



Cadillac



Owners Club of Great Britain



A happy 2018 to you all



Standard of the World

January-February 2018

Cadillac Owners Club of Great Britain

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



Affiliated to the Cadillac-LaSalle Club of America

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For list of vehicles making up the front cover—see page 4

Club News

From the Chairman

Sad News

It is with great sadness that I have to tell you that our treasurer Bob Thomas, passed away over the weekend of the 6th/7th of January. All our thoughts are with Bob's family, in particular, Kath and son Richard at this time.



Bob has been a leading light in the club for more years than I care to remember. He will be greatly missed.

AGM

At this time of year I usually badger you to come to the AGM. It's very disheartening when the committee outnumbers the membership as they did last year. Remember, the committee are only ordinary members just like you, that give up some of their time for your benefit. So let's have a good turnout on April 23rd. It's Drive it Day, see you there.



Whatever you are doing, take care.

Peter B Griffith

Phil Hole

Editor

Bob Thomas' passing leaves a huge void in the lives of his family, friends and everyone and everything he was associated with, including of course, your club – The Cadillac Owners Club of Great Britain.

Bob was there from the beginning, he wrote the club constitution and held a variety of posts, Chairman, Membership Secretary, Treasurer, he even stepped into the Editor role for one issue when Rob Maidment passed away. But that was Bob all over, if something had to be done and there was no one else, he would do it.

Whilst Peter is our Chairman, I always thought of Bob as 'Managing Director', overseeing the day to day running of the club. He was very much the glue that held us together, he could if needed move from one roll to another and work perfectly. That's real 'Standard of the World' stuff.

It is our intention to put together a special edition of the magazine in celebration of Bob. If you would like to contribute in any way (photos, memories, tribute, anything), send it to me by Email, letter, whatever, and we'll do our best to include them all.

Phil

From Peter Gamlin

Bob Thomas was a very good friend of mine and Mary and I will miss him very much. We first met Bob & Kath well over twenty years ago through the love of Cadillacs.

We have been on many trips to Cadillac shows across the UK & Europe and met many good friends. Bob loved Cadillacs, his 64 Deville convertible was his pride and joy. He loved to work on his convertible which he restored to show winning condition. The club has lost a Great ambassador in Bob Thomas.



Mine & Mary's heart goes out to Kath and her family. We have lost a great/ best friend in BOB THOMAS R.I.P



Bob and Peggy-Sue, his '64 Convertible leading the Ilkley Carnival

Ed. If you would like to, please make a donation to the British Heart Foundation in Bob's memory. You can do so online if you wish at www.bhf.org.uk and click on Donate.

Cadillac Owners Club of Great Britain *Annual General Meeting*



They got Dillinger, now they want you



Sunday 23rd April 2017

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

Be there.....

Front Cover Photos

In the '1' from the top:

Peter Griffith—'37 7-seat Touring Sedan

David Tate—'41 Series 62 Sedan Delux

Alan Reed—63 Coupe deVille

Anthony Winters—'77 Seville

Rod Hutchinson— '93 Eldorado

Andy Blick—'05 CTS

And in the '8' from the top

Richard Pendle—'58 Convertible

Paul Nash—'02 Escalade

Have you ever wondered...

How many Cadillacs there are in the UK?

Well I have..... and the answer according to www.howmanyleft.co.uk is 2979 as of the 3rd quarter, 2017. Of those 2116 are on the road and 863 are SORNed

Whilst that may seem a fair number, it does include 'modern' Cadillacs and some of the information about those is interesting.

Take the BLS, of all the various versions and trim levels there are only 441 left and of those 50 are SORNed.



Produced between 2005 and 2009 at the Saab factory in Trollhattan in Sweden the BLS was a European Cadillac available in sedan and station wagon models.

In terms of the CTS, that's Paul Nieuwenhuis' 3.6 you see to the right, there are 210 left and of those 168 are on the road. A hugely underrated car in my opinion



The CTS-V is a rare beast in this country with only 5 registered for the road. This one belongs to Neil McDonald.

Whilst the CTS is still available in the UK in its latest incarnation, if you want one it has to be LHD and you need to part with north of 45 grand.



The earliest Cadillacs listed by model are the '90s / early 2000 Seville SLS (total 16 of which 10 are SORNed) and the Seville STS (total 234 of which 112 are SORNed)

This is Alan Wright's '93 STS which is in Canadian spec, but the STS and SLS were available in RHD for the UK market.



Later Versions of the STS, (they dropped the Seville name tag), ran from the 2005 to 2011 model year and were available in RHD. There are 23 V6 3.6 litre models listed of which 2 are SORNed and the rarest of all the STS V8, well there's just the one in captivity in this country and here it is. It belongs to Graham Darby.



Another rare car over here is the XLR. Built at the Corvette factory in Bowling Green Kentucky, it was a sports car with a metal folding roof and a



4.6 litre Northstar engine driving the rear wheels. There are only 3 of them and they are all SORNed... Could be the time of year, not

exactly wind in your cap weather is it.

Turning to the SUVs, there are 124 Escalades of which 28 are SORNed, and 36 SRX's of which 4 are SORNed.



So, what about the rest of us? Well we're all listed as missing. I think by that they mean they know we've got a Cadillac but not what model, so there are no Coupe deVilles, Eldorados or Fleetwoods on the list, we're lumped together in what we could call the 'Classic Cadillacs' which will take us from 1902 to the late 1990s. There you'll find 1886 vehicles, 1271 on the road and 615 SORNed.



That means all told we're a pretty exclusive bunch when compared to that British staple the Morris Minor 1000, where there are still 13177 of those with 7858 on the road. As for the Porsche 911, there are 41,220 of those on the road.



One of the 'classics' Marco Molino' 1950 Series 62 convertible

Rod Bevan Membership Secretary

New Members

A very warm welcome to new members this time: Christopher Todd of Chippenham, Wiltshire with a 1951 Coupe Deville and Andy Inglis of Chesham, Buckinghamshire with a 1960 Eldorado Biarritz who re-joins.

The very sad news regarding Bob is a shock to us all. Bob was always there to help and advise. He was a mainstay of the club having performed all committee roles at various times of his membership. He will be missed, there is no doubt at all. Our thoughts are with his wife, Kath, and son Richard.

Please let Phil and Ken have photos of your cars. For **all** members, if you have **not** supplied a photo for the new website then please do so. You have some fantastic cars, some major show winners, so let's see them on the website. It's good for the club as well as prospective members will see the cars and flock to join. You know it makes sense, yes you really do!

Hope everyone had a good Christmas. A New Year now with us so let's see where it takes us. I'm still on board so all is good. A new address for me (see page 2), so don't send things to the old one. Post will be redirected for a short time, so don't worry if you've just sent something. It will get through.

It is good to see that members are using the bank transfer facility to pay their membership fees, much more convenient.

You will be hounded to attend the AGM, it is important it's your club and we need you to be involved. I know we are all busy but it's a great day out at a nice venue and good food. A day out on 'Drive it Day'

I seem to having issues with spare car parts from the US. They either go missing, never to be seen again, or take a lifetime to get here. Rock Auto doesn't seem to do their inclusive tax deal anymore and Parcel Force now charge £11.50 transaction fee on top of the normal duties.

Shows 2018

Shows and which ones we go to as a club will be discussed at the AGM. We need more area reps and a discussion on how we get members involved in the local shows.

We have been informed that there will be a European event this August. The Danish event was cancelled last year and it was felt that we should have a European event, which will be in France at the same venue as in 2013. The event will be from 29th August until 2nd September at Richelieu just south of Tours. As we get the information it will appear on the website and our Face book page. Check out and book accommodation at www.relaisduplessis.com.

I'm off unpacking boxes now, now where's that 'Classic American' magazine? Hope I told them I've moved!

Bye for now!

Rod

Atmos' Autos

*'Hanging out with the
cool dude'*

Hey Dudes,

A Happy New Year to all of you out there in Cadillac Land. I read recently that GM CEO Mary Barra has said that the company hopes to sell a million electric vehicles annually by 2026 which will no doubt mean a full electric Cadillac.

Of course electric vehicles have been around a long time and we're not just talking milk floats here. Take this example. The 1922 Detroit Electric Model 90.

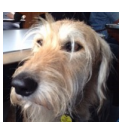
A true 'plug-in' it had a range of 70-100 miles at 25mph. As you can see from the second photo the lead-acid batteries are carried in the trunk.

The Car had a tiller steering and appealed to lady drivers, no messing with what Rod calls the 'infernal' combustion engine.

Priced at \$2,985, it was 13'3" long, 5'5" wide and 5'11" tall. It had 4 seats though internally it looked more like a parlour than a car. Detroit Electric was the best known and longest lived American electric car company. They were in business from 1907 until 1942, though after 1930 they were limited to custom orders.

You may be surprised to know that way back in 1900 38% of the cars registered in the USA were electric, 33,842 to be precise. Steam was in first place with 40% and Petrol made up the other 22%.

The demise of the first 'electric age' as far as cars were concerned, started way back in 1912 when Cadillac introduced the electric starter. The writing was on the starting handle and you could write because you hadn't broken your thumb trying to start the car.....



Acknowledgement

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*And finally to **Jeff Harrison**, a member of both clubs, for suggesting its inclusion.*



The Cadets' Cadillacs

By
John G Teasdale

Photographs : US Library of Congress, Prints & Photographs Division, catalogue number as per caption.

The way of the world being what it is, the invention of the motor car inspired men to devise a military use for it. In 1898, in the United States, Major Royal Page Davidson of the Illinois National Guard purchased one of Charles Duryea's three-wheeled Tricars to which he fitted an M1895 Colt-Browning machine gun. This car was not deployed by the National Guard, however; Major Davidson was the Commandant at Northwestern Military Academy, located at Highland Park, Illinois. It was his cadets and their instructors that tried to make the car work. Davidson's hope was that it would provide the core of a force more potent than the Academy's Bicycle Corps. The cadets failed in their endeavours. The tricycle wheel arrangement was unstable across rough ground, and the single-cylinder engine was too weak to propel the car at anything like a useful speed, heavily laden as it was with a four-man crew and a machine gun complete with armour plate gun shield.

In 1900, Davidson either bought a four-wheeled Duryea or the cadets and their instructors re-built the Tricar in the Academy's workshops – sources differ. The new or re-built car had a more powerful three-cylinder engine and was again fitted with a machine gun. In the summer, Davison and a crew of cadets drove it from Fort Sheridan – located not far from the Academy – to Washington DC in order to show it to the US Army Chief of Staff, General Nelson A Miles. General Miles was impressed, and in the fullness of time would recommend that five of the Army's cavalry regiments be equipped with cars on the Davidson model.

However, the recommendation was not taken up. The car was simply not robust enough nor reliable enough for it to be adopted. Military men are very conservative, and rightly so. Whereas the failure of an innovatory tool might cost a businessman some money, the failure of an innovatory weapon system might cost a soldier his life.

Davidson himself was aware of the inadequacies of the four-wheeled Duryea. He designed two steam-powered cars, which the cadets and their instructors built in their workshop. These proved to be unsatisfactory too, though they would be

operated by the cadets for several years. While high-pressure steam was a very powerful driving force, Davidson's design did not adequately cope with steep hills, which caused the water within the boiler to flow to the downhill end.

Having concluded that steam power was not the answer, Davidson returned to the idea of adapting a motor car for his purposes. By 1909, automotive technology had improved greatly over what had been available when he first began his experiments. In that year, Davidson purchased another car. The purchase said much for the wealth, and the pretensions, of the Academy: the car was a Cadillac Model Thirty.

The Cadillac Motor Car Company had been established in 1902 in the factory originally erected by the Henry Ford Company.

This had been owned jointly by several partners with Henry Ford serving as chief engineer. However, Ford had fallen out with those partners, and had, after various vicissitudes, gone his own way, helping to set up the Ford Motor Company. By 1909, the Ford Motor Company was building cheap – though soundly-engineered – cars for the working man; production of the Model T had begun in 1908. In 1909, a Model T Touring cost \$850. Cost of a Cadillac Thirty Touring was \$1400. Although this was significantly more expensive than the Model T, it was cheaper than many other marques: for example, a Packard 18 Touring of about same power cost \$3200.

Although Cadillac offered various body types, Davidson purchased a rolling chassis, complete with bonnet and engine bulkhead; he may therefore have paid less than \$1400 for it. The Cadillac Model Thirty was powered by a four-cylinder side-valve petrol engine. As was normal at the time, the engine was under square, with a bore of 4 inches and a stroke of 4.5 inches; cubic capacity was 226.2 cubic inches (3.7 litres). The iron cylinders were cast individually. The water jackets were separate and made from copper. The joints between the copper and the cast-iron cylinders were a weak point, but Cadillac prided itself on its precision manufacture; problems seem to have been few and far between. The engine drove a three-speed gearbox via a cone clutch. The gearbox's simple system of sliding gears was more robust than the three-speed planetary gearbox that Cadillac had used on previous models.

The rolling chassis was delivered directly to the Academy's workshop, where the cadets built a body to Davidson's own design. There was though no bodywork as such. The cadets built a floor on to the chassis, then fitted bucket seats for four persons. Lockers for such as ammunition and personal kit



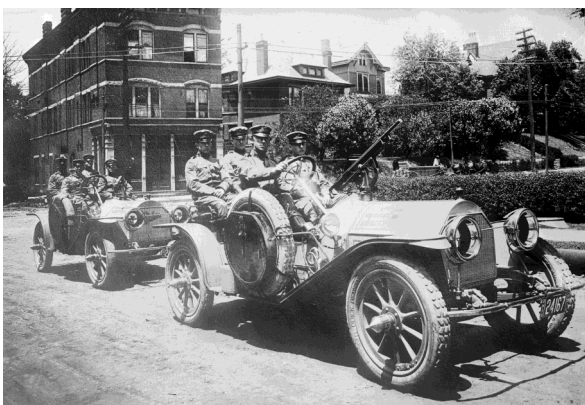
An early 20th Century view of the Cadillac Motor Car Company's factory. (Detroit Publishing Company Collection, 4a22542)

were built into the seat bases. The closely-fitting buckets seats prevented crew members from falling out of the car when it was on the move – there were no doors, not even canvas side screens for erection in wet weather. The car was completed by the fitting the usual M1895 Colt-Browning machine gun on the scuttle in front of the co-driver.

As expected, and in contrast to the Duryea, the Cadillac proved to be very reliable when it was demonstrated during the Army's 1909 annual manoeuvres. It was fast too, and its narrow-section pneumatic tyres, high ground clearance and undersquare engine (which favoured torque over power) made it an excellent performer both on roads and across country. (Such was the state of America's roads at the time, there was frequently little distinction to be made between on road and off...) The Bicycle Corps was superseded by the Automobile Corps.

In 1910, Davidson purchased two more Cadillac Model Thirty cars; these had a larger engine than the 1909 car, bored out to 255.4 cubic inches (4.2 litres). They were fitted out in the workshop in the same manner as the first, except that the machine gun was on a mounting that allowed it to be elevated to a high angle. The two cars were designated Balloon Destroyers, hot air balloons for military purposes being another recent innovation.

These Cadillacs inspired tremendous enthusiasm amongst the cadets. The cars were also an excellent means of advertising the Academy to parents of prospective cadets; Northwestern Military Academy was already a prestigious institution, and the Automobile Corps could only enhance its reputation. Davidson also wanted, as noted above, to demonstrate his cars to US Army officers in order to promote the motorization of the military. For all three reasons – to enthuse his cadets; to entice parents of prospective cadets; to educate and inform US Army officers – Davidson made sure that the Automobile Corps got plenty of publicity. In 1910, the two Balloon Destroyers accompanied as non-competitors the annual Glidden Tour.



These two Balloon Destroyers are accompanying the 1910 Glidden Tour. The leading car is driven by Major HP Davidson himself. This car is fitted with Morgan & Wright tyres featuring a very robust tread pattern. The tyre is on a quickly-detachable rim, with only one fastening; at this time, the rim on a wheel was usually retained by eight or so bolted clamps. Rims were made detachable so that only a spare rim (complete with inner tube and tyre) was required, rather than an entire wheel. The second car has the usual treadless tyres. (08379)

This event was an endurance and reliability trial for private autoists (as motorists were known at the time) and their cars. The 1910 Glidden Tour was 2850 miles long. Starting in Cincinnati, Ohio, the autoists fought their cars over appalling roads to Chicago via the mountains of Tennessee, the swamps of Mississippi and the endless open expanses of Texas, Oklahoma, Kansas, Nebraska and Iowa. Only 11 out of the 26 cars that had begun the Tour reached the finishing line as contestant. (A few other cars reached Chicago, but no longer qualified for the contest having had to omit part of the course due to breakdown or damage.) The two Cadillac Balloon Destroyers also completed the Tour, as did one car carrying the referee and two carrying members of the press.

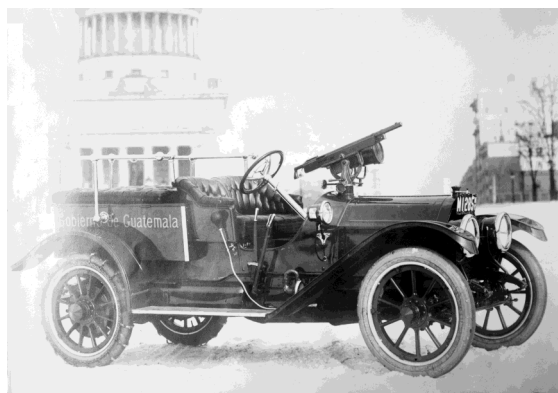
Two more Cadillac Model Thirty cars were purchased in 1911; these cars had an engine bored out to 286.3 cubic inches (4.7 litres). Bore and stroke were now both 4.5 inches. In the Academy's workshop, they were fitted with a searchlight co-axial with the machine gun. Much more significant though was the fact that these were to be Wireless Cars, an idea possibly inspired by the two Winton wireless-equipped cars that the US Army Signal Corps had bought in 1904. For his own Wireless Car, Davidson designed an open box body with longitudinal bench seats which was fitted behind the front pair of bucket seats. At the centre front of this was installed a telescopic antenna that could be raised to a height of 45 feet. Small balloons were carried that could lift a wire antenna to several hundred feet. The wireless set, conveyed in a wooden box rather than being built into the car, was powered by an engine-driven generator. This latter was integral with an electrical system that included a Delco starter motor for the engine and electric headlamps.



Photographed at a public event in 1911, two Balloon Destroyers are flanked each side by a Wireless Car. The right-hand Balloon Destroyers is the Academy's first Cadillac; it has been retro-fitted with a high-angle machine gun mounting. Note that the 1911 Model Thirty cars (the Wireless Cars) have larger wheels and tyres than the earlier cars. All tyres are treadless. (Harris & Ewing, 00372)

The cars were driven to Washington DC for exhibition to US Army officers. One of the cars was subsequently driven to New York where it was displayed in a car showroom. It was seen there by the Guatemalan Consul General, who was so impressed that he persuaded his government to ask Davidson to supply two similar cars (though without the wireless equipment).

However, the Academy had recently suffered a serious fire and was in the throes of re-locating. The two cars were therefore built and equipped instead by the Cadillac Motor Car Company in their entirety. Lieutenant WC Groom, an instructor at the Academy, accompanied them to Guatemala in order to train their crews.



This is one of the cars for Guatemala – it is lettered (in Spanish) Government of Guatemala. The tyres are treadless, so the rear ones are fitted with chains to cope with the snow. (Presumably this is a photograph taken before dispatch to Central America...) Note that the rear seat rails are a useful height as compared with those on the Academy's Wireless Cars. (10219)

Also in 1911, Davidson took over from his father as Superintendent of the Academy.

By 1915 the trauma of the fire at the Academy was by now behind him. With the bit between his teeth (and with his hands on the purse strings), Davidson purchased another five Cadillacs; the current model was the Type 51. They were built to fulfill different roles: armoured car; scout car; signals car with telescopic antenna; field hospital car; field kitchen with electric cooker. The latter two vehicles were built on a longer chassis. All five cars were fitted with a side-valve V8 engine – a type of engine that was standard fitment on all Cadillacs from 1915. The engine was undersquare, with a long stroke: 3.125 inch bore, 5.125 inch stroke. Cubic capacity was 314.5 cubic inches (5.2 litres). The cars were left-hand drive; up to 1915, Cadillacs had been right-hand drive.

The new cars, plus three of the earlier cars, were driven to San Francisco via the Lincoln Highway in order to appear at the Panama-Pacific International Exposition, though the armoured car and the ambulance car were diverted en route to Plattsburg Camp at the request of the US Army; the cars would be used in manoeuvres. Davidson's hopes that the cars would excite the interest of the Army and would provide good publicity for the Academy were being fulfilled.

The US Army, as well as observing the exploits of the Academy's Automobile Corps, and indeed, borrowing two cars for use at Plattsburg Camp, conducted its own trials and tests. As we shall see in a future article, the Army would make extensive use of motor transport on campaign in 1916 in Mexico and in 1917 in France. The Army would not, however, adopt field cars like the Academy's Cadillacs until the 1920s, and then only to a limited extent. An army that would adopt such field cars was the Reichsheer in post-war Germany; the

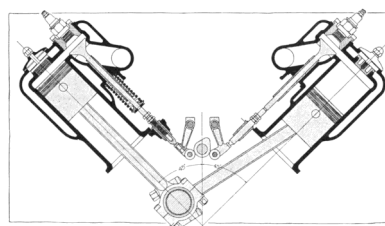
so-called Kübelsitzwagen (bucket seat cars) would form a significant part of the army that would roll into Poland in 1939. But that's another story entirely...

Acknowledgment: Many thanks to Tim Gosling for his advice.

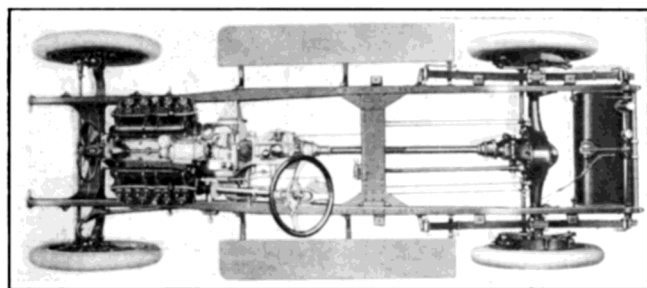


This car is lettered 'Northwestern Military Academy Signal Corps' on the bonnet and 'Wireless No. 9' on the side of the passenger seat; it is the Academy's ninth car, not the ninth wireless car. Note the wheel rims, secured to the wheel by eight bolted clamps rather than by the Morgan & Wright system. (Harris & Ewing, 00371)

This is a typical American country road before re-building and laying with tar-mac. Undersquare car engines, which favoured torque over power, were well suited to such roads. The photograph was taken in Garrett County, Maryland, in 1935. (FSA-OWI Collection, Theodor Jung, 8a13891)



Cross-section of Cadillac's V8 side-valve engine. (The Automobile, 17 September 1914)



A view of the Cadillac Type 51 chassis. The three-speed gearbox is in unit with the V8 engine. The Timken rear axle uses spiral bevel gears in the differential instead of the conventional bevel gears normally used at the time. (The Automobile, 17 September 1914)

Events 2018

10th-11th February— Footman James Great Western Classic Car Show at Royal Bath & West Showground, Shepton Mallet BA4 6QN. Open 9:30—16:00

23rd-25th March—Practical Classics, Classic Car and Restoration Show at the NEC, B40 1NT

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

16th-17th June— Bristol Classic Car Show at Royal Bath & West Showground, Shepton Mallet BA4 6QN.

22nd-24th June—AACUK Summer Nationals at Hatton Country World, CV35 8XA

30th June-1st July— Stars & Stripes at Tatton Park, WA16 6QN

8th July— Rally of the Giants at Blenheim, OX20 1PP

15th July—Lancaster Insurance, Sherborne Classic and Supercar Show , DT9 5NR. See www.classic-supercars.co.uk for details.

30th Augus-2nd September—European Cadillac LaSalle 60 year Celebration, Richelieu, France. For up-to-date information/details see or website www.cocgb.co.uk.



Richelieu, Loire Valley, France



2nd September— Brooklands American Day, KT13 0QN. See www.brooklandsmuseum.com/whats-on/american-day for details

14th-16th September— AACUK Autumn Nationals at Drayton Manor, B78 3TW

16th September— Tenterden Lions Classic Car Show, 10am-4pm, Little Halden Place Farm, Cranbrook Road, Tenterden, Kent TN30 6UL. Entry £5 per Car including Driver and Passenger. Full details and entry forms will be available, shortly, on the Tenterden Lion Club website: www.tenterdenlionsclub.co.uk/car-event-2018

Recurring Events

Haynes International Motor Museum, Sparkford, BA22 7LH.
On the first Sunday of each month (September second Sunday). Haynes run a breakfast club open to all marques. See www.cocgb.co.uk for dates.

Need an events publicised?

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

Club Merchandise

On 15th December 2017 at 9:21 in the evening we received an email from our supplier www.myteamwear.co.uk. It read:

Just a quick email to let you know that we have taken the decision to withdraw from supplying clothing to car clubs.

Thank you for using our service over the last couple of years and good luck to you and your club for the future.

We naturally assumed that there would be 'run-down' period but no, on checking their site minutes later the Car Club option had already been removed. I think we can take their good wishes with a bag of salt.

We will investigate other options with regard to merchandise. If you have any suggestions or thoughts, feel free to get in touch. It's another topic for discussion at the AGM.

Old Club Shop

There are still some great bargains available, Contact Alan & Kath Reed on 0208 2010147 for details.....

Richard Pendle's New Ride

Here's another view of Richard's '58 Convertible (it's on the front cover too), all the way from Salt Lake City, Utah.



It may have taken an age to get here, but Richard hasn't stopped smiling since it did. That amazing Continental Kit adds to the style..... And the length.

A Toast—er to Cadillac

Now I don't know about you, but as I meander through life there are sometimes things that remind me of something completely different. Take our new toaster..... From the moment we saw it in the shop, it reminded me of Cadillac.

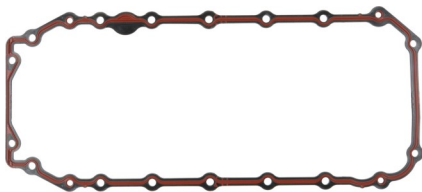


The chrome fittings, the sculptured sides and the satisfying click as you move the slider from side to side, the flawless way it does what it's supposed to..... Make toast. You may think I'm slightly mad (no there isn't a voting slip attached), but I like to think of it as something that works well and looks good, just like a Cadillac.

Bump-tuous Oil Escape

As yet another cork oil pan gasket leaked (I've had 4), I decided there had to be a better alternative..... and there might be.

I've invested in a Fel-Pro PermaDryPlus oil pan gasket. As it says on the Rock Auto website, "a rigid carrier ensures perfect alignment and instant fit, while the edge-moulded silicone rubber delivers a more durable seal, eliminating many common leak paths. This design also provides superior resistance to blowouts and built-in compression limiters to prevent overtorquing."



We shall see, though the bit that amuses me is the 'overtorquing'. According to the manual, all 20 oil pan bolts should be tightened to 14 ft/lbs and with a bit of ingenuity 16 of them can. The 4 at the front of the engine..... Well I've got more chance of becoming Pope. There is no way of getting a socket on them and the outermost 2 as you see on the left of the image above, require advanced levels of manual dexterity, bad language and an hour of your time to insert and tighten as best you can. The curse of the transverse engine strikes again.

Whilst I'm having a moan about that, why is it when I needed to replace the 'front bank' exhaust manifold gasket, the manifold won't clear the studs by 1/8 of an inch which means I have to take the cooling fans out. Fortunately, the rear bank

seems to be ok..... I'll need a straight jacket if I have to tackle that.....

Talking of Rock Auto

It's a great place to buy spares at reasonable prices though there have been some changes over my last few purchases.

There was a time when you had the option to pay Duty/VAT up front. This option (in my case) seems to have disappeared.

They also seem to use DHL for delivery which means my parcel (like Rod's—who knows they may have met) shipped from the US to Germany where it enjoyed a tour of Rodgau, Hagen and Koln (sounds like a firm of solicitors) before wending it's way to the UK to be delivered by Parcel Force (though DHL insisted it was still in Koln).

Lac-a-Cadi

Back in November, I was at the NEC for the Classic Car Show, phone in hand to take photos of all the Cadillacs there for inclusion in the magazine. And here they are.....



Just the one..... And that was in the auction display, so I wasn't going to pay for a program to get a better image. Was it really just that one? Or is my eyesight failing in a big way? If you were there and saw / photographed more, let me know so I can book an appointment at Vision Express.

On the subject of the show, it may have been my imagination, but all the American clubs seem to have been squashed into quite small spaces compared to previous years. Mind you if you were a Vauxhall fan..... There were acres of them.

Hints & Tips

In case you need to change a wheel—Carry a breaker bar with the correct size socket attached, it will make the job easier, especially if the wheel hasn't been off in a while. You'll also find it useful if you're drive belt has a sprung loaded tensioner and you need to change/replace the belt. And remember, the longer the bar the less effort it takes.

Cadillac

Cadillac Sales 2017

By
Graham Darby

The big news for 2017 is that China is now Cadillac's biggest market, with sales of 175,489 (up 51%) exceeding those of the United States (156,440 – down 8%). There are a number of reasons for this – clearly the Chinese buyer still likes saloons (the ATS and XTS are particularly strong sellers), in addition Cadillac now manufactures some models in China thereby keeping the cost down, but probably the most important reason is Cadillac's image. The marque is considered different and desirable and is, above all, a young person's car. Whereas in America the average age of a buyer is 60, in China it is 35. Cadillac is not seen as your father's (or your grandfather's) car; it is seen as an exciting alternative to the German luxury marques. After all in China your father or grandfather probably only had a bicycle.

The problem in the US, as noted before, is that Cadillac's portfolio is not balanced, with four saloons and only two SUVs in a country where the SUV is king and saloon sales are haemorrhaging. This is the third year sales have dropped despite the expensive move from Detroit to New York. Sales of the ATS fell by nearly 40%, the CTS by 35%, and although the CT6 was slightly up, the XTS emerged as the best-selling model (though also down by over 25%). However, the new XT5 (formerly SRX) outsold all the saloons put together – which is an indication of where demand lies in the USA.

Johan de Nysschen, president of Cadillac, has promised to rebalance the marque's portfolio with five new models over the next five years, starting with a smaller SUV, the XT4, later this year. The ATS will be replaced by the CT2 and the CTS and XTS will be fused into a new CT4; the CT6 will remain but there will be a new model, and there will also be a new Escalade. This portfolio of three SUVs and three saloons might help in America, but will it suit China? Chasing US sales when China is your biggest market might be a mistake, but, to be fair, no one had anticipated such a phenomenal growth in sales in the orient. As far as a flagship sedan is concerned – the CT8 – based on the Escala concept car – there is no word; and rumours of a mid-engine



Escala Concept

sports car (remember the 2002 Cien?) based on the platform of the soon-to-be mid-engine Corvette C8.... well, they are just that, rumours. And right hand drive? Don't hold your breath!



The 2002 Cien mid-engine concept.

US SALES

Model	Dec-17	Dec-16	% Change	YTD-17	YTD-16	% Change
ATS	1,093	2,292	-52.3	13,100	21,505	-39.1
CT6	841	1,293	-35	10,542	9,169	15
CTS	805	1,697	-52.6	10,344	15,911	-35
ELR	0	3	***. *	17	534	-96.8
Escalade	2,881	3,388	-15	22,994	23,604	-2.6
Escalade ESV	1,571	2,084	-24.6	14,700	15,488	-5.1
SRX	1	124	-99.2	156	22,139	-99.3
XT5	6,888	7,436	-7.4	68,312	39,485	73
XTS	1,224	3,129	-60.9	16,275	22,171	-26.6
Cadillac Total	15,304	21,446	-28.6	156,440	170,006	-8

GLOBAL SALES*

SALES BY REGION	Dec-17	Dec-16	% Change	YTD-17	YTD-16	% Change
United States	15,304	21,446	-28.6	156,440	170,006	-8
China*	17,217	13,400	28.5	175,489	116,406	50.8
ROW	2,243	2,470	-10.1	24,538	22,293	10.1
Total*	34,764	37,317	-6.8	356,467	308,718	15.5

*As ever this is a bit of a misnomer as practically all the sales are in two markets though both Canada and the Middle East make a reasonable contribution. Sales in Europe remain derisory with numbers not reaching four figures across the entire continent. However, having said all that, Chinese sales have propelled Cadillac to its second highest tally in the brand's 115 year history (it peaked at 360,825 in 1978), and clearly this is something to celebrate.

Graham Darby



Cadillac's US No:1 with 68,312 sold in 2017

Market Place



For Sale

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

Contact Robert Thonet 07740 707800 (Surrey UK)



For Sale

FOR SALE: 1974 Cadillac Eldorado convertible. This car is in average condition, there are some scratches, chips and the seats are a bit worn. On the other hand the car had a new crate engine around 5 years ago so it runs smoothly once warm. It has the 8.2L engine, there's 59,000 miles on the clock and an MOT until May 2018. Asking price is £6,000.

Contact Dave Percival on 07480040313

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

Contact Nick Pascoe 07771 641 861.



For Sale

FOR SALE: 1963 Cadillac Convertible Coupe. Owned 17 years. Red with white leather interior, bucket seats with console,

white top and boot. 53,000 miles. Great shape, well maintained. Additional pictures and maintenance records available. \$23,850. **Contact Bill Van Luven, Shelby Township, MI. 001-586-489-0114 or Email: bill@vanluven.com**



For Sale

FOR SALE: 1973 Cadillac Eldorado. With many new parts, this car has had over £18,000 spent on it, including a new padded roof. The car is in Firethorn red and has the later '78 front end conversion. £15,000 o.n.o. Would consider taking a late model RHD Cadillac in p/x, but must be in excellent condition.

Contact Peter Griffith, 0151 6301414 or Email: v8v12v16@globalnet.co.uk



For Sale

FOR SALE: 1954 Series 62 Sedan. High spec car in the hands of current owner since November '99. Resprayed and retrimmed in the late '90s the car also has a continental kit. Current mileage 36257. Offers around £20,000. See website for more details. **Contact Dave Jamieson, 07779923887 or Email: davidcyclops@hotmail.co.uk**

FOR SALE: Genuine service manual for 1977 Cadillacs. Prepared by the Service Department of the Cadillac

Motor Car Division to aid servicing 1977 model Cadillac automobiles. This manual covers everything from general information to in depth technical data. Measures 28 X 21 X 4.5cm a weighty volume at 2.5kg. In good condition with no greasy fingerprints but a few dog eared pages. £20.00 + £6.00 postage if required.

Contact John Lond 0776 955 7984 or Email: jlond@toucansurf.com

Ed. Sounds like a bargain for anyone with a '77 and no manual.

