



# Cadillac



Owners Club of Great Britain



AGM



Edition



*Standard of the World*

May-June 2019

# Cadillac Owners Club of Great Britain

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

Facebook—Cadillac Owners Club of Great Britain

Follow us on Twitter @Cadillac\_of



## Affiliated to the Cadillac-LaSalle Club of America

For Cadillac LaSalle Club membership, contact Mike or Nancy Book on 001 614 478 4622 or [CLCoffice@cadillaclasalleclub.org](mailto:CLCoffice@cadillaclasalleclub.org)

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Front Cover— (Top) AGM Cars on the lawn, (Centre) The Bob Thomas Award Presentation (Bottom) Paul Nieuwenhuis' 2006 CTS and Clive Jackson's '90 Eldorado.

All AGM Photos in this magazine by Lin Hole and Paul Nieuwenhuis

# Club News

## From the Chairman



As the saying goes, the best laid plans..... Well in my case, due to unforeseen circumstances I didn't make it to the AGM. From what I understand there were some interesting discussions and some new ideas. Well done to all those who attended not only for making the effort but also contributing to the meeting.

I urge all members to read the AGM minutes later in this issue and if you think you can contribute in some way, an idea/suggestion, please don't keep it to yourself, get in touch.

My heartiest congratulations to Alan & Kath Reed on their award which was richly deserved.

Looking to the show season which is upon us, please try to support the club, your club, at Hatton for the AACUK Independence Day Celebration and Car Show and at Blenheim for Rally of the Giants. They are both excellent shows and we'd love to see you there.

Peter B Griffith

## Rod Bevan

### Treasurer/ Membership



#### New Members

A warm welcome to a new member, John Lamb of Bradford with a 1931 V16 Sport Phaeton by Fleetwood, a very interesting car indeed.

#### Annual General Meeting Sunday 19<sup>th</sup> May 2019

A very pleasant day at a new venue at Meriden in the centre of England. Please view the minutes with this magazine. Some suggestions were discussed as to how the club goes forward in the ever changing environment that our hobby finds itself. We understand that in this busy world many members are unable to attend the AGM to express their views. Please, if you have any ideas then please bring them to our attention.

Many thanks to those that attended, it was great to see you again and a special thanks to those that came in their prides of America. A magnificent display on the lawns at the hotel and admired by many hotel guests.

#### Shows for 2019

Hatton Country World and Blenheim shows are detailed on the Events page.

Hatton is turn up and pay your entrance fee. If you are in the AACUK make sure you have your membership card with you. Blenheim is booking your ticket on line at the Pre 50's

website, free to Pre 50's members. On the day it will be more expensive.

Members, please advertise via magazine, website and club Facebook page any shows in your area

#### What else is happening?

The American car scene has its moments to cope with. Will it continue, is there enough interest or the will to keep the older cars going. It's not just the American car scene that is affected in this way; most clubs are finding falling membership numbers and lower attendance at shows an issue.

Cars are becoming more technical with emissions and safety regulations overriding driver control. Many lives have been saved and injuries avoided. To my mind though these features have the effect of denying driver experience and creating a reliance on the safety features. If you have ever driven something like an Austin 7 you will be aware that they don't go too fast and likewise don't stop too quickly either. This tends to keep the driver, and passenger, alert and exhausted after a fairly short trip.

Modern cars are well built and capable of covering huge mileages in comfort. They just don't need the maintenance of the cars many of us grew up with. Oil changes, points, distributor rotor and so on if you remember were necessary every six months or six thousand miles, some cars more regular than that. There were usually some tasks and repairs in between services, but repairs were easier. No ABS systems, ECM's, or electric parking brakes. We learnt as we went along and often the hard way by our mistakes.

It is good that FBHVC is encouraging restoration and maintenance skills through its apprenticeship schemes, so that the skills are passed on to future generations.

In many ways though things have become easier with access to the internet. Parts are available on eBay, Amazon and sites such as Rock Auto. There is also useful advice on YouTube, although care is advisable as there are some idiots out there.

Clubs will continue I am sure into the future; we need them as pressure groups to put our views and interests to politicians and decision makers.

That's all for now, happy and safe motoring

#### Rod



Lawn distance information—It's the Cadillac Owners Club AGM



# Amos' Autos

*'Hanging out with the cool dude'*



Hey Dudes,

Good to meet up with friends at the AGM... It was a great day. I usually try to feature 'Club Cadillacs' in the AGM edition, but all the ones that were there have been written about before.

It's not compulsory to turn up in a Cadillac, so let's take a look at a couple of other cars that turned up on the day.

Representing GM's Bowtie division was Graham Pillon's '64 Corvette Coupe.



The second generation of Chevrolet's 'blue collar' sports car and first to sport the concealed headlights. They weren't at this stage 'pop-up', more swivel around. The true pop-up versions ran through the 3rd -5th generation. Graham's car being a '64 has the single piece rear screen, the split screen only being available on the original '63 Coupe. Labelled the Sting Ray, it debuted with a 5360cc 360hp V8 that would take it to 60mph in 6.2 seconds and on to 147mph if you had the space/bravery. Power was increased to 375 in '64 and in '65 a Big Block version was available with 6490cc, upped to 7000cc a year later. One of the quirkiest options was the 2-speed auto box, available for those who just couldn't be bothered to move the stick. The C2 was replaced by the C3 in 1968.

Representing the Brits (or should it be the Germans?), Ken Pandolfi's 2007 Bentley Continental GT. Powered by a 5998cc W12 engine

complete with twin turbos, it produces a hefty 560hp which it delivers through a 6-speed Tiptronic auto-box to all 4 wheels. It can hit 60mph in 4.9 seconds which is quite an feat for a



large car, though it was dwarfed by Paul & Angie Ross' 68 Coupe deVille, mind you so was everything else.

**Back** in the late 50s the Standard-Triumph Motor Company were looking to replace the Standard 8 and Standard 10 models. They had been in production since 1954 and would eventually bite the dust in 1960. We talk a great deal these days about 'world cars' but even back then the Standard was sold in many different markets, with a variety of names. In

Australia it was the Standard Cadet, in Scandinavia the Standard Vanguard Junior and in North America the Triumph 10. There was even a tail finned model called the Pennant which ran alongside the 10 between 1957 and 1960. It was even available with two-tone paintwork.



When the time came for a replacement, the Standard Herald was conceived. The name was changed to Triumph as Standard had acquired a downmarket feel, people, especially abroad no longer saw it as a 'flag', more the basic model and who wants Standard when they can have Deluxe.



The Herald was an innovative design. It's separate chassis allowed for various body designs, all of them 2-door, a saloon, a coupe, a convertible, an estate and a van. All the panels were bolt-on and there were often

competitions to see how quickly they could be taken to pieces or reassembled. The huge clamshell bonnet made for easy maintenance and the 25-foot turning circle made it manoeuvrable in any circumstance. The 12/50 model sported a standard fabric sunroof, whilst the 13/60 had similar front end styling to the 6-cylinder Vitesse model but with only 2 headlights. The Herald ran from 1959 to 1971 and was a familiar sight on British roads.

Surprisingly there are still 2607 on the road with a further 1907 SORN examples. Some have even been modified.



This 1966 1200 model has been given a power boost in the form of a Mazda MX5 engine.

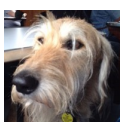


Good to see that tinkering and innovation are alive and well.

As Hannibal Smith often said 'I love it when a plan comes together.' That's one for all the 'A' Team fans out there.

Hope to catch up with lots of you at the shows, remember to stop by and say hello.

## Stay cool dudes



# Little Caddies

By Paul Nieuwenhuis

It seems somewhat counter-intuitive to ever describe any Cadillac as 'little', but I am referring here to scale models;... the very thought! Cadillac is better served than many car brands in terms of the number of scale models available and better still, models cover nearly every period of Cadillac production. My own model collection of around 1000 includes around 50 Cadillacs. The models included do, of course, reflect my personal preferences and favour therefore – in addition to the classic periods – some of the firm's more recent offerings. I have agreed with Phil to do a short series of articles on models in my collection and will start here with the classic decade of the 1950s. If you want to add to your own collection based on this, I will point out which of these are still obtainable and which may be harder to find. By the way, I do not like pink Cadillacs, so you will not find any of those, although plenty are available as models, for some reason.

## 1950s

Although, perhaps, the classic 1950s era is somewhat under-represented in my collection, I am sure you will agree the examples I do present here are rather fine ones.

First up is the 62 Coupe from the 1953 Carrera Panamericana.



This model in scale 1:43 was made by Vitesse in Portugal and, although out of production,

can still be found in places like eBay. The model represents the yellow number 92 car with black roof driven by Ed Stringer which, unfortunately, did not finish this gruelling event, although a similar car driven by Bill Sterling placed 11<sup>th</sup>. The convertible is also by Vitesse and can also still occasionally be found used; it looks rather tasteful in light blue with a dark blue interior. Other colours are available and other firms have made Cadillacs of this early 1950s period, including Dinky Toys.



Next up is the 1958 Eldorado Seville in bronze with a white roof and red interior. This is a much larger, 1:18 scale model made in China by Road

Legends and is available in other colours and – using much of the same casting – also as a convertible.

These can still be had for around £30-40 if you



hunt around. The model features opening doors, trunk and hood, as well as working steering and a nicely detailed

chassis. Wide white-wall tires complement the car, especially as these are offset by a narrow red line reflecting the interior colour – subtle.

No collection is complete, of course, without honouring the iconic '59 and I present two variants here. The little white



with red interior 1:43 convertible is by Franklin Mint and can still be obtained used. It has a nicely detailed chassis and opening doors.

However, the masterpiece here is the magnificent 1:18 scale Limousine by Precision Miniatures of Hollywood under their



Sunset Coach series, made in China. Now hard to obtain and not cheap if you do, the series also includes nice hearses and flower cars, should you be so inclined. This large 13.5"/34.5cm model comes in silver metallic with white-wall tires and features 4 opening doors, opening trunk and hood, a fair amount of engine bay detail and a nicely detailed interior. It is one of the highlights of my Cadillac collection.





# Judith Bevan

## Secretary

### Minutes of the Cadillac Owners Club of Great Britain Annual General Meeting

Sunday 19<sup>th</sup> May 2019 11.00 am  
Manor Hotel, Meriden, Solihull, West Midlands CV7 7NH



**PRESENT:** Rod Bevan (Treasurer / Membership Secretary), Judith Bevan (Club Secretary), Phil Hole (Editor), Ken Pandolfi (Web Manager), Lin Hole, Paul Ross, Angie Ross, Paul Nieuwenhuis, Alan Reed, Kath Reed, Graham Pillon, Julie Williams, Clive Jackson, Nigel Jackson.

#### Apologies

Peter Griffith, Chairman  
Kath Thomas, who sent her good wishes to everyone.

#### Agree Minutes of last meeting

Minutes agreed with one amendment, incorrect spelling of Graham Pillon's surname.

**Proposed by Paul Nieuwenhuis (1482)**

**Seconded by Alan Reed (62)**

#### Matters Arising

##### Bob Thomas Award

It was agreed at last years AGM that there would be a Bob Thomas Award for Outstanding Contribution to the Club. There had been a suggestion that it should go to a restoration project but following a discussion between Phil and Kath Thomas it was agreed that the award would and always should go to a member/s who had contributed the most to the club.

As a result, a trophy had been commissioned and was presented on behalf of the club by Judith Bevan to Alan and Kath Reed for their outstanding contribution to the club over many years.

##### Merchandise

A general discussion took place and it was agreed that the purchase of online club merchandise would be discontinued. Kath Reed, who currently holds old stock, agreed to send Rod an inventory of goods held, with costs.

A discussion concerning the disposal of old stock took place. It was agreed that all stock would be taken to the shows and attempts made to sell as much as possible.

##### Additional Car Meet

Rod reported that he had tried to organise an additional meet at Gaydon Motor Museum for October 2018. Unfortunately, this was not possible due to the lack of interest by the organisers at Gaydon Motor Museum to accommodate the club.

Clive Jackson (822) suggested that Coventry Transport Museum could be a possibility.

Graham Pillon (1476) and Julie Williams suggested that the Classic Car show at the NEC would be a good venue and the possibility of joining with the American Auto Club UK. **Graham Pillon and Julie Williams agreed to contact Richard Miller of the AACUK and the NEC to obtain costing's and the logistics of having a club stand and report back.**

#### Advertising

Graham Pillon (1476) suggested that we may not be reaching as many Cadillac owners as we could. A discussion took place and it was suggested that we could place flyers on Cadillacs at car shows informing owners of our club and our contact details. The other option was to have business cards with the same contact details on. **Phil agreed to obtain costing from our printers for both options.**

#### Chairman's Report

Rod Bevan chaired the meeting in Peter's absence. Rod began by welcoming everyone to the meeting, and the new venue. Rod reported that DVLA matters are complicated, and that we currently do not have anyone within the club who has the appropriate knowledge to provide this service to club members. Therefore, this service is purchased through the Pre 50's AAC.



#### Treasurer's Report

Rod reported that the accounts balanced and there was a good reserve of funds in excess of £8,000. Rod reported that there are currently about 160 members. No need to raise membership fees this year.

#### Accounts were accepted

**Proposed by Alan Reed (64)**

**Seconded by Clive Jackson (822)**

#### Editor's report

Phil reported that the biggest hurdle remained the lack of articles from members. Phil said he would like to receive a varied selection of articles, from feature cars/my other car is/hint & tips/where you've been going/what you've been doing. Even if it's just a photo and a few words. Technical articles in particular would be very welcome, the 'how to fix' which could benefit members.



To put this into context, over the past 12 months he had received 7 articles, 1 my other car is, 2 feature cars, 1 hint/tip, 1 letter, 2 heads-up and 3 batches of photos from the shows attended.

Phil thanked the regular contributors, like Graham Darby who keeps us up to speed with sales trends and production numbers, Derek Eaton who sends regular 'heads up' on interesting Cadillac issues and Nigel Jackson who is a regular on the photo front. Phil also announced that Paul Nieuwenhuis would be writing a series of articles in coming editions.

One area of the magazine that does seem to stagnate is sales and wanted, which seems to have the same items in for many issues. There is a question on how useful this service is as

there is rarely any feedback as to whether the item was sold/ found.

Publication dates remain the mid-point of the 2-month period, so January/February issue should hit door mats around the last week in January. The next issue May/June will be a little later so we can include the AGM minutes.

As always, a big 'thank you' to Red Side Up who print and distribute the magazine so efficiently.

### Web Managers Report

Ken reported that it costs less than £200 a year to host the website and we would continue with current website provider.



The Members' Car section has some good pictures but the digital images take up a lot of space which has an effect on the performance of the site, slowing it down.

For Sale/Wanted Section: Ken reported that he does not remove items immediately as it does fill space in this section. **Ken agreed that he would remove items after 6 months.**

Phil asked Ken if he could remove ex-members cars from the Members Cars section. **Ken agreed to do this with immediate effect. Phil agreed to supply Ken with a list of cars for removal.**

Ken reported that he did not see any major revamps to the website, better to keep it simple. Ken would like to see members able to pay online using PayPal or credit card. Ken feels this could be why some people do not always carry on and join. Is the website too clunky for people to use?

### Show Organiser Report

Rod reported that the role of show organiser is still vacant. Ken suggested a need for a job description. **Phil agreed to create one and forward to the committee for discussion.** Alan Reed expressed an interest in the role.

### Area Representatives' Report

No reports received from Area Reps A discussion took place concerning the lack of interest from Area Reps. **Rod agreed to contact all Area Reps in writing for update.**

### Election of Committee

The current Committee stood down. All Members were re-elected. **Proposed by Alan Reed (64) Seconded by Clive Jackson (822) Chairman— Peter Griffith**

**Treasurer—Rod Bevan**

**Editor—Phil Hole**

**Web Manager—Ken Pandolfi**

**Membership Secretary—Rod Bevan**

**Secretary—Judith Bevan**

**The Show Organiser post remains vacant**

## Any Other Business

### Club Members Survey

Ken put forward the idea of a club survey to find out what members would like to see from the club.

A general discussion took place on the type of survey:- electronic verses paper, multiple choice verses free text, relevance of survey and what to do with the findings.

Concerns were voiced on raising members expectations and disappointment if the club were not able to deliver.

The idea was put to a show of hands with only 2 members in favour. It was agreed to keep on the agenda for the next AGM for further discussion.

### Social Media

Pail Nieuwenhuis (1482) suggested creating a Twitter account as a way of reaching out to more people who might have an interest in Cadillacs. There was a very positive reaction to this suggestion from those present. **Paul agreed to investigate setting up a Twitter account and said he would be happy to Tweet on behalf of the Club.**

Facebook, Rod reported that the clubs page was restricted to members only (closed group) and had 50 members. There had been an 'open' page, but this had been withdrawn as nobody joined.

### Car Shows 2019

Hatton Country Park 7th July 2019

Rally of the Giants 14th July 2019

Details in Club Magazine.

### Date and Time of Next Meeting.

17<sup>th</sup> May 2020, Venue to be confirmed.

### Minutes taken by Judith Bevan, Club Secretary

**Alan and Kath Reed being presented with  
The Bob Thomas Award  
For Outstanding Contribution  
to  
The Cadillac Owners Club GB  
by  
Judith Bevan, Club secretary**



All the usual suspects, pictured with Alan and Kath



# AGM in Photos



Action shot, the committee at work—they were re-elected for another year.



Winner of the largest trunk award, by several acres, Paul and Angie Ross' 1968 Coupe DeVille



Amos spent much of the meeting talking to members and making the occasional comment—seen here in a rare moment of relaxation with Tia



Need a muffin to photo-bomb? Clive Jackson is your man. Good job Clive



Parked up—The Editor's deVille, Alan & Kath Reed's Buick Station Wagon and Paul and Angie Ross' Coupe deVille



Clive Jackson's 1990 Eldorado and Graham Pillon's '64 Corvette Coupe.

## Twitter

You have just read about a suggestion that we should have a Twitter account in an attempt to reach out to more folk with an interest in Cadillac.

Well, it's a suggestion no more..... **It's a reality.** Paul Nieuwenhuis has set up the account **@cadillac\_of** and followed Cadillac, Cadillac Canada, Cadillac Mexico, Chevrolet, GMC and GM and there is a link to the club website.

For any of you out there in Cadillac Land that are on Twitter, please take a look and if you like what you see.... Follow.

**For those of you not on twitter** and that included me until a few days ago, here are a few things you might like to know. Forget all the celebrity/presidential squabbling you read about, that's enough to put anyone off. The reality is you decide who or what to follow. As you will see above, Paul has followed the Cadillac/GM brands on our behalf. That means anything they send out, we see.

On the plus side, you'll only see Piers Morgan's tweets if you follow him and the same applies to anyone else. Feel free to give it a try.....

**@Cadillac\_of**



# Events 2019

## Club Attended Events

**7th July**—AACUK Independence Day Celebration & Car

Show at Hatton Country World, Warwick, CV35 8HA

**14th July**—Rally of the Giants at Blenheim, OX20 1PP

## Other Events

**14th-16th June**—Cadillac Club of Finland 30 year celebration at the Haikko Manor & Spa Hotel, Porvoo/Borgå, Haikkoontie, Finland. *For full details see our website at [www.cocgb.co.uk](http://www.cocgb.co.uk)*

**14th-16th June**—AACI Summer Show at Billing Aquadrome, Northampton, NN3 9DA

**15th-16th June**—Bath Festival of Motoring at Walcot Rugby Ground, Lansdown, Bath BA1 9BJ

**22nd-23rd June**—Bristol Classic Car Show at The Royal Bath & West Showground, Shepton Mallet, Somerset, BA4 6QN

**30th June**—Classics at the Clubhouse at Sandford Springs Hotel & Golf Club, Kingsclere, Hampshire, RG26 5RT. Classics at the Clubhouse (or 'CATCH') is a mixed classic car event with a friendly, laid-back atmosphere. Featuring Live Music, Entertainment, BBQ, BAR, Market, Show 'n' Shine and more. £5 per car in aid of Cancer Research UK. See [www.classicsattheclubhouse.com](http://www.classicsattheclubhouse.com) for availability. Please Note: 1990 or newer cars park in the public car park

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

**14th July**—Naunton Classic and Vintage Transport Show at Naunton Recreation Ground, Cheltenham GL54 3AS. 11:00 to 16:00, £5 per car (includes driver and one passenger—extra passengers £1 each). For details go to: [www.nauntonclassicandvintagetransportshowandfete.co.uk](http://www.nauntonclassicandvintagetransportshowandfete.co.uk)

**21st July**—Lancaster Insurance Classic & Supercars at Sherborne Castle, Dorset, DT9 5NR. 09:30-16:30.

**28th July**—Whitley Bay Car Meet at The Link, Whitley Bay NE26 4NF 13:00-15:30

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

**6th-8th September**—AACI Autumn Show at Billing Aquadrome, Northampton, NN3 9DA

**7th September**—International Autojumble Beaulieu, at Beaulieu, Brockenhurst, Hampshire, SO42 7ZN

**13th-15th September**—AACUK Autumn Nationals at Drayton Manor Theme Park, Tamworth B78 3TW

**2nd-3rd November**—Classic Vehicle Restoration Show at The Royal Bath & West Showground, Shepton Mallet,

Somerset, BA4 6QN

**8th-10th November**—Lancaster Insurance Classic Motor Show at NEC, Birmingham B40 1NT

## Recurring Events

**Haynes International Motor Museum, Sparkford, BA22 7LH.**

On the first Sunday of each month. Haynes run a breakfast club open to all marques.

**Redhill Village Club, Church Road, Redhill, North Somerset, BS40 5SG** have the following Car Meets in 2019  
Breakfast Gatherings 9-11am  
Sunday 13th October

BBQ Evenings 7-9pm  
Thursday 20th June  
Thursday 18th July  
Thursday 15th August

**Somerset County Classic Car Meet, Blue Bowl, Bristol Road West Harptree BS40 6HJ**, last Sunday of every month.

## Need an events publicised?

Let me know, or go to add an event on [www.cocgb.co.uk](http://www.cocgb.co.uk).

## Phil Htole Editor



The AGM has come and gone again (I'm convinced the years are getting shorted). The hotel was welcoming, with parking marshals provided and our own reserved space on the lawn in front of the hotel. The food was good as was the company of those that attended. A big thank you to Rod for organising the venue.

You may have noticed, we now have a twitter account and it's the first time I've been on Twitter. It's a bit like Facebook, it doesn't have to consume your life, you just look at/post what you want. It was an easy setup even for a muffin like me (though my wife thinks I had an advantage because I've been a twit all my life).

If you are coming to the shows at Hatton and/or Blenheim, you will see that we have a new hospitality suite (It's a dome tent/shelter, but hey we're Cadillac so it's definitely a hospitality suite)

Sales/Wanted are missing from this fun-filled edition, they are taking a break (they would only have been a repeat of the March/April entry) but they will return in July/August. If you want to sell/need to find, or would like a previous advert re-inserted let me know.

Whatever you're doing, wherever you're going, travel safely,

Phil



## Alphanumeric Naming 5..4...

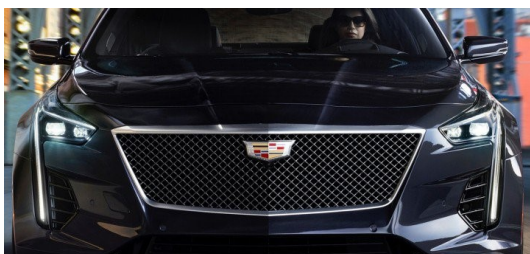
Yes I know, you're wondering what the heck that's all about? Well, Cadillac has decided that from next year its models will include a torque rating in the name, so the CT6 will become the CT6 400. Where does the 400 come from? It's the torque available rounded up to the nearest 50 in Newton Metres.

I was confused too.... Seems Cadillac have also decided to embrace metrics, because so many countries around the world use the metric system, therefore in the case of the CT6 which produces 276lb-ft of torque, that converts into 373 Nm, rounded up equals 400. It does mean that power output is in the same format whether the propulsion is petrol, diesel or electric. To a simple country bumpkin it's just another number on the back of the car that not many people will take much notice of..... Cynical me eh....

Of course it's not that straight forward, V-Series models won't get a torque badge, possibly because everyone will know it has lots and will go like stink.

Cadillac will retain it's postcode nomenclatures, CT6, XT4, though they say 'real names' like Escalade will continue for 'special' models. What about Eldorado, Coupe deVille and Fleetwood? To me they are special names that still deserve to grace a Cadillac.

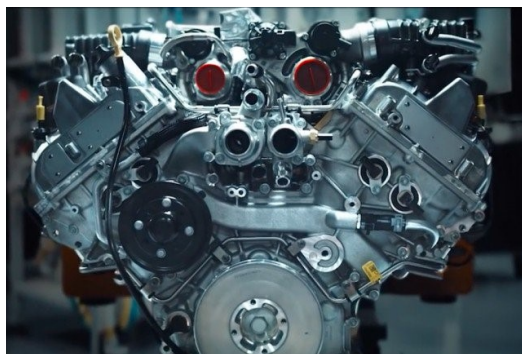
## Cadillac CT6-V



Did you miss out on being one of the lucky 275 to get one of these? Me too, but then again I didn't have the

\$88,790 to buy one. Not to worry, there will be a second run, GM hasn't said how many, but it'll cost \$92,790. Personally the price hike doesn't bother me at all..... It's just another \$4k I haven't got. Besides, when they sell all those, there will probably be another run. Why would you stop if you can sell all you can make?

The beating heart under the hood of the CT6-V is



the hand-built 4.2-litre twin-turbo V8 known as the Blackwing which produces 550 hp and 627 lb-ft of torque (sorry no idea what that is in Newton Metres). Coupled to a 10-speed auto-box it gets the power to the pavement via an all wheel drive system.

## 5..4...

I know, get to 1 and you expect Jeff Tracy to say "Thunderbirds are Go", but it's more 'Sedans are go'. All this culling of GM sedans and within a few months Cadillac have announced the CT5 and CT4. Why didn't they just say the XTS / CTS and ATS were being replaced? Unless it was a sideways slide at shutting factories.

Of course, announcing and selling are two different animals. No matter how good a car is (and Cadillac make some of the best), you still need to sell them.

Interestingly, the CT5 'in camo' has been seen wandering the highways of Australia, (Holden are apparently testing it) which prompted Derek Eaton to ask "Is there a chance they may come back to the UK."



It's a nice thought, but would they get enough interest to warrant a sales drive over here, and would they be bothered? There's a possibility that the UK's only dealer Ian Allen would be able to source RHD versions or the way could be opened for RHD personal imports.

## CTS Brake Pipes..... A warning

From Paul Nieuwenhuis

I write to alert fellow CTS owners (and possibly owners of other models of the same period) to an issue that popped up during my recent MOT. As the car was being tested for brake performance, one of the brake pipes sprung a leak! This was due to excessive corrosion.

Now, there was a recall on these cars for early onset corrosion on brake pipes, but this only covered those near the wheels and replacement of these had been carried out on my car. However, rust affecting my brake pipes had spread all through the system, even in hard to reach areas such as above the fuel tank.

Hate to think what would have happened in an emergency braking situation (I am generally quite gentle on the brakes), so am pleased it was picked up at the MOT. This kind of thing flags up the wisdom of continuing to submit even exempt vehicles to an MOT test.





# And my other car is...

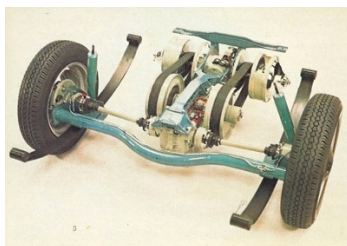
By Paul Nieuwenhuis

**A DAF**, a 1971 DAF 55 Coupé to be precise. I have a lifelong affinity with DAFs, as I grew up a stone's throw from the original factory and cycled past it every day on my way to school. Later on, I often cycled back late from town after a night out and would see the rally cars leave the factory gates for some event. To me, therefore, far from a dowdy conveyance for nuns and district nurses – very much the image it developed in much of Europe – DAFs were sporty machines, enhanced further by successes in the London-Sydney Marathon and the various Marathons de le Route, which earned sporty versions the 'Marathon' moniker.

There is also, perhaps surprisingly, an American connection. Not only did early DAFs boast vestigial tailfins, company founder Hub van Doorne was also an avid fan of American cars and when these became widely available with automatic transmission, he felt this was such a great technology that it should be made available to a much wider public, including in small cars. He also felt that this would draw more people into motoring, particularly those who had been intimidated by shifting gear manually. When the Van Doorne brothers – brother Wim looked after the business side – decided to add car manufacturing to their existing truck and trailer business, therefore, an automatic transmission was a given. Clearly a power-sapping torque converter was not viable in such cases, so an alternative had to be devised.



The DAF 600 was in production from 1959 to 1963



This led to the development of the innovative 'Variomatic' system with rubber belts running over expandable pulleys offering continuously variable transmission (CVT). The non-initiated often cast doubt on this system, but it is

quite reliable, belt life is comparable to tyre life and limited by driving style in the same way. Also, most versions will get you home on one belt, should one break. In addition, the Variomatic gives you traction control and – on all models up to and including 55 – a limited slip differential effect. All these characteristics made them useful rally cars.

My mother drove DAFs, so I had some experience driving them and my second car was a DAF (my first was a Holden, but that is another story). I then moved into SAABs, but once a second car could be justified I came across another DAF. I had that 33 for 11 years, before the boy racer in me took hold and



I upgraded to my 55, around 20 years ago. My DAF 55 is now far from standard and was initially set up for classic rallying. However, it has now moved beyond qualification for any recognised class. Instead, it is ideally set up for classic tours and runs and I have taken it on trips to France, Belgium and its native Netherlands on a number of occasions. I have also used it for a few track days and hill-climbs.



My 55 has had its engine upgraded from the standard Renault 1108cc Cléon engine, to a 1398cc version of the same engine, extracted from a Volvo 340. To this I have added an improved inlet manifold with Weber DCOE 40 carburettor and a 4-into-1 exhaust manifold with bespoke stainless steel exhaust. This has increased the power from around 50bhp to around 85bhp – not impressive by Cadillac standards, but it only has to propel a 780kg car. Safety has been improved with suspension enhancements and a rear roll-cage, while comfort is enhanced with Ridgard bucket seats, as used by the likes of Sir Stirling Moss in the 1960s. A set of gold Minilites sets the whole thing off. So, there we have it, my DAF is a nice contrast to my much more modern, more powerful and – more comfortable – Cadillac CTS. Horses for courses, as they say.

Paul





# Cadillacs in the wild

Roaming charges apply—usually around £1.30 a litre



Paul & Angie Ross' 1968 Coupe deVille spotted at the Stratford-on-Avon Festival of Motoring.



This '59 Coupe was at the Bicester Scramble. Notice the 'non-standard' interior and tailpipe design



Russell Schacter's '62 Coupe deVille was at the inaugural Petrolicious Drivers Meeting at Bicester Heritage..... And yes it

is the one from Wheeler Dealers. Russell describes it as a 'Marmite Car', you either love it or hate it. If nothing else it's different.



The white interior with green piping complements the exterior colour



This '55 Coupe deVille was as the Redhill Classic Car Meet just south of Bristol Airport—see events for future dates.



Clive Clark's '57 Eldorado in for service and below with 'Best in Show' trophy from the Hemsby Rock & Roll weekend. As Amos always says 'Cadillacs Rock' and this proves it.

ELDORADO



This '49 Coupe was pictured at Café & Machine in Banbury Road, Ettington, Warwickshire.

