



Cadillac



Owners Club of Great Britain



Standard of the World

November-December 2017

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 CLOffice@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

Bob Thomas
3 Southfield Farm Cottage
Hawick
Roxburghshire TD9 0PE
0145 0850349 (7.00pm-9.00pm)
robthom1uk@yahoo.co.uk

Membership

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

Website

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

Show Organiser

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

International Liaison

Peter Griffith

Area Representatives

Essex & Herts

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

West Yorkshire

Bob Thomas
3 Southfield Farm Cottage
Hawick
Roxburghshire TD9 0PE
0145 0850349 (7.00pm-9.00pm)
robthom1uk@yahoo.co.uk

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

Secretary

Judith Bevan
420 Tilehouse Lane
Tidbury Green
Solihull B90 1PX
01564 822914

Editor

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



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*Front Cover Photos -Diagonal-Cadillac LaSalle GN photos from Ron Zahn
Top Right-David Green's '61 Sedan, Bottom Left-Nick Pascoe's '50 Series 61*

Club News

From the Chairman

24 hours from Tulsa...

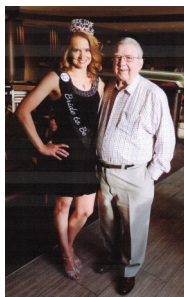
Yes, I've been to Tulsa, Oklahoma for the wedding of Tom McPherson's daughter. Strange how time flies, last time I saw her she was 5 and now she's a lawyer. Tom has been a close friend of mine for over 30 years and has written many books on hearses and limos, he gave me his latest book on the life of the Miller and Meteor companies and their amalgamation.



Whilst we were there we had the use of a brand new S & S Cadillac 47" XTS 6 door limo. It's called that because at 20' 9" long it's 47" longer than the standard XTS. It's a gorgeous vehicle. S & S who built it are based in Lima Ohio and started out as Sayers and Scovill way back in 1876.



It was a great trip and everyone was most kind and helpful.



That's all for now, just time to wish you all Happy Motoring and a Happy Christmas. Look forward to seeing you next year.

Peter B Griffith

MOT Changes

As you will have no doubt seen the current MOT exemption (currently applied to pre-1960 cars) is to be extended from May 2018 to a rolling 40 years, meaning that if you car was registered before 1978 you won't need an MOT.

According to official figures there are 197,000 pre-1960 vehicles still registered and changing to pre-1978 will add a further 293,000 vehicles making half a million cars that don't legally require an MOT, though the Government points out that owners can still have their cars tested if they so wish.

Despite a majority of respondents to the survey being against the idea, the Government decided to press ahead with the change on the grounds that these cars are usually well maintained and not used much. It's the 'usually' that concerns me. I don't own a 40 year old car, but I do like to think that I maintain my 25 year old deVille in good mechanical condition, yet at it's last MOT they found a corroded brake pipe that subsequently burst during the brake test. I hadn't noticed it, but the fresh eyes of the tester had. There will be some

people who don't bother and use a vehicle that isn't roadworthy because they can.

Personally, I'd advise anyone to get their car tested, it makes sense and keeps you safe. I know some will say that the test is only a snapshot in time but it does give you a second opinion and highlight anything that needs attention.

It's not all plain sailing though, it does also state that vehicles that have been substantially modified will continue to require a test. The term 'substantially modified' has yet to be defined, though there have been suggestions that a power upgrade of more than 15% could be considered such. There is also a suggestion that such vehicles could be required to submit to an IVA test, which could result in their 'original' registration being replaced by a 'Q' plate, which in turn can't be swapped for a personalised registration, so you're stuck with it.

Any thoughts on this? We'd love to hear them....

Wheelie.....



Yes it is a Cadillac ATS and sadly it's not just a one off—you can buy these wheels in the USA. Is it me, or has common sense left the building..... Angle grinder anyone?.

Cadillac Owners Club of Great Britain
Annual General Meeting

They got Dillinger, now they want you

Sunday 23rd April 2017

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

Be there.....

Bob Thomas

Treasurer

Hello Everybody,

Now here is one to look out for... Member Dave Henwood's 1959 Eldorado Biarritz Convertible. Had



occasion to do some paperwork for Dave and he sent me some photos of his car so I hope you don't mind me including one here Dave. It's one cool car and a rare beast at that. One of only 1320 built (I think that's about right) and very expensive back in 1959 as they are today. Great car Dave and I hope to see it in the flesh one day.

Moving on to the car shows this year I have to say I really enjoyed the ones I attended. There was a good turnout of Cadillacs at Tatton Park and although not as many at Hatton Country World, it was still a really good day. Great to meet up with everybody. Now the shows for this year are all over it's time to think about next year and discussions are in progress already. In an attempt to get more members involved we may alter the way we organise events and shows so if you wish to help in some way for example organising a Club stand at a show near you get in touch with one of us. Watch this space for developments.

This will be the last issue of the mag for this year so all that remains is to wish everyone a very Merry Christmas and a happy New Year. Leave the car keys at home if you are out celebrating. Be safe!

Bob Thomas.

Rod Bevan

Membership Secretary

New Members

A very warm welcome to new members this time: Gerald Freeman of Llangunnor, Carmarthen with a 1985 Eldorado Commemorative Edition; Graham Macdonald of Tunbury Wells with a 1964 four window Deville and to Colin Banham of Southampton with a 1984 Sedan Deville who re-joins.

Please let Phil and Ken have photos of your cars. For **all** members, please if you have **not** supplied a photo for the new website then please do so.

It is with regret that I have to inform members that ex-member Alan Bonner died a few weeks ago. Alan was an active member of our club a while ago and was area representative for South Birmingham AAC (UK). He will be very much missed. Our condolences go to his wife Irene and family.

Bob and Kath have now moved to Scotland. Judith and I will be moving to the Welsh borders in January. This will have an

effect on next year's shows. In fairness we need to rethink the club's approach to shows anyway.

Shows 2018

So, what should our approach be? The simple logistics dictate a different approach. This will be for discussion at the AGM in April. It is important for members to either attend or to make their views known by others means, such as e-mail. This can then be read out at the AGM.

Ken has highlighted to me that we are just fewer than 200 in membership and spread around England, Scotland and Wales. We can't cater for everyone and one way forward would be to have active area reps. to facilitate attendance at local shows.

The club magazine and website together with the club Facebook page would be the forums to accomplish this. I see us having one show and that would, I feel, be 'Rally of The Giants' at Blenheim Palace, a fitting venue for the prestige brand of Cadillac.

For those in the Midlands area I would see our attendance at AAC (UK), 'Hatton Country World', continuing as this does have sufficient local support and Richard of AAC (UK) has been very supportive of our attendance there.

Other shows would be for area reps to organise and publish through the magazine, website and Facebook.

Give it some thought please for the AGM. Also it's 'Drive it Day', so drive your Cadillac to the venue.

The future for personal transport is being determined by the powers that be. Like it or not, "there are some changes a coming". Next stop, battery powered vehicles and the demise of the "suck, squeeze, bang, blow" of that 'infernal' combustion engine. **2040!** Should be quite a year; hang onto to your seats, "we are going on a journey".

Enjoy, while they let us.

Rod

Phil Hole

Editor

As always thanks to those who have contributed. You will see that there is no feature car in this issue..... You can probably guess why. A years supply of feature cars just needs a half dozen people to send in a few photos of their Cadillac and a paragraph or two on anything related to it, how you got it, what you've done to it or where you've been with it.

You'll see we've started to advertise the AGM and it's not until April. That's because we'd like the membership to outnumber the committee. Ok, so not everyone can get there but it is your club and you can have a say/vote in how it runs. It's not compulsory to bring your car and don't worry, you won't be press-ganged into doing anything, but hey, you may have a good idea to share.

Finally, I hope the old guy in the red suit and beard brings you what you want, or if you're an 'Ebenezer' make the most of bah humbug time.

Phil

Cadillac Wins

IMSA Prototype; Driver, Team and Manufactures titles

Cadillac took the top 3 places in the Team title as well as the Driver and Manufacturer titles. Thanks to **Derek Eaton** for the heads up on this. Here are the Team standings at the end of the Season.

	TEAMS	POINTS
1	#10 KONICA MINOLTA CADILLAC DPI-V.R	310
2	#31 WHELEN ENGINEERING RACING	291
3	#5 MUSTANG SAMPLING RACING	284
4	#85 JDC-MILLER MOTORSPORTS	277
5	#2 TEQUILA PATRON ESM	273
6	#22 TEQUILA PATRON ESM	249
7	#52 PR1/MATHIASSEN MOTORSPORTS	237
8	#90 VISIT FLORIDA RACING	233
9	#55 MAZDA MOTORSPORTS	181
10	#70 MAZDA MOTORSPORTS	168
11	#13 REBELLION RACING	68
12	#6 TEAM PENSKE	30
13	#81 DRAGONSPEED	21



#10 KONICA MINOLTA CADILLAC DPI-V.R



#31 WHELEN ENGINEERING RACING



#5 MUSTANG SAMPLING RACING

Amos' Autos

'Hanging out with the cool dude'



Hey Dudes,

As we hurtle towards the festive season, just a reminder to all you out there in Cadillac Land that we need your input for this Magazine—In my case it's photos I like to paw over.....

This is David Green's stunning 1961 6-window Sedan. It's also on the cover in glorious colour. If any of you were wondering why it's called a 6-window when it



clearly has more than that, let me try and explain. Firstly we discount the front and rear windshields. Then each door has a window (even if they are sub-divided with a quarterlight). So a 4-window Sedan would look like this.



And a 6-window like this. It's all about having the 'C' pillar window. In the day, there was no difference in price just a difference in privacy for the rear seat passenger.

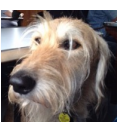


1967 saw the arrival of something very different, the 6th Generation Eldorado. This one belongs to our Web Manager, Ken Pandolfi.

It was related by floorpan to the Buick Riviera and the Oldsmobile Tornado, both of which had appeared in



1966. Like the Tornado, the Eldorado was front wheel drive with a 429 Ci V8 (that's 7 litres) under the hood. It's sharp styling was very different to other Cadillacs and it remains the only one to have concealed headlights. It had a top speed of 120mph and 0-60 in less than 9 seconds. Not bad for an 18' 5" car weighing in at 2.1 tons. Despite it's high price it sold well finding 17,930 new owners in 1967 which helped Cadillac to its best year ever. If you'd like one, Ken's is for sale, check out the back page.



For further information check out:
<https://sportscarchampionship.imsa.com>

See you all on the flip side in 2018



Cadillac & LaSalle Club - GRAND NATIONAL 2017



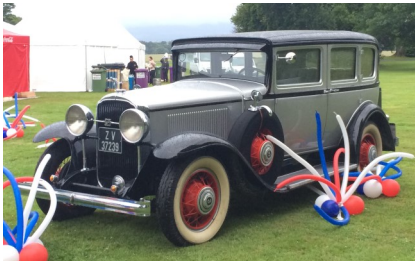
Hosted by the **Valley Forge and Potomac Regions** at the Hilton McLean, Tysons Corner, McLean VA, here are some more of Ron Zahn's photos of Cadillacs 'old and new'..... Thanks Ron



From Our Man in Ireland

Nick Stratta

On the 4th of July there was, as you can imagine, a big celebration at the American Embassy and we were invited to join them.



It was great fun with a good number of older American cars from Ireland in attendance - including a 1961 Fleetwood limousine and 1931 V12 along with this '28 Buick .



All good things come to an end and here we are leaving and yes, the Secret Service were lurking in the woods to make sure we did.....

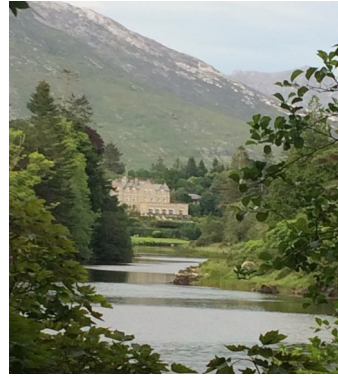


More recently I took the 1993 Fleetwood Brougham on a tour of Connemara, including Cong where the 1952 film 'The Quiet Man' was filmed. It starred John Wayne and Maureen O'Hara and won a Best Director Oscar for John Ford.



Behind me here is Ashford Castle where that famous golfer Rory McIlroy was married.

Ed. Well done Nick, that's the first selfie we've had, we're moving with the times—Rock-on



With a backdrop of the 12 Bens mountain range The light coloured building at the end of the Owenmore River is Ballynahinch Castle. Now one of Irelands finest luxury castle hotels, the current house dates from 1756.



And here is what's left of Marconi's Radio Station, opened in 1907 to communicate with Grace Bay in Nova Scotia.

Finally, the Allcock & Brown memorial coin and later 1959 tailfin monument - they thought the bog was a nice flat field and as soon as they touched down on a perfectly executed landing the front wheels sank into the bog and the Vickers Vimy cartwheeled onto it's nose.



Connemara has a truly amazing landscape, well worth a visit.

Nick

Hints and Tips

Mislaying nuts/bolts/screws—How many times have you spent more time looking for that last elusive fixing than it took you to do the job in the first place. Invest in a magnetic tray, they are fairly cheap.



Alternatively, recycle a metal tin. This one is from the Tesco Fish Salad range, but there are lots of options.



Talking of options, you can either:

Stick an old speaker magnet on the bottom, make it a magnetic tray.

Stick double sided tape inside for plastic fixings—I prefer the spongy stuff.

Put a piece of foam rubber inside and slice with a knife, that's handy for metal and plastic.

Cadillacs on TV

Derek Eaton emailed me about the Monday 11th September edition of FantomWorks, the US car restoration series on Quest which was featuring a 1965 Cadillac deVille.

I like FantomWorks because it's not about people shouting and constantly having problems. It's about taking a car and making it like new / how the owner wants it. In this particular case it was about taking what could legitimately be described as a rusting wreck, replacing the floors, fenders, electrics, interior, convertible top and paint. Because the car was in



↑ Before & After ↓



such bad shape, they had to buy a donor sedan, which was in much better condition than the one they were restoring.

Both Derek and I would have kept the donor, but the owners who go to FantomWorks have deep pockets. Hate to think what it cost but it certainly looked good when they gave it back to its delighted owner.

Also on Quest in the same week was the Wheeler Dealer episode where they bought a '62 Coupe in the US for £3,000 and set about transforming it with a new interior, air suspension a fancy green paint job and pinstriping.

Many of us had the opportunity to see to see the finished car at Rally of the Giants in 2013 and Ed China had made a really good job of it, though the green paint wasn't to everyone's taste.



↑ Before & After ↓



Cost wise they spent a total of £19,550 (which included £5,000 for the cost of the car and shipping to the UK). Of course, as with all Wheeler Dealer projects it never includes Ed's time, so when the sold it for 25 grand you could

argue they didn't really make a profit.

Derek also caught the Goodwood Revival program where the HWM Cadillac came third, it had won the same race in 2016.



Good to see Cadillac being successful in historic races as well as the IMSA Sportscar Championship with the Dpi-V.R 6.2L V-8. Isn't that a fax machine?

Finally, on Quest, Thursday 19th October 'Cars that Rock' with Brian Johnson, featured Cadillac.

Models mentioned included, the car that started it all, the single cylinder Cadillac Runabout.



Brian Johnson described the V16 as the most wonderful vintage car he'd ever driven.

The '58 Series 62 sedan was the 'basic' model. Just one year away from the biggest fins ever.



The CT6 with its 3 litre twin turbo V6. At 17 feet it's still a full size sedan.

The Escalade, Cadillac's biggest offering still has the 6.2 litre. Brian wasn't keen on the Escalade from a looks point of view.



It all finished off with him taking a CTS-V around the track.

At Redhill Car Meet

This '58 Fleetwood was spotted at a recent Redhill Classic Car Meet



Events 2018

As 2017 draws to a close (where did that go?) Here is a heads-up on some of the events taking place next year. There will be more in the Jan/Feb on these and other events.

22nd April **Club AGM****** and Drive it Day

June (Date TBA) —AACUK Summer Nationals at Hatton Country World

16th-17th June— Bristol Classic Car Show

1st-2nd July— Stars & Stripes at Tatton Park

8th July— Rally of the Giants at Blenheim

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 will be available, shortly, on the Tenterden Lion Club website: 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.

Need an events publicised?

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

Ken Pandolfi

Website

Not much to report from the website perspective this time round. If, like me, you are responsible for buying and wrapping your own Christmas presents and then acting surprised when you rip off the paper on Christmas Day, then I have a treat in store for you.

Between now and Christmas, whenever you visit the website, you will be greeted with a big Christmassy pop up inviting you to go shopping for club merchandise. Just hit the link on the pop up thing and you will be whisked to a world of retail loveliness where you can get that present from Santa Claus you've always wanted.

Those whose budgets extend beyond a cap or a t-shirt might want to visit the For Sale pages on the website where there are some very nice cars on offer (shameless plug alert) including mine. Teresa May and I are both operating a one out, one in policy so I don't get my new toy until this one goes.

Can't sign off without the usual request for photos of your prides and joys for the website. On a spectrum between trickle and flood, we haven't quite yet achieved the former. Nil desperandum.

Ken



For Sale.

Just sneaking in, under the publication deadline wire is Dave Percival's 1974 Cadillac Eldorado convertible.



Dave describes the car as in average condition, 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. Call Dave on 07480040313

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 Fleece 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!

Upholstery for Muffins

At 25 years old, the interior of my Cadillac is in superb condition save for three areas, the 'A' pillar covering, the 'C' pillar cards and the armrests. Two of those are down to 'foam disintegration', both the 'A' pillars and the 'C' pillar cards a cloth covered with a foam backing to give them that plush cushioned feel. Sadly the foam is turning to dust and when pressed it doesn't spring back— The boys and girls at CSI could probably lift my finger off them!

The armrests are another story. What possessed Cadillac to make them out of cheap plastic is beyond me. They may pretend to look like leather with an inbuilt stitch moulding but they are still cheap plastic. It no doubt made the accounts department very happy, saving a few dollars on every car but this is a Cadillac not a Chevy.

The first split appeared on the drivers armrest and gradually grew despite all my efforts to stop it in its tracks. There were also cracks appearing in the switchgear recesses of all four armrests.



So what to do? The best option was to have them re-trimmed which would cost a fair amount of money. I'm not against spending money but you have to be realistic. If the car was worth 20 grand then fine, but it's not. Nor is it, or ever will it be, a show winner, unless there's a prize for split armrests and powdery foam. I therefore decided to tackle the job myself..... What could possibly go wrong?

I started with the 'C' pillar cards as they were flat.



The card is easily removed, held in by a couple of clips and the door trim—a couple of tugs and it's out. The first thing to do is remove the light which is held in by four press fit washers. A gentle twisting motion with pliers loosens



them whilst a flattening tap with a hammer makes them ready for re-use. The cloth came off in one piece but was so thin, I decided not to re-use it. The disintegrating foam was soon dispatched with the flat edge of a putty knife. I'm rubbish at glazing so I was pleased

to find a use for it..



I had already decided to use a leathercloth to replace the original cloth because it's easier to glue and looks remarkably like real leather these days - it's also wipe clean and relatively cheap.

First thing was to cut the foam. This was 3/8" or if you've gone metric, 5mm dense foam with just a little give in it -there's not a lot of room between the 'C' pillar and the side of the seat so you can't go mad with the padding.

With the rough shape cut out it was stuck to the card using Trim-Fix Adhesive spray that's stable to 120 C. Once dry it was trimmed to size and a hole for the light cut out. Use a sharp blade and count your fingers after every slice.



Fitting the leathercloth is the same again, rough shape, stick and trim. Inserting the light helps to hold the shape. The final thing is to fold the fabric over the back of the card and glue to secure.

Back in the car, I think it looks good, especially with my rose tinted glasses on. It's not original but it is affordable and I think in keeping with the look and quality of the car. In terms of cost, the materials were less than a tenner and a few hours of my time. In fact I found it quite enjoyable.



In case you were wondering I did the 'A' pillars as well—yes I've graduated to curved surfaces now!

You should see what I did with the armrest. That's over the page.....



WARNING—Any of you out there in Cadillac Land who are upholsterers may not want to read the next bit, in fact you may have already been traumatised by this page. If that's the case please accept my profound apologies.

Armrest—ling Upholstery for Muffins Continued.....

To be honest I've had several attempts at this, all of which had something about them, they were rubbish. The biggest issue I had was coping with a 3-dimensional shape. No matter how I folded the leathercloth, it still looked like a fold which made it look homemade. Perhaps Cadillac's idea of moulding plastic wasn't as daft after all. But wait, they had people who could craft a leather seat, why not an armrest?

Sadly, I'm no good at sewing, it's among the myriad of things I'm not good at. So this is what I did..... I decided to start with the rear armrests, mainly because I could still use the car if it all went horribly wrong.



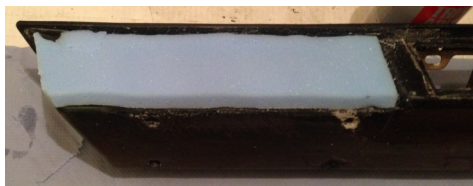
I had originally intended to put fabric over the top, but first attempts hadn't been successful, so I

stripped the plastic off and no matter how careful I was chunks of foam came with it which meant it all had to go—no going back now.



Underneath is just a moulded plastic extrusion that needed re-

padding. I used 1/2 inch (15mm) for the bit where you rest your arm and stuck it down with spray glue.



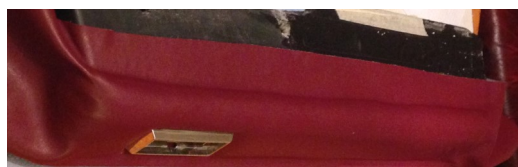
I'd made a decision because of the problems

with folds to make it a 3-part structure. The first thing to do was sort the bottom out.



A 7mm strip of 1/4 inch foam was glued across the base and around the corners. This is high density foam which is still fairly pliable so there

were no problems with folds. This was followed by the leathercloth. Even though that inevitably folded it would be hidden by the final centre piece. Notice the puddle light has been



temporarily replaced to aid final gluing.

The top was completed in the same way, using a 9mm strip of 1/4 inch foam . The cling film is there to protect from glue overspray.



Once completed, the ashtray and window switch plate was inserted to aid gluing and drying.



The final step is a 6.5mm strip of 1/2 inch foam covered in leathercloth which creates the central padded bolster.



When fixed the ends wrap around the ends of the armrest and cover up any folds.

Costs for this, around £30 for the 4 armrests though if like me you make a dogs breakfast of the first attempt it might be a little more expensive.



Here is the finished armrest. That's 2 down, 2 to go.

Could I have done it a better, simpler way? Probably. If you know or like Baldrick 'have a cunning plan', let me know.....



Market Place



For Sale

FOR SALE: 1946 Cadillac series 61 Sedanet. Found in Alabama barn in 1990 where it was stored for 26 years. One of only 800 built (probably in October 1945) and almost certainly only one in UK. Excellent condition overall with rebuilt engine, Hydraulic gearbox, interior and respray. Comes with five Sombrero hubcaps which are usually not on car due to possible theft. Working radio and with pneumatic aerial. Kept in dry warm garage since arrived in UK in 1991. Needs only minor work. £25,000 ono.

Contact Robert Thonet 07740 707800 (Surrey UK)



For Sale

FOR SALE: 1967 Cadillac Eldorado 2dr Coupe: Baroque Gold with Leather upholstery, this car was imported from California by the current owner. Having covered just 92000 miles from new, it has had a lighting modification for use in the UK and is fully road legal. With an 'Historic' DVLA classification there is no road tax to pay.

It has had some work done over the decades but more recently it has benefited from a brake overhaul, carburettor rebuild, new fuel pump and fuel line, starter motor, battery, HT leads, front axles and 4 brand new whitewall tyres. It has an MOT until December 2017. £9,500.

For full details check out www.thiscaddyis50.com.

Contact Ken Pandolfi 07506 406372 or email: kenpan@hotmail.co.uk

WANTED: 1959 to 1962 390 Cubic Inch engine. Also looking for a 3 carb manifold to put 3 Stromberg 97's onto the 390 heads. If any member can help out, please **Contact Nick Pascoe 07771 641 861.**

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



For Sale

FOR SALE: 1963 Cadillac Convertible Coupe. Owned 17 years. Red with white leather interior, bucket seats with console, white top and boot. 53,000 miles. Great shape, well maintained. Additional pictures and maintenance records available. \$23,850. **Contact Bill Van Luven, Shelby Township, MI. 001-586-489-0114 or email: bill@vanluven.com**



For Sale

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. £15,000 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**

