

Cadillac

OWNERS CLUB OF GREAT BRITAIN



Ken Pandolfi's stylish 1970 Eldorado – one of the more unusual years

JANUARY – FEBRUARY 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

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

CHAIRMAN

Peter Griffith
"Millbank"
Mill Lane
Wallasey
Wirral CH44 3BN
0151-630-1414
0151-639-3376 Fax
v8v12v16@globalnet.co.uk

TREASURER

Bob Thomas
15 Bleakley Avenue
Notton
Wakefield WF4 2NT
01226-722454 (7.00pm-9.00pm)
robthom1uk@yahoo.co.uk

MEMBERSHIP

Rod Bevan
420, Tilehouse Lane
Tidbury Green
Solihull B90 1PX
01564-822914
rod.bevan@btinternet.com

SHOW ORGANISER

Alan Reed
57 Silkstream Road
Burnt Oak
Edgeware
Middx HA8 0DD
0208-201-0147

LIAISON & WEBSITE

Rob Maidment
Boyton Hall
Little Wrattling
Haverhill
Suffolk CB9 7TA
01440-702071
maidment@dircon.co.uk

AREA REPRESENTATIVES

ESSEX & HERTS

Alan & Kath Reed
57 Silkstream Road
Burnt Oak
Edgeware
Middx HA8 0DD
0208-201-0147

WEST YORKSHIRE

Bob Thomas
15 Bleakley Avenue
Notton
Wakefield WF4 2NT
01226-722454 (7.00pm-9.00pm)
robthom1uk@yahoo.co.uk

BIRMINGHAM

Derick Jackson
103 Curbar Road
Birmingham B42 2AY
0121-357-4674

SCOTLAND

Iain Morrison
5 Pinkerton Street
Dunfermline
Fife, KY11 8LN
01383-411648
naebawbees@gmail.com

IRELAND

Nick Stratta
32 Effernock Manor
Trim
County Meath
00353-469-436204
nickstratta@gmail.com

EDITOR

Rob Maidment
Boyton Hall
Little Wrattling
Haverhill
Suffolk CB9 7TA
01440-702071
maidment@dircon.co.uk



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Cadillac

"Standard of the World"

CLUB News

From the Chairman

What About this Weather

The lighter nights are gradually lengthening, but the weather is determined to stay worse than it's ever been. My heart goes out to all those underwater and, as I write this, there is no sign of their ordeal ending, or even abating. The somewhat questionable government platitudes piled on top of assurances by over-bureaucratic quangos is unlikely to cure what is becoming a year-on-year worsening problem. Anyway, what happened to the bonfire of the quangos we were promised? I had better get off my soapbox before I go "pop"!

Drive-it-Day AGM

No doubt our esteemed editor will inform you of the date of the AGM at Brandon Hall Hotel in Brandon. In case you miss it in the other pages of the magazine, it is on the 27th April, "Drive it day". This is the day organised by the FBHVC when all the clubs bring out their Pride & Joys and show what real cars were and still are. So let's have you at the AGM with its informative but light-hearted meeting and subsidised lunch.

All-New Cadillac Lineup

The updated Escalade due out soon is quite a vehicle, especially the headlamps and its head-up dashboard vision, the same as my STS had. Also, the interior design is superb too, with the seats sinking into the floors and the floor electrically lifting over them. There is a display

on U-tube and on a Cadillac station. The Ciel concept convertible, with four doors of which the rear ones are suicide doors, has had a steel roof added and now looks like a big Cadillac again. The ATS has been voted best car of the year by US motoring journalists, and the Elmirage is a big futuristic coupe.

Chrysler Swallowed Up

As a matter of interest, I see that Fiat has bought out the remaining 41.6% of Chrysler Stock and now owns the whole company. The Jeep and the Chrysler 300 are now much improved in build and trim. However, Cadillac, as always, still rules the roost!

Happy Motoring

I hope to see you soon, particularly at the AGM – in the meantime, keep looking

after those great cars of ours.

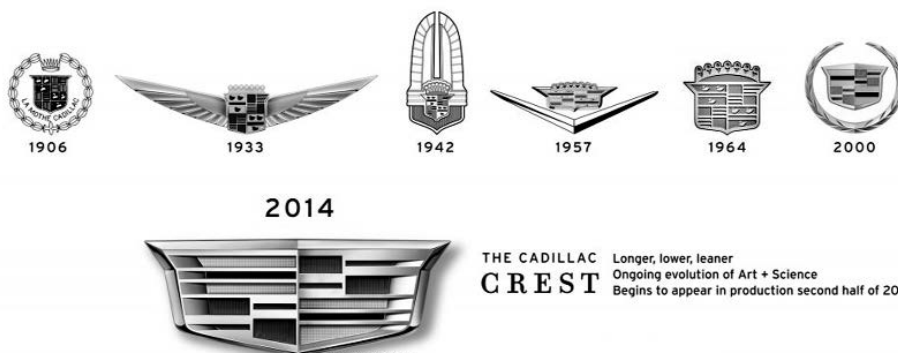
Regards **Peter B Griffith**



An early F S Bennett advert sold recently

EVOLUTION OF THE CADILLAC CREST

Cadillac's unmistakable symbol has a tradition of evolution.
38 variations in total, tracing to these six landmark designs.



The history of the Cadillac logo over the years – 1903-2014

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

Bits & Pieces From The Editor

As the Mem Sec mentions in his input, Please let him know as soon as possible if you want to attend the Luxury Motor Show that we have been invited to in May. As I stated before, it has to be one of those 'must go' events.

The AGM is confirmed for Sunday 27th April, Drive it Day, same place with roped off parking space – and, as Peter Griffith asks: "Will someone be coming in a triple black '78 Seville?" – maybe!

Finally, I am pleased to report that my dear wife – she who managed to break her hip at Christmas – is recovering well. So the 'nursemaid' has a bit more free time than before to do a bit more on the magazine!

From Graham Darby

Hi Rob, I have just scribbled a short piece (c.250 words) for a column on Cadillac's sales performance for 2013 that might be of interest to members. There is also a link to the new Cadillac logo

Cadillac Sales 2013

Though dwarfed by Mercedes and BMW's global sales of well in excess of a million, Cadillac's 'global' sales of over a quarter of a million in 2013 represent a considerable upturn in the company's fortunes.

However, the term 'global' is in inverted commas because Cadillac's sales are really only confined to a few markets: the USA (182,543 up 22%) and China (50,000 up 59%) – and with Canada third that leaves little room for the rest of the globe. Europe in particular is a black spot, as it is wholly

dominated by the German marques. Even at the peak

of GM's recent effort, Cadillac sold less than 5,000 in Europe in 2007, with Russia the largest market.

Moreover, in the USA, Cadillac is still fourth in the luxury stakes behind Mercedes, BMW and Lexus, but ahead of Audi, Acura (Honda), Infiniti (Nissan) and Lincoln, which languishes in eighth place with sales of only 81,694.

Still, US sales are on the up from a low of 109,000 in 2009 – the lowest sales in 60 years – and the future looks very bright in China, where a number of models are to be manufactured. Clearly, GM hopes for success comparable to that of Buick, which now sells more in China than the USA.

With the new upmarket CTS – voted North American Car of the Year by many writers – a new Escalade, the electric ELR coupe and the new ATS coupe – plus the new logo unveiled at the Detroit Auto Show – 2014 should be an even better year for the 'Standard of the World'.

Graham Darby.

From Dirk Van Dorst

Good evening Robert,

It was good talking to you last time by phone, thanks for calling me.

I just received the COCGB mag in Belgium (thank you for the publication of the 13 GE pictures) and want to ask you if it should be possible to send me the magazine in digital form, because I have to forward

it to my three other CLC magazine award 'mates', Toni Huse in America, Paul Dixon in Australia and Harry Kjensly in Norway.

Attached is a picture of the 'first car' my parents bought me! Somewhere, I have a picture where I am sitting in it on our driveway.

Walking through the Prada mall last year, I saw a big picture panel in the Guess showroom where a red '58 Biarritz plays the main roll for the 2013 Autumn Collection.

In the end, I walked out of the Guess store with one of the Cadillac picture panels, after buying Liliane a new handbag, Ha! I know you will love these attached pictures of the '58 and its 'decoration'.

The Essen Techno Classic in Germany is not a Cadillac event but it is worth visiting for every classic car enthusiast. I think the organizers are correct in saying they are the biggest in the world, and I can guarantee you



Dirk Van Dorst with his first car!



The new Cadillac ATS Coupe from the side

everything is of high quality. Just as the Hershey fall meet, the Essen show is a 'must see' on every car guy's list.

This year, 2014, we prepare the 2015 Grand European in Switzerland, and the Swiss Club exists now for 30 years.

Kind regards from Rainy Belgium.

From Fred Bausch, CLCMRC Communications

The Cadillac & LaSalle Club Museum Building Progress. Completion estimate: June 30th 2014, Grand Opening Celebration: September 28th 2014.

This is to provide you with the current state of construction of the CLC Museum. Also, thanks to member Dell Deaton, progress on the building can be followed on your favourite social medium. By accessing any of these three sites, you will be able to monitor the weekly construction progress.

Facebook

<http://www.facebook.com/pages/Cadillac-Lasalle-Club-Museum-Research-Center/593415324019434>

Google+

<http://plus.google.com/u/0/b/101462416657602968247/101462416657602968247/posts>

Twitter

<http://twitter.com/clcmuseum>

Fortunately, all site preparation and the concrete foundation work was completed in December before the onset of the severe 2014 winter weather being experienced in the Midwest. The pre-fabricated steel that forms the structure of the building arrived shortly before the Christmas holidays.

In spite of the record snowfall – about 70 inches to date – and chilling arctic temperatures

up to 15 degrees below zero, Cornerstone Construction has continued to soldier on. This has been the coldest and snowiest winter since the 1970s. But, by the end of January, the entire main steel structure was in place. The pre-fabricated steel is assembled in much the same manner as an erector set. The installation of the corrugated steel inner roof is now

being done. This is the first step in enclosing the structure. We are thrilled with the progress, particularly in lieu of the inclement weather.

The contractor still plans to complete the museum building and hand us the keys on June 30th, allowing time to install the lighting, create the displays and select and position the cars. The Grand Opening is scheduled for September 28. This will coordinate with the CLC National Driving Tour that will begin in Indiana and end at the annual Cadillac Gathering weekend at Gilmore.

Other great news is that we just passed a milestone... \$1,000,000 in donations and pledges. But in addition to the construction costs of \$1,164,000, expenses such as architectural fees, site preparation, lighting costs and expenditure on displays, there is still a need to redouble our efforts to seek donations and pledges. The dream is becoming a reality...and the opportunity for each of us to become a part of it is now!

The snow-clad photo depicts the main framework of the building having been erected, with a section of the steel roof being hoisted into position.

Regards, Fred Bausch.

From Linda Wilsmore, Ace Cafe

Dear Car Club, 1930's/1940's US Car Wanted For Film Shoot

Looking for 30's/40's Lincoln/Chrysler/Hot Rod or period US Car for Mobster short film 'Velvet Thompson'.

FaceBook

page www.facebook.com/velvetthompson-movie Production: Velvet Thompson Production Type: Short Film Dates: End of May/June 2014 (Dates to be arranged).

The car will not be driven by an Actor. This will be one day filming, and the owner will receive Professional Stills of the Vehicle and Self in Costume. Option for owner plus a friend to be an extra in the film, copy to be given by production (after shoot dates). All expenses/Petrol/Food covered.

Please Contact Rob Marni on 07900-361255 or e-mail: rob.marni@yahoo.com

Kind Regards, Linda Wilsmore, tel: 0208-961-1000

Many thanks for all the contributions. Do keep them coming – I need a constant supply to keep the magazine as interesting as possible – Ed



The CLC Museum under construction, mid winter



A '58 Biarritz glamour advert – from Dirk Van Dorst

Getting Started on Your First Cadillac

by Paul Carter

Having bought my STS, which was in need of some work, one of my first priorities was to source some parts. I was lucky with the MAP sensor, because the vendor had already located the best priced one in California on ebay. However, I also needed two modules, most important to have a working fuel gauge and extinguish the ABS light plus restoring nearly all the comfort & convenience features.

My Internet search, eventually (courtesy of bob@worldparts.com) led me to "Doug's Northwest Cadillac Hummer" (this is no back-street s/h parts emporium – check out their website www.doug's.com) whose Parts Manager, Vince Axley offered me the module I wanted at 'wholesale'.

Nevertheless, given the cost relative to that of the car (and, more importantly, its value) I politely declined the offer, briefly explaining my reasons. To my amazement – given this is a specialist, if not a main dealer – the almost immediate response was "Want me to try and find a used one for you?"

One thing lead to another and both the modules are now at the Post Office awaiting collection on payment of the VAT – that's how good a price I got: the two modules came in at under the duty threshold. Nothing has been too much trouble for this guy, who ended up with "Thanks for taking care of the details. Package will leave today. Let me know if I can help you with any other parts or information." He's since e-mailed me copies of the pages of the parts catalogue, showing the location of the modules. Oh, & "Doug's" is so big, they get special rates at UPS – another saving!

However, back to matters of moment, back in October when I joined the Club, (all seems so long ago now) Rod Bevan told me I should let you have some pictures of the car I eventually bought: they are attached!

Re 'DVLA Problems': you may find this encouraging. I discovered, quite by chance, that the VIN was wrong on my V5C, so I simply entered the correct number in the space provided, sent it off to Swansea and, a week or so later, I received the revised document – I was suitably impressed! I also had a good experience over the registration transfer, about which more later, as it may be of

interest.

I'm sure there were a couple of points in the Sept/Oct magazine. I was going to comment on, but before I got round to it, the current edition was out. I may yet burden you with more ramblings, while they're just about topical, rather than relating to matters in the dim, if not distant, past.

My original motivation for joining the Club was for guidance towards preferred suppliers of insurance – to which I'll return – parts and services. I was, therefore, a little surprised to find the magazine contains nothing on this, and carries no relevant adverts. On reflection, I realise that probably has less to do with exclusivity and/or lack of interest by members than the small number of cars and, indeed, specialists, in this country, plus limited membership – that is meant entirely as an objective observation, I mean it's no MGOC, JEC or even RREC! I can see that trying to sell advertising space in the magazine would be a thankless task!

Actually, it beats me how anybody ever has time for

such things as editing club magazines, so I hope you don't think I am in any way being critical, merely expressing mild surprise.

As for insurance, having been less than impressed with some specialist providers, out of curiosity, I went to a price comparison sight. I was amazed that the best quote was from LV. The next best was, from its name, a specialist of which I'd never heard, and the

third was M&S Bank! These three were all fairly close together, after which the premiums went up 100+%. This just goes to show that specialist cars don't necessarily benefit from specialist cover. Indeed, I am now paying less than I was four years ago for a 4.0 XJ6 on a classic policy.

My dealings with LV have also been very favourable, not like dealing with a huge national insurance company at all. I was even more impressed when the policy on my Jeep Cherokee came up for renewal because LV quoted me considerably less than half the renewal premium, even losing a year's NCB – because it applied to the Caddy as well, so couldn't be higher – plus £18-odd for foreign use. What really surprised me was that while LV wouldn't quote me fully comp for the Caddy, they offered it on the Jeep (similar age & value), which previously had been surprisingly difficult/expensive to insure.

I realise that my Devonshire address is a help – that's one reason it's registered there – although that doesn't explain the Jeep premium! I can only speak as I find, and I do wonder if the next renewal premium will go through the roof, which is the experience a colleague had with the Post Office, i.e. the original quote is a loss leader.



The interior of Paul Carter's STS Seville

To Dust or not to Dust

By Yvette VanDerBrink, in Old Cars Weekly

One of the big questions amongst collectors on a barn find is: Wash or Not to Wash? How much is that dust worth?

Well, it all boils down to who's dirt is it? What is the origination of that dirt? Was it the original owners, a second owner? What is under all that dirt?

These questions are ones that I debate over every time that I walk into a collection and open that barn or shed door for the first time in ages. That dirt is not only dirt, but layers of history – and if that dirt could only talk.

This question became a big topic when we conducted the Lambrecht Collection Auction in Pierce, Neb., in September 2013. When I heard the Urban Legend of a Chevrolet dealer that held back inventory and didn't sell his traders, that set the pace in my mind that we weren't looking at your ordinary dust, but valuable dust that had been accumulated through years of saying "NO" to potential sales. A story in itself.

I clearly remember walking into the dealership and seeing the cars covered with dirt, vinyl siding, empty antifreeze jugs and tires, along with other boxes. We carefully uncovered them, and careful not to remove the dirt.

Now in a collector eyes, this is called patina. The patina is often worth as much as any paperwork or priceless restoration. It adds value to the car, because of the story, and that it's an original, surviving piece of history and the story

where it was found.

I received many emails asking why we didn't wash those dirty cars! Well, I always say, beauty is in the eye of the buyer. I decided to sell these cars in their plain clothes as they were found and let the buyer decide how much that dirt or patina was worth.

Myself, I answer this question by a using by few easy questions. Is it original, is it the original owners, and does it add value to the story? If the answer is yes to all, we leave the dirt. Whether it's a tractor, pickup or car, I do this process.

Interesting enough, the buyer of the Cameo Pickup is leaving the dirt on it and telling the story of the find for \$140,000! The buyer of the 1978 Indy Pace Car Corvette washed it the

minute he got it home and started to love and take care of the car to be back on the road.

I myself, now own a 1953 Chevrolet Bel Air that was a trade-in car and was in the trees. I answered my own questions, and one answer was "no." So we

proudly scrubbed

and washed the car, got her running, and will be back on the road this summer! To answer my own question, too, we are not painting the car but leaving the patina, putting in an interior kit, and telling the story.

So when it comes to the beauty of the dirt, remember: Beauty is in the eye of the buyer. They are the ones who know how much that dirt and dust is worth.

See you at the Auction!

Yvette VanDerBrink – VanDerBrink Auctions

You can see more at:-

www.oldcarsweekly.com/lambrecht-collection-2/much-dust-worth?et_mid=659162&rid=241943309#sthash.RDU1r1v.dpuf



To Dust or not to Dust – that is the question (I know it's not a Caddy)

FBHVC Extracts

'REACH' Chromium Update

A number of chromium substances are on the 'candidate list' and their use will be banned in 2017 unless exemptions are sought. It has been authoritatively claimed this would result in chromium plating being banned. Concern regarding chromium is widespread in industry and our interests are only a very small part of the problem.

At a meeting in Brussels last October, a representative of the German motor manufacturers' trade association made a pitch for an amendment to the Regulation to exempt banned substances under the REACH Regulation from use in spare parts to be incorporated into 'cherished vehicles'. This is of course a proposal from large manufacturers and we are not sure this would be sufficient, as many of the components which our current suppliers are plating are original components, not reproduction spares.

The issue of course is that the Regulation, which was quite properly introduced to control the use of chemical substances injurious both to those who work with them and to their users, is in force and generally works.

But as the legislation is applied to a gradually widening number of substances, in respect of which the hazards are less immediate and serious than the first wave of really dangerous chemicals, unforeseen effects on our interests are becoming of more and more concern. We will be working, both on our own account in the UK, with DEFRA and motor industry bodies, and through FIVA in Europe, to try to head off this issue before it becomes too serious.

New definition of a historic vehicle for the Customs

The last EU issues update reported that the European Commission's Customs Committee has been working on an amendment to the Explanatory Notes to the Combined Nomenclature for Customs Tariff Code 9705 (Collections and collectors' pieces of zoological, botanical, mineralogical, anatomical, historical, archaeological, palaeontological, ethnographic or numismatic interest) following interventions from FIVA, MEPs and Member State authorities. The Committee agreed a revised text in October which was similar but slightly different to the draft text discussed in

June and detailed in the last update. The agreed text states:

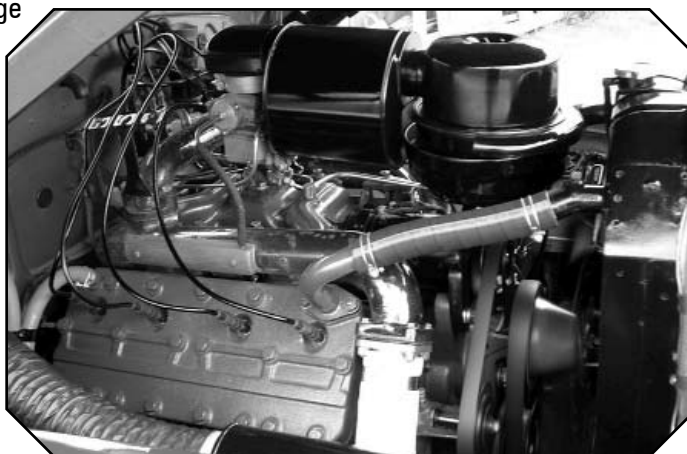
Heading 9705 includes collectors' motor vehicles of historical or ethnographic interest which are:

(1) In their original state, without substantial changes to the chassis, body, steering, braking, transmission or suspension system and engine. Repairing and restoring is allowed, broken or worn out parts, accessories and units can be replaced provided that the vehicle is preserved and maintained in historically correct condition. Modernised or modified vehicles are excluded.

(2) At least 30 years old.

(3) Of a model or type which is no longer in production.

The requisite characteristics for inclusion in a collection: being relatively rare, not being normally used for their original purpose, being the subject of special transactions outside the normal trade in similar utility articles, and being of greater value, are presumed as fulfilled for vehicles that comply with the above three criteria.



Russell Schacter's near perfect '41 under-bonnet

This heading also includes as collectors' vehicles:

(a) motor vehicles, irrespective of their date of manufacture, which can be proved to have been used in the course of an historic event;

(b) motor racing vehicles, which can be proved to be designed, built and used solely for competition and which have achieved significant sporting success at prestigious national or international events.

Parts and accessories for vehicles are classified in this heading provided that they are original parts or accessories for collectors' vehicles, are at least 30 years old and no longer in production.

Replicas and reproductions are excluded unless they fulfill the above three criteria.

Automatic SORN Renewals

Any SORN (Statutory Off Road Notification) which expired after 16 December will be renewed automatically. Previously, the default, after a SORN had expired, was that a vehicle needed to be taxed unless SORN was declared. With the new continuous SORN system, there is still a requirement to notify DVLA of any changes in vehicle or keeper details, including an address change. Not doing so can cause owners later on.

VED exemption for historic vehicles

From 1 April 2014 a vehicle manufactured before 1 January 1974 will be exempt from paying VED. The Government will publish this legislation when the 2014 final Finance Bill is laid before Parliament shortly after the 2014 Budget.

Bob Thomas

TREASURER

Hi Guys,

I received an e-mail from RDF Television, copied below. If you know any members or other drivers over 90, they are doing a documentary about them, so pass on the details if interested.

On Monday, 27 January, Rosa Brough from RDF Television wrote:

Hi Bob,

Lovely to speak to you just now, as promised here is some information about the programme we are making, if you wouldn't mind sharing the attached with your members? We are on the hunt to speak to some of



The 2014 Cadillac ATS Coupe, taken from the rear

Britain's oldest drivers and it would be great if you were able to help us in our search!

NEW ITV PROGRAMME EXPLORES BRITAIN'S OLDEST DRIVERS

RDF Television, one of Britain's most respected and successful production companies, is making a brand new programme for ITV.

Our new documentary explores Britain's proud and independent older drivers. There are over 70,000 drivers in Britain in their 90s and we would love to speak to them, find out what driving means to them and how important it is to them to have this independence.

We would like to discuss how driving in the United Kingdom has changed over the years and how it compares to driving now. We would love to find out what driving was like when cars were filled by garage assistants, roads were policed by 'courtesy cops', who encouraged people to be polite, and the M1 didn't even exist!

According to a recent study, one in four Britons think drivers should be made to switch off the ignition for good between the ages of 70-75. Yet statistics show that older drivers cause fewer accidents than their younger counterparts. We wish to find out what they think about having

to re-apply for their licence every three years over the age of 70.

We particularly want to find out:

How driving in Britain has changed over the years

How important it is to have their independence

How they feel about their younger counterparts

We would really appreciate it if you could approach your members on our behalf. If they know of drivers or their families who would like

to speak to me, with no pressure to take part in our documentary – but it would really help our research. We would also be more than happy to meet them and their families to discuss our programme.

If you would like any further information about this programme or would

like to speak to me about it then please get in touch on 0207-013-4120 or by email at rosa.brough1@rdftelevision.com.

Best wishes, Rosa

That's all for this time, see you at some of the shows.

Regards, **Bob Thomas.**



Another '58 Biarritz Glamour ad from Dirk Van Dorst

Rod Bevan

MEMBERSHIP SECRETARY

New members

A very warm welcome to new members this time: John Liguori of Clacton-on-Sea with a 1967 De Ville Convertible; Kenneth Chadbourne of High Wycombe with a 1959 Coupe De Ville; John Darley of Selby with a 1960, Series 62 Convertible; and Chris Matthews of Walsall, West Midlands with a 1973 Eldorado Convertible.

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

Dear Rod:-

From Rod Himself!

OK folks, it's finally happened. I have purchased a vehicle: a 1999 Sedan De Ville, 50th Anniversary Edition in white pearlescent paintwork. Originally from Florida, it has been used recently for weddings, so is in very nice condition. That said, there are a few things to sort out as I go along. But it's nice at last to have something for the shows.

Well done Rod, you've finally made it to the 'great and the good'! Ed

The Major 2014 Event

'Cadillac – Standard of the World'

Once again, don't forget the most important event of the year, both to portray an image of the Club as well as for member's own enjoyment. The 'Luxury Motor Show' at Goosedale Events Centre is 10 minutes from the M1 near Nottingham.

Many thanks to those that have contacted me with regard to the Show – this promises to be a great event.

The organisers have informed me that we will need to be on site

at Goosedale at 07-30am on the day of the event. This is so that all vehicles can be on site by opening time. The show will be open to the public at 10am. Vehicles will need to remain on site until the show closes. No breakdown or movement can commence until this time. I am sorry for this possible inconvenience but this is common practice at the more prestigious and highly organised shows.

There are limited spaces available, so let me know if you wish to attend. View the website at www.luxurymotorshow.com.

We will be there at 07-30am to set up the club stand and to marshal club members onto the site.

Very best wishes to you all,
Rod Bevan.



Paul Carter's recently acquired 1999 STS Seville



Bob Thomas, our long-serving Treasurer, in the driving seat at the Dutch GE

2014 Events Calendar

March 1st-2nd – Bournemouth Aviation Museum Vintage Transport Day, Next to Bournemouth Airport, Dorset BH23 6BA. Tel. 07592-190059.

March 29th – Spring Transport Festival, Museum of Transport, Boyle Street, Cheetham Hill, Manchester M8 8UW, Tel. 0161-205-2122.

April 5th – Ufford Vintage Car Meet, Mill Farm, East Lane, Ufford, Woodbridge, IP13 6EB. Tel. 01394-460770

April 18th-21st – AAC(UK) Spring Nationals, Weston Park, Weston-under-Lizard, Nr Shifnal, Shropshire, TF11 8LE www.american-auto-club.co.uk.

April 20th – Classic Rally & Autojumble, Old Warden Aerodrome, Biggleswade, Beds SG18 9EP. Tel. 01527-831726.

April 20th-21st – Western Park Transport Show, Western-under-Lizard, Shifnal, Shropshire, TF11 8LE. Tel: 01922-643385.

April 27th – COCGB AGM, (FBHVC Drive it Day) Sunday 11-30am at the Brandon Hall Hotel, Brandon, nr Coventry, CV8 3FW. As with previous AGMs, a subsidised buffet lunch will be supplied at £5.00/head. All members very welcome. If you are able to commit in advance, please let Peter Griffith know or, if not, just turn up on the day.

April 27th – FBHVC Drive it Day. If you are not at the Club AGM, just get out on the road with your Classic Cadillac and show the Country that the Classic Car fraternity are a force to be noticed.

April 26th – Ace Café InCarNation, Madeira Drive, Brighton, Sussex. Tel. 0208-961-1000.

May 4th – Catton Hall Classic Car & Transport Show, Catton Hall, Nr Lichfield, Staffs, DE12 8LN. Tel. 01922-643385.

May 4-5th – Bedfordshire Classic Motor Show, Woburn Abbey, Beds. Tel. 01527-831726.

May 5th – Notts Classic Car & Motorcycle Show, Thoresby Park, nr Ollerton, Notts, NG22 9EP. Tel. 01484-667776.

May 11th – The Mendip Vintage & Classic Tour. Starts this year at Wookey Hole Caves, Wookey Hole, Wells, near Bristol, Tel. 01275-342999.

May 18th – Luxury Motor Show 2014, (by special invitation). Goosedale Conference & Banqueting, Moor Road,

Bestwood Village, Nottingham NG6 8UN. Tel. 0800-612-7627, e-mail: info@luxurymotorshow.com.

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

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

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

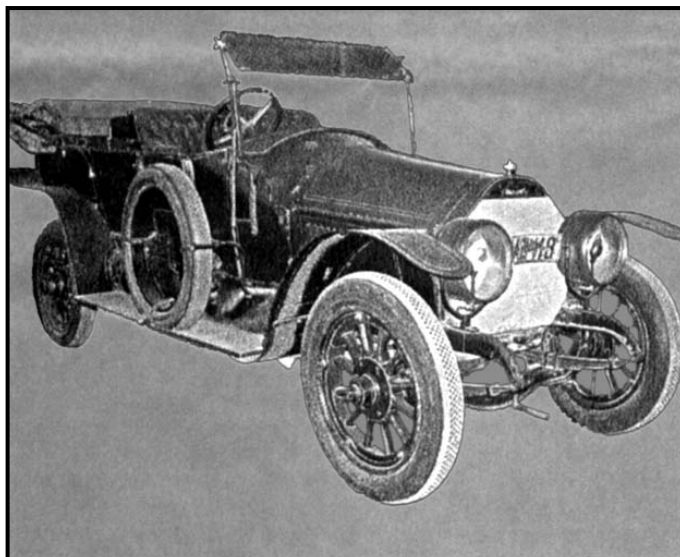
*There is more about the **Luxury Motor Show 2014** event in the MemSec's column opposite – as he says, this is an unusual invitation and not one to be missed!*

Another flyer enclosed to keep or give to some other Caddy owner.

International Events

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

Every Cadillac Enthusiast should try to attend one of these GNs – so much to see, so much to do and, just like the GEs in Europe, always so well looked after.



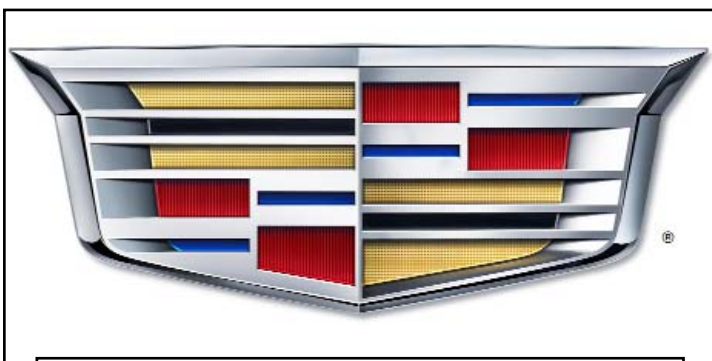
ARCHDUKE FRANZ FERDINAND'S CAR

Archduke Franz Ferdinand, heir to the Austro-Hungarian empire, was in Sarajevo on June 28 1914 to review military manoeuvres. He was riding in this 1911 open-topped Gräf & Stift Double Phaeton when the Black Hand, a group committed to freeing Bosnia from Habsburg rule, threw a bomb at the car. It bounced off and rolled under the vehicle behind. Ferdinand continued to the town hall but, later, the driver took a wrong turn and a member of the Black Hand grasped his opportunity, firing his pistol twice. The bullet that killed the Archduke became known as "the shot that was heard around the world".

Remarkably like a Cadillac. Was the Archduke's car possibly a Caddy in disguise – or maybe built and re-named on a Cadillac chassis imported from the UK?

Market Place

For Sale: 1968 Deville Convertible. A restoration project of a car with a lot of history that we believe is worth saving. We are looking for £3,500. Contact Steve or Jean Leage in Kent on 01303-870901.



Cadillac's new Logo – stretched and simplified

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

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

Parts For Sale: 1959-1960 cars. Included are three 1959s and one 1960, plus loads and loads of spares. I am

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

Club Shop

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

– Black or Grey; L, XL & XXL –

All remaining old stock now at half price.

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

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

All-new black sew-on embroidered Club badges,

with either original or new Cadillac logo

Embroidered Club badges:- £7.95 incl p&p.

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

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



The Techno-Classic Exhibition in Essen, Germany – As Dirk states on p2, likely the biggest in the world