



# Cadillac



Owners Club of Great Britain



*Standard of the World*

March-April 2023

# Cadillac Owners Club of Great Britain

Club website (with International links): [www.cocgb.co.uk](http://www.cocgb.co.uk)

Facebook—Cadillac Owners Club of Great Britain

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## Affiliated to the Cadillac-LaSalle Club of America

For Cadillac LaSalle Club membership, contact Mike or Nancy Book on 001 614 478 4622 or [CLCoffice@cadillaclasalleclub.org](mailto:CLCoffice@cadillaclasalleclub.org)

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Front Cover: **Club Cars from the top:** 1930s 1931 355A—Sudhir Choudhrie, 1938 LaSalle Series 50—David Snook

1940s 1947 Convertible—Charles Hickey, 1941 Series 62 Sedan Delux—David Tate

1950s 1954 Eldorado—Leigh Spivey, 1955 Series 62—J. Jordan, 1958 Series 60 Special—Darren Gilling

# Club News

## From the Chairman



Hello Cadillac Fans! Well, 2023 has arrived! I have already been to some local shows. I have also represented the Cadillac Owners Club at the Club Expo. This was run by The Federation of British Historic Vehicle Clubs Ltd. The Venue was at The British Motor Museum, Gaydon. The subjects covered was varied. I was very interested in Nigel Elliot talking about fuels. I got the impression that Supreme unleaded will be available for quite a while. Can keep the 49 running on original parts for a few more years. Other speakers were promoting their products. Insurance from Peter James who sponsored the event.

The bonus was we were allowed to browse around the whole museum. The varied British makes on display certainly made an interesting time. Some ex-royal cars, some last of the line production cars, some concept cars and the Duke of Edinburgh's electric Bedford CF minibus.

I hope you are getting on with the various jobs needed to keep your pride and joys ready for this year's showing. My own car luckily is only needing a few small bits and pieces to be sorted. The Vacuum operated antenna had stopped working. A friend of mine is a retired machinist and I asked him to make new parts for it. Also, the vacuum hoses are perished (not surprising for a 73-year-old car!) Just need to find the time to get on with it. The Clubs resident Aircraft Carrier, is currently in dry dock! So, no competition for how many events we can get to at the moment!!!

Being semi-retired you would think that time was your own, But no! I gained a new granddaughter in December. She has been taking up all my spare time!

Let's hope we get some good weather for larger meets around the country this year. Please put photos on Facebook or send them to our editor. Because we are the 'Standards of the World'.

Graham

## Rod Bevan

### Treasurer/ Membership



#### Welcome to our new members.

A very warm welcome to Khalid Affara of London with a 1981 Eldorado convertible, Philip Crossley of Swindon with a 1955 Series 62 Sedan and Adrian Glen of Norfolk with a 1968 Eldorado.

A big welcome also to Michael Fonfe, member number 100 returning to the fold.

#### The quiet life

To be expected during the winter. A few maintenance jobs on the Fiero. Well, it went for its MOT and passed but then decided to overheat. It needed a new fan switch. This solved that issue but then it decided it needed more attention. It wouldn't start. Cranked but no movement of the dashboard tachometer. Ignition Control Module in the distributor! Looking at Rock Auto, £35 for the ICM or £65 for a new distributor. It has recent new plug wires, but I also ordered a new ignition coil and EGR valve to go with the new distributor. Cleaned a few other things whilst in there. And now it works fine. I'm making no claims on the Cadillac, otherwise it will come out in a jealous rage.

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

Rod

## Phil Hole Editor



Firstly, an apology, due to a 'confusion of Johns', the result of a 'Senior Moment' on my part, I wrongly attributed this wonderful '66 Coupe deVille to John Law in 'Free Magazines'. As many of you will know from previous magazines it belongs to John Lond. Both emailed me to tell me of my mistake, John Lond even going out to the Garage to make sure it was still there—it was.



It seems there have been spurious emails doing the rounds again. The latest appear to come from Graham Howard-Wall and say he's going into a ZOOM meeting and to reply to the email. If you get one DON'T reply, simply forward the email to **report@phishing.gov.uk and delete the email**. We are not alone, the Corvette Club Chairman has apparently sent the same email. You can see the 'true' email address by tapping/clicking on the senders email address.

As we head into spring/summer it would be nice to get a few more articles/feature cars/my other car is/hints/tips/ photographs. It makes life here for the Assistant Editor and I much easier if we have a choice. The moment this edition goes to the printer, we make a start on the next and sometimes there isn't anything to start with.

Finally, it's a fond farewell to Mike & Nancy Book. They have been running membership for the Cadillac LaSalle Club for over 20 years—You'll see their details at the top of page 2. We wish them all the best for the future. Details of who's taking over from April, will appear in the next edition.

Enjoy this edition and we'll see you all again in May, so in the meantime...

Stay safe, stay well,

Phil



# Amos' Autos

*'Hanging out with the cool dude'*



Hey Dudes,

It's nearly Spring, so lets start with something cheerful, well it makes me smile.



The 1969 Ferves Ranger 4X2, was designed by Carlo Ferrari, (no relation to the other dude that built sports cars). It's a small off-road passenger vehicle with Fiat mechanicals and boasts a 499cc air-cooled inline 2-cylinder engine that produces a heady 18hp and drives the rear wheels through a 4-speed manual gearbox.



It is said to be quite a capable off-road vehicle, thanks to its low weight. It also has a very low first gear for steep ascents and the ability to brake the rear wheels individually using a pair of hand levers. Only 600 were made, of which about 50 are still around.

**Going** a little more mainstream, but sticking with the Fiat underpinnings, this 1956 Fiat 600 Multipla had a forward control driving position and could carry 6 people or a lot of luggage, though it had to go in through the side doors as the rear engine scuppered any idea of a hatch-back. Power came from a 633cc inline



4-cylinder water-cooled engine developing 21hp. Its carrying capabilities all the more remarkable given it was only 11' 7" long and 4' 9" wide. Some large modern SUVs would struggle to carry that much these days, though they would be faster. 0-50 time (it couldn't get to 60) was 43 seconds, but fully loaded it was quicker to boil an egg. An increase to 767cc in 1960 improved matter slightly with an extra 4hp.



Coachbuilder Fissore created this open sided prototype based on the Multipla in 1956. Called the Marinella it had a wraparound wicker seat in the rear. Anyone else thinking Milk Float?

As it's Spring there's bound to be Daffodils, see told you! The DAF Daffodil—queue the Van der Valk music and we can all whistle along.



In production from 1961-67, the DAF was powered by an air-cooled 746cc 2-cylinder boxer engine developing 30hp. With a 0-50 time of 29 seconds and a top speed of 65mph it could easily outrun a Multipla. As with all DAFs, it used the Variomatic transmission. I expect many of you can remember the advertising slogan regarding the gear shift—'Forward to go forward and back to go back.' Yes, it really was that simple and not a driving mode button in sight.

**We've** all heard the name 'Ghia', it's on the back of many a 'posh' Ford and who can forget the Karmann Ghia take on the VW Beetle, but what about Dual-Ghia? Dual-Ghia was a collaboration between the Dual-Motor Corporation of Detroit and coachbuilder Carrozzeria Ghia in Italy, when Dual bought the rights to the Ghia designed Chrysler Firearrow. At the time it created the longest assembly line in the world. Dodge frames and drivetrains were sent to Italy for Ghia to do the bodywork and interior before returning the partially built car to Detroit for completion. A similar idea to the Cadillac Allante production line though that was much more economical—it only went one way.



The '57 Dual Ghia D 500 was powered by a Dodge 5.2 litre Hemi V8, though some cars were delivered with the Chrysler 5.9 litre V8. Transmission was 2-speed automatic.

**Now** if you are a Corgi Car collector or were a kid in the '60s you may well remember the 2nd generation.

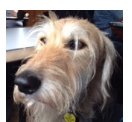


Only the prototype carried the Dual-Ghia badging, production vehicles were named Ghia L 6.4 and they were made almost entirely in Italy. Available only as a coupe, the interior also had a very 'Italian' feel to it. The 6.4 litre Chrysler V8 produced 335hp and drove the rear wheels through a 3-speed TorqueFlite transmission.



The price was a hefty \$13,500

*Stay Cool Dudes...*



# A Rare Beast

By Pete Wood



This 1905 Cadillac, with Essex number plate, is one of just three known UK survivors from that year. But it is a long way from home, now.....

It was taken, by its UK owner in the late 1940s, to Canada - when he emigrated there. Once there, the car took part in many events including driving across the whole of

Canada in the 1950s. It is now in the Reynolds Museum in Alberta and is still fitted with the same engine. I am currently assisting the museum in tracing the very early history of this car.

This is the only photo of F1617 I am aware of, when it was in the UK, and was taken on the 1946 London to Brighton run. According to the museum, the car was still on the same tyres shown in this photo until 2005.....



As to the other two..., this one now lives in Germany (owned by Baron Crailsheim). It used to have the registration AP957.....

This is the only 1905 Cadillac in the UK today - and it was a star of the well known movie, Genevieve. It arrived in the UK as a rolling chassis, when new, and was fitted with a limousine body by the Scottish firm, Harper.



# Future Cadillac Owner

What does a future Cadillac Owner look like? In Leigh Spivey's case in 1949 he looked like this.



Sitting on the bonnet of his Dad's 1913 GWK. Leigh can truly claim to have spent all his life around Veteran, Vintage and Classic cars.

And an email from the man himself

*Hi Phil,  
Just thought I would send you a thank you for the brilliant London - Brighton feature you have done for the Club Mag. As I was brought up with Veteran Cars I know what such a special event it is. Our 1902 Gladiator took part in about 20 runs. I have included a photo of it with its tender car that used to trailer it to rallies- our 1954 Cadillac Eldorado that has now been in our family 55 years.*



*As you will see from the photo it also closely resembles De Dions and Darracqs. Ours was a type 4, single cylinder, rear entrance tonneau.*

*The Cadillac in the centre was a bullet proof armour plated limo built for the Middle Eastern Market. Don't know if it still exists as this photo is from the mid '80's. Think the owner was Dave Shaw from the Doncaster area.*

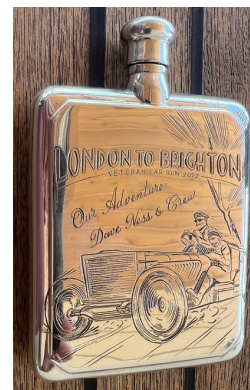
*Kind Regards*

*Leigh*

# London-Brighton Award

This splendid silver flask was awarded to Dave Ness and Crew. It made its way to the USA along with a letter which read:

*"We hope this flask created by Merritt Robinson Cators in London, is a perfect way for you to remember the perseverance and initiative you showed on the 2022 RM Sotheby's London to Brighton Veteran Car Run"*



As **Pete Wood** commented Well deserved, Sir! Putting out a raging fire onboard a 1903 Cadillac, after safely evacuating your passengers, then fixing the car and carrying on deserves a medal (and not just a swift drink from a nicely engraved flask). Proud of you and your 'team.'

# The Case for a Van



Who knew that in French, Pete Wood is spelt Louis Vuitton? Well that's what it says on the side of his van—a case of mistaken identity perhaps? I know I get carried away sometime – who said 'sooner the better?'

Here is Engine No 1365 on a road test with NP Veteran Engineering in Heathfield, East Sussex. As you can see the van body, right down to the gold leaf is complete and looks stunning. Pete tells me he's probably going to leave the van body on most of the time and swap to the Rear Entrance Tonneau for events like the London—Brighton.



When you need to transport a van you need a 'Thunderbird 2' and in Pete's case it's disguised as a Peugeot.

Pete's new car transporter has tautliner sides to make life easy for securing the Cadillac and best of all, it and Pete stay dry when on their travels. But will it fit?



**Of course it will — F.A.B. Virgil**

Ed. For more information on NP Veteran Engineering and the services they offer, check out their website at [www.npveteran.co.uk](http://www.npveteran.co.uk)

# Bespoke Apparel

Jackets, Hoodies, Tee-shirts, Caps & Patches

Some years ago, like many clubs, we moved away from club held stocks of apparel in favour of 'order direct' from the manufacturer. This meant there was more choice for members and we didn't have stock we couldn't shift. Once the setup cost was paid, we sat back and waited for a small amount from each sale to bolster club funds. It was a long wait, very few people bought anything and after the last company we used suddenly pulled the plug on 'Car Club' merchandise, there was a need to review the situation. At the time we'd only sold one jacket—the Editor still wears it, I know I've seen him in it, so the setup cost far outweighed any sales benefit. The committee took the decision to no longer offer Club Apparel.

But what if you could, as an individual, order a bespoke jacket, hoodie, tee-shirt or cap with a choice of design and the club logo?

Chairman, Graham Howard-Wall set out to see if it was possible. He contacted local company **Complete Apparel Ltd** to see if they would make him a jacket to go with his '49 Coupe deVille and this was the result. It has the club logo and the '49 badging embroidered front and rear. Vinyl Logos are also available. Here we see him modelling that very jacket.



Pleased with the outcome, Graham had a discussion with the company about making club branded items, as and when people wanted them, with no setup, and no minimum quantity. The company would simply 'deal direct' with you the customer. There is no club 'add-on' to the price.

Available items (on the right) are priced as follows top-bottom: In all case postage is extra.

Varsity Jackets - £39.95 (the one Graham has)

Raglan Tee - £16.95

Short sleeve tee - £13.95

Hoodie - £27.95

Zipped Hoodie - £29.95

Sweatshirt - £27.95

Cap - £12.95

Sew-on or iron-on patches (not shown) - £9.00

If you are interested, please contact:

**Lucie Finn**

**Production Manager**

**Complete Apparel Ltd**

**Unit 29, Glenmore Business Park,**

**Portfield Works,**

**Chichester,**

**PO19 7BJ**

**Tel: 01243 345735 Mobile: 07746611226**



Gracie

## '41 Cadillacs

From the Simon Green Archive

This fine selection of '41s shared a 346 cu-in V8 (that's 5670cc) developing 150hp at 3,400rpm. They came standard with a manual transmission, though for \$125.00 you could select an automatic. Or, for \$11.50 you could get Hill-holder (No roll) for those tricky hill starts.



Series 62  
4-Door Sedan



Series 62 Coupe



Series 75 Fleetwood Limousine



## Fit for a Queen

Pete Wood came across these photos of the specially built Cadillac used by Queen Elizabeth II on her visit to Canada in 1959. With the totally open back, it must have been like sitting in a very posh rumble seat, though there was a door to get in.



## Christmas Tree Ornaments

Ok, I know it's only March, but the Chairman, has been getting ahead of the game (or was it cheap in the sales) with this rather fetching model—wonder if he'll have it sprayed maroon? As it's Die Cast, next on his purchase list is the scaffolding to hold the tree up.... He's probably searching eBay at this very moment.



If you are in need of Christmas tree lights, want to be different and own a 1903 Cadillac, then there's no problem, as this photo from Pete Wood shows. What a versatile car that is, converts to a van and the lights are detachable for Christmas Tree Duty—Try doing that with a Tesla

*Ed. The yellow arrows are an optional extra in case you need to go out in the dark for a McDonalds Drive-Thru and can't remember where you left your lights—Pete thinks of everything*

# Alan Reed

## Show Coordinator



Hi Cadillac fans, It's me again (*Ed. Yes, it is him.... again*)

I was very sad to hear last week that Pete Tucker had passed away. He was always 'Mr Showman' at all the events, he and son Steve attended. If he wasn't judging in the arena, he was commentating on those brave enough to enter. When I joined the AACUK in the late 80s I would love going to the Summer Nationals at Billing to see him give some poor soul (*Ed. Other adjectives are available*) a bit of stick about their car. He was definitely a one off.

Our thoughts and prayers go out to Steve and his family.

Talking of those far off days at Billing, when life and regulations seemed much simpler, I've added a few events that you might be interested in to the events section on the next page.

Alan



### Still Looking

Joe Darby is still 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. If you know of one

available, you can contact Joe on 07517 990245



## Plastic Bumper Repairs

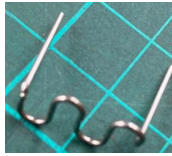
A consumer test

One of the problems as cars get older is replacement parts. We can be pretty well catered for mechanically, but often body panels, lights and plastic parts can be hard if not impossible to find. So what do you do if that hard to find bit is cracked or broken—that bollard you nudged could be an expensive repair. What about plastic welding?

These days, kit's are relatively inexpensive and with a little care an idiot can use them (I know from experience). This one cost £13.95 and has everything you need to repair a plastic crack or break. But how easy is it to use?



It looks like a two soldering irons stuck together with holes in the end into which you insert a staple, there are different shape staples but this is probably the most commonly used.



You get around 500 for £7.99 if you need to replenish stocks.

Place the staple across the break/crack and press the trigger. As the gun heats up it will melt into the plastic and secure the pieces together. Don't press too hard or you could go right through in which case you're gonna need plastic filler and the job just got longer and language stronger. When the staple is imbedded, let go of the trigger and allow to cool for a few seconds, so the plastic solidifies and then, pull the gun away. They supply a pair of cutters to remove the tangs but they are pretty much rubbish, so you may need to invest a couple of quid in a better pair.



Here is a selection of welds I carried out. The more staples you use the stronger it is and of course it's not limited to bumpers. If the weld is external you can use plastic filler and paint, but for underside repairs, no one will ever see it and you're good to go. It's also worth remembering it's not limited to bumpers, the plastic world is your oyster.

Finally, because I know you were worried, no Cadillacs were harmed in this experiment, it's a Peugeot bumper—just don't tell the owner...

## The humble ignition key

A collectors item of the future?

I remember my first car, a Fiat 600 had a key to turn on the ignition and a lever to pull to start the engine. My second car, the key did everything, which seemed like a great advancement to me. In fact all the cars I've had since were the same. These days with keyless entry you don't need to unlock or insert a key and there's a button to press to start the car (the same button is also used to stop it). But is it really progress? If my battery is flat I can still get in the car with the key and I don't need to keep it in a 'Faraday Cage' to stop someone stealing the car—for progress, read unnecessary complication. Or am I just being old fashioned? Answers on a postcard. Forget that, stamps are too expensive!





# Events 2023

## March

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

## April

7—Wheel Day at Rushmoor Arena, Aldershot, GU11 1QB.

Please note show cars will need to book in advance.

23—Drive It Day

23—Midland American Auto Club all American Car & Bike at Killbeggan Co. Westmeath, Ireland. Remember 'Our Man in Ireland' reported on this show last year, so if you're in the area.

## May

27-28—Enfield Pageant of Motoring at Enfield Playing Fields EN1 3PL

## June

18—Pre50AAC Bristol All American Car Show at Keynsham Rugby Club, BS31 2BE

23-25—Retro American at Pitville Pump Room & Park, Cheltenham GL52 3JE

## July

1-2—Stars & Stripes at Tatton Park, Knutsford, Cheshire WA16 6QN.

23—AACUK Summer Nationals at Upton-on Severn Rugby Club, WR8 0HW

30—Pre50 AAC Rally of the Giants at Stoner Park, Henley-on-Thames, Oxfordshire, RG9 6HF

## September

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

# Rock Auto Discount

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# Return of The Goddess

As many of you will know, the Goddess features on quite a few



Cadillacs from 1930 through to the mid 50s with a brief return for the '59 Eldorado Brougham. Originally designed in the late 1920s by William N. Schnell from the Ternstedt Manufacturing Company, a

subsidiary of, General Motors, in charge of brightwork for the car maker. The Goddess itself is a rendition of a woman with her head lifted and a flowing gown trailing from her lifted torso and chest, representing forward motion and Cadillac's signature 'V' when viewed head on.

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- Buffet Breakfast each morning - Exclusive Closed Road Run on the Sloc Mountain Road
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- Exclusive Run on the 'TT Mountain Road' - Manx Afternoon Tea at the Famous Greg-Ny-Baa
- Exclusive Photo-shoot at the TT Grandstand - Detailed Road Book featuring Festival of Motoring Information
- Commemorative Rally Plate - Complimentary Car Parking at all hotels

**PLUS**

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

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**or see our webpage [www.iomfm.com/cadillac-club-package](http://www.iomfm.com/cadillac-club-package)**

Now she's making a comeback, but not as a hood ornament, they are so pedestrian unfriendly these days. Instead, the image will adorn the Celestiq in several places.



Firstly, on the quarter panel in the form of a milled aluminium billet which is then polished, brushed and tinted.



There is also one on the charging port and inside, encased in glass on the aluminium infotainment dial and no matter which way you turn it the Goddess will remain upright.



# 1996 Cadillac Eldorado Touring Coupe—Update

By Andy Blick

Since purchasing the Eldorado in August 2022, I have lived in an uneasy state of mind, believing that very shortly I would find the reason the last owner sold it.



I had previously believed the Northstar Engine was one to avoid due to frequently publicised horror stories of overheating. My first thought was to leave any major expenditure until I had lived with the car for a few months.

Since August, I have used about 800 miles of my 2000 annual insurance allowance, mainly in two trips to Cheshire from Teesside to visit family. I am pleased to say that I achieved 30 MPG at a mostly steady 56-ish MPH which was much better than I dared hope for. It was an extremely relaxing drive, so much so, I did not stop at services and arrived in about the usual journey time. Lesson learned; more haste, less speed.

During one of these visits, I noticed a pool of coolant on my Aunt's driveway and topped it up. The culprit was the Coolant Reservoir, handily made of black plastic so you can't see the level at a glance. I looked for opaque reservoirs but could not find one. The inlet and outlet pipes crack over time, presumably forcing rubber tubes and then applying pressure to tighten the Jubilee clips causes it. Replacements have a brass (?) insert to strengthen them.

I keep checking the levels and so far have not had any more coolant loss. I was handed a box of spares with the car and this included a new water pump and special installation tool. I do not think the pump has failed as I have experienced that problem once previously on my 1967 Fleetwood. You could hear it clearly rattling, plus the temperature went up above normal so am unsure about replacing it yet as the Eldorado temperatures always stay rock steady. It looks a tough job as well.

I have also changed the bonnet struts as I hate pulling out a broom pole when you have such a great car. (Ed. So that's where Trigger's broom handles kept going)

On another note but related to this car, I have always preferred automatics and used them like most by leaving the car in 'Park' rather than using the parking brake. The release button on the gear level has proven to be tricky to push in and another research on Google lead me to an owners Forum where it was explained that this is the wrong way to leave the car.

I am sure many people are aware of this but I wanted to mention it as there are many like me who let the car lurch back and forth as you exit the car. This damages the parking pawl in the gearbox which is apparently pencil thin but takes the whole weight of the car when in Park. After some wear it becomes harder to disengage the gear selector button to move

out of Park. I have now started using the parking brake and on my slightly sloping drive, I noticed it was much improved.

All the best for 2023 and hope to see many of you this year. Tatton Park is in my diary for this year.

## Replacing a Fuel Pressure Regulator



As you will have seen in the last magazine, I intended to replace the Fuel Pressure Regulator on my '92 Sedan deVille. It's another one of those parts that it's easy to overlook, but can contribute (if it goes bad) to poor fuel economy, loss of power/acceleration, rough idling, and hard starting. I've got none of those things at the moment, my problem was with the EGR Valve, but I'd bought a new one, so having replace everything else, it seemed sensible to change it.

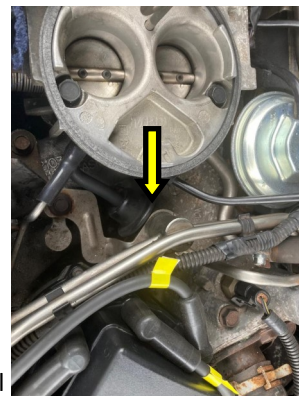
First and **most importantly**, disconnect the battery, even if you think it's unlikely, sparks and petrol can be an explosive combination.



Next, disconnect the fuel line to relieve the pressure. If the car's been sitting for a while there won't be much pressure to relieve, but if you've recently turned the ignition on then the pump will have primed the system ready for starting. On

modern cars, even 30 year old modern cars, disconnection is easy, just press the two tabs (see arrow) and pull the connection apart. It's always good to have a bit of old rag or blue roll underneath to catch any spillage.

With the air cleaner removed, in theory it's an easy 2-minute job to replace, two bolts, a nut and a push fitting, what could be simpler? That's exactly what the Cadillac engineers of the day thought and they couldn't have that, they had to make life difficult by having to undo a torx bolt from underneath. That means you have to remove the distributor cap to gain access, but that won't come out of the way until you disconnect all the leads and then to get a spanner on the bolt, you need to remove the rotor arm. Had they just put the threaded portion on the part rather than the bracket, it could have been attached from the top. You'll notice I said spanner, I had to improvise a removal tool using a torx bit, small ring spanner and masking tape.



With new one fitted, fuel line and battery reconnected, switch on the ignition and check for leaks. That's good there aren't any. Now to put the rest of it back together.

# Cadillac News.....

**New Classification, Prices & Trim for Lyriq**—Yes it's all go for Cadillac's electric trailblazer. General Motor were concerned, make that very annoyed, that the US Treasury



classified the Lyriq as a 'passenger vehicle' rather than a 'utility vehicle'. I know what you're thinking—what difference does it really make? Well,

\$7,500 to the new owner because as a passenger vehicle costing over £55,000 it doesn't qualify for the EV Federal Tax Credit. Following protests from both GM and customers, the US Treasury moved to a different rating system which they say gives more consistency for crossover vehicles and the seven and a half grand EV Federal Tax Credit to Lyriq buyers. Already bought yours? More good news, it's back datable to 1st January 2023.

Prices for the 2024 model year include the new Tech trim level available only in RWD format, at a bargain basement \$58,590 including destination charge. You'll have to lose a host of standard features including, auto-dimming mirror, heated steering wheel, cornering lamps and rain sense wipers, but you do save nearly 4 grand. The rest of the range, there are 12 models in all, start at \$62,390 for the Luxury 1 RWD and top out with the Sport 3 AWD at \$74,590.

**Can't tell your Blackwing from a 'regular' V**—not



any more, owners of 'Blackwing' models can get a retrofit decklid badge to make sure

the people behind them at the lights know what it is. That said I've never thought of any Cadillac—V series as 'regular'.



**Talking of the CT5-V Blackwing**—fancy one in Maverick Noir Frost paint? I know, a bit of a mouthful isn't it and the price is jaw-dropping too at \$8,120. You'd think on a car costing north of 90 grand, they'd do you a deal on the paint.



**Now you've forked out on the Maverick Noir Frost Paint**—there are a few things you should know about keeping it clean. An 8 grand paint job can come with pitfalls especially when it's a matte finish, yep that's right, your new car won't win any awards for shine. So here are a few tips for keeping your matte paint clean that apply to any car with that finish.

Firstly, avoid the automatic car wash, yes it is quick, but the brushes and scrubbers could easily damage the matte finish. Don't use waxes or polishes because (you've guessed it) they could damage the finish and if you do need to wipe the car, press very lightly or you could create a shiny spot. As for bird droppings, well that's another pile of crap you don't need!

So, it's just you, liquid car soap and lashings of water with the lightest of touches. Is it all really worth it? Personally, I'd go for the stress free regular colour and save 8 grand.

**Three new Cadillac EVs to debut this year**—

according to Cadillac Vice President, Rory Harvey and he should know if anyone does. Details are sketchy so far, but it was stated that regular production would kick off during the 2024 calendar year making all three 2025 models. But what will they be?

Online magazine *Cadillac Society* believes there will be a sub-Lyriq EV and two Escalade EVs with the Escalades being named Escalade IQ and IQL for the long wheelbase version. Other names that have been filed for trademark are Lumistiq, Ascendiq, Vistiq and Optiq.



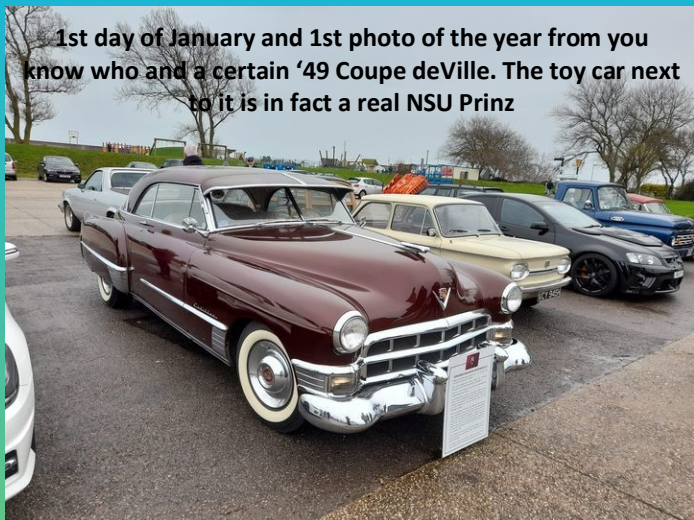
**Graham Darby** raised an interesting question about this new naming strategy, in that they are all 'new' words with 'iq' on the end except the Escalade which will get IQ after the name. Seems Escalade has huge brand identity in much the same way that Fleetwood, Deville and Eldorado did in the past. Shame they couldn't have kept those names and simply added the IQ. With IQ also standing for intelligence quotient, I can see the tag line now 'Eldorado IQ—the thinking persons Luxury EV'.

**One of the best**—used midsize luxury cars available for under \$20k according to the *Kelley Blue Book* is the 2014 CTS Sedan. Praised for its expressive design and impressive dynamics.

Built on Cadillac's Alfa platform it was available in RWD or AWD and powered by either a turbo 2.0 inline 4 cylinder or a 3.6 V6 with the twin-turbo 3.6 V6 reserved for the CTS V-Sport. A great modern Cadillac classic...



# Cadillacs in the Wild.....



1st day of January and 1st photo of the year from you know who and a certain '49 Coupe deVille. The toy car next to it is in fact a real NSU Prinz



Our favourite aircraft carrier is currently in dry-dock, so here's a rear deck photo from last years Stars & Stripes

## And a look back at 2018



Clive Jackson's '89 Eldorado



John Sewell's '59 Coupe deVille



Amos' personal '99 Deville



Graham Pillon's '60 Coupe deVille, Graham 'Hubs' McDonald's '64 Sedan deVille & Graham Darby's STS V8



## Three Gramhams



A Cadillac selection from Stars & Stripes 2018 by Andy Fenwick

We look forward to seeing more photos of *Cadillacs in the Wild*

### Stay safe

