



Cadillac



Owners Club of Great Britain



*A Car for all
Seasons*



Standard of the World

March-April 2018

Cadillac Owners Club of Great Britain

Club website (with International links): www.cocgb.co.uk



Affiliated to the Cadillac-LaSalle Club of America

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Front Cover—Main Photo, Rob Jones brother Curt's '56 Coupe deVille.

Front Cover—Oval Photos, The Editors '92 Sedan deVille

Club News

From the Chairman

Well I used to wonder about that old saying ‘the older you get the faster it goes and boy they were right! Its nearly 6 months since I went to the USA for my good friend Tom McPherson’s daughters wedding and 8 months since the nice people in the Liverpool Heart & Chest Hospital put my heart right, yet it all seems like yesterday.



I have been getting back into checking my Cadillacs over and deciding what to sell and what to keep. They are all in good nick and this year I must get to some shows and stop over weekends.

I have just sneaked 4 days away at my favourite hotel near Windermere with my dog, a good pal. Doreen is getting a bit worse in the care home and wants to come home. That’s a very difficult decision to make at my age now, I just couldn’t cope. But I still have my business and my Cadillacs and my friends all to do with Cadillacs and its very assuring to hear from them. I’m now pushing 89 and how the hell I got here I just don’t know, probably life itself has kept me going and the contacts of life.

Thank you all and I hope to see you at the shows so don’t forget to look at the events page and if you get the chance, remind me so I don’t forget! Looking forward to seeing you all soon.

Peter B Griffith

The 2018 AGM

ITTA..... It’s that time again.....

Not to be confused with ITMA, which like Werther’s Originals my Grandad told me about.

Yes the Annual General Meeting is heading at speed in our direction and as you can imagine there’s a fair bit to discuss and decisions to be made, so if you can spare a couple of hours on Sunday the 22nd April at the Brandon Hall Hotel it would be appreciated. You get a subsidised lunch (which as Corporal Jones would say is ‘very toothsome’) and the chance to come up with/agree with/disagree with ideas about how the club runs / changes we could make.

If you think you could take on a role (my favourite is cheese and onion) within the club, so much the better, but just being there will make a difference. However you arrive (Cadillacs aren’t compulsory), there will be a warm welcome with hot drinks on tap.

Hope to see you there 

Drive it Day

Don’t forget ‘Drive it Day’ is on Sunday 22nd April, a good excuse to take the Cadillac for a spin..... Coventry perhaps...



Cadillac Owners Club of Great Britain



Annual General Meeting

Sunday 22nd April 2017

at
 Mercure Brandon Hall Hotel and Spa
 Main Street
 Brandon
 Coventry CV8 3FW

Meeting starts at 11am

Why I Like the CTS

By

Paul Nieuwenhuis

My interest in the CTS goes back to its beginning when it was a joint project with Holden to develop GM's first global RWD platform for many years. The Cadillac version was to be the first real attempt to build a world-class sports saloon in the modern format. Cadillac had long retained an older concept of luxury that probably has its roots in the interwar period. At that time, you could opt for a luxury car, such as a Rolls-Royce or Daimler, or a more sporting luxury car, such as a Bentley or Lagonda. In the US, Cadillac made fine luxury cars at the time, but in many respects played second fiddle to Packard. With Packard gone, in the post-war era, Cadillac made the traditional luxury concept its own and American buyers were more than happy with this, but others, outside the US, developed the concept Cadillac now describes as 'sports luxury'. These included Jaguar, of course, but increasingly drew others into this segment, notably the Germans. With younger generations now educated that luxury and sportiness came combined, Cadillac's more traditional concept of luxury became increasingly marginalised.

Reluctant to give up on this, earlier attempts to fight back led to some interesting cars, but never lived up to expectations, until the CTS. Cadillac worked with Holden to define the basic parameters of the platform, but soon the two divisions parted over details of execution (e.g. Holden's have to be capable of being driven on roads where Americans would use an SUV; that is how Australians like it). Cadillac also collaborated with then GM-division SAAB to understand European ideas of 'sports luxury' as well as several European – mainly German – suppliers whose components ended up in the CTS. And the car delivered; the CTS is a genuinely good car where it matters; it is sporty and luxurious. Despite criticism of interior materials by European commentators, the car delivered where it mattered. As a result, the CTS became a landmark car, not only for Cadillac, but for American cars more generally. Within the Cadillac family it was joined by, among others, a revised STS, the striking XLR, and the equally charismatic ATS.

Having followed all this, partly from a professional perspective, I did begin to track its entry into the UK market and then – once GM had abandoned the brand in the UK – the collapse in CTS residual values. It occurred to me that given a few years of this, I could actually pick one of these cars up for nice money. I took the plunge in 2013 when I invested in a 2006 model year car for a great price. Having bought it in the Manchester area, where the activities of Bauer Millett left a cluster of them, I decided to take the slow route home to Cardiff through mid Wales, where a variety of



roads would give me a good feel for the car. As I proceeded South, the weather also deteriorated and I became increasingly impressed with the car, feeling I had a genuine bargain. In fact it made me think that even if I had paid three times as much for it, I would still feel I had a good deal. Unfortunately that car was written off a year later when a pizza delivery driver in a hurry drove his Toyota Aygo van into the front wheel.

I considered other cars, but very quickly decided another CTS was really the only worthy replacement and within about a month I found another 2006 model, but this time with an LPG conversion, reducing overall fuel costs at least to that of a diesel: nice. I have however upgraded it with a less anonymous looking CTS-V-style grill and 'factory' 18" wheels, as these fill the wheel



arches rather better than the standard 17" offering, while the ride has not suffered. We have three cars, but tend to use the CTS for longer distances where it really comes into its own, although fine handling and nippy performance make it surprisingly agile in dense urban traffic as well, as befits a quality 'sports luxury' car. In fact, apart from areas where the notorious Detroit 'bean counters' have clearly been at work to shave a few cents off the cost of a component, it is hard to fault the car and I enjoy it every time I drive it. Wouldn't mind trying a CTS-V though!

Paul

Email to the Editor

From Peter Carr...

Hello Phil,
You say in your "have you ever wondered" piece that there are 3 XLR's in the country and they are all SORNED. MY XLR ,reg RED926 is taxed ,mot'd and insured all year round and ready to go for the show season. You featured it in an issue a few years ago
Regards, Peter Carr (membership #1425)

Ed. You're absolutely right Peter, in fact all 3 XLRs are licensed. Looks like I was flagging at the end of the long.... long list and I fell at the final hurdle and put them in the wrong column on my piece of paper (It's all very technical here).... Apologies.



Peter Carr pictured at the wheel of his 2007 XLR

Amos' Autos

'Hanging out with the cool dude'



Hey Dudes,

Over the winter, I've been thinking about early Cadillacs, well the nights have been long and there's been snow on the ground. Now here's an interesting car, the 1903 Cadillac



1903 Runabout 4P at the Gilmore
Photo—Ron Zahn

Runabout. Supplied as either a 2P or 4P model (that's 2 seater or 4 seater), it was one of the 2,497 cars that Cadillac produced that year. This being the 4P it cost \$850 which was the same price as the Ford that came out in the same year. That equates to around \$22,000 in today's money. The 2-seater was \$750 or today \$19,400.

The Cadillac had single a cylinder 98.2Cubic Inch (1609cc) engine with variable lift inlet valves, mounted under the front seat and to the left, which is why, to start it the handle has to be wound from the side rather like a clockwork toy.

The runabout had 2 forward gears and 1 reverse. It also had adjustable rack & pinion steering.

It was by modern standards a small car, size-wise, being just 9' 3" long—the original Morris Mini was just over 10'. But the again things were taller back then.

One very cool thing was that the body could be removed from the Chassis without the need to disconnect wiring, plumbing or any of the controls. Bet there are a few restorers these days wish they could be that lucky.



Here's another of Ron Zahn's photos, taken at the 2017 GN, notice the basket on the side and also the fact that both cars are Right Hand Drive. In fact before the Ford Model T was launched in 1908, virtually all American cars were RHD.

Cadillac

Here is Alex Hall, pictured with a surprise gift from his wife Kimberly, what a nice lady. It's a 1955 Fleetwood 60, the same model as Elvis Presley's 'Pink Cadillac'.



It may not be 'pink' at the moment, but then neither was Elvis' when he took delivery in July 1955, it was blue with a black roof. It retained its black roof after being painted pink, the colour is called Elvis Rose and he gave the car to his mother. She never drove the car because she never had a drivers licence. Following an accident it was repainted and this time got the white roof we all associate with it.

The car rocks Alex, looking forward to seeing what you do with it.

And it's goodbye from her

Yes, our friend Betty is off to Guide Dog College in Leamington Spa.



Here she is pictured with her ride of choice (the girl has taste). She's been living with Lin and the Editor (they need looking after) for nearly 10 months and some of you will have met her at Hatton Country World and Rally of the Giants. We'll miss you Betty.



Rod Bevan

Membership Secretary

New Members

A warm welcome to new members Steve Styllis of Barnet with a 1955 Coupe Deville and also to Wayne Hall of Southampton with a 1977 Eldorado. Welcome back also to Simon Lunn.

AGM 2018

The club AGM is on 'Drive it Day', Sunday 22nd April. 'Drive it Day' is a FBHVC event day in which many clubs organise 'drive it' events. We hold our AGM at Brandon Hall near Coventry



and we 'drive' our cars to it. In the past it has not been a well attended member event.

It may sound a bit dull, but it is your opportunity to meet your committee and fellow members. After coffee we

start at 11am, finishing by 1pm. That then leaves us with

great food and a chance to exchange stories and look at each other cars. So it's about having a day out, not getting bored.



I have taken on duties of Treasurer in the last few months. A bit daunting at first but it actually ties in very well with the membership secretary role. All roles become vacant at the AGM so there is an opportunity for members to join the committee in any role. I think we need some more active members within the club.

Shows 2018

That brings us to shows for 2018. Shows at Hatton Country World, near Warwick are popular as is 'Rally of the Giants' at Blenheim. We have attended Tatton in the last few years. It may be an idea for area representatives to organise shows in their respective areas or promote member attendance at local shows. Ideas please at the AGM or e-mail me with your thoughts.

The European event for this year is now developing. Details on the website or give me an e-mail. I can provide links and entry forms. I shall be unable attend due to firm commitments being made prior the event being advertised. A European event is planned for 2019 but a host club has not come forward yet, maybe an item for discussion at the AGM. Any reports or suggestions I am happy to read these out at the AGM. Area representatives please let me have your reports to read out at the AGM.

Hope to see some members and their cars at the AGM.

Bye for now!

Rod



Tyre Pressure Monitoring Systems

A Muffin's guide to TPMS

Like many innovations that are now commonplace on modern cars, TPMS has been around a while but didn't become mainstream until fairly recently. In the USA all new vehicles under 10,000 lbs in weight had to be fitted with a TPMS system from September 2007. In Europe they became mandatory on the 1st November 2014.

The first car to be fitted with TPMS was the 1986 Porsche 959, so not exactly your everyman car. GM's first outing was with the '91 model year of the Chevrolet Corvette which used Goodyear 'run-flat' tyres. And there's one of the main reasons for needing the them, the run-flat tyre, love it or hate it, it can save your life, but if it goes flat at normal speed, how are you going to know?

So how does it work? Within each wheel is a sensor attached to the valve. Here's an example as fitted to a 2003 Chevrolet. (This one is an ACDelco part, bought in the USA and made by Schrader in the UK). As you can see it just replaces the normal valve stem and can wirelessly report under or over inflation of the tyre 'real-time' as you drive.

Fitted with a lithium Ion battery that last's 5-10 years, when they do need replacing it's just a question of breaking the bead/rim seal and remove/install the new part, so not exactly a DIY job. Wheels will need to be balanced afterwards too.



Don't forget that as of 1st January 2015, if your car was registered on/after 1st January 2012 and is fitted with TPMS, it's an MOT failure if it doesn't work, so it's not an option to replace them with ordinary valve stems.

Taking care of your TPMS. There are things to avoid, like potholes—no I don't know how to avoid them either, where I live there seems to be more pothole than road, makes all that fuel duty and Road Fund Licence appear really well used doesn't it! If your TPMS wheel sensors have metal dust caps, replace them with plastic ones, in case they corrode themselves to the metal valve stems.

Not got them/want them. There are aftermarket options if you think they are a good idea on an older car. Many these days use an in-car display that plugs into the cigarette lighter and a system can be bought for as little as 50 quid.

A word of caution. They don't do everything, it's still a good idea to visually check your tyres regularly, your TPMS can't measure your tread depth or warn of unsightly bulges.....

Wanted—A Treasurer

Ok, so we're never going to be able to replace Bob Thomas, it would be impossible, but we do need a Treasurer. Some of you out there in Cadillac-Land may think that's the same thing, but it isn't.

Bob was so much more than a Treasurer, so don't imagine that you would have to take on everything he did. That said it is an important Committee role that we need to fill.

Over the past couple of months, we have (out of necessity) changed bank accounts and are looking at simplifying the ways in which we pay for services and deal with payments. For instance Rod can now pay in membership cheques direct to the bank and we can pay for things like printing by bank transfer. But we do really need a treasurer. So what are the responsibilities?

According to the Club Constitution (First Amendment April 2017) 'The Treasurer shall handle all money matters of the Club, maintain a bank account on behalf of the Club, keep an up to date record of all income and expenditures, regularly liaise with the other members of the Committee on the financial status of the Club and advise the Committee and Members at the AGM of all financial matters. They will produce an account statement for approval at the AGM.'

If you think this is something you could help us with, feel free to get in touch and thanks for taking the time to read this.

Phil

Area Reps

We have over the past year been discussing the need for more Area Representatives. As you will all know we are not a large club.... We may have some of the biggest cars but our numbers are small, I like to think, exclusive.

That exclusivity does mean that we are 'thin on the ground' and it would be good to have a few more Area Reps, people who could act as a focal point for other members in their area and who knows, keep this befuddled Editor up to date with events and exciting things that are happening in Cadillac-Land where they are. We may even be able to attend more shows if we have a local presence..... Just a thought

If you have an idea or opinion on this, please get in touch, we'd love to hear it.

A Hundred Years On

March 9th 1918 saw a significant milestone for motoring—not at the time, but for future generations because it was on that date that Earl A Thompson filed a patent application for an 'Automatic Gear Shifting Mechanism for sliding Gear Transmission'.

The patent was eventually granted on November 14th 1922, but it may not be what you think it is. Thompson spent the best part of 12 years perfecting this system which isn't an

automatic transmission as we would know it today, rather it's something we've all come to rely and depend on to make our motoring more enjoyable..... He invented the Synchronesh Gearbox. Without this innovation countless generations would have had to endure the joys of double de-clutching or worse listen to a cacophony of mashing cogs.

And yes, it was fitted to a Cadillac first, in 1928



In the same year, they introduced safety glass, so crunch-less gears and shatter-proof glass at the same time.



Hints & Tips...

Cleaning Plastic Headlights—Use whitening toothpaste and elbow grease, then once they are clean use a UV protection polish to preserve the look. Never had that trouble with glass.

Sticking Hood Latch/Bonnet Catch—It's annoying when you pull the lever and nothing happens. It could be down to gritty -grease that's binding the parts. Before you start adjusting cables, try cleaning the mechanism with brake cleaner to get rid of the grease and then replace with either PTFE spray or engine oil and it just might cure the problem.

Cuban Chrome

Derek Eaton tells me there's another interesting car program on Quest which started on Thursday 22nd March at 10pm.

Called Cuban Chrome it's all about how they keep their old American cars going. There are 8 episodes and Derek says at least one features a Cadillac, a'59.

Great thing about Quest, miss it the first time you can always catch the repeats. Thanks Derek.

Update - Nick Pascoe's Engine Build

Back in the September/October 2017 Edition, our feature car was Nick Pascoe's 'Time Warp' 1950 Series 61 Coupe.



As Nick said at the time, "Next project is to slightly warm the engine as it may have been done in the '50s. My outline plan is to bore the 331Cu In block to 4" taking it to 365 Cu In. I've sourced some heads from a 59-62 Caddy that flow a whole heap better and will assemble with a mild Cam and two or three Stromberg 97's."

If you'd like to see how Nick is getting on / follow his progress, you can visit this site:

<https://www.jalopyjournal.com/forum/threads/nicks-1950-331-cadillac-with-390-heads-engine-build.1081922/>

If a picture paints a thousand words, here is a montage that hints at the progress being made.....



This is the first V8 build that Nick has undertaken (in fact he's building two) and when you look at these pictures it classes as heavy engineering. Nick's Journal is well worth reading especially if you are thinking of doing something similar.

When it's finished, don't worry, it'll still look the same, there will just be a little more power available on the loud pedal.



Cadillac XT4



Cadillac chose the OSCARS to plug the forthcoming XT4 'small' SUV, which will sit below the XT5 and likely have a 2 litre 4-pot with no doubt unbelievable horsepower. The 2019 model will be available towards the end of this year. Cadillac's new mantra of 'Dare Greatly' isn't exactly 'Boldly Going' in terms of style, it's another expensive SUV. Sadly that's what the buying public seems to want these days..... That and being able to connect to the internet 24/7. Cadillac badly need a 'wow factor' car to boost the image.....

Events 2018

13th-15th April—AACUK Spring Nationals at Stoke Prior Bromsgrove, B60 4AL

22nd April **Club AGM****** and Drive it Day
Join us at the Mercure Brandon Hall Hotel & Spa, Main Street, Brandon, Coventry, CV8 3FW. Starts at 11am.

16th-17th June— Bristol Classic Car Show at Royal Bath & West Showground, Shepton Mallet BA4 6QN.

22nd-24th June—AACUK Summer Nationals at Hatton Country World, CV35 8XA

30th June-1st July— Stars & Stripes at Tatton Park, WA16 6QN

8th July— Rally of the Giants at Blenheim, OX20 1PP

15th July— Lancaster Insurance, Sherborne Classic and Supercar Show , DT9 5NR. See www.classic-supercars.co.uk for details.

30th August-2nd September—European Cadillac LaSalle 60 year Celebration, Richelieu, France. For up-to-date information/details see or website www.cocgb.co.uk.

2nd September— Brooklands American Day, KT13 0QN.
See www.brooklandsmuseum.com/whats-on/american-day for details

14th-16th September— AACUK Autumn Nationals at Drayton Manor, B78 3TW

16th September— Tenterden Lions Classic Car Show, 10am-4pm, Little Halden Place Farm, Cranbrook Road, Tenterden, Kent TN30 6UL. Entry £5 per Car including Driver and Passenger. Full details and entry forms available on the Tenterden Lion Club website:
[www.tenterdenlionsclub.co.uk /car-event-2018](http://www.tenterdenlionsclub.co.uk/car-event-2018)

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 for dates.

Redhill Village Hall—Classic Car Meets, Church Road, Redhill, North Somerset BS40 5SG. All makes welcome and free entry, dates for 2018 are as follows:

Breakfast Meets 0900-1100

Sunday 20th May
Sunday 7th October

Evening Meets 1900-2200

Thursday 17th May
Thursday 21st June
Thursday 19th July
Thursday 16th August

Need an events publicised?

Let me know, or go to add an event on www.cocgb.co.uk.

Club Merchandise

We are currently without a merchandise provider. Future suppliers / ranges will be discussed at the AGM

Old Club Shop

There are still some great bargains available, Contact Alan & Kath Reed on 0208 2010147 for details.....

The Lambda Sensor

A Muffin's Guide to what it does.

The Lambda Sensor is something we've all heard of and those of us with 'modern cars' have at times needed to change one, which can be a joyous and rewarding experience..... did you note the sarcasm there?

So you've got one of these gismos and you know it's plugged into the exhaust system, but what is its purpose and do you need it.

Simple answer is 'yes' you do, it's all part of the technical wizardry associated with reducing engine emissions. The main protagonist in the fight for clean air is the Catalytic Converter which changes the nasty, Carbon Monoxide (CO), Oxides of Nitrogen (NOx) and Hydrocarbons (HC) into the much more pleasant and less offensive Carbon Dioxide (CO2), Water (H2O) and Nitrogen (N2) which is where the converter bit comes in.

To do its job, the Cat not only has to operate within a specific temperature range, but it also needs the exhaust gases to be within a certain tolerance in terms of fuel/air mixture. This is where the Lambda sensor or Exhaust Gas Oxygen Sensor comes in. Installed 'upstream' of the Cat, it can accurately measure the fuel/air mix in the exhaust gases. By sending a signal to the engine management system, it is instrumental in keeping the fuel system within the tight tolerances required. Since 2000, some vehicles have a second Lambda fitted 'after the Cat to monitor it's efficiency.

Despite its important job, it's not an expensive thing to replace, being in the £7 to £15 range from RockAuto. This one for the '92 Sedan deVille, with shipping was £14.73.



Cadillac Escala Set for Production?

That's the rumour currently doing the rounds of Motor City.



If true, the Escala concept will become a reality for the 2022 model year which means it will be available late 2021 and that's less than 4 years away.



The speculation is that it will be built at the Detroit Hamtramck plant alongside the CT6 with which it will share GM's Omega Platform. Omega is designed for 'full size' rear and all wheel drive vehicles.

The concept Escala debuted in 2016 and is a big car by modern standards, it's 210.5 inches long, just over 17' 6" and was powered by a 4.2 litre bi-turbo V8.

Of course how much of this translates into production (if it happens) we'll have to wait and see, though it is suggested that the Escala name will be kept rather than the current fashion for Post Codes CT6, XT5, XT4. Mind you, Escala is only two letters short of Escalade, so there may be a naming convention there somewhere.

Will this be Cadillac's new 'flagship'? Will it remain a 4-door Coupe or will there be a 2-door and a convertible? In a world currently obsessed by the SUV there is still a place for the saloon (sedan) and the coupe, especially in the 'up-market' sector where Rolls Royce and Bentley still make a living and let's not forget the Cadillac was very much their equal in the past.



Phil Hole Editor

Firstly, a big thank you to all those who contributed to the Bob Thomas Celebration Edition.

Hopefully now cars are starting to come out of winter hibernation we'll have a few more articles coming in and some photos. Remember we're always looking for feature cars and all it takes is a few photos and a paragraph or two, so if you have the time and a camera / phone, it would be good to hear from you.

The other thing I was thinking about was 'my other car is'. You'll all remember those stickers 'my other car is a Porsche', some like me will remember 'I've got a tiger in my tank' and the tiger tails you could get.... For some reason that always reminded me of Kellogg's Frosties..... They're Grrreat.

Anyway where was I? Oh yes, 'my other car is'. I bet some of you out there have got some interesting 'other' cars. How about a photo of your fleet.

We've just had a second bout of the white stuff, all the way from Siberia and still cold, yet you take a packet of frozen peas home from the supermarket and they've started to thaw after just a few miles.

Of course, all this might not be real, I could have just walked through the back of the wardrobe and ended up in Narnia, well there is a lamppost. Happy Motoring.....



Phil



Amos' idea for optional transport in bad weather

Cadillac LaSalle Club 60 Years Celebration



29th August—2nd September 2018
Richelieu, France

From
Sigrid Hofmann
Cadillac LaSalle Club Inc.
Assistant Director of Western European Affiliates

I would like to invite you to this summer's ultimate Cadillac Club get-together.

The date is set, papers are ready – registrations are taken any time until August 10. The registration form includes the pre-order of Logo Shirts and Caps, to be paid in advance and delivered to you upon arrival at the welcome desk. There will be no additional quantities available on site. We are working on other memorabilia to be presented during an update or in Richelieu.

A few program details:

The Garden Party includes a visit to the famous Keyaerts Collection as well as food and limited beverages. The evening will take us to a themed costume ball "King and Queen of France", you may bring your own costume or rent it during the course of the day. This event includes the dinner but no beverages. On Friday, the morning is yours to explore the town of Richelieu, stroll the Farmers Market or do some shopping. We then will discover the Loire by boat before driving to a very exclusive location. Gratien & Meyer will spoil us with the best the area has to offer and the evening will be filled with Crémant de Loire, local dishes, Music, and a magnificent view of Saumur and the Loire river. La Fête de Locomotion starts on Saturday, we will enjoy a reception by the town of Richelieu, the Park filled with all kinds of cars including a line-up of all participating Cadillac and LaSalle vehicles, car judging, a decent talk about future GEs, the Award ceremony and entertainment in the Park. On Sunday morning, AUVL invites us to join them for a nice driving tour before again displaying the cars and participate in the Fête de Locomotion in the Park.

Please make your Host Resort reservation with Relais du Plessis by mail as soon as possible. For details, please see the registration form. For other accommodations, please contact us.

We look forward to seeing all of you under the French sun!

Sigrid

*Ed. For anyone wishing to attend this event, Ken has put the Location Details, Event Details and the Registration Form on the Website. Just go to www.cocgb.co.uk and click on Events. There is a **Click HERE to read more** option on this event which*

will take you to the forms. Alternatively, you can email Rod and he will send the forms to you.

Please note this is a Vintage Wheels Event and they do not currently have their own website.



Richelieu, Loire Valley, France



Another Cadillac Win

27 January 2018, the 'Rolex 24 at Daytona' was won by the Mustang Sampling Racing Cadillac Dpi.



The Mustang Sampling Cadillac team set a new race distance record by completing 808 laps, old record 762 laps was set as far back as 1992. The Whelen Engineering Cadillac DPi-V.R finished second and also completed 808 laps

In case you were wondering DPi stands for Daytona Prototype International, IMSA's formula to compete in the IMSA WeatherTech SportsCar Championship.

Thanks to Derek Eaton for heads up on this.

Interestingly, though they look the same as the 2017 cars, the 2018 versions are running a smaller engine, 5.5 litres rather than the 6.2. This is largely due to Balance of Performance (BoP) adjustments which forced the normally aspirated 6.2 Cadillacs to run 2 x 31.9mm air restrictors..... Well there's no turbo to turn down so they have slow it up somehow.

So many rules and regulations these days. For those of you that remember the 6-wheel Tyrell of the mid- 70's (Jody Scheckter does he won in Sweden in '76), they were the days when teams could be innovative. These days it's like running the 100 metres with your feet shackled in a mangle.

Market Place



For Sale

FOR SALE: 1964 Cadillac Convertible. Imported from the USA in 2010 by Bob Thomas, this award winning car has been loved and cherished, with many parts being either refurbished or replaced. Fitted with air-shocks at the rear and sporting a new convertible top and refurbished interior this car is in excellent condition. This wonderful Cadillac could be yours for £19,500 ono.

Contact: Kath Thomas on 01450 850349 or Email: kathryn412@icloud.com



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: 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 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. £10,750 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

FOR SALE: 1954 Series 62 Sedan. High spec car in the hands of current owner since November '99. Resprayed and retrimmed in the late '90s the car also has a continental kit. Current mileage 36257. Offers around £20,000. See website for more details. **Contact Dave Jamieson, 07779923887 or Email: davidcyclops@hotmail.co.uk**

For these and other items for sale, check out the website at www.cocgb.co.uk

That's all for this issue, hope to see you at the AGM

