



# *Cadillac*



Owners Club of Great Britain



**Graham Howard Wall's '49 Coupe deVille**



*Standard of the World*

May-June 2020

# 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: Graham Howard-Wall's '49 Coupe deVille—See page 6 for the full story on this magnificent car  
Rainbow background and rainbow on back page in honour of our amazing NHS



# Club News

## From the Chairman



### Following the Guidelines

I never thought I would be writing a piece for the magazine about social distancing and lockdown, but that's the situation we all find ourselves in. I think it's important to heed the government measures that are in place and though they may not be that palatable, they are there for a good reasons. Firstly to protect you and your loved ones from this terrible virus that has already claimed many thousands of lives and secondly, to protect the NHS. All the NHS staff are under immense pressure at this time, the least we can do is follow the rules. We, all of us, owe them a huge debt.

### AGM cancelled

The committee took the decision before 'lockdown' to cancel the AGM rather than postpone it on the basis that we have no idea how long social distancing will be with us for. It was the right thing to do and the sensible thing to do. The current committee will continue until the 2021 AGM.

### Events

When the lockdown is 'eased', I cannot see it being lifted totally for some time, I suspect that most of the events we might normally attend will have been cancelled. That said, better to beat this thing and start afresh.

Look after yourselves,

Peter B Griffith

## Rod Bevan

### Treasurer/ Membership



I hope you're surviving the virus situation and all that goes with it. Difficult times for us all whether it's being deprived of driving our cars or just going out. There are many in more difficult situations with regard to everyday living, employment and getting through all of this to a secure future.

### New Members

We have one new member with a very magnificent Cadillac, a 1931 Limousine in a glorious condition. The new member and owner is Sudhir Choudhrie of London. Congratulations to you Sudhir in acquiring such a very nice car. Hope to see it when the situation improves.

### Club Area Representatives

Derick Jackson has now stood down as Birmingham Area Representative, thanks Derick for your many years of help. There are vacancies and opportunities to take the club forward by being an area representative. There are members in your area that would like local meets or get together

moments. If you are one of those let me know, let's go places when the situation improves.

Andy Inglis has come forward as area representative for Buckinghamshire, Bedfordshire and Oxfordshire areas. His details are on page 2. Thanks Andy, very much appreciated.

### Shows

Well, many shows are cancelled and I am sure many more will be cancelled for this year, including Rally of the Giants. Hopefully we will be able to get to a few as the year goes on. It's an opportunity to get those jobs done to our vehicles during the summer.

### Classic Car Show at National Exhibition Centre 2020

With the lockdown and the NEC facility being used as a Nightingale Hospital during the virus situation, this may affect the Classic Car Show. Many thanks to Julie and Graham for their continued support and hard work for this event.

And talking of the Nightingale Hospital, what an amazing exercise in logistics, with praise to the British Army working alongside our NHS.

### 'Cadillac - The Complete History' By Maurice Hendry Fifth Edition.

The club has a very nice book for sale at £35 plus postage. Proceeds will go to British Heart Foundation. Let me know, can supply pictures.

Very best wishes and remember stay safe,

Rod

## Phil Htole Editor



The world has changed a lot since the last edition. Lot's of the things we took for granted, like freedom of movement, aren't there at the moment and we've all had to adapt to a less active way of life.

Though we don't always appreciate modern technology, be it a telephone, email, Skype or the variety of social media, it does allow us to keep in touch with friends and family in an instant way that a letter or postcard could never achieve.

It also means that we can order parts from across the Atlantic and still have them arrive in less than 3 days. Or, that a 99 year old ex-Army Captain, Tom Moore can set out to raise £1000 for the NHS and end up with (at the time of writing) £28,000,000+ and a number one single on his 100th birthday. What a great guy.

Thanks to all those who contributed to this magazine. Feel free to join in at any time, articles, photos always welcome and remember:

***There is light at the end of the tunnel.***

Wherever you are in Cadillac-Land, be safe, be well....

Phil



## Amos' Autos

*'Hanging out with the cool dude'*



Hey Dudes,

I've been watching a lot of Netflix during lockdown. One of my favourites is Car Masters—Rust to Riches where at the end of Season 2 they built a replica of the Plymouth XNR.



Designed by Virgil Exner, this concept car from 1960 had originally been called the Asymmetrica but was renamed XNR after its designer. At the time the Chrysler Corporation was lacking a sports car to rival the Chevrolet Corvette. Exner's design was certainly different, its original



name giving a hint to the fact that both sides of the car were different. Even inside the passenger sat lower than the driver in much the same way as in the 4.5 litre Bentleys of the late 1920s.

Being a roadster it needed to be shorter than Chrysler/Plymouth's usual fare, so was based on the modified chassis from another of Virgil Exner's designs, the compact Plymouth Valiant. It's strange these days to think of a 15' 4" car as 'short' but the XNR body would take it all the way out to 16' 3".



Also adopted from the Valiant was the 2.8 litre straight-6 engine. In the XNR it produced around 250hp and was capable of 150 mph. Pretty good for 1960.

It never made it into production and the original car was returned to Carrozzeria Ghia in Italy, where it was built, eventually ending up in the ownership of the Shah of Iran. For a concept car it had a colourful life, being sold on to a Kuwaiti car dealer and then in the early '70s to a man in the Lebanon. Having survived the ravages of the civil war it was eventually sent to RM Restorations in Canada in 2008. Finished in 2011, it

was sold in 2012 at the RM Monterey auction for \$935,000. The Car Masters replica now resides in the Petersen Automotive Museum in LA.



Talking of concept cars, here's another that did make it into production, but not with the name it started out with. The Cadillac XP-715 also confusingly known as the LaSalle, in a nod to the Cadillac sub-brand of yesteryear. I know what you are thinking, it does look familiar.



In the late '50s, GM was looking for a car to compete with the Ford Thunderbird in the 'personal luxury car' segment. Ford had great success when they changed their 2-seat Corvette rival into a 2-door 4-seater.

The XP-715's angular looks were allegedly inspired by GM styling chief Bill Mitchell's sighting of a custom-bodied Rolls Royce whilst on a visit to London. He later said the 'knife-edge' styling was what he wanted for the new model, but with a lower, sleeker profile than the Rolls.

In 1960, Cadillac decided it wasn't for them and the design was thrown open to the other GM brands where Buick came out on top and the concept was revived as the Buick LaSalle and later the Buick Riviera, finally introduced as the Buick Riviera Silver Arrow concept in 1963. So there you are, you were right, Cadillac's pass became the Buick Riviera.



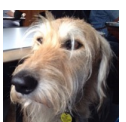
Both these concepts came about because of a need to compete with rivals. One became a style icon but never went into production, whilst the other changed GM divisions and became iconic.



One last thing, in case you were wondering, Riviera is Latin for coastline. Good job they used it, Buick Coastline does not sound cool.

***We're all competing these days too..... Only problem is our rival is a nasty virus. Please take care and follow all the advice on staying safe.***

***Stay Cool Dudes.....***





## Pressure Wash Hose Attachment.....

**Do they work or are they the product of the snake oil salesmen? There was only one way to find out...**

The advantages of a pressure washer are well known when you want to force all the 'crud' from the wheel arches and underside of your car. Salt, mud, flaking underseal, pressure washing is the way to go. But what if it's not that practical? Pressure washers aren't cheap and most of them require a power supply.

For those of you that frequent Social Media, there is a 'hose attachment' option which claims to turn your common or garden hose into a pressure washer for a fraction of the cost of the real thing and no need for an electrical connection.

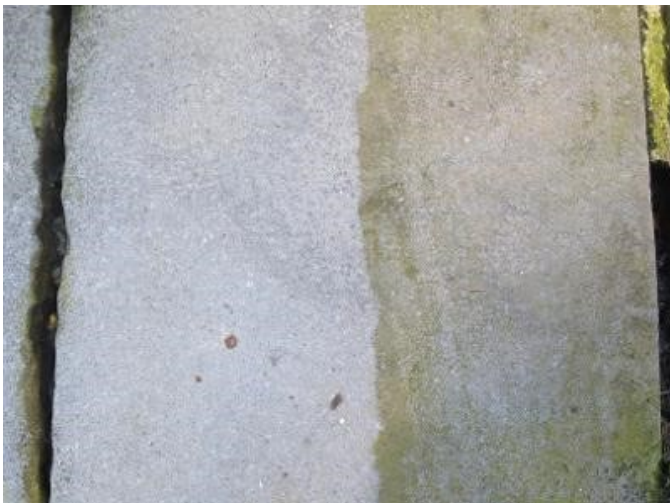
Could it work? I just had to buy one.....

The one I bought 'Water Jet Cleaning Solution' claims it will "Turn your ordinary hose into a high power washer!" And it does say high rather than high. Made in China, it claims to, safely reach 2nd story windows and remove wasp nests from a distance, you can easily wash your car, truck, camper or boat and tackle dirty wheels and rims.

It comes with a standard 'Hoselock' attachment and two spray nozzles, one round for a pinpoint spray and one fan to spread the water over a wider area.

Cost as tested (including shipping) £23.

Using it is straight forward, clip it in to your hose and turn the handle. It's comfortable to hold and ergonomically easy to use. It's capabilities though, in my opinion have been grossly exaggerated. On the advertising video, it's shown cleaning patio slabs to new condition with one pass of the fan jet. Didn't quite work that way for me.



On the left is a single pass with my aging Karcher pressure washer and on the right, the same slab with multiple passes of

the Water Jet gadget. Yes it did clean the slab, but in much the same way a standard hose sprayer would. As to cleaning 2nd storey windows, you're gonna need a ladder. For clarity, I used a standard hose with the tap turned on full.

Can it replace a pressure washer? No. Is it as good as the advert claims? No, in my opinion, it would be better to use the £23 as a down payment on a pressure washer.

And yes I did try it on the wheels, it will remove mud, as for brake dust..... It gets it wet.

## Wireless Bluetooth FM Transmitter.....

**Whilst we're thinking of gadgets, here's another one**

Many modern cars have the ability to 'pair' your mobile telephone or music device via Bluetooth to the vehicles entertainment system (in the old days it was called a radio). This is mainly because in these enlightened times, driving a car appears to be secondary to being constantly connected.

I've no real need for a telephone connection in my car, very few people ever ring me because I'm a curmudgeon (Derek Eaton knows what I mean—he's one too), but I do like some music and believe it or not I do own an iPod..... Shock horror, the Editor has embraced the 21st century.

For many years, in the Cadillac I had a small gadget that held MP3 tracks and plugged into the Cigar lighter, played my favourite melodies through the Cadillac's superb speaker system. That stopped working, so the hunt was on for a replacement with a difference.

I found this gadget on eBay and it really is rather clever. You can pair your phone or your iPod to it and play music or answer calls, all through the radio. It has a built in microphone and two USB slots to charge your devices. One of them you can even plug a memory stick in with music on. And all for £7.29. So, I bought one..... And it really works well. Once you get used to the Chinese lady telling you your device is paired, it's a doddle to use, well I can use it and I'm an above average idiot. You know 'Bat out of Hell' really does sound better coming through a set of Cadillac speakers and as Meatloaf says, "Ain't no Coupe deVille hiding in the bottom on a crackerjack box."



I won't worry about that, I've got a Sedan.

**Tech-tip:** I wired up a second cigar lighter on the dashboard that switches off with the ignition.... It save a) having to have the ashtray open all the time, b) having to remove the gadget when you stop and c) it's closer to hand.

# My Cadillac Coupe de Ville

By Graham Howard-Wall



I have always had an interest in classic vehicles, having restored several of my own and a froggy sprite for a friend. My story linking to my car started in 1989. My wife and I would stop at a classic car garage in Fernhurst West Sussex. This became a regular occurrence happening twice a month. On one of my visits the sales manager approached to try and sell me a car, a Broomspeed Mini which he was selling for a customer. This customer was Mr Chris Upjohn. I replied "I could not afford what he was asking for it". We then started discussing my interest in classic vehicles. He then asked me if I wanted a job in the workshop as my experience would be an asset to them. I did not hesitate in replying "of course I would". It was arranged that the following Saturday I would come in and repair a car for them as a trial.

## ***This is where the story gets a bit more interesting.***

On the Saturday I arrived at the workshop and on the ramp was a Morris Minor with a clutch problem. Bliss, I had owned a couple of Morris Minors myself. My knowledge of how the car worked helped my day. New clutch fitted and a quick road test. The engine was running badly and required a tune up. The Sales manager was very happy with my work and confirmed my job was secure. I started working there full time two weeks later.



The owner of the Morris Minor was Mr Chris Upjohn. He has been an influence in my career path. Thank you Chris, the story will see his name again. Within six months of working at the garage I was promoted to workshop foreman.

Whilst working at the garage I regularly met Chris Upjohn. He had a large collection of cars and motorbikes. A magnificent display of American, German, Swedish and English. He became a good friend regularly asking me to look at one of his collection that needed a bit of care and attention.



## ***Now starts my journey with the Cadillac.***

In November 1990 he asked me to look at a car that had just been added to the collection. This is when I was first introduced to the Maroon 1949 Cadillac Coupe deVille. A company called Car Howard Ltd. Kensington had approached about the car. They told him the late Alan Clark M.P. had imported it back from California and stored it in the dungeon of his castle.

The Garage Started to struggle selling cars as the "yuppy" years declined. I therefore left the garage and setup on my own with Chris Upjohn as my number one customer. The Cadillac required very little work. The only major thing needed was a new exhaust system. I took myself to the local Unipart dealer and came away with a handful of bends, tubes, mountings and a V8 Sherpa ambulance silencer.

We took the Cadillac to the American day at Brooklands in 1991. I did some filming for a BBC 2 programme narrated by Tony Robinson (I have the video clip of my 2 minutes of fame). Chris did not promote his vehicles very much. He seemed very happy to keep the collection hidden away and driving one of the vehicles on dry days.

Unfortunately Chris passed away January 2017. At the wake his family asked me to get the collection into good running order. Sadly they had been neglected for a few years because of his illness. It took me about 18 months to work my way through the collection. The family had decided that they needed to cut down on the number of vehicles and asked me if I would like one. Of course I had my eye on the Cadillac, but, thought they would want to keep it. So I said the Civilian Willys Jeep. The son said "no! that was his favourite". I then said the Porsche 356SC, "no the son wanted to keep that one as well!" I then said the Cadillac! The reply was they needed to talk about it.

A couple of weeks later I turned up to do more work on the collection and Chris's widow said she wanted to walk to the barn with me. She was holding my arm as we entered the barn. In front of me were the cars and motorbikes with the Cadillac at the back. She pointed at the Cadillac and said "that one is yours". I replied, "we need to discuss how much you want for it". She replied, "no we want you to have it as a gift. It is what the family want". I of course took it like a man, I cried and gave her a big hug. These sorts of things happen to other people, you don't expect it to happen to you!

As the collection was now in North Devon and I live in Chichester West Sussex, do I drive it home or do I trailer it? I decided to use a trailer so I hired a three axle trailer and brought it to its new home. Thank goodness it was a dry day! Chris never took the car out in the rain.



I joined the Cadillac Owners Club straight away to find out about events and advice. Now I was the owner of the Cadillac the best thing I could do was drive and show the car. Being such a rare and original car it definitely needs to be seen.

*Coupe de Ville*





As I started to drive and show the car, it has unearthed a few problems. When the car got to running temperature and you stopped the engine, it would not start again until it had cooled down. Approximately 2-2 ½ hours. The car did have a history of this. For example; when filming for BBC2 I stopped the engine. This was at 4 o'clock in the morning and didn't start again till 6:30. Luckily we had finished filming. After trying various ideas, some coming from other Cadillac Owners from the club—Thanks Guys, I discovered my car was fitted with a magneto distributor which didn't produce a strong enough spark to start it when hot. I found a breakers in Iowa USA who had a good condition standard distributor and I fitted a 6 volt electronic distributor module supplied by US Automotive in Bedford. Hey Presto! It now starts at any temperature.

During the summer of 2019 I started to get fuel blockage problems. I fitted a modern in-line filter to stop the pump and carburettor from filling up with muck. I was getting 10 miles per filter, Not very economical. The last straw was going to a SADCASE car meet at Ford airfield, West Sussex. I drove to the event but had to be pushed to my parking space by the marshals. How embarrassing!

A change of the filter and I was able to drive home, Phew! Out came the petrol tank (gas tank) and off to a specialist to be thoroughly cleaned. I phoned them to check how the cleaning was going. They informed me that all the muck was out but it now resembled a cheese grater, not what I wanted to hear!

After searching the World Wide Web I managed to find a brand new gas tank, which to my surprise was manufactured in Taiwan using the original press. Result!



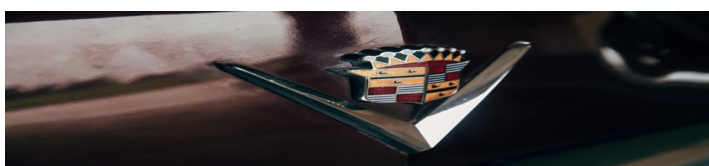
Now fitted and running better and doing miles per gallon not filters per mile. As with all classic cars there is always something to do on it.

I feel incredibly lucky that a man called Chris Upjohn was a passionate car collector and his vehicles started an eventful journey for me.

As I am writing this story as the Covid 19 virus is taking hold, all shows and meets have been cancelled and unnecessary trips are banned, I will get on with a few more jobs on it. Stay safe and strong. Hopefully by November we will be the other side of this and the NEC will be a chance to show off our Cadillacs.

*In memory of the late Mr Chris Upjohn.*

Graham Howard-Wall



**Rock Auto Discount**  
**Code: 13541076084755114**

**Valid until 14th June 2020.** As usual it's for 5%. Just put it in the 'How did you hear about us box' at checkout.

*Cadillac*

## Ken Pandolfi



### Website

By the time you read this Spring should be well and truly sprung and, hopefully we have all been released from our confinement. Am I the only gas guzzler owner lamenting that the price of petrol is currently (mid April) only £1.05.... and there's nowhere we can go to take advantage of it? It will be just our bad luck to see a quadrupling of fuel duty as the Chancellor tries to claw back some of the gazillions he just spent. Oh the irony!

Locked down website users may have noticed that I have added some new videos. A section of "how to" videos to help those who are cracking on with car maintenance as a way of surviving. So if you need to renew weatherstripping or need help with a door rebuild check out the site.

Ken

## A need for re-tyre-ment

My '92 Sedan deVille was due an MOT on the 17th April and I booked it in to Laurels Garage in High Littleton on the 26th March. I was fairly certain it was in reasonable health, though I did have a concern about the tyres. It was fitted with Cooper whitewalls, in fact over the 20 years I've owned it, apart from a spell in 2006 where they were on back order, it's always been on Cooper white-walls.



The problem I've always had with them is the sidewalls, I've never managed to wear the treads out, but the sidewalls deteriorate very quickly, to the point where all four had noticeable splitting around an eighth inch from the wheel rim.



Technically not an MOT failure, I can't say they filled me with confidence. Would I be happy to jump in the car and drive it to the South of France? No I wouldn't, mind you I wasn't going to anyway, but it's the principle of the thing.

New tyres, what to get? Whitewalls are expensive, close to £100 a time which is fine if they are going to last, but sadly that hasn't been my experience sidewall wise. In the end I decided on a set of standard tyres at around a £140 saving for the set. Do I like them? Jury is out, they look different but I may get used to them and it will be interesting to see how the sidewalls fare. One thing I did notice on the few miles I've driven on them, they are a lot quieter than the Coopers.

## Sir Stirling Moss (1929–2020)

To a kid growing up in the late '50s and early '60s there was only one racing driver to follow and that was Stirling Moss.



Despite the fact he never won a world title he did win 212 of the 529 races he entered across several categories of competition and has often been referred to as "the greatest driver never to win the World Championship". In the 7-years between 1955 and 1961 he finished runner-up four times and in third place the other three times.

In 1955 he won Italy's thousand-mile Mille Miglia road race, an achievement motoring journalist and author Doug Nye described as the "most iconic single day's drive in motor racing history".

He was knighted in 2000 for his services to motor racing.

## Mobile Office anyone?

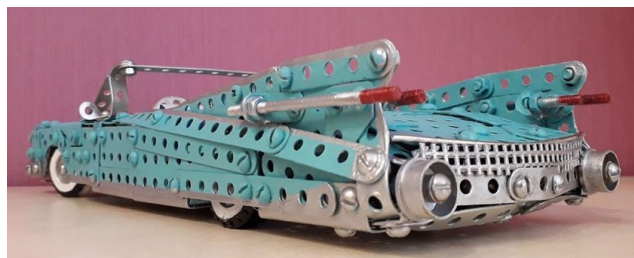


California based limousine company Lexani Motorcars is currently taking orders for their extended wheelbase 2021 Cadillac Escalade Mobile Office. Adding 2'6" to the length, it'll be real fun to park, but you'll probably have an employee to do it for you.

Price, who knows, it will depend on your specifications, but it might be cheaper to buy a real office.

## Got a Meccano Set?

You could build your own '59. This convertible was spotted on the internet.





# Cadillac News.....

**Celestiq**—is due to arrive before 2025, but what exactly is it? Remember the old Superman tag lines, is it a bird?, is it a plane?, well the Celestiq is a car, a very large car, with a large price tag.

Start saving, it'll likely cost over \$200,000 and it will be quiet.... Very quiet. Built around GM's Next Generation BEV 3 electric platform, it could be either RWD or AWD, and will be Cadillac's most expensive production car ever. A direct contender to the likes of Rolls Royce and Bentley, just like in the old days.



Hand built in the USA, a full size car, bigger than the CT6 and drawing heavily on the styling of the Escala concept it will



likely use the Ultium Battery Technology and with a 200kWh battery it could have a range of 400 miles and could produce 1,000hp. 0-60 in 3-seconds anyone?

Of course being a Cadillac it will be full of innovation, so don't expect to see door mirrors or door handles, they are so yesterday.

**Lyriq launch delayed**—for obvious reasons. It was due in early April, but like so much else is on hold as the world tries to deal with this accursed virus. One of the interesting things that has surfaced is the 'spy shot' of the interior which



according to online publication **GM Authority**, will bring back the 'square' wheel. Or in this case the 'oblong' wheel. To some of us that invokes memories of the Austin Allegro. It's not the first new GM vehicle to go rectangular, the C8

Corvette has gone quite angular in that department too. The light bar at the top of the wheel appears to indicate the availability of Super Cruise and for easy access the wheel will fold horizontally.

**Diesel options**—as reported in the March-April edition the recently announced 2021 Escalade which will be available

with a 3.0 litre turbocharged inline 6 diesel engine developing 277hp. This will be a 'no-cost option'.

At the other end of the market, Cadillac has no intention at present of offering the XT4 on the US market with the 170hp 2.0 litre 4-pot turbo-diesel available in Europe.



**Talking of the '21 Escalade**—Platinum versions of Premium & Sport trim levels will get 'soft-close' doors, with it being an option on non-Platinum versions. It means that no one will need to slam the doors, though educating passengers may be



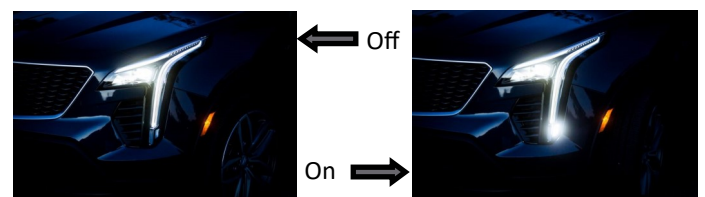
a problem. My brother, a slim fellow of 7-stone weakling proportions develops 'Worlds Strongest Man' powers whenever he shuts a car door. By the way, prices for the '21 Escalade will start at \$76,195.

**Return of cornering lights**—It's that déjà-vu moment.

My '92 Sedan deVille has cornering lights, when I operate the turn signal at night, a light on the relevant side illuminates and enhances the view.



Now all new Cadillac models offer this system, but technological progress means they are better than before. The lights come on at low speeds (below 25 mph) when the low-beam headlamps are lit and the driver hits the turn signals or turns the steering wheel to a certain angle.



**CT5-V Blackwing**—will get a stick-shift as standard. All this electrifying talk of the Lyriq and Celestiq, we mustn't forget ICE in the performance car sector just yet. And it seems Cadillac is going 'old school' for the 2021 CT5-V Blackwing with the base transmission being a 6-speed manual. The name though isn't as exotic as it sounds, Blackwing is more a 'level' than an 'engine'. It won't have the Cadillac exclusive 4.2 litre twin turbo double overhead cam of that name, that's history. Instead it will make do with the 650hp 6.2 litre unit from the Camaro ZL. For the clutch-less society a 10-speed auto will be optional. Price is estimated at \$85,000.



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

# Little Caddies 7

By Paul Nieuwenhuis

Having taken the story up to 2010 last time, this time we can take it up to the present. Very recent models, such as the CT6, are a bit thinner on the ground in my collection, but I can present a few from the 2010 to 2020 period, which give a flavour. The CTS story continued during this period until production ended in 2019. The second generation introduced in my last piece continued until 2013 when the final, third, generation was launched of which I have seen no models (yet). However, after 2010, the CTS was offered in a couple of new body-styles. First there was the estate, or Sport Wagon and then there was the new Coupe. Both were presented in 2008, but the Sport Wagon was launched for the 2010 model year and the Coupe for the 2011 model year. Both are interesting departures for Cadillac.

## CTS-V Sport Wagon

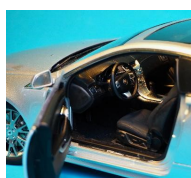
The Sport Wagon was a first post-war Cadillac estate as a production model and was well received. A CTS-V version was also offered with the same performance as the saloon model. My 1:43 scale model is in dark red (Cristal Red Tintcoat) with black (Raven) interior and is by Luxury Diecast, although it is, in fact, a resin model. It is a nicely proportioned and detailed model, although these tend to be over-priced.



Demand for 'Art & Science' Cadillac models is low on this side of the Atlantic, so shopping around can reveal cheaper options. A standard CTS version is also made. A smaller model is made by Matchbox in 1:67. I have left it in its original packaging and it comes in Radiant Silver Metallic.

## CTS Coupe

The Coupe was not so much a departure in terms of body-style – many Coupes have been offered by Cadillac over the years – but certainly in terms of styling it was much more dramatic than previous Cadillac Coupes. While the front is identical to the CTS saloon and estate, from the A-pillars back we have a more steeply raked windscreen, lower roofline while the shorter wheelbase emphasizes the dramatic rear end styling with very short rear overhang. The car was offered as both a V6 and a V8 CTS-V. Both were modelled by GCD in



China in their usual highly detailed style with opening doors, boot and bonnet, as well as a tip-up sunroof (the roof is too short to offer the full-length sunroof of the saloon and estate). My model is of the standard V6 version and comes in Radiant Silver Metallic with Raven interior.

Smaller, 1:43 models of the Coupe are also available, as is a 1:66 model by



Matchbox. I don't normally collect these smaller models, but they were cheap! It comes in Cristal Red Tintcoat.

## ELR

The ELR was an interesting vehicle, essentially a Cadillac version of the innovative Chevrolet Volt hybrid-electric car, it cost twice as much and failed to sell in significant numbers.

However, no production Cadillac probably embodies the Art & Science style more dramatically than this car – both inside and out.



Although, strictly speaking, no model of it was made, the Converj concept car by Luxury in 1:43 was available in multiple colours (which the one-off Converj was not) and is so close to the production ELR that it could be included here rather than the concept car feature. My model features opening doors and comes in 'Thunder Gray Chromaflair' with raven interior.

## XTS

The XTS is an interesting anomaly in the range. It was launched for the 2013 model year to replace the earlier



STS and DTS on GM's Epsilon II front-wheel drive transverse engine platform, although 4x4 versions are also available. It is an elegant full-size luxury sedan in the Cadillac tradition and is – in my view – a particularly successful representative of the Art & Science school of design. The model was phased out in North America in 2019, but continues in China. Not surprising, therefore that GCD do a nice 1:18 scale model of it. My version is in Graphite Metallic with Shale interior and features all the usual goodies such as four opening doors, opening bonnet and boot, sunroof, fuel-filler door, moveable mirrors, steering, etc.



## SRX

It was inevitable that in addition to the full-size Escalade SUV (no model in my collection, as I am not a fan), Cadillac would venture into that middle ground of the 'cross-over'. The first SRX offered from 2004-09 was based on the CTS platform and some models are available, notably by Norev of France (I am waiting to find a cheap one!), however the later SRX, sold from 2010-16, became the first of a new line-up of such vehicles. My 1:18 version by GCD is the only Cadillac cross-over in my collection and is up to their usual standard: everything opens or moves. This model comes in White Diamond Tricoat. As usual with GCD, the model is available in other Cadillac colours.



Continues on the next page





All these models are currently available at varying prices. Many Chinese firms are selling off some of the GCD models on eBay at a discount of up to 50% at the moment, so worth checking them out. Of course, this period also featured other models, such as the ATS (models of the Chinese LWB version are made by GCD) and the CT6, of which a nice model is also made by GCD. I am waiting for prices to come down on those. Next time, I will cover some of the concept cars of the past 20 years or so that have been the subject of models.

Paul

## Good, Bad or Weird?

We all have our own ideas on customising a car, be it a non-standard set of wheels, a different paint job or an extra badge or two. It's very much a personal thing and we need, as Cadillac enthusiasts to embrace it. After all the world would be very dull if we all liked the exact same things.

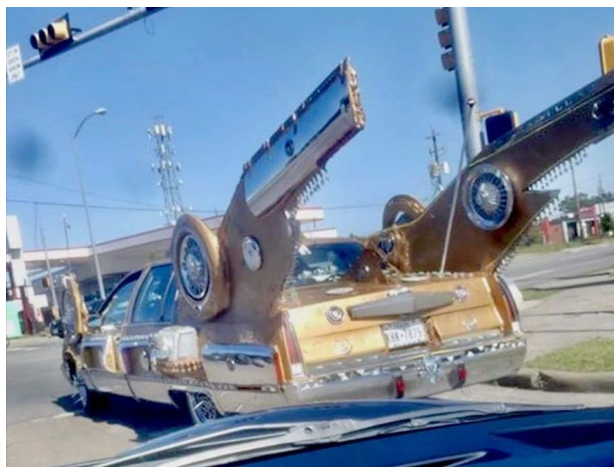
There are some folk who don't just go over the top, they go stratospheric. Here are a few Cadillacs whose owners (in my opinion) have gone way too far..... But hey it's their car.

In both these first two, if nothing else you have to admire the fabrication that allows doors to do this. Lambo door kits are readily available, but look at the rear doors, how impractical are they?



Air suspension is also a must, along with oversize wheel, some so big, the tyre resembles an elastic band. All topped off with a flawless paint job.

And if your car was too late for the tailfin era and you are desperate, then create your own, just avoid car washes and multi-storey car parks. Planning a journey that avoids low bridges is a must and take a friend to see you under the filling station canopy.



Fancy something more modern? How about this? It allegedly started life as an Escalade.

Remember I mentioned big wheels, well you're gonna need a ladder for this one.



Sometimes, it's great to be ordinary.



## Events 2020 Update

*As you will have read, many events have been cancelled including our own AGM and the Pre50AAC's premier show 'Rally of the Giants' at Blenheim.*

*At the time of writing, the following shows are still listed as going ahead, but given the need for social distancing to continue after 'lockdown', further cancellations are likely. \*denotes a rescheduled event.*

**5th July—AACUK Summer Nationals** at Hatton Country World, Warwick, CV35 8HA

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

**2nd August—No Name Show** at Stoke Prior Sports & Social Club, B60 4AL

**15th-16th August—The Passion for Power Classic Motor Show** at Tatton Park, Knutsford, WA16 6QN

**\*15th-16th August—Classic & Performance Car Spectacular** at Tatton Park, Knutsford, WA16 6QN (*this show has merged with the Passion for Power Classic Motor Show*)

**11th-13th September—Goodwood Revival** at Goodwood Circuit, Chichester, PO18 0PH

**13th September—AACUK Autumn Nationals** at Birch Coppice Sports & Social Club, Tamworth, B78 1SY

**13th-15th November—Lancaster Insurance Classic Motor Show** at NEC, Birmingham B40 1NT

### Recurring Events

*The following are cancelled until further notice.*

**Haynes International Motor Museum** Breakfast Club  
**Redhill Village Club, BS40 5SG** Evening Car Meets

*Still listed as going ahead, some/all dates may be cancelled:*

**Newark Autojumble, Newark Showground, NG24 2NY.**

On the following Sundays throughout the year. 7th June, 12th July, 20th September, 25th October, 6th December.

**Stratford Autojumble, Stratford Racecourse, CV37 9SE.**

On the following Sundays. 14th June, 6th September.



# Cadillacs in the wild

Roaming charges don't apply as we're not going anywhere  
Here are some photos from the archives.....



Chris Harris' 1957 Coupe



Amos' personal transport—'99 Deville



Graham McDonald's '64 Sedan deVille



Bob Lucas at the wheel of his '33 V12



The Chairman surveys the line-up at the 2017 AGM



Paul & Angie Ross' 1968 Coupe deVille



Hatton Lineout 2018



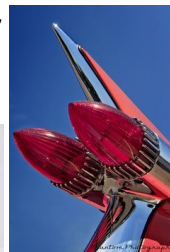
John Lond's '66 Coupe deVille



David Green's '61, 6-window Sedan deVille, at Pre50AAC Yate show



Graham Darby's 4.6 litre V8 STS, At Sherborne Classic 2018



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