



# Cadillac



Owners Club of Great Britain

*A Happy New Year to all of you out there in Cadillac Land*



*60 Years  
of the  
Cadillac LaSalle  
Club*



*Richelieu*



*Celebration*

*Standard of the World*

January-February 2019

# Cadillac Owners Club of Great Britain

Club website (with International links): [www.cocgb.co.uk](http://www.cocgb.co.uk)



## Affiliated to the Cadillac-LaSalle Club of America

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Front Cover—Richelieu: Top Left— Kurt Schellenberg's 1937 Series 75, Top Right—Bob Lucas' 1933 370C V12

Centre—Louis XV and Queen Marie (AKA Jeremy and Nina Gaskell)

# Club News

## From the Chairman



A happy new year to you all. The festive season is traditionally a quiet time for car clubs, with many vehicles either in hibernation or undergoing essential maintenance over the winter months. But as we head towards February (as I write this we're already half way through January), it will soon be time to dust off those Cadillacs, check fluids and tyres in preparation for the first run of 2019. You know that spring is on the way when you see your first classic car out on the road.

Of course, many of us use our cars all year round, that's the beauty and diversity of Cadillac ownership. They've been in business for 117 years now and whether you own a vintage, classic or modern model, it's special because it's a Cadillac and more importantly because it's yours.

I look forward to meeting up with many of you later in the year but I'm off now for a cataract operation, so thing in the future will be much clearer—some of that essential maintenance I was talking about earlier.

All the best,

Peter B Griffith

## Rod Bevan

### Treasurer/ Membership



#### New Members

A warm welcome to new members; Martin Feltham of Bristol with a 1994 Fleetwood Hearse, Robert Bourne of Middlesex with a 1976 Eldorado and also Bob Munkley of Bracknell with a 1965 Fleetwood 60 Special. Some very interesting cars to view at this year's shows.

#### Sad News

Our thoughts are with Peter Gamlin and family. Peter's wife, Mary, sadly passed away recently. I remember Mary very fondly from the Grand European events in Holland and Switzerland especially with her crossword puzzles."

#### Annual General Meeting Sunday 19<sup>th</sup> May 2019

The club AGM for 2019 will be held near Birmingham at the Manor Hotel, Meriden near Solihull on Sunday 19<sup>th</sup> May. We have not been before and we have changed the date from 'Drive it Day' to encourage more to attend. This is a very nice venue, having a large choice of buffet food and refreshments as part of the deal. Good parking also to exhibit our cars. The

event is free to all current paid up members.

All posts become vacant on that day and we are always looking for new blood for the committee. So if you have been thinking of helping come along, it is not an onerous responsibility.

#### Shows for 2019

The club will be attending at Rally of the Giants show, held by Pre 50's AAC, at Blenheim Palace in July.

The Hatton Country World event, organised by American Auto Club (UK), is on the same date as the Tatton event.

Any shows you are going to please spread the word and get them on the list for the magazine and website. Anyone organising a show local to them let us know, the more the merrier. Let's have some photos for the magazine and website please for those shows you attend. Any articles or photos for 2018 please let Phil and Ken have these.

#### Federation of British Historic Vehicles (FBVHC)

As members the club we all have access to the website of FBVHC. Various issues of their magazine can be viewed via their website, including the most up to date issue. Look at the 'Archive' page which includes, a bit oddly I think, the current issue. Contained within are some very interesting articles on the topics near to our Caddy hearts.

To navigate from Home page, click on Member's pages, then Newsletter archive. You will find the current and previous newsletters in PDF format. Have a wander around the site

**Renewals please complete Data protection details. It is important for us all.**

Bye for now. Keep on driving 'Standard of the World.'

Rod

	<b>AGM</b>	
	On	
	<b>Sunday 19th May 2019</b>	
	At	
	<b>Manor Hotel</b>	
	<b>Meriden</b>	
	<b>Solihull</b>	
	<b>West Midlands</b>	
	<b>CV7 7NH</b>	
	*****	
	It may not be your idea of <b>Eldorado</b> , but <b>Fleetwood</b> love to see you there. If you've got an idea you'd like to <b>Escalade</b> , the <b>Deville</b> is in the detail, so <b>Cimarron</b> down and join us, it'll be great to <b>CTS</b> you there.	

# Amos' Autos

*'Hanging out with the cool dude'*



Hey Dudes,

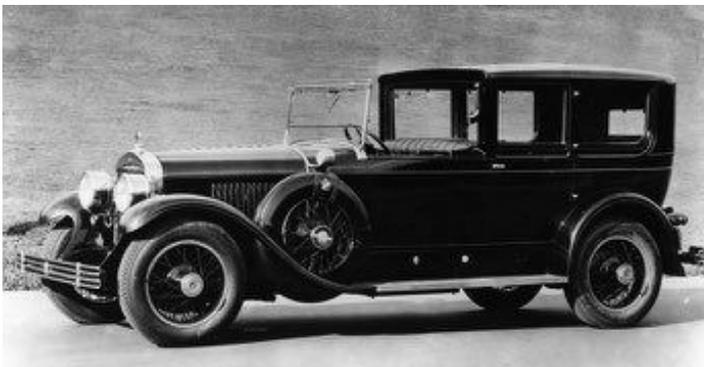
## **'A Happy New Year to you all'**

We often see names used on cars that we don't understand and in some cases can't pronounce. One such is 'Brougham' as in Cadillac Fleetwood Brougham. Pronounced 'broom' it was originally a coach, built to the specifications of Scottish Jurist (that's an expert in the legal system) Lord Brougham. In fact Henry Brougham rose through the political ranks to become Lord Chancellor of Great Britain between 1830 and 1834.

The carriage he designed was a 4-wheeler, built by London Coachbuilders Robinson & Cook, which had an enclosed body and two doors. The coachman sat outside in the elements and when the style transferred to the car, it was the same arrangement as seen here in the Peugeot Type 27 of 1899.



Of course, Cadillac's use of the Brougham name didn't necessarily follow the 'driver out in the elements rule', though the 1927 Fleetwood Brougham pictured below is a fine example of a model that did. Hopefully that big V8 kept the chauffeur warm.



Later on the Brougham name became a trim designation and drivers could stay in airconditioned splendour.

Because I know you will ask where Fleetwood came from, it's the Fleetwood Body Company, bought by Fisher Body Corporation in 1925. It was at this time that Fleetwood Bodies became exclusive to Cadillac.

Interestingly, though the Fleetwood Body Company of Pennsylvania was founded by Harry Urich in the 19th century, it's history can be traced back to Henry Fleetwood of Penwortham (just off the A59) near Preston. He had founded a small community of coachbuilding craftsmen in the late 17th century. It seems Fleetwood Brougham is ultimately a tale of two Henry's.

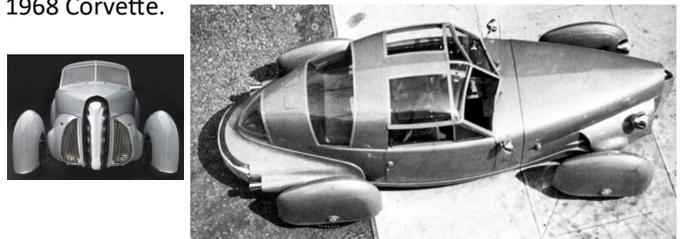
Now continuing my theme of looking at the weird, wonderful and ingenious, let's think 1948 TASCO. It was an acronym for The American Sports Car Company. Set up by a consortium of wealthy businessmen the idea was to sell to well healed sports stars who would then compete in a one make racing series. Sound familiar? Think Porsche Cup.

The designer was Gordon Buchrig and the car built in Hartford Connecticut, used a shortened '48 Mercury chassis and a 3,917cc V8 producing over 100hp. What sets the car apart is Buchrig's unique styling. He had worked on other notable



vehicles such as the '35 Auburn Speedster and the '36 Cord 810, but the TASCO was something very different. It had an enclosed cockpit with lift out glass roof panels and the cast magnesium wheels each had their own fairing (the front two were fibreglass and turned with the wheels) and the body was built by premiere body builder Derham. Buchrig was never happy with the car, claiming it was 'designed by a committee' in reference to the investors who would have their say. Sadly the company folded and only one was ever built.

But that's not the end of things..... When they went out of business, Buchrig was owed money and settled for rights to the lift out top, which he eventually got a patent on and we know these days as the 'T-Top', first seen in production on the 1968 Corvette.



Until the next time,

## **Stay cool dudes**



# Cadillac Sales 2018

By Graham Darby

This has been a dramatic year for Cadillac, but not always in the best sense of the word. In March Cadillac announced the launch of the

stunning Cadillac CT6 V-Sport with a twin turbo V8 (in September this was upgraded to a pure V series,



the CT6-V, and the engine was named Blackhawk) and the XT4 SUV, a smaller version of the XT5 (which used to be the SRX for those of you who are confused).

In April CEO Johan de Nysschen was 'let go', though the numerical monikers remained, and in September the mark relocated from New York back to Detroit. This was sensible: the expensive move to the big apple had always looked unnecessary.

So far so good, but then in the autumn the bombshells began to drop. Just as the CT6 was upgraded to the V series both the ATS-V and the CTS-V were cancelled, as was the CT6 plug-in (though the latter would continue in China where it is made).

Then in a dramatic announcement in November Mary Barra, the head of GM, announced several factory closures and the cancellation of all the Cadillac sedans – the ATS, the CTS, the XT5 and the CT6. It is not hard to see why; if you look at the US sales figures, the XT5 SUV outsold all the sedans put



together. This is disappointing for those of us who like sedans and see SUVs as just vans with windows. It is also a little unfair on the XT5 which actually increased its sales in 2018, and it means

that the CT6-V will only have one year of production. This is not unlike GM's decision to kill the Allante after they had finally got it right in '93 with the North Star engine – and the ELR after its upgrade in 2016.



So, what of the future? As of writing only one new sedan is planned after the cull, the CT5; talk of a smaller Cadillac to replace the ATS and a new flagship sedan has gone (very) quiet. There will be yet another SUV at the Detroit show this month, the XT6, and a revamped Escalade is in the wings. The future is SUV – in the US at least- and possibly electric, with the suggestion that Cadillac might be positioned to take on Tesla in the future, as GM's main electric marque.

Turning to the actual sales charts we can see that US sales have been flat (they are in fact down 1%); however, once again sales in China have gone through the roof, surpassing 200,000 in November. And this of course is where Cadillac sedans could live on, as the XT5 (c.60,000), CT6 (c.15,000) and ATS [long wheelbase] (c. 60,000) are all manufactured there, along with the XT4 and XT5. In fact sales in China have pushed Cadillac to its biggest sales year ever, surpassing 1978's 360,000.

Rest of the world figures are fairly flat though outside Canada (c. 12,000) and Saudi Arabia and the Gulf States (c.5,000), they are negligible: sales across Europe once again came in at under a thousand. While that might appear risible, it should be remembered that even when Cadillac made a huge effort with a wide network of dealerships (including a dozen Stratstone outlets offering RHD here in Britain), sales across the continent never exceeded 3,000 in each of the years 2006 and 2007.

## Graham

**Footnote:** Some of you might remember the stunning Cadillac Cien, a mid-engine sports car brought out as a prototype in 2002. It was meant to be the follow-up to the XLR and the basis for a mid-engine Corvette (the C7), but both were killed by the 2008 crash. This year, however, will finally see the



launch of the mid-engine Corvette (C8) for 2020. Originally there was talk of reviving a Cadillac sports car on the same platform, but, unfortunately, that now looks unlikely.

## US SALES

Model	2018	2017	% Change
ATS	10,859	13,100	-17.1
CT6	9,688	10,552	-8.3
CTS	11,219	10,344	8.5
Escalade	36,872	37,694	-2.2
XT4	7,785	0	****
XT5	60,565	68,312	-11.3
XTS	17,727	16,275	8.9
<b>CADILLAC TOTAL</b>	<b>154,702</b>	<b>156,440</b>	<b>-1.1</b>



# Richelieu Celebrates

## 60 Years of the Cadillac LaSalle Club

By  
Jeremy J Gaskell

*As I was not aware I was going to write our trip up, my apologies if anyone or anything is missed out as I made no notes at the time.*

It was a select band that took part from the UK, Bob Lucas with his 1933 370C V12, Alan Murphy with a 1941 Fleetwood Special, Steven Styllis with a 1955 Coupe de Ville and Nina and I in with a 2000 Seville STS. We were joined at the Welcome Reception and the Saturday morning static display by Simon Lunn with a Lincoln Town Car Silcco Convertible.



Sigrid and Dirk with their French compatriots had organised a very interesting series of tours out. It all started on Wednesday 29th August with registration at the Parc du Plessis - a sort of upmarket holiday park with mostly French families enjoying a weekend break (boules and cycling), in spacious two storey blocks of 4 apartments set amongst the park-like grounds. That evening there was a French-style BBQ in the Parc's restaurant area (they has a bar as well) meeting friends old and new. We linked up with Richard and Jennifer Martin, Cadillac enthusiasts from USA who were on a retirement tour of Europe, and who accompanied us on all the tours.

On Thursday we drove in beautiful sunny weather to the private Keyaerts Collection of cars, many of them Cadillacs, at the Chateau de Planchoury at St Michel-sur-Loire, free to tour the vast collection and the grounds, then have a splendid



Parked up at Chateau Planchoury, home of the Keyaerts Collection

Loire fizz reception, and great hot and cold buffet lunch. This is where the idea of European Cadillac La Salle affiliates was generated back in the early 1990's at a series of events here, culminating in the first Grand European in Zeebrugge in 2006.

Then it was back to Richelieu to sort out the fancy dress for the evening for those who had not brought any with them. That night we drove to the Ducs de Richelieu Events Centre just on the opposite side of the town where the fancy dress theme was "Kings and Queens of France". Nina won the

prize for the best costume, in full 18th century rig with blonde wig as Queen Marie of France, wife of Louis 15th - she must have been the only black queen of France ever! I looked as bad as she looked good! (Ed. See front cover) There we enjoyed a buffet meal and dancing before returning to a comfy bed after the exertions of the day.



Louis XV & Queen Marie

Friday morning, after wandering round the little outdoor market in the town square, there was another drive in lovely sunshine through the farmlands and vineyards of the Loire area, to Montsoreau where we were supposed to enjoy a Loire River trip. Unfortunately our boat conked out, so we drifted about 1/4 mile up river and had to land again.



Richard & Jennifer Martin from the USA

After eating our snacks with something to wash it down with, our driving tour continued. We passed houses built into the cliffs and pretty villages, ending up in Saumur overlooking the Loire at Gratien & Meyer's wine production plant, again built into the cool cliffs, for a tour of the winemaking process. It was interesting to note that for teetotallers, they now make their reds, white, rose and sparkling with all the alcohol, removed - and very nice indeed they were. Outside we sat on straw bales, or at wine casks to have a buffet dinner with a jazz band on G & M's terrace high above the river. And so back to Richelieu.



Tomas McDonald's '37 Fleetwood Convertible (F)

Saturday morning saw all the Cadillacs lined up in the medieval town square, to be viewed by the public, whilst in the ancient indoor market hall were given a champagne reception by the Town Mayor - a very important person in France - before we repaired to local restaurants of our choice. Al fresco "Steak Frites" superb.

After lunch we paraded with our cars to the original Duc de Richelieu's estate just outside the town where the huge "Fete de Locomotion" was being held under the auspices of AUVL which stands for Amateurs d'Utilitaires de la Vallée de la Loire (French vehicle enthusiast association).



Kurt Schellenberg's '37 Series 75 Convertible (CH)

This encompassed, not only cars of all makes - we were in a specific Cadillac area - but also classic lorries, tractors, motorcycles, military vehicles and so on, with beer tents, stands, and the public in vast numbers, many of who were caravanning on site. We paraded round the site twice.

Here the prizes for CLC entrants were awarded and presented by John Foust of "Honest John's Caddy Corner", one of the main sponsors who came over from Justin, Texas.

**Categories and winners were as follows:**

- Oldest:** 1931 V-16 4130 Sedan "Madam X", Gert Verberk, Belgium.
- Best 30s:** 1937 V-8 Fleetwood Convertible Sedan, Thomas McDonald, France.
- Best 40s:** 1941 Fleetwood Sixty Special, Alan T. Murphy, United Kingdom.
- Best 50s:** 1956 Eldorado Seville, Klaus Deisinger, Germany
- Best 60s:** 1961 DeVille Convertible, Peter Willits, Czech Republic.
- Best 70s:** 1976 Eldorado Convertible, Anders Eklund, Sweden.
- Best 80s:** 1989 Seville, Benoit Daunic, France
- Best Modern Era:** 2000 STS Saloon, Jeremy Gaskell, United Kingdom.
- Best of Show:** 1933 V-12 370C 5-Passenger Sedan, Bob Lucas, United Kingdom.
- Best Convertible:** 1956 Eldorado Convertible, Heinz Hediger, Switzerland.
- Best Fins:** 1959 Series 62 Convertible, Fredy Ursprung, Switzerland,
- Longest Distance Driven:** Matt Kukkonen, Finland, 2007 SRX
- Hard Luck:** Klaus Deisinger with his 1956 Seville, Germany.
- John Foust Special Award:** 1958 Fleetwood Sixty Special, Christoph Roesner, Germany (Ron Zahn's former car "Mister Pinky Fleetwood")
- No LaSalle was registered.**

The Judges were: John Foust & Ron Zahn from USA, Dirk van Dorst from Belgium and Runar Hanssen-Rasch from Norway. **Congratulations to all, particularly to our UK prize-winners.**

Gerts V16 and Bob Lucas V12 were exceptional - I just drooled every time I saw them! Bob helped Gert with the engine's tuning after it has arrived on a trailer from Belgium, but all the cars were in fine fettle, and the sunny weather helped keep them so. A total of 26 cars attended, mostly with couples, with 8 more attending without cars from USA etc...

In the evening we enjoyed "Moules Frites" French style, although the French attempt at fast food for hundreds of diners meant long queues, which resulted in us avoiding the pizza meal we had booked there for Sunday.



One of two Swiss '59s

Sunday the sun was still shining, so after packing, we made our way again to the Parc de Richelieu for more wandering around the magnificent exhibits, and then goodbyes and thanks as we wended our way back to Calais. There was, in fact, another trip out on Sunday morning of 200 vehicles of all sorts from the show for a 60km tour but we chose not to go.

**The Grand European** is in Germany next year, date still to be advised. Trips such as this are great, for sociability, for the interesting visits made, the joy of the crowds waving you by

and just gazing at other Cadillacs. The host club pulls all the stops out to make it interesting, informative and enjoyable. As far as distances are concerned, we took two easy days getting down to Richelieu, and two coming back, mostly down empty autoroutes. At Zurich three years ago, we took three days each way, sightseeing en-route and using TripAdvisor to find nice hotels (then booking direct as you have a better choice of rooms and usually the same prices as the booking websites) e.g. Calais to Luxemburg, Luxemburg to Ulm (Southern Germany), Ulm to Zurich (roundabout route as we took a week in Austria beforehand). Nina and I are both 75, so if we can do it, so can you and help to raise the profile of the COGGB. Cost? Well, you run a Cadillac, so you know all about deep pockets.....

Au revoir/auf wiedersehen, see you in 2019 in Germany in a different Cadillac.

**Jeremy**



Nina with Jenifer Martin and a host of Cadillacs

**With thanks to Richard Martin for the photos both here and on the front cover**

## ***On Location***

Chris Peniston's 1960 Coupe deVille, seen here during filming for Netflix 'The Crown'. Also starring Liverpool as Washington DC. Lights, Camera..... Action!



# Classic Car Show Montage

A view from the NEC.....



Railton Saloon



The other DeVille..... From Panther an homage to Bugatti



And the 2018 Classic American Car of the Year is.....

This 1957 Dodge Custom Royal which comes complete with record player



↑ Riley & MG ↓



Mini Cooper for sale, 70 grand and you'll get a few quid change



Nick Parker's '57 Plymouth Belvedere, another finalist in the Classic American Car of the Year Competition



Complicated Rolls chassis



Basic under the Bond Bug



Bristol Fighter, Gull-Wing doors and an 8-litre V10 Viper engine under the hood



Mercedes Coupe



'63 Split Rear Screen Corvette Sting Ray



Renault Caravelle



Raising the roof? Only way into a Nova

# Remembrance Day Run to Kings Lynn

Tom Willis took part in his '81 Fleetwood Brougham on Sunday November 11th, the 100th anniversary of the armistice. Often referred to as the 'war to end all wars', that sadly wasn't the case. The countless millions that lost their lives needlessly in that conflict deserve to be remembered. It doesn't matter how we remember but it is important that we and future generations do.



# Krispy Kreme Roundup



On a lighter note Tom Willis was also at the Krispy Kreme meet-up in Peterborough on Sunday 18th November (the lad does get around). Founded in Winston-Salem, North Carolina way back in 1937 by Vernon Rudolph, if you need a doughnut that's the place for you. As Homer Simpson said "Doughnut 's is there nothing they can't do...."



# Metal Trim Fix —Jake 2

As you may remember, I had fun fixing the metal trim on the rear panel of my '92 Sedan deVille, this bit.

Having finally resorted to Gorilla Glue and double sided number plate tape, the result

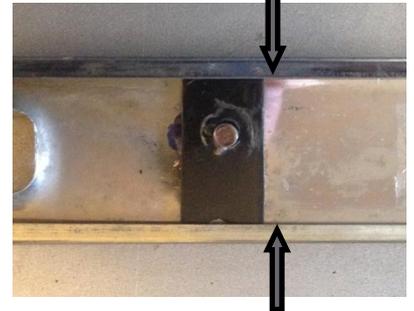


was rubbish. It seems that unlike Chubby Checker, Gorilla Glue doesn't like the twist, so the moment you tighten the nut to the point of security, it breaks the bond. A case of twist again and the trim falls off.



I got over this (I thought) by the liberal use of double sided number plate tape. Conclusion, I was a muffin for thinking it would work, so time to do it properly.

Amongst the 'stuff' I have lying about in the shed (a cornucopia of useful things I have no idea what to do with) I came across these. They are dog guard fixings. A little on the large side, but after some pruning they are just the right size to fit into the top & bottom channel (see arrows) on the trim.



It's a metal replacement for the disintegrating plastic original and should now last as long as the car. Shame I hadn't thought about doing it this way in the first place.



Cadillac ATS pictured in Monterey, We could have a 'guess the owners name' competition



## *Shouldn't happen..... to a Cadillac*

Spotted on the internet



There are no words.....

## *Events 2019*

### Club Attended Events

**19th May—\*\*\*AGM \*\*\*** at the Manor Hotel, Meriden, Solihull CV7 7NH. Starts at 11am

**7th July—AACUK Independence Day Celebration & Car Show** at Hatton Country World, Warwick, CV35 8HA

**14th July—Rally of the Giants** at Blenheim, OX20 1PP

### Other Events

**9th-10th February—Great Western Classic Car Show** at The Royal Bath & West Showground, Shepton Mallet, Somerset, BA4 6QN

**12th May—AACUK Spring Nationals** at Birch Coppice Sports & Social Club, Watling Street, Tamworth, B78 1SY

**22nd-23rd June—Bristol Classic Car Show** at The Royal Bath & West Showground, Shepton Mallet, Somerset, BA4 6QN

**6th-7th July—Classic American Stars & Stripes** at Tatton Park, Knutsford, Cheshire, WA16 6QN

**21st July—Lancaster Insurance Classic & Supercars** at Sherborne Castle, Dorset, DT9 5NR. 09:30-16:30.

**28th July—Whitley Bay Car Meet** at The Link, Whitley Bay NE26 4NF 13:00-15:30

**7th September—International Autojumble Beaulieu**, at Beaulieu, Brockenhurst, Hampshire, SO42 7ZN

**2nd-3rd November—Classic Vehicle Restoration Show** at The Royal Bath & West Showground, Shepton Mallet,

Somerset, BA4 6QN

**8th-10th November—Lancaster Insurance Classic Motor Show** at NEC, Birmingham B40 1NT

### Recurring Events

**Haynes International Motor Museum, Sparkford, BA22 7LH.**

On the first Sunday of each month. Haynes run a breakfast club open to all marques.

**Redhill Village Club, Church Road, Redhill, North Somerset, BS40 5SG** have the following Car Meets in 2019

Breakfast Gatherings 9-11am

Sunday 14th April

Sunday 13th October

BBQ Evenings 7-9pm

Thursday 16th May

Thursday 20th June

Thursday 18th July

Thursday 15th August

### Need an events publicised?

Let me know, or go to add an event on [www.cocgb.co.uk](http://www.cocgb.co.uk).

## *Quest for a Cadillac*

Ken Pandolfi our web guru has recently been trying to help Joe Darby to find his ideal Cadillac. Were it a Ford Focus then specific requirements are easily catered for with every possible combination of option and colour available out there somewhere..... In that case Auto Trader is your friend.

Think '50s or '60s Cadillac (that's what Jo is looking for) and the choice is more 'Slim Pickens' and any would be purchaser is limited by a fairly narrow band of availability. Want a specific model and you are likely to face condition and price hurdles if your chosen ride is available at all. Indeed you may be in for the long haul just in waiting time.

Joe's requirement is a little more flexible as far as model and body type go, though he's not that keen on Coupes and a descent paint job is a must..... Not concours, but good and that's his requirement in a nutshell, he wants to buy a good usable car that he can just go out and use.

The question is, how realistic is that? I'd imagine there was going to be a fair bit of compromise required, but I don't know, I've never been in that position.

For any of you out there who have been through this process, it would be good to hear your thoughts. How difficult was it to find the right car? Did you end up with the car you wanted? Or, did you change your mind when something better came along.

As for Joe, if you have any ideas, or know of a car that might suit him, he's based in Wickford, Essex and can be contacted on 07517 990245, or email: [jsdarby@btinternet.com](mailto:jsdarby@btinternet.com).



# Phil Hole Editor



Here we are in 2019 and things don't get any better for the motorist. The diesel daily driver you bought to help save the planet is now a pariah because of the NOx gasses it pumps out of the tail pipe. Wait a minute, it always did, it was only the government and the EU that didn't realise it and centred on CO2 emissions.

Yes, it looks like the motor industry is in for another challenging year, and so are all of us that run the internal combustion engine with increasing restrictions on where we can go and the looming introduction of E10 fuel to gum up the works. Even the Electric Vehicle brigade won't have an easy ride with not enough charging points and the stress of potentially running out of charge—you can't walk to the nearest garage and ask for a can of electric.

Logic says the answer is the Hydrogen Fuel Cell..... It's still electric but powered by Hydrogen. Sadly, (at the moment anyway) that seems to be the 'Betamax option', though for city dwellers it is surely more desirable especially if you live in a top floor flat with a residents permit, I mean who's going to want to lug a 100 metre charge cable to where you managed to park and then deal with the 'no win, no fee' accident lawyer representing the person who tripped over your cable and sustained whiplash.

Back to the club (I know I nearly got carried away there), we are still running below par with no Show Coordinator and a lack of Area Reps. As Rod says, none of this is onerous and he should know, he has two roles, Membership and Treasurer (I bet you thought I was going to say Cheese & Onion).

The Area Rep role is just about being a contact point for other members that are near you, acting as a focal point for the club. Whether you organise local meets or send in reports to the magazine is up to you, neither is compulsory. As for the Show Coordinator (we changed the name from Show Organiser) it's more about keeping members/ reps up to date with what's going on where, than organising shows. It would be great to be able to give everyone heads up on forthcoming shows in their areas. Please give it some thought..... Thanks.

Whatever you're doing, wherever you're going, be safe.

Phil

## Hint & Tips...

*Remember, these are only suggestions, it's up to you whether you use them, we take no responsibility if it all goes wrong.*

**Need Classic or Vintage tyres**—Try [www.longstone.com](http://www.longstone.com), they did me proud and not a bad price for tyres on the Cadillac, awkward sizes too, 215/75 x 15 whitewalls and free delivery—**Tom Willis**

## Facts & Figures...

From the RAC Foundation & Department of Transport

- As of the end of September 2018 there were 38.4 million vehicles registered for use in the UK, of which 31.6 million were cars.
- The fastest growing category of vehicle is vans (increasing 2.5 times faster than cars)
- The most common car in the UK is the Ford Fiesta with 1.5 million, 2nd the Ford Focus with 1.3 million and 3rd the Vauxhall Corsa with 1.1 million.
- The average car spends 80% of its time parked at home, 16% of it's time parked somewhere else which means it's in use for only 4% of the time.
- The average age of a car in the UK is 7.8 years.
- 8,113,020 cars changed hands in 2017
- The UK built 1,671,166 cars in 2017 (down 3% on 2016) and exported 1.34 million of them, that's 79.9%
- In 2017 there were 246,700 miles of road in Britain (200 more than in 2016). This is made up of 2,300 miles of motorway and 29,200 miles of 'A' roads which represent only 12.7% of the road network. The 18,800 miles of 'B' road and 196,400 miles of 'C' or 'U' roads make up the other 87.3%
- There are still 5,500 miles of road with no mobile phone coverage
- In 2017 327.1 billion miles were driven in Great Britain (that's all vehicles—cars/taxis accounted for 254.4 billion miles). Of that 68.7 billion miles were on motorways and 146.5 billion on 'A' roads.
- During 2017/18 in England and Wales, 1,534,000 potholes were filled in at the cost of £94.9 million, which works out at £61.86 each.

## Quite a Pick-me-up



Spotted by Leigh Spivey on the Internet, this '49 Custom Pickup would be a great way to take your rubbish to the recycling depot, and only one trip needed. Every 'Cool Dude' should have one.



# Sales...

**FOR SALE: Cadillac STS Parts.** Big rear number plate light surround, both front fog lights, driver seat adjust switch, suspension ride height sensor, bulbs and some wiring. Offers? **Contact Jeffrey Careless, email: ascarautoservices@hotmail.co.uk**

**FOR SALE : Set of 14 inch Cadillac hub caps.** From my collection, they are in fantastic condition for their age, a couple have minor marks but nothing that stands out. Not sure of the exact year but I'm guessing late 70's. I'm asking £120 plus postage.



**Contact Alex Hall on 07834190676 or Email: hallbodyandpaint@gmail.com**

**FOR SALE:** Long Time Member Ken Barry has the following Items for sale:

**Cadillac De Ville Remote CD Changer.** Part No. 12489370 for 2003 DTS. Complete, weighs 2585 g. Includes 2 mounting brackets (rear & upper), for glove-box fitment. And 1 six-disc magazine. Plugs into existing wiring loom. Installation sheet, in English, French, Spanish. New in Jan. 2015. In good order. Offers invited.

**Cadillac De Ville 2003 Service Manual.** This 2-volume set, Part No. GMP / 03-KSP-1 & GMP / 03-KSP-2. In good condition with very few finger marks, each volume is 2 1/4" thick. Offers invited.

**Cadillac De Ville 2003, 1 front suspension spring,** new, unused (was supplied as one of a pair left-front was replaced). 14 3/4" free height. Adhesive yellow label identifying "this end up" is still present. Offers invited.

**4 x Alloy road wheels.** Model: 'City' originally supplied by Halfords. Black with bright high-lights. Not pristine; lacquer finish exhibits sub-surface permeation. No metal corrosion. 5 spoke, 5 stud, 4 1/2" p.c.d., 69.85 mm (2 3/4") bore. New hub-centring adapters, plastic, included. Fitted with Pirelli P6000 tyres, size P235 x 55 / ZR17 / 98W, M&S. Good tread depth remaining. Used one season only. Offers invited.

**For any or all of these items, please contact Ken Barry, mem. 414.**

**Answer phone: 018907 50582  
Mobile: 07799 563212**

**FOR SALE— OPEN TO OFFERS: 4-speed Hydra-Matic gearbox from a 1948 Cadillac Series 62, in need of attention.** This gearbox was removed and a replacement found because top gear would not engage. Currently in pieces and stored in dry boxes, if you you're looking for one to refurbish, this could be for you. Located in Poole, Dorset, it comes complete with bellhousing and torque convertor. Interested? **Contact Lewis Foote on 01202631174  
Email: countryman821328@aol.com**

# Wanted.....

**WANTED: A rebuildable 1955 331ci engine.** I only need a block but will consider a complete engine. **Contact Andy Inglis on 07836 349356 or Email: thecadillacman@btinternet.com**

**WANTED: '59 Coupe.** In good useable up-together condition. Not looking for a project **Contact Andy Inglis on 07836 349356 or Email: thecadillacman@btinternet.com**

**WANTED: 1959/1960 Heater Core Thermostat Control** for Series 62 . **Contact Chris Peniston, Email: peniston16@gmail.com**

**For these and other items for sale/or wanted, check out the website at [www.cocgb.co.uk](http://www.cocgb.co.uk)**

# Old Club Shop

**Don't forget.....**There are still some great bargains available, **Contact Alan & Kath Reed on 0208 2010147** for details.....



Last of the line—late model CTS at rest. Mediocre sales of this great car mean that its production run will end later this year

*Drive carefully, see you next time*

