



Cadillac



Owners Club of Great Britain



Standard of the World

January—February 2017

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—Cadillacs in the snow

Club News

From the Chairman

Here we are in 2017, **Happy New Year!**

Space

You'll remember I needed space, well I finally sold my white '91 Sedan deVille and promptly filled the void with something bigger, a 1996 Brougham with a 5.7 litre engine and rear wheel drive.

Another addition

With space at a premium, what else was there to do but buy another car as well. But this one's special, Rob Maidment's '78 Seville. I liked that car the first time I saw it because of its amazing original condition, a testament not only to its build quality but also the way its been cherished over the years by its owners.

So, it's the case of one out, two in.

Cadillac's are hard to resist.



The nights will be getting lighter

We'll soon be heading out of winter hopefully and it will be time for you to get those Cadillacs out and enjoy them. They are always better for the driving. I look forward to seeing many of you at the shows this year.

Well that's all for now, Happy Motoring,

Peter B Griffith

Phil Htole

Editor

Just a few words from me this time (who cheered?) as we have a full and varied issue which I hope you enjoy. Thanks to everyone that contributed to this edition and those who have sent in articles that will appear in the future. We still need more, so if you have an interesting story, please get in touch. If you'd prefer to write it down on paper and pop it in the post, that's fine too.

The march of progress, or is it?

As we head into 2017, the age of the driverless car looms and the cynic in me can't help thinking it's just a ploy by technology companies to make us spend even more time glued to a screen. There have been some wonderful innovations in the past, like the self starter (a Cadillac first),

automatic transmissions, aircon, cruise control and ABS brakes. All designed to aid the driver and make the driving experience better and safer..... Not remove it altogether.

Similarly, more and more mainstream manufacturers are looking to produce an all electric vehicle. Where is all this electricity coming from and what are they going to use to make it? Last year there were threats of power-cuts, because they couldn't produce enough for domestic use. Of course as the balance of propulsion tips in favour of electricity, look out for a 'special electricity tax' to recoup the lost revenue from lower petrol sales.

BOOK by Cadillac

I read recently that Cadillac have come up with 'BOOK by Cadillac', an automotive subscription system that for a fee, \$1500 a month you can drive whichever model you want with no mileage limit and swap models whenever you like. Initially in the New York Metropolitan area, it could spread if successful. Cadillac say it eliminates the hassle of car ownership, but at \$18000 a year it's not for Mr Average.

Phil



Cadillac Owners Club of Great Britain

Annual General Meeting

on

Sunday 23rd April 2017

at

Mercure Brandon Hall Hotel and Spa

Main Street

Brandon

Coventry CV8 3FW

It's a great way to spend 'Drive It Day', a trip out in your pride and joy and a meeting with people who have the same great taste as you do. As a bonus Amos will be there too—Think of that photo opportunity.

There's a dedicated parking area, free tea/coffee/biscuits and a subsidised lunch. So whether you bring your Cadillac, or come by other means, please come, it won't be the same without you and we'll have to eat all the food. So put that date in your diary/organiser/phone. Go on..... You know you want to.

Sunday 23rd April 2017

Bob Thomas

Treasurer

Hello Everybody,

Hope everybody had a great Christmas. Time seems to fly by ever more quickly these days. The next thing coming up is the AGM in April. There has been a lot of changes over this past year so there is a lot on the agenda. If you can make it, please do. It would be great to see you there.

I have been doing some work on the car over the last few weeks. The front bench seat has finally lost its guts so I have taken it apart with a view to replacing the foam padding and the other cloth parts that are usually unseen. The springs are Ok, but have gone a little weak in places so with the help of my upholsterer they are going to be strengthened with some additional steel support wires. Then with new padding and the other bits replaced, hopefully, it will be as good as new. This is the first time I have been involved with upholstery myself and I was surprised how easy it was to take apart. The construction of the seat is quite simple. It remains to be seen how easy it is to put back together



Bob's '64 Deville front bench seat dismantled ready for refurbishment

(Ed. That's what you call fully reclining)

Had an interesting email from another car Club recently. Here it is...

At the point of scrapping a V5 registered vehicle, if a "no V5 available" declaration is made, there is no way to check this information.

A thief stole a car from a midlands driveway recently, received £142 for his efforts via an instantly cashed scrapyards cheque and the car disappeared "crushed" ... Cheques were supposed to be an additional deterrent, because they would provide a traceable record via a bank account.

There is no electronic method via police computer or DVLA link to quickly check the ownership or "current" status of any vehicle.

Authorised vehicle dismantlers cannot verify current V5 status and they are supposedly responsible to the DVLA.

I have only become involved personally, as I have a similar vehicle and recognize the problem of increasingly rare spare parts at only 14 years old or less. The vehicle is largely plastic bodied. The stolen one was defective anyway. Why is this still happening?

173840 is the petition number to search for and make known to any British citizen or UK resident, who can then sign it electronically.

<https://petition.parliament.uk/petitions/173840>

The link is above. I had a look and signed it. Please do so yourself and let's see if this loophole can be closed. Classic cars will be just as vulnerable to this.

Hope to see as many as possible at the AGM.

Bob Thomas.

Hints & Tips...

Send in your 'Hints & Tips'. There is a wealth of knowledge in this club, why not share it around. Remember these are only suggestions, it's up to you whether you use them, we take no responsibility if it all goes wrong. Let's start the ball rolling, here are a few examples. (You'd get a name check for any you send)

Need a gasket—I was stuck for an inlet manifold/carburettor gasket for my '54 Eldorado and couldn't seem to find one without buying a full gasket set - at \$35 plus shipping from the US. Nobody over here had one either. Contacted **Direct Gaskets Ltd. in Hull. - 01482 219655** - who made me one for £3.50, They can make any gaskets - no job too small - good company to deal with..... **Leigh Spivey**

Awkward to get at oil filters—If you have limited space to try and undo the filter and you've got an old leather dog lead with a D-ring on it, give it a try.

Hood or Trunk, failing gas struts—check out **www.sgs-engineering.com**. They don't list Cadillac but they do list Chevrolets such as the Caprice so worth a try as they may be a common part.

Damp affecting electrical connections—Try Dielectric Grease which is a non-conductive, silicone-based grease designed to seal out moisture and prevent corrosion.

Spilled oil—If you have a cat (that's the meow kind rather than a catalytic converter) kitty litter will soak it up nicely.

Sagging seats due to the springs cutting into the foam—place some 'Ripstop' nylon between spring and foam. If you prefer a firmer ride a piece of carpet or rubber mat will also work.

Need to hold rubber trim in place—try Sikaflex-221i it's a multi-purpose mastic that will stick most things

Rod Bevan Membership Secretary

New Members

A very warm welcome to new members this time: Alan Todd of Northampton with a 1965 Sedan Deville pillar-less convertible, Ron Gilkes of Banbury with a 2000 Seville STS, David Nye of Hertfordshire with a 1971 Eldorado convertible and Alex Hall of County Durham with a 1965 Calais and a 1973 Eldorado convertible. A warm welcome back to James Calligan of Beverley with a 1959 Eldorado Biarritz convertible and a 1952 convertible.

It is with regret that I have to announce the passing of Harry Cohen in August of 2016. His son Daren will be continuing his membership and ownership of his Cadillac. Welcome to Daren together with our thoughts in respect of Harry.

Editor and Website

Please let Phil and Ken have details of your vehicles and any events for the magazine and website. Details on the inside cover. Any picture, tales, advice, shows you have attended to Phil please.

Ken continues to develop the new website at coggb.co.uk. Please let Ken have your pictures for the members car section, without them it will be blank. There are only a few members' vehicles on the website. So even if you supplied pictures in the past please update Ken if your vehicle is not on the new site. The old site will close shortly.

Shows 2017

By the time the magazine is out Christmas and the New Year will have been and gone. Spring will be on its way, "hoorah" we cry! The show season will be ahead of us and the Annual General Meeting on the horizon. The AGM will an opportunity to show off and drive those cars. This is a great venue to display our hobby. Check out the show dates in the magazine and let Phil and Ken be aware of any shows in your area that other local members can attend and support.

Area Representatives

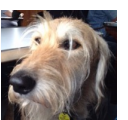
Let's hear what you are doing please. Let's have details of meets in your area and maybe an article for the magazine. Others members please feel free to contribute and to organise local meets in your area. Keep joining and participating in our face book page, emails for the link!

Ok, that's all folks, keep driving!

Rod



Catch you all in the next issue



Atmos' Autos

'Hanging out with the cool dude'



I've been pawing over some great photos since the last issue but there's still room for more (subtle hint)



This Fin-tastic '58 Series 62 Coupe is owned by Andy Green,. Check out events, Andy is organizing one in Weston-S-Mare



Alex Hall's '65 Calais. His name is 'Alfy' You'll see more about him in the March/April issue—so the Ed tells me.

And here are a few photos from **Ron Zahn, the Cadillac LaSalle International Affiliates Vice President**, taken at the 2016 CLC Fall Festival, held at the Gilmore Campus in Michigan. One of Bob Thomas' favourite places.



Headlight on 'new and improved'

Cadillac Owners Club Website

Webmaster Ken Pandolfi has created a dynamic new resource for Cadillac Owners, our new website at:

www.cocgb.co.uk.

So, what's new?

Lots, is the simple answer. The use of the term 'dynamic resource' isn't overstated. It is very much a resource for the Cadillac Owner with 'access all areas' as far as the Club is concerned. Whether you're selling a car, need a part, or want to look up an article in a previous magazine, it's all at your fingertips. You can even submit articles for the magazine and photos.

The 'dynamic' element was very much in Ken's mind when he created this new website, the videos will change and the sales and wants will be updated regularly. It's geared around what's going on in 'Cadillac Owners Club World' (a cool place to be).

So what can you do?

Firstly, use the site, make it a regular port of call. If you want to sell/buy, use the site it's free. Need something, stick a wanted poster on the site, someone may have it.

Remember this website is driven by you

So what can you do on the website:

- Sales/Wants on Cars 'n' Parts
- View Members Cars (is yours there?)
- View Cadillac videos
- Submit articles for the magazine and website
- View National/Local events
- View Publications (Past Magazines/Articles)
- Access Merchandise website

If you want anything added to the Website, send it to the dedicated email address:

cocgb@outlook.com

Cadillac

GM Heritage Centre

Good news! The Cadillac Heritage Center is now offering free Cadillac Information Kits. Available as a PDF download, it covers vehicles from 1902 to 1974. (*Ed. Guess those of us with later models will have to wait a while.*)

The content varies depending on year (some even have the owners manual and service information) but there's lots of useful and interesting information, hands up all those who knew the inside maximum body width of a 1939 2-passenger Coupe was 56 inches.

Take a look at **www.gmheritagecenter.com** or click on the link on the COGGB website at **www.cocgb.co.uk**.

Club Merchandise—A consumer test....

Can a simple country bumpkin buy a new jacket online and still retain his sanity?

I'm not by nature fashionable, though most of my clothes were in fashion once and who know may be again, I tend to buy clothes when I need them, preferring comfort over sartorial elegance. You can therefore imagine that for me a new jacket is a major event, the last time was in 2010.

Whilst I buy quite a lot online, I tend to shy away from clothing and footwear because one man's L is another's XL and sending it back turns into a soap opera. In the interests of you, dear reader—yes you, keep reading, I decided to go for a Club jacket. (A club sandwich was the second option)

The supplier is Myteamwear.co.uk, but I didn't bother looking for them, I just went to the club website, clicked on 'Merchandise' and then 'Shop Now' which takes you straight to the Cadillac Owners Club part of their site.

I decided on the Pilots Jacket (Badge on left chest). So it's a case of choose the size and a colour (there's only black but you still have to select it) and 'Add to Basket'. I didn't want anything else so it was straight to Checkout. Standard delivery added £5 and once the painful bit was over, I received an email telling me it would be dispatched on the 28th November (Order date was 15th November) and it was....

Arriving on the 30th, it looks great even with me wearing it. The embroidered badge adds a touch of class—well it is a Cadillac badge. The only drawback with the embroidery is that you lose the inside pocket on the left but that just means carrying less, which isn't such a bad thing. Did I retain my sanity? Jury is out apparently!



A full list of products is available on the back page and on the website.

Diana Dors Cadillacs

By Leigh Spivey

One off our best known movie stars and certainly the greatest sex symbol of the 1950's was Diana Dors. She had a penchant for Cadillacs and her first I believe of several was a baby blue '55 convertible, PYP 64. I don't know what became of this car after she sold it - anybody know?

One of her Cadillacs that is certainly still on the road is XUL 6. This is a 1959 Convertible and when new was white with black interior and she kept it till about 1966. It carried her personalised number plate at the time of DD 200 and would have been sold new by Lendrum and Hartman.

I first saw this car at a Yorkshire American Car Show (YANCS) in Clumber Park, Notts in 1982. Back then it had a large Eagle on the bonnet and was Black with red velour seat covers. That was only the 2nd American Car Show I had taken our Eldorado to and was parked next to it. I have always had an attachment to this car as the photos of them together is on the first page of the first album of Cadillacs I have taken over the years and obviously have looked at the photos countless times. The Caddy was owned then by Alan Jones from the London area and he won the Long Distance Award. It featured in the Boy George / Culture Club video - Church of the Poisoned Mind around this time. The interior is shown as having black seats in this video. The last time I met Alan was at one of our COGGB Shows at Coombe Abbey in 2002 and he said he still owned the car but it hadn't run for a long time. (I understand he had it for about 25 years till he sadly passed away)

The next time I saw the car was at a Show at Marshchapel in 2009 and had been resprayed pink although the interior looked pretty shot and the whole car was looking tired. I think the owner back then was Jamie Calligan from Hull who at the time was a member of the club.

XUL 6 is now owned by a Wedding Hire Company, RR Elite from the Shaftesbury area in Dorset and they have done a fabulous job of totally restoring it. Now resplendent in pink with a pink/white interior and it looks absolutely stunning, it has made an ideal wedding car. There is a 'You Tube video of it on the club website (www.cocgb.co.uk). This Cadillac has come full circle, had several owners, colour changes and probably looks better now than it did when it was new. (Ed. See update from new owners on page 8)



Diana Dors with '55 convertible PYP 64



At Pinewood Studios



59' convertible with personalized plates DD 200



Now completely restored and part of RR Elite's Wedding Fleet, what a great way to get to the church on time.



Pictured at Rally of the Giants in 1982, then sporting black paintwork and the number plate XUL 6

Cadillac Sales 2016

By Graham Darby

Cadillac President Johan de Nysschen's strategy for the marque – a stand-alone venture, ditching the Michigan advertising agency, and the expensive headquarters move from Detroit to New York – does not seem to have borne fruit thus far as sales in the US were down 3% last year. Of course Cadillac's main problem is that it only has two SUVs – Audi, for instance, has four – and the market for saloon cars is shrinking: it only accounted for 40% of vehicle sales in 2016. Ironically the most successful saloon was the XTS, the one de Nysschen plans not to renew. The ATS and CTS are down by considerable margins as the figures show, and the electric Cadillac, the ELR, is almost dead – which is a pity because it was much improved for 2015 and was meant to be launched in Europe at the Geneva Show in that year, an event that was 'postponed'. The new flagship Cadillac, the CT6, will become available in hybrid form this year but will be manufactured in China (expect a tweet from President Trump) and whether or not it will be available in Europe is uncertain. However, looking on the bright side, the Escalade and new XT5 (the replacement for the SRX) are doing very well and another SUV is in the pipeline.

The US Figures			
Model	2016	2015	% Change
ATS	21,505	26,873	-20.0
CT6	9,169	****	****
CTS	15,911	19,485	-18.3
ELR	534	1,024	-47.9
Escalade	23,640	21,230	11.2
Escalade ESV	15,488	14,691	5.4
SRX	22,139	68,850	-67.8
XT5	39,485	****	****
XTS	21,171	23,112	-4.1
Cadillac Total	170,006	175,267	-3.0

The story globally is very different with sales up 11% from 277k to 308k; however, globally really means China where sales have gone through the roof, up 45% to over 100,000. Whether or not this will continue probably depends upon President Trump. Elsewhere Cadillac sales are negligible apart from Canada and the rich Gulf states. Indeed the new chart does not even cite Europe as a distinct region, as it did last year when sales were 1,748 including Russia. Clearly if Cadillac is to become a truly global brand, more effort is going to have to be made in Europe, and some models are going to have to be rhd (promised for the next generation of models by 2020?). Admittedly RHD is only 20% of the global market

(though a third of the world's population) but if other marques can do it, so should Cadillac. The jury is out on Johan de Nysschen's stewardship: we await the next generation of models.

Global Sales by Region						
	Dec-16	Dec-15	% Change	YTD-16	YTD1-15	% Change
USA	21,446	20,787	3.2	170,006	175,267	-3.0
China*	13,400	9,214	45.4	116,406	49,779	45.9
Canada	1,347	1,094	23.1	12,162	12,249	-0.7
Middle East	448	528	-15.2	4,220	5,136	-17.8
ROW	669	681	-1.8	5,898	5,426	8.7
Total	37,310	32,304	15.5	308,692	277,857	11.1

China* = Retail sales only (excludes fleet/rental sales)

Graham Darby #97

RR Elite's fabulous '59

Following on from Leigh Spivey's fascinating article on the Diana Dors Cadillacs, this is what RR Elite told Webmaster Ken Pandolfi when he contacted them.

Yes, we do own Diana Dors 1959 Cadillac Convertible which we purchased a couple of years ago, unfortunately the vehicle was in a very sad state of disrepair and we have spent a significant sum of money restoring the car back to a good condition

The car was white originally, however the car had been sprayed various colours over the years since Diana owned it and as we had to have a complete bare metal respray we decided that pink would be a great colour to show of the car, we would like to think that if Cadillac had offered pink as an option back in 1959, Diana would have chosen that colour?..



Photos courtesy of RR Elite

2016 Le Mans Classic

By Derek Drinkwater

In January 2016 we were delighted to get an entry for the Le Mans classic with our 1950 Cadillac. The car is a tribute car to the stock Cadillac that was raced at Le Mans by the Briggs Cunningham team in 1950.

So began our adventure!

The car was prepped ready for the race in July and engine was rebuilt. We decided it would be fun to take our other caddy, a grey 4 door, as a support car. The grey Caddy had been garaged since 1994 until we woke it from its slumber a week before the race - the original stock engine had done less than 8500 miles- yet it drove all the way to Le Mans without missing a beat.

Qualifying on Friday did not go as planned. I came in after 1 lap and asked the guys to check the engine...I could feel something was not right, but they couldn't detect anything at that stage. Off I went again, but all was not well. The car wouldn't rev over 4000 and the heat was going up. I could just hear a slight knock so I pulled over. Luckily we had done enough to qualify, but I knew we had a real problem with the engine.

By the time the car got recovered to the paddocks, we had come up with plan B. Use the engine out of the grey caddy...great idea with only one small problem...we didn't have an engine lift. We split up and asked as many people as possible with no luck, then decided to phone a local company who had been helpful earlier in the week with some spare brake seals. As luck would have it he had a hoist being delivered that he'd just bought, so we struck a deal. We spent a long Friday evening changing the engine - much to the astonishment of our neighbours in the campsite. Luckily we had brought a good supply of oil, so with fresh oil, a new set of plugs and the dizzy off the other engine, the race car returned to its paddock on Saturday morning.

The Le Mans start was fantastic. After my sprint across the track to the car, the old engine started absolutely on the button and we shot off - ahead of all those around us -quite a surprise as the caddy is twice the size and weight of the other cars - just the chrome bumpers weigh enough!

We decided to be a little cautious in the first of the three races and not rev the engine too high. All went well and her times were not too shabby, so we were looking forwards to the night race. My two co- drivers completed the night race without issue so the old girl was still going strong. I knew the car had more to give and thought we might as well push a bit harder in the last race just to show that she's no slouch...even with a weight of 1820 kilos! We overtook half a dozen cars then had a great battle with a Lancia. Unfortunately the shifter broke loose going into the Porsche curve so , without second gear, I braked hard and she spun. I've never heard a noise like it - the tyres roared and she sounded like some creature from the deep. I managed somehow to find 1st gear and get back to the pits. I knew how to fix the problem but the linkage was right near the exhaust so it was difficult to do and very hot! I

was rolling around under the car trying to do a temporary fix so that the car could complete the last two laps. It was only when the car headed off with the second driver that I realised my brand new cream race overalls were covered in oil (her indoors was going to kill me)

Sadly after half a lap or so the linkage came adrift again, so we couldn't finish - so near and yet so far.

Later that day when the car had cooled down, I fixed the linkage in a few minutes and the car was ready for the long drive home. Don't suppose many race cars drive home from the track!!! The old engine had done us proud. Although it was very disappointing not to finish, what an adventure we had had.



Dynamic Duo heading for Le Mans



Engine Transplant under way



Every great car needs a great team behind it



On Circuit—A mirror full of Cadillac

Events 2017

Cadillac Owners Club of Great Britain Shows 2017

23rd—25th June

American Auto Club UK Summer Nationals at Hatton Country World, CV35 8XA. We will have a club stand there on the Sunday only. No need to book, unless you are attending for the weekend, just pay at the gate, usually £5. A nice location and something for all the family.

1st-2nd July

Stars and Stripes Classic American Car Show at Tatton Park, Cheshire, WA16 6SG. The club will be there on the Sunday only. Book your place by printing an application form at Cheshireautopromotions.co.uk. Make sure you clearly mark your application form "Cadillac Owners Club of Great Britain" and select Sunday as the day attending. This will ensure that we are all allocated and directed to the Cadillac club stand and we will all be together. Entry is free, but you do need to register in advance as space is limited. A weekend pass is also available.

7th-9th July

'Rally of the Giants' at Blenheim Palace OX20 1PP is another must. The club will be there on the Sunday only and you will need to book via the pre 50's club site. Book your place on line at pre50aac.com for a discount admission price.

15th July

'Thames Traditional Boat Show' at Henley on Thames. A very busy few weeks for us, the club is again invited to the 'Thames Traditional Boat Show. Check out www.tradboatfestival.com or on Face book at www.facebook.com/tradboatfestival. A great experience with many traditional boats which may seem a bit strange for the club to attend but there are some nice vehicles and plenty to do for the family.

Other Events

11th-12th February

Great Western Classic Car Show at the Royal Bath & West Showground, Shepton Mallet, Somerset BA4 6QN. Visit www.bristolclassicarshows.com for more information. Advance tickets are £8 or, £10 on the day.

30th April-1st May

The Stratford upon Avon Motor Festival. This is a great show and day out with a tour around the local countryside finishing with a display of vehicles parked within the town. Vehicles are displayed in categories, with Americans parked together. You'll need to book via the festival website at www.stratforward.co.uk for this event

14th May

Weston Helicopter Museum, Weston super Mare. Member Andy Green writes: I am organising an American car show in Weston super Mare and would like to see any member come

along with their Cadillac and anyone else with any American car. It will be held at the Weston Helicopter Museum and it is designed to support this charity to keep it running. It is free to enter and exhibitors get free entry to the fascinating helicopter museum (max 2 per car). Exhibitors will also get a subsidised breakfast before 10 am. For those who are strangers to Weston, the sea front is not far away as well as the Pier so I am sure all will enjoy.

Please register for the show with your name and car details at: cadillac58.62series@gmail.com

International Events

(Ed. The following communication regarding the Grand European arrived after the last issue had gone to press, so Registration forms and Hotel reservation information were placed on the Website and Facebook page and an email sent out by our Events Organiser.)

2017 CLC GRAND EUROPEAN IN DENMARK, COPENHAGEN 23/27 AUGUSTUS



The 2017GE, organized by the CLC Denmark, under President Carsten Jacobsen, to be held in the city of Copenhagen, will be unique in many ways. It is the first time in history a European (either International) Cadillac La Salle meeting will be held in Northern Europe, Denmark.

City of Copenhagen, because this serves perfect as the center point for all our European CLC affiliates. Iceland, Norway (2), Sweden and Finland for the North, and by ferry from Rostock Germany to Denmark our aff's from Germany, Switzerland, Belgium, Netherlands, England and France will travel down. All together 12 CLC Aff's from 11 country's, plus, as usual, 7 States from the USA and some people from Australia and New Zealand.

Most of us, Western Europe and American CLC members never visited this Northern part of Europe, even stronger, drove their Cadillac there. There are thousands of Cadillacs in Northern Europe (CLC Sweden alone counts 2000 members owning all together approximate 4000 Cadillacs). Thus, this will be a totally new experience in your car life.

It took over 10 years to create the CLC Aff's in Northern Europe and much work to bring you this special, first of, Northern Europe GE. A GE brings people and Cadillacs / Sally's, from all over the planet together, every two year , and every time in another country.

Cadillac owners from Northern Europe, grab the chance to participate in this exceptional event as the next GE will be held in 2019 ... in France.

Your team for the Copenhagen GE

Feature Car

Alan & Kath Reed's '63 Coupe deVille

We bought our Coupe deVille from a man in Wigan 20 years ago. Kath and I went up there on the Saturday, stayed overnight in a Premier Inn and on the Sunday went to 'Stars and Stripes' at Tatton Park. We hadn't booked, but the chaps on the gate took pity on us and let us in. I think it was a combination of my London accent (they thought we'd driven up that morning) and the fact we had this stunning Cadillac.



We are the second owners of the car which still has its original paint, interior, engine and gearbox (if it's not broken, it doesn't need replacing). Currently in need of some TLC (money spent) but that's been on hold due to health issues over the past 2 years, but we hope to get it done as Johnny Cash sang "one bit at a time."

Cadifacts

Engine: V8 390CI (6384cc)

HP: 325 @ 4800 rpm

Torque: 430 lb-ft

Gearbox: 4-speed auto

Top Speed: 121

0-60 (for the boy racer in you): 10.3 seconds

Length: 223in (18 foot 7 inches)

Width: 79.7in (nearly 6 foot 8)

Height: 55.1in (just over 4 foot 7)

Kerb Weight: 4700lbs (just under 2.1 tons)

Alans car was one of 31,749 Coupe deVille models produced in 1963. It was available in 21 exterior colours and 11 interior trim colour options. Base price in 1963 was \$5386.



At Billing in 2004 where the COGGB came 2nd in Best Stand Category



Kath & Cadillac back in 2003



The Pilot's seat—you want plush, you got it!

Coupe de Ville

Market Place

WANTED: Preferably 1959 or 1958 Cadillac (Any other years 1950s considered) 2 Door Coupe or 4 Door Sedan, would prefer to get in and drive, will travel, can collect. Please email a.darby2@btinternet.com or, Tel Mob: 07535271800.

SPARES SPARES SPARES: 1959 - 1960 Cadillac spares, too many parts to list, all must go including 4 donor cars, 3 1959s and one 1960. To buy all, £1200 or will sell separately. Please email a.darby2@btinternet.com or Tel Mob: 07535271800.



For Sale

Unusual 1977 Eldorado T top offered for sale by a member of the Dutch Cadillac Club for 12500 Euros.

See www.ibuko.com/eldorado for photos and more information.



For Sale

1978 Cadillac Seville Series K 5.7Ltr petrol. Colour Bronze & Gold. Cream Connolly Hide interior. £16,750-00 ovno Contact Bill Greenwood 01553-811784. Full details on website

New Listing

1996 Cadillac Deville, 41K miles, long MOT, VGC, drives well. £3,950.00, London, tel. 07825 098683, 0208 9040 354 For more photos of this car see the website.



For Sale



Club Merchandise

Order direct at www.myteamwear.co.uk and select other-clubs/ car-clubs/cadillac-owners-club or use the **Club Website Home Page Link**

MENS T SHIRT—£14.95

Black, Light Grey, Royal, White in S, M, L, XL, 2XL, 3XL, 4XL

LADIES T SHIRT—£14.95

Black, Light Grey, Royal, White in XS, S, M, L, XL, 2XL, 3XL

MENS POLO SHIRT—£19.95

Black, Light Blue, Royal, White in S, M, L, XL, 2XL

LADIES POLO SHIRT—£19.95

Black, Light Grey, Light Blue, Royal, White in XS, S, M, L, XL, 2XL

JACKET, LOGO FRONT—£37.50

JACKET, LOGO BACK—£44.50

JACKET, LOGO FRONT & BACK—£47.50

All Jackets are black and available in S, M, L, XL, 2XL

FLEECE, LOGO FRONT—£29.95

FLEECE, LOGO BACK—£44.50

FLEECE, LOGO FRONT & BACK—£47.50

All Fleecees are black and available in S, M, L, XL, 2XL, 3XL, 4XL

SWEATSHIRT—£22.50

Black, Light Grey, Royal, White in S, M, L, XL, 2XL, 3XL

CAP—£9.95

Black, Blue, White—Adjustable

Size Guide and Postage Rates are available on the website.
www.myteamwear.co.uk

Old Club Shop

Still some great bargains available, Contact Alan & Kath Reed on 0208 2010147 for details..... Hurry while stocks last!

Selling your car , need a part? Advertise on the Website, it's free. Send details to cogb@outlook.com



See you all next issue