



Cadillac



Owners Club of Great Britain



Amanda's Amazing '61 Fleetwood



Standard of the World

January-February 2020

A Cadillac-ing Happy New Year to you all

Cadillac Owners Club of Great Britain

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

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Club News

From the Chairman



2020, another new year, time really does fly. By the time you read this, my personal milometer will have clicked over the 90 year mark.

I've just returned from Canada, having spent Christmas and New Year with my good friend (and great car writer) Tom McPherson and his wife Cindy. It was sad to see that GM's Oshawa Assembly Plant is finally closing with the loss of nearly 3000 jobs, it will have a devastating effect on that city. GM has been making cars there for over a 100 years and at its height in the '80, employed 23,000 people and was the largest assembly plant in the world. Of course, years ago the majority of vehicles there would have been North American made, but now from what I saw in Toronto, it's Toyotas, Hondas, Kias, Mercedes and then a few Buicks and Cadillacs, which only seem to be recognisable by the much reduced badge size these days.

Well at least my flight both ways with Aer Lingus were superb and I even got to ride in a Tesla taxi. I'm still looking to get rid of my car collection and I have a whole host of spares. If you are interested, contact me.

Peter B Griffith

Rod Bevan

Treasurer/ Membership



I hope you all had a good Christmas and I wish you all the very best for 2020, warmer weather is on its way.

It is with regret that I have to inform you of the passing, during early December, of Ken Funnell. He was a long standing member from the very early years of the Club. He was member number 5, so Ken was in the Club from the beginning, a contributor and winner at many shows with his very nice white Eldorado. Our thoughts go to his family at this time. Ken corresponded regularly with me on Cadillac matters and his joys of owning his cherished Cadillac.



Shortly before his passing Ken sent me a very nice book that he wished the Club to have. It is 'Cadillac-The Complete History' by Maurice D Hendry Fifth Edition Update, 1996. The book is for sale from the Club with proceeds of the sale going to the British Heart Foundation. Since the passing of Bob Thomas this has become the Club's charity. The book is in

good condition and I will happily send you photos by e mail.

Priced at £35, plus postage, would make a very nice post Christmas present.



New Members

Ian Gardner of West Sussex has recently joined us with a 1929 Cadillac 341B Convertible. A big welcome to you Ian, hope to see you and your very interesting vehicle during the summer. We are getting some very interesting vehicles into the club.

Shows

Shows for this year to look forward to will be Hatton and Blenheim. Any shows local to you that you become aware of please let Phil and Ken know.

Classic Car Show at National Exhibition Centre 2020

I am a little disappointed at the lack of response to this. It would be great for the Club to be at this show. I know two members that are very keen to take this forward and also one member has shown an interest in showing their vehicle at the NEC. Maybe we just need a leap of faith but with a bit of support from a few more members we could run the show with confidence. We need to make a decision by the end of January to get a booking for this year.

Very best wishes and happy motoring to you all

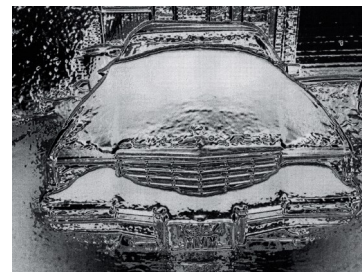
Rod

Phil Htole Editor



Welcome to 2020, I hope you all had a good break over the festive season. I was very honoured to have my Sedan deVille featured on the cover of December issue of FINZ, the magazine of the Cadillac LaSalle Club of New Zealand. It's the one where it's covered in snow.

And here is some technical wizardry from FINZ Editor Ron Melville on the inside cover which makes it appear to have been carved out of a block of ice. Reminded me very much of the ice sculptures you see in Quebec City.



Whilst you've all got your new diaries / filofax inserts / electronic organizers / phones / calendars (delete as applicable) poised for the new year, don't forget the AGM..... Details are on page 5.

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

Phil



Amos' Autos

'Hanging out with the cool dude'



Hey Dudes,

A Happy New Year to you all out there in 'Cadillac Land'

Here's an interesting fact to start off 2020—it's 100 years since the first roadside filling station opened in the UK. Garages had been selling petrol from a pump for some years as a side-line to their business, but this was a 'standalone' petrol station in Aldermaston, Berkshire and believe it or not it was opened by the AA. Maned by AA Patrolmen and exclusive to AA members, they were the first to use the 'pull off the road and up to a pump' scenario that we are all so familiar with these days.

The '66 Oldsmobile Toronado was a significant car for General Motors and for Cadillac. Not only was it the least likely looking front-wheel-drive car, it



was also the first to come from an American manufacturer since the demise of the Cord in 1937. It also heralded in the '67 Cadillac Eldorado which used the same floor-pan to become the start of Cadillac's FWD revolution. In fact it's worth noting that the 3 models which shared the 'E' platform, the Toronado, Eldorado and Buick Riviera all looked so different that it was hard to tell they were related. The Riviera even retained rear wheel drive.



It took engineers 7 years (and 1.5 million miles of testing) to perfect the powertrain, which despite it being a full-size car, presented some tricky packaging problems when it came to the FWD layout. They came up with UPP or Unitized Power Package which allowed the engine and transmission to be fitted into an engine bay no larger than the one required for a rear wheel drive car.

Unlike a rear drive car, the torque converter drives the gears through a 2" wide silent chain drive called Hy-Vo, riding on 2 x 7.5" sprockets. Developed by GM's Hydra-Matic Division and the Morse Chain Division of Borg-Warner, the chain doesn't need tensioners or idler pulleys, being pre-stretched at the factory.

Where the rubber meets the road, Firestone developed 8.85 x 15 TFD (Toronado Front Drive) tyres with stiffer sidewalls—something that later became a feature of the modern 'run-flats' that people love to hate.

At 17' 7" long and 6' 6" wide it weighed in at just over 2 tons, yet the 7 litre 385hp V8 could still haul the car to 60 in 9.5 seconds. Top speed 135mph

It's still a very cool car today and not just on the outside.



Just check out that dashboard and speedometer.

Since I mentioned it earlier, let's go back to 1937 and the Cord 812, I love a bit of time travel.....

The Cord 810 and later 812 were the first American designed and built cars to combine Front Wheel Drive and Independent Front Suspension. Whilst this was innovative, the rear end set up was of a different time, using a tube rear axle and semi-elliptic springs. Power came from a 4,739 cc Lycoming V8, developing 125hp which was mounted behind the 4-speed (3-speed + overdrive) semi-automatic gearbox. The same back to front arrangement as in Citroen's Traction Avant of the same period.

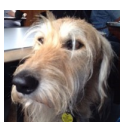


It came with concealed door hinges, a rear hinged hood, concealed fuel filler and variable speed windshield wipers. In an industry first, a radio was standard, but its most famous feature (apart from its 'coffin nose') were the hidden headlights.

Cord also produced the first American Front Wheel Drive car the L-29 in 1929. It beat the Ruxton by a few months. The L-29 was the first FWD car to use Constant Velocity Joints (CV).



*That's it
for this
time
Dudes,
Stay Cool*



Little Caddies 5

By Paul Nieuwenhuis

Having reviewed the 1970s and 1980s in the previous issue, this time I am moving closer to the present by covering the period 1990-2002. The latter date is, of course, significant, as the 2003 model year represents the advent of the 'Art and Science' period at Cadillac, with a complete rethink of the type of product needed to meet the expectations of the 21st century. That is for next time! During the 1990s, therefore, Cadillac stuck with their established front wheel drive format, although in other respects, its products became more competitive and with a more global appeal. At the bottom of the range, we see the introduction of the Catera, basically an Opel Senator with hints of Cadillac. Certainly a decent car, but is it a Cadillac? More in line with tradition are the 3 cars of this period in my collection. Still missing from my collection are the Allanté of which models are available, especially in the smaller scales, such as a Matchbox, while there are also some nice models of the 1994 onward, Sedan DeVille, albeit at a price. The GLM model of this car in 1:43, for example, retails for between £50-100. I am waiting for them to come down in price!

1992 Eldorado

I do like the Eldorado of this period. A mate of mine in New Jersey had one and I enjoyed being a passenger in his red one on a few occasions and have always admired the styling, which seems to embrace some of the finer Cadillac traditions. The model here is in dark blue metallic with light interior and is in scale 1:43 by BoS of Germany. Although nothing opens, the



level of detail on this model – both inside and out – is very nice. This model is made in resin (probably in China) and is still

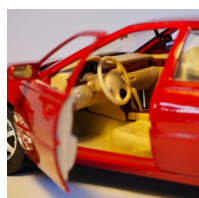
readily available, albeit made in limited numbers. Expect to pay around £40-60.

1998 Seville STS

BoS also do a nice version of this iconic car in 1:43, but my version is in a larger scale. This is a car many of us will be very familiar with, as it was marketed in the UK in RHD form and many of them survive and are owned by club members. It is a handsome car and I had to have one in my collection. The model is made by Anso and is notionally 1:18 scale, although it is, in fact, slightly on the small side and is closer to 1:19.5 (I have measured it to be sure). Both front doors open, as do the 'hood' and the



'trunk'. Under the hood is a fair rendition of the Northstar engine. Interestingly, although the rear doors are separate castings, they do not open. The



wheels can be steered with the steering wheel and the light interior is nicely done on my dark red example. 'Goodyear Eagle' script is moulded into the tyres/tires. This model is out of production, but examples still pop up in some toy and model shops

and on eBay at reasonable prices (£15-25), while used ones appear on eBay for as little as £5.

2000 Deville/DTS

The final model under review is the 2000 onwards Deville, or DTS.



Driving one of these as a 'rental' in California was my first hands-on experience of a Cadillac and I loved it. Still sticking with FWD and the trusted Northstar, this car combined traditional Cadillac comfort with quite decent road manners and is, perhaps, an under-rated car. The model is in 1:18 and is by Maisto of Thailand. Both front doors open, as does the trunk/decklid, as well as the hood, which opens to reveal another nice impression of the Northstar engine. The wheels can be steered with the steering wheel and there is appropriately soft suspension all-round. Again, as with the Anso STS above, the interior is particularly nicely done, giving a proper 'feel' for the real thing while the tyres



have realistic 'Goodyear Eagle' script moulded in. Although out of production, some still linger on shop shelves and the internet for

around £30-40, while used examples can be had from about £15-20 upwards.

Paul



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AGM

**Starts 11am on
Sunday 17th May 2020**



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My '61 Fleetwood

By Amanda Deville

I suppose many people have their idea of a favourite car, with me it has always been the 1961 Cadillac, having owned several American cars over the decades including Cadillacs, I always had a hankering for a '61, I just love the shape, those long elegant fins and the sheer presence of it, but never thought I would ever have the opportunity to own one. All that changed shortly after I retired in 2015



when I happened across this 1961 Fleetwood advertised for sale on eBay at a very reasonable price.

I contacted the owner and a deal was agreed, this just left picking the car up, which was not as straightforward as at first seemed. As it was in Northern Ireland, I was hoping the description given by John the owner, was correct and it would drive home safely.

I need not have worried, as despite having been stored in the proverbial barn for the best part of 17 years the car was in fair shape, more importantly, mechanically it seemed capable of getting us back home.

As soon as I saw the car I fell in love with it, I saw past the rust, grubby engine and torn, filthy interior and knew this was the car for me. We drove it to the guest house we were staying in overnight in glorious hot sunshine, a rarity for Ireland as any native will tell you, a pity only 1 window would go down!



However, the following day we woke to torrential rain, much more typical for Ireland and found out that the automatic choke would not work and 3 of the headlights did not work on dipped beam, but thankfully the wipers did, so a steady run to catch the ferry.

Upon arrival in Liverpool, we disembarked and made our way along the M62, as it was getting dark we had main beam on as this was the only way we could get more than 1 headlight on, but then found the dashboard lights did not work, so my friend had to shine his mobile phones' torch onto the dash from time to time in order to see what speed we were doing.



New leather interior is sumptuous

After arriving home, the car did not turn a wheel for 9 months, as essential work was done to the electrics, interior, engine and transmission, in addition to this all 8 electric windows were persuaded to perform properly, including the vent windows, which needed new gears. New white wall tyres were fitted in place

of the 4x4 ones on the car, the interior was re-trimmed in 2 tone leather by a local specialist, the transmission was rebuilt by an expert in Barnsley and the engine re-built by a good friend of mine.

Most of the other work I did myself, the list of things replaced or fixed seems endless, but included the heater, bumper ends, carpet, window rubbers, headliner, instruments, lights etc, etc. For a bit of bling, I fitted a pair of Appleton dummy spotlights and an original 1960 in car record player, which gets almost as much attention at shows as the car does.



When it came to a paint job, I decided I was not keen on the original Bristol Blue, as in my humble opinion, it did nothing for the car, the one colour I have always liked '61's in is Fontana Rose, which I believe was a 1961 Cadillac only colour. Trying to get this mixed was not easy, as no paint shop could find a formula, however, I was fortunate in finding a chap in Leeds who mixed a gallon of it matching it to an original paint chip I had obtained, what an eye this guy has, a perfect match. Once I had fettled the bodywork, I painted the car under my car port and was quite pleased with the result.



The car has been on the road for 4 years now and has never let me down, heaven knows how many miles it has done, as another thing that didn't work when I got it was the odometer, it has been a long, sometimes frustrating job getting the Caddy back on the road, but I know it was worth it simply for the feeling I get driving her, she certainly attracts attention wherever we go and stunned looks from many a Euro-box driver.

I suppose I am fortunate in realising a dream in owning the car I have always wanted, I think maybe, just maybe, it was meant to be.

Amanda



There's nothing quite like a Cadillac interior, or the 390 ci (6.3 litre) 325 hp V8 under the hood



The following article appeared in the Cadillac LaSalle Club of Canada's excellent newsletter Cadillac—LaSalle Chronicle in November 2019 and is reprinted here by kind permission of the author. Lorne Scott is President of the Cadillac LaSalle Club of Canada.

Treasures of the Northwest

By Lorne Scott

"The Princess" - 2019

While perusing a copy of the newly published book "LaSalle, Cadillac's Companion Car" at a car show in 2000, the book's owner and CLC member introduced me to another Cadillac owner, who he heard, had some LaSalle parts that he wished to dispose of. He thought the radiator may have been from a '28 or '29. Could it be that it would fit Lady Victoria?

Arrangements were made for pick up and while there I was treated to a private viewing of his collection. Among the collection of special interest vehicles, such as an Auburn Speedster, a '56 Continental, an early Buick under restoration and many others, was "The Princess". She was stored in a corner at a different location with another few treasures awaiting the owner's attention. She had been partially dis-assembled then well stored for many years but was still able to make a Cadillac owner drool.

Two names in the automobile world, synonymous with luxury, quality and sophistication are Cadillac and Vanden Plas. When joined together in a vehicle the result is phenomenal. This happened in 1930 on the Princess. Even in her present state she maintains her regal appearance. At the request of the original owner, the chassis, drive train, fenders and front cowlings were shipped to the Vanden Plas factory to be bodied and appointed. This was very unusual in those early years as Cadillac was determined to maintain the quality control of the product displaying the Cadillac crest.

*Vanden Plas of Belgium began building carriage wheels and axles in 1870 and in 1884 moved from Brussels to Antwerp where they started building custom horse drawn carriages. Vanden Plas has been adding their touch of elegance to European coachwork since 1900 on such marques as De Dion Bouton, Berliet, Germain, Austin and Jaguar. Vanden Plas England began in 1913 under licence from Belgium and by 1923 they became independent then in 1946 became a subsidiary of Austin.

The Princess is a 1930 series 353 Cadillac with a 353 Cu. In. 90 degree V8 of which 11,005 were built by Cadillac with Fleetwood, Fisher and very few other custom coach builders completing the Limousines. At the moment, we have no idea how many are left especially those completed by Vanden Plas. Mounted on the limo chassis with 140-inch wheelbase, she is equipped with 19X7:00" wire wheels, tires and side mounted spares. Other features include right hand drive, Luggage rack and trunk, double disc clutch with a synchromesh transmission, four wheel brakes and double windshield wipers on a front opening windshield. The upholstery is of tooled leather with a divider window, an intercom, an eight-day clock, a wet bar, reclining rear seats and recessed blinds on all rear windows. The jump seats are hidden beneath the back of

the front seat under the divider window and are also covered in tooled leather. All windowsills and door panels have been inlaid with wood. She weighs in at between 5000 and 6000 pounds depending on how full the huge gas tank is at the time. The over-all length is 17'6"; width 80" and height is a massive 75". The running board lights illuminate the built in running board toolboxes, which incidentally contained the original registration plate number GN56, from England. Sorry, no stereo!

The Princess began in Detroit like so many others but she was ordered by a well to do Russian immigrant that had migrated from Russia to England just before the Russian Revolution in 1918. The running gear and limited sheet metal were delivered to Vanden Plas of England in 1930 for their exquisite coachwork completion. From there she went to the London Cadillac/LaSalle and Buick dealership "Lendrum and Hartman Ltd. The time of arrival in Victoria B.C. Canada is uncertain but an invoice for a tune-up in 1937 at the original dealership was found in the car when the present owner started the initial clean-up, post purchase. As far as can be determined The Princess arrived sometime just prior to the Second World War along with the original owners. She was later sold to a limousine company, "Veteran Tours" who did tours for visitors to Victoria. After a few years, the original owners Grandson again became interested in the automobile and repurchased it from the Tour Company for personal use. The car was well known to the present owner and his family as they resided in the same neighbourhood. In 1977 after some unidentified illness, the "Nanny /Guardian" of the Grandson, phoned the present owner to see if he was interested in the car. There was no hesitation once a closer viewing had taken place and the Princess was moved yet again. The last time the car had been exercised seems to have been 1966 according to the licence plate, so some maintenance had to be done. The double disc clutch had frozen so with much pressure being brought to bear on it and a very large noise, it popped free and was back in action. The Princess got another 50 miles or so added to her already 85459 miles then back into storage, as other priorities rose to the top of the list and overshadowed her need for restoration

The Princess is complete, which is a good beginning but a lot of commitment of labour, finances and emotion will be required for the restoration she deserves. Meanwhile this vehicle may sit idle for some time to come but she will still maintain her air of dignity. One day this piece of rolling sculpture will again grace the highways of Vancouver Island showing how the wealthy lived in years gone by.

*Information courtesy of the Vanden Plas Owners Club.
History of vehicle courtesy of Owner – Mr. Brian Holker*

Now let's go forward to 2017-2019

The Cadillac Vanden Plas finally gained enough priority to be moved to the present owner's home-(2017) and a restoration / rejuvenation was started. Parts that were broken or otherwise disfigured were replaced at great expense, some dismantling was done and work began on the engine. The owner had done a few restorations prior to this immense project but this one was going to be the grand-daddy of them all.

Continues in column 2 on page 8

Cadillac Global Sales 2019

An Interim Report

By Graham Darby

As GM will not release its final quarter global sales report until February, it is only possible to make a few estimated projections. However, one thing is clear: Cadillac has had a good year in difficult conditions. Once again China is the marque’s biggest market – sales were up 11% in the third quarter in a shrinking market and will no doubt exceed 200,000 again. Moreover, Cadillac passed another milestone in the autumn when it registered its millionth sale in China – a remarkable achievement in a relatively short period of time. In addition, sales were actually up in the US for the first time in three years, though the increase was only one per cent. This is disappointing after a 7% surge in the third quarter, but is entirely due to the industrial action taken by the U.A.W. which disrupted production for forty days. All in all this should see global sales well in excess of 375,000 and a record for a second consecutive year.

Of course it could be argued that this has been achieved by sleight of hand: Cadillac has had more vehicles on sale this year. With the addition of the XT4 and the XT6, there are now four SUVs in the portfolio, along with three saloons, the new CT4 and CT5



XT4 smallest SUV in the lineup



The XT6 sits between the XT5 and the Escalade

(though production of these vehicles was disrupted completely) together with the CT6, plus of course sales from the cancelled

saloons, ATS, CTS and XTS. In the US SUVs account for about 80% of Cadillac sales and there is some suggestion that Cadillac will be all SUV and all electric by 2030! Already Ford has indicated that both Lincoln sedans, the MKZ and the Continental, will not be renewed so it too could well become all SUV. Whether or not this is sensible is a moot point.



2020 CT4

It does seem that the flagship CT6 will be cancelled next year though there has been no official announcement. It will, however, live on in China where saloons are still popular, and where the CT6 is selling about 2,000 units a month. Even so, in China SUVs now

account for 54% of all sales.

Cadillac’s biggest selling vehicle once again looks likely to be the XT5, and the biggest selling sedan (also once again), the late lamented XTS! On a lighter note it does seem that Cadillac will follow Lincoln in dropping the alphanumeric names and return to something more recognisable. Let us hope so.

US SALES	2019	2018	%
ATS	1,134	10,859	-89.6
CT5	43	0	*****
CT6	7,951	9,668	-17.8
CTS	6,965	11,219	-37.9
Escalade	35,424	36,872	-3.9
XT4	31,987	7,785	310.9
XT5	49,879	60,565	-17.6
XT6	11,559	0	*****
XTS	11,304	17,727	-36.2
TOTAL	156,246	154,702	1.0

Graham

Treasures of the Northwest continued from Page 7.

All went well for a year or so then some medical issues arrived and work slowed. Another friend in the restoration business had just finished a 1926 Cadillac limo and became interested in the Princess. It seemed that she was going to become the toast of the town again as the engine was now running, some body work was done and a real cleaning made her look an older version of her former self. Work and enthusiasm waned as time went on and she began to get lonely again. She was now able to run but not at all completed or ready for display when both the owner and the other restorer were let down by more medical issues and work had to be put on hold once again.

The fine old lady still sits, awaiting further attention. It is difficult to say when she will again grace the streets of Victoria but we can only hope it will be soon as she is too precious to be sitting idle. There are so many treasures like this quietly sitting in homes and garages that are still to be completed. It is too bad that a restoration is the financially equivalent to a modern, expensive, reliable car as the next generation seems to want something that will go fast and is “safe”. It is time to stop and smell the roses before a shortened life takes you down that final road. It is a fact that most people’s last ride is in a long Formal Cadillac. Don’t let that be you for many years to come. Enjoy life as each day is a bonus!!



The Cadillac Vanden Plas Princess as it will look one day

The Rise of the SUV

By Derek Eaton

Love them or loath them the SUV (or dual-purpose car) is the flavour of the decade. Since 2010 there has been a six-fold Worldwide increase in SUVs, from 35 million to 200 million. To put it another way they now account for 40% of new car sales.



In the US it is even higher, at 50% of cars sold. So how has Cadillac fared? Well in the first 9 months of this year, 80% of US Cadillac sales were SUVs and in Q3 it had risen to

90%. The Q3 higher figure was partly due to demise of the current sedans (ATS, CTS and XTS) whilst their replacements, the CT5 and CT4, are not yet available.

It is estimated that the increase in worldwide SUVs has eliminated the saving made by all those who have switched to electric cars. This is because compared with a medium sized car, SUVs use 25% more fuel per mile as they are heavier and less aerodynamic. The switch to electric cars is likely to have little impact on SUVs as they are harder to electrify.

So, I wonder what will be the next flavour of the decade as Governments start to ban internal combustion engines, always assuming we will be able to generate enough electricity to power personal transport? Bring back horses? No, they generate gases.



Derek

Not exactly charging to a charge...

I did come across this interesting glimpse of the future on Twitter (it was also reported on other platforms including Youtube). This is the Tesla Kettleman City Charging Station,



halfway between Los Angeles and San Francisco which boasts 40 super-chargers and at Thanksgiving a half mile queue waiting to use them. It seems that demand outstripped supply

on that day. What's interesting for those of us not 'currently' gripped by the electric push, is the popularity of Tesla in its home state of California and a notion of 'things to come' for us here in the future. Every bank holiday we are told about how many cars are on the roads, but in 10 years time will the congestion be on motorways or at charging stations. I guess 'parked up' on the M25 is very similar to queuing for a recharge. Then again, in an electric world (if the infrastructure doesn't keep pace with vehicle sales) we could have both.

Of course the advent of the 1000 mile range battery—it will come at some stage, could make queuing for fuel a thing of the past assuming the grid can cope with demand when we all get home.

'57 Eldorado Brougham

heads for auction in Scottsdale

'Eagle Eyes' Eaton noticed this very rare car about to cross the block in Scottsdale, only 400 were ever built and in its day the



cost was eyewatering at \$13,087 at a time when a Bentley S1 was \$12,000. In today's money that's around \$120,000 which by modern standards doesn't seem that bad but the average wage in the US at the time was \$4,457.

According to industry bible Hagerty, the going rate for one of these is \$123,000, it will be interesting to see what it makes.



Cadillac News.....

CT6 Production, a rollercoaster ride—

Back in November it looked like the flagship model would continue, now it seems it won't except in China where



sedans are still popular. It's a shame that Cadillac Management spend so much time trying to second guess the opposition rather than doing their own thing which is what Cadillac (Standard of the World) always did so well. The CT6 may not sell in huge numbers, but they need a large sedan as part of their portfolio, and from what I've read, for the money, there's none better.

Logo on the up—



You may have noticed on the latest models that the grill badge isn't in the centre any more, its moved up as on this 2020 CT5-V. The reason, say the designers is to create a horizontal line between the

headlights, so now you know (assuming you cared). I still thing there's something missing..... How about a wreath?

Book by Cadillac to be re-launched—Not something any of us are likely to experience, but GM have decided to have another go with the Cadillac subscription service, suspended in December 2018 because it wasn't making money. The idea was that for a monthly fee, you could 'rent' your Cadillac and swap models whenever you wanted or needed to. It wasn't a cheap service at \$1,800 a month and it seems that many used it as a 'posh' leasing service and rarely took advantage of the 'swap when you want' facility. So why the re-launch? Well it's a good way of promoting the brand and getting younger people into the Cadillac experience. As long as the don't forget their 'senior' customers.

The return of real model names in 2022—

It's an interesting reversal and one which has (in my opinion) taken far too long. Say the word 'Escalade' and it can only be a Cadillac, where as XT4 and CT5 sounds more like a form or to us a postcode. Many manufacturers have gone 'retro' in recent times, think Mini and Fiat 500, both of which have spawned models that don't



really follow their original concept, but we all know what they are. There is a suggestion that the first model to benefit from this will be the new 'all electric' crossover and the possibility of resurrecting the back-catalogue of really great names. Say Fleetwood, Eldorado and DeVille and you know it's a Cadillac.

CT5 goes on sale in China—

Ok so not an earthshattering piece of news other than what it replaces, the China only ATS-L which as the name suggests has a longer wheelbase for more rear seat space.



Cadillac to lead GMs Electric Revolution—

Cadillac President Steve Carlisle has said that all Cadillac models would



be electric by 2030, dubbing it the 'end of the ICE age for Cadillac'.

To that end it makes sense, so many of the current electric

offerings are expensive and if take-up of the Tesla Model S in California is anything to go by there is a huge potential market for these vehicles and as in the past the technology and innovation will filter down to vehicles the rest of us can afford. Think electric windows and air-con, restricted to expensive cars originally and now available on everything.

Projector light logo—And now for something simple but clever. Many cars these days have puddle lights, the ones that light up the floor when you open the door, so any budding Walter Raleigh knows where to throw his cloak before you get out. Well with the advent of the 'kick-gate' option, where you can open the tailgate of your SUV simply by waving your foot under the rear bumper (and you thought they were just Morris Men practicing their intricate footwork) the idea that a light would shine down and a) show you where to kick and b) stop you looking like a muffin is now available either standard or as an option on most 2020 Cadillac models.



Ed. With thanks to Derek Eaton and Graham Darby who keep me up to date with things I might otherwise miss

Cadillac



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

Events 2020

Club Attended Events

17th May—*AGM***** at the Manor Hotel Meriden, Solihull CV7 7NH. Start 11am.

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

12th July—Rally of the Giants at Blenheim OX20 1PP

Other events around the country

8th-9th February—Great Western Classic Car Show at The Royal Bath & West Showground, Shepton Mallet BA4 6QN

21st-23rd February—London Classic Car Show at Olympia, London, W14 8UX

27-29 March—Classic Car & Restoration Show at NEC, Birmingham B40 1NT

6th-7th June—Classic & Performance Car Spectacular at Tatton Park, Knutsford, WA16 6QN

20th-21st June—Bristol Classic Car Show at The Royal Bath & West Showground, Shepton Mallet BA4 6QN

20th-21st June—Bath Festival of Motoring at Walcot Rugby Ground, Lansdown, Bath, BA1 9BJ

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

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

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

7th-8th November—Classic Vehicle Restoration Show at The Royal Bath & West Showground, Shepton Mallet BA4 6QN

13th-15th 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.

Newark Autojumble, Newark Showground, NG24 2NY.
On the following Sundays throughout the year. 26th January, 1st March, 5th April, 7th June, 12th July, 20th September, 25th October, 6th December.

Stratford Autojumble, Stratford Racecourse, CV37 9SE.
On the following Sundays. 10th May, 14th June, 6th September.

Need an events publicised?

Let me know, or go to add an event on www.cocgb.co.uk.
Or use our **Events Text-line 07842 22724**

Hearse For Sale

1974 Cadillac Fleetwood Miller Meteor Hearse "American Hearse"



85000 miles 7.7L Auto,
imported from Florida
and refurbished in May
2016.

Used daily for Funerals ,
Classic car show etc.

Located in Blackpool Lancashire, Delivery could be arranged.

Starts, runs, drives and in very good condition. Asking
price £7995. For further details, viewing more photos etc
please call John on 07973 815786 or,
email johnboardman7@gmail.com



2000 Deville For Sale



Cadillac 2000 Deville DHS

120,000 miles 4.6L Auto, UK registered. Located in Ireland,
delivery possible at cost.

Runs & drives well, no cooling issues. Really Nice Condition.
Pearl white, Neutral leather interior, chrome wheels.

Driven on long road trips. Selling because difficult to tax and
insure in Ireland. Asking price £2800.

For Further Details, viewing more photos etc, please call Nick
on +353 85 828 9922 or,
email nickstratta@gmail.com

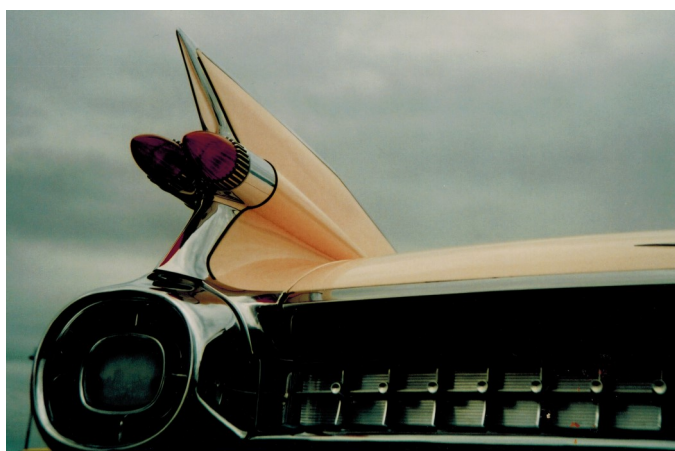
Cadillac

Cadillacs in the wild

Roaming charges apply—usually around £1.30 a litre



Bob Munkley's '65 Fleetwood 60 Special. Only 3 owners from new and less than 50,000 miles on the clock.



American football has Quarterbacks, here's an unmistakable back quarter, Paul Shaw's '59 deVille.... No name badge necessary.



Marble-ous '53. Posted on Facebook by Russell Schacter, this 'life-size' Cadillac was carved out of solid marble and weighs in at around 50 tons. Very low running costs, definitely no rust and is always cool (to the touch)



'Lady Victoria', Lorne Scott (President of the Cadillac LaSalle Club of Canada) '28 LaSalle in original 'unrestored' yet loving to be on the road condition.



John Boardman's Fleetwood S&S Superior Hearse—Imported from Ohio in May 2019 and refurbished and repainted during Summer & Autumn, it's now in daily use for funerals and car shows in 2020. John tells me it's available for hire nationwide. *Ed. Check out John's 'old' Hearse which is for sale on page 11.*



Rare on this side of the Atlantic, 'Our Man in Ireland' Nick Stratta's 2000 Deville DHS which is now up for sale. Full details on page 11

***That's it for the first
edition of 2020 see you
next time.....***

Printed by Red Side Up Printers, Haverhill, Suffolk

