



Cadillac



Owners Club of Great Britain



Standard of the World

May-June 2025

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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In the Trunk this Issue.....

Contact List: Committee & Reps	2
<u>Not</u> From the Chairman	3
Treasurer/Membership	3
Editor	3
1996 Eldorado Touring Coupe	4
For Sale—1990 Fleetwood	4
Anyone for Lunch	4
Bicester Scramble	5
Diff's don't have to be difficult	6
Locks Stuck	9
Show Coordinator	10
Events 2025	10
COCGB Exclusive	11
Cadillac News	11
Cadillacs in the wild	12



Front Cover—Differences

Top: A choice of Hard of Soft Top on Freddie Lauritzen's '87 Allante

Middle: What a difference a Diff rebuild makes to Chris Todd's '51 Coupe deVille

Bottom: RHD & LHD, the steering wheel is on the same side when Simon Green's CTS and Fleetwood face each other... Weird or what?

Club News

Not from the Chairman

As Assistant Editor, it's my turn to kick-off this edition of the UK's premier Cadillac magazine and I thought I'd give you some good news. I'm very pleased to tell you that **Kal-El** recently qualified as a Guide Dog and is living and working in Plymouth. He's pictured here with



Lin, his Puppy Raiser at last year's Rally of the Giants along with **Pete Wood's** 1903 Model A Cadillac, Engine No: 1365, a replica of the Dewar Trophy awarded twice to Cadillac and a corner of the club's hospitality suite at Camp Cadillac. So well done **Kal-El**, we're all proud of you and well done **Lin** (I call her mum) for all the hard work that went into this achievement. **Lin's** other achievement is putting up with the editor, but we won't dwell on that.

Gracie

Rod Bevan

Treasurer/ Membership

Welcome to our new members

A very warm welcome to our new members: Freddie Lauritzen of North Ayrshire with a 1987 Allante convertible and John Ely of Cleveland with a 1975 Coupe Deville.

A very warm welcome also to the warmer weather, a really nice change and long may it continue into the show season and beyond. Check out the dates on the events page and let us know of your local events.

Happy motoring and drive safely.

Rod



Phil Htole

Editor

Here we are at the halfway point of the magazine year and this edition has a maintenance theme about it, from **Chris Todd's** '51 Diff rebuild, to **Andy Blick's** brake replacement and my fun with sticking

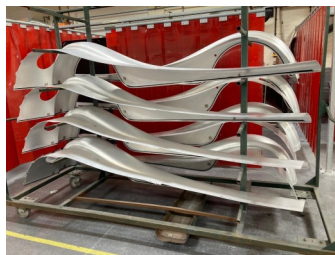
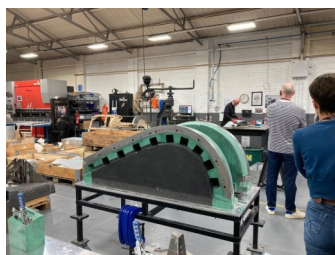
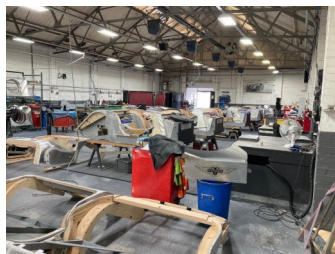
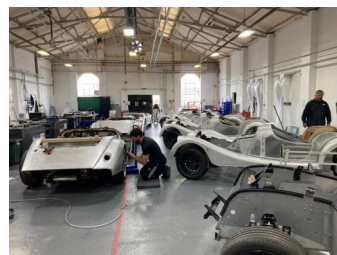


door locks, it's all about getting 'hands-on' with our vehicles which hopefully will give others peace of mind if they need to tackle similar jobs. Whilst we may not all have the skills and/or tools, there's always something we can do ourselves. Sadly I think that's where the classic car market will go into decline. Younger generation drivers just don't tinker. Often it's not their fault, modern cars aren't user friendly and people don't re-gap valves, check points, some don't even have a dipstick—though there's always one in my car, so my wife tells me.

Cars have become more reliable but at a cost and much of that cost involves plugging an OBDII scanner in to read the codes and more often than not replace a sensor. Repacking a bearing is seldom in the modern motorist's wheelhouse, in fact they'd probably only notice the need if their infotainment system went awol.

That's the beauty of a club like ours, there is a wealth of knowledge and experience, but it requires people to join in. The same can be said for things like car shows—with falling membership numbers the many hands that could make light work aren't there. It's ok, I'm in a nostalgic mood, which is better than some of the moods that inhabit me.

Talking of nostalgia, do you yearn to see cars built as they were 80 years ago? Then I can thoroughly recommend a tour of the Morgan factory in Malvern. It takes around an hour and a half but you get to see cars being built the old fashioned way, not a robot in sight and they still have tea breaks. Here's a flavour of what you'll see.



They build around 800 cars per year and many of the ones we saw were heading to the USA—did someone mention tariffs?

Stay safe, stay well,

Phil



1996 Eldorado Touring Coupe

The adventure continues...

By Andy Blick

Just an update for those interested in my Eldorado; We are now at 106,000 miles and just passed it's MOT again in January with no issues or advisories.

On a trip late summer to Oulton Park American car show, I was getting that metal-on-metal sound when braking so decided to replace rear pads which appeared to be the problem. The discs looked pretty poor as well so I ordered pads and discs from **Rock Auto** which duly arrived. On fitting the replacements, we found the calipers were seized so order them on a Saturday, arrived by Wednesday! I think, having had this issue with several low mileage/little used cars, that it is better to replace the lot at the same time.

Front discs look like they will be next.

Ed. Mmm, shiny!



Another job was the front lower hose to the radiator as it had a slight leak. That was easy, I took it to a local guy who specialises in American cars as he has the lifts and it was winter so I didn't fancy doing it. Also, it looks pretty inaccessible and he did say even he struggled.

Anyway, the coolant system is watertight now which is a relief as I wondered if it would fail and overheat which is of course a no-no on the Northstar.

So, I am two and a half years in and wondering why I was so scared of buying a car with a Northstar engine. Phil Hole was right when he said they will run forever if looked after. This one seems to have been cared for by it's previous owners. I am continuing with that philosophy.....

For 29 years old, it is holding together pretty well and there is no rust



underneath. I have a tiny bit of rust on the corner of the front door as well as on a front wheel arch where there used to be some aftermarket chrome trims, now ditched.

I love the car more than I thought I would. All electrics work, interior is immaculate, no rips in seats, etc. Even the Air-conditioning works.

Roll on the summer shows. See you at Tatton Park in July hopefully.

Andy

Rock Auto Discount

Code: 299299826161577680

Valid until midnight on May 23rd, 2025. Enter in the 'How Did You Hear About Us' box at checkout. **NOTE:** Always choose a shipping option with pre-paid VAT to avoid extra charges when it arrives.

*** For Sale ***

1990 Fleetwood

A new project, means **Simon Green** is saying goodbye to his 1990 Cadillac Fleetwood. It has appeared in the magazine many times

With 90,000 miles on the clock, it will have a new MOT on the 12th of May. It comes with four good whitewall tyres and some new spare parts. Excellent condition inside and out see photos

£4,000 ono.

Interested? Give Simon a bell on **07983 164143**

Or email **saturnsimon2@yahoo.com**



Anyone for Lunch?



Teaching Jay, an American, to drive the 1903 Cadillac in London.

He got a bit peckish so we went to the Drive-Thru of a well-known British restaurant..... *Ed. Ronald would be proud.*

Photo—Pete Wood

Bicester Scramble on Drive-it Day

A wonderful turnout at Bicester, but I only spotted 2 Cadillacs, they're on the back page whilst here we take a look at some of the other interesting cars on display.



Alvis, 40 years apart, 1963 TD21 and 1923 ancestor



A very yellow Trans-Am—Smokey's gonna notice that one—You got your ears on Bandit!



1962 Mercedes convertible



Distant relatives—1936 MG and '57 Austin Metropolitan



What, no engine? This Karman Ghia runs on volts, one of several 'converted' cars on display. Or, if you prefer 'ready made' this Alpine A290 GTS is based on the electric reimagining of the once ubiquitous Renault 5



A brace of Bentleys



'65 Gordon Keeble and '90 Dax 'Cobra'



No mistaking these designs, C3 Corvette and E' Type—don't even need to tell you the manufacturers do I...



Pontiac Catalina



Latest Morgan—The Super Sport



All square and very distinctive '81 Volvo 244 but if you want the saintly option there's always the P1800



Not what it seems, 'Old No:1' is a modern tribute to the 1929 factory race car. Built in 2018 by Racing Green Engineering it's based on a 1948 Bentley chassis. It could be yours for £284,995



1939 Daimler



And the bottom line, well that just has to be American and we've added a Jeep too...



Diff's don't have to be difficult!

How to recondition your diff at home when your manual says
'return to factory'...

By Chris Todd

Silence! Absolute silence... that was the satisfying outcome we experienced on our first test drive after rebuilding the diff on our 1951 Caddy Coupe de Ville. This was the moment that the differential was restored to 'whisper mode'! The quietest it had been in probably decades!

Is it wrong that owning a classic American car sometimes feels like a battle of wills? The car vs me! Since my wife and I have owned the car we've been slowly tackling the things that previous owners have not. At first it was the easy things... we got the clock ticking again (I still smile every time the armature clicks to wind the clock!) but as we progressed we got to the more difficult things. There's a reason the diff hadn't been fixed already! It's not altogether straightforward...

For the last seven years of ownership the diff has always whined when slowing down (braking or coasting). Annoying, but not getting worse. Not knowing any better I thought 'maybe that's how these old diffs were'. However, last year there was a very distinctive change. It suddenly started emitting a low rumbling grinding sound when accelerating on the throttle. This new noise instantly extinguished the normal reward I got from the rumble or roar of the V-8 when squeezing the 'gas pedal'.

This is when I knew that we couldn't keep driving it. The diff needed fixing. The shop manual states something along the lines of 'not to be repaired in the field – the differential must be returned to the factory as specialist tooling is required'. Obviously, sleeping was then replaced by 'midnight Googling' ... but, apparently, not too much out there on the web to help with this diff – not even a single photograph of the internals of the diff. The best advice I could find was to replace with a spare from a scrap yard or to swap the entire axle for one from a later model. For many reasons I didn't favour this approach ... so began the 'diff rebuild'.

This was a voyage of discovery for me as a first timer so here are the highlights on my journey from diff-worrier to diff-warrior!

Worrying and Research: Maybe it's just me but this took ages. I went around and around all the available info. My manuals. Interweb forums. A hundred semi-related YouTube videos, soaking up the experience of the 'universe' like a sponge. Books – I now have quite a few books on differentials. I spent longer than I want to admit lying under the car on a cold concrete floor 'looking' and 'tugging' at things. I schemed up all the parts I might need and got ordering. At some point, when the weight of accumulated printed material equalled the weight of the diff and the time spent staring into the technical abyss equalled the time to do the job multiplied by 100... I made a start! I also decided I'd had sooooo much trouble finding out any information that what the world really needed was another YouTube series – so I filmed it all, along with all my wittering and mistakes along the way! So if you need to rebuild your early 1950s Caddy diff or need help getting to sleep at night – this is the series for you (in full detail)!

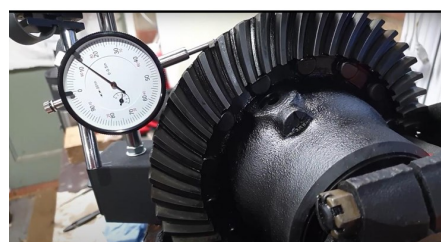
Jump in the Deep end: once there was nothing more for it other than to start the job I started by taking the diff off the car. This involves checking the backlash and input to output ratio first by jacking up the car and variously rotating a free wheel and prop-shaft – there are lots of guides on how to do this online. Then, both wheels off, axles off and diff out. I cleaned the diff, found its markings and then confirmed the gear ratios matched the test results. You have to take the small wins!



Yup... this is just the start of the beginning... No going back now! Where IS the breather? More later!

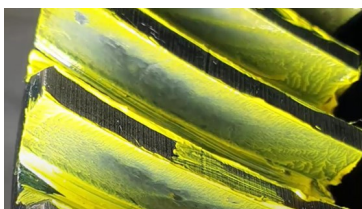


1951 Caddy 'pumpkin'. There's a REALLY GOOD reason they don't make 'em like this anymore!



Feeling like a 'proper' engineer now... I have a DTI. Yesss-sir! Ah-ha... A real one! In thou'!

Becoming a gear meshing compound Jedi Master: Okay not the hardest skill to master, but another satisfying step along the way (once I figured out that yellow oil paint or Prussian Blue was better than turmeric mixed with white grease!). I now had a 'baseline' of how bad it was at the time it was removed from the car. It wasn't actually that 'bad' except for slightly excessive backlash. My ambition was to replace the bearings and not to make the meshing pattern any worse (hopefully better)!

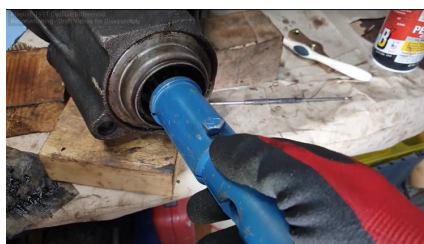


Initial (as removed from vehicle) drive side gear meshing pattern (towards the toe of the tooth).

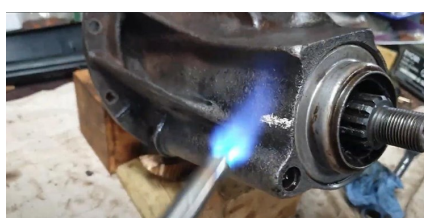


Initial (as removed from vehicle) coast side gear meshing pattern (towards the toe of the tooth).

FIRE! FIRE is your friend! Okay, time to remove the pinion seal housing. This was harder than evicting Grandad from his favourite chair by the fire in the middle of Last of the Summer Wine!



The smugness of having borrowed the correct tool for the job (thanks Phil!) soon wore off when even days of soaking with various penetrating fluids failed to make any noticeable difference.



So I scared it with some blue flames! But not too much, just to gently warm it to a surface temp of about 50 degrees (ish)... but that was enough. Phew! What a relief...



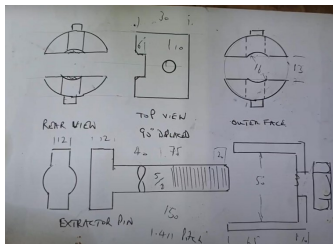
... a whole week to tease that out! I understand replacements are... none existent.



Front pinion bearing doesn't look too bad at all...



...but the race had seen better days... there was worse to come... MUCH WORSE!



Customised Tools! The bearing support sleeves are such a tight fit into a blind bore that you need a puller to remove them. Or at least I did! I had the idea for a puller to pick up on the oil gallery holes. A local Engineering and Machinist Wizard (David) created the bespoke puller which worked perfectly.



David's cunning-ness – Thanks David!

Split collar with T-bar puller with inspection slot. Wouldn't leave home without one now!



In situ... poised to do the one job it had been lovingly created for.... It's a beautiful thing!



I was more chuffed than a chuffed thing when this came out... First one was easy. Second one needed a bit of heat as well to tickle it out. Additionally, I used a wedge to

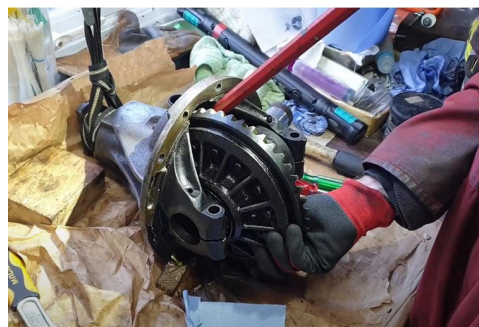
open up the pedestal pinch clamp just a wee bit (a mil or so—yes I mix dimensions, I'm one of those, sorry about that).



The T-bar puller and bearing support.



Bearing support sleeve. Note the tapered section to match the tapered bore of the bearing. The tapered bore bearings ended up being expensive. Apparently not much demand for them anymore – one supplier could only offer adding me to a waiting list for the manufacturer's next production run!



Removing the 'hub' assembly (crown gear carrier). The whole assembly was a slight interference fit to pre-load the hub carrier bearings (another thing that was not adjustable).



Crown gear (ring gear) was in near perfect condition – no visible damage, just meshing wear.



Oil retainer was loose in the bore, free to move around and to contact the drive shaft splines. Damage had occurred. The drive shaft splines had

been 'eating' the oil retainer inner. Could this have been the cause of the rear bearing's demise all those years ago?



Pinion shaft, bearing and crush sleeve.



Ah...ha! The smoking gun. This is one destroyed bearing.



The race tells a matching story.



Another specialised tool. Pinion bearing puller..... and it made the job really easy. Worth the money.



Last stage of disassembly... removing the gear retainer (after driving out a tapered locking pin).

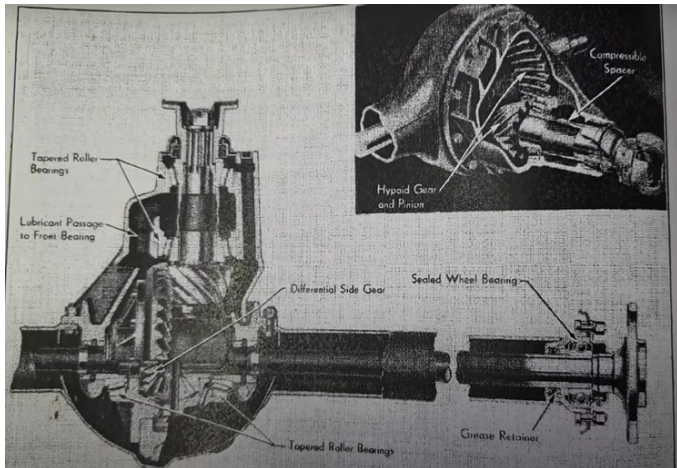


Happily, all the gears looked to be in remarkably good order!



A bit of custom fab work needed to increase the diameter of the oil retainer to locate it 'central' in the bore and stop it from loosely wandering into contact with the driveshaft splines again

Hub Carrier Bearings? The BIG gamble.... The bearing race part numbers were on the faces placed internally to the diff. Hence, it was only once they had been removed that the part numbers became visible. I found this to be most unhelpful! On the new races I have engraved the part numbers on the visible face, and added dog tags to the outside of the diff casing with all part numbers listed. Non original, but hopefully 'helpful'.



The 'info' from the manual. Helpful cross section...



Who knew that you can 'weld' a race out of a blind bore? The heating softens and stress relieves the metal. Then the subsequent cooling shrinks it. It then becomes 'easy' to remove. Thanks YouTube! The only downside is it destroys the race!



Bar tacked on for a bit of easy-out leverage...



Close up of what the drive shaft was eating for lunch! Damaged oil retainer.

How do you adjust this thing? David also made me a 'dummy' pinion race (a careful duplicate of the 'real' race – except for it being a few thou undersized on the outside diameter for easy repetitive in out fittings). This allowed for quick and easy repeat set-ups with various shim washers without needing to press in and drift out the race each time. The bearing races (both real and set-up) had been ground down to allow 15 thou of space in the assembly for shimming (a common feature of modern diffs, but missing from this diff). The use of custom made shims (simply cut out of shim stock sheets), then allowed the pinion depth to be set.

There was no easy way to adjust the lateral location of the ring gear against the pinion gear. This is because removing the races from the blind bore of the carrier hub required welding them out (i.e. destroying them). There were various longwinded options to make this work if it turned out to be necessary, but it wasn't – very fortunately. So it was a merry dance of trial and error which to get the set-up correct to the last thou', which did eventually require pressing the real pinion bearing race in and out to test gear meshing patterns with various shims. Many... many... many set-up attempts later. Each time placing the bearing race in the freezer to make for easier installation. Eventually the optimum compromise of pinon depth, gear messing pattern and backlash was reached.

Shimming was the worst thing about the entire process. I think that for the diff's original assembly in the factory all those years ago, which made no allowance in the design for shimming, these parts were likely custom machined or selectively assembled to get the right tolerances. This is the main reason that I think the manuals call for the diffs to be sent back to the factory. Later models of diff have adjustability designed into them from the start. I can definitely see why!

As a side note - this diff uses face milled gears, i.e. tooth depth varies from toe to heel (as opposed to face hobbled, where tooth depth is constant along the tooth's length) – it's important to establish which type of gears you have as the actions to correct poor meshing patterns differ depending on which type of gears are involved!

Crush sleeve and MEGA TORQURE: Before reassembly all it needed was a last spacer shim under the crush sleeve to build up it's length sufficiently to allow it to be 'crushed' as needed during the final torque up of the pinon nut... and OH-MY... that was the highest torque I've ever applied to any nut...! 225 ft-lbs. For the final

assembly the yoke, washer and nut threads were all liberally coated in sealing compound to seal off any leak path. I had internal conflicts about any affect this would have on torquing of the pinon nut. However, I didn't want to do all this work only to have an oil leak at the end of it, so I decided to seal the threads and accept any change in torque – which turned out to be negligible; I know this because the pinion nut torque was to spec (225 ft-lbs) and the rotating drag (torque) when turning the yoke was also within spec for new bearings (from a slightly hazy memory, I think this was 20 - 40 inch-lbs). Phew! Then, finally, the ceremonial 'staking' of the nut hoping that I wouldn't be undoing that any-time soon!

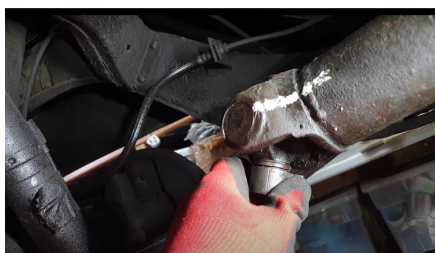
Since I'm here – I might as well! Yep... no decent sized job on a car comes without this category of enjoyment. For this job, it was (working front to back)... i) gear-box rear seal, ii) prop-shaft universal joints - to remove the significant play and ensure the prop-shaft was not going to cause premature pinion seal wear, iii) diff case breather – rather than drilling a hole in the diff casing to restore the original breather hole, I chose to modify a replacement filler plug by adding a brake bleed nipple and routing a hose to the chassis frame above the diff (no point doing all that work on the pinion seal if there wasn't an effective breather!) – I can always restore to original later if needed, iv) Rear wheel bearings and seals and finally smoothing off the sealing faces on drive shafts that mate with the seals. Happily done to make the best of the work on the diff!



Rear wheel bearings were 'slack' and needed replacing.



Nifty feature: There is a floating brass seal in the diff that mates with this sealing surface. I think, that together they act to the minimise oil loss from the diff into the axel housing.



Everything was marked-up before disassembly and was reassembled with the same alignment (prop shaft, yoke and pinion shaft).

At the end of all this... With the time and effort

expended, I felt as if I'd climbed Mt. Everest but it was well worth it! By comparison to the normal whining and groaning when driving – the diff was silent! I couldn't hear anything at all from the diff. The silence was incredible and every bit as satisfying as the roaring V-8 belting out its rhythms. The power from the engine is now being transferred seamlessly, silently, to the rear wheels. That's one less noise to track as we bumble down the road... and several (at least three) less oil leaks to worry about! So very satisfying... and we'll enjoy the car all that much more every time I drive it, knowing the diff is now happily doing 'its thing'! My wife particularly, as I won't be asking 'do you think that noise is getting worse...?' any more! Bring on the summer!

If you would like any more details please feel free to get in touch via the mag editor or club details. I'll be publishing the YouTube series for the one person who might want it. If that is you... then do get in touch.

ACKNOWLEDGEMENT

Forums have been an invaluable resource, helping with many aspects of this rebuild; so a quick shout-out to those who contribute to the various forums - many thanks, much obliged

Chris

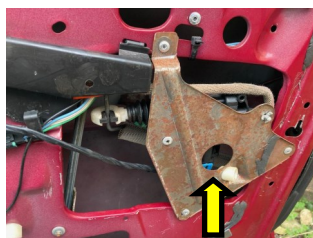
Locks Stuck

& One Disconnected Barrel

The Assistant Editor watched the drama unfold

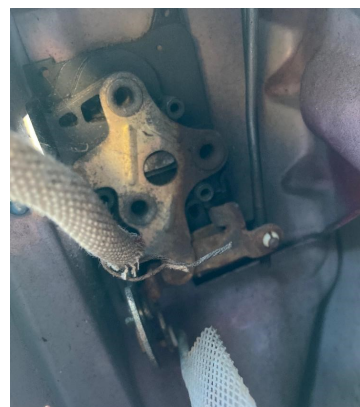
Hmm, the door won't open, not to worry, the last time it happened, I just got in the other side, put the window down and with the aid of penetrating oil and a bent piece of wire managed to un-jam the mechanism. This time things were different, neither door would unlock—the key wouldn't turn far enough to operate which means activating the central locking wouldn't release the rear doors either. It was out with the bent wire again and on the 3rd day, I was in. There was a slight issue with the passenger door on day one, I managed to disconnect the lock mechanism from the key barrel.

Never mind the barrel, it's a question of biting the bullet when it comes to a finding the problem and getting a permanent fix. First obstacle the door card, remove and disconnect the switch panel and two lights, then remove 8 screws and un-pop the door poppers (there's a tool for that and with a bit of luck off it comes.



The next issue is getting to the lock mechanism. As you'll see there's a metal plate in the way. This holds the electric central locking actuator which operates on one of the four rods attached to the lock. It's riveted, so only option is to drill it out.

Not a great photo but here's the lock and to be fair it's still in great condition—the main issue being lack of lubrication, so it's a bit stuck (sorry for being over-technical there) . At 33 years old it's not had a lot of love, yes I've oiled the mechanism from the outside, but that doesn't get to all the moving parts. Once the rods are removed, a simple but effective push fitting, the 3 torx screws hold it to the door and once out it can be lubricated properly and re-installed. If it lasted 33 years the first time, I'm not going to need to do it again. The passenger door (these photos came from that) was a little more complicated—partially removing a door card with the door still shut isn't easy and increases bad language by a factor of 10. Still all fixed now and there's a satisfying clunk as the key turns...



Alan Reed Show Coordinator

Hi Caddy fans, it's me again,

I hope all is well with you, as it is with me and the Fleetwood and you're looking forward to getting to some of the car shows listed in the last magazine.

Depending on your vintage, the answer to the question "Does anyone still clean spark plugs?" the answer is yes. As you'll see from the photo, I still do..



That brings me to another question, "How do we get younger members into the club?" Any suggestions please let us know. The problem is that modern cars aren't exactly hands on are they and the joys of tinkering is slipping away.

Quote for this edition: "When you are travelling, you are what you are right there and then, people don't know your past to hold against you. No yesterdays on the road." **William Least—Heat Moon**

Alan

Events 2025

May

15—Redhill Club, Thursday Classic Evening Car Meet 1830-2100 at Redhill Village Hall, Church Road, Redhill, North Somerset, BS40 5SG
24-25—Enfield Pageant of Motoring at Enfield Playing Fields, Great Cambridge Road, EN1 3PL. For more information see www.whitewebbsmuseum.co.uk.

June

26—Redhill Club, Thursday Classic Evening Car Meet 1830-2100 at Redhill Village Hall, Church Road, Redhill, North Somerset, BS40 5SG

July

5-6—Classic American Stars & Stripes at Tatton Park, Knutsford, Cheshire, WA16 6QN
19-20—AACUK Summer Nationals at Upton-upon-Severn Rugby Club, Worcestershire, WR8 0JQ

24—Redhill Club, Thursday Classic Evening Car Meet 1830-2100 at Redhill Village Hall, Church Road, Redhill, North Somerset, BS40 5SG

August

3—Rally of The Giants at Stonor Park, Henley-on-Thames, Oxfordshire, RG9 6HF
3—COCGB Annual General Meeting at 'Camp Cadillac' Stonor Park, Henley-on-Thames, Oxfordshire, RG9 6HF
3—Tenterden Lions Club, Paws & Pistons at Little Halden Place Farm,

Cranbrook Road, Tenterden TN30 6UL. See

www.tenterdenlionsclub.co.uk for details and booking form

21—Redhill Club, Thursday Classic Evening Car Meet 1830-2100 at Redhill Village Hall, Church Road, Redhill, North Somerset, BS40 5SG
25-29—Grand European 2025 in Munich, Germany. Rod sent out info on 7th February, to those he has an email address for. See also <https://www.cadillac-club.de/en/ge>

31—Brooklands Museum America Day at Campbell Gate entrance, off Brooklands Road, KT13 0QN. See www.brooklandsmuseum.com/whats-on for ticket prices

September

7—The John Haynes Classic at Haynes Motor Museum, Sparkford, Somerset, BA22 7LH. See www.haynesmotormuseum.org

21—Redhill Club, Sunday Classic Afternoon Car Meet 1400-1700 at Redhill Village Hall, Church Road, Redhill, North Somerset, BS40 5SG
28—Fort Paull American Rod & Custom Car Show End of Season Bash at Fort Paull, Battery Road, Paull, Hull, HU12 8FP

October

5—Bicester Scramble at Bicester Heritage Centre, Buckingham Road, Bicester, Oxfordshire OX27 8AH. For more details see www.bicesterheritage.co.uk/scramble

19—Redhill Club, Sunday Classic Breakfast Car Meet 0900-1200 at Redhill Village Hall, Church Road, Redhill, North Somerset, BS40 5SG

November

2—London to Brighton Veteran Car Run

7-9—Lancaster Insurance Classic Motor Show at the NEC, B40 1NT

Rally of the Giants[®]
American Car Show

Vehicles from 1900
to the modern day with
live music, food & stalls

3rd August 2025
Stonor Park, Henley on Thames
Oxfordshire, RG9 6HF

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**COCGB
Exclusive**



Cadillac

**The club is proud to announce
that new RHD Cadillacs will be
available in the UK from 2026
and we will be part of the launch.
You saw it here, first....!!!**

Cadillac News.....

Escalade IQ on the road—*Edmonds.com*, were lucky enough to drive the latest edition to the Escalade stable



Of course American tastes have changes over the years, in 1959, the Escalade would have been quite small other than in height and weight, but these days it's considered something of a behemoth, that the tester found quite daunting as he navigated San Francisco's rush hour. Having driven through it, the last thing that comes to mind, is 'rush'.



Equipped with dual motors producing 750hp and 785 lb-ft of torque, in Velocity Max mode, the 9,000lb (yes, 4 ton) SUV is still capable of hauling you to 60mph in 4.7 seconds. What kind of battery does that need, I hear you say in an informed way. The simple answer is 'a big one'. If you want a more technical answer, it's a 200kWh battery pack which to put into context is twice the size of the one that powers the Lyriq. Despite its size it's claimed that using a level 3 fast charger, you can still add 100 miles of range in 10 minutes.

But what about range? The claim is 460 miles, so LA to San Francisco non stop charge wise.

If you think that's pie in the sky and allows for a manufacturer exaggeration level, it's worth pointing out that a GMC Sierra Denali with the same size battery managed 507 miles—the furthest ever achieved in the ***Edmunds EV Range Test***.

The cars one major flaw is ride quality over the bumps (is there a smooth bit of road between those potholes?) which appears to be down to the 24" wheels with low profile tyres (tires) inflated to very high pressures. What is it with large wheels? Give me comfort over fashion any day. The tester noted the same on the Denali

Inside there's a 55" LED display and everything is high quality. The seats are heated, cooled and have a massage function.

On the open road, as you'd expect from a Cadillac it's power delivery is very smooth and extremely quick. With available one pedal driving you can stop without touching the brake pedal and pump a volt or two into the battery. For tight turns and manoeuvring, 4-wheel steering makes life simpler.

There is a price premium to pay for all this, the 'regular' Escalade (can't believe I just wrote that) with its V8 starts at \$90,000 whilst its IQ sibling base price is \$130,000. Both include destination charge in case you were wondering. That's a 40 grand hike to go all electric. Then again there are plenty of less imposing offerings from other manufacturers with much higher price tags and the test car was one of them which with options topped out at \$150,000.

It's been another 'total EV' in Cadillac News, mainly because that's where the news is with our favourite brand heading fully down the EV route.

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

Cadillacs in the Wild...



Freddie Lauritzen's '87 Allante—it's on the front cover too...



'70 Custom Eldorado at Bicester Scramble on Drive-it Day



Looks like quite a retrim on this rag-top, Cadillac at Bicester.



Often the only Cadillac at the local car show, Paul & Angie Ross' '68 Coupe deVille found a friend

Photos—Paul Ross



'60 Fleetwood

Photo—Simon Green



Unrestored '57 Eldorado Seville

Photo—Simon Green

And finally... Ian D. Lloyd's '75 Eldorado

Ed. Ian is still looking for hood/bonnet hinges for the Eldorado. Know of any, please let us know—Thanks



'79 Sedan deVille

Photo—Simon Green

Stay safe

