



Cadillac



Owners Club of Great Britain



London - Brighton Special



Standard of the World

January-February 2023

A Happy Cadillac-in New Year to you all

Cadillac Owners Club of Great Britain

Club website (with International links): www.cocgb.co.uk
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Affiliated to the Cadillac-LaSalle Club of America

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Front Cover: London—Brighton Veteran Car Run—Cadillacs at Crawley
Top Centre is Pete Wood in his 1903 Model A Rear entrance Tonneau

Club News

From the Chairman



Hello Cadillac Fans! I hope you all enjoyed the festive break (What you can remember of it!) Was Santa Claus good to you and fulfil your Cadillac wishes. 2022 was certainly a good one for me. I covered a lot of miles with the '49. Going to Stars and Stripes at Tatton Park then Blenheim Palace for Rally of the Giants, Brooklands for the American car Extravaganza and also attending many local shows. The year was definitely full on for the classic vehicle groups and long may it continue into next year.

I must mention and congratulate Pete Wood on his 7-year quest to get his 1903 Cadillac ready for the London Brighton run. I was at Madeira Drive Brighton to greet him. What a great achievement and his infectious smile said it all!

The Cadillac Owners Club of Great Britain is going to the Isle of Man in September 2023. We would love to have more of you join us there. Details are in the magazine.

There is good news for The Rally of The Giants event this year. They have a new venue as Blenheim Palace do not want to allow it anymore. They say that they are committed to "Green Goal route". But the Duke of Marlborough is hosting the Supercar event there in August/September. (Contradiction?) The new ROG venue is Stoner Park Henley on Thames. RG9 6HF. I am in favour of this location as it is closer for me. I am amazed at the enthusiasm of classic vehicle owners. With 2022 cost going through the roof. You all got your pride and joys out! You took them to shows large and small, Well Done to all of you! Let's hope 2023 is as good or even better for us to continue showing our 'Standards of the World' to the world.

Happy New Year and hope it is prosperous for you all!

Graham

Rod Bevan

Treasurer/ Membership



Welcome to our new members

A very warm welcome to Richard Thatcher of Saffron Walden with two 1958 Sedans.

Happy New Year

Well, here we are in another New Year. A very happy one to you all. We all have 2023 ahead of us, so make the most of it. Hope to see some of you at a show.

Pre 50's American Car Club Show at Rally of the Giants new venue near Oxford will be our main club event. I have a few

events near to me on my list. Let Alan (or Phil) know of events local to you and we will get them on the events page. It will be good to meet up again.

September will be the club outing to The Isle of Man event, see details on the events page and on our website. Let's show them what we have.

Stay safe, look after yourself, family, and the Cadillac.

Rod

Phil Htole Editor



Here we are in 2023, I hope it is a good year for you and that you do / achieve what you want in the next 12 months.

Fairly soon, those of you whose cars hibernate through the winter months, will wake them up again. Remember to disconnect the coil and turn the engine over a few times to get the oil to places it has long deserted before you fire it up for the first time. Engine wear is always greatest at start-up—more so when the oil hasn't circulate for a while.

Petrol prices have started to fall, but not as much as the \$ price for a barrel of oil would suggest. Have you ever wondered how many litres you get from a barrel? Well, the Assistant Editor tells me it's around 170, that's just over 37 gallons, which I understand more than litres. Strange really, because I understand litres more than cubic inches when it comes to engine size.

Of course, some years are more significant than others for some. 2023 sees **The Cadillac LaSalle Club of New Zealand** celebrate their Golden (50th) Anniversary with the main celebrations taking place in Wellington in October. Huge congratulations to them on reaching their half-century.

Also celebrating its 70th Anniversary this year, is America's favourite sports car, the Chevrolet Corvette which makes me feel very old as I pre-date it..... But only just.

What will you be up to this year? Have you got any trips planned? Are you carrying out any maintenance on your car? If you are, don't forget that we'd all like to hear about it, who knows you may inspire others and it's always good to share experiences especially as our cars get older and we have to be inventive with repairs sometimes. Don't forget there are some interesting 'How to' videos on our website at www.cocgb.co.uk that you may find useful.

My next adventure of fitting one of these. I'll let you know how it goes next time.....

Stay safe, stay well,

Phil



Amos' Autos

'Hanging out with the cool dude'



Happy New Year Dudes!

Some names like Cadillac, Chevrolet, Mercedes and Alfa Romeo are evocative, others, less so, in fact since the inception of the car, hundreds of makes have come and gone as they attempted (and still do) to get a piece of the automotive action. The London—Brighton Run is a way of connecting with some fascinating names and machinery. This 1904 Alldays & Onions was very much a contemporary of the Model 'A' and Model 'B' Cadillacs, this model being in production from 1903-1907. It was powered by a 885cc single cylinder 7hp engine, driving the rear wheels by shaft rather than chain. As to the name well there are centuries of history behind it. The Alldays & Onions Pneumatic Engineering Company was founded in 1889 when the Onions company who started manufacturing bellows in 1650 merged with William Allday & Co, engineers formed in 1720.



Early car design often mimicked the horse drawn equivalent, this 1902 Model R 'Curved Dash' Oldsmobile looks like a buggy with the horse missing, its tiller steering replacing the reins. The horsepower sat at the back in the form of a 1564cc single cylinder engine developing 5hp at 700rpm and driving the rear

wheels through a single speed gearbox. Top speed was claimed at 20mph.

Also from 1902, the Arrol-Johnston, was a 6-seater dogcart design where the driver sat in the middle row of seats. Front seat passengers faced forward whilst the rear seat duo had their backs to the driver. Power came from a horizontally opposed 2-cylinder, 12hp engine. Front seat passengers did get some weather protection for their legs though their main contribution appears to have been to protect the driver from injury—early crash test dummies perhaps.



And finally, the intrepid 'zero' horsepower brigade who pedalled their cycles all the way, though paddling a canoe might have been easier, given the weather...



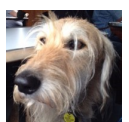
The idea of passengers sitting in front of the driver was quite popular, though some were much stranger than others. This 1900 De Dion Bouton had the front seat passengers facing the driver, oblivious to any danger they were heading towards. On the upside, they didn't get flies in their teeth, though modern day passengers can't help but turn to face forward. Can't say I blame them—advance notice of the need to jump out is always welcome. Powered by a 402cc single cylinder engine mounted under the seat and driving the rear wheels through a 2-speed gearbox, early models had an unusual decelerator pedal which reduced engine speed and ultimately applied a transmission brake.



These days, people often say they can't tell one modern car from another, but it's not a new thing. To the casual observer, can you tell this 1903 De Dion Bouton from the 1902 Renault, from the 1901 Darracq? As a clue, the Renault is dark blue and the De Dion, red.



Stay Cool Dudes...



The St James's International Concours

By Alan Reed

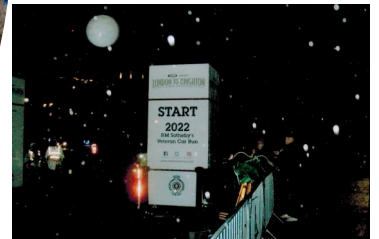
Kath and I were up and out early on Saturday 5th November for this event organized by The Royal Automobile Club. Around 100 of the London to Brighton veteran cars were there, including Pete Wood with his 1903 Cadillac, Engine No 1365. I couldn't resist having my photo taken with this 'old timer' and Pete. We also met Skip Tetz another 1903 Cadillac owner.

It was great to see so many veteran cars lined up in Marlborough Road, next to St James's Palace.



At the Start

For the big day on the Sunday, I was up at 4:30am as I had to get to Hyde Park before 7:00am to see the start. Some of the cycles / motorcycles were starting at 6:45am. The idea was to get some photos, though the weather didn't help. I arrived just before sunrise, the traditional start time and it wasn't long before Pete and his crew were on their way...



That was them, off on their 54 mile trip to Brighton, Pete would follow the red route through Brixton and Streatham Common, joining with cars on the blue route just before Croydon.

Many miles away but with more cylinders and horsepower, Phil was heading to Crawley to catch up with our intrepid travellers...



Marlborough Road Line-up

The adventure continues



1904 Cadillac Model B



Road to Crawley



I wasn't up as early as Alan, but living 134 miles from Crawley, I set out at 5:45am with the hope of getting there around 8:00am to see the early arrivals at the compulsory stop at the Hawth Theatre (and to get a parking space).

Despite having several more cylinders and much more horsepower than Pete, the things I was most appreciative of were a roof, windscreen, windscreen wipers and a heater. As Pete, Liz Morrison (navigator) and Doug Morrison (chief pusher & newspaper journalist—I know which of those titles Pete valued most on the day), were leaving the start, I was on the M3 cruising at 48mph because the wipers couldn't cope with the rain—but I'm not complaining, I had the roof, windscreen and heater.

Monsoon conditions continued most of the morning until a ray of sunshine appeared, yes the dynamic trio in Engine 1365 (Reg BT4) arrived at 11:41am.



It hadn't been as smooth a run as Pete had hoped with far more low gear work than anticipated—and when you've only got a choice of two that can be problematic. Still they'd made it to Crawley.



(Note from Pete and a who's who on the support team)

With grateful thanks to the Brits who have kept me on the road in 2022:

The NP Veteran Engineering crew, consisting of **Nigel Parrott, Tom Parrott, Luke Goldup and Andrew**. Always grateful, gents!!

Not forgetting, of course, my mentor and friend **Jim Clark** - gentleman farmer, racing driver extraordinaire and guardian of the fastest Cadillacs and Panhards in the UK.

Here they all are at Crawley when it was discovered that 1365 could perform miracles - turning oil into milk and getting all the way from London on just a table spoonful of the stuff without seizing up..... **Pete** (Ed. That's real Standard of the World stuff)

Another Cadillac in need of maintenance was Engine No 1247 from California. You'll remember dear reader that it's been sharing a billet with 1365 whilst in the UK.



Here we see owner Dave Ness tending to a fuel leak, whilst brother Steve poses for the photo and Pete pretend to know what's going on, which amused Steve. This was a less dramatic fuel leak than earlier in the day, where flames leapt 6' into the air and had to be put out with the onboard fire extinguisher.

Side photos, top—bottom: 1902 Mors, 1900 Napier, 1902 Haynes-Apperson, 1901 De Dion Bouton, 1902 Georges Richard, 1901 Renault, 1903 Knox, 1893 Sunbeam (bicycle), 1903 Darracq, 1903 Wolseley, 1901 Clement Panhard

It was the warmest Dave had been since he arrived from California.



The 'under-seat' configuration on 1247, 98.2ci (1609cc) single cylinder engine on the right and 2F/1R Planetary transmission on the left. They'd call it 'mid-engine' these days...



Fortunately the rain had subsided during the 'Pit Stop' which made everyone's life drier, if not easier. As with the early pioneers, solutions were found and not an OBDII scanner in sight, though Dave Ness did have his trusty Multi-meter. It was soon time to

get back on the road to Brighton. It may be just 23 miles away, but there were hills to climb and deep joy it was starting to rain again.



Not to worry, the veteran motorist was well prepared and here we see Liz preparing to take her seat. I think it's all about



getting the folds in the right places so the water doesn't pool and fill your boots. The carpet was fairly dry though as I'd had the honour of helping Peter ring it out—that's well within my technical capabilities, though a mangle would have been more efficient.

For those of you that have watched the YouTube video of Pete driving the Cadillac into Central London, it's Liz's voice you hear on the commentary.



The NP Veteran Engineering Maestros head for Brighton—Driver Tom Parrott, Co-Driver Nigel Parrott

Luke and Andrew breath a sigh of relief as Pete in 1365 pulls away, sounding much better. Next stop Madeira Drive.



Time too, for me to head towards Brighton. I had hoped to stop at Hammer Hill on the B2144 to get a few photos, but the weather (it was precipitating down again—to put it politely) and lack of somewhere nearby to park, scuppered that idea.

DW brace for week of rain



Pete, Liz & Doug did manage to get a splash in the Daily Mail. As Pete commented: *I remember that 'puddle' very well - the water came pouring through the dash and the carpets did a fine job of making a dam to hold the water. My co-driver, Liz, was bailing out the floorboards with a thermos cup for the next 2 miles. Great fun....!!*

Did Pete make it to Brighton? Did I make it to Brighton? Check out the next page to find out.

As to the experience of following / watching the London—Brighton Run, it was cold and wet for most of the day, but it was great fun—and remember I had a roof, a windscreen and a heater.



Side Photos, top-bottom: 1903 Gamage Aster, 1900 Daimler, 1904 Ford, 1904 Albion, 1904 Peugeot, 1903 Oldsmobile, 1904 Aster, 1901 Waverley Electric, 1901 Locomobile Steamer, 1904 Mercedes, 1904 Pope Toledo

At the Finish Line

By Graham Howard-Wall

The 6th of November 2022 didn't go to plan. Mel and I planned to take the '49 to Goodwood V power breakfast club. The weather changed our day! The roads were flooded and filthy. So the '49 stayed in warm and dry.

We headed off to Brighton thinking how atrocious the weather was for the dedicated participants taking part in the run. I admire their determination to get to Brighton.

Mel and I arrived at Madeira Drive as the early starters, faster vehicles were being interviewed at the finish line. Whilst cheering the various Cadillacs and taking photos a monsoon hit Brighton. We headed for some shelter but got soaked trying to get there. Our footwear not only had our feet in them they also had ½ a gallon of water in them for company!

We were surprised by how many drivers and riders crossed the finish line with smiles and high spirit. There was one driver that really did show his feelings by standing up waving his arms in the air as he approached the Finish line! He was our 7 year in the making Pete Wood! Also, to welcome him was the sunshine which could not match that infectious smile. I shouted welcome to Brighton as he approached the finish line. Pete responded with a thank you. I followed his progression through the finish line to the parking area. Taking photos and a video as he went along. Once parked up we were able to greet him personally. By this time editor Phil had turned up to also greet Pete.



Phil had been following Pete down from Crawley. It proved that 1 cylinder is quicker than multiple ones are! (Sorry Phil I had to mention it!)

I have to say a massive congratulations to Pete and his determination to get his car ready for its first event and infectious smile throughout the London to Brighton Run.

I am sure we will be seeing a lot more of Pete and his Cadillac. Maybe he will join us on the Isle of Man trip in Sept '23?



L-R: Mel, Graham, Pete and Liz (slowly drying out).

Alan Reed

Show Coordinator



Hi Cadillac fans, it's me again (no don't turn over). I've had several London members phone me to say that they've been charged the ULEZ (Ultra Low Emissions Zone) fee on their 40+ year old car. As you all know in the UK, at 40, it becomes a 'classic' as far as the government/DVLA are concerned, but you do have to tell them. You'd think that using ANPR (Automatic Number Plate Recognition) they'd already know, but many new cars have old 'personalised' number plates, what they call vanity plates in the US.

Most cars built before 1st January 1982 are eligible for Historic status which exempts them from Vehicle Excise Duty (Road Tax) and ULEZ charges. You can find details online (whatever that is?). Remember that if your car has been substantially changed then it may not qualify. Changes to engine, chassis, axles and running gear could make a difference.

To declare your car as a Vehicle of Historic Interest, MOT exempt and tax exempt, you need to apply at a Post Office that deals with vehicle tax. You'll need to take the log book (V5C) in your name, your vehicle tax reminder letter (V11), if you have one, an MOT certificate that's valid when the tax starts, or evidence if your vehicle's exempt from an MOT (V112) and insurance certificate or cover note (only in Northern Ireland).

Don't forget that several cities have introduced Clean Air Zones in the last 12 months. That's the same thing as a ULEZ and you can check if your car is compliant online... so I'm told.

Don't forget to check the Events section to see the shows we know about so far this year and let me know of any others that should be listed.

Have a Happy New Year

Alan

Free Magazines

John Low is downsizing soon (that's home, not car) and needs to clear out a lot of old magazines

He has around 13 Self Starter mags from March '90 to March '91 and about 40 from 2000-2004.

Also, a large quantity of Classic American mags from its early days until now and Pre '50 club mags.

Free to anyone who can pick-up from East London. Interested? Email John at johntobylovlife@gmail.com

John's '66 Coupe deVille pictured at Rally of the Giants in 2021



Not so Little Laddie

By Paul Nieuwenhuis

The latest addition to my collection of scale model Cadillacs cannot really be described as 'little'. Even at scale 1/43 the model measures over 6". This model is of the one-off V16, bodied in 1937 by Hartmann of Lausanne in the style of French coachbuilders Figoni & Falaschi for a local businessman. The inspiration came from a Delahaye 135 by Figoni & Falaschi that was the highlight of the 1936 Paris Salon de l'Automobile. Although dubbed 'phoney and flashy' by some UK motoring writers, the style of the Paris firm was widely respected and very influential, representing the epitome of art deco in car design.



The real car has led a somewhat chequered life, but does still exist. Some believe that it originally bore the colour scheme of this model, i.e. cream and orange, which comes close to the pink and orange colours of the Delahaye that inspired it (see picture), although its

current owner has repainted it in cream and grey, which he claims is original, even though such toned-down shades seem unlikely given its origins.



In this form it was shown at the Pebble Beach Concours in 2018.

The car was long unused, then changed hands several times, eventually ended up in the Blackhawk Collection in California, by which time it had become red with chrome embellishments, rather than painted ones and at this time it also carried a fake Figoni & Falaschi coachbuilder's plate. It was previously modelled in this form and these models can be had for around £300, if you are keen.

Fortunately, recently the car has been modelled by TSM at a somewhat more affordable, though by no means cheap, price of around £50 - £70, which is the model in my collection. As you can see, this one carries the – I believe original – cream and orange colours with red interior and looks stunning in this form. The model is cast in resin and has an impressive level of detail, including nicely done chrome work and the Swiss numberplate of canton Vaud. It also comes in a sturdy display case, all in all making it well worth the money.



Events 2023

March

24-25—Classic Car & Restoration Show at NEC B40 1NT

April

23—Drive It Day

June

18—Pre50AAC Bristol All American Car Show at Keynsham Rugby Club, BS31 2BE

July

23—AACUK Summer Nationals at Upton-on Severn Rugby Club, WR8 0HW

30—Pre50 AAC Rally of the Giants at Stoner Park, Henley-on-Thames, Oxfordshire, RG9 6HF

September

13-15—Isle of Man Festival of Motoring (details below)

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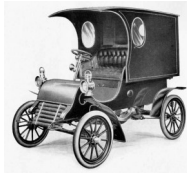
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Pinstriping and weight-lifting

By Pete Wood

Here we are in mid-December and the pinstripes/coachlines are just about finished on the 1903 Delivery body.

1904 brochure shot of the Delivery body fitted. Cost was \$100 in addition to the \$750 for the 1903 Cadillac Runabout. You could either fit a rear tonneau (to carry two passengers in the back) or fit a Delivery body. Takes about 20 minutes (and a person on each corner of the delivery body). I am just about to fit a cheapo overhead hoist in the garage so I can do it by myself (Billy no mates).



Eugene, Master of Sable Brush & Mahl Stick

By Pete Wood

It's the end of December and I had a grandstand cinema seats today, to watch Signwriter Eugene performing his art. Yep, I literally sat in the front seat of the 1903 Cadillac, as he started on the lettering of the Delivery Van body. A superb action thriller from start to finish, and the end left me looking for the sequel.....!!!



The letters have all had at least two coats, with many having three. Some nice flourishes, by Eugene, using the smallest paint brush I have ever seen, in the corners on the side of the van - LV flowers and moon etc, as found on all trunks and bags.



Temperature rising in the garage overnight, to get well above 75 degrees Fahrenheit, so the size (aka leaf glue) will set and then Eugene can do the 23ct gold leaf lettering on the main LV logos and add in the drop shadows.

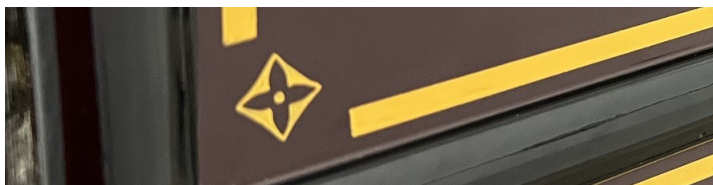


Congrats to Steve Sullivan

on winning the Classic American - Kingstown Shipping Car of the Year at the NEC with his '58 Sedan deVille.



To those that have seen Steve's car, it will come as no surprise that it won, despite the undoubted caliber of the competition
Well done Steve!



Cadillac Sales 2022

By Graham Darby

In the absence of fully finalised sales results this will serve as an interim report. When, in 2019, global sales had reached 390,000 the goal of sales in excess of 400,000 was both realistic and imminent; however, the pandemic intervened and sales since have understandably undergone a slight reverse. Despite the fact that the pandemic is now in retreat, a combination of the stringent lockdown policy imposed by Xi Jinping in Cadillac’s biggest market, and computer chip shortages has led to a further reduction in sales. In fact it looks as though sales in China will be down by as much as 20%, coming in at under 200,000. Xi’s complete U-turn on Zero Covid has come too late for car sales and, in any event, widespread infection could be just as deleterious.

Sales in North America are up on last year (which was around 118,000 in the US and 13,000 in Canada) but that was from an admittedly low base. What this means overall is that we’re looking at global sales of around 350,000.

Of course it can be argued that the marque is in transition as it moves towards an all-electric line up, but rivals are tending to opt for both electric and petrol still. The chief of Toyota, Akio Toyoda, has already flagged up the risk involved in putting all one’s eggs in one basket – particularly when the infrastructure is not yet in place to sustain an all-electric transportation system- and particularly when the rising cost of electricity is making the electric vehicle less and less attractive every day.

Actual sales in the USA were reported by GM on the 4th January and show a 14% uptick to 134,000. Once again the biggest seller was the Escalade which has long established itself as **the** luxury SUV; other highlights include a big increase for both the CT5 saloon and the XT4 SUV which is the only Cadillac currently available in Europe. Production of the all-electric Lyriq has yet to fully get under way.

Sales Results			
Model	2022	2021	% +/-
CT4	9,271	7,253	+28%
CT5	15,896	9,446	+68%
Escalade	40,247	40,505	-0.6%
Lyriq	122		N/A
XT4	21,774	11,579	+88%
XT5	27,340	28,380	-3.6%
XT6	20,053	20,662	-2.9%
Total	134,726	118,310	+13.88%

Cadillac News.....

No Right Hand Drive Option—on the Celestiq it seems.

Despite being the ‘most customizable vehicle GM has ever made’, and having potential customers that



don’t know the meaning of the word ‘No’, it looks like they’ll have to add it to their vocabulary if they request a RHD Celestiq. That said the Ultium(ate) Cadillac will be sold in RHD markets with all the correct lighting but the steering wheel will remain on the left, which basically means if you live in Australia, you can’t have one. Not that it will worry many of us with a \$300,000+ price tag, but surely if Cadillac are serious about competing with the likes of Rolls Royce and Bentley then it’s a must isn’t it?

But could the Lyriq be heading down-under?—well

the Cadillac Lyriq trademark has been filed in Australia. That means if they are intending to market it there it



will need to be Right Hand Drive, which opens up the market to UK buyers as well.... Possibly. They’ll sell more Lyriq than Celestiq models, so that could swerve the steering wheel to the right.

Cadillac in Formula 1—We knew they were heading back to Le Mans but this is something new. Andretti Global in partnership with GM Cadillac are pursuing the opportunity to compete in F1. Formula 1 seems to be popular with car makers at the moment, with Audi, Porsche, Aston Martin all jumping onboard. There will be stiff competition for any grid size increase and it’s unlikely to happen before 2026 with any new team having to jump through hoops of the FIA/F1 making.

And Finally— another convertible rendering from GM Design.



There’s a definite Celestiq ‘vibe’ to the side, but like so many of their wonderful creations it’s unlikely to be produced.

Happy New Year Cadillac



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

Cadillacs in the Wild.....

Keeping with the London to Brighton theme, here are some images from the Simon Green Archive



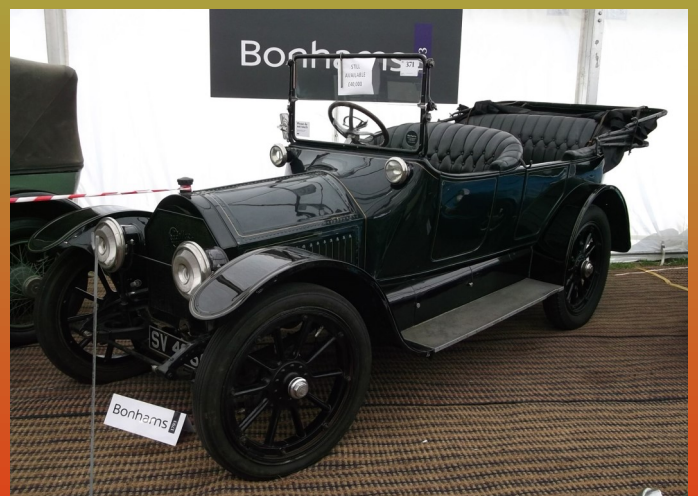
A roof is always handy in case of rain



Cadillacs in 'full flight' during the 2007 Run. Unlike the 2022 event, 'a dry run'



Great day for a drive and a clear road ahead



Regent Street 2012 and on the right a 1913 Cadillac for those in need of a windshield and starter motor—sold at Bonhams in 2013, just run in, at 100 year-old

Stay safe

