

Cadillac

OWNERS CLUB OF GREAT BRITAIN



An Immaculate 1959 Eldorado Convertible in the Cadillac Museum

MAY – JUNE 2016

Cadillac Owners Club of Great Britain

(Affiliated to the Cadillac-LaSalle Club of America)

C O M M I T T E E

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

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

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Cadillac

"Standard of the World"

CLUB News

From the Chairman

IT Magic!

After typing a long message, my computer kindly 'saved', and then lost my write up completely – so I'll type a bit faster and try to beat the ever-clever machine's irritating quirks!

Hassled

I have had a great deal of aggravation from the car team that collect VAT and then issue the NOVA certificate to say you have paid the Taxes. Why do they or I need this? The car could not be removed from the dock until the taxes had been paid. I had paid the tax on Nov 19, before this new arrangement came into effect; the car docked on Nov 21st, and from then until three weeks ago, I continuously asked were my Nova certificate was.

Never Ending

As time went on, I was told that the VAT Car import team had moved to Enniskillen in Ireland. Maybe, but they never answered their phone. Eventually, through an incorrect letter from HMRC, I was told my wife had died and how to make the necessary arrangements – she was absolutely fine yesterday in the care home! They then

gave me the big VAT phone number. On explaining to them about my being constantly messed about, I was given a special telephone number and fax number – which I used with a very nasty fax machine. Two minutes later, the shipper phoned me and said, "Check your emails". There it was, all ready to download: my long awaited NOVA certificate.

Is This a Record?

All this had taken eight months, instead of two weeks previously. So, after a further three weeks wait for DVLA (2nd time), I registered the Flower car and finally actually drove it. While all that was going on, I had a few other things go wrong on the other cars, but I'm pleased to say that we soon fixed them all.

Summer Shows

I hope to see the usual members at Tatton Park and Rally of the Giants – and some more of you too for that matter.

Drive safely,
Peter B Griffith



One of the oldest – a 1903 Cadillac in the new Cadillac Museum



Old technology – animated Hydra-matic neon sign displayed in the Museum

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

Bits & Pieces From The Editor

Well, here we are, Independence Day has miraculously materialised, when all the pundits thought it could never happen! From our point of view, despite a lower value pound potentially increasing the cost of spare parts, we should in the medium/long term benefit with easier links with the USA. Also, hopefully, the DVLA will be brought into line working on as common-sense an attitude as could be reasonably expected from any public sector operation. Anyway, at least here's hoping.

Sadly, with my ongoing back problem – due to be properly sorted at the end of July – I will not be attending any shows this summer. That said, keeping a positive outlook, I am pleased to report that the Roadster has been selected to appear in the 'London New Year's Day Parade' – with Linda and me dressed up in 'Great Gatsby' attire!

From Pete King

Dear Rob & Bob,

I wanted to let you know that I sold the Eldorado last night to someone not far from me in Woodbridge. We settled on a price of £2,700 which I think is fair.

Thank you both very much for your help and advice and for including it in the magazine.

Regards, Pete.

From Linda Wilsmore, Ace Cafe

Calling all 1950's American Car owners!

Television production company Monkey are looking for owners of 1950s American cars, who might like to have their car featured during a one-off Channel 4 special hosted by Alan Carr celebrating all things 1950s! For more info please email chris.mannion@monkeykingdom.com. Kind Regards, Linda.

FBHVC – DVLA

Registration Matters

As you know we had experienced an extended failure to come to grips with both the changes in some policies of DVLA and the fact that they kept saying they had not changed anything. Having reached an impasse with DVLA's chosen negotiators, we had reached the stage of taking the matter up with the All Party Parliamentary Historic Vehicle Group.

We then found ourselves with an extended hiatus as the DVLA negotiator moved to another post. While the people we deal with day-to-day were largely unchanged, there was



Rod Bevan receives prize from Mel Atkens for his 1999 Deville

no-one to carry on at the level where major policy issues were concerned and it took a while to establish who we were to speak to.

However, the starting gun has now been fired: DVLA have confirmed their new organisation. We have thus taken the opportunity to set out the

policy questions as

we understand them in a co-ordinated manner. We wrote last week to DVLA attaching a Policy Paper which sets everything out as fully as we can. Let us hope that something might at last happen.

As always, many thanks for the contributions – a regular supply is essential for the magazine and always much appreciated by other members. I am still very short of pictures generally, and getting short again of your stories too – Ed

1957 Cadillac

From Old Car Express

In 1956, GM design chief Harley J. Earl – who once headed the Cadillac studio – made a statement suggesting the company's car designs were going to be less conservative.

"There was a time when we felt we had to hold back on some of our design ideas because the public wasn't ready for them yet," Earl reportedly said.

"When a new Cadillac car is imminent on the American motoring scene, it is usually expected that the car will be dramatically advanced in every way," boasted the division of its 1957 models. "But no one, not even Cadillac owners themselves, was fully prepared for the magnificent new Cadillac."

The ads again focused on beauty, luxury, rich interiors and performance. "Its new power, responsiveness and ease of handling are without counterpart even in Cadillac's glorious past," read one ad. "Car-of-the-future" styling updates made the '57 models stand out.

Changes started with a completely redesigned and lower body. The new front-end look included rubber bumper guard tips and dual, circular parking lights set into a lower bumper section.

Hooded headlights were lifted directly from the 1954 Park Avenue show car, as were the larger front wheel openings, the curved rooflines and the notched-back roof pillars. New twin-blade ornaments decorated the hood. There was new trim on the body sides and a new, Eldorado-inspired dual taillight grouping.

Underlying the '57 Cadillac's closer-to-the-ground appearance was a new tubular-centre X-frame that gave the car greater torsional rigidity. There were 10 body styles with the centre post eliminated on all models except the Series 75 seven-passenger sedan. The majority of '57s had

broad, flat tail fins. The fins were canted towards the front of the car. The 1957 Eldorados had new "shark" fins. They were moved inboard of the rear body corners and blended into a custom-car-like "rolled" (rounded) rear end.

The 365-cid V-8 was retained in all models. It now had a 10.0:1 compression ratio. The Eldorado version again ran dual four-barrel carburettors, with horsepower upped to 325 at 4800 rpm. Standard in all other Cadillacs was the same engine with a single four-barrel carburettor and 300 hp at 4800 rpm. For all Cadillacs to offer over 300 hp was big news. Features of the new 300-hp engine included a redesigned carburettor and larger combustion chambers.

There were no model changes in the base 62 Series, where prices were in the \$4,609 to \$5,058 range. The regular 62s had a vertical body moulding with seven horizontal wind splits just ahead of the rear wheel openings. This trim intersected the horizontal moulding on the rear fender "projectile" bulges. The tail fins carried a Cadillac crest medal-

lion. Coupe de Villes and Sedan de Villes had special front fender nameplates. The 62 wheelbase grew by one-half inch. Overall lengths were 215.9 inches for the sedan and Sedan de Ville and 220.9 inches for two-door models.

The Eldorado sub-series was \$7,286 for the Seville two-door hardtop (2,100 built) and

the Biarritz convertible (1,800 built). It was possible to order an Eldorado Sedan de Ville, but only four customers did. The Eldorado Seville and Biarritz shared the 62 wheelbase, but were 222.1 inches long with their larger rear bumper.

Up front, a special tri-section built-in front bumper was a unique touch. At the rear, the tail fins ran to a single round taillight. In the centre was a V-emblem with the Eldorado name above it. Below this was a chrome license plate recess surrounded by rolled-under body-colour body panels. The chrome bumpers swept around each rear body corner and incorporated two pods on either side. One pod held the round back-up light lens and the other was an exit for the exhaust pipe on that side of the car.

Eldorados also carried special decorations including wide chrome mouldings around the rear wheel openings with chrome beauty panels below them.



'57 Eldorado Biarritz at US S-W Nationals, from Phil Hole

Standard of the World – Still Standing Out!

From Bob Thomas

Chicago!! The first place I visited with my wife Kath on our recent trip to the US. We have visited many cities in the US before but not Chicago. We both liked it a lot. It has a lighter, less overpowering feel than New York. Plenty to see and do and being on the edge of Lake Michigan has a very pleasant atmosphere. If you have been lucky enough to travel to cities around the world you may take an interest in the cars currently in use in different locations.

Chicago is a very busy city and has loads of cars to take an interest in. Over the years, cars around the world have become more and more uniform in their shape and size. The thing that struck me was that this has now spread to the US and for the most part the cars on the streets of Chicago all looked very similar and I could have been stood on a street in London, or wherever – Range Rovers, Jaguars, VW's, Toyotas, Nissan's, Minis, BMWs, the list goes on. Of course, there were Chevy's, Fords and Lincolns but they all came out of the same jelly mould and painted with the same drab silver paint. There are plenty of huge pick up trucks, though, which always reminds you that you are in the US.

One of the car makes that did stand out though, and I am not at all biased here, honestly, were the Cadillacs. The striking, modern designs and stance on the road really singles them

out from the rest. Even Kath, who is not a car person, commented on how you could tell from way down the road that a Cadillac was making its presence known amongst the traffic. Cutting edge design and imaginative use of LED lighting even makes them stand out at night. There seemed to be more of them compared to our last visit to the States a couple of years ago. So GM should be pleased and, hopefully, they will continue to keep Cadillac ahead of the crowd in the future. Were there actually more Cadillacs, or were they the diamonds amongst so much gravel?

Leaving Chicago we headed into Michigan and on to Hickory Corners, the home of the Gilmore Collection and site of the new Cadillac museum.

The Gilmore museum is on a 90-acre site and is made up of several separate buildings. The main building is the home of the Gilmore collection; around 300 cars, all in amazing condition, with vehicles from the very beginning of the automobile right up to the 1980's. Dotted around the site are other buildings that



Bob Thomas at the Cadillac Museum with Paul Ayres and Al Haas

house different organisations car collections. Ford, Lincoln, the American Automobile Club, Pierce Arrow all have collections displayed.

There are two or three wooden buildings in the style of Dutch barns, and two or three brick built



A 1976 Eldorado Convertible at the newly opened Museum

buildings in 1920's American style. There is also a 1920's original diner and a 1930's gas station on the site. Kath and I arrived at the museum in the morning and after paying the entrance fee, we strolled through the main building, briefly admiring the Gilmore cars, but eager to find the Cadillac museum first. Leaving the building, we

found ourselves on a 'street' with two brick built buildings across from us; and there it was, the Cadillac museum standing out like a beacon at the end of the street. A striking glass-fronted building, built to the actual design of a 1948 Cadillac dealership, but surprisingly modern looking. I don't think it would look out of place on a street in downtown

America today. Entering through the main doors, we were greeted by two pristine Cadillacs in the "showroom", a 1959 Eldorado Biarritz Convertible and a '48 Fleetwood. Venturing further into the building, we found the main display. Pristine cars from 1903 onwards, all displayed beautifully.

We were met by Paul Ayres and Al Haas of the Cadillac LaSalle Club who kindly gave up their time to show us around and chat about Cadillac stuff in general. We both very much appreciated that. The first question I asked Paul was.... "How on earth did you get the Gilmore board to approve such a building to be built amongst all these older style structures on the site?" He replied, "There were some raised eyebrows but we submitted three different designs and they picked this one". Al informed me that they had the option to double the size of the museum in the future, subject to the finances being available of course.

One of the cars on display was donated by Paul Ayres – his 1932 V16 that he restored himself. What a car!! A fantastic restoration job, which he should be extremely proud of. I know I would be.

I won't go through all the cars on display, just have a look at the photos. They don't do the cars justice, but you will get an idea. Not only cars to look at; stunning signage, photographs of days gone by, display engines, including a V16, all add to the impressive display. There is also a mock-up of an early service bay with various pieces of old equipment etc.

An important piece of Cadillac history is also displayed here. One of the Cadillac crests from the

Clark Street factory in Detroit was saved, but only just in time, as the building was about to be demolished. The crest used to reside high up as part of the wall at the top of the building.

Considering the museum has only been open for around 18 months, I think everyone involved has done an amazing job. Each exhibit has been chosen

to show the milestones in the development of the Cadillac. The generosity of people is staggering. Not just for the donation of cash but the time and expertise that has been given and the cars and other exhibits that have been donated is amazing. Every one concerned should be proud of this considerable achievement. This is important work for future generations to be able to see and get involved in the history of one of

the worlds premier motor manufacturers.

I must give a word of praise to the Gilmore organisation. Paul and Al both said that, without the support the Gilmore management provide, they would not be able to sustain a museum such as the Cadillac one. The staff at the Gilmore site look after the building, clean the exhibits, open and shut the site etc, and they do this for all the collections on site.

Kath and I spent the whole day there and visited all the different collections and, I must say, I don't

think I have seen so many exhibits on such a large site displayed in such a pristine way. Every car, sign, display case, in every building was gleaming and

spotless. It is a credit to the team there and, if you get chance, it is well worth the visit. Standard of the World still stands out amongst all this and, with the ongoing support, enthusiasm and generosity so far, will continue for generations to come.

Regards, Bob Thomas.



A group of 1941, 1940 and 1930 in the Museum's main hall



The impressive Front of the new Cadillac Museum

COCGB AGM

Minutes

Sunday 15th May 2016 11.00am
Brandon Hall Hotel, Main Street,
Brandon, Coventry CV8 3FW

PRESENT: Peter Griffith (PG) Chair, Bob Thomas (BT) Treasurer, Rod Bevan (RB) Membership Secretary/ Events Organizer, Alan & Kath Reed (A&KR) Merchandise, Judith Bevan (JB) Club Secretary, Phil Hole, Russell Bowesman, Clive Jackson, Nigel Jackson.

Apologies

Paul Nieuwenhuis and Rob Maidment

Agree Minutes of last meeting

Minutes were agreed by members present as correct. Proposed by Phil Hole (1105) and seconded by Russell Bowesman (1418).

Chairman's Report

Peter welcomed everyone to the meeting and for bringing their cars. Peter expressed his disappointment at the turnout for the AGM.

Treasurers Report

Bob reported that the club had a healthy balance of £8,765.00.

£700 was donated to the Cadillac museum USA.

Funds available for club use.

Bob invited members present to view receipts.

Accounts were accepted by Peter Griffith and seconded by Judith Bevan.

Members and Shows report

Rod reported that there are currently 177 members of the club and that we are main-

taining our numbers.

Rod reported that the Cadillac Facebook page was up and running and currently has 28 members. This is a 'closed group' and is used by members regarding car parts and discussions in respect of repairs. Seems to be working well. The 'open group' has not attracted any interest but it will remain for the time being.

Rod reported that the club has two events organised for this year: -

Tatton Park 'Stars and Stripes' in early July is at no cost but pre registration required, tickets sent out two weeks prior to show – use booking form available on line. Stars and Stripes attendees' will be marshalled by the organisers to Cadillac Club Stand to display their cars.

'Rally of the Giants' at Blenheim Palace is earlier this year, mid July. Attendees need to visit Pre AAC website to book and pay reduced pre booking fee or pay on day.

Rod reported that there would not be a club stand at Hatton this year due to Rod and Judith having a family commitment on the weekend of the show. However, members are encouraged to attend and will be marshalled to the Cadillac section.

Details of all the events can be found in the club magazine.

Bob asked if we need to look at the show dates next year as this year the shows are too close together and thus making it difficult for the club. Rod said that for some reason not known the dates for Blenheim had changed from the usual last weekend of July to mid July.

Phil said that there are two shows in his area, one in Bristol and one in Bath, and also a show at Shugborough Hall in Staffordshire. This show that Phil attended on the Sunday was a very good show with a variety of cars on display. Phil agreed to liaise with Rod regarding details of these shows.

Alan said that Billing was another option for a car show date.

Russell said Ragley Hall and Cheltenham Auto Fest was another option.

Rod agreed to look at dates and locations for next year's car show dates to try to balance the geographical areas in an attempt to encourage club members to attend.

Area Representatives' Report

No reports received from Area Representatives.

Merchandise and Website

Bob reported that he had contacted the supplier to ascertain sales via the website. The company said that when the club has been with the company for 12 months they would produce an annual report regarding sales figures. Bob has no way of checking on line but will contact the company for the report when it is due.

Election of Committee

The current Committee members were re-elected.

Proposed by member Clive Jackson (822) and seconded by Alan Reed (62)

Any other business

Russell asked about the club hosting a Grand European show. Rod said that the club would need to have a working group to organise such an event and support from club members.

There was a general discussion and consensus that this could be difficult due to the commitment by club members to help organise.

Rod agreed to write a piece for the magazine to see if club members are interested.

Rod reported that he and Judith had attended the Stratford upon Avon car festival hosted by 'Listers' Group. It is a two-day event but partici-

pants can choose to do both or just one day. The event was excellent with a cruise around the Cotswolds. Judith said the instructions for the cruise were excellent, very easy to follow. Rod said all the cars taking part were parked in the centre of Stratford, which was closed for the event and all the American cars were parked together. The day was excellent as it was well marshalled, lots of market stalls available to browse and plenty of choice regarding food and drink. Also to note the event is very child and pet friendly.

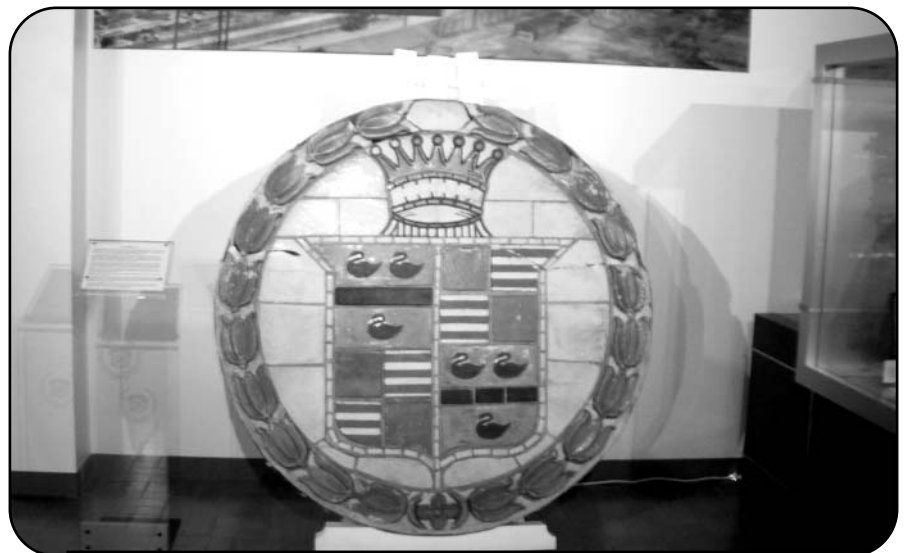
All members present were interested in this event being pursued as a possible car club show with the option for members to do a two-day event.

Rod agreed to write piece for the club magazine and to encourage car club members to attend. Rod said that individual members would have the responsibility of booking themselves onto the event.

Russell asked if this event could be the answer to hosting a GE event. Rod said the club would still need a huge amount of support from club members, but it was certainly something to consider.

It was agreed that the same venue to be used, date to be announced.

*Minutes taken by Judith Bevan,
Honourary Club Secretary.*



The original Clark St Crest residing majestically in the Museum

Rod Bevan

MEMBERSHIP SECRETARY

New members

A very warm welcome to new members this time: Stuart Mayall of Uxbridge with a 1999 STS Seville; Elvis Presley of Ormskirk with a 1972 Sedan Deville; and Nigel Jackson of Birmingham, no vehicle at present. Also, a warm welcome back to Al-Jumaili of London with a 1993 Seville.

Please let Rob Maidment have details of your vehicles with photographs for inclusion in the magazine and website.

Dear Rod:-

From Richard Samways

Many thanks for the help from a fellow member. Richard posted an advert in last month's magazine for a carburettor. Kennish Barry responded and Richard now has the item to repair his 1970 Eldorado.

Ken you made Richard "a very happy man" after you phoned me to tell me that you have the carburettor he wants. As Richard said, "very kind of Kennish, so I hope I will be mobile again, thanks again Ken." What a great response.

COCGB, Facebook page.

Current members on Facebook are finding it useful for locating parts and obtaining advice. Need a few more of you on there.

AGM

The Annual General Meeting was held at Brandon Hall, Coventry on 15th May. Our editor, Rob Maidment, was unable to attend due to a back injury. Been there myself, so a good recovery to you Rob.

Have a look at the minutes produced within the magazine. Overall attendance was disappointing but, as always, well attended by our regulars. Peter travelled from the Wirral, Bob from Leeds, Russell from Neath, Phil from Bristol. Nigel, Clive, Judith and I live a bit nearer, about an hour's travel. So, many thanks to those who travelled quite some distance. Food was great,

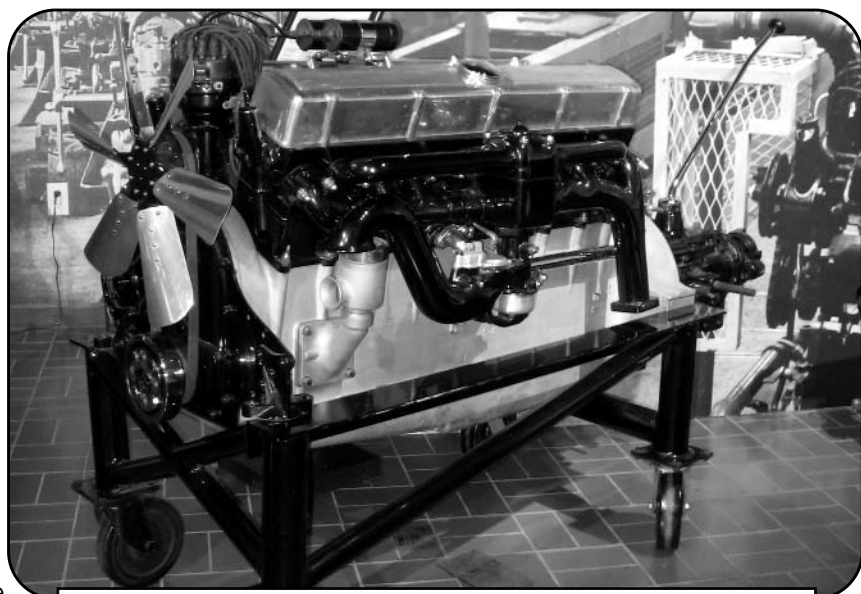
weather good, and a very nice day out with the Deville back on the road.

Check out the Events page.

Hope to see you at a show, details in previous magazines and on the website. We have been invited to the Thames Traditional Boat Show at Henley held this year from noon on Friday 15th to Sunday 17th July. Please see www.tradboatfestival.com or Face book www.facebook.com/tradboatfestival.

There are a few of us going on the Sunday, details on my recent e-mail. Dan Hayter is our contact and he is happy to put us all together. Let me know if you are going. Admission is £5 payable at the entrance.

Best wishes,
Rod Bevan.



A 1930 V16 Engine – internationally acclaimed in its day



A 1930 V16 Convertible Coupe – equally acclaimed worldwide in its day

2016 Events Calendar

July 2nd-3rd – Corvette Club Summer Nationals, Wood Green Animal Shelter, Cambridgeshire, PE29 2NH. Tel. 07921-338405.

July 2nd-3rd – Stars & Stripes, Tatton Park, Knutsford, Cheshire (pre-entry only). Tel. 01204-594266.

July 2nd-3rd – Wings & Wheels Country Fair, Heveningham Hall, Nr. Halesworth, Suffolk IP19 0PN. Tel. 01728-832363.

July 7-9th – Power Big Meet, Vasteras, Sweden. www.bigmeet.com, Tel. 0046-404-72939.

July 7-11th – Americana International, Draycott Showground, Hopwell Road, Draycott, UK DE72 3PD. Tel. 01159-390595

July 10th – Rally of the Giants, Pre-50 AAC. Blenheim Palace, Woodstock, nr Oxford. Tel. 01530-831170.

July 17th – Newby Hall Classic Cars & Autojumble. Newby Hall, Rippon, Nth Yorks. Tel. 0845-4504068.

July 17th – Walsall Classic Car & Transport Show, Walsall Arboretum Extension. West Midlands, WS1 2QB. Tel. 01922-643385.

July 24th – Damn Yankees Summer National, North Weald Airfield, J7 M11. Tel. 0208-505-9930.

July 24th – Cheshire Classic Car Show, Capesthorpe Hall, nr Macclesfield, Cheshire, Tel. 01625 861221.

July 30th (from 4-8pm) – All American Cruise In, Cadillac Special. Ace Cafe, Old North Circular Road, London NW10 7UD. Tel. 0208-961-1000.

July 31st – Beaumanor Hall Classic Car and Transport Show. Beaumanor Hall, Woodhouse, Leics, LE12 8TX. Tel. 01922-643385.

August 7th – Helmingham Festival of Classics & Sports Cars, Helmingham Hall, North of Ipswich, Suffolk. Tel. 01473-890363.

August 7th – Shugborough Hall Car & Transport Show, Milford, Staffs, ST17 0XB. 01922-643385.

August 14th – Hampshire Classic Motor Show, Breamore Countryside Museum, Nr foldingbridge, Hampshire, SP6 2DF. 01527-831726

August 21st – Beccles Car & Steam Display, Beccles Quay, Beccles, Norfolk, NR34 9BB. Tel. 01502-217324

August 19th-21st – AACI Late Summer Event, Billing Aquadrome, Northants. Tel. 01606-350546 or 07909-918995.

August 20th – Burley Summer Festival Classic Vehicle Show, Cricket Club, Grange Road, Burley-in-Wharfedale, West Yorkshire LS29 7NF. Tel:

01943-863806

August 29th – Notts Classic Car & Motorcycle Show, Thoresby Park, nr Ollerton, Notts, NG22 9EP. Tel. 01484-667776.

August 28-29th – Knebworth Classic Motor Show, Knebworth, Nr Stevenage

International Events

June 30th – CLC Germany Silver Jubilee Event, at the place of our establishment in Würzburg, Germany.

THE OTHER WOMAN

By Mary Gamlin.

The first time I saw her
I knew I had trouble.
With a body like hers,
I thought I was seeing double.
She's big she's blonde and very brassy;
What chance have I got
Against this big lassie.
He looks at her with eyes aglow;
This must be love
I'm sure! I know!
He treats her with such loving care,
She gleams and shines
Whenever he's there.
No matter that she weighs two ton,
He treats her like a big cream bun.
He puffs and pants
And moans and groans,
As he rubs away
At her gleaming tones.
I am not worried, I know he's mine,
As we prepare for
This week's show and shine.
I know he'll always be back,
As we both love that great big shining
Cadillac.



The re-created Service Station at Hickory Corners museum site

Market Place

For Sale: 1978 Eldorado Biarritz Coupe. V8 425cu/7 litre, 113,000 miles, tyres all in excellent condition, MOT until July. 8-track stereo garaged and kept on trickle charge. No dents but a little rust on bodywork, and one coach light lens missing. I bought this car in USA in 1996 and shipped it to England in 1998. Taxed and MOT 'd since then. Offers in the region of £3,000. Contact Pete King on 01379-644200, 07949-126569 or e-mail at pete@king-design.com

Parts For Sale: I have an amount of stainless trim and Cadillac badges plus some good front bumper chrome for 1974-'76 Cadillac, free to any members who could make use of them. I'd rather give this away than throw it away.

I also have the following new/second parts available for offers:

- Pair of rear air shocks fitted, but new.
- Top wishbone ball joints (pair) new. (K5200 & K5202)
- 1974 Fleetwood engine mounts (2) new. (2296)
- 1974-'76 steering box rebuild kit new. (350340)
- Idler arm new (Moog K5223)
- Full set of track rod ends fitted, but new.
- 1976 Fuel injection computer removed from a running car.

Complete Trackmaster unit removed from non-running car many years ago.

- A pair of rust free rear spats.
- Heated rear screen with intact element.
- NOS 1975 upper front grill.
- Good condition lower front grill.

Contact Alan on 07793-012603 evenings and weekends, or email alan4video@btinternet.com.

Wanted: 1959 Cadillac. Either 2-door coupe or 4-door sedan. Would prefer a private sale and is willing to travel to view. Please contact Garry Darby at a.darby2@btinternet.com or Mobile 07535-271800

Wanted: For 1964 Coupe deVille. 331ci engine for 1950 Cadillac project car, picture on the Facebook page. So, if you can help, please contact Derek Drinkwater on 01428-685349 or e-mail at derekdrinkwater48@gmail.com.

Club Merchandise

(link on HomePage of Club Website)

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 – £5.95, 1-5 Kilo – £6.95, over 5Kilo – £7.95



How the Cadillac building greets visitors to the Gilmore Museum



This 1957 Eldorado Biarritz is a prize possession of the Cadillac Museum