



# Cadillac



**Owners Club of Great Britain**



*A Happy 'Cadillac-in' New Year to you all*



*Standard of the World*

**January-February 2021**

# Cadillac Owners Club of Great Britain

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

Facebook—Cadillac Owners Club of Great Britain

Follow us on Twitter @cadillac\_of



*Affiliated to the Cadillac-LaSalle Club of America*

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Front Cover: Andy Inglis' 1958 Series 62 Coupe & '61 Eldorado Biarritz Convertible.

See page 6 for more on these great cars.



# Club News

## From the Chairman



Happy New Year to you all. 2020 ended with more lockdowns being imposed because of growing infection rates. As we look forward to the better times a vaccine will hopefully afford us, make no mistake we all have a part to play in beating Covid-19, so please continue to take all the necessary precautions and as a rule of thumb, if you need to think twice about doing something, perhaps you shouldn't be doing it.

Of course, it's not just Covid-19 we have to deal with, the weather is playing its part too. As I write, floods and snow are adding to the problems we face in many parts of the country and I suspect many of your cars will be hibernating for a bit longer. The sound of a V8 will no doubt herald spring in due course.

Like you I'm continuing to maintain my cars as best I can, but no matter how much fluid is changed, hinges oiled, tyres checked, and engines run, there's no real substitute for driving them where everything comes together and all the components that make up a Cadillac begin to work in harmony. If you get the odd squeak or groan it may well be your car's equivalent of a good stretch after a long sleep—you know how it is.

I wish you all a happy and safe 2021 and look forward to meeting up when circumstances permit.

Peter B Griffith

## Rod Bevan

### Treasurer/ Membership

#### New Members

Welcome to new members Guy Pinnock of Portsmouth with a 1972 Coupe Deville and Alan Czerwinski of Birmingham with a 1957 two door hardtop Series 62. We look forward to meeting all our new and existing members when better times prevail.

#### Happy New Year Folks

I wish everyone a happier new year. The situation is still serious for all of us but with the current vaccine and the promise of further vaccines there is a strong light at the end of the COVID-19 tunnel.

#### Annual General Meeting

Conditions permitting, we need to meet to discuss the club's future and where we find ourselves with climate change, electric vehicles and the impact of changes on our hobby and historic vehicles.



We may need to move to a virtual AGM which got me thinking, a rare and interesting occurrence. It is often difficult for members to attend; we all have commitments. Attendance at AGM's is traditionally low with all clubs. Is it time to move to virtual meetings anyway, many of us have become used to 'Zoom', 'Skype' or 'facetime' as a way of coping with these difficult times? Maybe this would be more inclusive for you. Let me know, it is your club. Try it once to get the AGM done and see how it goes!

#### Federation of British Historic Vehicle Clubs (FBHVC)

[www.fbhvc.co.uk](http://www.fbhvc.co.uk)

The club is a member of the FBHVC and as such all our members can access their website. A great way to find out what is happening in respect of climate change and how it will impact on us. They seem to have a sensible and constructive approach.

Issue 6 is out now. Many other matters are being discussed including banning or restricting tyres over ten years old. Check it out at [www.fbhvc.co.uk](http://www.fbhvc.co.uk). You will need to register as a club member and be accepted, but it is easy and straightforward.

#### Facebook page

Please update the club's Facebook page with events that hopefully will be coming in this new year. To join just go to our Facebook page, 'Cadillac Owners Club of Great Britain', request to join and I will approve. There are two pages, one for photos and items of interest and a general discussion and advice page.

Stay safe, look after yourself, family and the Caddy

Rod

## Phil Htole Editor



The past year has changed the way we do lots of things—in many cases for ever. I can't remember the last time I used real money to buy something, the move to a cashless society appears to have commenced out of necessity.

The rise of online shopping, has meant a huge expansion in courier services at the expense of the high street. Sadly it has also led to a rise in online/email scams. (*please see page 10*)

On the car front, I renewed my insurance for the Cadillac in November. I usually clock up around 3,000 miles a year. In the past 12 months I managed just 729 miles. My Chevy recorded just 422 miles since its MOT last February.

Looking forward to this year, if/when we are allowed to travel to Europe, please check and double check the requirements needed to take your car and ensure you have adequate health insurance cover now we've (finally) left the EU.

I wish you all health and happiness in 2021—stay safe, stay well....

Phil



# Amos' Autos

*'Hanging out with the cool dude'*



Hey Dudes,

A big welcome to 2021, where we continue to hang-10 with the coolest and sometimes strangest cars on the planet.

Think GM Mid-Engine sports car and the C8 Corvette springs immediately to mind. Go back 37 years and there was another, this time wearing a Pontiac badge.



The Fiero hit the showrooms in late '83 for the 1984 model year and to this day is one of the coolest GM sports cars with its mid engine configuration and pop-up headlights. Initially available with a 2471cc 4 cylinder engine developing 92hp, driven sensibly it was capable of almost 40mpg, just what you need during an oil crisis. Spool on to 1985 when the oil was more plentiful and price per gallon was easing, the Fiero GT appeared.

This is Rod's, he's owned it since 1996. It's an '86 with the 2838cc V6 behind the seat developing 140hp and capable of 130mph and 0-60 in a shade over 8 seconds.



The Fiero was only in production for 4 years (1984-1988) during which time 370,168 were produced. Cool car for a cool dude.

What do you get for \$90,000? Answer has to be a pretty decent spec new C8 Corvette. Or maybe you were lucky



enough to get the last production Fiero at the auction in Greensboro NC. Yes 90 grand would have bought you this 1988 example, in fact the last one

ever built with 582 miles on the clock. It still has the protective cover on the steering wheel.

It's good to see these cars as nature intended rather than as the basis of a fake Ferrari kit car. If you can't afford a real Ferrari, why fake it—buy a real Fiero, it's more exclusive.....



Back to weird, take a look at this..... It's called the Lepoix Ding and is the product from the imagination of French born industrial designer Louis Lepoix and built in Baden-Baden (so good they named it twice), Germany.



Rather than being built around a chassis or unibody, it was actually all suspended from the 3-arm roll cage, almost like a lampshade. And if you think that looks odd, there's no steering wheel, in fact the two seats you see are for passengers, the driver stands up at the back and steers via a tiller, very 'handsome cab'.



Revealed at the 1975 Frankfurt Motor Show and powered by electric motor, it was capable of 16mph, which no doubt gave the passengers a chance to escape if the driver fell off. It's biggest contribution to road safety was that it never went into production, just the one was built.

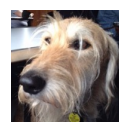
Sticking with the weird, but this time, a 4th wheel and tailfins thrown in, say hello to the 1960 Pininfarina X.



That's one wheel at the front for steering, one at the back for drive and two stabilizers. This prototype was unveiled at the Turin Motor Show. It used a rear mounted 1,089cc Fiat engine developing 43hp which could propel its four occupants at 90mph. At the front, 3 headlights and 3 over-riders, guess it had to stand out somehow....



*Stay Cool Dudes...*





# Cadillac Global Sales 2020

## An Interim Report

By Graham Darby

On 20<sup>th</sup> January 2020, Steve Carlisle, President of Cadillac, said to NBC News that Cadillac sales in 2020 would exceed those of the previous (record) years, and would break through the 400,000 barrier. Given that GM had cancelled the ATS, CTS, and XTS- and were going to drop the CT6, - this was a bold claim indeed. In any event, a pesky little virus from Wuhan put paid to any test of that particular forecast.



ATS



CTS



XTS



CT6

So, what's hot and what's not? Well, predictably in the US the SUVs reign: the XT5 is once again top dog at 25,000 by the third quarter; the XT4, XT6 and Escalade each managed about 15,000, while the saloons, CT4, CT5, and CT6, could only muster 15,000 between them! Of the three, the rather underwhelming (to my mind) CT5 was the winner with nearly 10,000 of those sales. The CT4 appears to be a flop as it has sold less than the cancelled CT6.



XT5



CT5

The position in China is a little different as the saloon lives on, though SUV sales are growing rapidly. Here the CT4 has sold in excess of 14,000; the CT5 is expected to sell more than 40,000 (so it must look better in the flesh than in the pictures) and the CT6 lives on at about 20,000 (and will continue in production). As in the US the biggest seller is the XT5 at around 60,000, but the smaller XT4 is coming up fast on the rails in excess of 50,000; the larger XT6 comes in at around 25,000. All figures are approximate and a few are projections. Hopefully the actual figures will appear in the next magazine. What all this

means of course is that Cadillac survives – but largely thanks to the Chinese market.

Graham

## Dealer cost of going electric

If you think that switching on to an electric car isn't going to be cheap, Cadillac Dealers in the US also have to stump up to join the EV revolution—to the tune of \$200,000.



This takes into account all the dealership upgrades required to sell and service the future line-up of Cadillac Electric vehicles. And the decision has to be made soon because the future starts in 2022 when the Lyriq hits the road.

Of course there is an opt-out / buy-out for dealers who don't want to invest in Cadillac's electric future. The decision isn't an easy one and may well depend on how many cars a dealer sells in a year. According to the ***Detroit Free Press***, Cadillac of Novi, the nation's top selling Cadillac Dealer saw the investment as a no-brainer, but then they sell around 3,500 new and used Cadillacs a year and they see EVs as the future.

Smaller dealerships, those who sell low numbers of cars may be less inclined to make the investment as it's one that may take many years to show a profit on, especially where space is at a premium and they have a multi franchise dealership with Cadillac as one of their lower volume offerings.

So what's involved? Well there's a different skill set for a start, technicians will need training to switch from ICE to EV, with different tools and safety requirements. Batteries can weigh 500—1000lbs and are cumbersome, so a forklift will be required just to move them. If you have EVs on site then you will need charging stations and electrical wiring / supply to feed those stations. It all adds up. What Cadillac are doing is laying the foundations at dealership level to facilitate a smooth transition to EV ownership. It's a Cadillac—Standard of the World way to go.

*Ed. With thanks to Graham Darby who came across the Detroit Free Press article*

## What about our EV future

2030 will see a ban on the sale of petrol/diesel cars in the UK. Is that achievable? Or does 2030 mean 20% of the population will be able to afford an EV and of those only 30% will have somewhere to charge it?

It may be a cynical view, but I still see the charging aspect as the most difficult especially in cities (the places with the worst air pollution) where many people don't have off street parking. Even if they do, many if not most households have more than one car—Timeshare on a charging station anyone?

Guess it could be answers on a postcard.....

# Me and My Cadillacs

By Andy Inglis

Those that know me well, know I eat sleep and breathe Cadillacs, they've been a massive part of my life for the last 30 years, through my passion for Cadillacs I've met some great people and been to some great places.

It all started when I got married in the late eighties, my Father-in-Law was a 'Man from The Pru' and one of his clients had a few old cars and we could use one for the wedding. Being into old cars, having grown up around them I went to meet the guy and have a look at the cars. That guy turned out to be Cadillac collector Graham Saggars, he had a lovely red metallic 1968 Fleetwood Sixty Special we used for our big day. We became good friends and he was a good source of information, helping me buy my first Cadillac in 1990, a 1968 Fleetwood Brougham.

In 1994 I bought a 1960 Series 62 Convertible from Dream Cars which I did a cosmetic restoration on. I became good friends with Stewart and Milton who introduced me to the Swedish car scene and shows, and I later worked for them for several years.

I kept both cars until 2003. From 2003 till 2006 I had a stint with a very nice 59 Oldsmobile, it was a lovely car but it just wasn't a Cadillac. I sold it and the search for another Caddy began until I bought a 1956 Series 62 Convertible from the north of Sweden, flying over and driving it 900 miles in 18 hours to get the ferry home from Denmark.

That year, 2006, I got made redundant from a long term contract so decided it was time to turn my hobby into my business and began buying and selling American cars and trucks, this has enabled me to always have a nice car, usually a convertible for myself as well as a couple of cars for sale. I only buy stuff I like which tends to be GM cars from the 50s and 60s with Cadillac a favourite. Over the last 15 years over 80 Cadillacs have passed through my hands though I don't really consider myself a dealer, I genuinely love the cars and it's not like a job. I haven't gotten rich doing it but I've enjoyed every day messing about with old cars.

My 2 current cars, the cars I call my own, are a 1961 Eldorado Biarritz and a 1958 Series 62 Coupe.

The 58 Coupe I've had around 2 years, it's a lovely low mileage car, it was imported 10 years ago by Garry Darby. The car is super straight and solid, it drives nicer than any other Cadillac



I've owned. I went through it with a fine tooth comb and couldn't find any rust or signs of prior repair. It currently has around 56k miles on it, in the 2 years I've had it I haven't put a

spanner to it other than servicing. It's not perfect but it's a very nice car. Its currently for sale at £36,995 as I've seen something else I fancy.



The 61 Eldorado Biarritz I've had just over a year, I imported it from Sweden. I'd previously owned a 60 Biarritz which I sold 2



years ago and I couldn't find anything else I really wanted until the 61 popped up on a Facebook group for Cadillacs. It's pretty rare being a bucket seat car, 61 is the last year of the proper hard back bucket seats as found in the 59 and 60 Eldorados, only 1450 Eldorados were built in 61. It's a good solid car, the motor and trans have been gone through, it had new tyres and exhaust, the paint is tidy but not perfect which to be honest suits me as I like to use my cars and not be too precious with them, the interior needs some work which is in the pipeline soon. It drives great, I plan to drive it back to Sweden for the Power Big Meet as soon as we're allowed.







## In the frame

By David Green

### Where are they now?

This time *'Ragtop Riches'*, yes David's chopped the lids off with this selection of Series 62 Convertibles.

Series 62, ran for 7 generations between 1940 and 1964. The first generation was designated to replace the Series 65 and co-exist with the Series 61 at Cadillac's 'entry level'. The Series 61 bowed out in 1951.

Often marketed as Series Sixty-Two (letters rather than numbers), Cadillac renamed it's entry level offering 'Calais' in 1965. The Calais nameplate stayed until 1976.



## A bit of useless Information

By Tom Willis

I found a website, (then sadly lost the damn thing again) it showed my 1981 Fleetwood Brougham D'Elegance 6.0 litre new was \$20,156 which was about £13,440. At the time this was the American equivalent of a Rolls Royce Silver Spirit at £25,400 ... Today it would be in excess of £50,000 so a lot of car for the money.



*Ed. Goes to show what great value the Cadillac was and here in the UK so much more exclusive than a common old Rolls.....*

*In 1981 the average US salary was \$11,661, the average car \$5,743 and a gallon of petrol \$1.13. That's \$1.36 for an imperial gallon, 'cause ours are bigger than theirs.*

## Different ways to spoil a Cadillac

Casey Jones (steaming and a rolling) meets Ice road trucker meets Cadillac and nobody came out of it well.

The cow-catcher is there no doubt to scoop up unsuspecting pedestrians that need to visit Spec-Savers if they didn't see this monstrosity coming. Well the driver won't see them....



Popular in Texas, these wheels are known as 'Swangers'. Another expensive way to spoil a classic Cadillac. Inspired by Boadicea's chariot no doubt—Roman legions beware.....



## *Email from René Kreis*

**Head of Public Relations Cadillac & Chevrolet Europe**

*Ed. Following an email conversation with Derek Eaton, I emailed René about how he saw the future for Cadillac in this part of the world and the challenges that lay ahead. This is what he had to say.*

Hello Phil,

Nice to meet you through e-mail and thank you for reaching out to us. We highly appreciate the esteemed members of Cadillac Clubs across Europe. And we are very impressed by the size of your club in the UK. Given the fact that you probably all have to drive with the steering wheel on the left side (of course that's on the right side from a continental perspective ☺), your number of 150 members is truly remarkable. Thank you all for your enthusiasm for your great cars (there is not a shadow of a doubt about that fact) and of course our brand.

Like the entire automotive industry around the globe, Cadillac is undergoing a fundamental transformation. We are moving from a portfolio powered exclusively by internal combustion engines to an electric brand by the end of the decade. And as you certainly know, Cadillac is GM's spearhead on this journey towards electrification. LYRIC will be Cadillac's first and strikingly designed BEV model to be launched in the US home market in early 2022, considerably earlier than originally planned. And while we cannot communicate yet the date when it will hit our shores, we can emphasize that our strategy is global. We will share more details about how it will play out in markets outside of North America and China as we go forward.

Of course we are not just waiting for our electric models but are excited to launch our very first premium crossover, the XT4 in Europe as we speak. It arrived in select markets in October powered by a very efficient 2.0-l-turbo diesel (a powertrain option we hadn't offered for a Cadillac model since the BLS) and it gives us access to the fastest growing premium segment in Europe with dimensions ideally suited for our infrastructure and at a price point that makes it affordable to a wide range of customers, from very young all the way to empty nesters and retirees.

We have toured the XT4 through Europe to have key media experience it in all safety during these challenging Covid times. What they praised the most is the striking design that make our car stand out of the crowd, the craftsmanship that they wrote is second to none, the generous interior, the array of safety and comfort features, the sophisticated AWD and 9-speed automatic and the formidable chassis, especially with the active suspension. And those who you did not immediately warm-up to our diesel will soon get the chance to drive the petrol version instead which will become available at the very beginning of 2021.

In the UK we do have an excellent partner with Ian Allen Motors who is distributing our XT4. Since our crossover is being offered exclusively in LHD configuration it will be an alternative for true British Cadillac enthusiasts and

connoisseurs like you, the members of the Cadillac Owners Club of Great Britain. I highly recommend you to take it for a spin on one of these world famous British country roads.

My heartfelt wishes to all of you for the holidays and all the very best for a hopefully less challenging 2021,

**René**

## *XT4— Not so small*

It may be Cadillac's smallest crossover and it may have an odd nameplate—it doesn't have the ring of Coupe deVille or Eldorado but by our standards it's still a large car, measuring 15' 1" long, 6' 2" wide (excluding mirrors) and 5' 4" tall to the top of the roof rails.

In fact it's 2' 1" longer than the latest 'Mini Countryman' which is enormous and shouldn't be called a Mini at all.



Add in the strange (to us) opening gambit of a diesel engine and it may seem that Cadillac are behind the times for this market. Will the arrival of the petrol engine version persuade more people to forsake their BMWs and Audis in favour of GMs Luxury brand. Personally, I'd have one (in petrol). A few years ago, I drove an SRX through New England and up into Canada in the snow with -20C temperatures. It performed amazingly and I have no doubt the XT4 will have inherited some of that DNA.

## *Then again not so big....*

Not the car this time, but the European Dealer Network which numbers a mere 20. Will BMW/Audi drivers search out the elusive Cadillac Dealership to trade in their 'Ultimate Driving Machine / Vorsprung Durch Technik'. Guess time alone will tell. Persuading them to take a test drive will be the first hurdle.

As for us in the UK, no matter how good the dealer is, there's a certain dedication needed to beat a path to Virginia Water.



A well kept secret—As **Derek Eaton** pointed out, there's little in their signage to advertise the fact they represent GMs finest. Who knows one day I might get there and take a test drive (no persuasion needed on my part) - I've no doubt it'll prove to be a great car even if it's not what many think of as a Cadillac.



## Cadillac News.....

**Spring Hill, Tennessee**—has been announced as the home of the Lyriq when it goes into production. Due sooner than first thought in early 2022, it will be built alongside the XT5 and XT6 at the former GM Saturn LLC site.



**2-0 to Super Cruise**—For the second year in a row Cadillac's Super Cruise has beaten Tesla's Autopilot in a study carried out by Consumer Reports ([www.consumerreports.org](http://www.consumerreports.org)). Scoring 69/100 compared to Tesla's 57/100, they particularly liked the way the system monitors the drivers face to ensure that they are awake/paying attention. So no dozing off or watching a film with Super Cruise, which makes it safer for all of us.



The system was also praised for having pre-downloaded mapping data rather than just relying on what the cameras see. Sadly too many people think that Tesla's Autopilot system makes it a self driving car, it doesn't and the Cadillac system won't allow you to even think that. Super Cruise currently available on the CT4, CT5 and the 2021 Escalade is set to make the leap to electric with the Lyriq in 2022.

**But what about the price**—Let's say you've decided on a 2021 CT5 Premium Luxury, that will set you back \$41,790. Adding Super Cruise is \$2,500 which sounds like a bargain.... But it's not quite

as simple as that, it turns into a package deal. To get, Super Cruise, you'll need All Wheel Drive at \$2,000, but that comes with

Climate Control at \$1,090. You'll also need the 3.0L Turbo V6 engine at \$3,500, which has to come with Navigation and Bose premium audio package \$1,350. Phew... Hang on not finished yet. You're gonna need, Parking package (\$2,090), Driver Assist & Advanced Security package (\$1,950), Technology package (\$1,100), Lighting package (\$600) and the Driver Awareness Plus package (\$500).

That all adds up to \$16,680 on top of your original \$41,790. which means your new CT5 Premium Luxury with Super Cruise

tops out at \$58,470..... Ouch. Super Cruise comes with a 3-year subscription after which an OnStar service plan will be needed to continue to use it. Call me old fashioned, but given the 40% mark up to get the system, I think I'd prefer the joy of driving my new Cadillac myself.

**Talking of the CT5**—It's going to be sold in Japan but in LHD only.

**Choosing your wheels**—Years ago that meant choosing your next car, but these days it means exactly what it says, by size and spoke. Take the CT4, there are 8 wheel options to choose from one 17", five 18" and two 19". Spoilt for choice? Wait until the CT4-V Blackwing arrives and that will have its own options including magnesium. Buying a new Cadillac (or any other luxury car) these days doesn't favour the indecisive, we're only on the wheels, what about the engine, drivetrain, colour, trim, badges.....



**2021 Escalade Diesel Fuel economy**—EPA figures for the 2WD model are 21mpg city, 27mpg highway and 23mpg combined.

Those figures are for US gallons which are smaller than ours. So



on an imperial gallon it would be 25 / 32 / 28.

By comparison the petrol powered version achieves, Per US gallon 15 / 20 / 17 = Per Imp Gallon 18 / 24 / 20. Even the V8 figures are pretty good for such a large car.

**Want to go fast**—There are so few places you can legally do so these days and also the chances that the driver is nowhere near as capable as the car. Anyway to whet your boy/girl racer appetites, the 2022 CT5-V Blackwing is said to top 200 mph..... Change of underwear on standby!

**Engines are getting smaller**—Back in 1992 Cadillac boasted a V8 exclusive line up. Of recent times the V8 has largely been replaced by the V6 and having driven several in SRX and XTS vehicles, you can't really fault it. Now the V6 is giving way to the 4-pot with a turbo. Next step, no engine at all? Apparently, half the Cadillac line-up will be electric by 2025 and that's only 4 years away.



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

## Taxi! Istanbul style

By John Low

Having time on my hands I've been sorting out some old photos and came across this one I took in Istanbul in 1967. It's a V16 Cadillac.



Back then it was a treasure trove of 1930s - late '50s cars being used as Dolmus (pronounced dol-moosh), they are share taxis that run set routes within and between Turkish cities. They still run, but these days they are mostly minibuses.

Film being expensive back then, I only managed to take a few of most interest to me at the time. I also took a photo of the V16 emblem on the rear & had a chat, mostly hand movements, with the owner who then let me take photos of the engine but those photos have been lost over the years.



There were a variety of makes, like this Packard.

I went back to have a last ride in lots of them in the late '90s, no '30s cars left by then, mostly mid to late '50s and as you can see the march of the Minibus had well and truly started.



**Fun fact:** the name 'Dolmus' is derived from a Turkish word meaning 'stuffed' as in days gone by these vehicles were often filled to the brim with passengers.....

## Caps off.....

John Low also sent me this photo of a couple of Cab Driver's caps he picked up on his trips to the US. Guess we'd all recognise the 'Yellow Cab Company' even in black and white films. That got me thinking..... Any of you out there collect any interesting stuff?



## Events 2021

Here are the events that have been confirmed so far for this year. Those shown in ***bold italics*** are events the club will be attending.

### June

6—Pre50 Bristol American Car Show, Yate, Bristol BS37 7LE  
11-13—Classic Car and Resto Show at the NEC B40 1NT

### July

3-4—Stars & Stripes at Tatton Park, Cheshire WA16 6SG  
3-4—American Speedfest at Brands Hatch DA3 8NG  
***11—Rally of the Giants, Blenheim Palace OX20 1PP***

### September

17-19 Goodwood Revival at Goodwood Circuit PO18 0PH

### November

***11-13—NEC Classic Motor Show B40 1NT***

## Beware—Phishing Scams

\*\*\*IMPORTANT PLEASE READ\*\*\*

Easily described as attempting to get you to part with bank details to the 'Phishing Scum' (it's one letter different but aptly describes the perpetrators) so they can raid your finances.

Over recent weeks we have seen several attempts through emails allegedly sent by the Chairman asking the recipient(s) to buy something and he will reimburse them. The hope is they will and reply at which time the phishers will attempt to get bank details to 'transfer' the money. And that's exactly what they will do, transfer money out of your account.

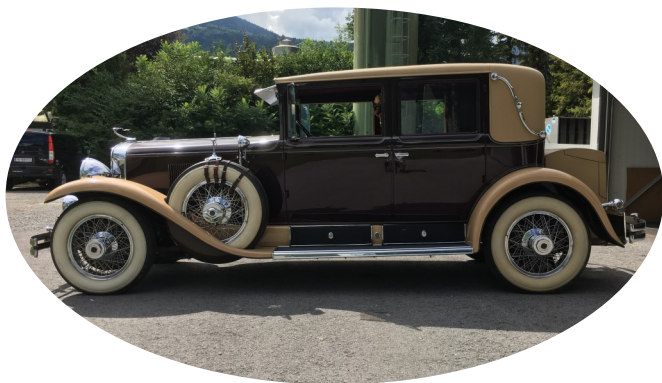
If you get such an email purporting to be from anyone in the club or from any other person you know / organization you deal with, ***do not*** reply, ***do not*** open any attachments.

Website Guru, Ken Pandolfi's advice should you receive such an email is to forward it to:

**report@phishing.gov.uk.**

In the initial emails that Rod and I both got, it asked "Are you Free?" If you get one the simple answer to that is 'No' so you don't have time to reply. As an aside, to my knowledge neither Rod or myself have ever worked in the Menswear Department of Grace Brothers, so it was a stupid question anyway. 😊





## 1928 Cadillac 341 Sedan

As a window on the past, this superb '28 Sedan gives us a glimpse of life in the success lane, where money was no real problem. When new this car would have cost you north of \$3600. In today's money that's a mere \$53,474 which wouldn't buy you a top range BMW now but back in the late 20s before the great depression, you could get a decent house for two and a half grand.



Power came from a 341ci (5573cc) L-head V8 developing 90hp. It was new that year, replacing the 314 unit which Cadillac had been using since 1915. It reached the rear wheels via a 3-speed synchromesh manual

transmission with a twin disc clutch. When you needed to stop, there were 16" mechanical drum brakes all round, though the front's went to 17" mid year.

Ride comfort was courtesy of Semi-elliptic leaf springs all round, with a beam axle at the front and a live axle at the back, together with new double-action Delco hydraulic shock absorbers to smooth the way. All 341 models rode on a 140" wheelbase, except for the commercial chassis which grew a foot to 152".

Cadillac advertised 'Fifty body styles and types – Five hundred color and upholstery combinations, which included 'Colors from Nature's Own Studio.' according to their 1928 catalogue. All part of Harley Earl's 'Art & Color' movement.....



Bristling with 'factory options' this car is an imposing site from any angle even at night..... Imagine those intimidating 12" headlights looming up behind you on a dark country road.

As you might expect, on expensive cars like Cadillac, there were 'wheel' options, not as many as we have today but the first owner splashed out an extra \$250 on 6 wire wheels and the fender wells to take the two spares. The tyre mirrors were \$30 each and the trunk, well depending on specification anywhere between \$65 and \$100.



How times have changed, all current Cadillac Sedans come with a free trunk, though there's not that many sedan models left.



At the time of writing this particular example is for sale in Austria. Having appeared in Hollywood films it has undergone a full restoration whilst in the ownership of a US collector. Priced at £195,000, if you are interested (Ed. *I would be—just need those lottery numbers to come up*) you can contact the vendor Stefan Oberhuber at [stefan@stefanoberhuber.com](mailto:stefan@stefanoberhuber.com), or Tel: +43 676 9176764.



# Cadillacs in the wild

*Cruising the country in style.....*



Exercise machine— Washing Russell Schacter's latest acquisition would certainly give your Fitbit a workout—starting at the front you'll need sandwiches, flask and a chair when you reach the back bumper. This 1990 Brougham 6-Door Stretch by Federal Coach is like new.



Cliff Beckett's '96 Fleetwood Brougham at Rally of the Giants 2019



Graham 'Hubs' MacDonald's 64 Sedan de Ville at Rally of the Giants 2019



John Sewell's '59 Coupe de Ville at the AACUK Summer Nationals, Hatton 2018



Graham Darby's STS V8 at the Sherborne Classic and Supercar Show 2018



And from Jan 2 2021, Graham Howard-Wall's '49 Coupe, gassed up and taken for a spin. It just had to be done!



Mike & Elaine Bowden's '58 Series 62 Sedan at Hatton 2019

