



Cadillac



Owners Club of Great Britain



Standard of the World

March-April 2026

Cadillac Owners Club of Great Britain

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

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Affiliated to the Cadillac-LaSalle Club of America

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Front Cover—Andy Blick's '60 Series 62 pillarless sedan

Club News

From the Chairman

Hi Caddy Fans,

Yes, it's me again, hoping that you're all coping as best you can with the wet start to the year. I would like to say sorry to all my

thousands of fans who tried to phone me on my landline, but after many, many, many years my faithful old rotary dial BT telephone gave up the ghost. (*Ed. Alexander Graham Bell had the first telephone and Alan had the second*). For you younger readers, in olden days it was just British Telecom (formerly Post Office Telephones) and Pigeon Post if you wanted to stay in touch. BT did try and fix my phone but not even the Science Museum had spares. Anyway they did find me a new rotary dial phone, that looks like the old one but doesn't have any valves in it, so full communication has been restored.



I had the first copy of the new magazine, which is a good fit for our letterbox and saves the club money, so well done to the Editorial Team and our Printer, Red Side Up Limited.

Quote for this edition—*"I have found out that there ain't no surer way to find out whether you like people or hate them than to travel with them"*.

Mark Twain

Having a Cadillac might sway you though,

Alan

Rod Bevan

Treasurer/Membership

Welcome to our new members

A very warm welcome to our new members: Calum Parker of Bristol with a 1986 Eldorado.

Magazine issues

A great new magazine format with very interesting content as usual. A convenient size that saves a substantial amount in postage fees.

The 'FINZ' issue from our Cadillac friends in New Zealand is also a very interesting magazine.

Available to all club members in PDF format, just let Phil know of your interest to be included on the 'FINZ' distribution list.

Happy motoring and drive safely.

Rod



Phil Hote

Editor



It's always difficult at this time of year, to find something to write about without lapsing into a 'Groundhog Day' serial of repeats—"did I say that last year", better check. No that's OK, I didn't. It's going well so far!

As many a crocus pokes its head above the sodden soil, classic cars emerge from winter cocoons and the days lengthen, who knows the rain may even stop and hosepipe bans return. So, before the massed choirs of Car Clubs everywhere dive into a rendition of that old Kylie Minogue staple "I should be so lucky", I'm going to stop there and say that Gracie & I hope you enjoy this latest edition of the UK's premier Cadillac Magazine.

Stay safe, stay well

Phil



Consumer Test—Hand-Held Brake Flaring Tool

Brake pipes are very important, getting a car to go is an achievement, getting it to stop—essential. Whilst many people prefer to let the professionals deal with this aspect of their car, lots of owners are happy to do the job themselves. Let's be honest, the older a car gets the more likely it is to need brake pipe replacement or a damaged section repaired. There are lots of flaring tools on the market, but getting into tight spaces can be an issue, so are these hand-held flaring tools any good?

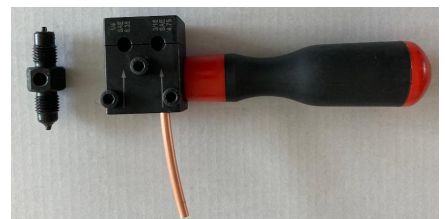
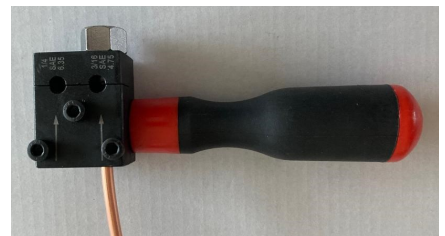


Armed with an Amazon purchase at around £16 (with 1/4 and 3/8 pipe options) and an above average idiot (*that would be me*), it was time to find out.

First, clamp in the pipe (there's an allen key and a screw in stop provided to get the pipe in the right place) then you 'lube up' the die with grease provided and with the aid of a 17mm socket and ratchet, the flat end goes in first, tighten all the way, remove, turn it around and put the pointed end in, tighten all the way, then undo and you end up with a nice double flare.



It's relatively idiot proof (*I used it*) and with a bit of practice, you can have better flares than an '80s disco dancer.



Gracie's Garage

Since my buddy Amos passed, we've lacked the weird and wonderful, so I thought I'd continue his legacy with an occasional look at some of the clever and sometimes, downright odd vehicles and innovations that have graced the motoring landscape albeit briefly in some cases.

On a recent **Car & Classic** Auction listing there was a rather nice Renault Dauphine. The Dauphine (pronounced Doh-fan in its native France) is named after the heir to the French throne, so in the UK might be called 'Prince of Wales'. A small rear engine car with an 845cc 4-pot developing a staggering 30hp, driving the rear wheels through a 3-speed gearbox.

Capable of 75mph, though its cruising speed was nearer 60 and with the potential to achieve 48mpg it weighed in at just under 12.5 hundredweight, around 635 kilograms if you've gone metric. All this for £659 12 shillings and 9 pence (inclusive of £180 12 shillings and 9 pence Purchase Tax). I like it because it's cute and reminds us all of when cars were less complicated and manufacturers did their own thing rather than all chase the same trend.



This particular Dauphine hides a secret—its **Ferlec transmission**. In reality it's an electro-mechanical clutch, using a friction disc and magnetic pressure plate. Two pedal driving with the clutch being operated when the driver put their hand on the gear lever.

Available from the late 1950s it was a way of giving drivers the advantages of an automatic transmission, which was at the time the preserve of larger more powerful cars.

If that sounds familiar, the 1967 NSU Ro80 used a similar system



(vacuum operated), and there was a knack to driving them—no leaving your hand on the gear stick, the quicker you removed it, the slicker the change. NSU referred to it as a 'semi-automatic' transmission.

In the early 1970s **Citroen** had the **Trafficlutch**, which was a centrifugal clutch. It retained the pedal, for 'on the move' gear changes but you didn't need to press it when you came to a stop. Gears

could then be engaged without using the pedal and when you were ready to set off, pressing the accelerator was all you needed to do. The Editor had a 1970 Ami 8 Estate equipped with one and he tells me he was always the fastest away from the lights—well for the first 6-inches at least.

Of course, back in 1958, at the Amsterdam Motor Show, a true automatic small car came on the scene—the **DAF 600** with its Variomatic transmission. That was belting!



Pete's Page

A Veteran Cadillac Cornucopia

From Pete Wood

Here is a trip (or is it a stumble) down memory lane. **Kath Thomas** recently sent this to the editor. You'll see there are a couple of signatures on this copy, the one on the right is Julian Bennett, the one on the left, Stirling Moss.



50 years apart and with Stirling Moss at the wheel of the same 1903 Cadillac. *Top* with F. S. Bennett in 1953 and *bottom* with Jullian Bennett in 2003.



DAY 1 - Thursday 18th September 2003

MARGATE

Meet at 'Cecil Square' in the centre of the town
Between 13-00hrs – 14-00hrs

DAY 2 - Friday 19th September 2003

EASTBOURNE

Meet at 'Lifeboat Museum' on King Edward Parade
Between 12-00hrs – 14-00hrs

DAY 3 - Sunday 21st September 2003

WORTHING

Meet at 'South Street Square' near Clock Tower
Between 12-15hrs – 13-30hrs

DAY 4 - Monday 22nd September 2003

FOLKESTONE

Meet at 'The Grand Hotel' off Metropole Road
Between 12-30hrs – 13-30hrs

DAY 5 - Tuesday 23rd September 2003

SOUTHSEA

Meet at 'Sealife Centre' on Clarence Esplanade
Between 13-20hrs – 14-00hrs

DAY 6 - Wednesday 24th September 2003

BEXHILL

Meet at 'Delawarr Parade' corner of Bolebrooke Rd
Between 12-00hrs – 14-15hrs

DAY 7 - Thursday 25th September 2003

WINCHESTER

Meet at 'The Broadway' in the centre of the town
Between 12-30hrs – 14-00hrs

DAY 8 - Friday 26th September 2003

BRIGHTON

Meet at 'West Madeira Drive' near Aquarium
Between 11-45hrs – 13-15hrs

On the right,

the itinerary for the 2003 Bennett Run, which started 100 years to the hour from the 1903 1,000 Reliability Trial with Julian Bennett at the wheel.

That's the original map for the 1903 Trial.

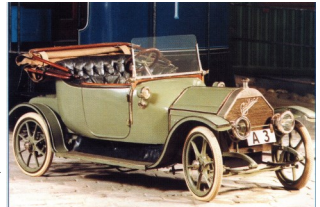
Julian's Grandfather F. S. Bennett had repeated the trial in 1913 and 1953.





And from the same 2003 publication a photograph of the original Baby Cadillac with the staff of Lockwood and Company in London.

← The King of Siam's car
The prince Olaf car →



We had a decent spell of weather, so I decided to give the tow-barge a bit of love, it's something of an unsung hero getting us veterans to where we need to be. I jet-washed the van and gave the side curtain a lick of paint, using **Jawel** flexible canvas paint. It can be colour-matched, at no charge, from any RAL colour. The **Jawel** paint contains glue, I think. It sticks like a certain natural product to a shovel and as you are applying it the roller gives off whisps of what appears to be similar to candy floss. Thin and runny, it might have many other uses...



You may wonder why there's a need for a side curtain. As you can see from this photo, it makes access to the 1903 (and 1909) Cadillac that much easier and nobody needs to go on a diet to get into them. Being a racing snake it doesn't really bother me...

Interclassics Maastricht 2026

By Paul Nieuwenhuis

I have been to Rétromobile in Paris twice in recent years. A classic car show is a good way to cheer oneself up at this time of year. Rétromobile is in early February, but I have been aware that there is an earlier classic car event and that is Interclassics in Maastricht in the Netherlands in mid January. So, I decided that this year, rather than going to Paris, I would go Dutch.

Although the main theme this year was Japan, I was hopeful of seeing some Cadillacs, as the Dutch have a long tradition of buying American. In fact, when I grew up there, there were several ‘yanks’ running around our village; both the local stove merchant and the manager of a sausage factory drove Chevrolets, which were very much seen as a reasonable alternative to a Mercedes. I was not disappointed, as there were several Cadillacs on display.

The show is about half the size of Rétromobile with two main halls and there was a mezzanine floor with a supercar display – Ferrari, Lamborghini, Koenigsegg – while an adjoining space had a few car clubs. The main halls were mainly occupied by dealers and specialist suppliers. The oldest Cadillac was actually on one of the club stands and while not quite as old as



Pete's car, a 1910 model is not something you see every day. The engine in particular shows why cars of this period are known as ‘brass era’ in the States.

Other than more familiar Caddies from the 1950s and 1960s – which would grace any classic car event



– there was also an intriguing convertible, which seems to be based on a 1990s Eldorado – correct me if I am wrong. It shared its stand with an ex-Elvis Stutz Blackhawk and a Fisker Karma. The owner – who appears to run a tiling and real estate firm – certainly has eclectic taste.

Would I recommend this event? Well, it is half the size of Rétromobile and costs roughly twice as much, with prices more at UK levels.





Sliding Doors— 1954 Kaiser Darrin



A chrome polish salesman's dream



Two Volvos but only one DAF



Mazda, Toyota & Nissan sports cars

However, there were certainly some interesting cars on display some of which you would not normally see here or in Paris. At the same time, quite a few of the traders were familiar faces from Rétromobile and it seems like Interclassics Maastricht (there is also a Brussels one) is also seen by many as the start of the show season, with many traders and dealers trying out their displays and stock prior to Paris.

Paul



Honda S800 Roadster

Cadillac News.....

As reported in the last edition—Cadillac’s return to the UK fizzed out before it even started. No official word or explanation, so in the words of Sam McCloud “*There Ya go!*” We’ll all move on and continue to celebrate our favourite car brand’s history through the cars we own, would like to own, covet, whilst continuing to keep a remote eye on what’s happening where they are available.

Towing the line—or anything else for that matter, have you ever wondered how much you can tug with an EV? No, to be honest, neither have I but just in case it comes up in a (niche) pub quiz at a future date, in the case of the Escalade IQ it’s 8,000lbs (3629kg if you’ve gone metric) That’s for all trim levels, though if you’ve got the IQL (extended length version) it drops to 7,500lbs (3,404kg) in Luxury and Sport Trim whilst the Premium Luxury and Premium Sport trims can only cope with 7,300lbs (3,311kg).



GM does points out, the Escalade IQ handles differently when towing, so try to maintain twice the normal following distance and avoid sharp turns, sudden stops, or rapid lane changes. (*Asst Ed. Thought that applied to towing with anything*) When descending long hills, regenerative braking can help manage speed, but “Regen on Demand” should be avoided during extended downhill towing to prevent overheating.



Living in an augmented reality—from the driving seat of a 2026 Lyriq that is. Yes it’s now available with Augmented Reality Head-Up Display (AR HUD) technology. It’s more than an upgrade, the 2025 Lyriq didn’t offer a HUD at all.

Standard on top of the range Signature Luxury and Signature Sport models and the Lyriq-V, AR HUD uses a dual pane system that has

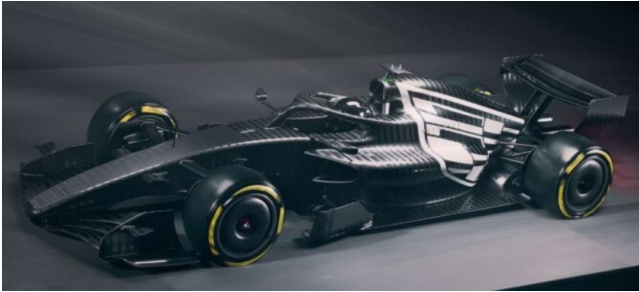
the ability to display information in a way that either appears further away or close with say speed in the forefront and requires lane further away. Great for travelling somewhere unfamiliar. In the UK, we appear to think painting lane info on the road is the way to go, except the lanes are covered in traffic and we’ve no idea which way to go. I assume that turnings get closer on the HUD the nearer you get to them. HUD is a great idea especially in these times of multitasking—do we make sure we’re within the 20 limit or look for hazards—HUD gives you the best of both words...

The Cadillac Elevated Velocity—that name just trips off the tongue, won the **EyesOn Design Award for Best Concept Vehicle of 2026**. on the opening day of the **Detroit Auto Show**.

I appear to be of an age where I have no concept of what a concept vehicle is anymore. Not to worry, if it’s like most other Cadillac Concepts, it will never see the light of day in the real world—though I bet it has an AR HUD unit.



Cadillac F1 Special Edition Livery For Barcelona Shakedown—featured the names of **Cadillac F1** Team members who worked to make this race car a reality, a collaboration between the General Motors Global Design team and the Cadillac Formula 1 Team from both the US. and the UK.



Super Bowl and Times Square Race Livery reveal—“This livery represents far more than a paint scheme; it represents who we are and what we bring to Formula 1,” **said CEO of Cadillac F1 Team, Dan Towriss**. “Every detail is intentional: bold, modern, and unmistakably American, while respecting the heritage and precision that define this sport. Choosing to reveal our first race livery during the Super Bowl and in the heart of Times Square is a way to introduce our identity to the world at the intersection of performance, culture, and entertainment, and to connect with fans in places far beyond the paddock.”

It features a black and a white side to reflect a clear, contrasting image that evokes the brand’s boldness. The gradient design suggests speed when the car is stationary and is inspired by the Cadillac crest.

The Cadillac F1 team states that the car’s livery uses asymmetry as a deliberate design philosophy, balancing yin and yang through a stark black and white color scheme. This symbolizes determination, courage, and performance, combined with the aspiration, optimism, and ambition characteristic of the American brand.



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

Cadillac

From Our Roving Reporter

Amanda Deville

Well, as we're still in the depths of monsoon season, here is the penultimate show report from me for 2025 and it's one that was quite local to me in Elland, West Yorkshire, organised by the **Flatcaps and Ferrets Yorkshire Club** who have been organising shows for a few years now and each one gets bigger and better, their idea behind it is, if it has four, three, two or even one wheel and it's different and loved, then it's welcome, and boy, were there some 'different' rides there on Sunday 28th September

One which immediately grabbed my attention was a 1948 GMC pick up with a home made wooden shack on the back as a camper, the driver was suitably attired in a 'hick's' outfit, with dungarees and straw hat, but what a nice chap whose love for his very odd truck was very evident, it is powered by a Chevrolet V6 engine and transmission.



What did surprise me was the number of 1966 Dodge Coronets present, a car which I thought would be quite a rare sight in these parts, but how wrong can ya be?



Speaking of numbers, there were Mustangs coming out of your ears as well as row upon row of Corvettes, but sadly only three Cadillacs, a nice '59 Convertible, even nicer '59 Fleetwood and a less than pristine series 62.



There were also vehicles I have only rarely seen before such as Dodge vans, Ford Econolines and Rancheros, plus a couple of Chevy El Caminos. Amongst the American metal was a 1932 Standard Little 9 which looked for all the world like a 1932 Ford hot rod, with lots of very well done bodywork and a 350ci Chevrolet V8.

The amount of work and devotion some of these owners put into their cars was just amazing, plus the pride they showed in their creations was self evident.



A very clean Dodge



Mint '65 Ford Econoline



That '32 Standard 'Little' Nine with 350 Chevy motor, 700R4 Trans & 8" Ford Axle



It's had a life— Less mint '52 Chevy Sedan Delivery (*Ed. Same vintage as me, better condition*)



'54 Chevy 3100 Pickup



'66 or '73 El Camino? or perhaps you'd prefer a '62 Ranchero?



The wheels give it away, this '60 Ford Popular has a 2 litre engine ... and a roof rack



Traditional Hot Rod, it started life as a 1928 Ford,



'66 or '73 El Camino? or perhaps you'd prefer a '62 Ranchero?



Rust free—it's fibreglass—'63 Daimler SP250 with 2.5 litre V8 under the hood



From VW—'67 Karmann Ghia & much modified Lupo



'66 or '73 El Camino? or perhaps you'd prefer a '62 Ranchero?



'68 Plymouth Road Runner "Beep-beep"
That's all Folks!



'68 Plymouth Road Runner "Beep-beep"
That's all Folks!

The Greatest Gift of All

President Nixon gives the Russian Premier a Cadillac Eldorado

by Paul Bedford

(original story in a 1972 Cadillac Craftsman bulletin)

We're told the greatest gift is that of giving? Ok, so imagine being given a stunning new Sable Black Cadillac Eldorado? Elvis perhaps buying his friends a new Cadillac? No.

Perhaps a Hollywood super A-lister buying his or her new lover the ultimate American motor car? No. Try then the President of the United States of America, in 1972, asking Cadillac at rather short notice to build an Eldorado that would make a suitable gift to Russian leader Leonid Brezhnev.

That's how it went back then as President Richard Nixon was trying to build bridges around the world, General Motors called Cadillac at 5pm on the 16th May asking them to provide a black Eldorado with a matching leather interior. It was quickly determined that they simply did not have time to order a body from Fisher-Fleetwood so Bob Pratt, the Superintendent at Eldorado assembly began the search. The other obstacle was the colour, few Eldorados were painted black?

Incredibly two black bodies were located, sadly with the wrong colour vinyl roofs or interiors and with Fleetwood requiring four days to build an interior to order and to replace the vinyl tops, no good? All was not lost though, at 7pm that evening an all black Eldorado body was found on the Receiving Dock having just been delivered from Fleetwood. The job was now in hand.

Now, using a hand written Broadcast Sheet (build sheet) the gleaming Eldorado began its journey through production, it had every accessory fitted, the completed car arriving at Final Assembly by 10am on Wednesday morning. Now for some unusual testing even by Cadillac's rigorous testing regime. The new Eldorado was driven for 70 miles in and around Detroit, reaching highway speeds up to 130kph? Yes, kilometres per hour, the car was fitted with an export kilometre speedo.

By 10am Thursday the Eldorado was returned to Clark Street and the paint department where a typical Final Assembly inspection was made, repairs completed and, rather beautifully, the hand painted red accent stripe applied, highlighting the stunning bevelled hood lines.

Beautifully polished and packed with 8 track tapes of varying tastes and including two Cadillac demonstration tapes, the Eldorado was stood in front of the Customer Delivery Lounge. It was 6am, all was ready. An hour later several members of Cadillac management saw the car loaded into a van hired in from an outside company and escorted it to Selfridge Air Force base.

Those who worked on the car believed the special Eldorado was for The White House. Ted Daly, the Manager of the Cadillac Manufacturing Plants said *'it was a very fast operation, if we didn't have extreme coordination, we couldn't have done it'.*

So, helping détente along the way, Cadillac yet again provides the Standard of the World.

©Paul Bedford 2025



Photo courtesy of General Motors 2025

Cadillac Sales 2025 Update

By Graham Darby

Despite an 8% rise in US sales it does appear that global sales will once again fall a little bit shy of 300,000. This was mainly due to yet another fall in the Chinese market (by 11%) as subsidised home grown products come to dominate.

Sales in the US were 173,515 up from 160,204, sales in China were 100,814 (previously 110,400), Canada 17,839 (16,560), Mexico 1,567 (1,167), and South Korea 1,499 (1,714). Information about other markets is impossible to discover with any certainty though several thousand Escalades were sold in the Middle East.

GM does not publish a full breakdown of sales by model in China but it appears nearly 80% of sales were confined to two models – the XT5 (c.41,000) and CT5 (c.38,000). Given that the Lyriq may have sold about 10,000, this means the sales of the other models (the CT4, CT6, XT4, and XT6) were negligible.

US sales by model break down was as follows:

CT4	5,616 (6,208)	- 9.5%
CT5	16,561 (14,861)	11.4%
Escalade	49,366 (41,001)	20.4%
Escalade IQ EV	8,115 (670)	1111.2%
LYRIQ	20,971 (28,402)	-26.2%
OPTIQ	12,187 (*****)	*****
VISTIQ	7,879 (*****)	*****
XT4	11,058 (22,405)	-50.6%
XT5	24,702 (26.432)	-6.5%
XT6	17,060 (20,225)	-15.6%
TOTAL	173,515 (160,204)	8.3%



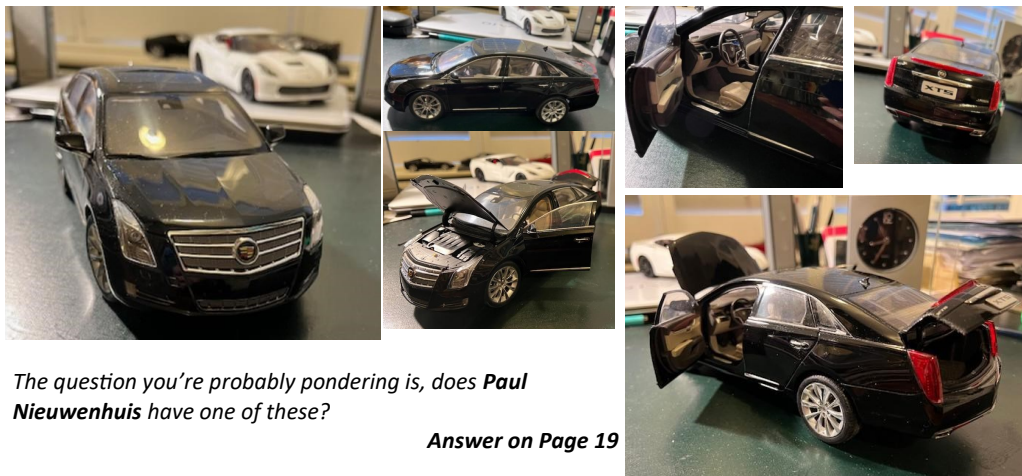
There is little new that we can deduce from these figures: as ever, SUVs dominate sales and the Escalade is the go to model. The increase is partially due to the larger number of models, in particular the new electric SUVs. How popular are the electric models? The LYRIQ has suffered a bit of a decline and the new models do not match the sales of the old petrol driven models. Was the commitment to go all electric (currently being re-evaluated) a mistake? Only time will tell.

Graham



Need another XTS

When you own possibly the only XTS in the UK and need another one, you can always downsize. That's what **Graham Darby** did with this 1:18 scale model of his 2015 XTS. Made by **Gaincorp Products** in China, it's part of the Cadillac Collection made under licence from GM. With opening doors, hood and trunk, it's a great way to remind yourself what's parked out front.



The question you're probably pondering is, does Paul Nieuwenhuis have one of these?

Answer on Page 19

FBHVC News



As mentioned elsewhere, April 26th is Drive It Day, and as you may know the **FBHVC** support the **Childline** charity on that day. If you wish to support them, please click on the QR Code (It's enlarged for easy scanning).



Rock Auto Discount Code



331933518251403184 valid until midnight on 27th March 2026

Thanks Rod

Alan Reed Show Coordinator



Hi Caddy Fans, it's me again. (Ed. *There's an echo in this magazine*).

As you can see the events for 2026 are building up nicely. Much of the joy of attending shows is the drive there, meeting up with friends old and new when you get there and driving back home again. It doesn't really matter what cars other people have, a Bugatti (had to get the Assistant Editor to spell check that) or a Ford Consul, we're all preserving history and that applies to the owners too.

Another good place for car parts in my neck of the woods is Customville in Dagenham, Essex, with a large stock always on hand and very helpful staff. Their address is:

**Customville
America House
Dominion Works
Freshwater Road
Dagenham
Essex
RM8 1RX**

Tel: 0208 590 1449 & ask for Ross

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.*

26—Drive-It Day at wherever you are, get those Cadillacs out on the road

May

17—Fins 'n' Chrome Car Show at Gypsy's Green Stadium, South Shields, NE33 2LD

June

21-Beaulieu Custom & American Show at the National Motor Museum, SO42 7ZN

July

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

18-19—AACUK Summer Nationals at Upton-Upon-Severn Rugby Club, Worcestershire, WR8 0JQ

17-19—Riverside's American & Classic Car Weekend at Riverside Caravan Park, Marsh Lane South Molton, EX36 3HQ

25—American Car & Hot Rod Show at Weymouth Esplanade, DT4 7EA

August

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

2—Cadillac Owners Club of Great Britain Annual General Meeting at Stonor Park Henley-on-Thames, Oxfordshire RG9 6HF



24-30—Grand European hosted by the Cadillac Club Netherlands at NH Hotel Leeuwenhorst in Noordwijkerhout

November

1—London to Brighton Veteran Car Run

13-15—Lancaster Insurance Classic Motor Show at the NEC, B40 1NT

And finally...

From our Roving Reporter
Amanda Deville

Yes, here we are at last, the final car show of 2025 (well the ones I went to anyway). Organised by the **Yorkshire Thoroughbred Car Club** it took place in Crow Nest Park in sunny Dewsbury on 5th October. We were surprised to actually see the sun after the monsoon conditions we had experienced over the previous twenty four hours, but at least the gale force winds dried the ground out quite quickly.

It was quite a nice show with an interesting and varied collection of exhibits, although not many American cars sadly and not a Cadillac in sight.

Two cars that really got my attention were a 1959 Edsel, something of a Marmite car, you either love 'em or hate 'em, I love 'em, and parked next to it a rather nice 1957 Ford Skyliner retractable hardtop, complete with continental kit, what more could you want.



There was also a '57 Chevrolet Bel Air (*Ed. Curses, I'm humming that tune again*) and a



very tidy GMC Vandura Day Van. It's a strange name, I believe the Chevrolet version was called the Sportvan.



There were also one or two less frequently seen classics, such as an NSU RO80, Bond Equipe GT, and G'day, all the way from sunny Oz, a rather nice Ford Falcon Ute.



In need of an open top sports car? I can offer you a Triumph TR2 or a Fiat X19, this is the more powerful 1500 cc version, you can tell by the taller engine cover—no a lot of people know that!





Ahh, back when Ferrari made nice looking cars, except they didn't make this one. It's a '99 DNA 250 California, there's a BMW Z3 chassis and running gear under there.



'66 Mark 10 Jag—in wedding colour



'59 Standard 10—yours for a reasonable £2950



3 litre V6 Capri



Reliant Scimitar GTE



Hilman Avenger—I learned to drive in one of these



And finally , my Astra Convertible . Time to sign off from 2025 and look forward to 2026—Oh ,we're already there.

Amanda

And the answer is....

Yes, **Paul Nieuwenhuis** does own one.



Carpe Diem

By Andy Blick

Retirement is a life changing time and the start of a new chapter so I decided to mark it with the purchase of another Cadillac to keep me happy for a good few years. It needed to be a real classic as my 1996 Eldorado doesn't fit that bill although is a great car.

Top requirements to keep me happy in my future retirement motoring had to be fins. I always wanted one with fins. After that, whatever took my fancy as long as it was in reasonably good condition as restoration is not my forte.

I won't go into the details of the search other than to say that I missed out on a few by thinking about them for too long, by which time they had been sold. I then found a 1960 Series 62 but it was beige, not exactly what I would have picked. I kept looking at it but the colour was not doing it for me. We decided we would go and have a look and, in the flesh, it was a really nice cream colour (it is Beaumont beige) and appeared to be in good condition although needed a few areas attending to but seemed solid.



Bonus feature for me was being four door pillar-less which was another feature I always liked on American cars.

I decided to 'seize the day' (hence the title of this piece) and make sure I did not miss out again. There are very few 1960 models come up for sale in my experience and here was a chance to get one for myself so a deal was struck and the car delivered to me the following week.

This one has nearly 69,000 miles on it and judging by

the history that came with the car, one of the owners in the mid-1970's was only doing about 1000 miles a year between annual services and it had around 40K on the clock then. The interior seems to suggest it is not high mileage too although has a little wear on the driver's seat which needs attention.



My plan is to gradually improve the car, dealing with the odd areas of bodywork and interior to get it as good as I can. It was leaking a lot of oil but the filter wasn't sealed correctly so a new filter reduced some of it and a 20W50 oil has made a big difference too. When I drained it, the oil looked like it had separated which I have never seen before so it may have been a mix of 3 in 1 cycle oil and used cooking oil. Anyway, it is much better now and 'liveable' for the time being.

My son is a named driver on the insurance and I took the chance to sit in the back with all the windows down while he drove. It is really

weird, not quite a convertible feeling but a very wide-open to the fresh-air experience. I still can't believe I own one to be honest and it really turned heads as I drove onto the field at a couple of the last events of 2025 that I managed to attend.

I am looking forward to taking it to my annual pilgrimage to Stars & Stripes at Tatton Park in July which is nearly 150 miles away. I have always thought about Rally of the Giants too but the distance has always put me off (250 miles) but we are thinking of going this year with my son's 1977 F150 as well.

I very much hope to meet some of you during 2026 show season.

Andy



For Sale

Rare Cadillac Parts

Headlamp surrounds for a '75 Eldorado. The '76 version had a black inner edge but they are otherwise identical. They are brand new in a GM parts box...p/n 1605306. (*Caddy Daddy want \$89 each for good used ones*)



£100 the pair + postage

Brand new '74 Eldorado grill Stunning (*does not include grill surround*)



£400 + postage

Brand new 1971 to '74 hood hinges (*no springs*)

£200 the pair plus postage

1982 loose-leaf manual in a Cadillac blue plastic binder, really impressive.

£60 + shipping (*it's heavy*)

Large hood ornaments for Cadillacs from '71, Brougham and Eldorado

£100 each + postage

Large 'Eldorado' scripts in chrome, '72 to '78 (*it's in various positions on the car*)

£60 a piece, £100 a pair + postage

Some smaller 'Eldorado' scripts (*that go in various positions on trunk lids*)

£40 each + postage

Full set of the individual Eldorado letters for the hoods of '77 and '78 cars in GM boxes.

£80 the set + postage

Interested in any of these rare items, please contact Paul Bedford at:

paulbedfordunitedkingdom@gmail.com

From Leigh Spivey

Great new format for the Club Mag, Great idea and brilliant content from Pete. Phil and Karen on the London - Brighton .

I was brought up with Veteran Cars and have been on several runs. If anyone gets the chance to participate, it is a fantastic experience. My Dad went on about 20 with his 1902 Gladiator-nicknamed K-K-K-KATIE over his 30 years ownership of her.

The photos are of me sat on the bonnet of his 1913 GWK- it says Cleethorpes Veteran car Rally on the back, The only photo I have of our Eldorado and Katie together - the Caddy was bought as a trailer car for Katie and one of Katie on her own.



My other car is...

By Paul Buerton

By the time you are reading this, I will have owned the 1983 Bentley Mulsanne for two and a half years. I had been looking for another classic car



and I previously owned a '69 Silver Shadow, which I'd had for years.

The owner of the Bentley was selling it because the money from the sale would pay for the deposit on a house with his girlfriend—hence the sale...

The car came with a huge history file, service records, previous MOTs and a rather large invoice for a new gearbox in 2022.

It runs really well, the 6.75 litre V8 is very smooth and quiet. Finished in in



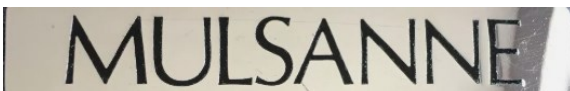
Chameleon Royal Blue / Purple, depending on how the light is reflecting on the paintwork, it has cream leather interior with blue piping around the seats. **Paul**



A total of 2019 Mulsanne/Mulsanne S/Mulsanne Turbo models were built between 1980-92. Paul's Mulsanne was one of 533 built between 1980-87. Powered by the normally aspirated 6750cc V8 producing 170hp and 369 lb-ft of torque and driving the rear wheels through a 3-speed automatic transmission, it has a 0-60 time of 10.2 seconds and a top speed of 120mph.

At 17' 5" long and 6' 2" wide, it weighs in at 2.2 tons (about the same as the average electric car) and has a 23.5 gallon fuel tank.

Despite its size, it's the more compact of Paul's cars, the '76 Eldorado is bigger all round, being 1' 19" longer and sporting that 8.2 litre V8, though the Mulsanne does win the door count with an extra two...



Cadillacs in the Wild



Colin Tregunna's '60 flat-top on
Prom & Wedding duty in 2025



'97 Seville

From *Simon Green's* 35mm archive,
Cadillacs from the '90s



'99 Escalade



'97 Eldorado



The late Peter Griffith's
'94 Fleetwood Brougham



'91 Seville

Cadillac Centennial Show at Crystal Palace 2003

