



Cadillac



Owners Club of Great Britain



Standard of the World

November—December 2016

Cadillac Owners Club of Great Britain

Affiliated to the Cadillac-LaSalle Club of America

C o m m i t t e e

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

(For Cadillac LaSalle Club membership, contact Mike or Nancy Book on 001 614 478 4622 or CLCoffice@cadillaclasalleclub.org)



Chairman

Peter Griffith
"Millbank"
Mill Lane
Wallasey
Wirral CH44 3BN
0151 6301414
07966 869657
v8v12v16@globalnet.co.uk

Treasurer

Bob Thomas
15 Bleakley Avenue
Notton
Wakefield WF4 2NT
01226 722454 (7.00pm-9.00pm)
robthom1uk@yahoo.co.uk

Membership

Rod Bevan
420 Tilehouse Lane
Tidbury Green
Solihull B90 1PX
01564 822914
rod.bevan@btinternet.com

Website

Ken Pandolfi
Mulberry House
84 High Street
Long Crendon
Bucks HP18 9AL
07506 406372
cocgb@outlook.com

Show Organiser

Rod Bevan
420 Tilehouse Lane
Tidbury Green
Solihull B90 1PX
01564 822914
rod.bevan@btinternet.com

Area Representatives

Essex & Herts

Alan & Kath Reed
57 Silkstream Road
Burnt Oak
Edgware
Middlesex HA8 0DD
0208 2010147

West Yorkshire

Bob Thomas
15 Bleakley Avenue
Notton
Wakefield WF4 2NT
01226 722454 (7.00pm-9.00pm)
robthom1uk@yahoo.co.uk

Birmingham

Derick Jackson
103 Curbar Road
Birmingham B42 2AY
0121 3574674

Scotland

Iain Morrison
5 Pinkerton Street
Dunfermline
Fife KY11 8LN
01383 411648
naebawbees@gmail.com

Ireland

Nick Stratta
32 Effernock Manor
Trim
County Meath
00353 469 436204
nickstratta@gmail.com

Secretary

Judith Bevan
420 Tilehouse Lane
Tidbury Green
Solihull B90 1PX
01564 822914

Editor

Phil Hole
9 Westview
Paulton
Bristol BS39 7XJ
07756 205467
holepl@aol.com



In the Trunk this Issue.....

Committee	2
From the Chairman	3
Treasurer	4
International Events	4
Membership Secretary	5
Amos' Autos	5
Pass-Key III problems	6
Power Steering Leak	7
Website	8
Editor	8
Hints & Tips	9
Events 2017	9
Tin Worm Attack	10
'78 Seville for sale	11
Market Place	12
Club Merchandise	12

Club News

From the Chairman

Back up and running

When our Editor Rob Maidment suddenly left us ,we on the committee felt, now follow that.

Rob did such a great job with the Magazine and the Website, so how were we going to fill that void. When Bob Thomas our Treasurer did that great job of a memorial magazine in memory of Rob, he mentioned we were not able to say when we could have the magazine back in circulation, but no worries we got two kind gentlemen, Phil Hole offered to take on the editors job and Ken Pandalfi the website. Wow that was more than we ever expected and for which I sincerely thank them.

Need the space

I have a very nice 1991 Sedan de Ville up for sale. It's just had an MOT and is in top condition. Hoping for £3500 or thereabouts.

Club News

As we're just getting things rolling again, I'll sort this out for next time. In the meantime keep the articles and photos rolling in.

Happy Motoring and Happy Christmas to you all.

Peter B Griffith

From Ludwig Medel, CLC Member from Austria

Dear Sir,

Today I received the new issue of the Cadillac-LaSalle self-starter and the new 2017 International Membership Directory, that's from what I do have your email from. I am a Cadillac enthusiast from Austria, Europe and do have Cadillacs mostly from the 50's. And now I decided to go a few years back.

I would be interested in a Cadillac/LaSalle pre-1940 and after searching a few month nothing shows up here in Europe. Of course there are many in the US but I would prefer to buy here in Europe. So i decided to give it a try and would like to ask you, as a President of your country's Cadillac Club, if anyone in your club, or anyone elsewhere in your country do have a 1934-1940 Cadillac/LaSalle for sale? Would prefer a 2-door coupe in good shape. But if you know of any other body style, let me know, too. Could be a car with minor issues, but definitely not a car for a full restoration. I do not have the time to do another restoration by now. (I finished a frame off restoration a few years back and doing one on a 1957 Eldorado Biarritz right now)

Would be very helpful if you could pass my inquire to whoever it interests.

Thanks in advance, best wishes from Austria,

Ludwig Medel

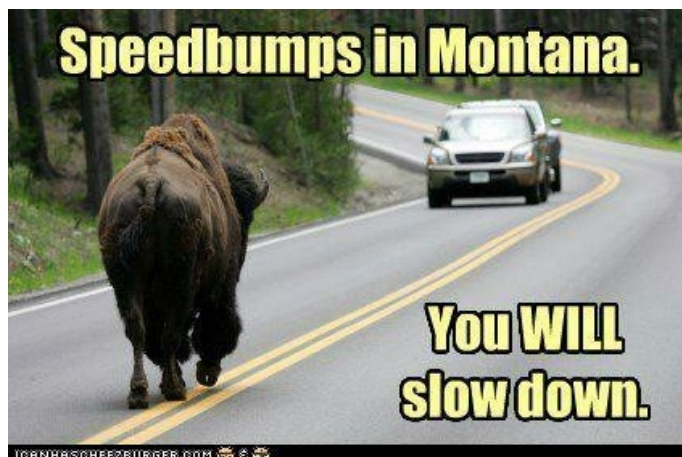
CLC#24724

Cadillacs on the Show Field at 2016 Rally of the Giants



Cadillac Line-up at 2016 Rally of the Giants

You think we have problems with sleeping policemen



Bob Thomas

Treasurer

Hello Everybody,

You have probably read already earlier in this issue, but I am going to say it again, that Phil Hole has kindly offered his services as Editor of our magazine and this is his first issue. Many thanks to Phil for taking on this important role.

OK, we all need to give him some support now. Any stories, photographs, maintenance tips, parts for sale, cars for sale, in fact anything at all Cadillac related, get it off to him. His contact details are at the front. There may be some slight changes to the format, for example a member's cars page. Any suggestions let Phil know.

Also thanks to Ken Pandolfi for taking over the website. Another important job. Ken is constructing a new site and there should be further details elsewhere in this issue but the same applies. Ken needs our support with content so get your photos etc to him.

My wife Kath and I spent a weekend with Linda and Ed Maidment recently, the late Rob Maidment's wife and son. Linda wanted some help sorting through all of Rob's Cadillac archives, cars and parts and I was pleased to help out. He certainly had a lot to go through and Ed and I spent all weekend sorting it out. The upshot is that there are a lot of Seville parts for sale and you will find a list on page 11. If there is anything of interest contact me first to arrange things.

Watch out for Rob's roadster at the Mayor of London's New Year parade. It has been chosen to be one of the vehicles in the parade and will be driven by a close friend of Rob's. Soon after that the car is probably going up for sale and more likely than not will be auctioned. I will keep you informed on developments. I was lucky enough to accompany Ed and the car to the local MOT station for it's annual test on the Saturday, which it passed with no problems. It is very quick and drives superbly. His other car, 1978 Seville, is for sale now, details on page 11.

Well, winter is nearly upon us and Christmas is just around the corner so I would like to wish everybody a very merry Christmas and happy New Year.

Bob Thomas.

From Peter Wood

Hi Bob,

I was the highest bidder for this, the other day, on eBay. It is a bronze medallion, about 3in in diameter, celebrating Cadillac's success at being awarded the Dewar Trophy for the second time.

I posted about this on the Early Cadillac Register, but got no response. I thought you might like to have it for the club magazine?

It's en route to New York at the moment, where my wife is

currently working on business (she is American). Hopefully it will arrive in time for her to carry it home, in her suitcase.

If you want to borrow it, at any time, let me know. I googled it, without success - and only found a small reference to the medallion in a grainy photo on the Cadillac Database Arjewel



The medallion came from an estate in Maryland, USA. The deceased had no known connection with Cadillac, according to his family.

The dates are strange and don't match the actual date of winning the award. My guess is it is the date the cup was actually received...?

Hope you are well.

International Events

Hosted by the Valley Forge and Potomac Regions the 2017 Grand National takes place July 31st thru August 6th at Hilton McLean Tysons Corner, McLean VA 22101



Closer to home the Grand European is in Copenhagen



Rod Bevan

Membership Secretary

New Members

A very warm welcome to new members this time: John Metcalf of Sunderland with a 2007 CTS Sport Luxury, Peter Pryde of Wantage with a 1975 Lincoln Continental Mark IV and Robert Lucas of Leicestershire with a 1997 Eldorado.

Editor and Website

A warm welcome to our editor and website manager. Phil Hole is our new editor and Ken Pandolfi becomes our website manager.

Shows

‘The Stratford upon Avon Motor Festival’ is the first show I will be attending in 2017. Held on Sunday 30th April and Monday 1st May, this is great show and day out with a tour around the local countryside finishing with a display of vehicles parked within the town. Vehicles are displayed in categories, with Americans parked together. Members will need to book via the festival website at stratforward.co.uk for this event.

Please view dates on the show page. The Stratford Festival is local to me and other Midland members. Please let us have your local show dates for the magazine, so that these can be published nearer the date. Please make use of our Face-book page and facilities on the website.

Hatton will continue for next year together with Tatton and Blenheim. These are very enjoyable. Billing has been considered but is not one that we will be attending, reviews and reports have not been good. We have also been invited back to the Traditional Boat Show at Henley on Thames.

I have not received any interest from members in support for a UK Grand European event in the future. This would need the support of a team of members and to begin very shortly. Let me know because otherwise it will not happen.

I have recently been sending information by e-mail to members. If you are not receiving these e-mails then please update me with your current e-mail address. This will be most important in the future as much information will be via e-mail and Face book.

The Club Secretary, Judith assisted by “Amos”, informs me that the AGM is set for Sunday 23rd April 2017 at the Brandon Hall Hotel, Brandon, near Coventry CV8 3FW, commencing at 11am with tea and coffee on arrival. A subsidised buffet lunch, at £5 per head, will be provided at about 1pm. This is ‘Drive it Day’, so could be the first day out for some of us, nice food as well.

Happy driving folks and a Merry Christmas followed by a Happy New Year.

Rod


Amos' Autos

Hello I'm Amos, the club mascot. Here I am with the Secretary casting my eye around the Tatton Showground.




In my day job I look after Rod an Judith (*Ed. Someone has to*) so naturally I travel a lot by Cadillac. Each Issue I will be pawing over my favourite Cadillac photos. If you have a photo you think I might like send it to the Editor and he'll pass it on.



Look who is at the wheel of Leigh Spivey's '54 Eldorado, He'll take 2 



Cadillac Line-up at Rally of the Giants—Lin Hole 

Woof! Woof! Go on send me your Cadillac photo



Pass-Key – Problems

Pass-Key III issues for European supplied Seville STS models.

Rod Bevan writes.....

We have a number of members with 1997 to 2001 models of the Seville STS. A number of our members have experienced no start issues involving the GM Security system fitted to these vehicles. I initially thought this could be easily resolved using a reset system gleaned from various US forums. This procedure does work but not with European vehicles.

These have to conform to European security levels and as such are more complex. Better from a security point of view but inherently more complex and thus more difficult to resolve. Member, Neil McDonald has a lot of experience with GM vehicles from his days with 'Bauer Millett's' and now 'Parts USA' in Stockport. He has spent time researching this issue and his findings, reproduced below, may help those with this issue. The problem appears to occur following a battery disconnect or flat battery. It is important to keep batteries topped up, difficult with winter and low usage. A good battery charger such as C-TEK unit is expensive but worth the expenditure. Alternatively a cheaper trickle charger is very useful. Modern vehicles consume power through the various relays and security systems and basically get lazy when not used and this shortens their life.

Neil McDonald takes up the story.....

I have an STS here at the moment. It's the one I mentioned to you the other week and was eventually recovered here from Edinburgh. The 'Service Theft System' warning is on and the car does not start.

I did some reading in to the PASS-KEY III system a little while ago and found there are four main components to it.

1. The key. Each key has a programmable 'chip' in the head.
2. The key reader. The ignition barrel has an electronic reader attached to it. This is what reads the chip in the key.
3. The theft deterrent module (TDM). This module is given a signal by the key reader and works out whether the key is correct for the car and passes a signal to the PCM.
4. The PCM. The power train control module gets a yes/no signal from the theft deterrent module and either allows the car to start, or displays a warning on the dash and will not allow it to start.

If any one of these components is not working correctly, it will not allow the car to start. On the car we have here right now, the customer had two keys. The car would not start with either so, ignoring the very unlikely situation that they both failed at the same time, we were fairly sure it was nothing to do with the keys. The customer agreed to try the key reader next. I sent this part to him and he had it fitted locally. It's not a programmable part, so it should just work straight away. This did not resolve the problem.

Out of the two remaining possibilities (TDM, PCM), both of

these are programmable parts, so that's when we decided to get the vehicle recovered.

The PCM controls so much more than just the security system, so it would be a little unusual (although not impossible), for this to be causing the issues on the car. It's also much more expensive than the TDM, so we agreed to look at the TDM next.

The theft deterrent module is a small black box underneath the steering column. It has Delphi PASS-Key III stamped on it. There is a GM bulletin regarding programming this module, which specifies two ways of doing it: One method with a Tech2/MDI computer, TIS2Web subscription, and Pass-Thru device, and another method which supposedly does not require any of these. We fitted the new TDM, and the warning changed to 'Starting Disabled - Remove Key'. This is because the module is not paired to the PCM, so the PCM does not see the signal to start the car.

The method for programming the TDM that does not include any equipment is called the 30-minute learn procedure. It's the same procedure for programming keys. Essentially, the car locks you out of doing anything for 30 minutes while you program the module. This is to stop anybody being able to jump in your car, program a new key, and drive off straight away. I very rarely attempt this procedure as it is long-winded and I have the equipment here to do the shorter procedure. However, as there are a number of vehicles with this problem around the UK, I gave it a go. The long and short of it is that it doesn't work on the European cars. As soon as you put the key in the ignition, the security light is supposed to come on and stay on. It doesn't, it just starts flashing so the procedure never starts.



PASS-KEY III reader and module



Right Hand Drive Seville STS Dashboard

Power Steering Leak— A drip on the drive

So, there was this drip, no not me, it was coming from under the car, my 1992 Cadillac Sedan Deville. Opening the hood and checking the fluid levels (it was raining, so I wasn't lying on the floor) it was obvious that the power steering was leaking as there was nothing showing on the cap dipstick.

The following day was dry so I put the car up on the ramps and clambered underneath. What I found was a power steering radiator covered in fluid. Strangely it's bolted to the rear engine sub frame and is subjected to all the road salt and other crud that 24 years in this country can throw at it. In the past I've cleaned it up but to be honest I've never really considered what it was for. Now I know!

Changing it didn't look that difficult, in-fact looking on the internet, its demise seems a common problem for many makes of car. There is a school of thought that says that in this country you don't need a power steering oil cooler because it doesn't get hot enough, it could just be replaced by a straight piece of pipe. That would be an easy and cheap fix. Sadly, my philosophy is that if it had it when it came out of the factory it should have it now – despite a dent in the wallet.

Rock Autos in the US could supply a replacement and 10 days later it arrived together with a new return hose. The fun starts now..... The new replacement looks nothing like its predecessor to the point where the original has two pipes at right angles to the cooler and the new one, well they are just straight. No matter how I try to fix it, it ain't gonna fit.

A great deal of cursing followed before settling for a cheese and onion roll and a Diet Coke (I'm watching my weight). I considered sending the new one back but I'd have to pay the postage which was more than the refund would be (bit more cursing). Then I hit on the idea of adding two bent pipes to the new cooler but it couldn't be soldered or welded as the new cooler is aluminium.

Finally, I resorted to a well-known auction site where I found just what I needed, a bit bigger, a bit sturdier, the right shape and from a Jeep. It arrived in two days and with some adjustments to the bracket (I cut the jeep on off – don't you just love the angle grinder) in it went. It almost looks original.

Thought of the day, when it says 'Item appearance & mounting may differ from Original Equipment' it might mean it won't fit at all.

Bleeding the system was relatively easy, just had to get the front wheels off the ground and move the steering side to side about 20 times making sure the fluid was topped up (who needs a personal trainer?). Final step, start the engine and side to side half a dozen times, check for leaks (there weren't any), lower the car and take it for a test drive. Power steering felt much better, the new fluid obviously agreed with it, now all I have to do is put the tools away.....



Leaking Power Steering Cooler



Replacement Cooler just wasn't going to fit



Jeep Cooler with bracket removed



Fitted on the car and working

Ken Pandolfi

Website



Launch of the new website.

www.cocgb.co.uk

I am pleased to announce the launch of the new club website. Go lift the bonnet and have a tinker. There you will find details of forthcoming events, an electronic version of this magazine, Club merchandise for sale, cars for sale/wanted, parts for sale/wanted as well as links to various articles and organisations.

I have also brought over photos of member's cars into an archive – although I have removed owner attribution - as that section was pretty out of date. It does, however, serve as a showcase for the amazing diversity of cars which have passed through member's hands over the years.

I do need your help on one thing.

I want to create a new member's cars section, WITH owner's names added, which should build into a decent record of cars that are out there and who's currently got them. I'm going to start from scratch so, please email me a photo of your car with its model clearly stated and your name as you would like it to appear on the website.

If, between us, we can find the discipline to keep this up to date then I think we will have created a useful Club resource. Please use cocgb@outlook.com to send me your photos.

Please also make use of the cars for sale/wanted and parts for sale/wanted section. As we only have bi-monthly editions of the magazine this will be a much more up to date and dynamic resource for members. Again, items for inclusion should be sent to me at cocgb@outlook.com Of course, its free to list.

It's your website so let me know if you have ideas for things to feature or include. Happy browsing!

Ken Pandolfi

Phil Htole

Editor

Well hello there....

You will have noticed by now that the magazine looks a little different. You didn't? Well go back and start again, there will be a test later (alright, I'll let you off this time). The main reason it's different is because I don't believe I could do justice to the way that Rob Maidment compiled it. He had a certain

style and panache coupled with an encyclopaedic knowledge that I can't hope to emulate.

Speaking of Rob, what a great tribute Bob Thomas created for the last issue, a fitting salute to a stalwart member of the Cadillac Owners Club Of Great Britain.

Looking to the future, I have a few thoughts, ideas if you like, about the magazine. Firstly, it's obvious that without input from the members it's kinda difficult to fill 12 pages, so what about joining in.... You'd be surprised how much you know that would interest other members. Have you been anywhere special in your car, have you fixed anything or found a way around a particular problem that could help others. Do you have any hints or tips that would be useful. I've included a few examples in this issue to give you an idea. Many of us have vehicles that are long out of production and we've had to be creative out of necessity. Whether it's a page, a paragraph or a two line hint/tip why not share that experience.

I'd like to have a featured car in each future issue. That would be 3 or 4 photos, outside, inside, engine and anything else, together with a paragraph or two about your Cadillac. For instance, how long you've had it, why you bought it, what you've done to it and any thing else you might want to say. Doesn't matter whether it's in pristine condition or in need of complete restoration – we'd all like to hear about it.

You'll also have seen that Amos the club mascot (*woof, woof*) is on the staff and keen to have your photos, he loves to paw over them. If you attend any of the shows you may be able to persuade him to have his photo taken with your car. I'm definitely going to ask next time I see him.

On the front cover of this issue, there are 2 Cadillac photos and a diagonal of radiator grills. I hope that in future issues they can be members cars and radiators shown. It's the age of the smartphone, which has a camera, email, internet access, so it's easy to do. They tell me you can even make a telephone call with them, what will they think of next.

When we get fed up of radiators grills we can move on to something else, I wonder how many types of door handle there are.... Yes I know I lead a sad life.

All that said (stop yawning I've nearly finished), I hope you enjoy this magazine and if you can contribute in the future, that would be great.

Finally a BIG THANK YOU to Paul at Red Side Up Printers for his help and advice to this befuddled individual on day release from the home for the bewildered.

Have a good Christmas and may 2017 bring all that you wish. If you're in the Ebenezer camp, a good bah humbug to you. Either way as Mr Spock would say,

Live long and prosper,

Phil



Oh no... A door handle!

Hints & Tips...

Send in your 'Hints & Tips'. There is a wealth of knowledge in this club, why not share it around. Remember these are only suggestions, it's up to you whether you use them, we take no responsibility if it all goes wrong. Let's start the ball rolling, here are a few examples. (You'd get a name check for any you send)

Cleaning whitewall tyres—You can buy whitewall cleaner but it's quite expensive. If you have pressure washer soap try it neat with a cheap scouring pad and those white walls will shine.

Brake cleaner—It's wonderful stuff, If you use lots of it, forget the expensive spray cans, buy 5 litres and a pump dispenser, you'll save a fortune.

Power Steering fluid—GM keep changing the product number. If you have a newer Cadillac and need fluid, try the Camaro store, they stock it.

Speed Cushions—Those annoying chamfered speed bumps. Don't straddle them for a more comfortable ride. It puts all the weight on the inside wall of the tyre and if done on a regular basis can ruin a set of tyres in no time (see below).

Metal Valve Caps—They can look nicer than the cheap black plastic ones we get for free but being metal they can oxidise and virtually weld themselves to the tyre valve. Expensive fix if you have a modern Tyre Pressure Monitoring System.

Tyre Pressures—Never check them 'hot' you may be tempted to let some air out and then they'll be underinflated when cold.

Satellite Navigation—Remember, just because it tells you to go that way, doesn't always mean that you can or should.

Rusty nuts and bolts—Mix transmission oil 1-1 with Acetone (the stuff that removes nail polish). But remember, whatever you use leave it to soak, your knuckles and skin will thank you!

Windscreen wipers—Use concentrated washer fluid on kitchen roll or blue roll to clean the blades



Speed Cushion Tyre Damage—Ouch!

Events 2017

Cadillac Owners Club of Great Britain Shows 2017

23rd—25th June

American Auto Club UK Summer Nationals at Hatton Country World, CV35 8XA. We will have a club stand there on the Sunday only. No need to book, unless you are attending for the weekend, just pay at the gate, usually £5. A nice location and something for all the family.

1st-2nd July

Stars and Stripes Classic American Car Show at Tatton Park, Cheshire, WA16 6SG. The club will be there on the Sunday only. Book your place by printing an application form at Cheshireautopromotions.co.uk. 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. A weekend pass is also available.

7th-9th July

'Rally of the Giants' at Blenheim Palace OX20 1PP is another must. The club will be there on the Sunday only and you will need to book via the pre 50's club site. Book your place on line at pre50aac.com for a discount admission price.

15th July

'Thames Traditional Boat Show' at Henley on Thames. A very busy few weeks for us, the club is again invited to the 'Thames Traditional Boat Show. Check out www.tradboatfestival.com or on Face book at www.facebook.com/tradboatfestival. A great experience with many traditional boats which may seem a bit strange for the club to attend but there are some nice vehicles and plenty to do for the family.



COGGB at Rally of the Giants 2016

Jin Worm Attack, not as bad as it looks—Oh yes it is...

Having fixed the Power Steering Cooler leak and keen to make the best of the nice weather, I decided to do a little 'chassis' maintenance. I'm probably not alone in neglecting this area, not through disinterest but it's never that visible is it?

My '92 DeVille lives outside and is used most of the year. Being front wheel drive it's pretty good in bad weather so doesn't lead the cosseted life during the winter. I do my best, I pressure wash the underside and when the need arises I clean up the rusty bits and give them a coat of suitable paint. In the 17 years I've had the car it's mostly worked ok for me.

So, filled with enthusiasm, a wire brush, safety goggles and gloves, it was take a deep breath and disappear under the car. Wish I'd worked harder and been able to afford a four post lift, at my age, scrabbling about under a car is akin to potholing, especially when you've got a light strapped to your head.

It was all going very well, whistling could be heard from under the car with occasional bouts of talking to myself. My mood changed when I was under the passenger side at the rear of the front wheel arch. I found a hole. Poking around with a screwdriver made it bigger but it didn't look too serious. Not serious enough for bad language anyway.

One of the problems with modern cars is the use of plastic shielding. Yes, it looks very nice and to a certain extent protects what is behind it, but if the 'crud' makes its way past the plastic, it can lie there undetected and turns into a can of worms—tin worms.

On closer inspection at the local garage the rust extended to the first sub frame mounting point and beyond. Time for some professional help.

An internet search came up with **SAS Welding Services in Glastonbury**. (www.sasweldingservices.com. Tel: 01458 570057) It's run by Steve Forscutt, who specialise in the design and fabrication of metal work, need a new sill, he'll make you one. I removed the plastic trim in the wheel well and the front passenger seat so the carpet could be rolled back. Oh joy a hole in the floor and soaking wet under-felt.

In order to complete the work which turned out to be worse than I thought, the rear engine sub frame had to be removed so the car went to **Westhay Motors (Mob: 07855860020)** where Justin removed the sub frame and Steve did the welding whilst it was on the 2-post lift.

New bushes from RockAuto (they arrived in less than a week) were fitted. All I need to do now is put the underlay, carpet, seat and wheel well trim back. Thanks Steve and Justin, great job.



Rear sub-frame removed



Cleaned up, the extent of the rot was visible



New metal being formed for welding



Welded up and looking good



Completed with new bushes

For Sale



1978 Cadillac Seville. Black with black leather interior. 5.7lt V8 injection. 74000 original miles. All original, never painted. Runs well. Padded roof in good condition and no signs of any corrosion anywhere under the material (common problem on these cars). Originally a Nevada car. £5000.

1978 Cadillac Seville...Parts Car. Light blue with light blue interior. Complete car except for dashboard. Not running. On it's wheels so can be moved for loading. Offers.

4 GENUINE Cadillac chrome wire wheels. Originally produced and fitted to the Seville Elegante from 1978. With a standard 5 bolt pattern will fit all 78 and 79 Sevilles and other Cadillac models. Excellent condition. Cadillac crest in the centre. Rare to find these wheels in this condition and in the UK. £1500.00. A bargain when you consider that incorrect repro wire wheels are \$1950 in the US and used genuine ones \$2000+ a set.

Three quarter ton engine crane.

3 ton trolley jack...as new.

2 ton trolley jack...used.

2 Vertical jacks.

2 X 3 ton axle stands...used.

Original 1978 Seville AM/FM radio.

Seville climate control panel, neutral safety switch, heater controls, rear seat leather (black) and foam, rear centre armrest (black).

Inlet manifold and both cylinder heads for 5.7 engine.

Mechanical fuel pump...looks new in box.

Air suspension compressor...working.

Alternator...used.

Drivers door mirror ..chrome.

Interior door handles (2) wood grain finish.

Water pump.

Two 5.7 ltr V8 engines and two automatic gear boxes. One engine and one gearbox definitely good. Others unknown condition.

Two Seville front wings.

Seville front slam panel with hood latch.

2 half shafts.

Full fan cowl.

One front and two rear door window glass.

3 Cadillac Seville wheel trims...wire type.

Radiator.

Two rear lamp units.

Lots of other small parts ...too many to list.

All parts are used and sold as is unless otherwise stated.

Contact.... Bob Thomas 07812 527737 in the first instance. Parts and cars located in Suffolk. Offers invited for individual items or as a job lot. All used parts are from 1978 Seville.



1978 Cadillac Seville—Parts Car



Chrome wire wheels



Vertical Jacks

Market Place

WANTED: Preferably 1959 or 1958 Cadillac (Any other years 1950s considered) 2 Door Coupe or 4 Door Sedan, would prefer to get in and drive, will travel, can collect. Please email a.darby2@btinternet.com or, Tel Mob: 07535271800.

SPARES SPARES SPARES: 1959 - 1960 Cadillac spares, too many parts to list, all must go including 4 donor cars, 3 1959s and one 1960. To buy all, £1200 or will sell separately. Please email a.darby2@btinternet.com or Tel Mob: 07535271800.



Unusual **1977 Eldorado T top** offered for sale by a member of the Dutch Cadillac Club for 12500 Euros.

See www.ibuko.com/eldorado for photos and more information.



1978 Cadillac Seville Series K 350cu-in 5.7ltr petrol. Colour Bronze & Gold. Cream Connolly Hide interior. Chrome Wire Basket Wheels.

Opera Side Lights. Wireless-AM-FM CB Eight track player and Cassette player. Electric Seats and Windows. Cruise Control. Level Ride Suspension. Electric Pull Down Boot.

This car had a complete engine rebuild in 1999 and has not done more than 2000mls since. Video of this can be seen. The car has not been on the road since 2000. Have won best paint and body at many shows.

This car comes with many extras. Workshop, body shop manuals. This car has to be seen to be appreciated.

PRICE £16,750-00 ovno

Contact Bill Greenwood 01553-811784.

Club Merchandise

Order direct at www.myteamwear.co.uk and select other-clubs/ car-clubs/cadillac-owners-club or use the **Club Website Home Page Link**

MENS T SHIRT—£14.95

Black, Light Grey, Royal, White in S, M, L, XL, 2XL, 3XL, 4XL

LADIES T SHIRT—£14.95

Black, Light Grey, Royal, White in XS, S, M, L, XL, 2XL, 3XL

MENS POLO SHIRT—£19.95

Black, Light Blue, Royal, White in S, M, L, XL, 2XL

LADIES POLO SHIRT—£19.95

Black, Light Grey, Light Blue, Royal, White in XS, S, M, L, XL, 2XL

JACKET, LOGO FRONT—£37.50

JACKET, LOGO BACK—£44.50

JACKET, LOGO FRONT & BACK—£47.50

All Jackets are black and available in S, M, L, XL, 2XL

FLEECE, LOGO FRONT—£29.95

FLEECE, LOGO BACK—£44.50

FLEECE, LOGO FRONT & BACK—£47.50

All Fleecees are black and available in S, M, L, XL, 2XL, 3XL, 4XL

SWEATSHIRT—£22.50

Black, Light Grey, Royal, White in S, M, L, XL, 2XL, 3XL

CAP—£9.95

Black, Blue, White—Adjustable

Size Guide and Postage Rates are available on the website. www.myteamwear.co.uk

Old Club Shop

Still some great bargains available, Contact Alan & Kath Reed on 0208 2010147 for details..... Hurry while stocks last!

Selling your car , need a part? Advertise on the Website, it's free. Send details to cogb@outlook.com



See you all next issue