



# Cadillac



Owners Club of Great Britain



A Happy Cadillac-in-New Year 2022 to you all

**NEC Classic**



**Car Show Special**



# Standard of the World

January-February 2022

# Cadillac Owners Club of Great Britain

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

Facebook—Cadillac Owners Club of Great Britain

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## Affiliated to the Cadillac-LaSalle Club of America

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### In the Trunk this Issue.....

Committee	2
From the Chairman	3
Treasurer/Membership	3
Editor	3
Amos Autos	4
The Classic Car Show Experience	5
An Interesting Journey	5
Cadillac Stand Montage	6
Classic Car Show	7
Confrontation at the Classic	8
Parts Wanted	8
Heated Seats '49 Style	8
'80 Seville Opera	8
Rock Auto Discount Code	8
Cadillac Sales 2021	8
Cadillac News	9
Letter to the Editor	9
My '60 Sedan deVille Flat Top	10
Events 2022	10
IOM Festival of Motoring 2023	10
Little Caddies—Special	11
1903 Rear Entrance Tonneau	11
Cadillacs in the wild	12





# Club News

## From the Chairman



**Happy New Year.** Doesn't seem like 12 months since I last said that, does it? Another challenging year, with varying restrictions depending on where you are in the UK.

But, it's not all been doom and gloom, despite the media's preoccupation with everything that's bad. We have been able to meet up, attend shows and above all exercise our cars which I think not only lifts our spirits, but also that of the people around us. We may not know them, but the sight of a Cadillac passing by often draws a smile, a thumbs up or a wave from other drivers pedestrians. We cheer people up—makes you wonder whether we should be available on the National Health.

We're also helping the economy, whether it's buying petrol, or replacing parts, the classic car community both plays and pays its part. So, let's look forward to another good year for the club.

All the best,

**Peter B Griffith**

## Rod Bevan

### Treasurer/ Membership



#### Welcome to a new member

Welcome to Colin Tregunna of Reading with a 1960 Sedan DeVille, Series 62 Flat Top (*Ed. See page 10*). We look forward to meeting all our new and existing members in 2022.

#### National Exhibition Centre Classic Car Show 11<sup>th</sup>-13<sup>th</sup> November 2021

Julie and Graham worked wonders with this event. I attended on the Saturday and the display did us proud. With many visitors and enquiries at our stand it made the event very worthwhile. The displayed Cadillacs did their owners and the club credit.

Numbers seemed down from other years but a very brave effort to those that attended and to the organisers of the event who seemed determined to make it happen despite some clubs not attending. Difficult times indeed.

#### Happy New Year

Christmas gone and a new year begun. The only way is forward and to look forward to the spring and shows and cars and cars and cars!

Please tell other club members of shows that you know about, rather than a few days afterwards. It all makes good

sense with the number of events postponed, cancelled, or even not planned to take place because of doubts generated by the fear of Covid 19 and its offspring variants. Let's put ourselves about a bit and spread the glory of Cadillac ownership by going to the smaller events. Let Phil know the details and use the club Facebook page to advertise any shows.

The club still lacks a show organiser or coordinator to take us through 2022 and onwards. We do need help and participation from club members. The current committee will stand down at the next AGM (June) and there will be an opportunity for members to serve on the committee. I have now served for twelve years and feel that the post needs some new blood to take us to that forward place. None of the tasks are onerous. You can make a difference, so step forward, it is your club.

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

**Rod**

## Phil Hole Editor



Welcome to the first edition of 2022, as you will see this is very much an 'NEC special'. Lin and I were there on the Sunday and the stand was a credit not only to the club, but to the people running it, Alan & Kath, Graham & Mel, Paul & Angie and of course Julie & Graham without whose organisational skills, well, let's be honest, it wouldn't have happened. Add to that the amazing lighting from Electric Stage (That's Julie & Graham too), my favourite being the spinning Cadillac Logo on the Hood of the '68 Coupe DeVille, it was all really quite magical.

It was also nice to meet Graham and Puds Saggars who were at the stand when I was and Steve and Liza Sullivan whose '58 Sedan DeVille was opposite on the Classic American stand. Steve certainly has the 'fastest microfibre cloth in the west' when it comes to removing unwelcome finger marks, none of them mine I hasten to add..... Honest.

For those of you that enjoy YouTube, check out: <https://youtu.be/ehEygtAzkio> for 2m 55sec of the Cadillac Stand, kindly filmed for us by one of the guys on the Corvette Stand.

As with many shows these days (and not just car related) the fly in the ointment is the cost of food and drink whilst you're there—£25 for 2 turkey rolls and 2 bottles of Diet Coke does seem excessive, no wonder so many people appear to be en-route for Everest base camp when they arrive with back-packs.

My thanks to all of our contributors over the past year and remember there's always room for more.

Stay safe, stay well,

**Phil**



# Amos' Autos

*'Hanging out with the cool dude'*



Happy New Year Dudes,

Thought I'd pick out a few interesting cars from the NEC Classic Car Show in November, starting with a rear-engine Mercedes Benz from 1934.



The 130H (H is for heck, the German for rear—who says we can't be educational) had a 1308cc 4 cylinder side valve engine developing 26hp. It was a low volume production model with a relatively high price, so did quite well to secure 4298 buyers in its 2-year production run. Capable of around 58mph it had 3 forward gears plus a semi-automatic overdrive which didn't require the use of the clutch. It came with independent suspension all-round, which given most of the weight was over the rear axle, led to poor handling. That said, the ride quality on the German roads of the time was exceptional.



A passing glance and front end on you might think this is a Jaguar XK120, but look more closely and the lines are definitely different. This car started life in 1954 as a Riley RME 4-door saloon with a 1.5 litre engine.



Fast-forward to 2020 and the body was so badly corroded, that it was way beyond economical repair.

The chassis on the other hand was in excellent condition and a suitable candidate for a body replacement.

The chassis, suspension, brakes, axles and gearbox were all rebuilt and for extra grunt a reconditioned 2.5 litre Riley engine fitted.

The GPR body, fitted over a steel frame, was designed and built by John Barlow, using styling cues from French coach built cars of the 40s whilst retaining much of the Riley DNA of the period. Completed in October 2021 it was re-registered as a Riley Royale. To quote the song from Chitty Chitty Bang Bang, "From the ashes of disaster grow the roses of success"

## The Other Deville



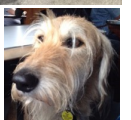
The Panther that is, was built by Panther Westwinds in Weybridge Surrey. Styled to imitate the Bugatti Royale at a fraction of the cost, the Panther still managed to be Britain's most expensive listed production car for many years. Underneath, the running gear was mostly Jaguar with either a straight-six or V12 engine. Around 60 were produced between 1974 and 1985 and that included 11 2-door convertibles and one 6-door limousine. If you've ever wondered, the doors are from the Austin 1800. Probably most famous these days for being Cruella Deville's car in the 1996 101 Dalmatians film and it's sequels, that car was fitted with a Chevy V8 to better withstand the stunt driving.

This Alfa Romeo 4C, is quite a nice looking car, that oozes speed and performance. So why did the designers conjure up headlights that look like the car has acne? Like a spot on the end of a nose... they draw you in and become an unpleasant focal point.....

Until next time,



*Stay Cool Dudes...*





# *The Classic Car Show Experience*

By Paul Ross

My wife Angie and I had first agreed to show our Cadillac on the club stand in 2020 but, as with everything else, a little bug from China named Covid-19 got in the way and everything was cancelled.

Step forward to 2021 and a little bug from China, called Covid-19 is still causing problems but the show was now going ahead so it was time to prepare.....

The actual show days were Friday to Sunday, but naturally we had things to do before so on the Tuesday and Wednesday we spent a lot of time cleaning/polishing/hovering the car to make it look as good as possible.

We travelled up to the NEC on Thursday morning and naturally, being Britain, it rained most of the way which meant the car would need to be cleaned again... (why did we bother cleaning on Tuesday/Wednesday?). We had been told to expect a high covid security procedure to be in place so when we got to the NEC, we had to show our covid vaccination certificates, after these had been checked we had to go to the next checkpoint and show our certificates again in order to get a covid wristband (which MUST be worn at all times, Oh, and it's only valid for 2 days) we were then allowed to proceed to Hall 5, where the club stand was, however, we then had to show our covid certificate and wristband again in order to get another wristband to enter the hall.....

Upon entering the vast, mostly empty hall, most participants had yet to arrive and set up their stands, we immediately spotted the Cadillacs belonging to Graham & Mel (49 Coupe) and Alan & Kath (81 Fleetwood) who had arrived on Wednesday due to the longer travel distance they both had. Also spotted was our esteemed editor Phil who had delivered the club flags for our use... The rest of the day was spent cleaning the car and setting up the stand with the fancy lighting which really made all our cars look great.



The next 3 days were the actual show days, it was a very enjoyable few days, our cars seemed to generate a lot of interest from the public. We gave out quite a lot of application forms for the club so hopefully we will have got some new club members as well. We had a visit from a member of the Cadillac club of Sweden who was very interested in our display and it would seem that Cadillac's are very popular in Sweden as they have 1400 members in the club who own around 3200 cars between them..... We also had visits from Rod and Phil over the weekend and it was nice to see them both supporting us.

It would be fair to say that the show was much quieter than usual, especially on the Sunday, which was no doubt due to the reluctance of people to visit the show from fear of getting covid however the fact that it was much quieter actually made it a much more enjoyable experience as you could actually move around the halls freely instead of being squashed in like sardines.....

The next day (Monday) was going home day, what should have been a simple exit from the show turned into a bit of a farce as every exit sign we followed was gated closed meaning we ended up driving round and round the NEC trying to find a way out.....

When we did eventually get off the NEC site we drove in convoy with Graham and Mel in their 49 Coupe down the M42 and M40 and judging by the looks of the other motorists they were obviously impressed with our cars as we had many smiles and thumbs up from the passing motorists.....

The trip home was going well until we got about a mile from home when we had to go up a steep hill and what little bit of petrol we had in the tank (the NEC insisted on minimal fuel levels in the tank for fire safety reasons and my fuel gauge obviously isn't as accurate as I thought !!) flowed to the back of the tank and the car came to a sudden stop..... so it was time for a walk in the sunshine to buy a petrol can and a gallon of petrol..... but that wasn't going to spoil the fantastic weekend we had at the show.

I would just like to thank Graham and Mel and Alan and Kath for making the show a success and also to Graham and Julie for all the work they put in, from booking the stand, arranging hotel accommodation (very nice hotel it was as well!) arranging the stand lighting etc in order to make the event a success.

Was it worth doing? Certainly!

Would we do it again if asked? Most definitely!!

## *An Interesting Journey*

From Alan & Kath Reed

We had a great time at the NEC in good company (Paul & Angie and Graham & Mel) It was a wonderful way to show off our cars.

We did have some fun on the way though! As we left the M1 to join the A45 the dashboard temperature light came on, accompanied by steam from under the hood (never a good sign), so we stopped in a retail park and carefully lifted the hood. The heater return pipe had broken away from the radiator.

Time to head to B&Q (I know not your first choice for auto repairs) but needs must). We bought a black plastic inline hosepipe tap. With the aid of a rubber grommet from the toolbox in the trunk, we screwed the tap into the radiator, found a bung for the broken end of hose and filled up with water. There was nothing going to stop us getting to the NEC.

By the time we'd got home we'd done 126 miles and no leaks, time to fit a new hose now.....but we're keeping the tap!





On 'road-trip' Wednesday, it was time to remove the grime



Many arm-aching hours later—shiniest cars in the building



Thursday an Aircraft Carrier arrived! No, sorry it was a '68 Coupe deVille



It was quiet on set-up day which gave Angie time to admire the steelwork of Hall 5



Hand sanitizer always available



Alan & Kath Reed with their '81 Fleetwood



Dressed for the occasion, Graham & Mel Howard-Wall with their '49 Coupe deVille



L-R— Graham, Mel, Angie, Paul, Kath & Alan



Paul & Angie Ross with their '68 Coupe deVille

Spinning Cadillac logo by 'Electric Stage'



Don't forget your wristband



Angie with cross-stitch '68 Coupe deVille

# Classic Car Show Cadillac Stand Montage





# Classic Car Show

A flavour of what else was there



On the *Classic American Stand* were members Steve & Liza Sullivan with their '58 Sedan deVille. No CA Car of the year in 2021, but if there had been, this was surely a contender—well it got our vote as car of the show!



This '58 Corvette drew a lot of attention on the CCUK Stand



Cadillac Powered Allard



1933 Bugatti



The essence may be vanilla, but the execution is definitely Austin A30/35

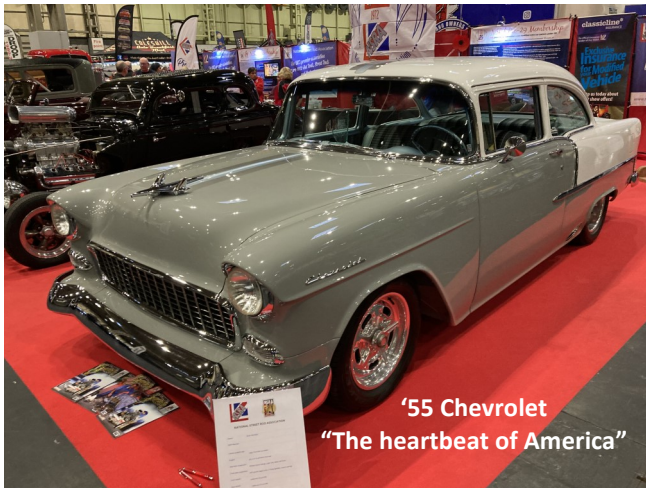


'59 Chevrolet Apache Suburban

1930 Fabric Body Triumph Super Seven



Citroen Ami 6



'55 Chevrolet "The heartbeat of America"



'51 Austin A90 Atlantic



Look like Simon Templar is in town



So it's true, things are in short supply—Thinking ahead, Alan, Paul & Graham did consider this as a replacement for the spare wheel.



A Smiley face is always good



## Confrontation at the Classic



Accusations, counter claims, recriminations, was this Prime Ministers Question Time? No, it was an argument that broke out over whose car has appeared in the magazine the most times, between in the 'Red '49', Graham Howard-Wall and in the 'White '68' Paul Ross. Fortunately, by the time it came to trading blows, they'd both forgotten what the dispute was about in the first place. Just as well really, as Mel had no intentions of ripping up a petticoat to make bandages and Angie's idea of first aid involves a lump of steel and a welding torch—Lucky escape there lads!

## Parts Wanted

Robyn Chapman is looking for an alternator for her 1970 Fleetwood 75 Hearse. She is also trying to find the plastic reversing light covers that fit either side of the licence plate. If you can help, or know anyone that might, please contact, [robynchapman55@gmail.com](mailto:robynchapman55@gmail.com)

## Heated Seats '49 style?

Having removed the front seats to deal with a leaking hydraulic hose on his '49 Coupe deVille, Graham Howard-Wall came across this intriguing set up. The car is listed as having a 'Winter Pack' which it seems included wafting warm air into the posteriors of the lucky occupants. Freezing your butt off? Not in a Cadillac



## '80 Seville Opera

Remember back in the July-August 2021 edition where we reported on the 14 barn find Cadillacs that were up for auction, well another one turned up. This time an a 1980 Seville Opera. Pete Wood went to see the car and reported



that it was in much nicer condition than the previous lots, though he could find no evidence of it ever being registered in the UK. The car was sold at auction in November—price not disclosed.

## Rock Auto Discount Code: 192547894174577750

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## Cadillac Sales 2021

### An Interim Report

By Graham Darby

In the absence of final figures which will appear in the next issue, all we can say at the moment is that global sales for 2021 will be comparable and possibly exceed 2020, which, given the semiconductor shortage and supply chain issues, is not a bad performance (overall 10 million fewer cars were expected to be manufactured worldwide last year).

Sales in the US by the third quarter were 95,614 up by about 10,000; sales in China up to and including November were 207,434, so the final month's sales will determine whether or not last year's record of 230,000+ will be exceeded. Clearly over the last five years Cadillac's growth in China has been phenomenal; however, it has in some ways served to hide the fact that- and it is one we are all aware of - Cadillac's status in the US has declined precipitously. Apart from the Escalade Cadillac is not the first choice of the wealthy.

Cadillac sales in the US peaked in 1978 at over 350,000; even in the mid - 80s sales they exceeded 300,000 garnering fully one third of the luxury market. However, between 1986 and 1996 sales plummeted to 170,000 as the younger generation turned to the German marques, and the older generation – disappointed by the downsized Eldorado and Seville – embraced Lexus. There was a slight revival between 2003 and 2007 spurred by new models (SRX, CTS, STS etc), but since then the decline resumed; so much so that Cadillac's share of the luxury market is now only about 7%. What to do? Well, GM has taken a gamble on making Cadillac their fully electric arm, but even so, while European and Japanese marques have been quick to produce electric vehicles, we are still waiting for Cadillac's first – the Lyriq. The transformation seems agonisingly slow, and if hydrogen proves to be a more suitable source of power, what then?

Among the current models the Escalade looks like being Cadillac's best seller in the US last year followed by the XT5 and XT6; the two saloons are unlikely to make five figures. In contrast in China the biggest seller is likely to be the CT5 saloon which will exceed 60,000. The sales of the three SUVs are also robust though the CT4 is languishing. The Escalade is also doing well in Canada and in Europe the single offering – the XT4 – has sales of about 500. Interestingly this model is not doing well in the States where buyers prefer larger SUVs. **Graham**



# Cadillac News.....

**Bit of late news here**—25th November 1949 saw the 1,000,000th Cadillac Roll off the production line.



Do you know anyone with a '49? We do!

**Talking of Nostalgia**—Remember when radiator muffs were all the rage in winter? Well Cadillac has



recommends that owners of 2019-2022 Cadillac XT4 models use the vehicle's winter grille cover in extremely low temperatures. A recent service bulletin states that the



winter grille cover, which is included with all 2022 Cadillac XT4 models equipped with the engine block heater (for use in cold climates), should be used to prevent the charge air cooler from accumulating ice and snow, which can affect performance. If air flow is restricted due to ice build-up, the vehicle could experience power loss and hesitation under acceleration.

**Retrofitting the deleted**—yes all things are possible it seems with a Cadillac. Cars delivered in 2021 without heated/ventilated seats and heated steering wheels because of the micro-chip shortage will have them retrofitted in 2022.

Owners will be given a \$50 credit for the seats and a \$25 credit for the steering wheel to cover the inconvenience. Models affected include CT4, CT5, XT4, XT5 & XT6.

One of the great things about modern cars is that the wiring loom is often standard and the base model is just a premium model without all the extras fitted, which is why you find plugs with seemingly no purpose hiding under your dashboard, unless of course you bought the fully loaded model.



*Cadillac*



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

## Letter to the Editor

Hello Phil,

I'm writing to thank you for mentioning the body control module failure on your deVille. I had just had a failure of central locking, parking brake release, fuel gauge and numerous other odd but seemingly unrelated items on my 2000 STS. Your article pushed me into trying to resolve the problem this side of Christmas! We checked every fuse that we could find then disconnected and reconnected the battery (an attempted re-boot) with no success. Then I found a guy on YouTube who seemed to have identified an identical problem which was traced to the rear integrated control module. Plugging in a diagnostic reader (should have done this first!) said "no communication with RICM". By a huge stroke of luck eBay had someone in Banbury who was dismantling a 2000 STS and he had a working module for £60. A relatively short drive later I had a fully functioning STS again. Modules are obviously a wonderful benefit but only when they are working. Just as well that I could still drive the STS as the driver's door and trunk can be opened with the key.



Kind regards,  
Peter Stanton

*Thanks Peter, that's a novelty, me writing something useful :). Well done for persevering, I know it can be frustrating but there's always a justifiably smug feeling when you've sorted it, even more so when the cost is so reasonable. With our 'modern cars', mine is coming up to 30 years old, but still qualifies given its level of computerisation, it's good to know that we can 'fix' them and I think that will be something we'll have to do way into the future. In a recent email conversation with Graham Darby, he questions where all the raw materials are coming from to make the 'electric vehicles' we're supposed to be buying after 2030. So, will the electric car be like the semi-conductor—in short supply? In which case people are going to need their ICE cars for some time to come.*

**Peter suggests, if you need parts for your STS, search Cadillac Seville STS 4.6 V8 Parts, on eBay motors UK. It worked for him.**

# My '60 Sedan deVille Flat Top

By Colin Tregunna



My love for Cadillac's started when I was a teenager, from the lyrics of a song by Hello called New York Groove, which had the line "In the back of a Cadillac" and again in American Graffiti and then another lyric "Heaven's in the back seat of my Cadillac".

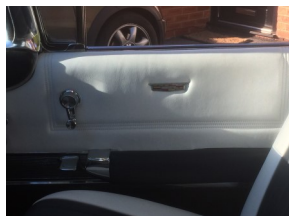
It was not until 1995 that I got to see a proper one in the flesh and this was my uncle's in Canada, a 1960 Sedan deVille Flat Top which had a number plate of My Fins. He let me drive it and we went to a car show in Oshawa. I said to him if he ever decided to sell it to let me have first choice.



In February of 2014 my uncle rang me to say he could no longer look after the car and if I wanted it I could buy it off him, which I said yes to before I knew how much. I then had to arrange to get it shipped which I could not do until least May because of the snow over their. It arrived in July at Felixstowe where I went to collect it and drive it straight to an MOT centre to get the paper work to send off to the DVLA.

Since I have had the car I have had all new interior done to the original style but had it done in blue/white leather rather than the original pvc/cloth, both front and rear bench seats, 4 door cards, two sun visors and the rear parcel shelf. The following year I had all the mechanics checked and a new custom made stainless steel exhaust.

I just love driving this car, it has now been in the family for 36 years.



*deVille*

# Events 2022

## March

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

## April

24—Drive It Day

## June

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

## September

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



## 2023 theme will be American Cars

One of the visitors to our stand at the NEC was Kieran Line, who is involved in the organisation of this event. They are keen to get as many American Car Clubs involved as they can.

With 2023 being our 30th Anniversary year, I thought it might be something that would be of interest to club members. To get a flavour of the event and an idea of the costs involved checkout their website:

[www.iomfm.com](http://www.iomfm.com)

You can also watch all of the event video clips on <https://www.iomfm.com/video-gallery>

From a phone & email conversation I had with Kieran, here are some of the things they could offer us:

- \*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
- \*Gala Dinner on Sunday Night

All of their 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.

**Please give it some thought and if you are interested let me know.**



# Little Raddies—Special

1993/4 Fleetwood Brougham 1:18 scale model

By Paul Nieuwenhuis



In previous issues of our magazine I have often highlighted the very detailed large-scale models currently emanating from China. These are stocked by Cadillac dealers in China and thus far have focussed on 21<sup>st</sup> century models such as the CTS, XTS, ATS (LWB, as sold in China), CT6, etc. Invariably they are made to the highest level of detail currently seen in 1:18 scale diecast models. I assume there is a ready market for these in China, now the largest market for Cadillac, as very few of these models seem to make their way to Europe or even North America and when they do, the mark-up is 'marked'. More recently, these Chinese model makers appear to have taken a greater interest in Cadillac's history and I have just got hold of a 1993-94 Fleetwood Brougham, built to the same high standard by the Hong Kong Flying Gift Development Co. Ltd, or XiaoGuang.

The model is listed as a 1993 MY version, although it could also be a 1994 variant – there are people more qualified than me in the club to make that judgement. The model is available in four colours, namely black, white, blue and this very nice burgundy. In each case there is a matching interior appropriate to what was available on the original car and in this case, the interior is red, as is the vinyl roof.

Although primarily a diecast model in traditional zamac,



certain parts – such as the rear doors – appear to be resin and the model is lighter than expected. However, the level of detail is quite amazing, including four opening doors, opening boot/trunk and bonnet/hood with a very high level of engine detail. The steering wheel turns the wheels, of course. The interior features actual leather upholstery and spongy seat cushions, that 'give' when you press on them. This is a feature I have not seen before on a mass-produced model in this price class.

All in all, then, a very impressive model that catches the eye wherever it is displayed and a welcome venture into recent Cadillac history. Let's hope there is more to come. I would quite like to see an Eldorado of the same era, for example and am sure others have their own preferences. As for where to find one, I would suggest eBay in the first instance and expect to pay at least the equivalent of two full tanks of petrol at current prices!

Paul



*Cadillac*

## 1903 Rear Entrance Jonneau

An Update on the restoration of BT4 from Pete Wood

After Covid struck my restorers, the restoration has fallen behind schedule. But the pace is picking up again and here is BT4 at the beginning of December.

Resplendent in maroon paint, with red chassis. At last, engine number 1365 looks like a 1903 Cadillac once again.

I am told it will be completed just before Christmas. The trimming will be done elsewhere.



It was also an exciting day, in terms of progress, as the prototype delivery van body for my 1903 Cadillac, came out of the paint shop.

One of just four Cadillac delivery vans in the world. My one will be the only roadworthy example.

Pete



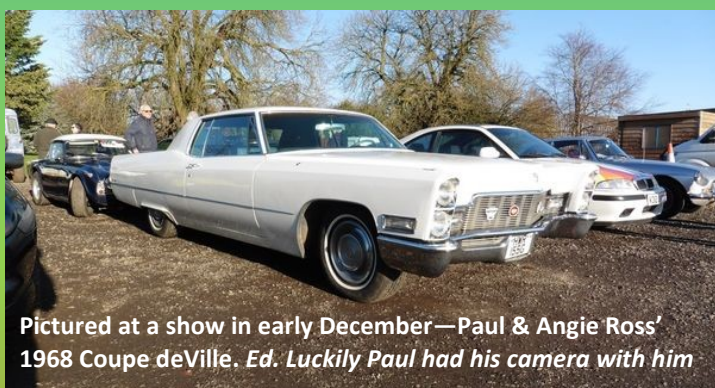
# Cadillacs in the wild



No Red Flag Required—A Brace of 1904 Cadillacs (Left, Model B, Right, Model A) photographed by Pete Wood at the start of the 2021 London to Brighton Run



Fin-tastic—John Sewell's '59 Coupe deVille



Pictured at a show in early December—Paul & Angie Ross' 1968 Coupe deVille. Ed. Luckily Paul had his camera with him



Graham Howard-Wall says 'Special Lighting for a VIP Evening' or did the car in front have it's rear fog lights on?



And again in Brackley Northants 27th December, in good company, but the only Cadillac in the town

Ed. Seen enough of these two cars? Want to stop the feuding? (see page 8). Send me a photo of your Cadillac—please!



Colin Tregunna's '60 Sedan deVille Flat Top

Stay safe

