



Cadillac



Owners Club of Great Britain



Years of Cadillac

From



To



Standard of the World

September-October 2022

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: Celebrating Cadillac's 120th Anniversary. Recognise any of the club cars? For a who's who list, see page 10



Club News

From the Chairman



Hello fellow Cadillac Fans. Let me introduce myself. My name is Graham Howard-Wall and I am your new Chairman! You have probably seen my rare original maroon 1949 Coupe deVille in the magazine a few times.

I was introduced to Cadillac ownership when a friend passed away and the family gave me the car! This gesture made a grown man cry. The first thing I did was to join "The Cadillac Owners Club". The next thing was to get the car sorted and show it to as many people as I could. As the car only had 32,000 miles on the clock, I felt it would be a good thing to drive it to shows and events.

You may have noticed the rivalry with another member on who can get their car in the magazine the most. Long may it continue. Maybe someone else can join in? Thank you to those who nominated me for the position of Chairman. I thought you were my friends!

Right, now I have two months to think what else can I write about. Bye for now and keep showing your "Standards of the World" to the world.

Graham

Rod Bevan

Treasurer/ Membership



Welcome to our new members

Jeffrey Jelly of Berkshire with a 1949 Series 61 Sedanet, David Hardman of Lancashire with a 1967 Eldorado Coupe, Kevin Barton of Dorset with a 1958 Series 62 extended hardtop sedan and Tom Richie with a 1969 Eldorado. All remarkably interesting cars, thank you.

What's going on

We've all been through very strange times, and they seem set to continue. It's good that, as Cadillac owners, we have something to cheer us up and to entertain us.

I've visited unusual shows this summer. I went to a steam traction engine rally near Ludlow that featured, naturally steam traction engines of all sizes, but also a 'tractor pull' competition and a classic car display. I also went to a show at Burford House and Garden Centre near Tenbury Wells that had an amazing display of classic vehicles including a 1929 Rolls Royce that belonged to Captain Campbell, a TR2 and a TR5. Also, Morgans, MG's, TR7's but no Cadillacs, only a

Pontiac Trans Am to represent American cars. A good venue for those near to the venue to show off our Cadillacs next August.

What else

To remind those renewing memberships I am changing members renewal dates at renewal time, hopefully to make life a bit easier, to the first of the following month.

There must be shows you know about in your area. Let others know. If you've been to a good show, let us know, we can build up a list for next year calendar.

That's all folks.

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

Rod

Phil Htole Editor



You'll have noticed that we had a slight hiccup with the AGM minutes in the last edition, or did you think we'd all fallen asleep half way through and it was a true reflection? Well it wasn't (least I don't think it was) and to prove it the minutes (in all their glory) are included with this magazine, both for you dear reader and for the committee so we know what happened too.

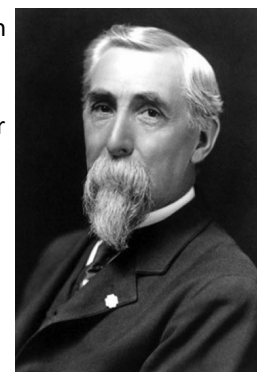
I had a chat recently with Peter Griffith, who asked me to pass on his thanks to everyone for making him 'Honorary Life President' and after 21 years in the chair, he wishes Graham every success as he starts his tenure. He also asked me to remind everyone that he still has a huge stock of spares, including contact breaker sets and bulbs (even the 6-volt variety). So if you need anything like that, give him a bell on 0151 6301414 and if he has what you want, you just pay the postage. Fancy something bigger, check out page 10, he has a few cars for sale too.

The September issue of *Classic American* is a 'Cadillac Special' and has quite a Cadillac Owners Club presence with a feature on John Lond's wonderful '66 Coupe deVille. Steve Sullivan's beautifully restored '58 Sedan deVille and Graham & Mel Howard-Wall's very original '49 Coupe deVille are also in there, the latter with Paul & Angie Ross' 1968 Coupe deVille (AKA the aircraft carrier) alongside in one of the photos. Paul Nieuwenhuis also set the record straight regarding a Borgward Isabella that wasn't.... It was in fact the much larger and rarer Borgward P100. What would *Classic American* do without us?

Finally, as we celebrate Cadillac's 120th Anniversary, here is a photo of Henry M. Leland. Without him Cadillac would not have existed and neither would our club.

Stay safe, stay well,

Phil



Amos' Autos

'Hanging out with the cool dude'



Hey Dudes,

The Trident Clipper, a car you've probably never heard of, was very nearly a TVR. Only bankruptcy prevented them breaking into the lucrative 'big engine' Grand Tourer (GT)



market with this rather stylish offering, but it was just a little too late to the party to save TVR. Designed by Trevor Ford, the prototype was built by Italian coach-builders, Carrozzeria Fissore and unveiled at the Geneva Motor Show in 1965. Powered by a 4.7 litre Ford V8, it could scurry to 60 in 5 seconds and had a top speed of 150mph.

The rights to the project (they weren't sold with the rest of the company) were acquired by TVR Dealer William Last who set up Trident Cars Ltd to make and sell the Clipper. Between 1967 and 1977 around 39 cars were built, so it wasn't exactly a runaway success which is why despite being a cool looking car, it may well have passed you by.

One of the makes you will have heard of is Nash and this is the



600 Super from 1947. The design ran from 1940-1949 with an interruption for WWII. Though it's arguably not a handsome car, what's underneath

was at the time ground-breaking, being the first mass produced American car with a unibody construction which reduced the cars weight by 500lbs. The weight loss no doubt helped with its other claim to fame, 500 miles on one tank of gas, meaning the 2.8 litre 82hp L-head straight 6 was capable of 25mpg and that's US gallons, make that 30 on Imperial. Not



bad for a 6-seater. These days the Art-Deco interior looks pretty cool. All wood and Jukebox.

The 'motoring' pace of change over the last 10 years (so I'm told) has been quite rapid, one minute you've got a CD player in your new car, the next it's all Apple Car Play. The relentless march of electrification will no doubt change the automotive landscape further, but pace of change is nothing new....



This 1913 Cadillac was built just 10 years after Pete Wood's wonderful Model A, it's gained 3 cylinders and a heap of horsepower up from 6.5 to 32.4 when calculated the same way. It's grown in size too, with a wheelbase increase from 72" to 120" and there are 7 different body type/seating configurations available. It has a windshield, no more picking the bugs out of your teeth, a roof to keep you dry-ish and from 1912 no more broken thumbs/wrists when starting the engine, it had the world's first self-starter. There was a downside though, if you needed a van you had to get another vehicle, whereas Pete can convert his with the aid of a spanner....

The single cylinder still soldiered on though and often powered the strangest of vehicles, even a Porsche! Yes this is a Porsche-Diesel Junior 108S

Vineyard Tractor. Built between 1952 & 1963, it was so called because the track could be varied between 66cm and 116cm (26"-45") to travel between tightly packed vines.



Power came from an air cooled single cylinder 822cc diesel engine developing 14hp driving the rear wheels through a dual range manual gearbox with 6 forward gears and 2 reverse. Need something bigger, the

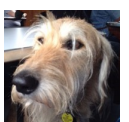


Super (left) was powered by an air cooled 3 cylinder 2466cc diesel engine. Neither had paddle shift or a fast Nürburgring lap time but at least the owner could say



they owned a Porsche....

Stay Cool Dudes...



1903 Cadillac— First Drive

By Pete Wood



Not much of a photo I know, but it means a LOT to me. My first solo drive, ever, in Engine 1365..... 27 July 2022

I stalled it, just at the entrance of the pub car park. But the people behind were patient, and full of smiles. I could have just pushed it in, but wanted to practice reversing, so went through the start up procedure again.

Things I have learned (with thanks to Nigel and Tom Parrott for the lesson, earlier in the day):

1. Be VERY gentle on the first gear pedal (I found I can feather it, almost like using a clutch .
2. Feed in top gear slowly (again almost feathering it)
3. Listen, listen, listen to the engine - which tells you when to use the advance and retard lever.
4. The starting handle only works in an anti-clockwise direction (don't laugh, but I actually thought, for a second, I had broken the crankshaft when I turned it clockwise)
5. Turn off the oiler and fuel tap when finished, and remember to turn them on when starting (when the lever should be retarded)
6. Leave LOADS of space between the car in front, the brake(s) really do leave a lot to be desired.

I have to say, though, I really LOVED every second of the 5 mile round trip. A massive THANK YOU, once again, to the numerous people, all over the world, who have got this car running (and allowed me to achieve my ambition to actually drive a veteran car). I will always be grateful.

Pete

And then there were 2

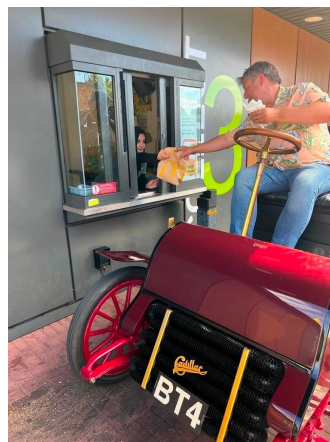
Yes, fast forward to 16th August, my first outing in the 1903 with another veteran car - a 1904 Model B Cadillac. The '03 has 6.5hp while the B has 8hp.

Pete

Ed. Great achievement Pete, Henry M. Leland would be proud

Why a trip to London?

21 August 2022—Road trip.. Is it to practice driving slowly through the capital before the London to Brighton Run, or because you fancy a McDonalds?



I think we all know the answer to that Pete.

Sadly despite being 119 years old (Ed. that's the car not Pete), he still had to pay the congestion charge.....

Watch out for the next thrilling instalment

Don't Forget the distributor

Changing plugs and wires? This is what the terminals look like in the distributor cap after 30 years and 128,000 miles, so worth changing it and the rotor arm.



Feature Car Andy Blick's '96 Eldorado Touring Coupe

It's funny how things turn out. I remember trying to persuade my wife that we needed another American car after my first one (1974 Mercury Cougar) was sacrificed for mortgage and marriage if that's a familiar story.

"What would you get?" was the surprising question whilst we enjoyed a few drinks in the sunshine of a pub beer garden. More drink applied and I tried to explain the various makes and models. I always wanted a Cadillac Eldorado after having the Hot wheels version as a child; 1967-69 was just a beautiful design in my view and still sits top of the list for me.

"Are Cadillacs a good make?" was the response. "Yes, they are like the Marks & Spencer's of cars" I said, trying to relate it to something she would understand. More drink supplied and she agreed we would look; result!

After looking at many, we bought a fantastic 1989 Cadillac Coupe De Ville from Spurr Cars in Sheffield, some may recall my article for this magazine in about 2001. That was followed by a mint 1967 Fleetwood I imported from California. After selling that, and a year or so without a classic, I bought a CTS for daily use and then another CTS after that. So, inadvertently, I had become a Cadillac enthusiast – no bad thing!

So, a few months ago I started looking occasionally at various websites and sold my CTS and eventually saw a Cadillac Eldorado for sale, not the year I would prefer, but looks a great car and similar in looks to the first generation.

It has the 4.6 Litre Northstar and I know these can be an issue but it's an Eldorado and I'm happy. Sometimes you have to take a risk, go for it and see how it turns out.

It's early days but on a boiling hot August day it drove smoothly back from Warrington to Teesside, about 120 miles without overheating, even when coming to a standstill stuck in traffic on a blocked M62.

Planned jobs include changing the amber LED strip indicators to ones you can actually see, LED technology has improved. I have seen far worse in terms of amber light conversions. I'm not sure about the rear spoiler so will remove that and see how it looks. (*Ed. See bottom photo, it's gone—looks good*)

Engine wise; coolant flush and refill, maybe change thermostat as an insurance policy – saw that on You-tube. Oil and filter change, and probably get the gearbox serviced.

If anyone has experience of looking after a Northstar I would be grateful for tips at BLICK6@aol.com but for now I'm enjoying finally owning an Eldorado. The 1967 model will have to wait.

Andy



Cadifacts

Engine: 4.6 litre Dual Overhead Cam Northstar V8
HP: 300 @ 6000rpm **Torque:** 295 lb-ft @ 4400rpm
Transmission: 4T80-E electronically controlled 4-speed auto
Top Speed: 150 mph **0-60:** 7.1 seconds
Length: 200.2" **Width:** 75.5" **Height:** 53.6" **Weight:** 3801lbs
Factory Price was \$40,495 and Andy's car was one of 20,816 Eldorados built during that model year.



Ken Pandolfi Website



I've updated the video section of the website and added three new videos you may like. The first is quite an informative one entitled "The rise and Fall of Cadillac". The others are by Doug DeMuro who features a wide variety of interesting cars. The first from him showcases the 2022 Cadillac CT5-V Blackwing - its a supercharged V8 with 675 BHP which he describes as "a monster". The second video by him features the more sedate 1989 Brougham d'Elegance. I hope you enjoy them. If you want to share a Cadillac related video with fellow members, drop me a line via cocgb@outlook.com.

Ken

Cyclist prompts drip alert



A passing cyclist, (captured for posterity by the Chairman) reading the 'info board' for his '49 Coupe deVille.

Back at home whilst admiring his talent with the lens, Graham noticed a damp patch on the tarmac. Hot-footing it to the garage, the

camera wasn't lying, the Coupe deVille has a coolant leak from a heater hose.

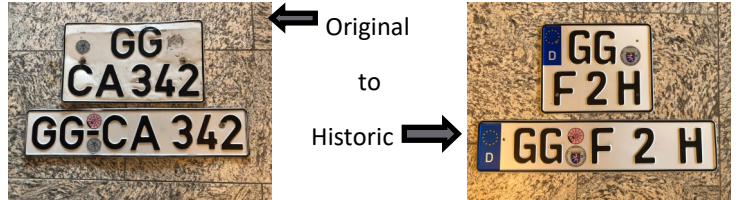
As Graham reflected, with 480 miles and 220 miles covered over the previous 2 weekends, it happened on a 14 mile round trip and there was a myopic cyclist at the halfway point to aid detection.

Old Age—New Identity



Sigrid Hofmann's Fleetwood and my Sedan deVille have something in common, they both turn 30 this year. Living in Germany, Sigrid's car is now eligible for 'Historic

Status', unlike in the UK where it's another 10-years to wait. As an historic vehicle it get a new identity in the form of a new set of licence plates with an 'H' suffix.



To qualify for historic status

- The vehicle must have been first registered at least 30 years ago.
- It must corresponds as far as possible to its original condition.
- The condition is worth preserving. Therefore the car belongs to the "motor vehicle technical cultural asset".



In Germany, historic vehicles still have to pass a mandatory safety inspection and pay annual car tax of 191 euros which is a considerable saving over non-historic vehicles.

'Everybody needs good neighbours'

As the opening lyrics of the TV soap used to say and it's very true. I mean what do you do when the van body of your 1903 Model A Cadillac has nowhere to go?

In Pete Wood's case, you just wheel it into your neighbours dining room.



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1949 was an interesting year

The Coupe deVille became a model rather than a trim level (Graham Howard-Wall has one apparently) and Ford were delivering 'Cars by Barge' on the Mississippi. What would Mark Twain have made of that?



Several I made earlier

By Amanda Deville

I have been building model kits since I was a child, when I would trundle down to the local 'Woolies' and buy a two-bob Airfix kit. Since then, my modelling tastes have followed my full size interests, mainly American cars and Cadillacs specifically. Most kit manufacturers tend to make the more popular subjects, Mustangs, Camaros etc, and although Monogram introduced a gorgeous 1959 Eldorado some years ago, the majority of Cadillac model kits are golden oldies made by Jo Han, a company no longer with us. Most of my Cadillac models are therefore Jo Han kits which I have had 'since Adam were a lad', and yes, I still have more of them to build.



This white 1/25 scale 1959 Eldorado convertible is built straight from the box, it's a Monogram kit and is a superbly detailed model.



The 1/25 scale 1961 Cadillac Fleetwood is a model of my own car, right down to the number plates, record player and vanity plate on the parcel shelf, it

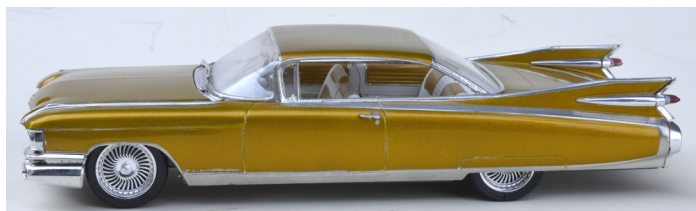
is made from an original 1961 Jo Han model kit I found on eBay and painted in the same Fontana Rose as mine is.



The 1/25 scale 1968 custom Cadillac Sport DeVille is made up from a Jo Han 1968 Cadillac convertible kit with the roof from a Revell 1967 Chevrolet Impala sport coupe grafted on, I think GM should have built 'em.



The 1/25 scale 1956 Cadillac Eldorado is built from an obscure resin body and interior with a scratch-built chassis and parts box wheels and tyres, it is finished in Titanium Silver and Roman Bronze.



The 1/25 scale 1959 Cadillac Eldorado hardtop is built from a Monogram kit with the addition of parts box wheels and tyres, the paint is a custom yellow metallic flake mix.

The 1/25 scale 1958 Cadillac Fleetwood is an old Jo Han model kit updated with wire wheels from an AMT Buick kit.



The 1/25 scale 1970 Custom Cadillac Eldorado is once again an old Jo Han Cadillac kit but with the addition

of more modern custom wheels and tyres.

I sometimes even put engines in 'em, I couldn't resist on the Monogram 1959 Caddy, as the detail is just amazing.

Bringing up the rear is a 1/32 scale Revell 1956 Cadillac Eldorado model, this one is an original Revell kit from back in the day and is finished in Tamiya mica red.



Carrying the can isn't future proof.....

What do you do when you run out of fuel? As Paul Ross would tell you, having a can or three in the trunk isn't a bad idea. Beats the hell out of pushing a '68 Coupe deVille, though as you'd expect from an avid 'show-goer' he always has the 'voyage home' covered.

Such foresight may be compulsory, if your method of propulsion isn't oil based, as you might say that's a different can of worms.



With ever increasing range, recharge availability anxiety (try saying that 10 times very quickly) doesn't seem to have lessened. I guess it was a similar problem in the days before filling stations, where would the next gallon come from? Fear not there are some innovative ideas surfacing for the 'Volts' wagon user.

Derek Eaton, recently came across an article regarding the GM Hydrotec system. What might that be? I hear you ask. Basically, it's a hydrogen fuel cell with an integrated DC rapid charger. GM is developing the system for use with heavy trucks, locomotives and aerospace, but will now expand the usage to include stationary power generation.

Powered by the company's generation-two fuel cell power cubes. GM is supplying Hydrotec power cubes to Renewable Innovations of Lindon, Utah, who will manage the assembly of the mobile power generators. As well as 'mobile' EV charging, they are also developing the Empower rapid charger. This will



allow existing petrol filling stations to add a DC rapid charge without the need to upgrade the electrical infrastructure, thus catering for the increase in demand.

The rapid charger is powered by eight GM

Hydrotec power cubes and can supply a DC charge for up to four vehicles simultaneously at a rate of 150 kW. The estimated target for a full charge time of an EV via these units is 20 minutes. GM claims up to 100 or more EVs can be replenished by the rapid charger before the unit would need to be resupplied with hydrogen. Renewable Innovations plans to roll out 500 Empower rapid chargers across the U.S. by the end of 2025.

Charging can be much more portable though as Derek 's trawl of the internet shows. Take the soon to be available 'Zip Charge Go'. It will give you 20-40 miles of range in 30-60 minutes. Not fast but faster than a recovery truck. Downsides, it takes up most of the boot in this hatchback, weighs 50lbs and costs £49 a month.... Ah well that's progress.



For Sale: '67 Eldorado

Very straight car, no dings or repairs. Paintwork generally good, polished through on one



rear wing top. Good chrome & brightwork. Glass all good. nice interior, seats, headline, carpets. Half vinyl roof could do with renewing, cracked in places. Drives very well, nice quiet engine. Some spare parts are with it inc. spare gear box. California car so no rust. Historic vehicle class. Viewing welcome. Hoping for around £23,000 but open to offers. P/ex considered, car or bike. Based in Lancashire.



Tel: Dave on 07973217833 or, email electraglide150@gmail.com

Airless Tyre

I know what you are thinking, that's a solid tyre, but you'd be wrong. Whilst wandering around Radstock Museum, a fascinating place in the Somerset Coalfields, I came across this.



Local businessman William Edgell formed a partnership with a Mr Wilkins of Westfield, Radstock to create The British Airless Tyre Company Ltd. Designed to fit both commercial and private vehicles, it was advertised as a 'tyre with the easy running of the pneumatic with the reliability of the solid'.

So, why did you need it? Back in the day hobnail boots were popular and there were lots of horses about. Both used nails which had a habit of falling out and finding their way into the pneumatic tyres of the new fangled motor vehicles. Prices weren't cheap at £7 17s 6d in the mid 20s, then again cars weren't for ordinary folk.

Looking at the construction, very thick walls and a gap in the middle, could this be the precursor of the 'run-flat tyre'?



An 'interesting fellow', Edgell also wrote a book 'Does the Earth Rotate' because he was a believer in the 'Flat Earth Theory' which he thought should be recognised in education.

Events 2022

September

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

November

6—RM Sotheby's London to Brighton Veteran Car Run
11-13 Classic Motor Show at the NEC B40 1NT

Events 2023

March

24-25—Classic Car & Restoration Show at NEC B40 1NT

September

13-15—Isle of Man Festival of Motoring (details below)

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- 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

Hutchison—'93 Eldorado Touring Coupe, Andy Fenwick—'77 Fleetwood, John Sewell—'59 Coupe deVille, Alan & Kath Reed—'81 Fleetwood.

At the Bottom— (first to latest) Pete Wood—'03 Model A and Cadillac—'22 Lyriq

25% of American buyers

Would according to a survey Derek Eaton came across, consider an electric vehicle for their next purchase. Of those 77% indicated that high fuel price was the reason for their interest in EVs. Had they been enduring the prices in the UK that level of interest might easily have exceeded 50%

What to do in Malaga?

Des Maxfield, went to the Auto Museum for a Cadillac 'fix'. Nice one Des.....



For Sale Peter Griffith is looking to downsize his collection

- 1937 7523 Limousine without partition—£47,000 ono
- 1973 Eldorado, (it has the '78 front end update), Firestone Red, new padded roof, 33k miles—£12,000 ono
- 1982 Flower Car by S&S—£12,000 ono
- 2006 CTS Sports Sedan, completely restored by ex-service manager at Bauer Millett, beautiful condition—£3,300 ono

Please contact Peter on **07966 869657** or **0151 6301414**



Front page 'who's who'

1 (from the top) John Lond—'66 Coupe deVille, Peter Griffith—'37 7-seat Touring Sedan, Andy Inglis—'54 Eldorado, Amanda Deville—'61 Fleetwood

2 (from the top) Neil McDonald—'12 CTS-V, Paul & Angie Ross—'68 Coupe deVille, Peter Stanton—'00 STS, Dave Henwood—'59 Eldorado Biarritz Convertible, Clive & Lynda Jackson—'90 Eldorado.

3 (from the top) Graham & Mel Howard-Wall—'49 Coupe deVille, Graham Darby—'08 STS V8, Bob Lucas—'33 370C V12, Nick Stratta—'93 Fleetwood Brougham, Rod & Reta

Cadillac News.....

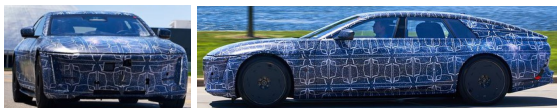


Worthy of a full width photo—Cadillac’s Celestiq broke cover just after the last edition went to the printer.



Jay Leno’s Lyriq Test Drive—

on YouTube was interesting and I thought he made a valid point about it being a Luxury Car and ‘Definitely a Cadillac’. Seems to me that there is too much emphasis on hp ratings and 0-60 times with many of the high end electric vehicles. Yes, they will be quicker off the mark than a petrol equivalent, it’s that ‘instant torque’ thing, but how many people use all that horsepower or want / need to get to 60 that quickly? A Cadillac is about an opulently comfortable and pleasurable place to be whilst travelling the highways and bye-ways and it seems the Lyriq delivers..



So, what kind of MPG can you get with a Lyriq—A seemingly stupid question given that it’s electric, but apparently not so. The EPA (US Environmental Protection Agency) has come up with the MPGe or *Miles Per Gallon equivalent* as a way of comparing EVs with their ICE rivals. With a range of 312 miles the RWD Lyriq achieves the following:

82 MPGe Highway, 97 MPGe City, 89 MPGe combined.

Whilst those figures seem high, you can only judge how good they are by comparing like EVs. Arguably, that could mean a \$7,500 fuel saving over 5-years according to the EPA when compared to a similar ICE vehicle. But what does that mean for us here in the UK? Well the cynic in me says that the government will need to replace its ‘Petrol Tax’ currently running at 49% plus VAT, though when oil was cheaper it was around 74% plus VAT, with something else...

AWD Lyriq power revealed—at 450 lb-ft of torque and 500hp courtesy of that second Ultium Drive motor over the front axle. By comparison the RWD model has 325 ft-lb and 340hp, so quite a hike in power and an ability to tow up to 3,500lbs, though expect the range to be compromised if so doing.—possibly not a Caravan Club Tow Car of the Year contender.

I realise—we’ve gone completely electric on this page so here’s a Blackwing 4.2 litre Twin Turbo V8 to redress the balance, just a little.



Happy 120th Birthday Cadillac

Prototype Celestiq On test



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

Cadillacs in the Wild.....



Hiding a '49 Coupe deVille behind 'Prom' goers is much harder than you think.



Anyone recognise this '41 Cadillac spotted by a friend of Derek Eaton at a Wiltshire car show on the 3rd of July?



Parked up at the Pub, if your heading out for an orange juice and lemonade, why not travel 1903 style in a Cadillac Ed. Check out page 5 for an update on Pete Wood's car

50 years apart, the changing face of Cadillac. Clive Clark's '57 Eldorado Seville rubs shoulders with an '07 1.9 Diesel BLS



Not the only Cadillac on the field, Paul & Angie Ross' 1968 Coupe deVille



Peter Stanton and his 2000 STS came too



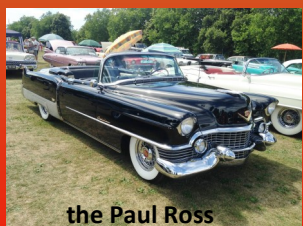
All dressed up with weddings to go to—two of Russell Schacter's fleet



Darren Gilling's '58 Fleetwood



Three from



the Paul Ross



photo collection

Stay safe

