you had to go and see the car.

The latest trend is having your new or used car delivered without physically seeing it or taking it for a test drive... .. How times have changed and not for the better.

We're still a '1' Cadillac family, but the Alfa has gone, replaced by a..... I'll leave that revelation until next time.

## A 'model' purchase

By Paul Ross

Further to the excellent series of 'little caddies' articles by Paul Nieuwenhuis, I thought I would share some pictures of my latest purchase.



The model is of a 1968 Cadillac Coupe deVille in Grecian white, the same as my car, and is the standard scale of 1:43

The model is made by GLM models who produce a lot of models mostly from the 60's and 70's (but also some 40's and 50's) that other companies don't do, with a lot of Cadillac models represented, check out their website to see what is available.



Most of the models are produced in very small production runs (this model of a 1968 Coupe deVille is number 72 from a total production run of just 199 models) and are not exactly cheap, but are very detailed and with such small production runs they can be very hard to find, usually only stocked by specialist shops....

Here it is pictured with my 1:24 scale model of the same car, which was featured recently in the club magazine. An original GM promotion item it was used by dealers in 1968 as colour samples for the full size cars.... but also given to car purchasers 'so that little Johnny could have a car just like dad'





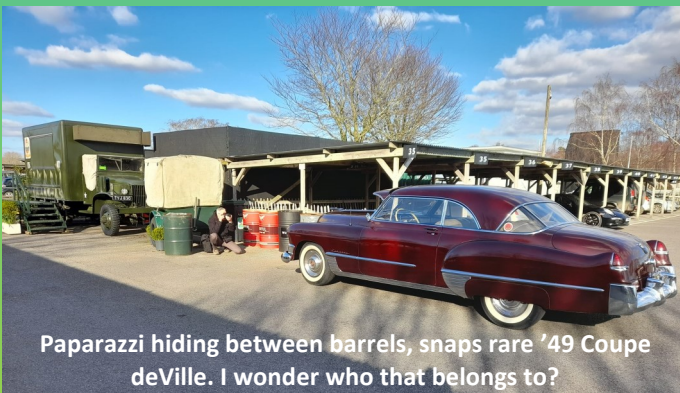
# Cadillacs in the Wild



Paul & Angie Ross' 1968 Coupe deVille at another local car meet in early March. It may have been the only American car there but no one could say there wasn't a large US presence.



Sunny day in Yorkshire—Pete Wood's 1903 Rear Entrance Tonneau with younger relative, a 1904 Model B Ed. For more details see page 5



Paparazzi hiding between barrels, snaps rare '49 Coupe deVille. I wonder who that belongs to?



Andy Blick's '05 CTS



Andy Inglis' 1954 Eldorado



Rare BLS spotted at a local car park by Derek & Nola Eaton



Simon Green's '05 CTS 3.6



'Our Man In Ireland' Nick Stratta's '65 Ragtop



Looking magnificent at a standstill, Tony Clark's '73 Eldorado basks in the sunshine whilst Tony saves up for some petrol



Long drive home for Andrew Fenwick's '77 Fleetwood Brougham

Stay safe

