



Cadillac



Owners Club of Great Britain



Standard of the World

March-April 2019

Cadillac Owners Club of Great Britain

Club website (with International links): 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

C o m m i t t e e

Chairman

Peter Griffith
"Millbank"
Mill Lane
Wallasey
Wirral CH44 3BN
0151 6301414
07966 869657
v8v12v16@globalnet.co.uk

Treasurer/Membership

Rod Bevan
"Rowan House"
1 White Lions Meadow
Lyonshall,
Kington
Herefordshire
HR5 3FQ
Tel No: 0154 4340347
rodneyjbevan@gmail.com

Website

Ken Pandolfi
Mulberry House
84 High Street
Long Crendon
Bucks HP18 9AL
07506 406372
cocgb@outlook.com

Show Organiser

Position vacant

International Liaison

Peter Griffith
"Millbank"
Mill Lane
Wallasey
Wirral CH44 3BN
0151 6301414
07966 869657
v8v12v16@globalnet.co.uk

Secretary

Judith Bevan
"Rowan House"
1 White Lions Meadow
Lyonshall,
Kington
Herefordshire
HR5 3FQ

Area Representatives

Essex & Herts

Alan & Kath Reed
57 Silkstream Road
Burnt Oak
Edgware
Middlesex HA8 0DD
0208 2010147

Birmingham

Derick Jackson
103 Curbar Road
Birmingham B42 2AY
0121 3574674

Scotland

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

Ireland

Nick Stratta
32 Effernock Manor
Trim
County Meath
Landline: +353 (0) 46 943 7273
Mobile: +353 (0) 85 828 9922
nickstratta@gmail.com

Editor

Phil Hole
9 Westview
Paulton
Bristol BS39 7XJ
07756 205467
holepl@aol.com



In the Trunk this Issue.....

Committee	2
From the Chairman	3
Treasurer/Membership	3
Amos Autos	4
John Haynes OBE	5
Cadillac's New Diesel	5
Only a matter of time	5
Fame at last	5
FBHVC—Expo 2019	6
New Motor Museum	7
Project in need of help	7
Cadillac XT6	7
Classic win at Daytona	8
Cadillac Future—Again	8
Snow Cadillac	8
Magic Carpet Buy	9
High Speed Chase	9
Battery Woes & No Goes	9
Events 2019	10
Editor	10
Cadillac Sales —post script	11
Website	11
Dash-Cam use abroad	11
FBHVC Brexit Checklist	12
Sales/Wanted	12
Old Club Shop	12

*Front Cover— (Top) Graham Howard-Wall's '49 Coupe deVille pictured at his daughter's wedding
and (below) at the Goodwood Revival*

Club News

From the Chairman



Now spring appears to have sprung, I have woken up most of my cars and even given them a good clean and service. If anyone interested, I still have a couple up for sale.

I am getting lots of enquiries for help from people wanting confirmation on the DVLA's question to them to enable their car to be registered. They are always going to join the club but never do, and I have had some ups and downs and some unpleasantness with a few of these people, one especially who still hasn't joined. Our esteemed Membership Secretary Rod Bevan has a certain source that will do the verification at a cost of £10. The time he and I have spent on these people's behalf is amazing, so we'll just leave it there.

We have a new venue for the AGM, in Meriden and I do hope more of you will attend. If an old crock like me, 90 next birthday, can manage it surely some of you can and it's a good meal and conversation and a chance to meet each other.. do try.

I see that GM is set to close several factories building Cadillac, Buick and Chevrolet sedans, because of poor sales. GM was one of the world's greatest companies, and it seems now to be diminishing. I'll get off my high horse now and hope for the best.

Hope to see you at shows and AGM so, take care and happy motoring.

Peter B Griffith

Rod Bevan

Treasurer/ Membership



New Members

A warm welcome to new members this magazine to Mick Fountain of Bedfordshire in search of a vehicle and Paul Thomson of Perth with a 2002 Escalade.

Annual General Meeting Sunday 19th May 2019

The Club AGM for 2019 will be held near to the National Exhibition Centre at the Manor Hotel, Meriden, Solihull CV7 7NH. Starts at 11am in the 'Cedars Suite' with coffee and cake on arrival and a buffet lunch provided later. Make your views heard. All of the committee stand down, so volunteers welcome for all posts. The post of Events Organiser has been vacant for a while. We usually have finished by 1pm anyway, so the rest of the day is yours.



Shows for 2019

AAC (UK) Independence Day Celebration and Car Show at Hatton Country World, near Warwick on Sunday 7th July 2019, a great day out for all the family.

'Rally of the Giants', at the invitation of Pre 50's AAC, Blenheim Palace on Sunday 14th July. A splendid show with American cars of all ages and makes. Not been, then make a date in the diary. These are the only shows we will be attending as a club this year. With further support from members and an Events Organiser in post more shows would be possible.

We do have invites to other shows around the UK and also Ireland. If you have details of shows in your area then please let us know for the magazine and also the website. Please make use of our Face book page. Further details of all shows appear on the Events 2019 page of the magazine and also the website.

Federation of British Historical Vehicle Clubs (FBHVC)

Phil and I went to Gaydon in February to an Expo held by FBHVC. An excellent day with interesting speakers covering club insurance, DVLA registration matters and details of the apprentice scheme sponsored by FBHVC to encourage and retain skills in vehicle maintenance and repairs for classic vehicles.

Our club is a member of FBHVC and as such we are all able to access the FBHVC website and make use of information and research in areas such as ethanol fuels and the future of petrol driven vehicles.

Well, we have had a good start to the year with regards to the weather. Always a great British subject. Let's look forward to those hazy lazy days for the cars shows and days out in our 'Standards of the World'.

Hope to see you at the AGM in May and later at Blenheim in July. Thanks to those that have submitted some outstanding magazine articles in recent months. If you have been thinking of writing something for the magazine don't put it off, get it written and let's share in your experiences and knowledge.

Hoping to see some of you at the AGM.

Rod

	AGM	
On		
Sunday 19th May 2019		
At		
Manor Hotel		
Meriden		
Solihull		
West Midlands		
CV7 7NH		



Amos' Autos

*'Hanging out with the
cool dude'*



Hey Dudes,

Here is another photo (see front page) of Graham Howard-Wall's '49 Coupe deVille at his daughter's wedding on January 19th, this time with the happy couple. As Mr Spock would say, "live long and prosper" dudes.



The 1949 Cadillacs, were cosmetically a very light makeover of the previous years model. The big change was under the hood, the all new 331 cu in (5424cc) overhead valve V8 developing 160hp at 3800rpm.



For you history buffs out there in Cadillac Land, the one-millionth Cadillac to come off the line was a '49 Coupe deVille built on November 25th.

Say the word Aurora and most people will think of the Northern Lights, whilst some American car enthusiasts will remember the FWD G-body Oldsmobile that ran from 1995 to 2003 spanning 2 generations. Few I suspect will have heard of the 1957 Aurora. It was the first 'fully functional' safety car and was the first to consider pedestrian safety.



It certainly looked different, in fact its looks were panned by its critics who failed to see beyond it's weird contours, all of which were there for a reason. Believe it or not, it was the culmination of a 4-year project by Catholic priest, Father Alfredo Juliano of the Order of the Holy Ghost, with financial assistance from his congregation.

Being all about safety, he included seat belts, side impact bars, a telescopic steering column and a curved, deeply padded dash. The tinted 'astrodome' roof had 3 inbuilt roll-over bars. Those bulbous contours that critics hated, meant wheels, radiator and lights were all tucked out of harms way in the event of a pedestrian collision, even the bumpers were filled with foam, such was his desire to make it pedestrian friendly.

Built in Branford Connecticut and using a 5.2 litre V8 (a choice of GM power plants was rumoured) it came with a hefty price-tag of \$12,000 (that's \$103,000 in today's money), just a grand short of the Cadillac Eldorado Brougham. Inevitably it's high cost and strange looks meant he received no orders and only the one was ever built at a cost of \$30,000 (\$260,000 today). That in itself was quite an achievement, imaging building a prototype fully functioning car for that kind of money these days. Ultimately, it forced it's creator into bankruptcy and he was forced to leave the Church.

The Aurora was handed over to a local Auto shop in lieu of payment and was left to rot in a field for 33 years until renowned car customizer Andy Saunders from Poole in Dorset, found it and decided to rescue it, shipping it back to the UK in 1993. Following a 12 year restoration, it's first outing was at the 2004 Goodwood Festival of Speed. Check out www.andysaunders.net/aurora for some fascinating pictures of the restoration.

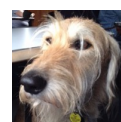
If you ever go across the sea to Ireland, you'll be unlikely to see a Shamrock, that's the car not the plant. When the Shamrock surfaced in 1959, Motor Trend dubbed



it *'The Irish T-Bird at half the price'*. Originally to be built in Tralee, County Kerry, using a simple ladder chassis and fibreglass body, the mechanicals came from the Austin A55 Cambridge. The idea came from Californian businessman Wilbur Curtis, who having seen how well the Nash Metropolitan was doing, figured a scaled down T-Bird with 4 seats and a removeable hardtop, would go down well stateside. It purported to have a 90mph top speed and be able to achieve 38mpg, but not both at the same time.

The car ended up being built in Castleblaney, County Monaghan and despite an anticipated 3,000 sales in 1960 and 10,000 per year thereafter, only around 10 were built .

**Hope to see some of you Dudes at the
AGM.....**



John Haynes OBE 1938-2019



Many of you will know the name and owe your sanity to the man who created the Haynes Manual. John Haynes passed peacefully away surrounded by his family on the 8th of February aged 80.

Born in Ceylon (now Sri Lanka), at the age of 12 he moved to the UK to attend boarding school. It was here that the seeds of his automotive future were both sown

and nurtured when he persuaded his House Master to allow him to miss rugby in favour of converting an Austin 7 into a lightweight 'Special'.

When he came to sell the car (for a profit) such was the response to the advert (over 150 replies), he decided to produce a booklet showing other enthusiasts how he'd made it. 'Building a 750 Special' had an initial print run of 250 copies and sold out in 10 days.

After school, John did his National Service with the RAF and in 1965 whilst serving in Aden, he created the first Haynes Manual. An RAF colleague had bought an unloved 'Frogeye Sprite' and asked John to help him rebuild it. He very quickly realised that the factory manual wasn't much help to the average car owner, so he bought a camera and set about documenting the dismantling and rebuilding of the engine with a step-by-step photo sequence and exploded view diagrams that became the hallmark of the Haynes Manual.

The first manual for the Austin Healey Sprite was published in 1966, with the first print run of 3,000 selling out in less than 3 months. To date over 200 million have sold worldwide.

In 1985 he founded the Haynes Motor Museum in Sparkford, Somerset as an Educational Charitable Trust, bequeathing his collection of 30 cars to the charity. The Museum now has more than 400 vehicles and more the 125,000 visitors per year. He was awarded the OBE in 1995 for services to publishing.



Cadillac's new Diesel

I know it sounds odd, but at a time where (certainly in Europe) Diesel car sales are falling through the floor. Despite the Euro 6 Diesels being the cleanest they've ever been, a paradigm shift in emissions strategy by governments has clearly put many new buyers off, possibly through fear of tax hikes.

It's at this time Cadillac announces a new Diesel engine.

Destined initially for the XT4 when it makes it's European debut in the 4th quarter of 2019. Strangely, that's a year after its launch on the home market. One of the reasons for the delay has allegedly been waiting for the right engine.



GM still see the Diesel as the dominant power source for cars in Europe for some time into the future. This at a time when European manufacturers are moving more toward small turbo petrol engines and electricity.

Ed. Thanks to Derek Eaton who spotted this.

Only a matter of time

Everything we do, everything we eat or drink these days seems to be bad for us. Least ways that's what every study either proves or disproves. If you took notice of every piece of advice, you'd have nothing to eat and nowhere to go.

What about our motoring future? Will electric cars be found to be bad for us, somewhere along the line a study is going to suggest sitting on all that lithium is carcinogenic, or walking past a line of charging cars can cause abnormal brain activity.

Then there's the stress levels associated with the driverless car seemingly hurtling towards certain doom with no pedals or steering to arrest disaster.

Yes there are exciting opportunities in the future for conducting studies..... It's a real growth industry.

Fame at Last....



Check out the April Edition of Classic American to see Russell Schacter's stunning collection. It's out on March 21st at a newsagent near you.....



Expo 2019

26th January 2019 at the British Motor Museum, Gaydon.

As you will have read earlier, Rod and I attended the FBHVC Expo at the British Motor Museum, Gaydon, Warwickshire.

I cannot emphasise too strongly the importance of the FBHVC. As well as preserving skills through its apprenticeship scheme, It gives clubs like ours a collective voice, to influence both industry and government which otherwise we would not have. 'Block' legislation is probably one of the biggest threats to our hobby/obsession, where the needs of minorities are never taken adequately into consideration.

The FBHVC brings together a diversity of clubs, from Traction Engines to Scammells, Stanley Steamers to BSA 3-wheelers, Nortons to Sunbeam Alpines and DAFs to Cadillacs. This was the first Expo since 2015, a relaunch if you like, as that initial outing garnered only a handful of attendees. This year there were around 130 delegates and as there was a preferred limit of 2 delegates per club you can tell how many clubs/societies were there. It was a full day and here are some of the items discussed with could affect us all.



Risk Business—This was a talk by Greg Nock from Peter James Insurance about the importance of being insured. In a world occupied by 'no win no fee injury lawyers' it would be foolish not to be covered, imagine someone tripping over the guy rope of our hospitality suite? Easily done and what, years ago, would have been shrugged off as a simple mishap could see a court awarding damages and costs. As for us, we're fully covered..... Oh yes.

DVLA issues—A Q&A session, the bottom line here is the importance of documentation, all that paperwork that came with the car, or you have painstakingly acquired/put together is vital to getting a registration number for your car. Even more so if that car is being imported from another country. This was highlighted by the case of a Railton belonging to the Shuttleworth Collection, which had been exported and then

reimported years later but they had managed to lose all the paperwork sometime in the mid '80s. The DVLA would not register it on an age related plate because there was no supporting documentation, as they say in antique circles, the provenance trail was lost.

Planning for the future—Preparing Classic Vehicle Clubs for the next 40 years. This was a talk by Bruce Kelsey, Director of Development at the Morris Minor Owners Club. This was interesting in as much as they face the same problems as we do, getting people to become actively involved in the club. What makes it all the more worrying for us is that the MMOC has 8500 members. Strangely, but perhaps not surprisingly, the same two people have alternated between Chairman and Secretary for the past 40 years, so for them, what will the next 40 bring?



There was a suggestion that committees need to be more engaging, and encouraging toward their membership, dare I say inventive. That's all very well but there has to be a willingness on the part of the membership.

Encouraging younger people to become involved, is easier said than done, many of us are of a 'certain age' and as was pointed out by Bruce, to a newer generation, the Peugeot 205 is more likely to be considered a classic car, whilst the venerable Morris Minor is thought of as prehistoric. Go to any classic car meet these days and what we would think of as classic cars are often greatly outnumbered by Ford Mondeos, Golf GTis and Audis.

The Data-Driven Vehicle Club—Exploring the importance of data and the way we use the information we already have to bring new insights to your membership and new value to your club and committee. That was the tag-line from Ian Quest from Next Step Heritage who specialise in this sort of thing.

He used the Morris Minor Owners Club as his example, remember they have 8500 members and a commercial arm selling parts, so knowing their customer is very important (as with any business), but I'm not sure how relevant it is to smaller clubs like ours, especially with the constraints of GDPR on who is allowed to know this information. Then again, judging by the examples he gave, distilling this information looked quite time consuming.

PR & Social Media for Vehicle Clubs—I didn't really get this, because I wasn't there. Both Rod and I had prior evening engagements so we regrettably had to duck out early. All I will say on Social Media is that we risk losing the people who aren't on it. Engaging as Facebook, Twitter and Instagram may be, we need to include everyone.

Was the day worth it?—Yes, it gave us an insight into what is happening and what other clubs are doing. The only depressing part is that they all face the same uphill struggle as far as getting members to contribute to the running of the club. Sad really, because the more the load is spread, the less onerous it becomes for the individuals who are involved.

Phil

New Motor Museum

Ed. I had an email from Chris Stephenson who is planning an American Car Museum on the Isle of Wight. It won't be opening its doors until April 2021 but here is the Press Release to give you a flavour of what he hopes to do.

PROPOSED ISLE OF WIGHT CAR MUSEUM STARTS ITS ENGINES

Isle of Wight, UK, 15th February 2019: Plans are in motion to



build an American car museum on the Isle of Wight. The sizeable attraction will feature a diverse range of cars against a backdrop of memorabilia and art. Other attractions will include a 100 seater cinema offering back to back screenings of car themed films and television shows, a 1950s style diner, a children's play area and a stretch of road where it

will be possible to see the exhibits in action and even take a ride.

The museum – which has been named Route IOW in homage to iconic Route 66 – is the brainchild of writer and entrepreneur Chris Stephenson, who is hoping to raise some of the necessary investment capital with a crowdfunding campaign. With a £2 million target, the campaign is ambitious to say the least, but Stephenson is confident it can be achieved, saying, "I think people will want to get on board with this, because as far as I'm aware, there isn't another museum devoted exclusively to American cars anywhere in the UK."

Crowdfunding is Stephenson's preferred option to raise money for the project, because he hopes to create an inclusive environment. As he says, "When people invest, they feel a sense of involvement, so in a very real sense, this won't just be a private venture, but a museum of the people."

It has not yet been decided exactly where on the Isle of Wight the museum will be situated, but Stephenson is keen to work with the Isle of Wight council to minimise any environmental impact and any disruption to local residences and businesses. The intention if possible is to repurpose an area of existing development that has fallen into disuse, thereby benefitting the local community.

With Brexit looming ever closer, now could be the ideal time for the Isle of Wight to raise its profile as a tourist destination. The European getaways that have become so popular with UK holidaymakers are likely to become both more expensive and more complicated, so they are bound to start looking at alternatives closer to home.

Route IOW is tentatively scheduled to open in April 2021. The crowdfunding campaign is launching on the Indiegogo platform on 4th March 2019.

For more details, email: routeiow@usa.com or visit the Facebook page at www.facebook.com/routeiow/

Project in need of help

From James Calligan

Hi Everybody,

I bought this 1963 Cadillac Coupe deVille, registration number AEW 697A, blue with a white roof, in November 2018 from the Norfolk area. It has been partly restored, having its chassis repainted and set up for air suspension.

The project had then been left (for unknown reasons) and the body and disassembles motor dropped back on the frame for transportation.

The car is in generally sound condition, so worth saving, but the full interior, seats, door cards front and back are all missing, as is the bonnet and some other small items.



Please can anyone help me find these parts as I can't help thinking they are lying around in somebody's shed/workshop or even out in someone's garden or field.

You can contact me on 07747015886

Thank you all in anticipation of finding some parts.

James

Cadillac XT6

This is the latest SUV from Cadillac. The 2020 XT6 unsurprisingly slots in between the XT5 (the artist formerly known as the SRX) and the Escalade. It features three rows of



seats, so ideal for people who argue a lot. It's built on the same platform as the XT5 but has more rear overhang, allowing for that 3rd row.

Powered by the 3.6 litre DOHC V6 coupled to a 9-speed automatic transmission, it is available in either FWD or AWD format. At just under 16' 7" it's classed as a 'Midsize-plus' crossover. It's success will no doubt depend on how many people are willing to pay for that extra row of seats. The answer will probably be all those who can't afford an Escalade.



Cadillac win a rain soaked Daytona



The Rolex 24 at Daytona, Florida was won by the Wayne Taylor Racing #10 Konica Minolta Cadillac Dpi V-R. Driven by Renger Van der Zande, Kamui Kobayashi, Fernando Alonso and Jordan Taylor, this was the third straight win for Cadillac in the Daytona 24.



For the last two hours of the race the cars were stopped under a red flag and much of the previous 6 hours had been run under yellow. The chequered flag was waved after 23 hours and 50 minutes whilst the cars were parked up.

Cadillacs also came in 2nd, 5th, 7th, 8th and 10th. In the old days 'win on Sunday, sell on Monday' would have seen a flurry of activity at the dealerships but that's not really in evidence these days because in virtually all forms of motor sport, you can't buy the cars that win.

Will there be a mid-engine road legal Cadillac? Who knows, but with the recent sedan cull in favour of SUVs it seems unlikely, though the (still) rumoured C8 Corvette may eventually get a posher brother.

Cadillac future—again

The CT6 is not dead.... Or is it?

I know it gets confusing doesn't it, one minute the CT6 is being discontinued (other than in China) then it's not. I wish they'd make their minds up. Only problem I see is with the

factories closing, where are they going to build it. The last hurrah was supposed to be the CT6-V with its new 4.2 twin turbo V8 developing 550hp. Available to pre-order there will only be 275 available in the USA.



As for the 'regular' CT6, they now say it wasn't supposed to be included in the cull, it just wasn't communicated in the right way. So, looks like it's not dead, glad we sorted that out.

A new performance sedan.

Is this the CT5 with Escala styling? Who knows, guess we'll just have to wait and see. I still think it's about time the people at the pinnacle of GM realised they need a true halo car again, take on Rolls Royce not BMW.

Cadillac's EV



It's an SUV and first to use GM's new EV platform, it will be configurable in front/rear/all wheel drive and the output from the battery system will be adjustable based on vehicle and customer needs.

I think it's fair to say that much of the information released recently has been confusing, not that it matters to us on this side of the Atlantic, we're unlikely to see them in any quantity over here.

Snow Cadillac



Who needs a Snowman when you can have a Snow Cadillac. As usual we were cut off from civilisation, well the main road anyway, though there wasn't much point in getting out as Tesco's shelves had been emptied by those stockpiling for a Siberian winter. All back to normal after a couple of days.

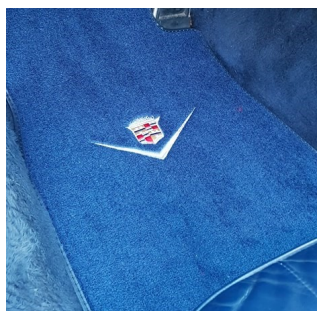
Cadillac

Magic Carpet Buy



Tom Willis was recently on the lookout for some new carpets for his '81 Fleetwood Brougham and managed to get a set from Rock Auto at a very reasonable price.

The colour match with the existing carpet is good and they come with the Cadillac logo.



Fast Peckham man in high speed chase...

That's Kent, so no 3-wheeled van involved.

Walter Arnold, ended up in the magistrates court following a high speed chase through downtown Paddock Wood where he travelled at up to 4-times the legal limit.

At dizzying velocity of up to 8 miles per hour (this was in 1896) it took the constable on his bicycle 5 miles to catch up (so it wasn't Bradley Wiggins)

For this recklessness and the lack of a bloke with a red flag walking (running) in front of him, he was fined a shilling (that's 5p for our younger readers). It may not seem a lot but today that would be around £600.... No fixed penalties in those days.

Later that year, the Locomotion Act removed the requirement for a red flag bearer and increased the speed limit to 14mph.

In celebration, the London to Brighton Run was organised and

Walter Arnold took part in his Arnold Benz Motor Carriage.



He was one of the country's first car dealers, selling Benz cars imported from Germany. Between 1896 and 1899 the company made its own

cars, the 'Arnold Motor Carriage', based on the Benz, so that speeding ticket probably did them no harm at all.

It's strange to think, nowadays there are lots of cities and towns where it's difficult to get up to 8mph and 14mph is a distant dream.

Battery Woes and No Goes.....

Often the unsung hero of the modern car, we take the battery for granted and rarely give it a second thought until it stops working. We rely on it to start our car and provide power to the ever increasing electrical gadgetry the modern car has to offer.

The battery in my '92 deVille has recently had a few issues. In truth it's probably my fault. When you drive to B&Q in search of paint, it's raining and you turn on the lights manually (such a tiring thing to do—pull a switch) it's as well to remember that you need to turn them off and that 'bong, bong' sound really does mean something. Returning with paint and getting the 'tick, tick' when you try to start the car, alerts you that something isn't quite right.



Being a practical chap with an old car, I carry a battery booster in the trunk for such occasions, in fact I've been able over the years to help out several stranded enthusiasts. So, restarting wasn't a problem, apart from the fact that the battery pack was at home.....

A nice young lady from the AA gave my car a jump start and all was well, for a while. Fast forward a week, I got in my car one evening and turned the key..... Nothing completely dead, so I left it until the following morning. Strangely it started, not well but it started. I checked the alternator output which was fine and after a reasonable run the battery was at full power and was fine for many a start. Then déjà-vu, it was Groundhog Day. Stewart at Laurels Garage in High Littleton tested the battery for me and the readout just said 'Replace Battery'.

As you can see from the photo above the battery like many in US vehicles has side posts which because of the length of available cable and often 'tight fit' you have to replace like for like. The other thing you have to make sure about is CCA. That's Cold Crank Amps which refers to the number of amps a 12-volt battery can deliver at 0°F for 30 seconds while maintaining a voltage of at least 7.2 volts. The higher the CCA rating, the greater the starting power of the battery. As an example, my deVille needs a 540 CCA battery, unless it has a heated windshield in which case it's 800 CCA. My old battery was a 670 CCA which had been in the car for 9 years, so had done pretty well. The new one is 800 CCA. I haven't got a heated

windshield, but you can't have too many CCAs can you.

Here it is fitted snugly under the hood and working fine.



Events 2019

Club Attended Events

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

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

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

Other Events

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

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

14th-16th June—Cadillac Club of Finland 30 year celebration at the Haikko Manor & Spa Hotel, Porvoo/Borgå, Haikkoentie, Finland. **For full details see our website at www.cocgb.co.uk**

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

30th June—Classics at the Clubhouse at Sandford Springs Hotel & Golf Club, Kingsclere, Hampshire, RG26 5RT. Classics at the Clubhouse (or 'CATCH') is a mixed classic car event with a friendly, laid-back atmosphere. Featuring Live Music, Entertainment, BBQ, BAR, Market, Show 'n' Shine and more. £5 per car in aid of Cancer Research UK. See **www.classicsattheclubhouse.com** for availability. Please Note: 1990 or newer cars park in the public car park

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

14th July—Naunton Classic and Vintage Transport Show at Naunton Recreation Ground, Cheltenham GL54 3AS. 11:00 to 16:00, £5 per car (includes driver and one passenger—extra passengers £1 each). For details go to: **www.nauntonclassicandvintagetransportshowandfete.co.uk**

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

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

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

2nd-3rd November—Classic Vehicle Restoration Show at The Royal Bath & West Showground, Shepton Mallet, Somerset, BA4 6QN

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

Recurring Events

Haynes International Motor Museum, Sparkford, BA22 7LH. On the first Sunday of each month. Haynes run a breakfast club open to all marques.

Redhill Village Club, Church Road, Redhill, North Somerset, BS40 5SG have the following Car Meets in 2019
Breakfast Gatherings 9-11am
Sunday 14th April
Sunday 13th October

BBQ Evenings 7-9pm
Thursday 16th May
Thursday 20th June
Thursday 18th July
Thursday 15th August

Somerset County Classic Car Meet, Blue Bowl, Bristol Road West Harptree BS40 6HJ, last Sunday of every month.

Need an events publicised?

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

Phil Htole Editor



If you are considering taking your vehicle abroad on, or after the 29th March, please read the information from the FBHVC, which you will find on the back page. Given the likely changes following Brexit, it is as well to be prepared.

The next edition of the magazine will be a little later than usual, so that the minutes of the AGM (*we'd love to see you there*) can be included. That means it's unlikely to hit the doormat until the beginning of June.

Watch any car show, and you will find the presenters obsessed with horse power or more accurately, brake horse power (BHP), that's the power delivered at the crankshaft before the transmission and axles get involved. The latest Cadillac CTS-V develops 640bhp, that's 480Kw apparently, though to an old bloke like me it doesn't mean a lot, other than the equivalent of 480 1-bar electric fires.

The interesting thing is how much of that is actually used on a day today basis. Yes you've got it in reserve but I dare say it could cause clenched buttocks if you let it loose.

My Sedan deVille copes adequately with its meagre 200hp which suits my (more or less) adequate driving skills. We're a matched pair..... You won't see either of us at the Nürburgring.

Drive safely,

Phil

Cadillac

Cadillac Sales 2018

A Post Script

From Graham Darby

Given the fact that Cadillac enjoyed its best sales year ever – exceeding the 1978 total of 350,813 in the US (c. 360,000 global) – you might have thought GM would have celebrated this milestone with some publicity, but nothing of the sort. No doubt it was decided that triumphalism would have been inappropriate after just announcing the shuttering of four factories and the cancellation of three sedans. Accordingly Cadillac's global sales figures were buried in a sixteen page investor report issued in early February.

Total sales were reported to have been 381,859, a 7.2% increase on 2017, with the bulk coming from sales in China. The report stated that Chinese sales were up 17.2%, a considerable achievement in a slowing market. This would mean sales of approximately 205,000, and the rest of the world, just over 20,000. However, Carsalesbase.com, a usually reliable site, has recorded sales in China as being 228,043 up 32% with a full model breakdown (see below), which would indicate global sales of over 400,000. Sales in Canada were heading for c.12,000, the Middle East c.5,000, Europe broke through the 1,000 mark contrary to my previous prediction (1,003!) and Russia (listed separately) came in at 1,176. This discrepancy is all rather puzzling.

On a more optimistic note, Cadillac has announced that the Detroit-Hamtramck factory will not be closed in June, but will continue to operate until January 2020. What this means is that the CT6 will get a new lease of life, or at least another model year, and Cadillac has announced that the platinum model will have the new V8, like the V series model. In addition, two new sedans – CT4 and CT5 -are being developed, though Cadillac's advertising theme at this year's



Oscars (which the marque sponsored) solely promoted the SUVs. When

these new saloons will arrive (and what form of propulsion they will possess) is unknown at the time of writing.

**Sales in China by model
according to Carsalesbase.com
(previous year's sales in brackets).**

XT5	82,111(63,588)
XTS	65,010(41,645)
ATS	57,227(55,682)
CT6	17,223(11,917)
XT4	6,472(****)

Graham



Ken Pandolfi



Website

I have updated the videos page on the website this month. I've included a couple by a guy who you may or may not be familiar with - Doug DeMuro. He's an American, a little bit geeky (doesn't make him a bad person) and he does car reviews on his YouTube channel.

He manages to get his hands on some amazing cars and he runs through their "quirks and features" in some detail. Among his reviews of various supercars of today and bygone eras I found a couple he has done on Cadillacs. There is one on the 1977 Eldorado and another on a more recent electric Caddy. Then there is one on a modern Escalade and another on a CT6. You will find them on our website at www.cocgb.co.uk/videos;

You can enlarge them to watch - and don't forget to turn on the sound.

Happy viewing,

Ken

Dash Cams —Sur le Continent

If you are heading over to Europe (whether we've left the EU or not by then) and have a Dash-Cam fitted, or intend to use one in a rental car, remember to check out the rules for using it—**before you leave home**.

Much of Continental Europe has a similar ethos to the UK when it comes to owning and using a Dash-Cam and much of the regulation revolves around the particular privacy laws in individual countries. For instance, in France, it's illegal to upload footage to the internet and if used as evidence it must go directly to the police, not via a third party.

In Germany, footage shown publicly must have faces & number plates obscured (like on Google Earth), whilst in Belgium, they are for private use only and you must inform all parties before submitting footage for evidence. Cross the border into Luxembourg and it's legal to own a Dash-Cam but illegal to use it (stick it in the glove box).

In Portugal it's illegal to both own and use one, so if you're intending to cross the border from Spain (where they are legal), leave the Dash-Cam home, or pop it in the nearest bin.

The most draconian country is Austria, where there's a 10,000 Euro fine for owning a Dash-Cam. Repeat offenders prepare to shell out 25,000 Euros if you are caught.

As for Switzerland, well in theory they are legal, but illicitly recording isn't and as that's what a Dash-Cam does, don't go there..... well not with a Dash-Cam.



BREXIT CHECKLIST

The Federation recognises that you might be considering taking your historic vehicle across the Channel, or into the Republic of Ireland, this year.

You might be concerned about what will be different if the UK should leave the EU on 29 March 2019 without any deal having been achieved.

In anything concerning this subject, in the first instance you should consult Government websites. As departments develop their plans, information is posted online on a regular basis.

The following are areas which the Federation considers you should think about if you are intending to travel, either as a driver or passenger.

You should consider your insurance, both vehicle and personal.

- The Insurance Directive will cease to be effective and there could be changes to how claims would be dealt with. Ask your motor insurer.
- You may require a Green Card to visit EU countries, and not all EU countries accept the same Green Card. Your motor insurer should know the various rules
- Your European Health Insurance Card will no longer be of any effect. Thus you should consider establishing that your insurance cover includes full health insurance, including, if required, cover against the occurrence of existing medical conditions.

You may need any driver to acquire an International Driving Permit

You will require to show a separate GB plate even if your vehicle is identified as being registered in the UK by the EU 'GB' number plate.

The Roadworthiness Testing Directive will no longer apply. You may wish to submit your vehicle to an MOT test, even if it is exempt, so that you will be in possession of evidence that the vehicle has passed a roadworthiness test if local law enforcement requests.

Not all local Low Emission Zones currently exempt historic vehicles. There may be some which exempt only historic vehicles from the EU. You will need to check locally. This advice must not be regarded as complete or accurate; it is offered only as a useful checklist.

Sales...

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

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

Offers invited.

Cadillac De Ville 2003 Service Manual. This 2-volume set, Part No. GMP / 03-KSP-1 & GMP / 03-KSP-2. In good condition with very few finger marks, each volume is 2¼" thick. Offers invited.

Cadillac De Ville 2003, 1 front suspension spring, new, unused (was supplied as one of a pair left-front was replaced). 14 ¾" free height. Adhesive yellow label identifying "this end up" is still present.

Offers invited.

4 x Alloy road wheels. Model: 'City' originally supplied by Halfords. Black with bright high-lights. Not pristine; lacquer finish exhibits sub-surface permeation. No metal corrosion. 5 spoke, 5 stud, 4½" p.c.d., 69.85 mm (2¾") bore. New hub-centring adapters, plastic, included.

Fitted with Pirelli P6000 tyres, size P235 x 55 / ZR17 / 98W, M&S. Good tread depth remaining. Used one season only. Offers invited.

For any or all of these items, please contact Ken Barry, mem. 414. Answer phone: 018907 50582. Mobile: 07799 563212

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

Contact Lewis Foote on 01202631174

Email: countryman821328@aol.com

Wanted.....

WANTED: A rebuildable 1955 331ci engine. I only need a block but will consider a complete engine.

Contact Andy Inglis on 07836 349356 or

Email: thecadillacman@btinternet.com

WANTED: '59 Coupe. In good useable up-together condition. Not looking for a project

Contact Andy Inglis on 07836 349356 or

Email: thecadillacman@btinternet.com

WANTED: 1959/1960 Heater Core Thermostat Control for Series 62 .

Contact Chris Peniston, Email: peniston16@gmail.com

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

Old Club Shop

Contact: Alan & Kath Reed on 0208 2010147, there are still some great bargains available.

Don't forget the AGM on the 19th May—would be great to see you there...

