



Cadillac



Owners Club of Great Britain



Century 21 - The early years



From
STS
to
BLS



&



CTS
to
Escalade



Standard of the World

November-December 2022

Cadillac Owners Club of Great Britain

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

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Front Cover: Early 21st Century Cadillacs from the Simon Green Archive
Top 4 clockwise—CTS, SRX, XLR, CTS-V. Bottom 4 L-R—STS, BLS, CTS, Escalade



Club News

From the Chairman



Hello Cadillac fans! I didn't receive any hate mail from my first piece for the magazine as Chairman. Thank you. Well here goes my second attempt.

September has been a busy month for showing my '49 Coupe DeVille. The first event was at the historic banked racing track, at Brooklands on 4th September. 31 years ago, the car was displayed here by the previous owner. This was the first ever outing with the car. Mel and I were invited along (I believe I was taken along as back up being Chris' mechanic) This year a very good turnout of Cadillacs were present.

On the 9th September I presented a trophy to our Honorary Life President, Peter Griffiths. Unfortunately, due to Peter's health I was unable to give it to him directly, so I presented it to his son Barry.



11th September I managed to see another '49 Coupe DeVille belonging to Billy Shackman. Ed. See page 5 for further details

18th September was Goodwood Revival and as usual there was a vast array of amazing cars, pickups from different countries. I was a little bit disappointed at the small amount of Cadillacs there. If you're a Mustang fan, you had a ridiculous amount to see.

I am encouraged by the amount of collectable, classic and specialist vehicles at the various shows/events that I have attended. Despite the cost of fuel, enthusiasts are still eager to show their pride and joy!

October will be a quiet month for my car. My wife has a milestone birthday, so I have arranged a few trips with her to celebrate the fact that she has actually got to this age!!!

With winter looming I can imagine some of you are planning to sort out jobs you need to do to on your cars or maybe put them into hibernation until the spring. I certainly have things to do to my 73-year-old car.

As we approach that time of year, yes the festive season will soon be upon us, I wish you all a very **Merry Christmas**. Stay safe, keep well and carry on looking after those 'Standards of the World'!

Graham

Ed. The inscription on Peter's trophy reads:

Presented to Peter B. Griffith
(Chairman 2001—2022)
by The Cadillac Owners Club of Great Britain
on becoming Honorary Life President July 2022

Rod Bevan



Treasurer/ Membership

Welcome to our new members

Jordan Jordan of London with a 1955 62 Series Sedan, Garry Morse of Stoke-on-Trent with a 1974 Deville and Shaun Liddiard of Hampshire with a 1959 Fleetwood Limo. A big welcome and if you've not already done so, please join us on our own Facebook page.

I've just changed the belt tensioners on my Deville. The water pump belt tensioner was acting a big strangely and so I changed the main drivebelt tensioner as well. I assume the old ones were the originals. An amazing difference in tension in the main one and the water pump tensioner behaves better. Quite a workout getting the serpentine belt on with the new tensioner. Had to have lie down afterwards.

Apart from that it's been quiet here in Herefordshire. As I write I am aware that this will be last magazine of this year. No mince pies yet but a very Merry Christmas to you all and a Happy New Year. See you at a show in the next one.

Stay safe, look after yourself, family, and the Cadillac.

Rod

Phil Hole

Editor



Another year flown by, strange to think that it's 12 months since, we had 3 cars heading to the Classic Car Show at the NEC.

This year Steve Sullivan and his 'better than factory' '58 Sedan DeVille will be taking part in the Classic American—Kingstown Shipping Car of the Year Grand Final—Good Luck Steve.

One of our highlights this year has been following Pete Wood's 'London to Brighton' odyssey and for those of you that have seen his You-Tube videos, there seems to be no better way of seeing Central London, than from a 1903 Model A Cadillac.

The Assistant Editor and I thank everyone for their contributions to the UK's Premier Cadillac Magazine, we will see you all next year and in the meantime.....

It's a Merry Christmas from Gracie and a Ba Humbug from me.

Stay safe, stay well,

Phil



Amos' Autos

'Hanging out with the cool dude'



Hey Dudes,

I thought I'd start with a little modern day nostalgia, the Cadillac Cimarron. 'You cannot be serious' I hear you say, (Ed. I didn't know John McEnroe was a member), but hey it's an interesting car for all the wrong reasons and it's 40 years since it was launched.



Introduced for the 1982 model year, with the aim of rivaling the likes of BMW, Audi and Volvo who were having success with small (by American standards) luxury cars, the Cimarron had a 1841cc 4-cylinder transverse engine developing 88hp and 100lb-ft of torque and drove the front wheels via a 4-speed stick-shift. It was the first 4-cylinder the company had produced since 1914. Billed as 'a new kind of Cadillac for a new kind of Cadillac owner', even the company didn't seem too sure about it, initially branding it as Cimarron by Cadillac rather than a full blown Cadillac. That changed in '83 when it became the Cadillac Cimarron. In an article found by our good buddy, **Derek Eaton**, it was listed among the '9 awful cars by brilliant brands', but was it such a bad car? No, it was simply a victim of badge engineering, something we're very used to these days. Utilising GM's J-Body platform it was effectively a very posh Chevrolet Cavalier (you'll have seen them many times in Vauxhall guise) and at \$12,181 twice the price of the Chevy. Between 1982 and 1988, 132,499 were produced and no doubt did introduce many new customers to the brand.

I bet if I said Subaru, it would conjure up thoughts of a blue WRX with gold wheels, the late Colin McRae, a boxer engine and many a world rally championship, but



between 1958 and 1971 they produced the Subaru 360. Built to comply with the Kei Car regulations it was 9' 10" long, 4' 9" wide, 4' 6" high and weighed in at 900lbs (just over 8 cwt).



Power came from an inline 2-stroke 356cc transverse mounted rear engine developing 25hp, driving the rear wheels through a 3-speed gearbox. Top speed was 60mph (just) and it could in theory get there in 37 seconds, so was quicker than boiling an egg. The claimed 66mpg was somewhat optimistic with some owners claiming it was nearer 25-35, but I guess if you were trying to get to 60, there were a lot of 'revs' involved. Because it weighed less than 1000lbs, it was exempt from complying with US Safety Regulations. Malcolm Bricklin of Bricklin SV-1 fame, established Subaru of America and imported 10,000 into the USA where they were advertised as 'Cheap and Ugly'. A total of 392,000 were produced.

To some, 3-wheel vehicles are simply a car with a wheel missing, they were to many, the next step up from a motorcycle with either one wheel at the back—arguably the more stable option or, one wheel at the front for rollover jeopardy. For the 'true' you've got a wheel missing look you need the 1990 Honda Caren.



Believe it or not, this is a motor scooter with a body and a 3rd wheel. Despite its extra width it's still only a single seater though you would stay dry. Its heritage is clear when you see it from both sides.



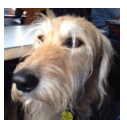
Its 50cc motor pumped out 3.8hp and it had a top speed of 35mph which proved 2 things, 1. the Subaru 360 really was quite luxurious and 2. your day is unlikely to get weirder.

Of course the micro car is still with us and hunting an electric socket in the future. Take this prototype Microlino 2.0 which



looks remarkably like the BMW Izzeta. Light for an electric vehicle at around half a ton, it has 4 wheels, is capable of 56mph and has a 124 mile range with a recharge in 4 hours from a domestic 3-pin socket. When it enters production prices are likely around the 12k Euro mark.

Stay Cool Dudes...



Alan Reed



Show Coordinator

Hi Caddy Fans,

I am the new show coordinator. Phil said I have been a member of this club for 33 years and it was time I had a job, so now you know who to blame.

In the past we did try to put on our own shows, but it was always the same 4 or 5 people doing it all. So, we (the committee) think, given our small numbers and how spread out we are, it's better to support local shows. That's where you come in. If you know of a show local to you, give me a bell on **0208 2010147** and I will see it goes into the events section of the magazine and the website, then when you get there you may have some friends to talk to. *Ed. You can also publicise it on the Facebook page.*

As you've probably seen, the Pre50AAC are looking for a new venue for next year's Rally of the Giants, as Blenheim is no longer available. It's the same with the AACUK, I've been in contact with them to ask if we could continue to join them at their show and I'm going to contact the DAM Yankees to see if we can join them at North Weald next year.

The more show we know about, the more we can get together as a club, even if it's only in small numbers. If you don't want to talk to me (*Ed. I'm saying nothing*) you can always email Phil with details.

Alan

The 'Other' Flusive '49 Coupe deVille

By Graham Howard-Wall

On a recent trip to Liverpool, I was lucky enough to be able to visit Billy Shackman. He is the owner of the other 1949 Cadillac Coupe deVille. It took me 4 years of searching to find this car. It has enforced a belief I had that the '49 Coupe deVille is a rare car. I joined 6 different Cadillac related groups on Facebook in my search for others. But it was a chance meeting with someone at last years Classic Car Show at the NEC that led me to Billy and his '49. A couple of phone calls to him and a meet up with him at Stars and Stripes at Tatton Park in July, though he didn't come in his '49. He pointed out that his has been repainted and retrimmed. A bonus of my visit to



Liverpool was not only did I see the '49 Coupe deVille, I also got to see his '49 Convertible. He son Adam was also there and his enthusiasm for the 49s is great.

Three blokes called Graham



As the Chairman noted, what are the chances, 3 Cadillacs at Brooklands, all owned and driven there by people called Graham.

That got the assistant editor thinking—what percentage of the club is Graham? The answer apparently is 5.36%, so you are an exclusive band and include lighting wizard Graham Pillon, regular contributor Graham Darby and who can forget the one and only Graham 'Hubs' McDonald..... Not us.

Also at Brooklands...

A comprehensive assortment of Cadillacs



And a DeSoto...



1903 Cadillac Model A

The adventure continues

By Pete Wood

Well, here we are 13th September and fresh off the boat in the UK, 1365 (left) got a new playmate today - 1247 just landed from California.....

The two colours offered by Cadillac in 1903 - maroon or black.



Another day as they say and here we are on 14th September

I have just returned from a fantastic drive over to the guys at the Biggin Hill Heritage Hangar, home of the UK's largest fleet of iconic WW2 Spitfires.....



I watched the twin seater Spit land, having just taken a paying guest for a flight, and the pilot eased herself out. It was Anna Walker, the world's only female Spitfire pilot.

Anna spotted my car, and made a bee line for it. She had a massive smile on her face as she told me how she had taken part in a London to Brighton run in a Clement Bayard brought over from Uruguay.

I handed her the starting handle, with a challenging look - and Anna not only accepted but started 1365 first time. Impressive!! I have said she can take 1365 for a trip, ANY time.



The Cadillac pulled like a train today, with a reconditioned trembler coil from Rod Viveash. So here I am, with a huge smile on my face. What a perfect day.....

There are 24 Cadillacs entered in the 2022 London-Brighton run, only the De Dion bunch has a larger contingent, around 40, but that company started 20 years before Cadillac so there

are a few more of them around.

My car is number 155 and I've got the plaque to prove it. Not long to go now.



A brush with a kerb and modern technology

Following the minor bump with a kerb, after the driver of a modern car caused me to take evasive action at a mini roundabout, I took the 1903 Cadillac to Kwik Fit to have the tracking checked using their 21st Century digital equipment (mounted on all four wheels).



The car's track rod has been modified by NP Veteran Engineering, a couple of months ago, so that the tracking is actually adjustable (it is threaded, rather than just bending the rod).

Trevor, the lead mechanic at Kwik Fit, is a horse and carriage man and so I knew I was in good hands. After a bit of adjustment, the results came back that the alignment is well within limits and I sustained no damage from brushing the kerb. Very reassuring and I would like to thank manager, Joe, for letting me have the first slot on the ramps this morning.



Looking good for the London to Brighton Run, once again.

I have now done a total of 300 miles, which is nothing compared to the 1906 Cadillac Delivery, owned by farmer Laurie Cocker in New Zealand. He does that mileage every week. An inspirational owner.....



Ed. By the time this edition hits your doormat, the London to Brighton Run will have come and gone—see how Pete and his 1903 Model A got on in the next thrilling instalment...

The Queen



As the last edition of the magazine was being printed, news came of the passing of Queen Elizabeth II at Balmoral Castle in Scotland.

Very much the end of an era with all of us having lived the majority, if not all of our lives during her reign, a head of state we didn't have to vote for every so many years and with no political affiliations or agenda.

The Queen enjoyed driving, from her early days at the wheel of a military truck in WWII into her 90s when she could be seen at the wheel of her Jaguar or Range Rover around Windsor.

Blessed with the ability to make the people she met feel special, she will be missed. R.I. P.

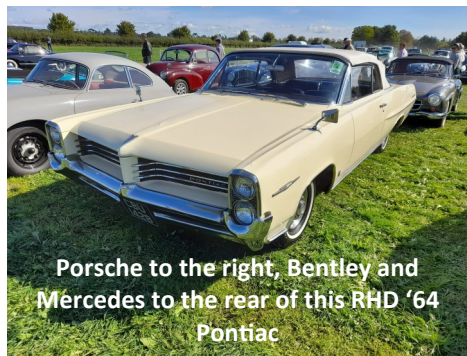


Goodwood Revival Car Park

Go to any large motoring event and you'll often see some great cars in the car park as this selection from **Graham Howard-Wall** illustrates... *Ed. I wonder if BMW got the idea for their latest oversize grill from this '38 Plymouth?*



'38 Plymouth



Porsche to the right, Bentley and Mercedes to the rear of this RHD '64 Pontiac



No mistaking a Chevy, or the Mk II Jag it's parked next to



You'll all know this '49 Coupe



'60 Buick Le Sabre



'53 Series 62 Ragtop



Hugh Howard's '64 Ragtop



This Nash Metropolitan is over from Belgium



The Sheriff was in town...



And so were the Army...



'59 Ford Ranchero

Digital License Plates

Sometimes, you think that technology has gone too far—go on admit it, a lot of the time you think technology has gone too far. What about Digital License Plates? They are legal in California, Arizona and Michigan but isn't it just something else to go wrong? What are the advantages / disadvantages to this techno twist?



Seems they can be programmed to do many things, from detecting when they've been stolen to paying for parking and tolls rather than a windshield mounted tag. They can also display 'Vehicle Stolen' or monitor speed and track position. There's also an opportunity to advertise or inform.



Disadvantages, well firstly there's the price, \$499 for the plate and \$55 pa for the license to use or, if you want the premium \$599 & \$75. You could argue it's a small price to pay for the added security and level of personalisation. You may not be able to avoid a speeding ticket as your plate could be spying on you and how secure is the technology, will hacking plates become a criminal pastime? You can steal a regular plate but you can't hack into it and steal information. Not to worry, it won't come to the UK..... Or will it?

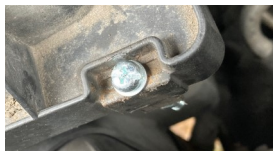
Hints & Tips....

Winter Windscreen Washers—I always run the windscreen washer tube around the heater pipe to stop it freezing and if it has frozen it'll thaw out quicker.. **Alan Reed**

Broken Air Filter Box Clips—If your car has these spring clips holding the lid on, then there's a possibility that with age comes frailty and you end up with a broken clip. Can't get a new one or difficult to source quickly? Run a small drill down through



both parts and use a nut—bolt/screw combo to secure the lid. If you want to replace the clip at a later date the hole won't show.



Calliper pins—when you change brake pads it's always worth removing, cleaning and regreasing the calliper pins before you reattach the calliper. Also check the rubber boot for damage. Pins that don't slide easily can lead to excessive pad wear and overheated brakes and warped discs.

Rock Auto Discount Code: 219469139161577680

Valid until 18th December 2022, enter in the 'How Did You Hear About Us' box at checkout and remember to choose the FedEx shipping option for fast bureaucracy free delivery.

Cadillacs Wanted

Buck, Beds & Oxfordshire Rep Andy Inglis is looking for a nice 'up together' 1959 Cadillac Coupe, prefer a dark colour but all considered. May consider other years. Please email thecadillacman@btinternet.com or phone on **07836 349356** if you have or know of anything for sale.

Joe Darby is looking for a '58, '59 or '60 two or four door Cadillac in 'turn key' condition. He's based in Essex and willing to travel. **You can contact Joe on 07517 990245**

Brian is looking for either a white '59 Coupe deVille or a '67 Eldorado (in blue preferably). **You can contact Brian on 07894 269106**

A timing-ly warning



From Smiley Piston

If your car has a timing belt, remember to check and replace it at the recommended intervals or bad things might happen. Not only will your pistons get a headache when they meet their valves, your bank balance will too....

The Futures Bright....

The Future's Orange.... Was the tag line for a mobile phone provider from 1994 to 2008 but it equally applies to this Chevy. Snapped by 'roving reporter' **Paul Ross** (he was wearing dark glasses to protect his eyes) at the Gaydon Motor Museum Meeting in October.



Is there a car attached to that bumper?

In 1974, safety regulations came into force in the US which included standard height, 5mph impact bumpers. In the UK we noticed this development with the '74 MGB which grew in ride height and ditched its slimline chrome variety for the 'fat rubber look', which didn't please the purists, but hey when your major export market changes the rules, you have to adapt.



Arguably you could say that MG made a better job of integrating the change than either Mercedes Benz or Alfa Romeo where it was a simple bolt on job.



Watching recent 'Wheeler Dealer' programs from California, it seems the way to 'add value' to a car is to put it back to 'original style'. I can see the appeal

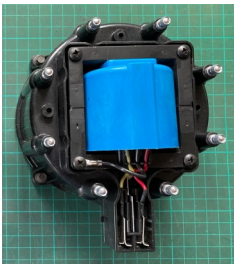


Photo: Sigrid Hofmann

Rough Idle

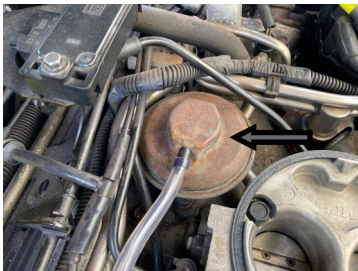
Since returning from Rally of the Giants back in July, my Cadillac has been suffering a rough idle at tick-over so not very Cadillac. My first thought was ignition. (*That's actually not true, my first thought was bloody car—a much uttered phrase of classic car owners irrespective of make or model*).

I changed the plugs and leads, a true joy on a transverse engine V8 whose designers clearly hated the idea of the home mechanic and threw in obstacles to deter us, but we are made of sterner stuff—skin and blood mostly, which it's easy to leave in liberal quantities when dealing with the 'back' four. Several days (or was it weeks) later and with a new distributor cap for good measure, it was still the same..... curses.



Next on the agenda was a new coil, an easy job as it just fits into the distributor cap. If this didn't work, could it possibly be an injector. I was hoping it wasn't as there's another pain in the butt job and if you're changing one, it would make sense to change the lot.

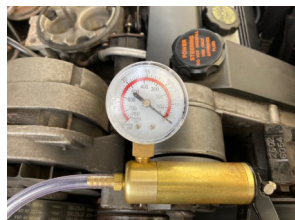
New coil fitted and sadly no change, time to trawl the internet for inspiration. It came in the form of a suggestion that the EGR Valve might be at fault.



The Exhaust Gas Recirculation Valve on the '92 Sedan deVille sits on top of the inlet manifold and is (in this case) vacuum operated. It's part of the engine's emission system and is used to recirculate a portion of the burnt exhaust gases back into the intake

with the aim of cooling down the interior of the combustion chambers. AS NOx gases are mostly created when nitrogen & oxygen are subjected to high temperatures, doing so, significantly reduces the emission of NOx out the tailpipe. A faulty EGR could easily cause a rough idle..... How to test it? Firstly, it's a good idea to check all the vacuum pipes around the engine bay, a split pipe to the EGR is an easy and inexpensive fix. They were all fine, in fact I'd replaced most of them a few years back, but still worth looking at. To test the EGR you simply attach a vacuum pump and it should hold a vacuum.

In this case it didn't, so this could be the cause of my problem, only one way to find out..... 2 days 19 hours and 36 minutes later courtesy of Rock Auto and FedEx the new one arrived, from Phoenix Arizona, took 15 minutes to fit and smooth idle is restored.



Ed. Vacuum pumps are readily available and relatively cheap (£13.50 upwards). They have many uses from single handed brake bleeding to checking the integrity of vacuum operated systems—a useful addition to any toolbox #christmas present.

Idle & Rough

From the Simon Green Archive



This 1977 Cadillac had started life as a Coupe deVille before being converted to a camper. It's fair to say that it was very much a 'static' caravan when photographed. But was it salvageable? The reality is that it probably wouldn't be worth a quarter of what it would cost to restore and sadly that applies to many of today's 'modern classics'.

Truckin' Cadillacs

1904 Model 'B' en-route to the Capital for the London to Brighton Run and Paul Ross on one of his many fuel saving exercises this year.



What can we learn from these photos? For a start if you're moving a '68 Coupe deVille you're gonna need a bigger truck. *Ed. You don't get wisdom like that from Confucius*



It's also a reminder that you can buy breakdown/recovery with many insurance policies which are often a fraction of the price of those sold by the leading breakdown providers. Just check the wording before you buy in case there are limitations on the number of call-outs.

Events 2023

March

24-25—Classic Car & Restoration Show at NEC B40 1NT

April

23—Drive It Day

September

13-15—Isle of Man Festival of Motoring (details below)



ISLE OF MAN FESTIVAL OF MOTORING

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OFFICIAL CLUB OF GOLF & MOTORING

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PLUS

- Optional Track Sessions on the Jurby Airfield Circuit - Optional Gala Dinner with Dinner, Entertainment & Dancing

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'85 Bustleback Seville—one of the most recognisable rear end stylings of the '80s



Eldorado Ragtops 20 years apart— '76 & '96



XLR—Roof down in the sunshine



Seville STS

Cadillacs at Locomotion in Richelieu, France

Photo-fest from Sigrid Hofmann



'78 Coupe deVille

And of course it wouldn't be France without a Citroen, Peugeot & Renault, would it?



Or a Triumph—who sent for Bergerac?



Cadillac News.....

Back at Le Mans in 2023—with the Cadillac V-LMDh, (*Ed. catchy name that*). This 3rd generation prototype will contest both the IMSA WeatherTech SportsCar Championship and the FIA World Endurance Championship, in 2023. There is another option, it could be the next Batmobile, it would certainly be cooler than some of the recent offerings—



“to the Bat Cave Robin”. Biff! Boff! Kapow! Whack!!

Unsurprisingly—the Celestiq’s main competition may come from old rival Rolls Royce with the announcement of the ‘Spectre’ a name I can’t say without a terrible Sean Connery impression given its ‘Bond Villain’ heritage, “Yesh Mish Moneyppenny it’s Shh-Pectre”. Back to reality, or as near as I can get when contemplating a car with a starting price in excess of £300,000,



it’s nothing really new from BMW’s flagship brand, more an electric update in terms of styling, a replacement for the Phantom Coupe which disappeared way back in 2016. Weighing in at 2.9 tons it has front and rear motors producing 585hp and 664lb-ft of torque which is claimed will accelerate it to 62mph in 4.5 seconds Range is said to be 320 miles.



By contrast the Celestiq is much more ‘space age’ in its looks.



With a dual motor set-up giving an estimated 600hp and 640lb-ft of torque and 0-62 in around 4 seconds the range is 300 miles, so it’s broadly similar to the Spectre. It does have 4 doors rather than 2 and is in my opinion much better looking.



There will no doubt be other rivals coming along in due course, but it’s great to see Cadillac back in the

frame. With thanks to **Derek Eaton** for heads up on the Spectre.

If you want the ultimate SUV—then the 2023 Escalade has to be on your shopping list. Large, luxurious and every inch a Cadillac.



If, however, your tastes/ requirements are more Mad Max or Judge Dredd, then the Rezvani Vengeance

might be more to your liking. With prices starting at \$250,000 and if you tick all the option boxes, the fully loaded price could reach \$650,000. In the bargain basement \$250k offering you get



essentials like panoramic sun roof, power tailgate, forward collision warning and automatic braking. Pile on the options and for 95 grand you

can add bullet proof glass, smoke screen, (I’m already reaching for the Sean Connery accent again), thermal night vision and electrified door handles. But would it be better than an Escalade? Here’s the thing, under that armoured body shell there is a 2023

Escalade. Go on unleash your inner 7-year old, it’s only money after all, though for the same amount you could have the Escalade and a Celestiq—Ahh the stuff of dreams.



It’s good to see— that the 2022/23 CT4 heated, ventilated seat retrofit has commenced.



A ‘knock on effect’ of the semi-conductor shortage which continues to affect the motor industry and new car production, the work will be carried out at Cadillac

Dealerships at no cost to the customer.

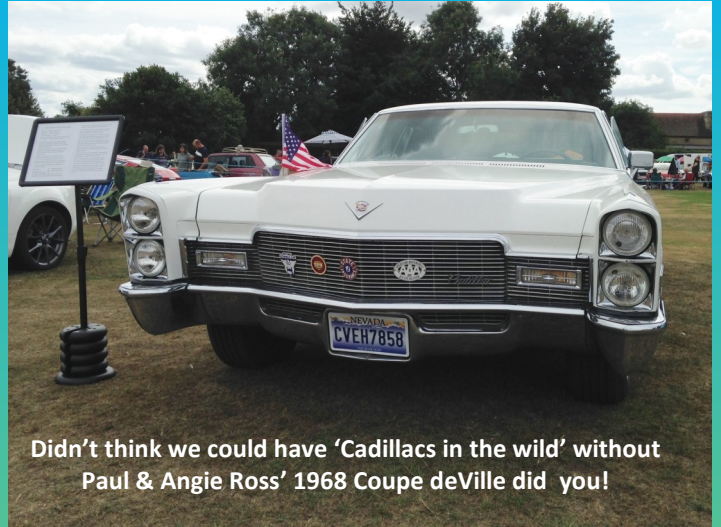
If there is a ‘butt’, well in future it will be either warmed or cooled depending on whether you’re in Boston in February or Phoenix in July.



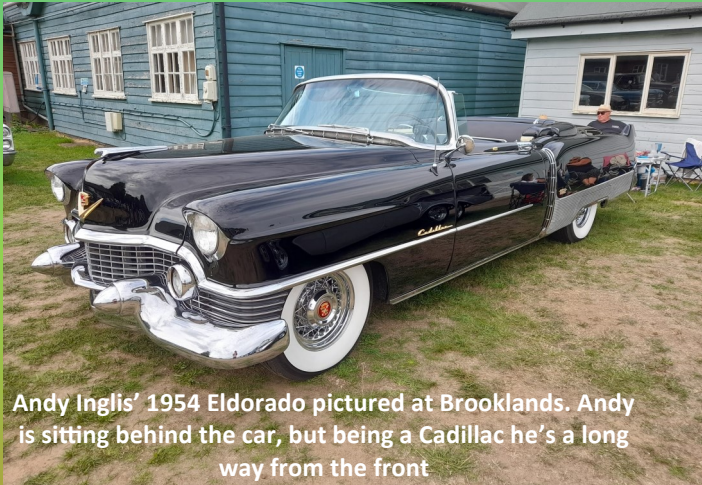
Cadillacs in the Wild.....



The only Cadillac at the October Gaydon Meeting, Peter Stanton's 2000 STS. What no Aircraft Carrier I hear you cry! Seems the '68 Coupe deVille was indisposed (broken down), Paul certainly get's his money's worth from that recovery service—don't worry, like General McArthur, it will return



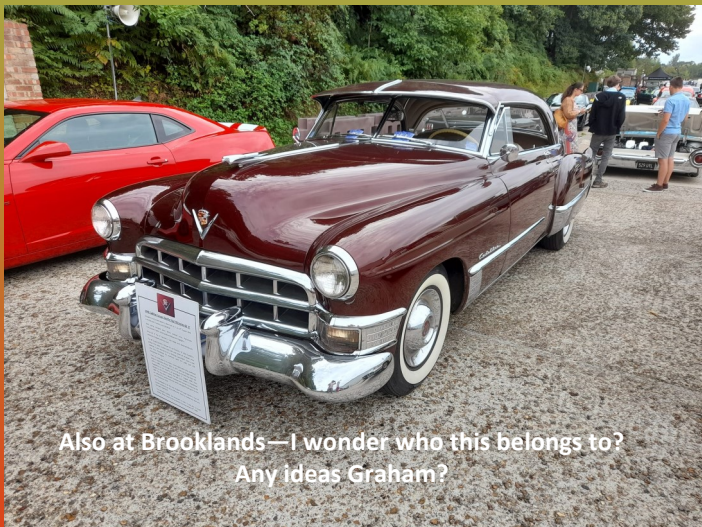
Didn't think we could have 'Cadillacs in the wild' without Paul & Angie Ross' 1968 Coupe deVille did you!



Andy Inglis' 1954 Eldorado pictured at Brooklands. Andy is sitting behind the car, but being a Cadillac he's a long way from the front



Another '54 Ragtop photographed by Paul Ross at one of the many shows he attended in 2022. Good to see he had Cadillac company again at this one.



Also at Brooklands—I wonder who this belongs to? Any Ideas Graham?



To finish as we started with Century 21 Cadillacs, here's Graham Darby's STS V8 at the Sherborne Classic in 2018

See you all on the flip-side in 2023

Stay safe

