



Cadillac



Owners Club of Great Britain



Bernie Murphy's '57 Coupe - in the Pink



Standard of the World

November-December 2019

Cadillac Owners Club of Great Britain

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

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Affiliated to the Cadillac-LaSalle Club of America

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Front Cover— Bernie Murphy's '57 Coupe deVille

Top—Pictured here with 'optional' CAT

Bottom—At Tatton Park with Bernie, Linda and Millie the dog, living the '50 dream. (Ed. For more on this car see page 6)

Club News

From the Chairman



It's a 'slow news' time of year, car shows have come and gone and planning is already underway for 2020. You may not see it happening but those shows we all attend don't just happen, they are planned, often by too few people with too little time, but they invariably work so that we can all enjoy ourselves, so when you get the chance, raise a glass to all those who help to make your hobby/obsession enjoyable.

I was saddened to hear of the passing of Steve Passmore of the Pre50 AAC. I've known Steve for many years. He was a Cadillac man through and through, with a particular love of the vast knowledge of '41 Cadillacs. Our condolences to his family and friends, he will be greatly missed.



All the best for the festive season and the new year. I look forward to us continuing our Cadillac journey in 2020.

Peter B Griffith

Rod Bevan

Treasurer/ Membership



New Members

Mel Herman of Conwy has recently joined and has some very interesting vehicles. Not strictly Cadillac, he has a couple of Allard cars but with Cadillac power units. Should make an interesting article in a future magazine!

Shows

Shows for next year to look forward to will be Hatton and Blenheim. Any shows local to you that you become aware of

please let the Phil and Ken know. Similarly for shows that you have been to this year, and enjoyed that recur each year, let us know so that we can put the word out.

The post of Show organiser is still vacant, so please consider this opportunity to help the club.

Annual General Meeting

The club AGM for 2020 has been arranged at the same venue as 2019. Food is good and a splendid display area for your Cadillac. The date is set for 17th May 2020 at the Manor Hotel Meriden near to the National Exhibition Centre.

Classic Car Show at National Exhibition Centre 2020

At the 2019 AGM it was proposed that the club display at the NEC Classic Car Show in November 2020. It was too late for booking the 2019 event. This is very good venue and we would be alongside American Auto Club (UK) and Pre 50's American Auto Club. I have contacted the organisers of the show and they will get back to me for bookings after the November 2019 event.

This will need to be coordinated by a members group within the club and local to the NEC. The event runs Friday, Saturday and Sunday but will need to be supervised on build up and breakdown for the event on days either side of the public opening.

So the bottom line is that to go ahead we need a strong commitment from several local members. Without this we do not have the ability to go ahead, which would be a shame. It would a chance to show vehicles and to mix with the other clubs attending the event.

That's all for now, Happy Christmas, New Year and safe motoring

Rod



Cadillac
OWNERS CLUB OF GREAT BRITAIN

Amos' Autos

'Hanging out with the cool dude'



Hey Dudes,

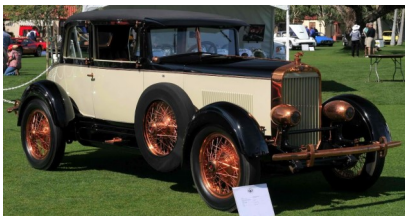
This 1915 Lenox D4-40 'Speed Car' was spotted at the Prescott Hill, Anglo-American Classic. Built by the Lenox Motor Car Co in Boston, Massachusetts, it has a 4-cylinder, 4-litre engine and close inspection shows that like many cars of the period, braking was to the rear wheels only.



It's amazing to think how far the car has come since then, from small companies that in many cases were either swallowed up by larger ones or simply disappeared. Often it was down to economies of scale, the more you can build, the more money you can make.

In 1925 there were around 60 different manufacturers in the United States, now 94 years later literally a handful remain and many of those share platforms/technology/engines/gearboxes. Will the tie-up between Fiat/Chrysler and the Peugeot Group PSA lead to better cars, or less choice and bigger profits? The big worry at the moment for most companies is keeping the production lines operating as the transition to electric gains pace.

Say that name Rickenbacker and many people will think 'guitar' and it's true that back in 1932 they produced the first electric guitar..... But that was a different Rickenbacker.



Born in Columbus, Ohio, Captain Edward 'Eddie' Rickenbacker was a renowned race car driver who went on to become the most celebrated US air ace of the first world

war. Though short-lived the Rickenbacker car Company (1920—1927) sold technically advanced cars, often



incorporating innovations from racing. When the company went bankrupt in 1927, it's assets were purchased by Audi and shipped to Germany.

At the 1926 New York

Auto Show the Rickenbacker Motor Company launched it's new Super Sport Boat Tail Coupe priced at \$5000. They claimed it was the fastest production car to carry 4 people at just under 100 mph.

Duesenberg, Stutz, Packard, and the likes had cars that could go faster, but they could only carry 2 people. It's believed less than 20 of these cars were ever produced.

In 2014, one sold at the RM Auction in Monterey for \$946,000 inclusive of buyers premium.

Fast forward to 1963 and over at Chrysler something completely different was happening, the Chrysler Turbine. As Chevrolet introduced the C2 Corvette Sting Ray and Cadillac had finally flattened out the tailfin, Chrysler were going, as Buzz Lightyear would say "to infinity and beyond" with the first ever car to have a gas-turbine 'jet' engine on US roads.



It was never actually sold to the public, that idea was, even in the '60s, considered too dangerous. Instead the cars were loaned to a broad spectrum of American drivers for 3-months at a time and free of charge.



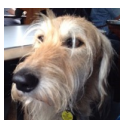
The bodies were designed 'in house' and built by Ghia in Turin, Italy. The powerplant was fitted in Detroit. Engine speed was reduced to 4,680rpm and transmitted to the rear wheels via a lightly modified automatic transmission. Despite it's 'jet' credentials, power output was a mere 130hp



On the plus side the engine could burn any fuel, diesel, kerosene, alcohol or vegetable fat (bet that last option made it seem like the mobile chippie was coming down the street).

The downsides were, patchy running at high altitudes and noise, akin to a 'Henry Hoover'. Biggest drawback though was the unacceptably high nitrogen oxide emissions. The project finished in September '66.

Stay cool dudes, enjoy the festive season and see you on the flip-side at the start of the roaring twenties



Little Raddies 4

By Paul Nieuwenhuis

Having taken you back to the 30s last time, this time we are moving forward again into the 1970s and 1980s. This was a period of considerable disruption in the US domestic market from which even Cadillac was not immune. Two energy crises in 1973-74 and 1979 caused rapid downsizing moves by customers, soon followed by a recovery of sales of larger cars as oil prices eased, fluctuations for which Cadillac, in particular was ill-prepared. With low levels of fuel duty, the US market is less cushioned from changes in world oil prices than more highly taxed markets. In addition, the steady move from rear wheel drive to front wheel drive, in Cadillac's case initiated with the 1967 Eldorado, continued apace. As well as dealing with downsizing, going as far as offering, from 1982 onwards, the 4 cylinder Cimarron on the new J Platform, this period also sees the first serious attempts to stem the flow of imported luxury cars. This last strategy saw the introduction of the downsized Seville in the 1970s, as well as the more Quixotic Allanté project of the 1980s, which involved flying semi-completed cars back and forth across the Atlantic. I have 4 models in my collection to reflect this period.

1972 Coupe de Ville



This lovely model in 1:18 scale is by BoS ('Best of Show') models of Germany, although made in China. BoS offers a number of nice

Cadillac models of this period as large scale resin castings, all in limited editions. Mine is number 75 of 1000 made and they retail for between about £75-175. American sellers, in particular, tend to mark these up quite a lot, anticipating high demand for these limited edition models in their home market. Best source, therefore, is direct from the German producer, who often offer discounts via their website: www.modelcarworld.de. Different colour schemes are offered over time and mine is in blue metallic with a black roof. Nothing opens on these models, but they are well finished, well proportioned and do have nicely detailed interiors, although with the one on my model being in black, a torch is needed to see that detail.

1976 Seville



One of the new departures for Cadillac was the Seville. This car was a first attempt at downsizing and

was also aimed directly at taking on European luxury imports. In fact, several aspects of the car were benchmarked both against the Mercedes S-Class and the Rolls-Royce Silver Shadow. The crisp styling was also a departure, resulting in a classic look that would last for several years with only minor tweaks. 1976 was the first model year the Seville was offered

and this low cost DelPrado model represents that year in 1:43 scale. The model comes in gold with tan roof, but was also made in other colours and is still readily available for a few pounds. Despite its low price it is nicely proportioned and detailed. I bought mine used, so it is not perfect, missing its door mirrors, for example.

1977 Fleetwood Brougham

The next model is in 1:43 by Premium X, a marketer of relatively expensive models (£40



-70), that are often discounted and note that the same castings are often also sold under other brands. They are nicely detailed and well-proportioned with the actual Premium X models usually better detailed than the other variants. 1977 represented a downsizing move across much of the full-size Cadillac range, although this is still a large car. However, I am a bit confused about this model. My grasp of Cadillacs of this era is limited, but it looks to me like a bit of a mix, with the front – especially the light clusters – suggesting a 1977 vintage, while the rear lights appear to be later, around 1980? Any enlightenment on this gratefully received. Nevertheless, a nice-looking model, finished in brown metallic over bronze metallic with a brown vinyl roof and a lot of fine detail. These models are still available, although this particular colour scheme is rare.

1980 Seville Elegante

From 1980, Seville styling adopted a 'bustleback' shape, inspired by some of the English coach-



built luxury cars of the 1940s and 1950s, particularly on Rolls-Royce and Daimler chassis. Although not to everyone's taste, it did provide the car with a distinctive look, emphasizing the length of the bonnet. The model – again by Premium X – is in scale 1:43 and finished in gold with a brown roof and wire wheel covers. The front windows are left 'open' to reveal interior detail.

So, there we have it. Apologies for such a minimal offering of this period, so popular with members. However, quite a few more Cadillacs of this period are available as models, so if you are seeking a model of your particular car, it is worth checking on sites like eBay, as you may be pleasantly surprised. Again, shop around, as these models are often offered at widely varying prices.

Paul

Bernie's '57 Coupe

See front page

Resplendent in its pink paintwork, Bernie has own his '57 Coupe deVille for 18 months, in fact he bought it, whilst finishing the restoration of his '59 Ford Galaxie convertible. Well, as he says 'he needed something to take to the shows' (Ed. You can't fault his choice)



One of 23,813 Coupe deVille's produced that year, prices started at \$5048. This was the first year of the tubular X-frame chassis without side rails and applied to all models. The result was greater structural rigidity and allowed for a lower body line.

Power came from the 365ci (5981cc) OHV V8 with hydraulic valve lifters producing 325hp at 4800rpm. Hydra-Matic drive, power steering and brakes were standard on all models.

Working on your car?

Tom Willis shared the following Facebook post

Working on your car is:
45% looking for the tool you just had
30% breaking things
20% looking at your phone
5% actually working on your car



Though the percentages may vary, I guess we can all relate to that though the 20% phone is probably age related. When many of us were young, a phone was the thing down the street in a red box that we never used

because we didn't know anyone else with a telephone.

Other candidates for the list (in my case) are:

- Not remembering where you put the tool/part you need for safe keeping.
- Cursing the muffin that designed something to fit in a place you can't get a spanner on.
- Wondering (it's cursing again really) why the picture and description can't be on the same page in the Haynes Manual.
- Coming across that one bolt that won't undo (cursing time again).

Got any others? A trouble shared is a trouble doubled....

Remember that Cadillac Station Wagon?

Spotted by Derek Eaton and on page 11 of the last edition, this Fleetwood Brougham D'Elegance was guided between \$15,000 and \$20,000 at the RM Sotheby's Auburn Fall Auction. On the day Derek tells me it went for \$26,400 inclusive of buyer's premium.



Shows / Events Reports

Goodwood Revival

Always a great excuse for dusting off the Harris Tweed and attaching a picnic basket to your Fiat 500 (if you have them).

It was good to catch up with Graham Howard-Wall and his '49 Coupe (see photo—on back page). I had to ditch the Harris



Tweed jacket after the first couple of hours and replace the flat cap with a panama—top tip, a variety of clothing options is a good idea at events like this when dealing with the fickle British weather. The cravat stayed in place all day—you have to keep up some standards.

As well as the glorious nostalgia, the racing was amazing, there's nothing like the squeal of skinny tyres and the smell of burning hydrocarbons—bottle it and sell it as aftershave I say.

Prescott Hill Anglo-American Classic

Held at the Bugatti Club's hill climb venue in Gloucestershire, I think it's fair to say that numbers were down on previous years, no doubt not helped by the weather, which clearly limited some of the club attendance. This solitary Stanley represented the steam car fraternity where in previous years there would have been quite a collection.



Flying the flag for Britain's premiere Cadillac Club, were Angie and Paul Ross with their '68 Coupe deVille, (see page 10 and back page. nobody does it bigger!) and it was great to meet up with them there.

Bristol Classic Restoration Car Show

Even fewer displays and stands than last year and only one Cadillac in the car park—mine. In the afternoon there was still just the one - Paul Nieuwenhuis' CTS. After all the local press build up, you kinda feel short changed.

Phil Htole

Editor



Another edition bites the dust / hits the door mat / is consigned to history and we are close to the end of another year..... I'm convinced they are only lasting 6 months.

I did think about a review of the year, but you'll already know what happened. Besides it's a cheats way of filling up space in the magazine and is really only a last, last resort, the one after 12 blank pages and a set of crayons for a DIY magazine.

I had intended to report in glowing terms about the Cadillacs at the Classic Car Show at the NEC, but I hit a problem with the idea..... There weren't any. To the avid follower of this magazine (to those who are, I thank you) you'll recall a similar Lac-a Cadi situation in 2017. Maybe they only turn out on even number years. That said, the idea of an American display without its premier brand does seem a little strange. Another reason perhaps for having our own stand in 2020, but that is in the lap, not of the Gods or organisers, but of the membership.

On the personal front, my DeVille has developed a mind of it's own, switching the radio and A/C blower on and off for some time after I've stopped and locked the car. It's quite eerie looking out of the front window and watching the aerial going up and down or walking past and the blower motor starts. It's either a poltergeist or a loose wire..... My money is in the loose wire, but have you seen how many wires there are under the dashboard? Exorcising a poltergeist would probably be quicker.

As always, thanks to all those who have contributed to the magazine throughout the year. I hope all of you out there have great Christmas and as prosperous a new year as you would wish. *(If, like me, you are in the Ebenezer camp, a ba humbug time to you too.)*

Whatever you are doing, wherever you are going, travel safely,

Phil



A selection box

Classic Cadillacs from 'Prolific Picture Poster' Nigel Jackson



1932 V8 355-B Town Sedan



'47 Series Sixty-Two Convertible



'72 Sedan deVille - Just love the 'Pillarless' look



'33 Cadillac 452C convertible



Driving through the '50s

Being a child of the '50s, I don't have any experience of driving at that time, in fact my only recollections are of 'going out for ride' in my dad's 1938

Standard 8, which usually meant travelling less than 10 miles and getting back without mechanical failure or a puncture was a good day out.



Holiday times were 'the great adventure', we had relatives in Carmarthenshire and unless you took the ferry from Aust (there was always a long queue) the route via the A38 to Gloucester and then through Abergavenny, Brecon, Llandovery and Llandeilo, with many a stop for boiled eggs, cheese and tomato sandwiches, flasks of luke-warm tea and hedges for emergency comfort breaks. Add in at least 2 punctures and the odd mechanical glitch and we would arrive some 6-7 hours later and it was only 137 miles.... Those were the days eh.

But what was it like to drive back then? Well earlier in the year, Lin and I had the opportunity to find out thanks to being booked on a 2-day extravaganza by our son Martin..... In the depths of Worcestershire.

The Courthouse Unique Boutique B&B at Shelsley Walsh—it's right next to the Hill Climb course offers a package which includes Morgan car rental.



In itself that doesn't constitute a trip through the '50, but combine driving a sports car with no power steering, no servo brakes and a suspension from the dark ages, with a carefully planned route, pre-programmed into a Tom-Tom navigation system and 'B' road Britain awaits and it's quite an experience.



A flat cap is of course compulsory, you can wear it backwards for extra streamlining when travelling 'at speed'. Despite this being a 2017 Morgan, 50mph seemed extremely fast on

narrow roads where potholes and that 'so solid' suspension jar your spine in such an old fashioned way. Ahh, the pleasures of motoring.



Not that you want or need to go faster, in fact it's quite a workout, You get the car for 5 hours and cover around 60 miles, with an 'oh so needed' lunchtime break. Such is the interaction with the car that when we got back my Fitbit thought I'd walked 14 miles, even Lin in the passenger seat had covered 9 miles.

The first few hours we had the roof down, our first stop at the petrol station brought back memories, a chap in overalls came out and served us. Unfortunately, prices were modern day, but hey, you can't have everything.

As usual the weather played it's part and it was time to put the roof up..... We'd had instruction and were quite proficient, well Lin was, she remembered the important bits, whilst I was ok with the basics. With the lid up, it's much more cosy and peering out through the rain-soaked windscreen cleared by 3 tiny wipers was very 'Monte Carlo or Bust' despite no snow and only doing 35mph.

The beauty is, that everyday folk don't use those roads, they are too busy rushing up and down 'A' roads and motorways, so it's the motoring equivalent of being on the canal.



I've owned a sports car (a Chevrolet) for six years, I'm used to getting in and out a car that is close to the ground, but with the lid up, the Morgan presents a challenge, the doors are tiny. All in all a thoroughly enjoyable time. If you'd like to know more visit www.shelsley-walsh-hotel.com.



The Morgan Stable

As to the B&B, rooms are sumptuous and breakfast superb.

For the adventurous, a walk up the hill climb is invigorating—but it's easier on the way down.



Cadillac News.....

XTS bids farewell—The final XTS, a Red Horizon Tintcoat FWD Luxury model, has rolled off the production line in Oshawa, Ontario. It also signals Cadillac saying goodbye to the front wheel drive sedan format, though it does remain on base models of their SUVs

One commentator said the XTS ‘hadn’t been a terribly convincing Cadillac’. I would disagree, in that it’s large, powerful and comfortable just what a Cadillac should be. Despite rumours of it’s demise for several years, it still managed to outsell all the other Sedans in the Cadillac line-up. Thanks to Derek Eaton and Graham Darby who flagged up its passing



Escalade sales holding up well—Despite a new version being less than a year away, the Escalade still manages to dominate its sector in the US, with just over a 50% market share in Q3 of 2019. Just goes to show there’s still room for a



big ‘flash’ Cadillac, just it looks a little different to those of yesteryear and whilst the love affair with SUV’s continues, that ‘s not likely to change.

CT4 Pricing—The line-up for the 2020 Cadillac CT4 range starts at \$33,990 for the Luxury trim level. If you wish to add all-wheel drive budget an extra \$2,600 which will also add in heated seats and a heated steering wheel, bringing the total to \$36,590. The conclusion to the simple country lad is that Cadillac don’t expect customers with only rear-wheel drive to take their cars out in the cold. Then again why would Cadillac even build a car these days without heated seats.



Move up a level to Premium Luxury and you’ll pay \$38,490, but expect to pay an extra \$3,200

for AWD because you get heated and cooled seats to go with your heated steering wheel. I’m guessing that might be the preferred option in Arizona and all in will set you back

\$41,690.

The CT4 Sport appears to sit above Premium Luxury by a hundred bucks, plus the \$2,600 AWD package as in the base ‘Luxury’ model.



All models (with the exception of the ‘V’) come with the 2.0 litre twin-scroll turbocharged 4-pot engine developing 237hp and 238 lb-ft of torque.

The CT4-V gets a 2.7 litre turbo 4-cylinder

developing 325hp and 380 lb-ft of torque. A 10-speed automatic transmission delivers the power to the rear wheels and all for \$45,490 thought for an extra \$1,100 you can have AWD. (the same engine can be specified on the Premium Luxury model but tops out at 309hp).

Some commentators have referred to the CT4-V power output as measly and when compared to the 464hp available in the outgoing ATS-V it certainly looks that way. Then again, (shock horror, am I really saying this?) does it really matter? How many people will actually use all that power, other than as bragging rights down the pub.

2020 CT6 Platinum gets 800T Badge—I know you’re all wondering what I’m wittering on about? Remember back in the dim distant past of the May-June edition we announced Cadillac’s intention to go to ‘alphanumeric naming, where as well as the model name, e.g. CT5, they were also going to display the available torque too.....



The 800T represents the 774Nm of torque produced by the 550hp Twin-Turbo 4.2 litre LTA V8, rounded up to the nearest ‘100’. It’s 574lb-ft on old money and at the time of writing is the highest number to adorn the tail-light end of a Cadillac. Designed to be used on both internal combustion and electric propulsion vehicles who knows how high that figure will go—do we need a meerkat to explain it? Probably—Simples.



For latest specifications and current model line-up visit www.cadillac.com



Foam here to eternity

Very few of us consider our car seats when it comes to maintenance. Yes, we feed the leather or brush the velour, but we rarely think about 'what lies beneath'. Over time we may not even notice that the seats aren't quite as comfortable as they used to be. When Paul and Angie Ross decided on a retrim for their '68 Coupe deVille, the underlying reason was to restore that Cadillac comfort and it was the underlying that was the problem.



This is what 51 year old foam looks like, it's a case of sitting on the springs. The foam disintegrates and turns to dust, the seat equivalent of rust, no amount of patching is going to put that right. So, it's off with the old foam and once replaced the seats can be re-upholstered.



With the seats looking resplendent, the steering wheel needed a makeover and was treated to a new hand stitched leather cover.

Here it is before the stitching commenced



Coupe de Ville

Events 2020

Club Attended Events

17th May—*AGM***** at the Manor Hotel Meriden, Solihull CV7 7NH. Start 11am.

5th July—AACUK Summer Nationals at Hatton Country World, Warwick, CV35 8HA

July (date to be advised)— Rally of the Giants at Blenheim OX20 1PP

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.

Need an events publicised?

Let me know, or go to add an event on www.cocgb.co.uk. Or use our **Events Text-line 07842 22724**

Wanted—Help with Hearse Lights



Robyn Chapman is looking for 2 rear brake light lenses for a '75 Fleetwood Hearse. The current lenses on the car are starting to crack.



These are the ones fitted into the bumper as in the photograph above. Any information on obtaining/tracking down replacements would be greatly appreciated.

This library photo (not Robyn's vehicle) shows the placement on the rear bumper.

These rear lights may cover several models and are not necessarily '75 exclusive.

Contact Robyn by email at robynchapman55@gmail.com

Motor Racing.....

Before the end of the current Formula 1 season, Lewis Hamilton has been confirmed as World Champion, in fact he is now a 6-times World Champion. Clearly a huge achievement on his part and one which in time will undoubtedly re-write the history of the sport.

Some pundits have already proclaimed him the 'greatest of all time' and it would seem to be only a matter of time before he equals and surpasses Michael Schumacher.

Of course the 'GOAT' accolade is a subjective one, given advances in technology and the constant rule changes brought about by the sport's governing body, the FIA. How would the modern race car driver cope with skinny tyres and manually changing gear? Then again how would the likes of Fangio handle downforce and phenomenal acceleration, G-force and braking? It's impossible to know, perhaps they should quantify it by era/available technology, I think it would make a much more meaningful comparison.

These days it's very much business orientated and driven by success to the point where in the case of Formula 1, 3 teams dominate by virtue of the amount of money they throw at the 'quest to be the best'. I see that the FIA is amending the rules (yet again) to limit the amount they can spend (excluding driver salary) from 2021. The problem is they have too many rules, there's no room for innovation. Gran Prix racing in its concept was all about 'proving' vehicles to the buying public and making 'improvements' as a result of what was learned in these gruelling races.

Much the same can be said of rallying. Back in the '60s when the likes of Paddy Hopkirk were winning the Monte Carlo Rally, you could buy a Mini Cooper S that wasn't a world away from the one he drove. Nowadays the cars cost millions and it's just body panels that make them look similar to the showroom example.



*****WARNING*** Ba humbug moment coming—we are heading for Christmas.** It's not just Motor Sport. The idea that you can earn £250,000 a week for just kicking a ball is absurd. They may be very skilled at what they do, but it is just kicking a ball. The surgeons who save countless lives with their skills probably take 2-3 years to earn that much..... I know whose skill I rate higher! **The Ba humbug moment has now passed, thank you for your patience.**

Ok, I've taken my pills now so back to Motor Sport. When it comes to strange rules you have to go a long way to beat the Monte Carlo Rally of 1932, where the winner was decided by the auto equivalent of the slow bicycle race.

Cars had to be driven as slowly as possible (without stopping), in top gear for 100 yards, then as fast as possible (still in top gear) then brake to a standstill within 40 yards. Hardly a fitting climax for competitors who had driven from places like,

Frankfurt, Gibraltar, Lisbon, Stavanger, Palermo, Glasgow and Athens.

There was a winner, Maurice Vasselle in his 3.5 litre Hotchkiss AM2 who managed to cover the 'slow' 100 in 2min 35.51 seconds, an average speed of 1.5mph. Britain's Donald Healey rocketed up the 100 yards in 1 minute 54.91 seconds.....



but it was good enough for second place.

Needless to say, it was a 'one year only' test and sanity returned in 1933.



One of the Glasgow starters was Rootes PR man Dudley Noble in a Hillman Wizard 75, towing a caravan. Well you know how difficult it is to get a hotel room when these events are on. In case you were wondering, he came in 35th.

Replacement tank

Whilst it's good to preserve the original, there comes a time when replacement is the best policy and that's the route Graham Howard-Wall is taking with his 'Swiss cheese' fuel tank.

Ordered on Monday and delivered on Friday, all the way from Los Angeles, you can't fault the customer service.



As Graham says, it cost more to get it delivered than to buy it, though when you look at how much it costs to send a letter to the next town, \$ for \$ it's still probably better value.

Only original once

The idea of 'preserving' a car in original condition continues to garner support to the point where a 'tatty' original is worth more than a superbly restored example. I guess it's down to personal choice, though I do wonder how far you go. If you never intend to use the car then it doesn't matter, but if you do, there are many things on a car that need/must be replaced. Is the happy medium to replace the parts but keep the originals with the car as part of it's history.

Be interesting to hear your thoughts.....

Cadillacs in the wild

Roaming charges apply—usually around £1.30 a litre



Some girls just can't resist a man in uniform, though the Cadillac helps. Graham & Melanie Howard-Wall with their '49 Coupe deVille at Goodwood Revival.



How does she do it? Not only is Angie Ross our steelworks guru, she can even manage to shine an entire '68 Coupe deVille with the worlds smallest bottle of polish. Is there no end to her talents?



Pictured at Prescott Hill Anglo-American Classic, this 2004 XLR is one of only two in the country (the other one is an '07 model in red owned by Peter Carr).



Derek Drinkwater's 'Le Monstre' parked up at Goodwood.



Also at Prescott Hill this extremely nice 1928 V8



Danyel Mills latest acquisition, a '76 Eldorado.

Printed by Red Side Up Printers, Haverhill, Suffolk

