



Cadillac



Owners Club of Great Britain



It's Spring - Time to celebrate those Ragtops



Standard of the World

March-April 2022

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: Ragtop Riches—see Page 5 for details

Club News

From the Chairman



I'm delighted to welcome Pete Wood to the Committee as Registration Secretary, a post that hasn't been filled since the much missed Bob Thomas passed away in 2018. Once Pete has been accepted by the DVLA he will be able to help with dating and registration issues.

If his name sounds familiar, it's because Pete is restoring the 1903 Cadillac Rear Entrance Tonneau that's been mentioned regularly in the UK's 'premier Cadillac Magazine' (the Editor told me to say that) and has been through the protracted process of getting its original BT4 registration back, so he's had plenty of experience. Welcome Pete.

That brings me to another point, it's worth remembering, the more of us there are, the lighter the load on individuals. The old saying 'many hands make light work' is very appropriate to car clubs and essential if they are to continue into the future.

On a personal note, at the age of 92, I'm having a few health issues and at the moment, I wouldn't pass an MOT. So, I'm looking to downsize my Cadillac Collection. You'll find details later in the magazine (*Ed. Page 10*), so if you're interested in any of the cars, please give me a call.

All the best,

Peter B Griffith

Rod Bevan

Treasurer/ Membership



Welcome to our new members

Welcome to Des Maxfield of London with a 2007 CTS, Peter Hewitt of Hampshire with a 1931 Town Sedan, John Russell of Halifax with a 1990 Brougham D'Elegance and Charles Hickey of London with 1948 Series 62 Convertible Coupe. A big welcome back to Jeff Careless near Broadway, Gloucestershire with a 1989 60 Special Sedan Deville.

Isle of Man Festival of Motoring 15th to 17th September 2023

As the saying goes, 'one thing leads to another'. This is certainly true with regards to our appearance at the NEC Classic Motor Show in November last year.

We have been invited by the organisers to this spectacular event which in 2023 features American vehicles. There are various packages for the event ranging from 3 to 5-day hotel accommodation, to include ferry and bed and breakfast, together with numerous events, and choices of add on events such as a Gala Dinner. As a bonus we even get a discount for

early booking.

Some members have already booked from details in Jan-Feb magazine, so get the deposit paid. Book early to avoid disappointment. Check out the web link on the back page of this issue for further details.

Events and happenings for 2022

Please let Phil have details of events that you attend locally so that members are aware and we can meet up. Otherwise, we hope to be at two main events this year. AACUK at Hatton and Pre 50's AAC at Blenheim Palace. Check out the events page in this issue.

Our Facebook page is so useful for events and contact. Please join. It is strictly restricted to paid up members and no one else can see any information.

Changing renewal dates

I have commenced a very slight change in the subscription renewal date so that all renewal dates will be from the first of the month following initial joining date. Joining fee is £5 above the renewal fee, currently £25, to cover postage and admin time. In the future it will cover the remaining time in that month. Everyone is a winner. You will only notice the change as you renew your subscription.

That's all folks.

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

Rod

Phil Htole

Editor



As I write this, terrible and unforgivable events are taking place in Ukraine. Ordinary people like us, rather than going about their daily lives are forced to shelter from the bombs and tanks as Russia invades.

We are told that there will be knock on effects for us all in terms of rising prices, particularly fuel and energy. As the invasion began, the price of a barrel of oil rocketed past \$105 and less than two days later our local Tesco raised the price of both Petrol and Diesel by 2p per litre, it's now 150.9p. I hadn't realised that a barrel could be converted to petrol so quickly, or is it the fact that we continue to be 'ripped off'. I take solace in the fact that, whilst we may be further contributing to excessive oil company profits and taxes, we're not being shot at.

I was very pleased when Pete Wood offered to take on the role of Registration Secretary and in a future magazine, Pete will be explaining the intricacies of dealing with the DVLA which I know to many of us is akin to being a Muggle at Hogwarts.

As always, thanks to our valiant band of regular contributors, as I've said before, without you it's blank pages and wax crayon time.

Stay safe, Stay well,

Phil



Amos' Autos

'Hanging out with the cool dude'



Hey Dudes,



I was sad to hear of the passing of long time Cadillac lover and Golden Girls actress Betty White on December 31st 2021, just 17 days before celebrating her 100th birthday. This is her 1977 Seamist Green Seville



which she named ParaKeet (all her cars were named after birds). The car had been a surprise gift from her late husband Allen Ludden. He had chosen the special green pastel for her as she loved pastels and together with the white vinyl top and white leather it really is a cool car. Fully loaded it came with a dash plaque that read BETTY.



In 2002, she donated it with 18,000 miles on the clock, to an animal charity. It then ended up with a collector in Houston who donated it to the AACA (Antique Automobile Club of America) Museum in Hershey, Pennsylvania where it still resides. RIP Betty.

Back in December I came across a 'Twitter' conversation between 'Automotive Philosopher' Paul Nieuwenhuis and our Editor where they mentioned the Hino Contessa. In 1953,



Japanese company Hino (now part of Toyota—they still make commercial vehicles) had entered the car market by building Renault 4CVs under license, renaming it the Hino 4CV.

When the time came to create their own car in the early 60s, it was still

based mechanically on the 4CV but with a much boxier style than the Renault and arguably looked more like a Simca 1000 or Fiat 1100D.



The first Generation Contessa 1961—1964 was very much an 'also ran' in the styling stakes until the arrival of the Contessa 900 Sprint in 1963.

Styled by Michelotti, it was 100Kg lighter than the standard car and it's 893cc 4-cylinder engine benefitted from Officine Nardi tuning and could muster 44 hp with a claimed top speed of 87 mph. Unlike it's sibling, it had a floor mounted gear change—well you want a column shifter on something this stylish would you?



There are times when styling and the need for basic transportation don't go hand in hand and we nudge our way into the weird and wacky and you'd think it odd if there wasn't something off the wall, so here is the 1955 Meyra 200-2.

That isn't a go faster stripe, down the centre, it's the door, yes half the front opens so the passengers and driver (it's a 4-seater) can get in and out, but they have to



form an orderly queue. As a getaway car, it would be quicker by bus. The 199cc single cylinder 2-stroke engine produced 9.6hp at 4,900 rpm and 10.3 lb-ft of torque at 3,200 rpm. Weighing in at 380kg (that's 7.5 cwt in old money) it's top speed was 43 mph.



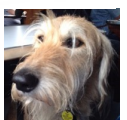
And finally, this made me smile, the 1985 Mitsuoka Bubu 503, the name is almost longer than the car which for some reason reminded me of a welder's mask. It's massive 50cc engine meant it could be driven in Japan by



anyone with a scooter license. You may have heard the Mitsuoka name before, they are the company that 're-imagined' the MK2 Jaguar with Nissan Micra running gear. I'll say no more....



Stay Cool Dudes...



Front Cover Ragtops

Centre: Leigh Spivey's '54 Eldorado

Around Centre image clockwise from top left:

John Wallace's—'73 Eldorado, John Lamb's—'31 V16 Sport Phaeton, Dave Henwood's—'59 Eldorado Biarritz, Graham Knott's—'57 Eldorado Biarritz, Tony Clark's—'73 Eldorado, Nick Stratta's—'65 DeVille, Andy Inglis'—'47 Series 62, Dave Mercer's—'64 DeVille, Marco Molino's—'50 Series 62 Neil Sandberg's—'76 Eldorado

Bottom Left: Andy Inglis'—'54 Eldorado

Bottom Right: Ian Lloyd's—'75 Eldorado

Our '54 Eldorado

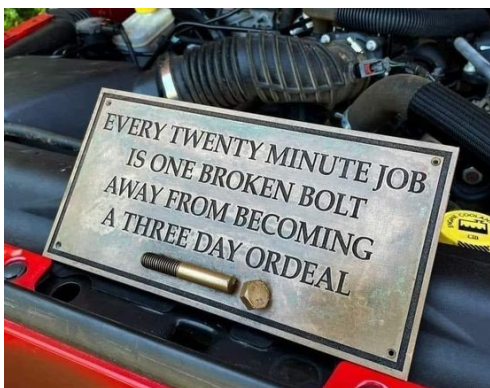
By Leigh Spivey



Our 1954 Eldorado pictured at one of the half dozen or so shows we managed to get to last year. It's now been in the Family 55 years this coming May and has been in the Club since it was founded. Alongside is our 1927 Austin 7 which won the Trophy for Oldest Vehicle on the field - also long term ownership - 53 years. It has a nice bit of history though. It was driven by the late Simon Ward playing James Herriot in the very first 'All Creatures Great and Small' film. Hence the quad crown movie poster in front of it in the photo. The car is easily recognizable by its reg. no. in the middle of the poster.

Ed. That was 3 years before Christopher Timothy asked for hot water and a bar of soap—I'm going to be whistling that theme tune all day now—Thanks Leigh.

**No
other
words
needed**



Strange things happen

'At the  shop'

Yep, imagine the scene, Graham Howard-Wall enters, he's carrying.... his trusty chainsaws, "no point taking a blender to a chainsaw shop" says Graham.

"I've come for a sharpening", the ring of the spittoon echoes as the assistant steps forward.

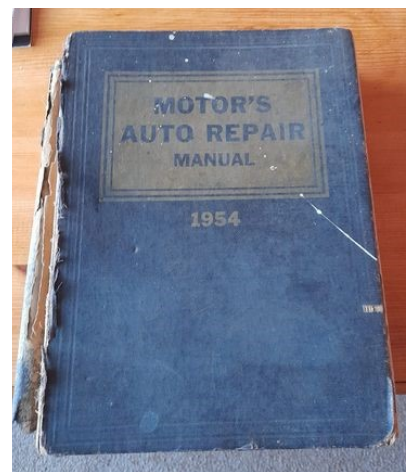
"Very good sir and please accept this free gift of a 1954 Motor's Auto Repair Manual, which covers years 1940 -1954"

How did the assistant know the Honcho with the blunt chains owned a '49 Cadillac which, spookily, was covered in this manual?

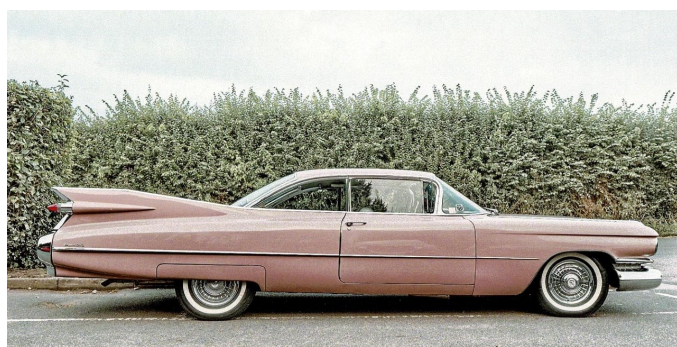
Was he psychic or was there a Coupe DeVille parked out front.

Whatever the answer, Graham accepted the offer, thanked him for his kindness and swaggered out of the shop

(Ed. Chainsaws are quite heavy, so it might have been staggered rather than swaggered) with his automotive bible under his arm whilst whistling the 'High Noon' theme tune. Today was a good day, saws sharpened and tooled up for an automotive repair. (Ed. Tell me that doesn't have Hollywood blockbuster written all over it.)



Tall-Fins



Here's a great photo from John Sewell, showing a side view of his wonderful '59 Coupe DeVille and its amazing tailfins. In photos you have to see the car side on to appreciate how tall they really are. Standing next to it, you're in no doubt.

Definitely a 'fintastic'

Cadillac

Automotive Dandruff



Yes, those tell-tale signs that start appearing beneath your seat are a sure sign that you've got the dreaded 'automotive dandruff.' Unlike the human equivalent, it's age related and no amount of 'Head & Shoulders' is going to cure it. As Graham Howard-Wall discovered when he was refitting his carpets, the only real option is a foam transplant, though it has to be said, for a car built in 1949 it's done pretty well, especially when you compare it to Paul Ross' 1968 Coupe deVille seat.



They do love a bit of rivalry those two, I can hear them now....
 "My seat was worse than your seat."
 "But my seat is older than your seat"

When refitting new foam, put some 'Ripstop nylon' between the foam and the spring, it will stop the spring cutting into the new foam. In the past some folk have used thin hardboard (or more recently MDF), but that can affect the comfort and nothing should compromise the comfort of a Cadillac.

1903 Rear Entrance Jonneau

Latest updater from Pete Wood

The 1903 Cadillac (with optional delivery body) is about to come out of the workshops, after a 6 year restoration. The sign writing and pinstripes will then be done by gilding, using 24kt gold leaf. The glass will be acid etched and also gilded.

First (very rough) draft sent to the sign writer and gilder for the 1903 Cadillac Delivery body. I have suggested that the Cadillac script be used in the 'dead space' above the rear doors.....



The gold leaf will be burnished to have an 'engine turned' look, still used today by US fire engines. Then varnished to protect the lustre.

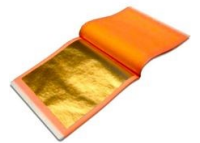


This is my rough, first draft of the design for the bevelled glass on the delivery body. The LV logo will be acid etched and the outline gilded

No photos exist of the back of the Louis Vuitton delivery van, so I have used a bit of poetic licence and adapted the 1903 Cadillac brass hubcap script to achieve the design for the glass.



Each book of gold leaf contains 25 wafer thin sheets of 3.5 x 3.5in squares. I have calculated I will need 25 books to do the lettering and pin striping



This is the one original photo of the LV Cadillac



But I have also drawn inspiration from another LV delivery van from 1908, as I prefer the serif Roman font for the words 'Trunks & Bags'



Little Raddies

Cadillac Fire

By Paul Nieuwenhuis



Mindful of the fact that I have featured a lot of very expensive 1:18 scale models in these reviews, this time a much more affordable model. This latest addition to my Cadillac model collection is a 1:43 model of a Type 57 Victoria, as used by the Fire Chief of one of the many Springfields in the US. I am pretty sure it is based on a real car, but have not yet done the more thorough research. It is one of the models in a 'partwork' series on fire engines from around the world. Each issue of the magazine then comes with a model of a particular fire engine.

This particular series appears to be Polish, as all the writing on the blister pack in which it came is in Polish and I bought the model from Poland for a very reasonable \$17.



The model is actually very nicely done with a good level of detail including a fireman's bell on the front bumper and other features such as an open window, good interior and two spare tyres. The finish is also very nice with gold pinstriping and lettering – presumably as on the original car. The model is clearly of a Type 57 with Victoria Coupe body. It is marked on the base as a 1918 model, although my *Gunnell Standard Catalog of Cadillac* (3rd edition) suggests this body style was not available until the 1919 model year, so 1919 seems more likely. Another interesting feature is that nowhere on the model or the packaging does it say Cadillac. I can only assume this is some kind of intellectual property rights issue. However, that it is indeed a Cadillac is clear and as such it is a welcome addition to the Cadillac model world, as pre-1920 Cadillac models are very few and far between. This is certainly the earliest Cadillac in my collection and therefore a very welcome addition.

Paul



Hub Cap Wheel Centres

Alan and Kath Reed's '81 Fleetwood, seen here at the NEC has 'wire wheel' hub caps and to prevent anyone stealing them they are bolted, through the centre, to the wheel. Hiding this security arrangement is a Cadillac crest.



The reverse side has a spring clip that locates it firmly in the hub cap and make it look like it's one piece



The problem occurs when you have one missing, they aren't that plentiful on the second hand market and as a result are often horrendously over-priced. Is there an option?

In their wisdom, Cadillac used the same size wheel emblems over many generations and models and even the hub caps with a fixed emblem are the same size, so what about making one? As an experiment it had to be worth a try, especially as I had an old hub cap with right size emblem and no car that it fitted.

First thing after removing it from the hub cap was to get rid of the extra locating pin.

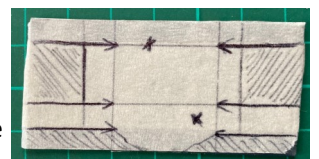


A Dremel or file will easily do this.

Next you need a piece of annealed spring steel. I happen to have some but if you needed to buy it, it fairly cheap and you get plenty should you make a bog up at your first attempt—I did, but that comes as no surprise does it. Put masking tape on one side



and mark up your cut lines. The shaded areas you're losing



altogether, and the arrows mark the extent of the cuts whilst the * show where the holes are drilled. After cutting (bandsaw/shears/nibbler, whatever you have) and some drilling and bending, you end up with one of these. It's not pretty but a) you're doing this on the cheap and b) no one will see it (depending on the tools you have the better the finish). After a trial fit, it's out with the Gorilla Epoxy and glue it up. Clamping it for half an hour will ensure a good bond (I left it overnight).



Total cost nothing—can't be bad can it?

Close shave—plastic blade

One of the most annoying things when attempting repairs to an engine or any other mechanical component, is removing old gaskets. There's a need, not to damage either of the metal surfaces, especially aluminium, whilst ensuring all of the old gasket is gone. It's unbelievably easy to hack away in frustration with a screwdriver and then resort to bad language (found in every mechanic's toolbox) when the new gasket doesn't seal properly.

The answer might be one of these, a plastic scraper that won't damage the metal surface. Available in a host of places including eBay and Amazon. I bought a pair of them plus a hundred spare blades for £7.99. I just need to put them somewhere I'll remember—now that is a challenge.



Re-motorcycling a Harley

Derek Eaton was surfing the net and came across this.....



Built in 2012 by Wildlife -Tours of Australia, the Harley Davidson Limo bike is over 20 feet long and is powered by a rear mounted 5.7L 350hp Chevy V8 engine,. It has a bar, and seating for 8 people.

Ed. There's a lot of weight on those front forks, I can see Angie Ross shaking her head from here.



Highway Code Changes

I don't suppose many of us think about the highway code very often, it's rules are engrained on our brains and much of it is common sense that drivers do instinctively. Now there's been an update with the additional rules introduced as of 29th January 2022. According to media reports few drivers

are aware of these changes.

They centre around a new 'user hierarchy' which means people in charge of vehicles that can cause the most harm in the event of a collision have the greatest responsibility to look out for other road users. In simple terms that means the pedestrian has the least responsibility and the driver of an articulated lorry the most. *Ed. We have to hope that those with lower levels of responsibility don't think they have less of a duty of care over their own actions.*

Arguably one of the most stupid changes is that turning traffic should give way when people are crossing or waiting to cross at junctions. *Ed. To paraphrase the song 'standing on the corner watching all the cars go by' becomes 'how to create a traffic jam'—on the plus side, entrepreneurial window washers could treble their income and be on the next series of The Apprentice—"Windscreen wash Lord Sugar?"*

There is a more serious side to this change and it involves 'service dogs' like Guide Dogs who are taught not to cross the road if there is a vehicle there. Did nobody think to consult with Guide Dogs for the Blind before making this change?

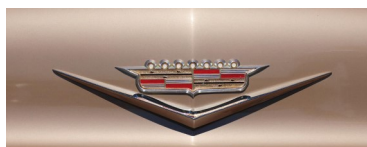
Please be aware of all the changes and remember the threat of fines and points on your license is never far away is it?

Cadillac Wanted

Joe Darby is looking for a '58, '59 or 1960 two or four door car in 'turnkey' condition.

He is based in Essex and is willing to travel. If you think you may have something that might interest him you can:

Contact him on 07517990245.



Speed Limiters on Cars

Something to be aware of that's happening this year.

All new models given 'type approval' from the beginning of July 2022 will be fitted with speed limiters to comply and improve road safety measures. The Intelligent Speed Assistance black boxes will use GPS to work out the speed limit and ensure cars don't break it. So, no matter how much hp or torque you have, when you get to 70 on the motorway, that's it! How embarrassing to see an aged Morris Marina waft by, and how annoying when there's someone in front doing 66mph— you'll be in for the long haul passing them.

Cadillac News.....

Pre-Production Lyriq—out on the streets. Not long now to the launch of Cadillac’s first and GM’s flagship electric vehicle.



Have to say, I don’t think the white paint does it justice and if Cadillac were out to make this test car look bland they certainly succeeded. I’m not sure about the rear styling either..... Is it the curse of the SUV that they all look so similar? The different colour rear panel did remind me of the old days when, if you had a bump, you went to the scrapyard and got a replacement—never mind the colour. What price nostalgia eh.....



Talking of colour—The CT4-V Blackwing and CT5-V Blackwing will no longer be available in Dark Emerald Frost. The matte colour was the most expensive paint option at \$3,955. I wonder if that’s why it’s discontinued because not many people who had shelled out a minimum of \$58,995 for a CT4-V Blackwing or \$83,995 for a CT5-V Blackwing wanted to spend that much on a paint job. For that kind of money , I wouldn’t want to pay extra for the paint.



CT5 gets more safety features as standard—The base Luxury trim level now features: Following Distance Indicator, Lane Change Alert with Side Blind Zone alert, Lane Keep Assist with Lane Departure Warning, Rear Cross Traffic Alert and Rear Park Assist, all as standard equipment. Previously part of the optional Driver Awareness Plus Package,

available only in the Premium Luxury, Sport and CT5-V trim levels. Whilst all these driver aids in modern cars may seem over the top, the recent changes in the Highway Code will no doubt make them a necessity



The Escalade goes V— GM has announced that a ‘V’



version will be added to the line-up in the 2023 model year. Speculation is that it will be powered by the CT5-V Blackwing 6.2 litre 668hp, 659 ft-lb torque V8. Currently, the petrol Escalade has to ‘make do’ with a meagre 420hp and 460 ft-lb of torque. That’s more than most people will ever need, but 668hp sounds better in the bragging stakes. Prices are yet to be announced, but expect a hefty premium for the extra 248 horses you may never need.



New Door Handles— on the 2022 CT5. To open the door, there is a small rubber “trigger” located inside the actual door handle. Squeezing the door handle presses the

trigger, opening the door, without the actual door handle moving. This is different from a traditional door handle, which physically moves out to gain entrance.

They work in tandem with the Keyless Entry system, which means that the driver simply walks up to the vehicle with the new key fob on their person and squeezes the trigger/button inside the handle to unlock and open the door.



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

Events 2022

Those in *italics* denote a Club Event so come and join us

March

18-20—Classic Car and Resto Show at the NEC B40 1NT

April

24—Drive It Day

June

5—Pre50 Bristol American Car Show at Keynsham Rugby Football Club BS31 2BE

12—AACUK Summer Nationals at Hatton Country World CV35 8HA

14-19—Grand European, Freiburg, Germany. This is the new date set following the postponement of the 1-6 June 2021 event.

July

2-3—Classic American Stars & Stripes at Tatton Park WA16 6QN

17—Classic & Supercars Show at Sherborne Castle, DT9 5NR. Go to www.classic-supercars.co.uk for ticket details.

10—Pre50 AAC Rally of the Giants at Blenheim Palace OX20 1PP

September

16-18—Goodwood Revival, Goodwood Circuit PO18 0P

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InnerSpace—A concept

Not the latest spin off from the Star Trek franchise, but



another offering from Cadillac's Halo Concept Portfolio.



A 2-seater fully autonomous vehicle with an opening roof and pivoting seat to make getting in or out a breeze. Controlled by you voice it can transport you anywhere, but unlike 'Doc Brown's' uprated DeLorean, you're still going to need roads.

With a choice of modes ranging from Augmented Reality, thru Entertainment to Wellness Recovery (whatever that is), it seems the possibilities are endless. Julie Williams suggested a 'Backseat Driver Mode'. Ah, I hear you say "But it's only got two seats".

Well, I'm reliably informed, Julie can manage backseat driving in a Corvette, so there's no problem with this. For those of a nervous disposition, the 'Dads Army' mode when activated will simply shout "Don't panic! Mr Mainwaring". Of course both of these scenarios may already be covered in 'Wellness Recovery'.

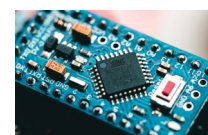
Other offerings in the Halo Concept Portfolio include the single seater (for people without friends) VTOL (Vertical Take Off and Landing) autonomous aircraft.

It could transport you from your skyscraper to another skyscraper across town for that urgent meeting avoiding all those 'InnerSpace' people with a friend wafting along in Wellness Recovery. Not much good for a bloke with a pitched roof semi-detached then, but not to worry, there's always ZOOM.



It's strange over the last 20 years or so how many Cadillac 'concepts' there have been. Some of them like the Ciel and the Sixteen were wonderful and would have taken GMs finest back to where it deserves to be, alongside Rolls Royce & Bentley, but sadly that never happened. Will that be the case with InnerSpace? Another quote from Dads Army springs to mind "You're in the realms of fantasy now Jones".

The Chips are down at GM



The modern car can have anywhere between 1,500 and 3,000 or more microchips, depending on the complexity of its systems and options. Remember that recently buyers of the Escalade had their heated steering wheel and heated/ventilated seat options deleted because of the semiconductor shortage (though a retrofit of these options is planned).

Ultimately, this tiniest of components is responsible for Toyota knocking General Motors off the top spot on the sales podium after a 90 year run.

Toyota benefited from its decision to build up a stockpile of chips after the 2011 earthquake and tsunami, though it has also been forced to cut production amid the shortages.

Ed. Thanks to Derek Eaton who came across this.

For Sale The Chairman has the following Cadillacs for Sale:

- 1937 7523 Limousine without partition—£47,000 ono
- 1973 Eldorado, (it has the '78 front end update), Firestone Red, new padded roof, 33k miles—£12,000 ono
- 1982 Flower Car by S&S—£12,000 ono
- 2006 CTS Sports Sedan, completely restored by ex-service manager at Bauer Millett, beautiful condition—£3,300 ono

Please contact Peter Griffith on 07966 869657

Cadillac Global Sales 2021

An Update

By Graham Darby

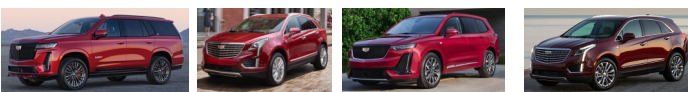
Well, there is good news and bad news: the good news is that, despite shortages, Cadillac has once again had record sales in China coming in at 233,117, a 1.4% increase on the previous year. The bad news is that sales in the USA collapsed by 50% in the fourth quarter which meant total sales were 118,310, an 8.64% drop on the previous year, which in turn was a 17% drop on 2019. What this means, of course, is that the goal of breaking through the 400,000 barrier is as elusive as ever. After achieving c.390k in 2019, c.380k in 2020, it now looks like global sales will come in at about 375,000.

Canada, Cadillac's third market, saw a rise of 7% to 13,274 with the XT5 being most popular. Other markets varied, some up, some down – but figures were generally small: Cadillac sold c.3,000 vehicles in the Middle East, 1,145 in Mexico, 1,295 in Russia, 1,499 in South Korea, c.500 in Japan, and c.500 in Europe (an improvement on last year and based on a single model, the XT4). Other markets' figures were not available.

Once again SUVs dominated: in the US 85% of sales (the new Escalade was the biggest selling model), in Canada 88%. The sedan lives on in China accounting for 40% of sales; here the CT5 was the biggest seller and the CT6 is still in production. However, it does beg the question: will Cadillac discontinue sedans in North America as its erstwhile rival Lincoln has done? And talking of Lincoln, sales in China (c.91k) overtook sales in the US (c.87k) for the first time last year. Similarly Lincoln still sells sedans in China and is developing a new one, the Zephyr, specifically for that market.

Sales of individual models in ranking order are as follows (with the previous years' sales in brackets):

USA



Escalade 40,505 (24,547)
XT5 28,380 (35,223)
XT6 20,662 (22,609)
XT4 11,579 (22,473)
CT5 9,446 (14,711)



China



CT5 62,098 (45,026)
XT4 47,521 (58,032)
XT5 46,920 (62,091)
XT6 37,998 (26,555)
CT6 17,715 (21,689)
CT4 12,821 (16,614)



Cadillac

N.B. Those of you good at maths will recognise that there is a discrepancy between the total number of these models and the overall totals. This is caused by the sale of previous years' cancelled models still available and, in the case of China, Escalade imports (the model is not manufactured there).

Graham

1990 Sedan deVille parts car



Need hard to get parts for a late 80s early 90s FWD Sedan deVille / Fleetwood? If the answer is yes, Jeff Careless has one on offer. The car is a non-runner and would need collecting from the Morton-in-Marsh area of Gloucestershire.

Interested? Give Jeff a call on:
07714 139981



'Wanted' on the Website

www.cocgb.co.uk

The Website is a great place to advertise items for sale and/or things that you want/need and it's there all the time, rather than just in a magazine every two months.

Above all it reaches a wider audience. There may be someone out there looking for something you have and want to sell. Currently we have 3 people looking to buy late 50s/early 60s cars and at the newer end of the scale someone breaking a CTS. So please don't forget it's there, it's a resource for members and is worth checking regularly.....

Don't forget you'll also find great photos of Members Cars like David Snook's '38 La Salle Series 50 Flathead V8



Cadillacs in the wild—Fast forward 2023

You may have seen this mentioned in the last magazine and we thought it was a fitting way to celebrate 30 years of the Cadillac Owners Club of GB.

It will actually be 33 years, but as nothing was taking place in 2020 we decided we'd mark the occasion on the basis of 'better late than never'. At the moment we have 4 cars booked in.



To get a flavour of the event and an idea of the costs involved checkout their website: www.iomfm.com You can also watch all of the event video clips on: <https://www.iomfm.com/video-gallery>.

The Package includes:

- *Exclusive Closed Road Runs on the Sloc Mountain Road
- *Entry to the IOM Motor Museum & Jurby Transport Museum
- *Our own dedicated Club Space at the Car Display in Douglas
- *A Police Escorted Motorcade from the TT Grandstand to Ramsey on the TT Circuit
- *Exclusive Closed Road Run on the TT Mountain Road
- *Afternoon Tea at the famous Creg-Ny-Baa
- *TT Grandstand Pitlane Photoshoot

In addition there are the following options:

- *Exclusive Track laps on the Jurby Circuit
- *'Pie in the Sky' Dinner at Victory Café on Snaefell Mountain
- *Gala Dinner on Sunday Night

All of the package prices include:

- *Return Ferry Crossing from Liverpool or Heysham to the IOM
- *A Choice of Hotel Accommodation
- *Detailed Roadbook featuring Travel Documentation & Rally Plate.

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The 4 Star Comis Golf Hotel & Spa - 5 Nights from £749.00* Per Person
(Other hotels & packages available from just £379.00* Per Person)

*Prices are per person and based on 2 people in a car and sharing a twin or double room

Look What's Included

- Return IOM Steam Packet Ferry Crossing to the IOM • Choice of 3, 4, 5, 6 or 7 Nights Hotel Accommodation
- Buffet Breakfast each morning • Exclusive Closed Road Run on the Sloc Mountain Road
- Admission to the Isle of Man Motor Museum • Admission to the Jurby Transport Museum
- American Extravaganza Static Car Display in Douglas • Police Escorted Motorcade on the 'TT Circuit' from Douglas to Ramsey
- Exclusive Run on the 'TT Mountain Road' • Manx Afternoon Tea at the famous Creg-Ny-Baa
- Exclusive Photo-shoot at the TT Grandstand • Detailed Road Book featuring Festival of Motoring Information
- Commemorative Rally Plate • Complimentary Car Parking at all hotels

PLUS

- Optional Track Sessions on the Jurby Airfield Circuit • Optional Gala Dinner with Dinner, Entertainment & Dancing

FOR FULL DETAILS OR TO BOOK ☎ 01732 879153
or see our webpage www.iomfm.com/cadillac-club-package

If it's something you would like to do, you can book either by phone or online (see above) There are a variety of options in terms of the number of days and the accommodation (there's a link from the above website to all the options available). Any questions, let me know.

Phil

Stay safe

