



# Cadillac



Owners Club of Great Britain



## Cadillac at Wheels Day 2023



*Standard of the World*

May-June 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  
Follow us on Twitter @cadillac\_of

*Affiliated to the Cadillac-LaSalle Club of America*

**New—** For Cadillac LaSalle Club membership, contact Cornerstone Registration on 001-763-420-7829 or email: [clcoffice@cadillaclasalleclub.org](mailto:clcoffice@cadillaclasalleclub.org)

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# Club News

## From the Chairman



Hi Cadillac Fans,

I have been busy registering my 49 for various events this year. Just need to be patient as see how many I get accepted for. Talking of shows, how many of you have signed up to go to the Isle of Man in September? I for one am certainly looking forward to it.

This year we will be having the Cadillac Owners Club AGM at the new location. Stonor Park RG9 6HF on 30<sup>th</sup> July 2023. It would be great to have as many of you there as possible. The clothing seems to be going well. I have been in communication with them and they are getting enquiries. They have sent some orders, but please make sure that the logo is the right one. The 'V' is set up now. The later floral (laurel) wreath can also be done.

I went to Wheels Day at Rushmoor Arena on Good Friday 7<sup>th</sup> April. I put up the Cadillac Owners Club flag beside my car to promote us. There was a very good turn out and an eclectic variety on show. I found it heart warming to see everybody's enthusiasm to show their pride and joys! The weather was certainly in our favour, glorious sunshine all day!

It has been nice seeing the price of fuel coming down. I had been contemplating getting a mortgage to cover the gasoline cost. (Ha! Ha!)

Over the winter, When not going to meets and looking after my new granddaughter, I have managed to get a few small jobs done on the 49. I have bought a module to convert FM to MW. Much to my amusement it came in kit form! So the small soldering iron needs to found. I am sure I put it somewhere safe! Update on progress at a later date. I have also been replacing 74-year-old vacuum pipes which are perished. The only problem now is I need to dismantle the dashboard to finish.

As I am writing this the latest update on our Aircraft Carrier is still in dry dock. I am worried about our country's defences, without it there is a gap that our enemies can get through!!! Hope you are all starting to enjoy showing your Standards of The World to the world!

Graham

## Rod Bevan

### Treasurer/ Membership

Welcome to our new members.

A very warm welcome to a new member, Adrian Glen of Norfolk with a 1968 Eldorado.



Things are hotting up, or at least they should be by the time you read this. Our Annual General Meeting will be at the Rally of the Giants meet at the new venue for 2023, Stoner Park near Henley on Thames, RG9 6HF. It's on Sunday 30<sup>th</sup> July and it promises to be another good one. The AGM will commence at the Caddy camp at 1030.

Check out the events pages and please, please let our members know about shows near to you. Don't just post it on Facebook the day after.

See you at a show, stay safe, look after yourself, family, and the Cadillac.

Rod

## Phil Htole Editor



This magazine marks the mid-point, issue wise, of 2023. How did we get here so soon and with so little input. It's been a slow article year so far. As always our thanks (mine and the Assistant Editor's) to those stalwarts that keep us going.

Prices continue to confuse me, where American Cars are concerned. I noticed that on page 89 of the May edition of Classic American, they have a 'Close-up on Classified' featuring a 1983 Oldsmobile 98 Regency Brougham. It's a nice enough car but the asking price is £27,750. When was the last time you saw an '80s Cadillac at that price and I know which one I'd rather have. Of course there's no guarantee the seller will get that price, but even at 20 grand that's a lump more than a Cadillac.

Fuel prices remain high, it's a long time since we had a price war between the supermarkets, in fact, in many areas they are the more expensive places to buy petrol. Where I live it's currently 146.9 ppl at Tesco, though if you're passing through the outskirts of Bristol some 10 miles away, the Tesco there is at 141.9 ppl. That's a difference of 22.5 pence per gallon.

I was at Donnington Park for the classic car racing on Saturday 29th March in company of the Porsche Owners Club GB. No I haven't gone over to the dark side, my son has one and I have to say they run a slick operation with plenty of volunteers and tea & coffee on tap. Having 22,000 members does help, though in a sea of 911s it can be challenging to find the one you came in.

It was great to see and smell the old cars as they slid around the corners, their drivers sawing at the steering wheels on cross-ply tyres. Those were the days, not a computer in sight.

Finally, you'll see that the contact details for CLC membership on page 2 have changed. There's also a new website which requires registration to use. As with any new system there will be teething problems, so stick with it, it will all come right in the end.

Stay safe, stay well,

Phil





# Amos' Autos

'Hanging out with the cool dude'



Hey Dudes,

I've been pawing over some photos that appeared on our Facebook page recently. The first is the Austin A90 Atlantic, photographed by **Graham Howard-Wall** at a local car meet.



It had a very short lifespan, only being in production between 1949 & 1952, the 4-seater convertible was joined by the hardtop version, called the

Atlantic Sports Saloon in 1951. It came with a wraparound windscreen, though it wasn't in the true sense of the meaning. There was a central flat windscreen with curved bits at either side, joined by chrome strips. The rear wheels were covered with fender skirts and both front fenders had a 'Flying A', rather than the single in the centre of the bonnet on all other Austins of that time. Probably, it's most striking visual feature was the 3rd central headlight which only operated on main beam.



The rear screen on the Sports Saloon was also in 3 pieces. The center section could be lowered into the trunk for added ventilation using a winder above the windscreen.

Powered by a 2660cc Inline 4-cylinder engine developing 88hp at 4,000rpm, it was capable of 91mph. Of the 7,981 cars built, 3,597 were exported, though not to its intended market. Only 350 made it to the US. Why wasn't it popular there —Perhaps because the Americans love a V8 and it didn't have one.

**Simon Green** spotted this 1963 Humber Sceptre at Wheels Day. Originally intended as a 4-door replacement for the Sunbeam Rapier, it ended up as a Humber, and a totally different Humber to the ones people were used to. Related to the Hillman Minx, Singer Gazelle and Vogue it had a rather unique (for the time), receding roofline where the windscreen was higher up than the side windows,



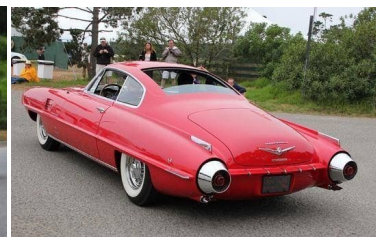
This gave it an almost 'wide-eyed' surprised look. Powered by a more powerful 80hp version of the 1592cc Minx engine, the Sceptre came with Front Disc Brakes, Overdrive, Rev-counter and wait for it.... A reversing light.

**What** do you do with a Biro that won't write? The logical thing is to throw it away. But no, you can now drive it and it's available in the UK. Powered by 2 brushless 48v motors this minute 2-seater city car is just 6' long, 3' 4" wide and 5' 2" tall.

Available with two battery options, the Lithium Maxi has 62 miles of range and takes 3-6 hours to charge while the Re-Move removable battery model has a range of 34 miles and a 2-4 hour charge time, though as the name suggests you can take the battery out (it comes with its own inbuilt trolley) which serves two purposes. You can take it with you to charge and nobody can steal your car. Even if it is stolen, rest assured it won't be used for a high speed getaway as the top speed, just like the new Citroen Ami is a shade under 30mph. With zero emissions it'll be popular in the ever increasing clean air zones, though with a base price of £10,788, climbing to way above 15 grand depending on the options you choose it may not be the cheap option.



**The** 1950s was 'space age' as far as concept cars went, with designs worthy of any Gerry Anderson offering, like Thunderbirds or UFO. This DeSoto Adventurer II hails from 1954. Designed and built by Ghia on a Desoto Chassis supplied



by Chrysler, it had a 125.5in wheelbase and was powered by a 4.5 litre Hemi V8 producing 170hp. Notice the rear window slides into the trunk, just like the '51 Atlantic Sports Saloon.

The Buick Centurion was a 1956 GM Motorama show car. With a red and white fibreglass body which no doubt took influence from the Chevrolet Corvette, the Buick came with a clear 'bubble-top' roof. Just what you need on a hot day, unless you plan on growing tomatoes when you are parked up. Notice that like the Humber Sceptre it has a receding roofline. Just like the Desoto, it never went into production, though the Centurion name was used through the 70s. It also had the first 'rear view' camera in place of a mirror, though that too was a concept and didn't work.



Stay Cool Dudes...





# Pete's Page

## A Veteran Cadillac Cornucopia

From Pete Wood



**200 and counting**—On March 14th, Ty Terblanche, and his 1904 Model B (the oldest Cadillac in Africa), celebrated a combined age of 200 years.



I know Ty has been literally counting the years until this happened. Both look in fine condition, I am sure you will agree. I have been trying, for some time, to

persuade Ty to bring the Cadillac back over to the UK to do another London to Brighton run.

**A big thank you to Eugene**—*Signwriter extraordinaire* who organised a surprise visit to Sheffield Park, on the Bluebell Line, for BT4 to sit alongside an historic loco with more brass and steam than you will see on a London to Brighton run.



**What do you do**—if you want to put indicators on a 1903 Cadillac? Well if you're Pete, you adapt a wireless Chinese bicycle kit and as he says, They work perfectly.



The ONLY teething issue was where to site the heavy brass indicators on the fenders. I tried mounting them, initially, directly in the middle of the front fender bracket. This bracket holds the four rivets to the top and front

of the fender. Because of the flywheel being to the left, this side vibrates a LOT (well on this 1903 any way). The indicator,

which uses a taxi sign magnet to 'secure' it to the fender was, due to vibrations and potholes in the road, gradually moving. I had to stop a couple of times and re-site the indicator on the front left fender/wing.

But, after some trial and error, I found that placing the indicators at the very front of the fenders worked best (and, by a stroke of luck, gives the best view to oncoming traffic).

The indicators worked perfectly at speed, and at idle. I even had someone follow me to say how impressed he was with the indicators as he owned a 1920s car and wanted to know where I had got them.

**I had a lovely chat**— with Julian Bennett, grandson of Fred Bennett - the UK's sole Cadillac dealer in 1903. Julian and his cousin own YU1974, the first Cadillac imported to the UK, now on display at Beaulieu.

Julian has kindly agreed to look through the family archives, to see if there are any photos we don't have here on our site. I also got Julian up to speed with recent club developments and discoveries. I am hopeful that we will see Julian out in a Single Cylinder Cadillac in 2023 at a COCGB event to celebrate the 120th anniversary of the first production cars being manufactured and sold.

This photo shows Julian, in 2003, when he and the Cadillac Owners Club of Great Britain and the Royal Automobile Club recreated the 1903 1000 miles trial, following exactly the same route as his Grandfather did a century before.....



**Own a 1950s Triang De Deon Pedal Car**—then why not



convert it into a 1903 Baby Cadillac Delivery pedal car.



It will soon be off to Eugene for a bit of sign writing.

**Horn-a-plenty**—In the 1970s, a little kid went to the National Motor Museum in Beaulieu and honked a Boa Constrictor horn.

50 years later and that kid finally got one of his own.....

A big thank you to the many people who have been helping me with this, around the world. We finally got there!!





## Drive it day

In the absence of any photos from this year, here's a couple of reminders from 2021...



Paul & Angie Ross' 1968 Coupe deVille



Tony Clark's '73 Eldorado

## Is this the hot-dog queue?

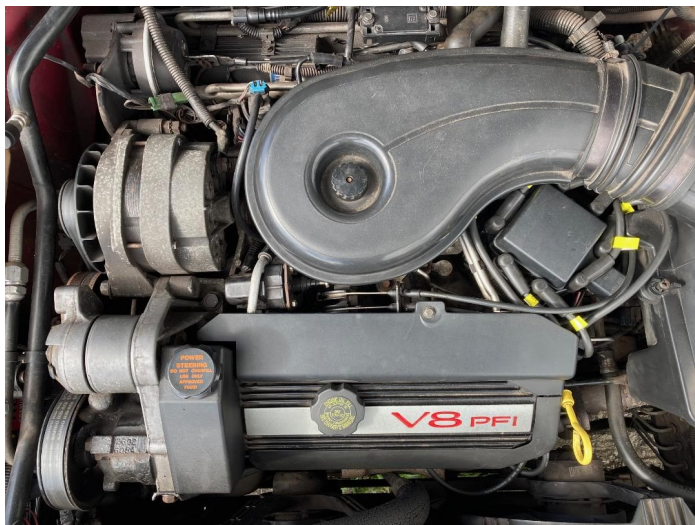
No, it's 'Two Vans' **Pete Wood** at a classic car gathering with 1903 Model A in 'hold' mode and Peugeot side curtain open for viewing purposes. *Ed.* I'm pretty certain Pete is around the back with the hot dog cart—would you like onions with that?



## Return of the Judder

I hear what you are saying, not another 'Star Wars' film. No it's worse than that! My '92 Sedan deVille has lapsed back into rough tick-over and I'm finding it very annoying. I've replaced all the usual suspects and now I'm only left with one option, changing the fuel injectors.

It may appear a daunting task when you first look at the top of the engine, with everything in place, but by the time I've moved all the other stuff out of the way and exposed the fuel rails, I'm hoping it won't be too bad. I know I'm being optimistic—don't worry, it won't last.



If you were wondering what the injectors look like, here is one of the 8 new ones I got from Rock Auto, ordered on Monday arrived on Thursday. As with most thing I get from Rock Auto, it takes me longer to fit than it takes FedEx to get it to me. Assuming I'm not in an asylum by then, I'll let you know how it all went in the June—July edition. I know I can't wait either.



## From our man in Ireland

Nick Stratta

I found this photo of Stirling Moss driving Rob Hickman's V16 Cadillac at the centenary show weekend in 2002. Sadly both gents are no longer with us.





# Telling me where to go

With thanks to Bill Van Luven

Do you have a love/hate relationship with your GPS/Sat-Nav? I do, she will argue with me when I know she knows I'm right. She spends so much time recalculating and wanting me to make a U-turn. But would I want to be without her? No, I've got used to her and as my arms haven't got longer to compensate for my failing close up vision, without putting my glasses on, the only place for a map, is wedged in the hood ornament—perhaps that's what it's really for.

But who exactly is she, this woman that doesn't ever stop talking, no not my wife (I'm so boring, she usually falls asleep in the car), the one on the GPS. There have been many imitators, but only one original. We call her Mabel, my wife Lin's idea and no matter which device she's on, or how her accent changes, to us she's always Mabel. Now thanks to a link that long time member **Bill Van Luven** sent to Rod Bevan, we know...

Karen Jacobsen comes from Mackay, Queensland, Australia. She wanted to be a professional singer so moved to New York to fulfil her dream.



Whilst she was there she went for a voice-over audition. The client was looking for a native Australian female living in the North Eastern United States. Karen got the job.

Why an Australian voice? It seems that the Australian accent is considered the most pleasant English speaking voice to listen to. There was a huge script involved and the creation of those phrases many of us have got used to, like "You have reached your destination." In my case, because I argue with her, the most used phrase is "Recalculating."

It's hard to believe that was over 20 years ago, that Karen Jacobsen was the voice of Garmin, Navman and Tom-Tom. She even went on to be the Australian voice of Siri on Apple devices and have a very successful singing career.

## For Sale—1993 Cadillac Eldorado Touring Coupe



Originally imported by Bauer Millet for a Manchester based barrister, Rod Hutchison has been the custodian of this lovely car for the past 24 years. With a new MOT, the 4.6 litre Northstar powered V8 Eldorado Touring Coupe is finished in Plum Pearl. Inside you'll find heated electric leather seats complete with lumbar adjustment all in excellent condition. The car still has its original floor mats and the ashtrays are unused. The triple chrome wheels were a dealer fitted option at £1000.



Maintained by Parts USA, it has covered just over 77,000 miles from new and has done little mileage since new discs and pads were fitted all round, together with a new battery. The Cooper whitewall tyres are in good condition

and the car comes with good service and MOT history.

**£7,995 ono**

**Please contact Rod Hutchison on 0161 487 2750**

## Missing the point

The reply to the Chairmans' Star' letter in Classic American, where he commented on the lack of vehicles that were owned and worked on by people with a limited budget, missed the point he was making by a country mile.

In the reply they state, 'we could fill the magazine with cheap 'n' cheerful Chrysler 300s or V6 Camaros all day long', which implies that those of us on a lesser budget only drive those sorts of cars, which of course is not true.

The reality is that there are lots of people out there with older cars that do their best to keep them going despite financial constraints. Isn't it about time magazines like Classic American realised that those folk make up the majority of their readership and at least try and cater for them a bit more.

Whilst it is nice to see cars that have had megabuck rebuilds, it doesn't really help the bloke in his garage struggling to sort out his 74 year old wooden armrest, or rebuilding his Rochester Carb, or his Flux Capacitor. If you can help someone fix the small things, it makes their life easier and enhances their enjoyment of their classic car. Would that be such a bad thing? Judging by the reply, it sounds like it would be...

## So, you need more grip

at the back if your 1936 Jaguar SS? No problem, just add a couple of extra wheels, that should sort things out and create a safety feature, well they're unlikely to both blow at the same time.





# Alan Reed



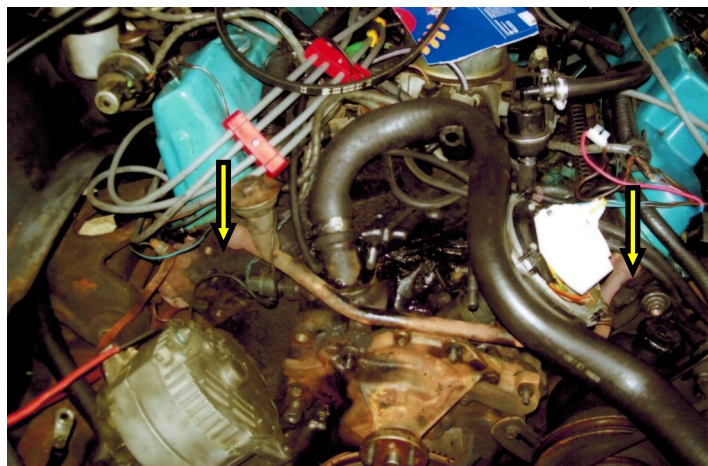
## Show Coordinator

Hi Caddy fans, it's me again.

I hope all is well with you and you're looking forward to the new Show Season. We have two new show venues this year. The First is the AACUK Summer Nationals at Upton-on-Severn R.F.C. WR8 0JQ and the second is the AAAC (*Ed. The artist formerly known as the Pre50 AAC*) Rally of the Giants at Stoner Park, Henley-on-Thames, Oxfordshire RG9 9HF. So let's get out there and show our support and our cars.

For some time my '81 Fleetwood has had some fuel problems. As this is the first car I've had with fuel injection, (good fun ahead) there's been a fair bit of head scratching. Then I remembered that the editor had some problems with his car on the way home from Rally of the Giants last year.

So, I phoned Phil (not a good idea *Ed. Fair comment*). As always, he was a big help and full of ideas—no I'm not selling the car Phil. He did suggest that I should try fitting a new fuel pressure regulator.



As I was doing this I found that the A.I.R management system metal pipe that runs from one cylinder head to the other had rusted away. (*see photo—arrows show where it connects to the cylinder heads*). I phoned my parts shop, only to be told that this part was obsolete, so on to Plan 'B'.

I removed the pipe from the cylinder heads (*here it is, disconnected*). then removed the air management valve system and blocked off the air pipe to the air cleaner. Next I blocked off the pipe to the catalytic converter. Have I finished blocking? Who knows?



Bye for now,

Alan

*Ed. Yes folks just like in the Dan Dare comics of yesteryear, watch out for the next thrilling instalment of 'Alan versus the A.I.R. Pump' in the next edition.*

# Also at Wheels Day

From the Camera of Simon Green  
A non-Cadillac selection of 2-Door Coupes



1965 Plymouth Barracuda



1975 Ford Gran Torino



1985 Buick Riviera

And a '58 Chevy Station Wagon...





# Events 2023

★ Denotes Club attended Events

## 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.

9—Bristol Vintage & American Show, Siston Lane, BS16 9LU

16—Classic Car Show at Culford School, Bury St. Edmunds,  
IP28 6TX

22-23—Carrot Town Garage Show, Stonham Barns, Stonham  
Aspal, IP14 6AT

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

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

## August

6—Classic Car Show at Helmingham Hall, Suffolk, IP14 6EF

## September

3—Malvern Festival of Transport at Three Counties  
Showground, Malvern, WR13 6NW

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

## November

10-12—Classic Car Show at the NEC, B40 1NT

# Annual General Meeting of



Will be held on July 30th

At

Rally of the Giants

Stoner Park Henley-on-Thames

Oxfordshire, RG9 6HF

Starting at 10:30am

*Ed. This is your chance to have your say in how the club is run. There will be no pressure for anyone to take on a role within the club, unless they want to, but it would be nice to have a good turnout—it is your Club.*

**ISLE OF MAN FESTIVAL OF MOTORING**

**Cadillac**  
OWNERS CLUB OF GREAT BRITAIN

**2023 AMERICAN EXTRAVAGANZA**

BE A PART OF THE BIGGEST GATHERING OF AMERICAN CLASSICS EVER SEEN IN THE ISLE OF MAN

**Festival Dates - 15th to 17th September 2023**  
**Cadillac Owners Club Preferred Hotel & Package**  
**The 4 Star Comis Golf Hotel & Spa - 5 Nights from £749.00\* Per Person**  
**(Other hotels & packages available from just £379.00\* Per Person)**

\* Prices are per person and based on 2 people in a car and sharing a twin or double room

**Look What's Included**

- Return IOM Steam Packet Ferry Crossing to the IOM - Choice of 3, 4, 5, 6 or 7 Nights Hotel Accommodation
- Buffet Breakfast each morning - Exclusive Closed Road Run on the Sloc Mountain Road
- Admission to the Isle of Man Motor Museum - Admission to the Jurby Transport Museum
- American Extravaganza Static Car Display in Douglas - Police Escorted Motorcade on the 'TT Circuit' from Douglas to Ramsey
- 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

**FOR FULL DETAILS OR TO BOOK ☎ 01732 879153**  
**or see our webpage [www.iomfm.com/cadillac-club-package](http://www.iomfm.com/cadillac-club-package)**

## A change of Name

As some of you will know the Pre50 American Auto Club (Pre50AAC) has recently changed its name to the All American Auto Club (AAAC). The change reflects the fact that they cater for all American vehicles and not just those up to 1949. So whenever you see AAAC mentioned, you'll know who they are and what they do.

## Correcting an Error



Was it a typo, incompetence or curiosity to see if anyone would notice? On page 2 of the last edition I listed Charles Hickey's '49 Convertible as a '47 and I got emails about it. I leave you to decide on the cause. The Assistant Editor thinks the middle option fits the bill, and she is seldom wrong.



# Two Little Caddies - for the Cost of Living Crisis

By Paul Nieuwenhuis

Some of the models I have discussed over the years are not cheap. So, just to show that one can build a collection of scale model Cadillacs for a lower investment, let me run these recent pre-owned 1:43 scale additions to the fleet past you.



The first is a 1938-40 V16 Convertible by Rextoys. Rextoys was a Swiss firm that

offered a small range of diecasts (made in Portugal – can you imagine the cost of Swiss labour?) of luxury cars from the classic period in the 1980s and 1990s. They are simple castings, but well-proportioned and the range featured some 12 body variants on this V16 chassis. I already had a 4 door saloon in two subtle shades of brown, but have now added this model in less restrained 'Great Gatsby' yellow, which, no doubt, could have been seen in precisely this form around Hollywood, Beverley Hills or Bel Air at the time. I found it on eBay and was the only bidder, so bought it for the starting price of all of £7.50; a real bargain I reckon.



The other model I added a few months ago and is a Franklin Mint 1963 Eldorado Convertible in a perfect period light blue



metallic with light tan interior; an interior that also features 'woodette' inlay panels – nice. I

quite like this period of Cadillac when the tailfins gradually reduced in size to emphasize a more sculpted look. As with all Franklin Mint models, even at this scale, it features fine chassis detail as well as opening doors and



bonnet to reveal decent engine detail for this scale. All this commands a higher price, of course. This one was £23, but they do occasionally pop up on eBay for less. Two very welcome additions, then, for a fair price and both fill gaps in the collection. Happy collecting!



Paul

# Arm-Resting Repair

By Graham Howard-Wall

The drivers arm rest on my '49 Coupe deVille decided to fold all the way to the seat base. So carefully removing the whole assemble. (This was easy the fixing screws just pulled out) Then prising the staples out and peeling the cover off. this revealed the stuffing, which was glued on. Managing to remove that in one piece, this revealed the wooden base board for the arm rest. As the picture shows it has seen better days. But not surprising being that it is 74 years old!!!



In making the new board I decided to use some 3/4 inch ply. But to make it stronger I glued the edges at 90 degrees to the rest. This means the screws wont separate the layers of the ply, as shown on the right of the photo. I then glued the stuffing on and refitted the cover. The arm rest is now back in the car and looks 'PUKKA'

Graham



# Cadillac CTS Parts

Need hard to find parts for your RHD 1st Generation CTS?  
Then Milo Paterson might well have what you want.  
All parts cheap, you pay the postage.

Call or text Milo on 0754 3311244





# Cadillac News.....

**2024 Lyriq digital key on/off saga**—To start with I had no idea what a digital key was, but it didn't matter the Lyriq wasn't getting one, then all of a sudden it was, so what is the digital key feature?



Basically, it's the ability for owners to be able to control their car via their phone eliminating the need for a car key. Of course if it's on an App you'll

probably need to have the latest iPhone (initially it will only work on Apple devices) and what happens if you lose your phone or it runs out of charge. What do you do then? Take the bus home? Now I've told you that, it seems the 2024 Lyriq won't be getting the digital key feature, so I needn't have bothered telling you about it.

## 2023 Escalade gets expanded Super Cruise coverage

—in North America with over 400,000 miles of roads mapped.



In addition GM expects to have Super Cruise available on 22 different models by the end of 2023 allowing drivers to travel hands free on

designated roads, provided you stay alert and watch the road. If you don't you'll get a warning and if you ignore that, the car will pull over to the side of the road and call OnStar. The system costs \$2,500 dollars and you'll need an OnStar subscription, or you could save the money and drive yourself.

## Cadillac comes 3rd

—in Annual 2023 J.D. Power U.S. Customer Service Index, based on customer satisfaction with franchise dealers. In the premium segment, Lexus came 1st with 900 points, Porsche 2nd with 880 points, Cadillac 3rd with 879 points and Infiniti 4th with 878 point

Surprisingly, average scores across the board declined for the first time in nearly 3 decades, (the study is now in its 43rd year) but this appears to be due to the increase in EVs where customer satisfaction is 42 points lower than ICE vehicles. Recall rates for EVs are running at more than double those of ICE vehicle and there may be a lack of knowledge on the part of service departments.

**Remember Book by Cadillac**—The subscription service where you paid \$1,500 a month and could have any Cadillac you wanted for as long or short a time as you wished. Believe it or not that came to an end in 2018, my how time flies. A

recent trademark filing, however suggests it could return. Whilst it wasn't that successful, if it were it would still be available, could arrival of EVs force a rethink amongst customers?

## Cadillac House at Vanderbilt



This all-new facility located on the campus of the GM Technical Center in Warren, Michigan, is dedicated entirely to the Cadillac Celestiq and its clients. Being the most customisable Cadillac in the history of the marque where better to bring clients and designers together than within a stones throw of where their new \$300,00+ luxury sedan will be built.

It's named after automotive designer Suzanne Vanderbilt, who joined General Motors in 1955. Vanderbilt had designed two special Cadillacs – an Eldorado Seville coupe called the Baroness which was available with a telephone and much added compartment space for the driver and passengers. Vanderbilt's other model was the Cadillac Saxony convertible.

## Cadillac Sales in the United States grew 29%

— during the 1st Quarter of 2023 with 36,321 vehicles finding a home. Strangely to us on this side of the Atlantic, the car that lead the % charge with an 83% increase over Quarter 1 2022 is the least Cadillac car in the current line-up the XT4 with 6,773 sales.



Thought Escalade sales decreased by 12.16% it was still the biggest seller with 9,228 sales, whilst new kid on the block, the Lyriq clocked up 968 sales.



For latest specifications and current model line-up visit [www.cadillac.com](http://www.cadillac.com)



# Cadillacs in the Wild.....



You can't get much wilder than this. Photographed by *Kevin Boyce, European Aftersales Manager, Cadillac & Chevrolet Europe* at the Water Palace Car Park in Iraq when he was there during the war supporting GM vehicles. It belonged to Saddam Hussain.



David Shearn's '57 Coupe deVille



Leigh Spivey's '54 Eldorado on wedding duty



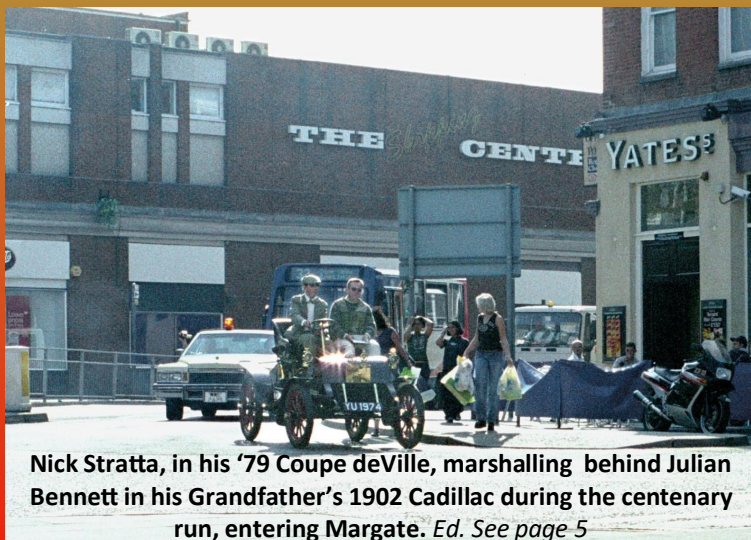
Le tour de Chichester avec Graham et Mel spotted this '74 on their route



YU1974 at Beaulieu in 2023  
Photo from Martin Hellyer of the Audi TT Club



'55 Eldorado at Wheels Day—Photo from Simon Green



Nick Stratta, in his '79 Coupe deVille, marshalling behind Julian Bennett in his Grandfather's 1902 Cadillac during the centenary run, entering Margate. *Ed. See page 5*

Stay safe

