

# Cadillac

OWNERS CLUB OF GREAT BRITAIN



*Our Club Treasurer's prize-winning 1964 Deville Convertible*

**SEPTEMBER – OCTOBER 2014**

# Cadillac Owners Club of Great Britain

(Affiliated to the Cadillac-LaSalle Club of America)

C O M M I T T E E

**Club web-site (with international links): [www.cocgb.dircon.co.uk](http://www.cocgb.dircon.co.uk)**

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*Cadillac*

*"Standard of the World"*

# CLUB News

*From the Chairman*

## Christmas Comes

Where did the summer go, or the year for that matter? You go to bed Sunday, and the next minute it's Saturday! And now it's only eight weeks to Christmas. I bet that's cheered you all up.

## Little Problems!

Still, life must go on, just as our cars must too. I have put my '69 into Bower & Millet, but they have subsequently farmed it out to Ernie Wright at Ashton under Lyme. He is the best guy for the older American cars. Having been standing for so long, it seems that some form of internal leak started in the carb. That's now fixed, but the resulting back-firing caused the main muffler to blow, so I guess I'd best be off down into the cellar for some of the parts.

## Possible Fame?

The other day I had a phone call from a film company wanting to use my Escalade in a film for Aer Lingus, supposedly to be President Obama's car. But I would have to go Dublin in Eire to do it. I'm passed doing things like that now, and looking at the sea this morning, I don't think I would like the boat ride either, so I told them to phone around the clubs – very nicely of course!

## A Great Car

The Escalade is a great car, although it quite startles other road users, especially those who choose to ride your rear bumper. I just put the kick down in and it takes off like a bat out of hell. Considering its bulk, it sure can move and it really is amazing for its size. I run it on 99 octane and the resulting mpg is very good.

## Museum Success

I see the Cadillac Museum has opened in Hickory Corner near Kalamazoo. Alan Murphy went and had a really good time. That said, you don't have to try very hard to do that in the USA. They are, in my experience, very hospitable people and always interested in what you have to say (as long as it's polite!).

## Shopping for Next Season

I must phone Cath to see what sizes she has on the new jackets – I need an upgrade for next season. That said, I look forward to seeing more of you

all next season than I did this.

Happy motoring,  
Regards, **Peter B Griffith**

ALLCAR SERVICES						
CONDITION REPORT AT LIVERPOOL		Photos				
				Vessel	APR ESCALADE	
				Voy. No.	N4329	
				Interior Condition	USED 149	
				Vehicle type	MUSINGS	
				Chassis No.	33618	
				Year/Type	1969	
				Mileage	25311	
				Keys	Mirrors	Avil.
				1 set	2	Yes
Spare	Jack	Lug.				
N/S	N/S	N/S				
REMARKS USED CAR						
Date of inspection 31.7.14						
Surveyor's signature [Signature]						
Note: Only defects over 10 cm will be classed						

**A typical Condition Report card for Imports**



**The very glamorous hotel reserved for the forthcoming 2015 Grand European**

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

# Bits & Pieces From The Editor

It is great to see the ultimate success of the efforts put in by so many finally to achieve the opening of the Cadillac LaSalle Club Museum in America in late September – with special congratulations to Paul Ayres for his ongoing determination with this major and very worthwhile project. Furthermore, I am delighted that we were one of the first international affiliates to contribute, and the club will be permanently recognised as such on the dedication plaques.

Continuing on the technical matter of the A/C replacement gas RS-24, I have had further confirmation of the success of this in our older systems. It does really seem to be an accepted universal replacement. So, for those who are still happily running on the original R12, which does in fact give a colder output, their is an easy answer if and when your gas runs out.

## From Linda McQueen

Hi, Rob, I am e-mailing you in the hope that you or someone you know could help? I have a 1976 Eldorado Convertible and, while we were at a show, one idiot broke my boot hinge while slamming the boot down – the car has a self-closing boot, as you I'm sure would know.

I have hunted everywhere for a spare part within the UK and the USA, but with no availability, so I am now desperate for help.

It is the right side (passengers) that has snapped in half. Please see photo attached. Thanking you for any help you can give.

Linda McQueen.

*Hello Linda, From the photo you have sent, I can see why you would have difficulty in finding a spare, even from a scrap-yard. The part of the hinge attached to the car is not 'un-*

*boltable', so a bit of a problem, there being no on-the-shelf spares available any more. If it were me, I would first remove the spring (tricky but not impossible), try and extricate the broken piece of hinge and, having unbolted the main bit on the boot lid, get a good welder to repair (and strengthen) the two pieces – and then re-assemble as best possible.*

*I have copied in Bob Thomas for further comment and/or ideas.*

*Hope of help, kind regards, Ed.*

*Hi Linda, I tend to agree with Rob in that the broken part needs to come out and be welded back and reinforced to the main stay. That said, it may be possible to weld it in situ, but you will need a good welder. I am not a welder and I don't know how much available room there is. However, if the main stay is unbolted from the trunk lid, it may be possible to clamp the two pieces together somehow while it is 'tack' welded, so as to hold it in place while the main welding is done. The trouble is, it has to end up in exactly the right position – tricky. Best of luck with it.*



**Linda McQueen's broken Eldorado boot hinge**

*Regards, Bob Thomas.*

## From Dirk Van Dorst

Hello Rob, Regarding the belated May-June UK Cadillac Club Magazine, better to be late than no mag at all! Will look at it next weekend.

The attached picture is of Liliane with a series 7029 1937 Convertible belonging to a friend of mine.

All the info about the 2015 CLC Grand European in Switzerland will be soon on the [www.cadillacclub.ch](http://www.cadillacclub.ch) website. Many pictures of past GE's are uploaded on this site if you click on 'photos'.

Hope to see you all next year in Switzerland.

Regards from sunny France, Dirk

## From Hugh Howard

Hi Peter and All, It's time I rejoined your club, so I have printed out the paperwork and will post it shortly.

You may remember me and my father with the '64 Deville convertible – see attached – and the article on the car from classic American a few years ago.



**Liliane Van Dorst with a friend's 1937 Convertible**

You may also be aware that my father bought the car new and now it has been passed to me (he died some 12 years ago).

I took the car off the road a few years ago... but I've now decided it's time to get it back on the road again.

It needs a full respray and I'm looking for a painter who can produce a long lasting job, as I intend to keep this car forever. Given the relatively low value of the car and its size, I'm looking for a specialist, if such a thing exists. Before I start my own search, any suggestions from Club members would be very welcome.

Thanks for your help in advance, yours sincerely,  
Hugh Howard

**From George Akele**

Hi Rob, I hope you and Linda are well, and your Cadillacs also. How are the lovely Sevilles?

You may or may not know that the last Cadillac Elvis bought, the 1977 Seville, is on its way to England. It was sold at the Graceland Authentication auction by Greg Page, the original Yellow Wiggle. This is the car that Greg showed me and my family, together with the other memorabilia, in Sydney in 2008. It was a thrill to sit in it. Apparently it will be placed in a museum in England by the new owner.

I should have more details later and will let you know immediately I do.

Regards from Australia, George Akele.

**From Cadillac Club, Denmark**

Hi all. Here is a picture of the Danish Grand European board team, working for a great GE in Copenhagen, Denmark august 2017. Hope to see you there.

Regards,  
Carsten Jacobsen,  
Cadillac Club  
Denmark

**From Phil Krol**

Hello, I am an event photographer and captured some nice photos of a Cadillac at the recent Prescott Autumn Classics. I did speak to the owner of No. Plate CAS 578. This is a beautiful example of a lovely 1940's car.

You can see the photos of the event at [prescottautumnclassics14.blogspot.co.uk](http://prescottautumnclassics14.blogspot.co.uk).

If you possibly know the owner of the car, would you be kind enough to forward him this link?

I have many more photos if any one is interested. Please see the attachment of this car below. All the best, Phil Kroll, Philmit Photography.

*Does anybody know whose car this is, as it is not, and has never been on our database? Ed*

**FBHVC  
VED Exemption**



**Hugh Howard and friends 'somewhere' in the '64**

Since the last Issue a couple of points have arisen. Firstly, DVLA have chosen to insist that if the keeper of a vehicle wishes to have a V5C record, which shows the date of first registration, amended to show an earlier year of manufacture, that keeper must provide either a record from the manufacturer (or where relevant a certificate from BMIHT) or an extract from Glass's Check

Book.

This has caused some entirely understandable unhappiness among some club registrars who are used to having their dating letters accepted as good evidence of the date of manufacture. But DVLA have their reasons for having strict rules where the evidence decides whether a vehicle is exempt from VED. Members should note however that if they truly cannot provide the evidence DVLA is asking for but are sure of the facts, they or ideally the club supporting them, should contact the Federation for help.

There is some good news. DVLA have confirmed that anyone who knows that their vehicle will have this issue in the future can apply at any time to have the V5C record amended to show the actual date of manufacture. We would recommend anyone who has a 1974 built, but first registered in 1975, vehicle to make their application to amend the V5C now, rather than wait until just before 1 April next year.

**Chrome plating**

There has apparently been a lot of activity in Brussels to allow for the acceptance of use of controlled substances, of which chromium trioxide is in the process of being included, in the context of what is known as 'repair as produced'. This, it is hoped, would extend to rework as well as to spare parts. That is all I know at the moment but I shall report more as I establish it. However, the position looks more hopeful.

***As always, many thanks for the contributions. Keep them coming – a regular supply is essential and always appreciated by other members – Ed***



**The Denmark Cadillac Club GE Team for 2017**

# The Rosewood Eldorado

by Paul Bedford

We're probably all guilty of being nostalgic about the old days. Funny thing is that depending how old each of us is, the 'old days' could be different times. But anybody over fifty years old will remember the dark days of the early 1970s. Endless strikes, three-day working weeks, power cuts – it was all rather grim.

Not everyone's life was the same though. Some had it rather better. Consider the man who walked into Lendrum & Hartman's London showroom in 1973 to buy a new car – not just any new car, though, but a brand new Cadillac Fleetwood Eldorado. Let's put things into perspective: what this man bought was a Custom Cabriolet Eldorado complete with the electric sunroof option.

In 1973 a new Mini typically cost £738, a 1600 Ford Cortina £1,250, an XJ6 Jaguar £4,235 and a Rolls-Royce Silver Shadow £10,993. The man who bought this sparkling Firemist Eldorado paid just over £7,300, slightly more than a nice three bedroom semi-detached house in the north of England. Let's

not forget, though, times were bad, fuel was in short supply and expensive – maybe he got a discount? We'll never know. By the way, the magazine that these list prices came from cost 12½ pence – happy days.

The Custom Cabriolet option added over a £1,000 to the cost of the car. It involved being trailed half-an-hour away from Cadillac's main plant on Clark Street to the American Sunroof Corporation, later to be called American Specialty Corporation, ASC. They did the work



**The Rosewood Eldorado's immaculate door interior**

by hand, a half covered vinyl roof in Elk grain, obviously in a selection of colours. This roof treatment was surrounded by hand crafted stainless steel trim. The doors were similarly topped by fine handmade stainless steel trims filled with a brushed stainless insert. If you paid more, you got an electric sunroof. The car was then returned to Clark Street to be signed off by a Cadillac 'Final Assembly Inspector'.



**The Eldorado's complex but stunning interior upholstery**

We know this Eldorado lived in a rarefied atmosphere, partly at the owner's Mayfair town house, partly at their country house. But, like all of life, things change. It is often said that Cadillacs, like other expensive cars have a high value at the start, then lower and lower, then little interest in them and little value, then there follows a sudden – and rather welcome – renaissance in desirability and value.

The car moved around the country. Indeed several owners were themselves car dealers. Many years ago, my Father managed to get hold of one of them on the telephone. The dealer instantly recalled the Firemist Eldorado and spoke highly of it, initially taking it in as a trade, then using it himself. Like any story, any piece of history, there can be bits missing, and the car disappeared. It would reappear in the 1990s, tired and very rusty. Bought initially by my Father Don as a parts car, he decided on another route, an odd route because these cars had little value then. He decided to restore it and, ultimately, I became involved too.

The journey was slow, minds changed and, out of it all, an unusual plan was formed. The car was completely restored, but with a few, key alterations. Call it a mild, conservative custom job – a custom job, though using all Cadillac parts. The front end was replaced with that of a '78 Eldorado with rectangular headlamps – the doors on '71 through '78 Eldorados are all the same. In fact, so precise is the fit of everything that even the seasoned Cadillac man now does a double take. By chance, we bought another car to scrap, this time a '75 Eldorado, also exported new to Lendrum & Hartman.

The interior of the car was a testament to Cadillac of the 1970's, even to the very sound of the disco itself. It was a one year only interior, a Fleetwood series only trim: Rosewood Monticello cloth, all cloth, every part of the seats, including inserts in the seat-

back assist straps, was covered in this rich cloth. That steered us right into the only exterior colour we could possibly use, Rosewood Metallic.

Yet again, we were lucky in that another tired old wreck turned up. It provided us with another part of this unique restoration, a 1970 Eldorado 500 cubic inch engine. That's 10:1 compression, 400 horsepower and 525-foot pound torque. This fabulous motor was subsequently detuned for the 1971 model year – 1970 had seen the best.

The car was completed in 2008, well almost. New everything, brakes, front drive train and, of course, the fully rebuilt '500' motor meant we'd finally finished. But not quite, the one remaining thing is the installation of the half-vinyl Custom Cabriolet roof. So far, we've not found anyone able to fit it to the high standard required. However, it will always be a great relief to me that Dad, not long before he

passed away, saw the car as it appears in these pictures. He loved it and often joked he never thought he'd see it finished.

The car is certainly not original, but it is a custom job using all original Cadillac parts. It is presently in storage waiting for a new owner to continue with its unusual journey – the half-vinyl Custom Cabriolet roof needs to be completed, one way or another! **(See Market Place)**



**The Eldorado's unfinished Custom Cabriolet roof – the final challenge**



**A nicely finished trunk, as always expected of any Cadillac**

# Grand Opening of Cadillac Museum

By R Austin for 'Old Cars Weekly'

The Gilmore Car Museum, located in Hickory Corners, near Kalamazoo in Michigan, will once again make history as it celebrates the Grand Opening of the new Cadillac-LaSalle Club Museum and Research Centre on Sunday, Sept. 28.

Located on the grounds of the Gilmore Car Museum, this 10,000 square-foot building is dedicated to maintaining and exhibiting collectible Cadillacs and LaSalles, with the focus of the new museum and research centre being to protect, promote and share the exciting history of these premier automobiles as well as their impact in the United States and worldwide over the past 100-plus years.

Cadillac has set the standard for automotive excellence since 1902, when Henry Leland persuaded the owners of a failing Detroit car company to reorganize and build cars using his precision-designed and manufactured engine.

In the beginning, Henry Leland had worked as a precision machinist for Colt firearms in Connecticut before moving to Detroit and starting his own machine shop, funded by timber tycoon Robert Faulconer. Leland's precision and demand for accuracy led Cadillac to be referred to by the Royal Automobile Club in the UK as "The Standard of the World," and eventually to become the most prestigious American marque.

LaSalle was introduced in 1927 to fill the price gap between Buick and Cadillac, and was produced through 1940. The marque is credited with moving General Motors' styling away from engineering and creating its own department: the 'Art and Colour Design Studio' that was headed by Harley Earl.

The Cadillac & LaSalle Club was established in 1958 to encourage the preservation of early Cadillacs and LaSalles. Then in 1995, determined to preserve the Cadillac legacy, several members of the Club founded the Cadillac-LaSalle Club Museum and Research Centre (CLCMRC), and the process of site selection, building designs, and fundraising began.

Paul Ayres, President of the CLCMRC, explained, "After an exhaustive survey of potential museum partners across the Country, we are pleased to be joining the Gilmore Car Museum. The Gilmore is rapidly becoming the nation's premier auto museum."

The all-new museum structure is modelled after a 1948 dealership design from the pages of General Motors book "Planning

Automobile Dealer Properties" of that year.

The grand opening of the Cadillac-LaSalle Museum will contain the excitement and anticipation reminiscent of how the new model year cars were unveiled each September at local dealerships. Prior to the opening, the showroom windows will be completely covered with a banner announcing "See the New Standard of the World – Cadillac for 1948."

On Sunday September 28th, starting at 2:00pm as part of the Museum's Dedication Ceremony, the covering will be removed to unveil the new Museum and welcome the public inside for the first time.

Michael Spezia, Executive Director of the Gilmore Car Museum, said, "With the addition of the Cadillac-LaSalle Museum to the Gilmore campus, we now become one of the more unique historic destinations, not just within the car collecting hobby but with the general public as well."

Within the new Museum, guests will find nearly two-dozen automobiles, including a very rare 1903 example from of Cadillac's first year of production, a 1937 LaSalle Convertible Sedan, 1957 Cadillac Brougham used in the film 'Driving Miss Daisy', as well as a 1992 Indy 500 Pace car and the 2003 Cadillac Sixteen show car.

Prominent in the showroom on opening day and paying homage to the vintage dealership's facade will be two 1948 Cadillacs – a 60 Special Sedan and a 75 Series Limousine.

Besides the fantastic automobiles displayed within the new museum structure, visitors will also find an array of artefacts,

memorabilia and educational exhibits that tell the entire story of Cadillac and LaSalle. There will be tributes to Cadillac's founder Henry Leland, to the firm's production history, its support of the Arsenal of Democracy during World War II and its history of providing Presidential limousines.



**The Cadillac-LaSalle Museum & Research Centre opens its doors to all**

Hundreds of Cadillac & LaSalle automobiles, owners, enthusiasts and Club members are expected to attend the event, which is open to the public. Special guests will include Dave Leone, Cadillac Brand Lead Executive Chief Engineer, Margaret Dunning, who at 104 is a renowned philanthropist and auto enthusiast, as well as many other Cadillac design and engineering retirees. Cadillac & LaSalle owners who are members of the national Cadillac-LaSalle Club can also take part in the weekend-long Cadillac Fall Festival.

The Gilmore Car Museum is renowned for its collection of over 375 extraordinary vehicles, as well as its 90-acre park-like campus made up of historic buildings: a small-town train depot, 1930s gas station, 1941 diner, and a re-created auto dealerships including 1918 Franklin, 1928 Ford Model A, and 1930s Lincoln are just a few of the buildings currently on the ever-expanding grounds.

The Gilmore Car Museum also serves as home to the Classic Car Club of America Museum, the Pierce-Arrow Museum, the H.H. Franklin Club Museum, the Model A Ford Foundation Museum and Lincoln Motorcar Foundation Museum.

# Rod Bevan

## MEMBERSHIP SECRETARY

### New members

A very warm welcome to new members this time: Mike Burgess of Great Yarmouth with a 1988 Seville; Thomas Hughston of King's Lynn with a 1995 Eldorado; and Lewis Foote of Dorset with a 1948 62 Series Sedan.

Don't forget to send any photos and/or stories to Rob Maidment for inclusion in the website and/or magazine – contact details on inside front cover.

### Dear Rod:-

**Paul Nieuwenhuis writes**

Unfortunately, over the summer my CTS was written off in an accident in the Netherlands – an urgent pizza delivery driver hit my right front wheel and rendered the car beyond economical repair.

It took me a while to find a suitable replacement, but I have now invested in a similar 2006 CTS Luxury Sport 3.6, but this time in silver metallic with black interior and with a top notch LPG conversion that puts running costs on a par with a diesel, which is very welcome. I have also fitted an after-market grill, as I think the standard item is a bit too understated.

*Sorry to hear the news, Paul, but you sound very happy with the replacement. These CTSs are now so popular and such a good price, excellent value, congratulations. Rod*

### Show Seasons, the old and the new

The winter is nearly on us, and although many members have

vehicles they use as daily drivers, most of our beloved possessions are soon to be stored away. So let's look ahead to next year and do those jobs over the winter that we've been wanting to do for ages.

For 2015, we will be repeating our show stand at Hatton Country World near Warwick and also at Rally of the Giants at Blenheim Palace. Should be a very busy year, together with the Swiss Cadillac event in August. I will

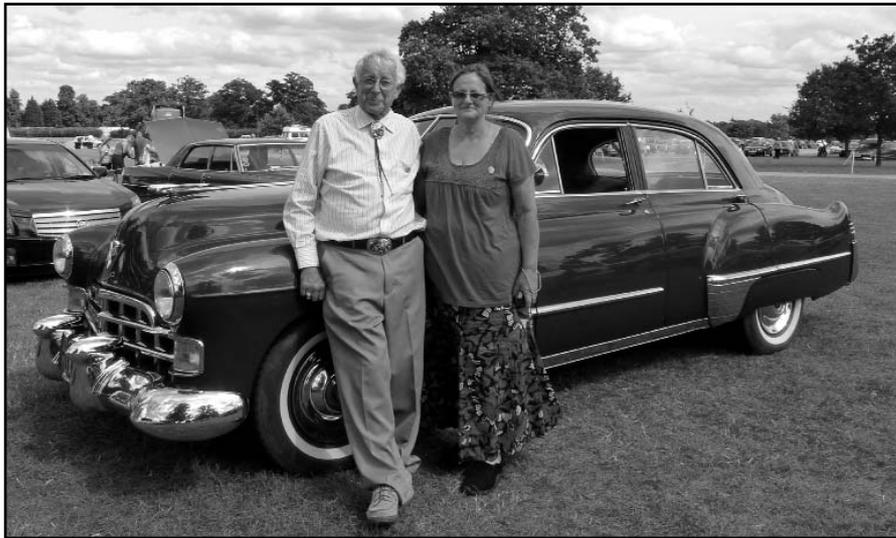
do my best also to arrange a stand at Tatton Park in July. Bring your prized possessions for us all to see and admire.

Bob Thomas has done an excellent job

with the Cadillac Clothing Store. If you have not looked yet, then check it out at <http://cadillacownersclub.waterfront-store.co.uk>. There's some very nice Caddy clothing for next year's shows. Put a few items on your Christmas list.

That's all for know, see you soon. Keep on driving.

Very best wishes to you all,  
**Rod Bevan.**



**John Henderson with his 1949 Series 62 – together with his other love!**



**The immaculate black and silver 1995 Fleetwood owned by Ian Hyde in Bolton**

# Bob Thomas

## TREASURER

Hello Everyone.

Looks like summer has been and gone again for another year, so not much happening now.

As we come to the end of this year, my thoughts

are turning to next year: the Club is in need of some new faces for the committee.

Everyone involved with running the Club spends a lot of spare time doing their best to keep things going smoothly, but we are in need of some help.

If you think you can help in any of the positions, for example editing the website or producing the magazine or any of the other posts, please let me or any

of the committee know, preferably before the end of the year. If we can share some of the workload, it would be a lot easier to keep everything up to date and running smoothly. Most of the committee are doing multiple jobs, and it can get a bit 'full on' some times. Drop an e-mail or call any of the committee if you think you can help. Thanks.

Don't forget the Club Store. This is available to everyone on the internet and the address is <http://cadillacownersclub.waterfront-store.co.uk>. You won't find it on Google or anything like that.

Just put the address in the address bar at the top of your browser window and it should take you directly to our store.

We have T-shirts and polo shirts in various colours, and now in ladies and men's styles. There are also sweatshirts, caps, a jacket and a fleece. Both the jacket and fleece have the option of a large Club logo on the back or small one on the front, or both.



**The underside of Tony Winters' '76 Seville transmission**

They are both super quality and the large logo looks fantastic. Have a look and get your orders in. Having ordered online, they will be posted directly to you – just in time for Christmas as well! When ordering, make sure you get the correct size and colours you need. All the details are given in the store, but there are now lots of options so select carefully.

If you don't have internet access, there's no problem. You can still order direct from the company over the phone. Give Kathy Reed, Rod Bevan or myself a call and we can give you all the details of how to go about it and what is available. If we have it in stock we can even supply it ourselves, but we are only holding a very small amount of stock and we don't have every size and colour option.

Considering the short amount of time the site has been live, there has been a good response with several orders being placed. In fact, it would be good to get some feedback on the new site and the merchandise, so if you have placed an order drop me an e-mail and let me know what you think.

Regards, **Bob Thomas**.

### **CLUB SHOP EXTRA**

**It is still Sale time in the Club Shop. As the new range of merchandise has now arrived, the remaining stocks of T-Shirts and Sweatshirts are still half price. As before, first come first served.**



**Does anybody know who this on the Prescott Hill Climb in the Autumn?**

# 2014 Events Calendar

**November 14-16th – International Classic Motor Show,** NEC, Birmingham. Tel. 0121-780-4141.

**November 14-17th – Rhythm Riot Weekend,** '50s rythm & blues and Rock 'n' Roll. Pontins Holiday Centre, New Lydd Rd., Camber, Sussex. Tel. 0208-566-5226.

# 2015 Events Calendar

## International Events

**June 24-27th – Grand National USA,** Brookfield, Wisconsin, USA. Tel. 001- 262-364-1100.

**August 26-30th – Grand European,** Pfaffikon, Canton Schwyz, Switzerland. [www.cadillacclub.ch](http://www.cadillacclub.ch).

# Cadillac Autonomy in 2017

Two years ago, at the International Consumer Electronics (CES), Audi of America showed a group of journalist an car that could let you off in front of a hotel and, with programming on a smart-phone, park itself, turn itself off and wait till you called it again to meet you at the front door.

There have been two DARPA (Defense Advanced Research Projects Agency) challenges. The first, in 2005 named the Grand Challenge, included a Hummer named H1ghlander led by William Whittaker from Carnegie Mellon University, and a Volkswagen named Stanley led by Sebastian Thrun from Stanford University. The contest was an off-road robot competition devised by DARPA to promote research in the area of autonomous vehicles. It consisted of building a robot capable of navigating a route of up to 175 miles through desert terrain in less than 10 hours. The coordinates are given to the teams the morning of the race, but once the race has started there is no human intervention allowed.

Thanks to Stanley finishing in under 7 hours and averaging over 19 mph on the 132 mile course in California's Mojave Desert, the Stanford Racing Team was awarded two million dollars for future research into autonomous vehicles.

The second DARPA challenge, in 2007, proved

better for Carnegie Mellon University. Carnegie won the urban challenge with a fully autonomous Chevy Tahoe named 'Boss'. Instead of being out in the desert navigating hills, the Boss navigated 60 miles of mixed traffic, intersections and stop signs 20 minutes faster than the runner up.

Google Autos and Continental AG both have the red license plates that allow their autonomous prototype vehicles to test-drive hands-free on the highways of Nevada. At the 2014 Intelligent Transport System (ITS) World Congress in Detroit, GM's Chief Executive Officer Mary Barra announced that a 2017 Cadillac model will feature 'super cruise' technology.



**Johan de Nysschen – Cadillac's General Manager**

'Super Cruise' is the term GM is using to denote features of autonomous vehicles such as acceleration and braking in traffic and on the highway. It allows for hands-free driving on the highway – both at speed and in stop-and-go driving.

It will include technology such as adaptive forward lighting, rear vision cameras, blind-zone monitoring and lane-keeping. GM will also be adding more nameplates that offer adaptive cruise control and collision-imminent braking.

In 2017, GM will also enter its latest Cadillac CTS with V2V (vehicle-to-vehicle) technology, a world that enables cars to communicate with each other.

# Market Place

**For Sale: 1973 Eldorado.** Detail specs as per story on pages 6 & 7. For further information, please e-mail Paul Bedford on [paulatperfectionisart@gmail.com](mailto:paulatperfectionisart@gmail.com). *(picture below)*

**Wanted: for 1955 Series 62.** Any surplus parts/spares (or even another car). Please contact new member Curly Gross on 07747-863382 or [curly.arkoss@yahoo.co.uk](mailto:curly.arkoss@yahoo.co.uk)

## COCGB NEW MERCHANDISE

### MENS T SHIRT – £9.70

“Black, Grey, Blue, White” – “S, M, L, XL, 2XL”

S=34/36 M=38/40 L=42/44 XL=46/48  
2XL=50/52

### LADIES T SHIRT – £9.70

“Black, Grey, Blue, White” – “S, M, L, XL, 2XL”

S=6/8 M=10/12 L=14/16 XL=18/20 2XL=22/24

### MENS POLO SHIRT – £14.75

“Black, Sky blue, White, Royal Blue, Grey” – “S, M, L, XL, 2XL, 3XL”

S=35/37 M=38/40 L=41/43 XL=44/46  
2XL=47/49 3XL=50

### LADIES POLO SHIRT – £13.75

“Black, Sky blue, White, Royal Blue, Grey” – “XS, S, M, L, XL, 2XL”

XS=8 S=10 M=12 L=14 XL=16 2XL=18

### JACKET, LOGO FRONT – £37.99

Black – “S, M, L, XL, 2XL”

S=36/38 M=40/41 L=42/44 XL=46/48  
2XL=50/52

### JACKET, LOGO BACK – £55.99

Black – “S, M, L, XL, 2XL”

S=36/38 M=40/41 L=42/44  
XL=46/48 2XL=50/52

### JACKET BOTH LOGOS – £61.99

Black – “S, M, L, XL, 2XL”

S=36/38 M=40/41 L=42/44  
XL=46/48 2XL=50/52

### FLEECE, LOGO FRONT – £26.99

Black –

“S, M, L, XL, 2XL, 3XL, 4XL”

S=37/38 M=39/40 L=41/42

XL=43/44 2XL=46/48 3XL=49/51 4XL=52/54

### FLEECE, LOGO BACK – £45.50

Black – “S, M, L, XL, 2XL, 3XL, 4XL”

S=37/38 M=39/40 L=41/42 XL=43/44  
2XL=46/48 3XL=49/51 4XL=52/54

### FLEECE, BOTH LOGOS – £51.50

Black – “S, M, L, XL, 2XL, 3XL, 4XL”

S=37/38 M=39/40 L=41/42 XL=43/44  
2XL=46/48 3XL=49/51 4XL=52/54

### SWEATSHIRT – £16.99

“Black, Grey, White, Blue” – “S, M, L, XL, 2XL”

S=35/37 M=38/40 L=41/43 XL=44/46  
2XL=47/49

### CAP – £10.99

“Black, Blue, White” – Adjustable

Postage – up to 1 Kilo – £4.50, over 1 Kilo – £6.50

## Club Shop

T-shirts & Sweat-shirts with embroidered Cadillac badge.

– Black or Grey; L, XL & XXL –

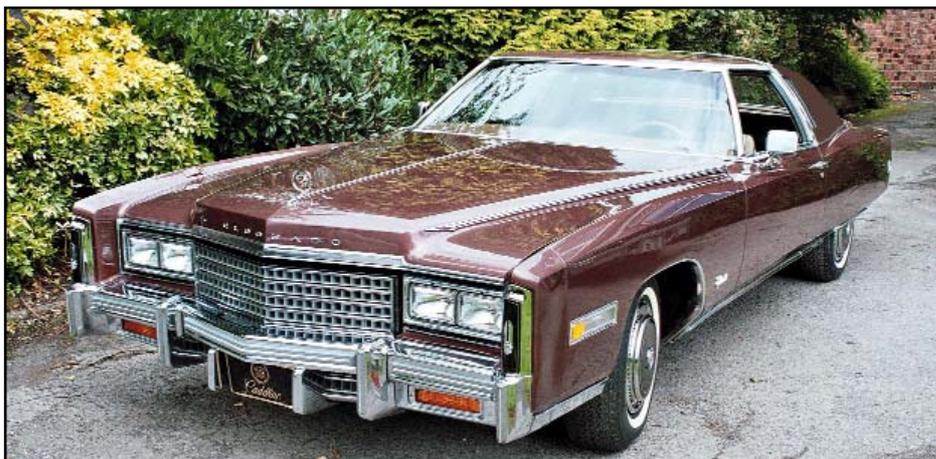
***It is still Sale time in the Club Shop. The new range of merchandise is now available. Remaining stocks of T-shirts and Sweatshirts are still HALF PRICE.***

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

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

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

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



Paul & Don Bedford's 1973 'Rosewood' Eldorado – looking for a new home