



# Cadillac



## Owners Club of Great Britain



## Isle of Man Special Part 1



## Standard of the World

November-December 2023



# Cadillac Owners Club of Great Britain

Club website (with International links): [www.cocgb.co.uk](http://www.cocgb.co.uk)

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*Affiliated to the Cadillac-LaSalle Club of America*

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**Front Cover:** Isle of Man Photos:

The Editorial team would like to thank all of our Isle of Man Participants for the Festival of Motoring photos in this edition



# Club News

## From the Chairman

Hi Cadillac fans.



On the 12th of October I had some sad news. Alan Murphy phoned me to say that our Honorary Life President, Peter Griffith had died. He had a long connection with the Cadillac Owners Club. I had spoken with him a few times. He would ask me, do I need any spares, or do I want to buy a car. Rest in peace Peter. My condolence to his family.

I hope your summer has been a good one for you and your cars. I certainly have had a busy time. The '49 has missed the Goodwood Revival this year. The Saturday before, I went to start it and the battery had died. I went on Sunday 10<sup>th</sup> September in my camper hoping to buy a replacement from the Specialist Battery stall there. Being a large 6 volt, you can't get them from the local motor factors. But the battery stall was not there! Back to the internet for a search to find a supplier. There is a time limit to find one. So, Sunday night one was ordered. It arrived 10:26am on Tuesday 12<sup>th</sup> September, filled and charged. Fitted straight away and much to my relief the '49 bursts into life!

The morning of Wednesday 13<sup>th</sup> September was the start of my Isle of Man experience. 6:00 am set off to Banbury to meet up with Paul and Angie Ross. Now with a '68 Coupe Deville following me we set off for the drive to Liverpool to catch the ferry. This was the meeting point for the 5 Club Cadillacs going.

The Isle of Man is an interesting place. It is dominated by the TT course which we did an escorted drive round. We stopped at the Crag-ne-bar for afternoon tea. The '49 was singled out to park in front of the stop. (They know class when they see it!) At the Manx Motor Museum, the '49 was also put in pride of place next to the main entrance. The owner and his son wanted me to leave the '49 for them to have it in the museum. The island has a huge enthusiasm for all things motoring. We were treated very well and thank you Isle of Man for your hospitality.

I have had a reply from Esso about E5 fuel. It was not very helpful and impersonal. Basically, they are saying that the fuel being delivered to the pumps is to government guidelines. No mention of help for those of us with older cars, which will suffer from the addition of ethanol.

Back to some sort of normality now showing my 'Standard of the World' to the world. Hope to see photos of your summer exploits with your cars.

Graham

## Rod Bevan

### Treasurer/ Membership



#### Welcome to our new members.

A very warm welcome to new members; James Sturla of Buckinghamshire with a 2009 STS, Hamish Wood of Fife with a 1954 Fleetwood Sedan, Malcolm Webb of Corby with a 1931 Sedan, Paul Lindsay of Dorset with a 1979 Coupe DeVille, Tomasz Adamski of Antrim with a 1947 Series 62 Sedanette and Paul Buerton of Dumfries with a 1976 Coupe DeVille.

#### Isle of Man Motoring Festival

An enjoyable event although there were a few issues with the organisation, and we were there for the rain festival as an unwelcome feature.

It was an amazing experience and well supported by the residents, couldn't fault their enthusiasm even in the rain. We were able to experience driving on closed stretches of open winding roads over the mountain pass and a 30-mile escorted drive around the Island showing off our vehicles to the ever-enthusiastic Isle of Man residents.

#### Life can be confusing!

I say this because in these days of automation things do go wrong without us knowing. Renewal reminder dates have gone US and by that, I mean month/date/year rather than date/month/year. This is because the printer's database auto defaults to the US date style. Reminders go out with the magazine from the printers with a confusing date. Hopefully this now resolved but if you do get a renewal reminder it is because it is due. All memberships now renew on the first of a month, so if you should see a date 08/01/2023 it is not the 8<sup>th</sup> January this year but 1<sup>st</sup> August this year.

**Peter Griffith** will be very missed within the club and the Cadillac community in the UK, USA, and Europe. Peter was a Cadillac enthusiast serving on the club committee for many years including Chairman and recently as Honorary Life President. Our condolences go out to his family and friends. God Bless.

Rod

## Phil Htole Editor



You will have read in 'From the Chairman' of the passing of 'long time' Chairman and recent 'Honorary Life President' Peter Griffith. It would be impossible to do justice to his contribution to the club in just a column or two. So, we're going to do a 'Special' in the new year, devoted to Peter. I'd like as many people to contribute as possible with stories, photos and anecdotes. So search your memory banks and photo archives and email them (snail mail is fine too) to me by the 14th of January and we'll try and get it to the printer by the end of January. This will be an additional magazine.

As you've probably guessed, this edition is very much centred on the Isle of Man trip. You've probably also noticed that it says Isle of Man Special (Part 1) on the cover. Part 2 will arrive in January with an in depth look at some of the fascinating cars at the IOM Motor Museum and 'Rod On The Sloc' an account of the Treasurer/ Membership Secretary's dash up the closed road stage. I can't wait, and I know what's in it. We should also have the official photos from Scenic Car Tours by then—if we're lucky.

Finally and just for fun, can you guess who this is? Give it some thought as you thumb through the magazine—the answer is on page 9. No cheating and looking it up straight away mind.

Stay safe, stay well,

Phil

PS... Apologies for the slightly smaller font (down from Calibri 10 to 9 on this page only), we had a lot to get in. No need to visit SpecSavers.





# Amos' Autos

*'Hanging out with the cool dude'*



Hey Dudes,

**Following** the club's expedition to the Isle of Man, the last bastion within the British Isles of 'open' roads in terms of speed, we've got to start with their home grown car—the Peel. Produced by the Peel Engineering Company, in Peel on the Isle of Man (guess you can see where they got the name from), the Peel P50 micro car was listed in the 2010 Guinness World Records as the smallest production car ever made.

Powered by a 49cc single cylinder engine, It had 3 wheels and no reverse gear—there was a handle at the back (see yellow arrow) for easy manoeuvring. 6' 5" Jeremy Clarkson managed to drive one around the inside of BBC Television Centre. Quite a feat when he couldn't even fit in the original Ford GT40. The P50 was produced from 1962-65.



In 1965 the futuristic Trident went into production and being a 2-seater, you could take a friend—if you had one. The 'bubble top' gave great all-round visibility and opened to give easier access than the P50, plus it looked like the car on the 'Jetsons', how cool was that! Around 80 Tridents were built and if you were wondering how they got them to the mainland, they just put them on the Steam Packet Ferry.



**Going large in a BIG way**, back in the 1930s the dude driving your limo got leather, while in the rear you luxuriated in cloth. These days, if there was a choice, it would be the other way round with leather being the opulent choice and one of the 'fully loaded' options.



This though was the 1936 V16 Cadillac, another resident of the Isle of Man Motor Museum.

Built to each customer's individual taste (the Celestiq marks a return to that option, albeit in fully electric) there were more than 70 body styles available and if you needed a trunk...



Power came from a 452 cu. In (7.4 litre) V16 developing 185 hp at 3800 rpm.

**Tin worm** in the Isle of Man appears to be very neat, not a ragged rusty edge in sight. Or could it be a cut-away version of this 1948 Sunbeam Talbot 90. It's great to see how cars were put together back in the middle of the last century

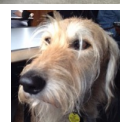


Of course if you want real rust then you'll need to go Facel Vega. It's going to need a bit of work. For *Last of the Summer Wine* fans it reminds me of the Loxley Lozenge...

They tell me the museum is a fascinating place to visit if you're on the Isle of Man.



*Stay Cool Dudes...*





# Jude—the not so Obscure

The Club Secretary's Isle of Man odyssey

By Judith Bevan

You don't hear a lot from me, in the magazine, I'm very much behind the scenes, but the Assistant Editor insisted, so here are a few high and lowlights of a memorable trip

**Where's the ferry?** Yes finding the port was the first hurdle—did we have the right postcode? A call to Lin in the Editor's car and no we didn't. We did make it before them though and were able to guide them in.



Waiting to embark



**Sea voyage and hunt the hotel.** I'm not a good sailor, so here I am with Lin, 'Quelled up' ready for the off and I survived quite well. It was dark and wet when we docked in Douglas. We followed Paul & Angie, who followed Graham & Mel and Phil & Lin followed us. Now there's a recipe for confusion. We were the last to arrive.

**(Thursday) Tulip Traumas.** Why don't you join us on the fun run said Lin & Phil. So, we set off on Thursday in the

Editorial Sedan deVille, with Rod reading the Tulip map and Lin and I giving helpful advice from the back seat. Despite having 3 intelligent people (*Ed. Plus me*), 3 separate navigation systems and a Tulip map we still managed to get lost, and we weren't alone. It's quite surreal when you pull up at a cross roads and there are people with the same map coming from all the other directions. At one point Rod resorted to the old fashioned way of finding out where we were. One of the few places we did find albeit by accident was the wonderful Milntown Estate. That dining table reminded me so much of the one at home—if a little small.



**(Friday) Sloc closed road run and Jurby Museum.** Being first 'over the hill' it was an early breakfast. Here I am with Lin and Rod waiting for the call-up to head for the hill. Notice Rod is already practicing his left-foot braking action. The COCGB



presence was limited to the Front Wheel Drive contingent with Graham and Mel & Paul and Angie opting out, their cars not really suited to the event. Have to say with Rod behind the wheel, it was a blur—blink and you

missed it. The cruise to Jurby and the museums was at a more sedate pace.

**My favourite car** and shock, horror, it's not a Cadillac.

Meet the 1956 Dodge La Femme. Designed for women, men weren't allowed to buy it. It was in production for 2 years. In 1955 it came with a little purse, for '56 they upped the ante to a hat, umbrella and raincoat, all made out of the same material as the headlining—I love it. I may change my name to Jude La Femme. Realistically, there's always the bus home.



**(Saturday) Anyone for a promenade?** Yes we were all there though the start was delayed because of the weather. Here is our line-up



L-R Adrian & Jo's '68 Eldorado, Paul & Angie's '68 Coupe deVille, Graham & Mel's '49 Coupe deVille. Our '99 Deville, Lin & Phil's '92 Sedan deVille

**(Sunday) Road to Ramsay & Mountain Stage.** Well it all went a bit pear shaped, we were supposed to set off on the Police escorted run to Ramsay together—all the Cadillacs in a line, but we didn't (do you sense a slightly annoyed tone in my writing? You are very astute). Still it was wonderful to see all the crowds out waving, despite the appalling weather. The mountain stage was rather slow too. Rod's foot was definitely getting twitchy on the gas pedal.

**Photo Shoot in the TT Pitlane.** That didn't go well either. We had hoped for a club photo but as we weren't in order as we arrived it was impossible. Never mind Here's Rod and I.



**Gala Dinner.** I wish we'd stayed at our hotel, the only thing gala was the price. With tables of 10 and only 8 of us attending (Adrian and Jo had the good sense to opt out) you would have thought they could have put us all on one table. No, Graham & Mel were on another table. Still we all met up later when the music started to hurt our eardrums. Here are some of us smiling through adversity, Angie, Paul, Lin, me and Rod. Overall, it was an enjoyable event, despite the organisers attempt to annoy us.



Jude La Femme





# Festival of motoring

On tour with the COCGB

Wednesday 13th September saw 10 of us , Rod and Jude, Adrian & Jo, Paul & Angie, Graham & Mel and Lin & I arrived at a secret location in Liverpool— It's not really secret, they just don't want you to know where the Isle of Man Ferry sails from. *Ed. Alan & Kath sadly couldn't make the trip—they were much missed.*

The departure had been brought forward because of potential bad weather in the Irish Sea. *Ed. Have you noticed on sea sickness tablets it always says 'May cause nausea'.*

On the basis that a picture paints a thousand words, here is our trip in pictures—with the odd comment and I do mean odd.



Clearing security was relatively easy, no one asked to see ID and a cursory glance in the trunk was all that was needed—now where's that ferry?

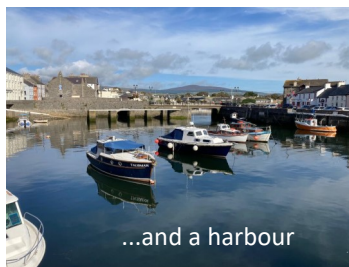
A touch of the 'Left hand down a bit' and it'll be here. The ferry was Manannan a 96m wave piercing catamaran. You'll notice the name is 50% 'N' Meanwhile...



When we arrived it was dark and wet and time to play 'Find the Hotel'. There were 8 of us staying at the Comis Hotel and Golf Resort which we found on the 4th day—Ok I exaggerate but we seem to have seen more of the island in the dark than we needed to. It's a nice hotel which appears to have been built upside down, I'm still humming 'Dancing on the ceiling'. This is a 'library' picture, not to be confused with the one below which is in fact a picture of a library in Ramsay.



The following morning, after a hearty breakfast some of us set off on the 'Fun Run' or as it should have been called the 'Where the Hell Are We Run'. Yes we all had a 'Tulip Map' and we'd all love to meet the tulip that created that one! But we did manage to stumble across some of the place, purely by accident. It all started in Castletown—What fun!



Sound Café car park



Great views of the sound and a Morgan



Paul & Angie help Mel play 'Where's Graham?'

I know, you were wondering how many Smart cars you could fit in the same space—the answer is 4.12



Graham's chatting with Adrian, as Jo poses with their '68 Eldorado.

Time to board and no I'm not terrible at parking, they told me to put it there...



Cars on show at Peel







Lost? Never! We just don't know where we are most of the time. Founder members of the 'Ban the Tulip Map Society' pose for a self inflicted photo to prove they were there, wherever that was. The ice cream was nice though.

A good night's sleep and it's on to the Sloc Closed Road Run and would you believe it, it rained.



We were in the first group in the morning and we could do it twice if we wanted to. There was quite a variety of vehicles.



In the queue waiting for the sprint up the hill—Rod and Adrian ready to floor it. 'Rock on dudes' as the cool one would say.



Excitement over, it was on to Jurby and the motor museum.



Not sure what they had against a '92 Sedan deVille but they made me park around the back with a load of TVRs.

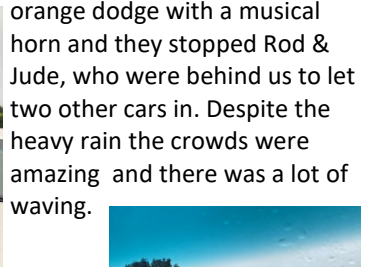


Is it full electric or plug-in hybrid? Cadillac were clearly ahead of their time as this '59 Eldorado proves. Or, it could be they'd run out of space around the back—all those TVRs.

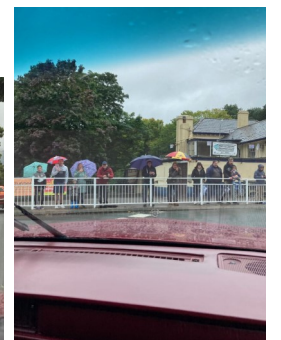
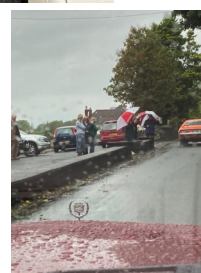
Saturday on the Promenade at Douglas. Again a large variety of cars



Sunday was the final day of the festival with the police escorted trip from Douglas to Ramsay. We ended up behind an orange dodge with a musical horn and they stopped Rod & Jude, who were behind us to let two other cars in. Despite the heavy rain the crowds were amazing and there was a lot of waving.



We stayed behind the orange Dodge for the Mountain Closed Road Run, but sadly despite his superior cubic capacity, his over-use of the air horns had sapped his horsepower to the point where he didn't go over 35mph and only on the downhill to afternoon tea at Creg-Ny-Baa did he get to 45 with a triumphant flourish of the air horns.



After a lack-luster afternoon tea it was back to the Photo Shoot in the TT Pitlane. At the time of writing, we haven't seen any of the promised 'official photos'. The organiser was jetting off to do the 'Route 66' event and he insists on sorting the photos himself.



The Gala Dinner, what can I say, I wish I hadn't gone...

Overall, it was a great trip which I think we all enjoyed despite Scenic Car Tours whose manta would appear to be 'over promise & under deliver' which they achieved admirably.



# *From the Aircraft Carrier*

## The Isle of Man in a '68 Coupe deVille

By Paul & Angie Ross

After what seemed an eternity (the trip was first discussed at the NEC classic car show in 2021) it was finally time for our outing to the Isle of Man Festival of Motoring. This was originally supposed to be an 'American extravaganza' but it would seem that most American car drivers were not prepared to make the trip so it was opened up to anyone, resulting in large numbers of 'general traffic'.....

We travelled to Liverpool in our 1968 Coupe deVille in convoy with the chairman and his wife in their 1949 Coupe deVille and eventually found our way to the dock to catch the ferry (did anyone else notice how badly signposted the terminal is?) which had been brought forward a couple of hours due to forecast bad weather and they were right, when we got to Douglas the weather was terrible.....

We eventually found our hotel, the Comis golf hotel, which was very nice with excellent food.....

After a good night's rest, Thursday was basically a free day, the tour operators had planned a 'fun run' route round the island with supplied 'tulip' maps which we had great difficulty following so the route was promptly abandoned and we just did our own trip however we did meet up with the rest of the group by Peel castle for a planned small car display. This was also the best day for the weather being cool but dry and sunny.



Friday was the first day of the Festival and was very wet again. Unfortunately problems with my car meant it never left the hotel car park and so we hitched a lift with the chairman and his wife for the day (thanks Graham & Mel) and proceeded to the Isle of Man Motor Museum. It really is well worth a visit if you are on the Isle of Man with a large selection of unusual Cadillac's.



Saturday was the main display day on Douglas promenade and started cold and wet (there seems to be a recurring theme here) and once again my car was not behaving properly, however, with the combined mechanical skills

of Graham, Phil and Rod we made it to the display and parked up with the rest of the group. The weather did gradually improve and the public seemed very impressed with all the American cars on display....

Saturday evening was the 'pie in the sky' night at the Victory cafe and, as my car was just about running, we provided transport for Graham & Mel. A distinct lack of signs to the 'secure parking' at Laxey caused a few problems for several people with cars seemingly going in all directions, the tram ride from Laxey to the cafe on the mountain was nice, though the actual meal was a bit disappointing but we were there for the 'experience' not for posh food!

Sunday was the police escorted cavalcade from the TT Grandstand in Douglas to Ramsey with lots of the locals braving the rain (again) and waving as we went past on the route with the police doing a grand job waving us through junctions and traffic lights and making all the locals wait till all 250 or so cars had passed....

After a short display in Ramsey we had a 'closed road' run to the Creg - Ny - Baa Café allowing you to explore your cars full capabilities with no fear of traffic coming in the other direction. Would you believe it, rain and thick fog slowed everyone down until we got to the cafe when the weather brightened up a bit. The chairman seemed to 'pull rank' here and was allowed to park in prime position at the front of the cafe while we ordinary folk had to park 'out the back'!



Sunday evening was the Gala Dinner which we won't go into



detail about but suffice to say it was a big disappointment and certainly not worth the cost.....

Monday was 'return home' day and the sun was shining!! Why couldn't the weather have been this nice on the other days?

I would like to thank the other club members for their help with my car and to say how nice it was to see you all, but very sorry that Alan and Kath were unable to make it due to health reasons, hope you are better soon and we look forward to seeing you at a future event.

Would we do it again? Possibly, but not as an organised trip.

Would we do an organised trip with Scenic Car Tours again? No.

**Paul & Angie**

PS... somebody move that cone







## '68 Eldorado Road Trip *(the numbers)*

Norfolk—Liverpool—Isle of Man—Heysham—Edinburgh

By Adrian Glen

We did 925 miles in total after going on to Edinburgh, all trouble free in the Cadillac with the climate control running most of the time. Spent £582 on fuel and used 72 gallons, so we managed 12.84 MPG, not to bad with all that sitting about on the Isle of Man and two enthusiastic runs on the Sloc Pass. ☺



## Alan Reed Show Coordinator

Hi Caddy Fans,

It's me again. Firstly, I was saddened to hear that our former chairman Peter Griffith had passed away. I met Peter just after the club first started. He was a very good ambassador for the club with his vast knowledge of Cadillacs and many other American cars. When the club went to an airshow at Duxford, Kath and I were very impressed by his knowledge of WWII British Aircraft. Rest In Peace, Mate.

On a lighter note, I see Paul 'the lens' Ross has become our Midlands Area Rep—Well done Paul. Kath and I were going to get you some banana cake to celebrate, but then thought this might be more appropriate. ☺



Alan

## Events 2023

November

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

## Events 2024

July

6-7—Classic American Stars & Stripes at Tatton Park, Knutsford, Cheshire, WA16 6QN

Ed. Don't forget to let Alan know of any upcoming event or alternatively email them to me for inclusion in the Magazine and on the Website

## Feature Car

My '09 STS Sport Luxury

By James Sturla



I am the recent proud owner of this 2009 Cadillac STS Sport Luxury 3.6 V6.

I have long been an admirer of Cadillacs and especially the post-2006 models. When I saw the opportunity to acquire one I couldn't resist! It's a lovely engine and drives superbly.

I just recently took the STS to its first meet at the American car show held at Brooklands Museum in Surrey on September 3rd - a most enjoyable day.



## Cadifacts

**Engine:** 3.6L V6 24 valve DOHC with VVT, **HP:** 302 @ 6300rpm  
**Torque:** 272 lb-ft @ 6300rpm, **Transmission:** 6-speed 'shiftable' automatic, **Top Speed:** 153mph, **0-60:** 6.9secs  
**L:** 196.7" **W:** 72.6" **H:** 57.6" **Kerb Weight:** 3973lbs  
**Fuel Tank:** 17 US gals

## Did you Guess Correctly?

It was of course Club Secretary Judy Bevan (or should that be Jude La Femme?) in her official club regalia that she normally only wears for Coronations, the State Opening of Parliament and shopping at Iceland.

Hand stitched, each gold thread was immersed in essence of Cadillac for 'Standard of the World' authenticity.





# Pete's Page

## A Veteran Cadillac Cornucopia

From Pete Wood



### A weight lifted...

Happy Independence Day (for me).....

This is my welder pal, Steve. He is into motorbikes and has a workshop which is stuffed with bikes and parts on two levels (Mezzanine floors). I went to visit him and asked how he moved bikes and parts around, in such a crowded area, and he showed me his home-made crane.



So I asked him to make one for me, with a cradle to lift the delivery body off the 1903 Cadillac. No longer do I have to borrow three other people. The crane swings out (and goes flush against the wall, to save on space) and I can now do it single-handed, with a 240v winch I bought off Amazon for £60 (including remote control). Now I can swap the rear tonneau for the delivery body

and vice versa in 5 minutes. Great!! The cradle arrives next week. So I will just give the crane a lick of paint while I am waiting.



### The 121st anniversary of the first Cadillac running under its own power.

Contrary to what you may read in books and on the internet, many of which say the car was running in September 1902 (it was not), I have been able to piece together the true facts.

The Cadillac factory had ordered a set of bearings from Cleveland and these were shipped on the 20th October 1902. The car was first running, with these bearings on Friday the 24th October (the colorised photo, showing the car unpainted and not yet upholstered, with Wilfred Leland as the passenger).



On the 25th October, after burning the midnight oil, the public got to see the car for the first time - at a race meeting, organised by Cadillac's brilliant Sales



Director (William Metzger, the tall guy standing next to the car). We have only one poor side view of the Prototype Cadillac, at Grosse Pointe race track, which I discovered only recently. Alanson Partridge Brush, the engine designer for Cadillac, is photographed at the wheel in all of the photos.



### A Santa Pod Record

As you probably all know, Santa Pod is the British home of dragster burn-outs, where huge engine cars leave 50 yard strips of rubber on the tarmac in an attempt to break the record for the fastest 1/4 mile.



Well, I managed to persuade the Santa Pod management team to let me have a go at breaking the existing record in the 1903 Cadillac - and I absolutely shattered it. Yes, I now hold the track record for the SLOWEST 1/4 mile time, since records began. The course manager told me "We've had cars break their engines AND flip over after hitting the barrier who were quicker than you...." I am SO proud - **1 minute 10 seconds**



Asst Ed: By the time you read this our intrepid dragster (had intended to write drag star but that implies a lot of make-up and sequins) will have competed in his 2nd London to Brighton Veteran Car Run. We hope to have a few photos in the next edition. In the meantime here's a reminder of last year.

Gracie





## Little Caddies

Another not-so-little one

By Paul Nieuwenhuis

One longstanding gap in my Cadillac model collection has been the 1957 Eldorado Brougham, a 'Certified Milestone Car', apparently. As you may recall, these were made to order, with every conceivable feature included or 'available' and cost more than a Rolls-Royce. Only 400 were built.

Not surprisingly, for such a significant car, a number of scale models have been available, but none of them quite did it for me. The 1:43 'white metal' handmade Brooklin model of the car looks too heavy, a more recent 1:43 Kess diecast model is too expensive for what it is. In the larger scales, there is not much in the popular US collector scale of 1:24 these days, but the 1:18 version by SunStar is still available.



The SunStar is a rather nice model, available in a range of colour schemes, almost rivalling the real car (see above), however, I had been waiting for the price of these to come down, or for them to hit the used market. Also, some of the colour schemes do not appeal. And then, recently, a used one was listed for sale in a blueish dark grey metallic ('Deauville Gray'), with the stainless steel roof they all had, and it looked just right. Also, it was priced at about the same as the cheapest Kess 1:43 models, so it is now in my collection. It had to come from Italy and – upon arrival – I found a wheel had come off, but this was fixed in 5 minutes.

The model is nicely detailed with the roof – as mentioned – very effectively finished as if it were stainless steel. Everything opens and the steering wheel steers the wheels. Under-bonnet detail is good, but the best feature is that – just as on the real car – all four doors open, revealing the absence of a B-pillar. Difficult to engineer in 1:1, perhaps even more so in 1:18 and it all works – impressive.



## Farth coming up short?

A Top-Tip for any Pre-2004 STS owner replacing the battery

By Peter Stanton

I have only replaced my battery once, about 12 years ago with the OE AC Delco model that seems to have been made specifically to fit under the back seat of the STS. As that went out of production some years ago I had to do a bit of searching to find a replacement that both fitted the rather narrow tray and solved the venting problem. I settled on an **Optima red top RTU 4.2** which does not require venting. The only issue was connecting the earth lead which was too short. I thought I may have to have a lead specially made but then had a rare brainwave! I had some thick aluminium sheet offcuts lying around (I think saved from throwing out an old CH boiler) and cut and drilled a 'strap' about 100mm long. Bolted the earth lead to one end and bolted the other end to the earthing point. Worked perfectly first time (*see arrow below*) (I just wish the battery hadn't failed hours before leaving for France. Had to transfer all the luggage over to our Corvette and do some rapid pre-trip checks. Fortunately the Corvette performed faultlessly but was somewhat more frenzied than the serene progress of which the STS is still capable (with a new battery). Could only get 33 bottles of wine in too, instead of our full allowance of 72. *Ed. A clear case of more speed—less wine.*





## *Cadillacs in the Wild.....*



Amanda Deville's '61 Fleetwood at the Flat Caps & Ferrets Show



Did I smell bacon—Clive Clark's '57 Eldorado Seville at Breakfast meet



'Hubs' Macdonald's '64 Sedan deVille at Malvern Festival of Transport



Also at the Flat Caps & Ferrets show, in aid of the Yorkshire Air Ambulance  
Above L-R: '59 Convertible, '70 Coupe deVille, '88 Sedan deVille  
Below L-R: '89 Brougham D'elegance, '70 Coupe deVille



Sparkle & Shine, Andy Blick's Eldorado with re-chromed original wheels & whitewall tyres—you gotta love a whitewall



Malcolm Webb's '31 Sedan on wedding duty



Ian D Lloyd's '75 Eldorado basking in the sunshine.  
Pick a space—any space



How wild can you get? It may look like an accident, but it's just Simon Green changing a lightbulb

*As this is our last magazine of the year  
Gracie & I would like to wish you all  
A Merry Cadillac-in Christmas  
See you on the flip side in 2024*

*Stay safe*

