

Cadillac

OWNERS CLUB OF GREAT BRITAIN



Three-quarter rear view of Paul Carter's very clean 1999 STS Seville

MARCH – APRIL 2014

Cadillac Owners Club of Great Britain

[Affiliated to the Cadillac-LaSalle Club of America]

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Club web-site (with international links): www.cocgb.dircon.co.uk

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Contents

Committee	2
From the Chairman	3
Editor's Bits	4
10 Days with an SRX	6
One-Owner Eldorado	8
Membership Sec	10
Treasurer	10
Events	11
Market Place	12

Cadillac
"Standard of the World"

CLUB News

From the Chairman

Yet again, where did it go?

Well, it's the AGM on Sunday and where did that year go – will someone slow things down?

At least we have seen some sunshine; my Escalade dash said it was 68F yesterday. It sure was



The deluge of papers aligned to a 2006 CTS Sport

very pleasant, and I am going to try to go to a few shows this year, if my family elders keep breathing. Also, before I forget, those of you who know me, would you please send me or e-mail me your phone and addresses, I've still not yet found my address book – thanks.

Gift horses!

I guess I told you about the 1991 Sedan de Ville I was 'given'; it had a few pretty lights on the dash that would not go out. Well, I did the usual oil changes and filters, and that got rid of them all, except for the ABS lights. So, now into my dotage, I decided to let Bauer & Millett have a go at it. That was three weeks ago but, as the car is very clean and runs fine, I'll just have to be patient.

Exploring Social Media

I've found a very interesting section on Facebook called "Fleetofcads", which shows very interesting pictures of privately owned unmolested Cadillacs of all models and years, and it sure takes me back a few years.

Forgotten RHD Seville

I had an email a few days ago from someone who was trying to part with his father's (I assume he is no longer with us) 1977 Cadillac Seville RHD. He said it had been garaged for five years and had not been started, but was very dry, although rather dusty, I suggested he tell me where it was and how much he wanted for it. I don't know whether or not

he contacted our Ed, but I thought it was worth following up. I'll see what I can find out about it – they always intrigue me; like "I must save it", then there's another space filled up!

The new line-up

I am very interested to see this year-end's Escalade. I think I have mentioned before that it has a stronger body frame and reworked suspension with the 6.2 motor putting out 420bhp, and the headlamps are now LED. The ATS now has the options of a 2.5-litre four cylinder, a 2-litre super-charged four cylinder or a 3.6 V6. They are nice cars, but are getting a bit claustrophobic for me.

Hope to see you

Anyway, here's hoping we have a good AGM, especially as I have had a new member e-mail me to say he will be attending. If not at the AGM, I hope to see you at some of the shows.

Regards, **Peter B Griffith**

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

Bits & Pieces From The Editor

I am obviously looking forward to the Luxury Motor Show on 18th May, and meeting up with other members who will be there.

The AGM went well on Sunday 27th April, Drive it Day, and yes, your Ed did turn up in his recently acquired triple-black '78 Seville. Furthermore, one of our long-standing members, Paul Bedford, visited me at home in his Seville to see the new arrival.

While at the AGM, I was made aware of the excellent article in Classic American featuring our Treasurer and his 1964 Deville Convertible. In fact, he arrived in the car and, I have to say, the work done on the interior is especially spectacular – and, according to Bob, did not cost an arm and a leg.

From Mike Colias of US 'Automotive News'

After a string of failed efforts, Cadillac is again pursuing a toehold in Europe. But this time it's approaching the world's most competitive luxury market with more humble ambitions – and a new retail strategy that, if successful, could be transplanted to its home market as well.

Rather than expanding its meagre dealership network of about 40 stores, Cadillac plans to open several test-drive centres, stand-alone service facilities and pop-up storefronts across Western Europe. The idea is to expose prospective customers to Cadillac products without forcing them to visit a dealership, which is "not really what they want to do given how limited their leisure time is," says Uwe Ellinghaus, Cadillac's global chief marketing officer.

He said elements of the retail model "clearly" could be adapted for the U.S. market.

"I think the future of retail in the automotive industry is without bricks and mortar, at least compared to what

we do now, which is invest multi-millions in dealerships," Ellinghaus said at the Geneva auto show this month. That would give Cadillac the ability to "control not only the transaction prices better, but also the quality of the experience, of the dealer touch points."

Other luxury automakers are rolling out alternative retail strategies in the United States as they adapt to shifting shopping habits, offering customers the chance to kick tires in an environment free of sales pressure or financing pitches. Test tracks, virtual showrooms and other automaker-operated spaces offer car companies a chance for the sort of direct customer face time that has mainly been the dealers' domain.

Porsche plans to open "experience centres" in Los Angeles and at its new headquarters in Atlanta, where owners and prospects can tear around test tracks and learn to tell their Caymans from their Cayennes. BMW's new retail sales model includes plans for regional pools of test cars with a wider range of models, giving dealers access to more demo models than any store could stock.

The brands are careful to say that the facilities are intended to supplement, and not supplant, the dealership experience, and that their dealer networks remain the bedrock of their retail strategy. None of the automakers say they're looking to replicate Tesla Motors' factory store model.

But it remains unclear just how the dealership's role fits into these retail set-ups.

Doug McIntyre, general manager at Jim Ellis Porsche in Atlanta, says the new Porsche test centre, a 30-minute drive from his store, should generate buzz and business. Still, he's unsure how sales prospects will be handled.

"I think they'll refer sales to the dealerships," McIntyre says. "Then

again, you never know. Car

companies are getting bolder and bolder all the time." Porsche's experience centres and Cadillac's plans for Europe point to a nascent trend in automotive retailing, according to a McKinsey & Co. study released last month.

The consulting firm identified several new retail



...those were the words Cadillac used to describe its de Ville range in 1964, five decades on Bob Thomas' beautiful convertible just proves how correct Cadillac was.

There was no better success statement in the Fifties and Sixties than to own a new Cadillac. Back then Cadillac really was, 'The Standard of the World' in quality, desirability, engineering and perhaps most of all, styling. Any successful innovation developed for cars during that period probably debuted on a Cadillac. Owners were devoted to the brand. Even those lower on the social scale would get heavily into debt for a new Caddy, taking advantage of cheap credit, and using money intended for a new house as a Cadillac down payment.

The 1964 Cadillac de Ville convertible you see here belongs to Bob Thomas, he's owned a number of American cars, but his first wasn't quite as desirable as this example. "In 1982 I bought a 1978 Mustang II," remembers Bob, "the 2.8i version. I had that for about four years then got a 1973 Caprice convertible – that was quite a change from the Ford. A few friends had American cars and I then bought an '88 Thunderbird. In 1992 I sold it and bought a 1964 Coupe de Ville and I've owned Cadillacs ever since." A 1988 Eldorado – the small, front wheel drive version – followed when Bob needed an everyday car. Then came a 1997 Eldorado in 2005, "that was a European spec export model, remembers Bob, "but I always fancied another 1964 or maybe a 1961 – they're my favourite years."

Bob found a '61 in New York State, but a friend looked it over and said it needed too much work. Then Bob's son spotted this '64 convertible in Long Island. "I bought it in May 2010 and sent the money, but the seller kept hold of it, I still don't know what the problem was but after I got a lawyer involved, the Cadillac arrived at Liverpool Docks in late September." Thankfully, it looked like a decent example. "I drove it home to Wakefield," says Bob, and it never missed a beat. It showed >>

Bob Thomas' recent Classic American article

formats that “will cover specific parts of the customer decision journey that had previously been the task of the traditional dealerships.” They include test-drive centres, online showrooms, pop-up locations, city stores and “super stores,” defined as large metro facilities with extensive line-ups of vehicles that buyers could purchase “on the spot without any delivery time.”

McKinsey says the new retail elements complement traditional dealerships while potentially making stores less costly to operate – reducing floor plan costs by having test drives done off site, for example.

Still, the study suggests a splintering role for dealerships in the future, where all but the largest groups will have to specialize in certain aspects of retailing.

“Dealerships as retail formats will not vanish,” the study says. But dealers “will have to decide which part of the customer decision and experience journey they want to focus on: brand awareness building and messaging, product experience, sales transaction, parts and service.”

Hans-Werner Kaas, who leads McKinsey’s Americas automotive practice in Detroit, told Automotive News last month that several of the alternative formats already are being used in Europe, although some of the approaches might not be compatible with various U.S. dealer franchise laws.

Ellinghaus said Cadillac’s meagre sales volume in Western Europe – fewer than 400 units last year – makes the market ripe for experimentation, with the goal of transplanting successful aspects to other markets, including the United States.

Said Ellinghaus: “Global premium brands have cosmopolitan customers that want the same products, the same communication campaigns and the same dealership treatments the world over.”

**FBHVC
UK Legislation**

The promised exemption Vehicle Excise Duty extension from the end of 1972 to the end of 1973 came into force on 1 April. But it will not be as simple

as we might have expected. DVLA appear to have decided that, unlike when the VED exemption was first introduced, keepers will have to apply for a change of taxation class to ‘Historic’ to gain the exemption. Keepers with unexpired VED on that date will then be able to claim a rebate from the date of notification of the change, by using Form V14.

There is another VED related matter where DVLA have decided to introduce a bit of process just to keep us on our toes. For reasons of avoiding fraud, DVLA have decided that it is now necessary that on any sale of a vehicle with an unexpired tax disc, the VED registration expires and a new one has to be sought.

DVLA advise that only one third of vehicles sold second-hand actually have unexpired tax discs. But given that a very significant proportion of the overall sales will be by commercial organisations, such as hire companies and fleet owners, who tend to sell at the end of a given year of ownership, it seems evident that a much greater proportion of private vehicle sales, especially of cars, will have an unexpired tax disc. The need for the new keeper to apply at the outset for a new disc will increase the effort involved in a second-hand vehicle purchase. It is likely that a significant proportion of sales of historic vehicles will be affected by this change.

You will note that I have referred to the tax disc, because DVLA currently say that all vehicles are covered by this need, even if they are exempt, and no VED is in fact payable. The purpose of the need for the renewal process is not currently clear, as DVLA will gain knowledge of the new keeper through the V5C transfer process, and DVLA has direct knowledge of the existence of an MoT Certificate where one is required for the vehicle. The Federation has questioned the justification for the proposed process, but at the moment members should be aware of the likelihood that this is what will happen.

As with any communication with DVLA – or any government body for that matter – it is suggested that consideration be given to making a photocopy of all documents that are sent to DVLA.

As always, many thanks for the contributions. Keep them coming – a constant supply is essential to keep the magazine flowing along – Ed



Paul Bedford & your Ed with their 3 '78 Sevilles!



A happy group next to the Ed's Seville at the AGM – Phil Hole, Bob Thomas, Rod Bevan, & Peter Griffith

10 Days with a 2014 Cadillac SRX 4

by Phil Hole

My wife Lin and I arrived at Logan International in a cold and snowy Boston. It wasn't as cold or snowy as the last time we were there. It was certainly colder than the UK, but there was no rain. I had booked the trip through Expedia, where I'd paid the extra for a 'luxury' car through Alamo. It said "Cadillac CTS or similar". In the past, when I've booked a rental, the 'Cadillac' has always been a Cadillac. That said, I wasn't sure which one this time: on the site confirmation page, it said CTS, whilst on the email, it said ATS. Either way, it would be a new experience.

At Alamo, they suggested I had an all-wheel-drive SUV, given the weather and that we intended to drive up to Quebec. Last time we were there (in 2011) we had a GMC Terrain, and I enjoyed driving that. We thought about upgrading but the price hike seemed excessive so decided to stick with the CTS/ATS – which turned out to be a Chrysler 300! Now I've nothing against the Chrysler 300, apart from the bland looks of the latest versions and the fact I didn't want one.

Furthermore, on the Expedia website, it was a fair bit cheaper than a CTS..... but they didn't have any CTSs. So we decided to opt for the upgrade to an SUV, but then it turned out they didn't have any of those either! So they asked the National Car Rental manager if he had any. He offered a choice of 2 BMWs or an SRX 4 – no prizes for guessing which I chose.

Two floors up in the rental car complex, there was the SRX waiting; it looked as if it had just been returned, as it wasn't clean on the outside – but at least it wasn't a Chrysler 300 or a BMW. First things first, lets get the luggage in the trunk. I pressed the power tailgate button on the remote... nothing happened, so resort to the old fashioned method – where's Geoff Capes when you need him, damn that thing was heavy. I did a bit of weight-lifting when I was at school, but that was nearly 50 years ago..... luggage in and hang on to the tailgate until it gave in and closed – so the failed diet worked!

The engine was running and the seats were hot, and when I say hot, 3rd degree burns sprang to mind. Still, Lin fell in love with the SRX from that moment.

Having found the basics, steering wheel, gearshift, pedals, electric parking brake -which turned out to be the size of an electric window switch on the centre console – and the seat adjustment, we set off for our hotel in downtown Boston. Ambling through Boston on a Monday afternoon looking for your hotel, the SRX is a quiet and serene place to be with comfortable supportive seats and perfectly weighted power steering, which you need because you're worn out from lifting the tailgate. And when you find yourself in the wrong lane at the traffic lights (because Mabel your SatNav has no idea where she's going, despite having been updated) the rapid acceleration even in 'eco' mode can easily allow you a quick lane change. Then you realise that you are in the US where drivers are much more forgiving and less aggressive than in the UK, so an indicator light works just as well as the loud pedal, and a cheaper option.

This is the first Cadillac that I've driven that hasn't been a V8. The first thing that you notice is that under rapid acceleration the V6 is much busier with a higher pitched engine note, more tenor than base, though the 3.6-litre 308-bhp VVT engine is extremely capable. Despite its near 2-ton curb weight, acceleration is instant – it can, they say, get to 60 in 7.1 seconds.

It's also the first car I've driven where you don't need to put the key in the ignition; the remote just has to be there. Not being used to this, the two remotes spent most of their time in the cup-holder. A single press of the 'Start' button and the V6 sprang to life. When leaving the car, if you forget to lock it, the horn beeps and it locks itself, though you can still open the trunk manually whilst you're close by with the remote in your pocket – took a while to work that one out....

The SRX is blessed with the CUE system, which stands for Cadillac User Experience, and if you've just picked up a rental, it is a 'hell of an experience' because you have no idea how any of it works. After a good meal at the Cheers pub, it was time for my homework. To say that the system 'at first glance' looks complicated would be an understatement. The touch-screen has 8 applications, and together they have 57 sub-options. Many of course you would only set once, like Time and Date or Language, and some you'd never use at all. Once you get into it, it's fairly easy to set up



Phil with the SRX alongside Lake George, New York state

and, if it were my car, I would have spent many a happy hour/day/week/month setting it for 'me'!

The touch-screen itself is more like an I-pad with it's range of gestures, press/hold/drag/nudge/swipe/spread/pinch – when it came to that, I thought of a couple more that weren't there! I'm no stranger to touch-screen technology, having spent many years dealing with hand-held computers, and can't help think that all this must have an effect on safety. My '92 DeVille uses buttons, and I know where they are without having to look at them to operate them..... can't do that with a touch-screen!

In fairness to Cadillac, they do give you options: for instance, below the touch-screen are switches that allow you to change various functions, with others on the steering wheel. The steering wheel switches are excellent, they move so you don't have to look at them. Try switching off or adjusting the 'roast' on the heated seats without looking at the 'touch' switch and you'd see what I mean. Oh.... and I found the function switch for the power tailgate; it lives below

the armrest on the drivers door with options 'off', 'adjustable', or 'max'. I chose max, and wondered why some muffin had turned it off in the first place.

It's a 400-mile trip on the Interstate to Quebec, plenty of time to get used to the SRX. The leather seats, with their multiple adjustments, were extremely comfortable. It wasn't difficult to

find a good driving position. Even the pedals move electrically – what a great idea that is. These days, we take the multi adjustment steering for granted, but rarely do manufacturers consider differing leg lengths. Like many modern cars, the SRX has a glass roof; just press a button and the shade disappears in the direction of the tailgate and the inside of the car becomes a whole lot lighter, unless it's nighttime of course – other than you can see the stars. Press the other button and the roof opens – and yes, us crazy Brits just had to try it, even if it was 27F outside.

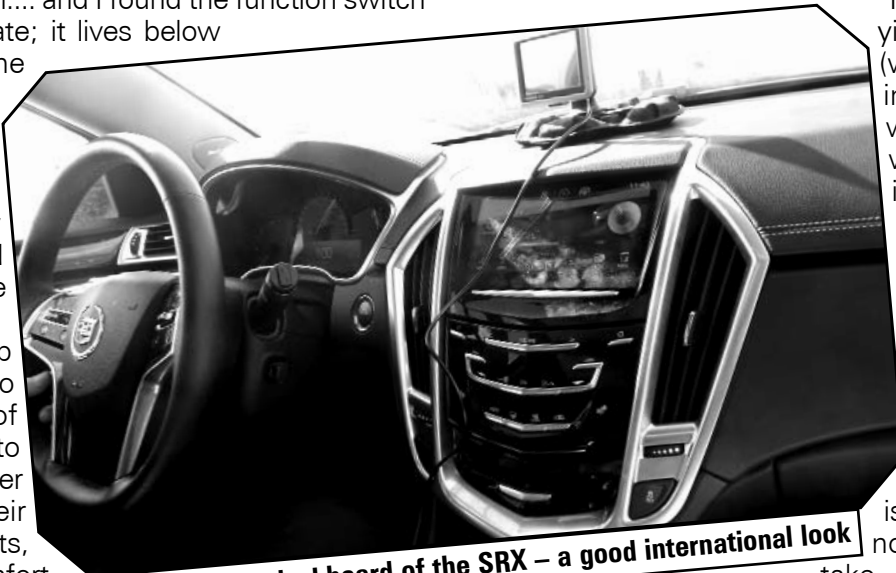
I liked the cruise and Drivers Information Centre (DIC) controls on the steering wheel. I particularly appreciated the heated steering wheel; nothing quite like filling up at a 'sub-freezing' gas station and being able to get in the car and warm your hands on the wheel! You also get that added warm feeling because you've just bought gas for \$3.67 a gallon..... it's another world.

One of my favourite gadgets (and there are many to

choose from) was the blind-spot indicator which flashes up in the relevant door mirror to show there's something alongside that you can't actually see. It's a bonus when overtaking or changing lanes. By American standards, the SRX isn't that large. Ok it's 15' 10", which is big in this country, but when compared to an Escalade or a Suburban it's small. Inside, there's ample room for five adults and their luggage.

It sits tall on its 18-inch wheels, as most SUVs do, so it was a change for someone who normally drives a sedan. The general all-round view is good, although due to the styling the rear screen is quite shallow, which means that the rear wiper doesn't clear that much. For reversing purposes, the rear camera with sensor grid gives you the confidence to manoeuvre into reasonably tight spaces. Even when the camera is iced up or just plain filthy, the parking sensors still do their job. In the end, I got into the habit of rubbing my finger over the camera lens whenever I was passing.

The trip to Quebec yielded 28-mpg (when converted to imperial), which I was very pleased with. That may have improved if I'd used Eco mode, which changes up at lower revs, but I decided to go with normal at those gas prices. On the Canadian motorways, where maximum speed is 100 kph (62-mph) not that the locals take much notice, the



The futuristic dashboard of the SRX – a good international look

SRX cruises at 1750 rpm.

While we were in Canada, it seemed only right to try travelling the old fashioned way. So, for 3 hours, we swapped the SRX V6 for another 'six'. This one, with one seat, had and 24 paws with 'variable bark'. Acceleration was good, brakes depended on how hard you could press a spiked bar into the snow. Comfort was basic: no heated seat for the passenger and the driver has to stand up! Lin got very vocal on the corners, as the dogs speed up for cornering, but we only crashed the once – into a tree. Goes to show that braking into a corner is as scary in a dog sled as in a car. In my defence, I only did it to avoid running into the dog sled that had stopped around the corner. Lin maintains I was trying to kill her.....

Probably, the scariest bit was running up the hill. Yes, at my age, I had to get off and help push the sled up hill – curse this extra weight – only to find that there was a down hill 'one-in-three' on the other side! The dogs went like stink, I had my foot on the brake to no avail and I'm not sure whether my wife was cursing me

or the dogs – but she was definitely cursing someone! At the bottom was a right-hander, which we took at full speed, clipping the apex. See all those years watching motor racing at Castle Coombe paid dividends in the end – we took the racing line and we survived. The Cadillac by contrast was much easier to handle in the snow. A hill start on a fairly steep incline covered in compacted snow was accomplished with no fuss at all, and downhill it was perfectly sure footed – and Lin never shouted once.

When we were back in the US, on a trip from Lake George NY to Robert Todd Lincoln's Hildene Mansion in Vermont, a distance of 57 miles, the temperature dropped from 29F to 19F and we had 4-inches of snow. The SRX ambled through it with ease; the traction control and ABS make even a mediocre driver like me look good. Hildene looked very picturesque in the snow but, despite its grand facade, like Graceland, it's not that big. We didn't venture into the gardens as they were covered in drifting snow, but we did visit the restored Pullman Palace car – Robert Todd Lincoln was President of the Pullman company for many years – as well as venturing down the driveway to the farm where they make goats cheese – needless to say, we met a lot of goats.

The last time we were in North America, we spent most of the time on the Interstates, a necessity due to the distances we were travelling and the limited time

we had in which to do it. This was more relaxed and we spent much more time on ordinary roads wandering through small townships on both sides of the border. Often, it was like having the roads to yourself, mile after mile, and not another car, except when travelling through a town. It was very relaxing and we saw a lot more of 'ordinary' America.

Whilst the Stablitrak system keeps the Cadillac fairly flat in corners, it's not at the expense of comfort. The way it soaks up the bumps and smoothes the potholes is amazing, so you can have a 'sporty' SUV without the spine jarring stiff suspension and low profile rubber – it can be driven with gusto whilst still maintaining that 'Cadillac' ride.

Overall, we did 2,154 miles and fuel consumption for the whole trip was just over 30mpg. I did try the 'manual' option on the gearbox but, from a personal point of view, I didn't see any advantage. I'm pretty sure the car had a better idea of the best time to change up or down than I did. That said, obviously there are times, when on a steep hill decent for instance, that you need to stay in a low gear.

The SRX certainly grew on us. In fact, Lin said if we win the lottery we should get one – I disagreed; I said we should get 2.... I loved it!



A weather-beaten SRX outside a Canadian Motel

One Owner Eldorado Finds New Home

By Francesca Wade-Palmer

I remember the excitement my Mother and I felt as we set off for Pittsburgh in July 1979 with my father. He had already set up home for us in Sewickly, a pretty village outside the city, having started his assignment in The States a few months before. I had just finished my A Levels and was about to start a gap year in America (even if it was with my parents!) seemed a very thrilling option. After a couple of nights at The Biltmore in New York, we finally arrived at Pittsburgh Airport and our adventure began.

I was absolutely bowled over by the size of the cars over there – they were so large! My Father, who was a Jaguar man at home, had chosen a Cadillac for his vehicle during his American sojourn. My Mother and I were particularly impressed by the car he chose. It was a vision of brand new burnished bronze. The Eldorado was a two-door model but had the largest rear passenger seat I had ever sat in. Inside was smooth leather, highly polished walnut and sparkling chrome. What I especially liked was the long bonnet and short boot, which gave it a classy retro feel. There was a sense of restraint that appealed to our British abhorrence of vulgarity!

For the next three years, my Father used the car to drive the three miles to his office, the ten miles to the airport and, on a few occasions, some touring. In the first year when I was with them, we went to Cape Cod in New England. Our round trip took us back through the Poconos Mountains where my A Level results were phoned through by my eldest sister and I celebrated in the hotel restaurant, with Duck served

with a morello cherry sauce.

Driving on American roads in 1979 was a little more restricted than now, as the 50-mile-per-hour speed limit was still in force in order to save the country's fuel consumption. It surprised us that the surfaces of roads were not always up to the standard expected in the UK; while on interstate highways, the trucks were incredibly intimidating. However, comfort was not an issue. The Cadillac stayed as cool as a cucumber inside, the music system entertained us and its powerful engine smoothly got us out of any tight spots we might have encountered.

I returned to the UK in 1980 to start university and my parents stayed in the US for a further two years. It rather irked me that it was only when I had left that they

started going to places like Florida and LA on vacation, which was of course by plane rather than car.

A few months after my parents' return home in 1982, my father's beloved Cadillac Eldorado arrived home too, and was registered with an x number plate. I was delighted to be reacquainted with this old friend. Interestingly, however, its discreet styling now appeared larger than life. Had we really driven along small roads in this massive vehicle? Had my Father really been able to negotiate tight bends such as turning the corner in and out of the drive at home? The answer is of course yes. My Father had been only too happy to roar up and down roads in the USA but sadly found it less comfortable to do so in England. Suddenly the Cadillac became too precious. While bouncing over potholes in America had been a not infrequent, humorous occurrence, if anything happened while we were driving out and about in England my Father would become very tense and concerned. Gradually this concern overshadowed the joy of driving the vehicle so from having been an everyday run about in Pennsylvania it now became a prized possession metaphorically wrapped up in cotton wool, literally kept in a garage only being brought out on high days and holidays.

One such high day was in August 1983 when I got married. My Parents enjoyed catching people's eyes as they followed the Bridal Armstrong Sidley to the reception. Quite frankly I think it was a bit unfair diverting attention away from the newly weds!

Over the ensuing years my Father has enjoyed having the odd potter about in it, although as time progressed he became less and less inclined to drive it. Although the engine has been started, it has not been driven for a few years. The milometer stands at just under 24,000 miles from new.

Why, you may well ask, did he not sell it much earlier? He did, on one occasion, put it up for sale but never felt able to accept the offers he received, believing them to be undervaluing the car. The truth is of course that his attachment to the car, its representation of such a happy, exciting period of his life, made it too valuable to him for him to part with.

The engine still roars though with a bit of back firing now. Apparently it needs retuning. It has had some specialist maintenance over the years but now it needs some mechanical expertise to get it running again like it should. Visually it could still knock the spots off any British car on the road. The original manual is still in the glove compartment. It has the shiniest of spoked hubcaps and, in my opinion, the most stylish bodywork you could wish for.

How marvellous it is that an old family friend, who lives on the Isle of Man, has felt able to invest in such a project, and become the second owner of this very special car.



The elegant one-owner, 24,000-mile 1979 Eldorado



The '79 Eldorado with its 5.7-litre EFI engine was a truly 'sporting stunner'

Rod Bevan

MEMBERSHIP SECRETARY

New members

A very warm welcome to new members this time: Stephen Green of Huntingdon with a 1976 Fleetwood Brougham 75 Series.

Don't forget to send any photos and/or stories to Rob Maidment for inclusion in the website and/or the magazine.

Dear Rod:-

Victor Dennis writes:

I sold all of my Cadillac's apart from a Platinum Escalade ESV, which I am still running. One day, however, glancing through 'Classic American' I came across this 1956 Coupe de Ville in California, which had stood untouched for the last 25 years, and needing a full renovation. I couldn't resist the challenge: it is now in my workshops on jacks, with all the wheels removed, waiting to be stripped down and rebuilt to its original specifications.

I was interested to read about your recent acquisition. I will follow your progress with interest and look forward to seeing at a show. Maybe you would keep us all informed

Bob Thomas

TREASURER

Hello Everyone.

Spring has finally come around again and the shows are about to start for 2014. By the time you read this, the first show of the year that the Club will be attending, the Luxury Motor Show in Nottingham, will have already been and gone. Watch out for a report in the next issue.

Here is some news for any members who like to use or hire their cars for special events etc. Russell Schacter, who is a member of the Club, together with his daughter, Rachel, have recently acquired the company 'American Dreams'. They specialise in locating cars for all sorts of events e.g. weddings, TV and film etc. If you would like to register your car with them for this type of work, it is free of charge and they will advertise your car on their website americandreams.co.uk. The terms are very flexible, and you call the shots as to what kind of work you are prepared to do and the price etc. This is what Russell had to say when I spoke with him....

"All members who are interested in using their cars for wedding, promo and film work, please make contact either via email at info@americandreams.co.uk or by phone to me personally on 07973-307928 or Rachel on 07866-912152.

of your progress via the magazine – it would certainly be very interesting to members.

Steve and Jean Leage write:

We have sold our 1968 Deville, advertised in the last magazine. It is nice hear that it has gone to an enthusiast and a good home.

The Major 2014 Event

Cadillac – Standard of the World – Luxury Motor Show, Sunday 18th May.

Only a short now until this prestigious show. I will report on it in the next magazine. Promises to be a good day out.

Very best wishes to you all,

Rod Bevan.



One of the three cars assessed by Rod and bought by Garry Darby – rear-end of the '57 Series 62 Convertible

American Dreams is an immensely popular website, ranking either 1, 2 or 3 on most search engines for 'American Wedding Car Hire' throughout the country, so we are looking for cars all over the UK to add to our list of registered vehicles. Although we specialise in American Cars, we also supply other cars from other countries – and you Cadillac owners may very well own other non-US classics, just as I do."

So if you are interested, drop them an e-mail or telephone for a chat. They are very relaxed and will explain everything for you.

Time now to get the car out – so everyone have a great summer and hope to see some of you around. Drive safely!

Regards, **Bob Thomas.**



Graham and Puds Sagers at the 2013 Grand European

2014 Events Calendar

May 18th – *Luxury Motor Show 2014*, (by special invitation). Goosedale Conference & Banqueting, Moor Road, Bestwood Village, Nottingham NG6 8UN. Tel. 0800-612-7627, e-mail: info@luxurymotorshow.com.

May 18th – *Car Show and Fun Day*. Stanborough Park, Stanborough Road, Welwyn Garden City, Herts, AL8 6DQ. Tel. 01707-376020 or 07963-501440

May 24-26th – *Enfield Pageant of Motoring*, Great Cambridge Road, Enfield. (pre-entry) Tel.0208-367-1898.

May 25-26th – *Ragley Hall Classic Car and Transport Show*, Ragley Hall, Alcester, Warwickshire, B49 5NJ. Tel. 01922-643385.

June 1st. – *Brighton Beach Classic Motor Show*. Madeira Drive, Brighton, Sussex. Tel. 01527-831726

June 1st – *Can-Am Car Clubs Annual 'Lazy Sunday'*, St Edwards School, Poole. Tel. 01747-853248.

June 8th – *Cleveleys Classic Vehicle Show*. Town Centre and Promenade, Cleveleys, outside Blackpool, Lancashire.

June 8th – *Peter James Bromley Pageant*, Norman Park, Bromley, Kent. Tel. 01775-768661.

June 13-15th – *AACI Open Summer Nationals*, Billing Aquadrome, Northants. Tel. 01924-451885, 07801-125821

June 14-15th – *Bristol Classic Car Show*, The Royal Bath & West Showground, Shepton Mallett. Tel. 0117-907-1000 (Footman James).

June 15th – *Fathers' Classic Day Out*, Woburn Abbey, Woburn, Beds MK179WA. Tel. 01527-831726.

June 15th – *Trentham Transport Festival*, Trentham Gardens, nr. Stoke on Trent, ST4 8AX. Tel. 01922-643385.

June 20th-22nd – *AAC(UK) Summer Nationals*, Hatton Country Park, nr.. Warwick. www.american-auto-club.co.uk.

June 28th – *Vintage & Classic Car Festival*, Bosworth Hall, Leicestershire, Tel: 01858-881615, 07789-378386.

June 26-29th – *Goodwood Festival of Speed*, Goodwood House, Chichester. Tel. 01243-755055.

June 29th – *Hampton Ferry Car & Bike Show*, Hampton Ferry, Boat Lane, Evesham, Worcestershire, WR11 4BP, Tel. 01386-45460.

July 3rd-5th – *Power Big Meet*, Vasteras,

Sweden. www.bigmeet.com, Tel. 0046-404-72939.

July 5-6th – *Stars & Stripes*, Tatton Park, Knutsford, Cheshire (pre-entry only). Tel. 01204-594266.

July 10-13th – *Americana International*, Prestwold Airfield Near Loughborough, Leicestershire, UK LE12 5SH. Tel. 01159-390595

July 12-13th – *Wings & Wheels Country Fair*, Heveningham Hall, Nr.. Halesworth, Suffolk IP19 0PN. Tel. 01728-832363.

July 20th – *Newby Hall Classic Cars & Autojumble*. Newby Hall, Rippon, Nth Yorks. Tel. 0845-4504068.

July 20th – *Beaumanor Hall Classic Car and Transport Show*. Beaumanor Hall, Woodhouse, Leics, LE12 8TX. Tel. 01922-643385.

July 20th – *Damn Yankees Summer National*, North Weald Airfield, J7 M11. Tel. 0208-505-9930.

July 18-20th – *AAC UK 'No Name Show'*. August Stoke Prior Sports & Social Club, Near Bromsgrove.

July 26th (from 4-8pm) – *All American Cruise In, Cadillac Special*. Ace Cafe, Old North Circular Road, London NW10 7UD. Tel. 0208-961-1000.

July 26-27th – *Vintage Gathering*, Northampton & Lamport Railway, Northants.

July 27th – *Rally of the Giants, Pre-50 AAC*. Blenheim Palace, Woodstock, nr. Oxford. Tel. 01530-831170.

July 27th – *Walsall Classic Car & Transport Show*, Walsall Arboretum Extension. West Midlands, WS1 2QB. Tel. 01922-643385.

July 27th – *Worthing American, Rod & Custom Show*, Steyne Gardens, Worthing, W Sussex, BN11 3DU West Sussex. Tel 07813-874477.

International Events

July 8-12th – *CLC Grand National*, Lake George, New York, USA. Detail on CLC Website. This is on the East Coast, so an easy one to get to.



Phil Holes' view from the SRX – no traffic on the Interstate!

Market Place

For Sale: 1998 Seville SLS. 4.6 North Star engine, 90k miles. Right-hand-drive in Pearlescent Red. Good all round condition with full service history. Contact John in Essex on 01243-823693. Looking for around £1,000.



Garry Darby's other purchases – a '55 Convertible & a '58 Coupe

Parts For Sale: '472' engine parts. Brendon Raw has the following engine parts that he no longer needs from a 63,000-mile 1974 Sedan Deville: cam covers, heads, camshaft, timing-chain, pushrods, rockers, driver's door mirror, original radio, alternator, and much more. He also has new window felts for the 1974 Fleetwood. Contact Brendon on 07961-792658 or Brendon.raw@gmail.com.

Parts For Sale: 1959-1960 parts cars. Included are three 1959s and one 1960, plus loads and loads of spares. I am clearing all cars and parts for area space. Some parts included are: new and used water pumps, power steering boxes and steering pumps, new wheel cylinders, new wheel bearings front and rear, rear axles, front fenders and doors, loads of stainless bright-work side trim etc, front & rear bumper sections, hubcaps, wheels and tyres, bullet lights, front headlights etc etc. I have too much to list and all must go, so please call as I probably will have it. To buy everything £3,500 ovno or can buy separate. Contact Garry on 07535-271800.

Club Shop

T-shirts & Sweat-shirts with embroidered Cadillac badge.
– Black or Grey; L, XL & XXL –

It is still Sale time in the Club Shop. The new range of merchandise is taking shape and should be available soon. Remaining stocks of T-shirts and Sweatshirts are still HALF PRICE.

T-Shirts:- £6.00ea, Sweat-shirts:- £9.00ea, including p&p.

Limited stock and sizes left, so first come first served.

All-new black sew-on Embroidered Club badges, with either original or new Cadillac logo:- **£7.95 incl p&p.**

Circular Club screen Stickers:- £1.95 incl p&p.

Send Cheque or P.O., payable to COCGB to:- Kathy Reed, 57 Silkstream Road, Burnt Oak, Edgware, Middlesex, HA8 0DD. Telephone: 0208-201-0147.



Now, as promised, you can see the 'Wheeler Dealers' colour scheme!