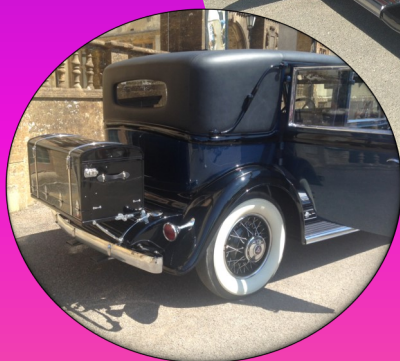




# Cadillac



Owners Club of Great Britain



*Standard of the World*

September-October 2018

# 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*

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

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*Front Cover—Diagonal: Madame X at Sherborne Castle  
Horizontal: Danyel Mills '76 Coupe deVille*

# Club News

## From the Chairman



Autumn sees the show season winding down, and what a season it's been. There can be no complaints about bad weather, though those with convertibles might have wished the heat was a little less intense.

As the nights draw in, it's the time when we think of the things we need to be attending to, be it a clever modification or more likely a necessary repair. One of the joys of 'old car ownership' is parts that fail, either because they are worn out or because they haven't been used enough.

The internet has made a huge difference, you can find information, enthusiasts and suppliers all over the world with a click of the mouse. It's a long way from the old days where it was Exchange and Mart, Practical Motorist, Haynes Manual and good old make do and mend. Of course there were the clubs, formed by groups of enthusiasts who among other things pooled their knowledge for the benefit of other members. That's still the same today and long may it continue.

Keep those motors running

Peter B Griffith

## Rod Bevan

### Treasurer/ Membership

#### New Members

A warm welcome to new members, Thomas Willis of Norfolk with a 1981 Fleetwood Brougham and Adam Harris of London with a 1960 Series 62 hardtop. Welcome back to Amanda Deville with a 1961 Fleetwood 60 Special.

#### EU General Data Protection Regulation (GDPR)

Thank you to those that have updated me with your preferences in this respect. Without your consent I am unable to contact you about any events and issues or remind you of a lapsed membership. Members' details will be removed from the database four months after their membership expires.

Please update your preferences on our website at any time. There are still many members that have not selected their preferences. I know it's a bit of a nuisance but if it stops the unwanted and uninvited intrusions into our lives it will be worth it.

#### Show Organiser Vacancy

I realise that this was mentioned in the last issue but at the AGM we discussed a meet in October, maybe at the Motor Museum at Gaydon. We are unable to offer this due to the

current level of committee members. For future shows and events we need a member to fill this post. It's your club folks! We also need a club member to come forward to value vehicles for insurance purposes. Please discuss with Phil or myself.

#### Club Representatives

This was mentioned in the last issue but no one has come forward. This is a real shame as I see this as a way forward to promote local shows for local people and also to promote our club and our hobby. Have a word with Phil or myself about this.

#### The future for petrol cars and our hobby

There's much in the news about electric vehicles and the challenges ahead. It's as things will be I guess. Electric Jaguar E Types and alike! At least we will get some style back with these cars. Talk, as well in the press, about increased levels of ethanol in fuel. The club is a member of the Federation of British Historic Vehicle Clubs (FBHVC). You have access to their website at [www.fbhvc.co.uk](http://www.fbhvc.co.uk). There is much to interest members here. *Ed. See page 5*

#### Classic Car Show NEC, Birmingham

Pre 50's Car Club will be making a display of all Cadillac at the NEC this year. Some of our members' cars will be there, so take a trip out to see the display, should be a great day out.

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

Bye for now.

Rod

## Rock Auto Discount

For a 5% discount on any purchase from Rock Auto, enter the following code **9119686284755114** in the 'How Did You Hear About Us?' box at checkout. This code is valid until 4th November 2018.

## Phil Htole Editor



The new Cadillac XT4 is now available in the US. It's a (market pleasing) small SUV, a mere 15' long, running a 2 litre, 4-cylinder engine that still manages to produce 237hp. Coupled with a 9-speed auto-box, it claims 30mpg (that's 36 in UK gallons). Helped no doubt by cylinder deactivation.... Yes it will run on 2 cylinders, which is twice what Henry M Leland's first Cadillac had.

Prices start at \$35,790 but with the option boxes ticked can easily reach \$54k. On a car costing that much you'd think they'd throw in a cargo net, but no, that'll cost you an extra \$65...



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

Phil



## Amos' Autos

*'Hanging out with the cool dude'*

Hey Dudes,

As you will have seen on the front cover (what we in the trade call 'page 1'), Madame X was at the Sherborne Classic on 15th July, having come up from her home at the Haynes Motor Museum in Sparkford.

It's really a Model 452A from 1931 and was little different from the 1930 452 series. It came with the Owen Nacker designed V16 and was available in a wide variety of body styles, believe it or not 54, everything from roadster to limousine. Included in this was the limited production series of 4-door sedans mysteriously called 'Madame X'.

Designed by Harley Earl, it was named after the main character in a play being performed in the Fisher Theatre across the street from the GM building in Detroit. Legend has it that after the show, Harley Earl went back stage to meet the cast and was so enchanted by Ruth Chatterton who played the character, that he promised to name the next body style after her. So it could have been the Cadillac Ruth, or Cadillac Chatterton. But it's more intriguing as the Madame X.

**Also on the front cover, another winner.....**



Danyel Mills '76 Coupe deVille won 'Best '70s American Car' at Stars & Stripes at Tatton Park. Complete with it's 8.2 litre engine and 19' 3" bumper to bumper as Dan says, "He feels like Elvis when he drives it."



How's this for a set of tail lights? They belong to an Eldorado Evolution created by Pierre Cardin—he of designer label and suitcase fame. Nigel Jackson came across this while surfing (that's the internet not Bondi Beach)



It is a modified Eldorado with 'hidden' headlights and 'extra' length. Built between '81 and '83 it's radical (for a Cadillac) rear end treatment looks a little odd as does the extended front overhang. You wouldn't want to try and parallel park that would you. If I'm honest it's over the top but not necessarily in a good way.

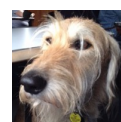
**Long, long ago in a galaxy far, far away.....** Wait a minute, that's Star Wars, let's start again. Back at very end of the 19th century before any of us were on the scene, a young Ferdinand Porsche went to work for the Lohner Coachbuilding Company of Vienna. At the time it was already producing some electric vehicles—remember back then electric power was as popular as petrol.

Porsche designed and persuaded them to build vehicles which did away with complicated drive trains by having a motor in each wheel hub. Initially a nimble front wheel drive car it developed into the Lohner-Porsche Mixte, which had a small petrol engine connected to an 80-volt dynamo which powered motors in all 4 wheels thus creating a 4-wheel drive hybrid system and that was in 1899.



A lot of the inventions we think of as 'new' today, have been around for a long time, it's just that the technology wasn't there to develop their full potential, so they lay dormant until it was.

**Stay Cool Dudes**





## Ken Pandolfi

### Website

Some of you will be regular visitors to the website while others will visit less frequently (if at all). Don't worry, it's not compulsory. I thought I would just remind you what you will find there if you do visit [www.cocgb.co.uk](http://www.cocgb.co.uk)



**HOME page**—Here you can renew your membership or submit details of your car if you are interested in hiring it out.

**EVENTS page**—Yes you've guessed it, contains details of forthcoming events.

**MEMBERS CARS page**—Allows you to submit a photo of your car for inclusion in the website. You can also notify us that you have changed your car.

**FOR SALE/WANTED page**—Here you can place an ad, remove an ad or tell members that you are looking for something. I aim to have ads posted on the web page same day. There is no cost to you.

**PUBLICATIONS page**—you can see back copies of the Club magazine.

**VIDEOS page**—there are a number of Cadillac related videos for you to see. I aim to change these from time to time.

**LINKS page**—You will find links to parts suppliers and other websites that should be of interest to Cadillac owners.

Hopefully you will find the website a useful resource.

Ken

## E-Numbers, a can of worms to open.....

Not so much in what E10 fuel means for us, more about what we have now.

If you do an internet search 'how much ethanol is in UK fuel' you get different answers. Some say, up to 5% in regular unleaded 95 and none in so called super-unleaded 97-99. Others say there is no Ethanol free petrol available in the UK, everything has up to 5% Ethanol. Someone must be right .... But who?

This all started when I was looking at the proposed introduction of E10 (10% Ethanol, 90% petrol) as the 'regular' unleaded fuel in the UK. It's part of the EU Renewable Energy Directive which states that by 2020 10% of road transport energy should come from renewable sources.

### But what is Ethanol?

It's an alcohol based fuel produced from the fermentation of plants like sugar cane, wheat, corn and barley and is often a by-product of another process. Running cars on Ethanol isn't a

new idea, the Model T Ford was designed to be able to run on it if required.

### What are the advantages of adding Ethanol to petrol?

It helps to cut greenhouse gas emissions and (allegedly) is cheaper at the pump.

### And the disadvantages?

There is a reduction in fuel economy (2-3 mpg has been quoted but it will depend on the engine), not huge and in theory is countered by the cheaper price of the fuel..... if that ever happens (I'm wearing my cynical hat). The biggest negative is the effect it has on engines and their fuel systems. Ethanol acts as a solvent and as such can loosen any crud that's lurking there in the fuel system which could cause pump/filter/hose blockages. It can also be corrosive to some seals, plastic and metals which can lead to fuel leaks and worse case scenario, engine failure.

### Can your car use it?

It depends on how old your car is. In most cases, cars with fuel injection should be alright, but as with anything there are grey areas and much of the adverse effect will be on those using older cars. That's why the Federation of British Historic Vehicle Clubs is coordinating a response to the DVLA with regard to the continued availability of E5. Check out [www.fbhvc.co.uk](http://www.fbhvc.co.uk) for updates.

Looking specifically at Cadillac, in the US they have been using E10 for some years, so most modern era Cadillacs should have no problem coping with it. But what about older models?

On the American Cadillac Forum, there are mixed views on E10 though several people have been using it in 50s/60s models and found no real problem. One of the main pieces of advice is that everything rubber that the fuel touches should be replaced with a modern equivalent, so fuel pumps, rubber fuel lines etc.. Also you may need to run a slightly richer mixture.

One thing several people noticed was that in hot weather, their cars were more susceptible to vapor lock when using E10 than non-Ethanol fuel, though cars fitted with A/C shouldn't be affected as they are fitted with a fuel return line.

Any thoughts / tips on this..... Let me know.

## Talking of Petrol

I read a lot of adverse comments about supermarket petrol being substandard, with occasional intimations that anyone that uses it is a moron. I use supermarket petrol, so draw your own conclusions.

My logic is simple (rather like me) .... ASDA/ Tesco/Sainsbury/Morrison don't make petrol, it all comes from a refinery, it's just the additives that may be different, feel free to disagree. Remember way back, when you asked for 4 gallons and 4 shots of Redex? Self service did away with that, so now they put the additives in for you. Over the years the number and cost will no doubt have increased.



## *In Flight Education*

By Ken Pandolfi

I came across an article some time ago in an inflight magazine that caught my interest and I thought worth sharing. The photos you see depict a Die Valkyrie.



Don't worry if you haven't heard of it. Only two are known to exist. In the mid 1950s, the designer, Brooks Stevens, approached GM to

secure a 133 inch wheelbase, 1955 Cadillac Sixty Special chassis to build his concept car.

Brooks was a designer of some repute – responsible, amongst other things for the Miller beer



logo, the Evinrude Lark outboard motor and the 1949 Harley Davidson Hydra Glide. He wanted to showcase his car design in Europe and planned to unveil Die Valkyrie at the Paris Salon. A production run of 100 cars was anticipated. Brooks used a Cadillac 5425cc overhead valve V8 engine with dual carburetors and four speed Hydra Matic suspension.

It was said that Cadillac expressed an interest in the project in order to increase its presence in Europe, but nothing came of it. The suggestion that the car was simply too large for European roads and too expensive given that the chassis would have to be shipped from the U.S. to Europe before being built effectively killed the project.



One of the cars was recently offered for sale with an asking price of \$395,000.

Unlikely you will ever see one on the road.

Ken



## *Cadillacs at Sherborne*



Graham Darby's very rare STS V8. It has the DOHC Northstar 4.6 litre engine driving the rear wheels.



'64 deVille Convertible



'59 Sedan deVille





## Hints & Tips...

**Ice-lolly sticks**—they are useful for mixing, spreading and stirring (even if the only stirring up they do is an argument as to how useful they really are).

**Spray can trigger**—available lots of places like Halfords and Screw-fix the rattle can trigger makes for a more professional finish with better control as you spray, especially if you're ham fisted like me. One extra tip here is to check the nozzle position if you shake the can with the trigger attached, it tends to rotate and you end up spraying at an odd angle. You only need the one they work with various push button nozzles.



valve cover (engine running), there should be vacuum at the PCV Valve inlet and when disconnected a healthy PCV Valve will always rattle when shaken. If in doubt, replace it, but don't forget to check any vacuum tubing for splits....

This is what the PCV Valve looks like on the Cadillac 4.9 litre V8.



## Back in a Cadillac

Tom Willis pictured with his newly acquired '81 Fleetwood Brougham D'Elegance.



Tom, is no stranger to Cadillac ownership, though it's been 20 years since he owned an '85 Seville and '85 Bustleback.

It's difficult to look at those seats without thinking of a Chesterfield sofa.

Great car Tom.



## The PCV Valve

### A Muffin's Guide to what it does

One of the problems with the internal combustion engine is that it works by creating explosions, the 'suck-squeeze-bang-blow' effect. No matter how good that engine is there will always be a small proportion of the petrol/air mixture that heads in the other direction, finding it's way past the piston rings and into the crankcase. If it were left there, pressure would build up and the mixture would combine with the oil to create a sludge whilst the pressure would find its own way out past gaskets and oil seals.

In the early days engines were given a breather tube to allow these gases to vent to the air in order to keep them running smoothly and (for their time) efficiently.

Positive Crankcase Ventilation came about in the early 1960s and could be considered the first step in emissions control. Gases are recycled through the PCV valve back into the inlet manifold for another attempt at combustion. So why is there a valve?

The gases are mostly hot air (there's a politician joke in there somewhere) and if unregulated could cause the mixture to run lean, not enough petrol, poor combustion which kinda defeats the object. For best results recycling should only happen when the engine is idling or at low speed. Fortunately regulation is easily achieved using the PCV Valve because at higher revs the inlet manifold pressure is higher than the crankcase pressure so the valve won't be able to open.

How do you tell if the PCV Valve is working? There are only two options with a faulty PCV Valve, it's either stuck shut, which would increase crankcase pressure and could cause leaking gaskets and oil seals, or it's stuck open which will cause engine surge at idle.

How do you test it? If you remove the PCV Valve from the





## Putty .....about the wheel-arch

It never ceases to amaze me for a vehicle built in 1992, how much external plastic there is on my car, even the chrome grill is plastic as are the front fenders, bumper moulding, rear wheel arch flairs, complete rear end and the grey bits at the bottom of the doors (there I go being over technical again).

Being plastic they have advantages, they don't rust and they don't 'ding' like metal does. They are also light weight which no doubt contributes to, as the Americans would say 'decent gas mileage'. They do however present a challenge when repair is needed.

Some time ago, I can't tell you when or where, my passenger side rear wheel arch took a knock—plastic is good at taking a knock, it will flex and is generally forgiving—except where there is a substantial metal fixing (the sort of thing that holds a Sherman Tank together), behind it, that doesn't flex and isn't forgiving. At such an event something has to give and it ain't the metal, so I'm left with a piece of cracked plastic at the top of the wheel arch. The paint gamely held it all together for quite a while but just like milk teeth it gradually loosened and fell out.

I carried out a temporary repair which (as is often the case in my experience) made it look worse. So it was time to fix it properly—well attempt to. Now I know I could put it into a body shop but it's always worth having a go yourself, save some money, gain a skill and if you make a bog of it you can always get it done professionally. To put this into perspective this is a small detachable piece of plastic, I wouldn't attempt it on a body panel, I have neither the skill or the confidence.

Once removed from there car you can see the extent of the damage from the rear. Here is the metal clip , notice there is nothing to hold the clip in place at the top, so because of the damage it becomes useless.



By comparison, here is one of the other clips held in place by the plastic. The next decision is how to repair it and

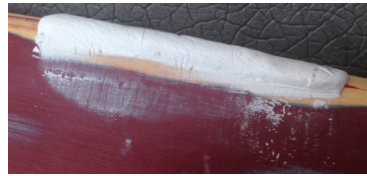


'remake' the clip retainer. Fibreglass could be an option , but this is plastic not fibreglass.

In the end I went with D306 Plastic Stick Epoxy Putty from Delta Adhesives. It looks like a stick of rock, blue on the outside, white on the inside, just cut off a piece and knead it with your fingers until its mixed

into a uniform off-white colour. You then have 2 minutes to press/mould it into place. It takes 30-45 minutes to harden and after 2-3 hours it's hard enough to drill /sand/saw/paint. After 36 hours it is fully cured. I left it over a weekend.

Here is the repair from both sides.



The masking tape is only there to stop the clip moving whilst the putty hardens.



It can then be sanded.....

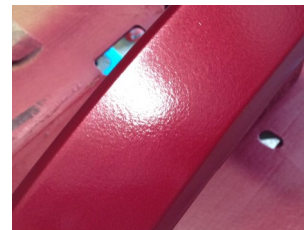


Primed with plastic primer.....



Sprayed with colour and clear-coated.....

I was quite pleased with the final result, considering it was done with a rattle can. The paint match from Autopaint (St Helens) was really good.



Here it is, back on the car.





## Plastic—not so fantastic

No, not a rant merely a tale of age and degradation, we most of us know the feeling. The sharp minded among you will remember my wheel arch repair (hint—it's on the previous page). Because I had to remove the 'plastic' skirt aft of the wheel arch to take it off, I needed to fix another problem, the shiny metal insert was coming adrift. Sadly it didn't end there.

The panel itself, seen here on the 'intact' drivers side is easy to remove, held on by two nuts accessible from inside the trunk and three hexagon self tappers on the outside.

With the panel removed it looks like this.



Being a plastic panel, the metal fixings are 'heat welded' to it. In this particular case those fixings were well past their sell by date and two of them fell off as I was jiggling the panel loose from the body. What fun.



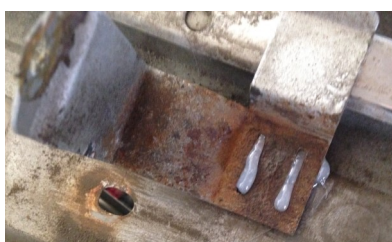
My first thought (I seldom have a second) was to clean them up and Araldite them back on, so that's what I did holding them in place with a G clamp.



Left for 24 hours to 'go off' hard, I was pleased with the result. Not only were they in the right place but they appeared to be firmly attached.

Euphoria was short lived when I test fitted the part back on the car and one of the clips came off. The other two seemed solid enough, so I could just reattach the faulty one.

Problem with that idea is what if the others fail at a later date? Time for a second thought.....



That second though, I was doing well that day, was a nut and bolt approach, to be truthful a countersunk screw and nut approach.



There's no way it's going to come loose again, the only thing you have to make sure is, that the screws aren't so long that they damage the bodywork of the car when the part is fitted. That fellow Sod and his law dictated they were, so I had to cut them all down.

Now to deal with the original problem, fixing the metal insert. It's held on by plastic clips that fit neatly into the rolled channel at the top and bottom of the metal strip. There are five of them and each one has a threaded plastic protrusion that fits through the plastic skirt and is secured by a metal nut. Only one of my clips was broken but I needed to undo all the others to remove the metal strip. You know what's coming don't you? Everyone of them snapped as I tried to undo the retaining nuts. Pause for swearing.

I hadn't given up on the Araldite, a damn fine mix if I say so myself, saw screws attached to the metal strip and left overnight to cure. That didn't work either, test fitting again (I do like a test fit) all was well until I tightened the nuts and there was that ping sound as several of them broke away..... It's the twisting action you know.



Plan 'B' was Gorilla glue (our American cousins don't really do subtle) and thick double sided tape, the stuff you can attach number plates with, doubled up to get the required thickness. If I'd thought about it I could have just used that where the clip was broken..... Curses, who says wisdom comes with age.



End result, all fixed and ready to go back on the car.



**Fun fact** The world's first fully synthetic plastic was Bakelite, invented in New York in 1907 by Leo Baekeland who coined the term 'plastic'. Thanks Leo.





## Events 2018

**5th-6th October**—Prescott American Autumn Classic at Gotherington, Cheltenham GL52 9RD. 2 for 1 offer for all American car owners. Two tickets for £20. Contact [rebecca@eventspr.co.uk](mailto:rebecca@eventspr.co.uk) to obtain your discount code. or visit [www.prescott-hillclimb.com](http://www.prescott-hillclimb.com). You will need your code to book. An all American Stars and Stripes weekend. Car display, wall of death, live bands and dancing.

**9th-11th November**—Lancaster Insurance Classic Motor Show, at the NEC

### Recurring Events

**Haynes International Motor Museum, Sparkford, BA22 7LH.** On the first Sunday of each month (September second Sunday). Haynes run a breakfast club open to all marques. See [www.cocgb.co.uk](http://www.cocgb.co.uk) for dates.

**Redhill Village Hall—Classic Car Meets, Church Road, Redhill, North Somerset BS40 5SG.** All makes welcome and free entry, Last date for 2018

**Sunday Breakfast Meet 0900-1100**—7th October

*As we head into the last quarter of 2018, it's no surprise that the number of events has diminished. Lot's of cars will be preparing for winter hibernation..... This year has certainly disappeared at a rapid pace. Starting in the November-December issue we'll be looking at 2019.*

### Need an events publicised?

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

## A Cadillac Salute to Aretha Franklin

Spotted by Derek Eaton

As the Detroit Free Press reported, More than 100 pink Cadillacs lined up two and three wide along 7 Mile Road for an entire city block to join the funeral procession for Aretha Franklin.

"We goin' ridin' on the freeway of love in my pink Cadillac," was a line from her '80s hit, "Freeway of Love" that became an anthem in her hometown of Detroit.



It was fitting that her final journey was also in a Cadillac, a 1940 Cadillac LaSalle Hearse. This same hearse was also used for the funeral of her father, the Rev. C L Franklin in 1984.



## Pink Cadillacs

If you were wondering where all the pink Cadillacs came from, well it was organised by the Mary Kay Company (they are a cosmetics company along the lines of 'bing-bong, Avon calling'). They sent out a request for as many pink Cadillacs to attend as possible.

In their sales scheme, a Grand Achiever can 'earn' a pink Cadillac. Over the years there have been more than 19,000 with the current level at 1200.

## Goodwood Revival

I had the good fortune to go to the Goodwood Revival on the Sunday. What a great day out, most people dressed in period costume, 40s, 50s and 60', so it was out with the Harris tweed, flat cap and cravat. Even walking around the car park was a great experience, here's a brace of '49s parked up and I've never seen so many Aston Martin DB5s in one place.



The racing was great, proper racing, sliding through corners on skinny tyres and lots of overtaking, not a procession in sight. The final race, the 25 minute (they managed to get in 18 laps of the 2.4 mile track) Sussex Trophy, was won by Phil Keen in a Lister Jaguar that started from the pit lane. More excitement in that race than a season of Formula 1.



Cars in the car part with (optional) old bloke



# *Feature Car*

## *'59 Coupe deVille*

By John Sewell



The iconic Cadillac Coupe DeVille of 1959 must be one of the most reproduced images in motoring history. The tail fins reached their most spectacular at this stage; both in terms of size and levels of chrome! The car was no lightweight in at 4720lbs and needed a 325 HP engine to insure adequate performance in the Cadillac tradition.



GM produced 21924 copies of the Coupe deVille selling at around \$5235. They were on sale in the UK at approx. £5000 – that's more expensive than a Rolls Royce. Total Cadillac production for all models in 1959 was 112532 cars. The most sought after 1959 model is the Eldorado Biarritz Convertible Coupe, just 1320 were made and currently fetch up to £350,000.

### **HISTORY 643 UXS**

Purchased new from San Francisco Cadillac in June 1959 by John Pavao Costa, of Park Boulevard, Oakland California. The salesman was Frank Bate. The car was a code 47 - Woodrose exterior, with Woodrose Coronado cloth, and metallic leather interior, with air suspension and power quarter lights. John Costa was 51 years old, and a very successful rare gem stone dealer, this was his first Cadillac. He paid \$5436 for his Cadillac by cashiers cheque, (equal to £1842 then, or £38500 in today's money).

John Costa died in 1991, the car remained in the family until 1999 when it was brought by Steve Marini of Danville California. In 2002 Steve sold the Cadillac to Ted Shaw of Savannah Georgia. Ted sold the car on eBay to its first owner in the UK in September 2005.

I purchased the car in August 2008 and I have completed reconditioning or replacement of most mechanical parts. Everything works as it should and the mileage shows at 75,000, which I believe is genuine.

Since I purchase the car in August 2008, I have driven just over 14000 miles in this fabulous Cadillac, lots of smiles per mile, shows and prizes.

Everything works, even the clock, and with a recent engine overhaul by CES at Burton Upon Trent, the driving experience

is amazing, power and luxury. In 1959 no wonder these cars were a motoring revelation, *the Standard of the World*.

John



Miles of smiles and prizes galore



Pictured at Hatton where it won 'Best Cadillac'



At Rally of the Giants 2017





## Sales.....



For Sale

**FOR SALE: 1974 Cadillac Eldorado convertible.** This car is in average condition, there are some scratches,

chips and the seats are a bit worn. On the other hand the car had a new crate engine around 5 years ago so it runs smoothly once warm. It has the 8.2L engine, there's 59,000 miles on the clock and an MOT until May 2018. Asking price is £6,000.

**Contact Dave Percival on 07480040313**



For Sale

**FOR SALE: 1978 Cadillac Seville.** Recently resprayed I original black and with full black leather interior. With 75000 original miles on the clock,

this car comes with wire spoke wheels (not shown in photo) and a new battery. £8,500 ono

**Contact Peter Griffith, 0151 6301414 or Email: v8v12v16@globalnet.co.uk**



For Sale Price Reduced

**FOR SALE: 1973 Cadillac Eldorado.** With many new parts, this car has had over £18000 spent on it, including a new padded roof. The car is in Firethorn red and has the

later '78 front end conversion. £12,500 o.n.o. Would consider taking a late model RHD Cadillac in p/x, but must be in excellent condition.

**Contact Peter Griffith, 0151 6301414 or Email: v8v12v16@globalnet.co.uk**

**FOR SALE: 2001 Cadillac STS.** Right Hand Drive with a full year's MOT. Requires new cylinder head gasket.....Offers? **Contact John Draycott on 01733347269**

**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

## 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**

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

## Club Merchandise

### Please read

As you will know the last two forays into 'online as required purchasing' didn't go well. In both cases the companies pulled the plug, in fact our last supplier did so before even telling us.

The upshot was that given the setup costs of both and the lacklustre sales we lost money. We're not in this to make money, we just want people to be able to buy what they want, but we're definitely not looking to lose money.

The question is do you want Club Merchandise? Sales would suggest that you don't. There's nothing wrong with that, we just need to know. You see, we're not the Ferrari, Lamborghini or Porsche Club where members of the public queue up to buy a baseball cap or a tee-shirt because they want to be associated with the brand. We're a little more subtle than that..... We're upmarket.

As it stands, the logical decision (I've gone all Mr Spock) would be to not continue with club merchandise, but we'd love to hear your thoughts.

## Old Club Shop

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

