



Cadillac



Owners Club of Great Britain



Standard of the World

November-December 2025

Cadillac Owners Club of Great Britain



Club website (with International links): www.cocgb.co.uk
 Facebook—Cadillac Owners Club of Great Britain
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Affiliated to the Cadillac-LaSalle Club of America

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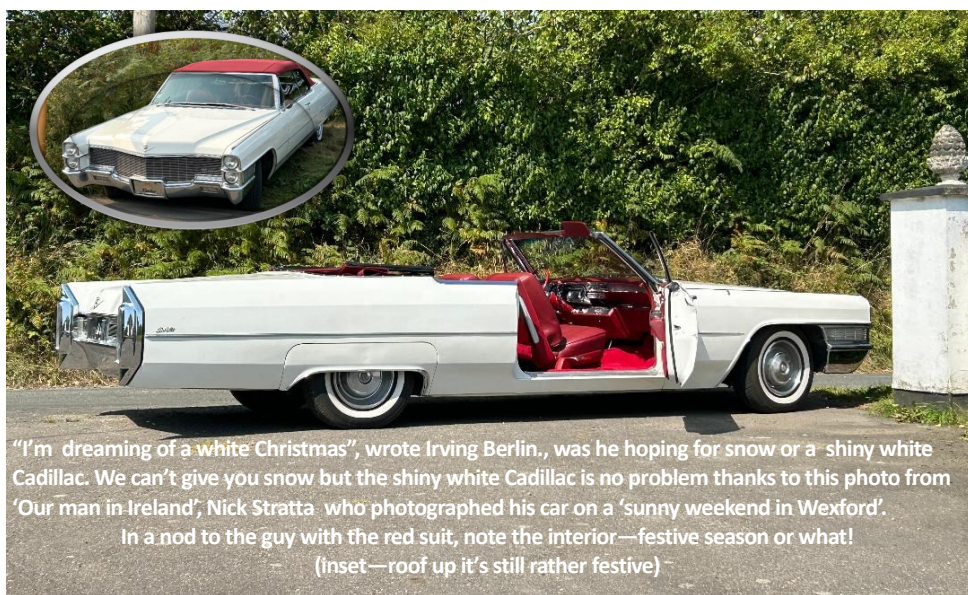
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"I'm dreaming of a white Christmas", wrote Irving Berlin., was he hoping for snow or a shiny white Cadillac. We can't give you snow but the shiny white Cadillac is no problem thanks to this photo from 'Our man in Ireland'; Nick Stratta who photographed his car on a 'sunny weekend in Wexford'.

In a nod to the guy with the red suit, note the interior—festive season or what!

(Inset—roof up it's still rather festive)



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Wishing you all a pleasant festive season

Front Cover top - 1994 Cadillac Christmas Tree Ornament (see page 5 For details)

Front Cover Photo—Stranraer in the distance—Paul Buerton's '76 Coupe deVille takes in the sea air

See Feature Car on Page 6



Club News

From the Chairman

Hi,

My name is Alan Reed and you all know your names, so that takes care of the introductions. I have been in the club since 1991, when Julian Lodge and a few others started the ball rolling. It was hard going and still is, because it's a one make American car club.

We can't do much about that, a Cadillac is a Cadillac, not a Corvette, they have the advantage of being a sports car—not many people choose a Cadillac for their mid-life crisis.

It was a disappointment to me, the low number of members that turned up at the AGM at Rally of the Giants. Rod and Judith, Phil and Lin and Karen spent a lot of time making cakes and biscuits, setting up Camp Cadillac and making teas. Those marquees didn't put themselves up. So come on gang, help the committee out, it's not a lot to ask for, if I can do it so can you—it is 'your' club (rant over).

Thanks to those who did turn up and join in, it was great to see you and a huge welcome to the 4 new members who joined on the day.

I did enjoy seeing how far Cadillac had come in 122 years and despite what the editor thinks, I don't remember when Pete's 1903 Cadillac was new, in fact it makes me feel quite young.

Take a look at 'Events 2026', there are some listed already and it will be our 35th year as a club

Quote for this edition,

Nothing behind me, everything ahead of me, as is ever so on the road—Jack Kerouac

Until next time,

Alan

Rod Bevan



Treasurer/ Membership

Welcome to our new members

A very warm welcome to our new member: Tomasz Heleniak of Leeds with a 1970 Sedan deVille.

Show-time becomes Autumn-time

It's that time of year again, summer always seems to go too quickly. Some good shows this year with some good weather, makes all the difference. 'Rally of the Giants' back on the shows list for next year, terrific show this year and tremendous work by All American Auto Club. Many thanks to them and for our invitation to join them at the show. 'Rally of the Giants' saw our members win trophies.

Congratulations to Peter Hewitt with his 1931 Sedan 355A (Best in Show), Pete Wood with his 1903 Model A (Best Antique) and Bob Lucas with his 1933 V12 (Best Cadillac). Not bad and plenty to be proud of.

Magazine issues

The club magazine has received many praises over the past few years and has attracted the attention of other Cadillac clubs in the world, including New Zealand. The Editorial Team have done a tremendous job in its construction and presentation. With a bilateral agreement, amazing how these words creep into our vocabulary, with the Cadillac

LaSalle Club of New Zealand, we now share each other's magazine in PDF format. To receive the 'FINZ' magazine in PDF form please let Phil know by email and he will put you on his list. I have recently sent September's issue of 'FINZ' magazine in PDF format by email to those opting for the email form of contact within GDPR. Members can change this contact option at any time, either to opt in or opt out, as is the case with all options of contact.

Please let Phil know if you are interested in receiving future 'FINZ' magazines by PDF: holepl@aol.com

Happy motoring, Merry Christmas, Happy New Year and, of course, drive safely.

Rod

Phil Hole



Editor

It's the end of an era, no don't all cheer, we're not going anywhere (you're crest-fallen now aren't you). It's the Magazine that's changing, but only in its physical size, we're moving from A4 to A5 format, a decision taken at the AGM, so instead of 12 pages, you get 24, think of this one folded in half.

Not a choice taken lightly, but made for us by the ever increasing cost of postage. The new format will knock almost 50% off our postage cost—same amount of paper, same weight—smaller envelope.

On the Cadillac front **Angry Parrot Fabrications** have worked their magic, replacing that rusted panel on the front inner wheel well.



If you're in this part of the world, I can highly recommend them. Check out www.angryparrotfabrications.co.uk

The need for this work further convinces me that older cars (those MOT exempt at 40+ years old) should have some form of mandatory test. Granted they can't meet current emissions, but structural integrity and the ability to stop has to be paramount in any road going vehicle, doesn't it? I like to think I know my car pretty well, we've been together 26 years, but I missed this and as for braking issues, how many of us have a brake tester at home—it's a bit late at point of failure.

Unfortunately, much of my time (and limited expertise) has been taken up with the Jeep Grand Cherokee—to say it's a pig to work on would be an understatement. How can something so big, have so little room in the engine bay, it's not like I have shovel hands! I ran out of swear words very early on, so I had to invent a few more. Yes, if you think working on a transverse engine Cadillac is a pain, the Grand Cherokee is at another level, even to the point of having to remove the catalytic converters to replace the O2 sensors and there's 4 of the beggars. It's not helped when the bush in the centre of the cats engine mount manages to escape. Here's a top tip, washing up liquid is great at getting it back where it belongs, There are advantages as my daughter and fellow club member **Karen** pointed out, "*Hands that fit bushes can feel soft as your face with mild green Fairy Liquid*".

Finally, to all our contributors over the past year—we thank you.

Stay safe, stay well,

Phil

&

Gracie



Pete's Page

A Veteran Cadillac Cornucopia

From Pete Wood



The 1912 Baby Cadillac Number 1 has, for the first time in 95 years, got a windscreen frame. Period photos were scaled up, to known dimensions, to produce working drawings.

A new brass steering wheel rim and running board has been made. The steering rim, windscreen, and one running board were the three major parts missing, when the disassembled car was found.

Here are some more shots, mostly from the paint shop.

The coach built body was made from one piece of metal and, apart from a few dings, in good shape. All the dents were removed with a planishing hammer and dolly; no filler.

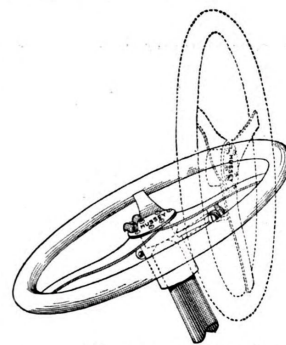
The paint shop is making progress with the first electric Cadillac, made in 1912 - Baby Cadillac Number 1. I can see the wheels have now been painted and the body and wings look fabulous. The enamel paint was specially matched, from existing samples, by **Craftmaster**. So proud of the restoration team. Well done all!!



This is the best side shot photo I have ever come across, for the first public outing of the 1902 Prototype Cadillac, at the Grosse Pointe race track.....

There was a mad rush to get the Prototype ready, for the race meet. On Monday the 20th October 1902, the engine bearings were shipped from Cleveland. The Prototype engine was fitted in that week and the first Cadillac was actually running by Friday the 24th October 1902. The photo was taken on the 25/26th October, with the engine designer, Alanson Partridge Brush, giving demonstration runs for journalists. You can just make out the rear hatch, fitted either side of the rear of the body, which gave access to the fuel mixer and clutch adjustment.

The front 3/4 photo, also taken at Grosse Pointe, shows William Metzger, Cadillac's brilliant sales director, with the Prototype. It differed from the 1903 production car in many ways - 14 spoke wheels, detachable steering wheel and a radiator by Pat Hussey, for example.



We are manufacturing Steering Wheels, Radiators, Tanks, Circulating Pumps, and other supplies. Our goods are of the highest grade, and fully covered by a guarantee. Prices are consistent with quality. Before purchasing elsewhere, be sure to get our quotations.

Hussey Automobile & Supply Company, Detroit, Mich.

If you know of a better side photo, please do share.

Pete

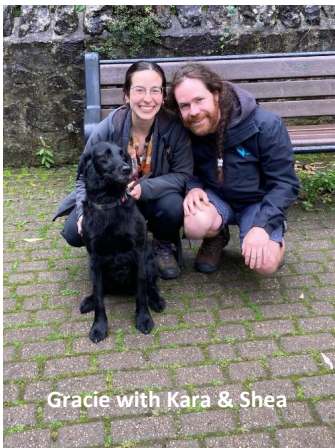
Emissaries from a Land Down Under



The Assistant Editor and I were delighted to meet up with Shea Melville and his partner Kara Barbes in Cheddar where Gracie presented **The Amos International Magazine Award** for **FINZ** to Shea, who accepted it on behalf of his Dad, **Editor Ron Melville**. It's gratifying that they made the journey half way around the world to collect this prestigious award.



Photo—Kara Barbes



Gracie with Kara & Shea

And a few words from the worthy recipient himself...
It was a great opportunity for the kids to meet you and Gracie. The NZ Club is indeed honoured to receive this esteemed Award for our Internationally-read FINZ magazine. Two major Awards in one year is certainly momentous!

Shea was wrapped given it was he that created the current FINZ template back in 2009. Best regards to you and your fellow members in the Mother-land, from the 'edge of the earth!' Ron

The Cadillac Christmas Ornament

By Paul Bedford

The Cadillac Christmas ornament was given to employees during the 1980s through to very early 2000s - we think? Yours has real history to it, Tom, I met him in 1990 at Cadillac Detroit Hamtramck assembly plant (then) a Cadillac only plant. He was part of the World Class Quality Council. He took my family and I on a tour of the plant but what drew us together were comments he made about some old-fashioned pinch-welding machines used to get into difficult places on a bare steel body. The welders had been brought in from an older, now closed plant.

I asked where they'd come from, I was stunned when he said Fisher Fleetwood just 3 miles from Cadillac's Clark Street plant. Fisher Fleetwood (old Fisher Plant 18) had built only Cadillac bodies since the Fleetwood name went up on it in 1931, the date the original Fleetwood Metal Body plant in Pennsylvania had finally been closed. Tom had started at Fleetwood as a body welder in 1965 and had been there right up to Hamtramck opened. He was a great big bear of a man, but gentle and kind, he was known in the plant as The Baker because he was a very good cake-maker, small cakes through to very big elaborate weddings cakes. He'd had a hand in building the body of every Cadillac me and my family had owned.

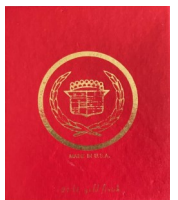
We were friends till his death, I stayed in contact with his widow until her death. She gave me all of their Cadillac Christmas decorations a little while after he passed.

Paul



Ed. The ornament that Paul sent to me was from 1994 and is in a red presentation box. It has a 24 Kt Gold Finish and was 'Made in the USA'.

Great way to celebrate a Cadillac-in Christmas (even for an old humbug like me) - Thanks Paul



Much overlooked...

Those of us of a certain vintage will remember how much time we spent maintaining (tinkering with) a carburettor to get the car running smoothly, practically a pastime in its own right.

Not so the modern throttle body, the bit that does the same job on a fuel injected engine that we take no notice of at all. So if your modern machine has a rough idle and doesn't accelerate as smoothly as it should, before you change the plugs or clean the injectors take a look at the throttle body. Is there a lot of crud around the butterfly? This can disrupt airflow, leading to those things happening. Unlike many things on a modern car, this is a do-it-yourself job, a can of Throttle body / Carb cleaner, an old toothbrush and some rag, may be all you need to cure the problem.



Feature Car

My '76 Coupe deVille



By Paul Buerton

I had been looking for an American classic car for a while having had an Oldsmobile Cutlass years before.

I saw an add for the car and when I contacted the seller, he told me he had bought it from a dealer who had shipped it from Las Vegas, and it had been in a museum. Unfortunately, he had bought it without telling his wife—hence the sale!

I arranged to go down and see it, quite a trek, it was in London and I live in Scotland, so I let the train take the strain.

As soon as I saw and drove the Cadillac, well that was it, I purchased it that day and it headed back to Scotland on a large low loader. I have had the car 2 years and get many people admiring and wanting to purchase it.

Power Brakes, 'it stops on a dime', Power Windows, Air Conditioning—everything works

The only work that has been needed is a recent starter motor from **Rock Auto** (Excellent Service only 3 days from purchase to delivery) Looking at the one I took out, I'd say it was probably the original and lasted nearly 50 years.

It's a very smooth drive from the 8200cc Engine and has a lovely sound from the twin exhausts. The car is in Piano Black with a cream vinyl roof and red upholstery. I use the car all year and when I go to the local shops which is a 25 mile round trip, it does approximately 20mpg. I put the octane booster in which makes it run really smoothly.

Ed. Now that really is shopping in style.

Cadifacts

- Engine:** 500 cu. In (8.2 Litre) Fuel Injected V8
- HP:** 215 @ 3600rpm
- Torque:** 400 lb-ft @ 2000 rpm
- Transmission:** 3-speed Turbo Hydra-matic
- Top Speed:** 121mph
- 0-60:** 10.8secs
- Length:** 230.7" (just under 19' 3")
- Width:** 76.4" (just over 6' 4")
- Height:** 53.8" (just under 4' 6")
- Wheelbase:** 130" (10' 10")
- Kerb Weight:** 5025lbs (just under 2.25 tons)
- Fuel Tank:** 27.5 US gals (22.9 Imp gals)



Even the trunk matches the upholstery



deVille



Locke Park Classic Car Show

From our 'Award Winning' Roving Reporter

Amanda Deville

Sunday 10th August, we were blessed with hot sunny weather all day, consequently, there was a decent turnout of all manner of vehicles. Initially, there were only a few American cars in attendance and no



Cadillacs at all, but as the day wore on, several more turned up, including some nice Caddies, although not all to my taste, for example, the '64 Cadillac with painted grille and bumpers, just doesn't look right to me, but, each to his or her own I suppose.

Talking about cars that don't look right, I have to mention the 1955 Buick that had been butchered to make a sort of pick up truck, not only were the proportions very odd indeed, but looking at the photos of the 'conversion', it soon became apparent that the builder had started with a quite presentable Buick Roadmaster, he probably is quite proud of what he ended up with, but I just couldn't help thinking it looked so much better in it's original form, but that's just me. Apparently, it had Chevy front suspension, Oldsmobile rear and was powered by a Mercedes diesel of all things! They say beauty is in the eye of the beholder and this was a prime example I think, the 'distressed' paint job didn't help much either.



Anyway, balance was restored somewhat by the 1962 Sedan Deville, the one with only 45,000 miles from new and a nice looking 1956 Cadillac convertible in red.



I was quite impressed with a lovely 1960 Chrysler Windsor with the most gorgeous tail fins ever. The British contingent was well in attendance of course, I photographed a couple which exhibited a strong US influence in their design, a Vauxhall Velox PA and a gorgeous Sunbeam Rapier convertible,



I did notice a much later Rapier elsewhere on the field which bore a striking resemblance to this 1965 Plymouth Barracuda parked nearby.

One car which demanded attention was the Auburn Boattail speedster, absolutely stunning, such presence. I couldn't decide if it was an original or a very good kit car, as the wheels looked a bit too modern, as did the steering



wheel and not being an expert on such exotica, I couldn't tell which. Although there was a plaque on the dashboard that proudly stated that this car had been driven at 100.1 MPH prior to delivery, which only confused me more. Fortunately having consulted with the Assistant

Editor, my suspicions were confirmed, it's a 1972 Ford under that attractive body, albeit with a 7 litre engine.

To go full circle, here is a Ford that isn't really a Ford, though it looks like a genuine GT40, it's actually an MDA GT40 built in 2007, but it does look like the real thing, a very impressive and quite attractive vehicle, I believe they were called the GT40 as they only stood 40 inches high, looking at the car, I could well believe it.



This '67 Cadillac convertible was very yellow and came complete with animal print seat covers and side pipes, whilst the Swedish contingent was a very original Volvo PV444 complete with complete with chrome exhaust tip and mud flaps



I managed to get an overall shot of the show from the Locke Tower in the park, built by a civil engineer named Locke in the 1800's as a tribute to his late wife, apparently, it is the highest point in Barnsley and several counties can be seen from the top, but not a good idea if you suffer from vertigo.



Need a Rock Auto Code?

319310043161577680 is good until midnight on November 28th

Need a new Dining Table?

Leigh Spivey came across this one on the internet.

Ed. Ideal for cooking at the table—comes with its own grill...



Cliffe House Car Show

From our 'Award Winning' Roving Reporter

Amanda Deville

Saturday August 16th, we attended this small 'cosy' car show in Shepley near Huddersfield, organised by the **Yorkshire Thoroughbred Car Club** in support of the house's charity which is a children's care home. Although it was a Saturday and the available space to display was limited, quite a few interesting vehicles turned up, sadly only one Cadillac I'm afraid, but at least it belonged to a Cadillac Owners Club member, well there was a sticker in the window of this imposing '90 Cadillac Brougham D'Elegance.



The car for me on this occasion was a 1928 Plymouth Coupe in amazing condition. I have only had three owners from new, all ladies! The first one imported the car from Canada into New Zealand, where she was the country's first female bank manager, the second owner also lived in NZ, which is where the current lady owner imported it from, the car is virtually original, with original paint, interior and amazingly enough, original wooden wheels, a truly incredible automobile. Also of interest was a one off Jowett coupe called the White Lady, this one started life as a cabriolet but at some stage of its life had the one off coupe body added, the owner told me it was quite pleasant to drive apart from the fact that the hydraulic/mechanical brake system was practically useless, which must have made for interesting motoring. His good lady wife



had the absolutely gorgeous 1949 Alvis Drophead Coupe parked next to the Jowett, this gem had only two owners from new, the present one buying the car in 1959, there's dedication for ya.



The only other American car present was a '70 Chevrolet



Camaro in nice fettle. There was also a very tidy Rover 3.5 V8 an engine of Buick origin and a



splendid Daimler SP250

Dart with a spiffing Daimler Hemi engine.



At the other end of the scale was a rather cheeky Bond Bug, as I said, a small and friendly show in support of a worthwhile charity.



Ron's European Roaming

A 'picture-fest' from International Affiliates V.P. Ron Zahn at the Grand European in Munich



Cadillac
...at your service

by Paul Bedford



Cadillac. Standard of the World. Craftsmanship a Creed, Accuracy a Law. Impressive stuff, of that there is no doubt. I was thrilled when my Father suggested I look after his three year old 1970 Coupe deVille, I was after all only 15 years old?

He wasn't about to hand over the keys though without some considerable homework being done. I obliged naturally. It was about knowing the car, understanding the parts required, and why, and of course following the service schedule Cadillac engineers had laid down for their cars. The route to this knowledge was the factory service manual. These genuine books are not always cheap, but they are the single route to doing it properly, and that includes the The Servicemen Bulletins.

I've looked after Cadillacs for over 45 years and I've heard all kinds of descriptions of a service, many still exist...classics like *'all we need to do is change the oil'* and the much used *'if there's nothing wrong with it just leave it alone'*

I also have known folk that think it's time to service their car as they stand at the side of the road, waiting for the breakdown truck to collect them? I knew a stunning '56 Cadillac that got very little use, so no oil changes, for years?

Proper service means the entire car, but for now let's just look at the typical Cadillac engine. Perfectly balanced, beautifully engineered and with many tolerances that in some cases are down to one thousandths of an inch. Eight different piston sizes matched to eight measured bores. Consider that once assembled into a short motor (block, crank, pistons/rods, cam and timing gear) they were turned over by hand by some of Cadillac's most experienced craftsman to see how they feel, if one of these craftsmen wasn't happy he could reject that particular engine. So, as my Father used to say, the best, most expensive oil is cheaper than an engine rebuild.

Briefing yourself about servicing your Cadillac starts with the workshop manual and The Serviceman bulletins. The bulletins were published by Cadillac Service Department monthly for the dealers and they are full of fascinating information. Things like changes in parts or procedures, changes in torque settings, manufacturing changes, often giving the Broadcast number so you identify if any of these changes refers to your car? If you're going to buy them, buy your year and the year before and after.

It's impossible for me to cover every decade of Cadillacs in this brief article. I've lived with late sixties and seventies Cadillacs, so I'll look at these cars. Check your own workshop manuals though for specified service times and mileages. I know of too many Cadillacs that don't do much mileage, so no service work is done. In 1978 the maximum mileage and time for a service was 7500 miles or 12 months whichever comes first. So for most of us that probably means one, annual service?

There are also different mileage/time stages for different areas of the car. Many of us use our Cadillacs sparingly, many of our cars rarely see higher motorway speeds? Personally, with a 42 year old car I do a full service every year or at 4000 miles. Maybe not always possible, but I use a local oil company to do tests on my engine and transmission oil. Much can be learned from such tests.

So much is obvious, but often ignored. Engine oil. Buy the best. Buy the correct grade. Remember that for most older cars with neoprene

engine seals semi or fully synthetic can be the route to oil leaks. Synthetic oil has a smaller molecular structure, it gets past engine seals in many of our older Cadillacs. Our engines are 30, 40 or 50 years old, so fit a new, correct filter at every oil change.

New air filters keep gas mileage as right as it can be. Washing out PCV valves and engine breathers helps the motor breath better and stops that horrible oily engine smell. Yes some say not to wash out a PCV valve? Just **don't** use powerful solvents like petrol or thinners.

Spark plugs have a useful life, my '78 Seville has a change point of 22,000 miles. In between though, pull them out and check them at every annual service, they're telling you about the operating condition of your engine? Then clean and re-gap them. The first section of *most* Cadillac workshop manuals tells you what is required. Owner's manuals also often give a great deal of information about service.

Another area often forgotten is engine coolant. Generally speaking it requires changing every two years with a flush being done, including the heater core. This is the time to check radiator hoses, heater hoses, radiator caps and the often forgotten thermostat. Then refill to Cadillac requirements, with older cars that's often 50/50 water and ethylene glycol – **check**.

Distributor caps, rotor arms, plug leads (8mm triple silicone for HEI cars), fan belts, brake fluid levels, brake shoe and pad wear, drum and disc rotor condition. You get the picture.

Many car makers have made good cars, some have made very good cars. Indeed one quite small company used to tell us they made the best cars in the world? Few though have built truly great cars. Cadillac's roll call of great cars is beyond compare. So if these beautiful Cadillacs that we love so passionately are the greatest cars in the world, surely they deserve the greatest care?

THE END

©Paul Bedford2024



Photo courtesy of General Motors 2025

Ed. This article is reproduced by kind permission of the author

Alan Reed Show Coordinator



Hi Caddy Fans, it's me again, I hope all is well with you.

As I said last time, (*Ed. It was the time before last as some idiot, that'd be me, forgot to put this in the September-October edition—sorry Al*) I had fuel problems with our Fleetwood which meant I had to call out the breakdown service provided by my insurer. They sent a flat-bed tow truck that took it to Belcher Engineering in Diss, Norfolk. No fuel at the engine, but the tank was 3/4 full.

The Belcher electrician could not get to the fuse box because when the Speedo Head was repaired some 5 or 6 years ago, it was all put back wrong. After getting the OK from me, he went ahead and removed the dash. Two and a half days later, I was told it was ready to pick up. When I saw the work the electrician had done I was over the moon—well done that man. 10/10.

Good garages that I use. I know we all have our favourites, the go to people we trust, but thought I'd mention 2 in case you're on the look out and in my neck of the woods.

Total Auto Imports
Unit 5 Foundry Way
Little End Industrial Estate
Eaton Socon
St Neots
Cambridgeshire
PE19 8TR
01480 229033
www.totalautoimports.co.uk

Belcher Engineering
The Workshop
Rickingham Hall
Diss
Norfolk
IP22 1NA
0330 828 1823
www.belchers.uk

Quote for this edition

"Life is either a daring adventure... Or, nothing"
Helen Keller

Alan

And now lets bring Alan up to date

Hi Caddy Fans,

It's me again, I know you all missed me in the last mag. I got left in the seat pocket of a Sedan deVille apparently. (*Ed. At least you were comfortable and it's two for the price of one in this edition*).

I'm hoping to go and see our 'Old Timer' (and his car) at the start of the London to Brighton Run, but at the moment I haven't got a working camera, my Kodak Brownie 127, Pixpro AZ361 aren't working and I can't get film for my Advintix F350. Perhaps Father Christmas will bring me something—I have been a good boy this year. (*Ed. And a time machine Al, then you can nip back to November and take a snap or two for the next magazine*)

Alan

Events 2026

March

20-22—Practical Classics, Classic Car & Restoration Show at the NEC, B40 1NT

April

3—Wheels Day at Newbury Showground, Thatcham, RG18 9QZ. Don't

forget you need to register for this event.

July

4-5—Classic American Stars & Stripes at Tatton Park, Knutsford, Cheshire, WA16 6QN

17-19—AACUK Summer Nationals at Upton-Upon-Severn Rugby Club, Worcestershire, WR8 0JQ

August

AAAC 'Rally of The Giants' at Stonor Park, Henley-on-Thames, Oxfordshire, RG9 6HF

FBHVC News



Key Headlines

- **Record Growth in Historic Vehicles:** The number of historic vehicles registered with the DVLA has risen again to **1,934,178**, just shy of the 2 million once forecast for 2025.
 - **Economic powerhouse:** The historic vehicle sector now contributes **£7.3 billion** annually to the UK economy, with owners spending on average **£4,567 per year** maintaining and enjoying their vehicles.
 - **Jobs and businesses:** The movement supports **2,700 specialist businesses**, collectively employing **34,500 people** across restoration, maintenance, parts supply, museums and events. Nearly half (45%) of those businesses now offer, or plan to offer, **apprenticeship programmes** to pass on vital heritage skills.
 - **Growing enthusiasm nationwide:** The UK is home to an estimated **690,777 historic vehicle owners**, and more than **22.7 million adults** regard historic vehicles as a vital part of Britain's heritage. Over **9.7 million people** say they would like to own one, and **4.3 million** attended a historic vehicle event in the last year – a 100% increase since 2020.
 - **Minimal road impact:** Despite their visibility, historic vehicles account for only **0.2% of all miles driven** in the UK, with the average vehicle covering just **837 miles annually**.
 - **Demographics and Future Generations:** The **average age of an owner has risen to 66**, highlighting the importance of engaging younger enthusiasts. Encouragingly, the under-35s now show the most significant **interest** in historic vehicles, while the introduction of the **'Youngtimer' category** (vehicles aged 20–30 years) offers an accessible entry point for new enthusiasts.
- Skills and apprenticeships:** With over **11.9 million adults** agreeing that apprenticeships focused on historic vehicle skills should be available to young people, the FBHVC calls for continued support to sustain these specialist trades for future generations. Businesses echo the call, with **45% already offering or planning training schemes** to ensure vital historic skills are passed on.

About the Survey

The **2025 National Historic Vehicle Survey** was commissioned by the Federation of British Historic Vehicle Clubs and conducted by **Turquoise Thinking Ltd** between February and May 2025, with over **19,900 responses** from owners, enthusiasts, businesses, clubs and members of the public. The FBHVC represents over **500 member clubs** across all historic vehicle types and serves as the collective voice of the movement to the UK government and policymakers.

Cadillac News.....

Pat Symonds, Cadillac F1 Team Executive Engineering Director—seen here the wheel of Engine No. 1365



(BT4) is joining **Pete Wood** as co-driver for the 2025 London to Brighton Run and what better way to practice than a spin around London to get the lowdown on handling the powerful mid-engine Cadillac. See how they get on in the January-February Edition of 'Standard of the World'.

Pat said, "I have always wanted to do the London to

Brighton Veteran Car Run. It is fitting that I can be a part of Cadillac's Heritage at such a historic event."

Not done with Internal Combustion—the 'all electric' future may not be completely plugged in. As reported last time, the XT5 not only continues into 2026, but gets a facelift for the 2027 model year. Now what about the CT4 and CT5, will they disappear into the ether when the current production cycle ends in 2026?



That's looking like a yes for the CT4, but as **Graham Darby** reports, **Cadillac** has confirmed plans to develop a 'next generation' (Ed. shades of *Star Trek*—cue the music) CT5 for the North American market. It will be built in Michigan and powered by a petrol engine.

A spokesperson told **'Carscoops'** "As Cadillac evolves, we will continue to make necessary adjustments to our portfolio to meet customer demand. We are thrilled to confirm that the legacy of the CT5 will continue with a next-generation ICE vehicle, proudly manufactured at GM's Lansing Grand River Assembly plant, of US and globally sourced parts."

Celestiq takes a hike—in price that is. The 2026 bespoke 'ultimate' Cadillac will start at just over \$400,000 before you tick the option boxes which are many, varied and expensive. Then again if you were contemplating a \$360k car, what's an extra 40 grand?



So, if you're worth \$160 Billion what are your wheels of choice—According to an article **Graham Darby** forwarded to me, if you're **Warren Buffett**, it's a 2014 Cadillac XTS which his daughter bought to replace his 2006 DTS.



Ed. Not actual Car

2026 is a big year for Cadillac—Not only re-entering the UK market, but also entering Formula 1 for the first time. The 'EV' vehicle line-up will be Optiq, Lyriq & Vistiq.



To celebrate and show support for Cadillac's entry into Formula 1, **Pete Wood** has purchased the **F1 CAD** number plate.



This isn't Pete's actual car, but who knows what the future holds. Instead it's been photoshopped onto a library photo to show what it looks like. Here's an un-modified library photo—confusing isn't it.



CADILLAC
FORMULA 1™ TEAM

The 2026 FIA Formula 1 season kicks off in Melbourne on the 6th March with the race taking place on Sunday the 8th.

The British Grand Prix is at Silverstone 3rd-5th of July

Good Luck Cadillac



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

Cadillacs in the Wild...



End-to-End, its on the front cover, so why not the back—this time it's black & White

Photo Paul Buerton



'70 Eldorado, spotted by Simon Green at 'Rustival' at the British Motor Museum in August



Getting there—Every day, baby Cadillac just grows more complete—a credit to all the craftspeople involved and *Pete Wood*, the driving force behind the Restoration.



The Aircraft Carrier found another friend at Sywell Airdrome in September and it's another '68, a Calais. Lincolnshire Rep, *Paul Ross* took the photos and much admired those Calais hub caps—anyone got a set?



Next Stop—Brighton



Andy Blick's new wheels—'60 Series 62

As this is the last edition of the year, the Assistant Editor and I wish you all,

A Merry Christmas

We'll see you on the 'flip-side' in '26.

Stay safe



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