



Cadillac



Owners Club of Great Britain



Happy New Year

Standard of the World

January-February 2026

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—Cadillacs on Hammer Hill during the
2025 London to Brighton Veteran Car Run

Club News

From the Chairman

Hi Caddy fans, it's me again,

I hope all is well with you and your loved ones and that you had a nice Christmas. Did Father Christmas bring you all the Cadillac goodies you wished for? If not, it won't be long before it comes around again.

As we look forward to our 35th year, I would like to thank the committee for all their hard work and the membership for their support—without you there is no club.

Quote for this edition—*"For my part, I travel not to go anywhere, but to go. I travel for travel's sake. The great affair is to move; to feel the needs and hitches of our life more nearly; to come down off this feather-bed of civilization, and find the globe granite underfoot and strewn with cutting flints."*

Robert Louis Stevenson

If he'd been in our club it would have been his way of saying, take the Cadillac out, it'll be better for driving.

Kath and I wish you all a very **Happy New Year**,

Alan



Rod Bevan

Treasurer/Membership

Welcome to our new members

A very warm welcome to our new member: Darren Goodman of Surrey with a 1985 Eldorado Biarritz.

Magazine issues

A New Year and a new style magazine. Don't worry it's the just as good inside; The Editorial Team have seen to that. Same information but more pages and in a handy size, convenient to post to you.

Looking forward

Christmas gone and the New Year started with its 'resolutions' and promises. The evenings will be getting lighter and soon the show season will be upon us. The opportunity to start those repairs and recommence those projects. There is always something mechanical to do and I think that's what really interests me. Doing the research, finding the parts and finding out how to do it all with the help Of 'You Tube' and forums. Long may 'Rock Auto' live on.

Happy motoring, a Happy New Year and, of course, drive safely.

Rod



Phil Hole

Editor

This is a bit different, I'm no longer on page 3. It's become something of a tradition in recent years to celebrate the November London to Brighton veteran run in our New Year Edition, lots of photos and a great Cadillac turnout.

One thing that has amused me recently, is the uproar created by the proposed 3p per mile 'tax' on electric cars. Yes it's another tax on the motorist, but put into perspective if you do 10,000 miles a year it's only £300. I worked out the duty + VAT on a gallon of petrol is £2.88. At 40mpg that's 7p per mile, and at 20mpg it's 14p per mile, so at 3p for an EV, it could be worse...

Stay safe, stay well

Phil



Heavy Metal

By Paul Nieuwenhuis

A couple of years ago I bought a very heavy cast pewter Cadillac Seville on eBay. I cannot remember how much I paid for it, but am pretty sure it was less than £20. I have long been a fan of the 'international-sized' 1976-79 Seville and have lamented the fact that there has not been a nice 1:18 scale model of it. I have two smaller 1:43 scale models and the appeal of this paperweight was that it was slightly larger at around 1:35 and that it was cheap. I did not know much about it, except that it was made by Gemco Industries of Grand Rapids, MI and that it is number 137, because it says so underneath.

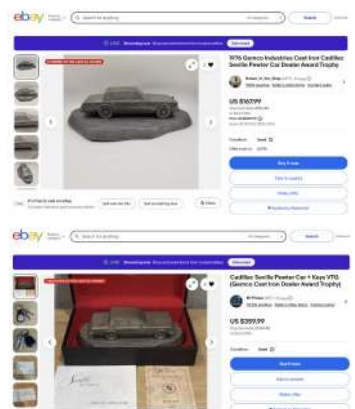


It is not really part of my model collection, just a decorative object. However, last year I bought an old American book on how to collect model cars, published by 'The Editors of Consumer Guide' for 50p and in the section on manufacturers' promotional models...there it is!

Then, suddenly early this year, on eBay, two of them are for sale, offered by different US sellers, one wants \$167.99 for number 305 missing a door mirror (mine is complete), while the other seller is offering number 171 bundled with other Cadillac automobilia, but also with an original box and a certificate of authenticity for number 834 – not 'matching numbers' in other words. For all this, they are asking no less than \$359.99.

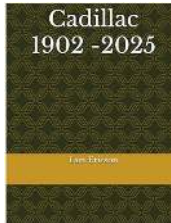
I now know that at least 834 were made, that – apparently – they should come in a box and that mine is complete without box and that it is one of the earlier castings. Still, I will keep mine until a nice large scale diecast of the 67-69 Seville becomes available. In the meantime, I might accept offers in the region of \$200....

Paul





Rock Auto Discount Code **326013568161577680** valid until 30th January 2026.



A new Cadillac book

Step into the timeless world of Cadillac with this richly illustrated volume tracing the brand's evolution from 1902 to 2009, it says on the back cover, which is a bit confusing, as it does have information right up to 2025 and the latest EV era, then again if a picture paints a thousand words, the cover is more dusty bookshelf than 'in your face' Cadillac. Open it up and you'll find a plethora of interesting/fascinating

information from author **Lars Ericson** and if you like looking at the pictures, there are 432 of those in full colour. Available on Amazon in the £35-£40 price bracket, just enter Cadillac (Global Cars) in search and it will take you straight to it.

Cadillac Sales 2025

By Graham Darby

When sales were on the up GM was very happy to trumpet Cadillac's China sales figures; however, since their collapse the company has understandably gone a little coy about sharing information, consequently accurate sales figures are hard to come by.

Last year sales in China were probably about 110,400 a 39% reduction on the previous year and less than half the sales at the turn of the decade. What this meant was that overall global sales slipped under 300k to about 294000 – well short of the long term aim of half a million. The truth is Cadillac (and all other car makers) cannot compete with the Chinese electric models produced by BYD and others. This year it looks as though China sales will be very similar to last year, just over 100,000. Interestingly, as of the third quarter fully two thirds of China sales were confined to two models, the CT5 and XT5, both petrol driven.

This year once again US sales are up, but there are three new electric models (the Escalade IQ, the Optiq and the Vistiq) creating a ten vehicle line up, so the figures will be a little deceptive.

Post Trump there also have been second thoughts about going all electric and given the models' success in China and the US, it appears the petrol XT5 will continue and there will be a new petrol CT5. The CT4, XT4 and XT6 will continue into '26 but then cease though the XT4 might continue in China.

Once again the Escalade is the top selling model in the US; the model really has established itself as the go to luxury SUV, favoured by celebrities as something of a status symbol. Indeed SUVs once again dominated sales but as of writing no figures are available. However, overall global sales should exceed 300,000. More in the next issue.

Graham



Pete's Page

A Veteran Cadillac Cornucopia

From Pete Wood



Photo—Graham Orchard



Ever the F1 guy—Pat checking his pit-stop strategy, no need to worry about tyre compounds

What can I say, another great London to Brighton run, with **Pat Simmonds** of the **Cadillac F1 Team** at the wheel of Engine No: 1365. This was my role, as a back seat driver for 3/4 of the Brighton Run. The front seat kept shifting, knocking the advance/retard lever out of its retaining slots. So I was having to adjust and hold the timing lever for most of the journey. I will put some pegs into the bottom of the seat to prevent this happening again.

Pat drove the 1903 Cadillac brilliantly!

We had support from Cadillac UK, courtesy of **Stephen Cassar** in the 2025 Lyriq (good colour that).

Navigator, **Randy** from the US, who has done the Peking to Paris, handled the maps like a champ. Big thanks to **Cy** for going above and beyond with transporting the car to the start and back from Brighton.

All of us in Team Cadillac could not have wished for a better Run. I'm convinced we will see more F1 involvement in future Runs. Below: 3 fellow Cadillac Owners on Hammer Hill...



Nick Jarvis—1903 Model A



David Briggs—'03 Model A



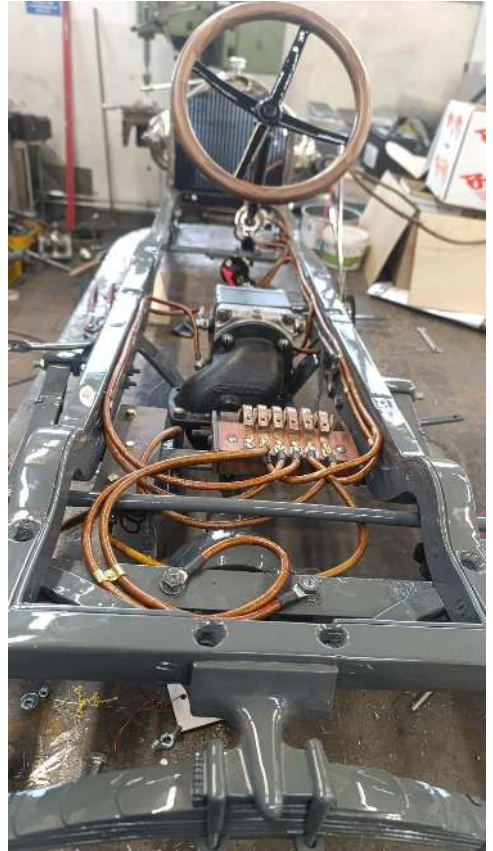
Richard Smallman—'04 Model B

1912 Baby Cadillac Number 1 update

Totally speechless.....!!

This is the latest progress, by the incredible restorers. A new steering wheel, fabulous electric loom and, for the first time in nearly 100 years, it's on decent rubber.

A huge shout out to Ivo Smutny, and the team, in Prague. Gentlemen, I salute you!



Now take a look at the sumptuous seating currently undergoing restoration in Prague. Stunning work, guys!!! The restorers were able to save the original door panels. I will, with a little spit and polish, get the old and new to match.



Ed. And here's a photo from the Paris Auto Salon Nov 1912. Strange to think, if Cadillac hadn't invented the self starter, it might never have existed—but they did and it does...



Is this the only model in the UK?

By Graham Darby

The largely unsung XTS was one of Cadillac's most successful vehicles of this century selling well in excess of 400,000 models between 2013 and 2019 despite being confined to three markets. Admittedly North America and China are the world's biggest markets (the third was the Middle East) but much of the globe, and especially Europe, were left out of the equation.

This was because in the aftermath of the crash the XTS was seen as a temporary interim model replacing the aging DTS and STS, until the CTS could be upsized and the flagship CT6 came along. With the launch of a new entry level vehicle, the ATS, the CTS was given STS proportions in 2014 and the CT6 arrived in 2016. However, no doubt to the surprise of GM execs, these models did not catch on and were continually outsold by the ageing XTS! Sadly no plans had been made to continue with the model and it ceased production in 2019. The CTS and CT6 were not far behind -both were cancelled in 2020 though the CT6 lives on in China.



This particular model is a 2015 Luxury version with All Wheel Drive, the Driver Awareness Package and the Ultra Sun Roof so it must have had a sticker price in excess of \$55k. The entry level model started at \$44k; above the Luxury was the Premium for an extra \$5k which added extra speakers, HUD and the Awareness package as standard; above that for another \$5k was the Platinum which had a chrome grill, 20" wheels, the



Sun Roof as standard and added leather on the doors and dash (like the 3LT package on the Corvette).

Critics were fulsome in their praise for the ride, comfort and upscaled interior of the car- they also liked the exterior but felt the 3.6 V6 did not do it justice. The successor to the North Star V8, the Ultra V8 had been cancelled in the aftermath of the crash and the Blackwing would not appear till 2019.

Consequently in response GM introduced a fifth category above Platinum, put their twin turbo version of the V6 in the car and gave it the moniker V-Sport (and a different grill), with a price tag of around \$70k. Needless to say this model did not catch on; there was a big gap between what the critics want and what the punters want. They overwhelmingly went for the Luxury package and were quite happy with the sedate acceleration (though 0-60 in 6.8 seconds is not bad).



I was very pleased to snap this model up (with only 11,000 on the clock) and I'm pretty sure it is the only one in the UK. If you go on theparking.com you will find some high mileage models in Poland and the Balkans (no doubt Middle Eastern exiles) but that would be a long way to go to buy one. Having said that, the XTS is a truly excellent car worth buying; I know I'm biased but over 400,000 people agree with me!

Graham

Cadifacts

Engine: 3.6 Litre V6
305hp @ 6800rpm
264lb-ft torque @ 5200rpm
6-Speed Automatic
Length: 202"
Width: 72.9"
Height: 59.4"
UltraView Sunroof \$1450



Cadillac News.....

“Que Sera Sera—whatever will be will be, the futures not ours to see” sang Doris and that’s kinda where we are with Cadillac’s UK return this year with the Optiq, Lyriq and Vistiq. Not looking good though, at the turn of the year, no hype, no build-up, no announcements and as of Saturday 29th November, no Cadillac UK, all staff made redundant. How do you sell /lease a prestige car with no manufacturer representation and no dealer network? GM Europe now list Shropshire based multi-franchise dealer Greenhous as an authorised repairer, but Cadillac is not listed on their website and their digital assistant says they aren’t. A work in progress perhaps? Or possibly not...



All go in Ireland though—Cadillac Ireland is going ahead handled by Lookers, a multi-franchise dealership (they have 38 at the last count including commercial vehicles) based in Manchester. The question that springs to mind is, how many Cadillacs will they sell? The total population, is just over 5 million which is roughly half the population of Greater London. The second question is, how long will it last, will the ‘Department Store’ style of selling attract the ‘new era’ of Cadillac buyer, will it be that special experience, or the equivalent of online shopping at Tesco?

Time to LEGO—not really Cadillac News, but the subject matter is related and our ‘oldest Cadillac owner’ **Pete Wood** (*Ed. that’s his car, not him*) saw it at the end of the Las Vegas GP. Thanks also to **Derek Eaton** who forwarded the video. As part of a multi-year partnership between the LEGO Group and the F1 ACCADAMY aimed at inspiring young fans, particularly girls, they created this full size interpretation of a ‘50s Fleetwood Sixty Special in pink.



Constructed using 418,556 bricks, including 123,426 pink ones, and swapping a V8 for electric power, it’s a 28:1 upscale of a model that weighs in at just over 2 tons, just about the same as the real thing. With working lights and sound it’s capable of 12.4mph, so no stopwatch required. Driven by actor Terry Crews it ferried Max Verstappen, Lando Norris and George Russell to the podium and post race interviews. Of course it can’t all be Lego, it rides on authentic whitewall

tyres and wire wheels, but it does have a genuine Lego key to start it. If you were wondering, It took 4 months to build, were they confident? They were certainly bricking it .

For those who prefer the real thing, it was flanked by two Celestiqs that came with doors, climate control and comfy seats...

Meanwhile... The Cadillac Escalade IQ— has been named the 2026 **MotorTrend** SUV of the year with the publication framing the all-electric luxury SUV as Cadillac's return as the **"Standard of the World."**

Rivals for the title including the Audi Q6 / SQ6 E-Tron, the Honda Passport, the Hyundai Ioniq 9, the Hyundai Palisade, the Porsche Macan Electric, and the Volkswagen Tiguan.



MotorTrend points to the Escalade IQ's engineering as a modern expression of the brand's long-standing drive toward innovation, drawing a direct comparison to Cadillac's 1949 Car of the Year, which introduced technology like an overhead-valve engine. Under the floor, the Escalade IQ is equipped with a 205-kWh battery pack, which feeds the SUV's front and rear permanent-magnet motors to deliver up to 750 horsepower and 785 pound-feet of torque. The dual-voltage architecture enables efficient charging across a variety of energy sources, including 800 volts on newer 350-kW hardware, achieving peaks of 352 kW in testing.

The Escalade IQ also covered 415 miles in the publication's 70-mph Road-Trip Range test and demonstrated strong charging performance, adding 149 miles in 15 minutes, 262 miles in 30 minutes, and 341 miles in 45 minutes. A 5-to-80-percent charge required 42 minutes.

Ride quality and manoeuvrability also factored heavily into the award. **MotorTrend** highlights the model's four-wheel steering, air springs, and Magneride dampers, noting surprising manoeuvrability that surpassed even smaller EVs like the Tesla Model Y. Editors also praised the brakes, overall comfort, and generous storage, as well as the expansive cabin displays and semi autonomous GM Super Cruise system which **MotorTrend** labelled as 'Segment leading'.

Critiques were limited to a clunky second-row seat mechanism, lack of phone mirroring, and noticeable torque steer under heavy acceleration.

MotorTrend ultimately concludes that the Cadillac Escalade IQ offers compelling value for its sub-\$130,000 starting price, serving up more luxury and range than less-expensive rivals, while outperforming its more-expensive competition as well. *Ed. Thanks to **Graham Darby** for the heads-up.*

Cadillac snubbed by NACTOY—Yes despite the **MotorTrend** Award, Cadillac didn't get a look in at the **North American Car, Truck & Utility Vehicle of the year awards** (NACTOY) for 2026. The 3 finalists were the Hyundai Palisade, Lucid Gravity and Nissan Leaf. Was it a snub, or simply a difference of opinion on the part of the judges? I wonder how many people take notice of awards when they are looking for a new car? One thing we've learned though is what NACTOY stands for.

Sticking with the Escalade IQ—is there something missing? Apparently yes, and it's not cool! The Petrol powered Escalade is available with a console fridge between the front seats, under the centre armrest, Ideal for keeping your Diet Coke at an acceptable temperature in the heat of Death Valley, 41F / 5C. It can even freeze items to 23F / -5C. It's a \$700 option, though it's for free on the Escalade-V, but it ain't available on the 2026 IQ—they can't be worried about the electric it uses... Can they?

London to Brighton Run 2025



1898 Stephens



1902 Oldsmobile



1900 Renault



1900 De Dion Bouton

This was the 4th year I'd ventured east as a spectator and this time we (my daughter and fellow member Karen and I, plus Martin Hellier from the Audi TT Club) decided on recommendation from **Pete Wood** to try Hammer Hill. It's a great place and all the photos you see here are from the upper reaches of that section.

I'm sure some people think this is just about seeing if these cars can make it to Brighton, where in reality, it remains a celebration of the Locomotives on Highways Act 1896, which raised the speed limit to 14mph. Prior to this 'common sense' the speed limit had been 4mph in the country and 2mph in town with a man with a red flag walking 20 yards in front.

That initial 'Emancipation Run' in 1896 wasn't repeated until 1927 when it became an annual event, the only hiatus during WWII when petrol was rationed. It also paved the way for the first 1000 mile trial in 1900.

As a spectator, all the competitors have my admiration as do the marshals who have a difficult time, not with the competitors (unless they need a push), but with other road users—when it says ROAD CLOSED, it appears it doesn't apply to some people and they really do get quite aggressive. Likewise, it's one day a year, why do cycle clubs and other people feel the need to join in—I certainly didn't drive all that way to watch some bloke on a recumbent cycle weaving all over the road avoiding potholes—A chap with a red flag would have been quicker.

There were 128 different makes of vehicle taking part, with the most common being the De Dion Bouton, with 65 vehicles taking part. Next was Darracq with 29, Panhard et Levassor, 27 and Cadillac in 4th spot with 23, then Oldsmobile, 17, Renault, 16, Peugeot, 12 and Wolseley, 11. The oldest car on the run an 1894 Benz making it 131 years old and it finished...



1899 Wolseley



1902 Mors



1901 De Dion Bouton



1904 Alldays



1889 Singer

The Cadillac Stats

Entered: 23

Finished: 17

Retired: 5

Withdrawn: 1



1904 Cadillac



1904 White



1898 Peugeot



1901 Clement-Panhard



1903 Renault



The Everyone Stats

Entered: 431

Finished: 346

Retired: 46

Non-Starter: 23

Withdrawn: 16

1903 Sunbeam



1903 Napoleon



1901 Benz



1901 Decauville





1902 Sparkbrook



1904 White

Pedal Power , Steam,
Petrol and Electric
2-wheels, 3-wheels, 4-wheels,
The variety was eclectic



1896 Leon Bollee



1901 Waverley

Some required a push,
A few required a tow.
Others needed to catch up,
When the car started to go



Head for heights needed,
no gears, no Lycra, and a
long way to the ground—
dismount for low bridges



1902 Westfield preparing to overtake 1901 Darracq



You in the right gear?
Front seat, back seat driver



'04 Cadillac with a fringe on top

***And there's more...
From 1903/1904***

1903 Rambler



1903 Gladiator



1903 Knox



1903 Thomas



1903 Vauxhall



1904 Argyle



1904 Thornycroft



1904 Humberette



1904 Mercedes— Simplex



1904 Star



And Finally, 

**A 'thumbs-up' from *Edd China* at the tiller of a
1904 Lanchester—*Cheers Edd***



Flash Bang Wallop!

By Karen Hole



Armed with the latest of cameras, tripod and many photo plates, here's a Cadillac Hammer Hill Album in glorious Black & White as it would have been back in the day.



All of these Cadillacs finished, in fact here are 3 parked up in Madeira Drive, Brighton waiting to catch their ride home.

Alan Reed Show Coordinator



Hi everybody,

All is well these days with the Fleetwood apart from the clearcoat coming off the hood—one more job to add to the list.

You'll remember last time I mentioned businesses I'd had good service from, well here are a couple more—you never know they may come in handy and if you know of any others please let us know. Here's the two from me.

If you're in the Romford area or even further away and need mechanical or electrical help on anything American, give **Gary** a call on 07970338/741. He's at Warren Farm, Whalebone Lane, North Collier.

If you need spares and aren't on the internet, **US Automotive** have always been good for me. Their phone number is 01234 273155

Alan

Events 2026

March

20-22—Practical Classics, Classic Car & Restoration Show at the NEC, B40 1NT

April

3—Wheels Day at Newbury Showground, Thatcham, RG18 9QZ. *Don't forget you need to register for this event.*

July

4-5—Classic American Stars & Stripes at Tatton Park, Knutsford, Cheshire, WA16 6QN
17-19—AACUK Summer Nationals at Upton-Upon-Severn Rugby Club, Worcestershire, WR8 0JQ

August

2—AAAC 'Rally of The Giants' at Stonor Park, Henley-on-Thames, Oxfordshire, RG9 6HF
24-30—Grand European hosted by the Cadillac Club Netherlands at NH Hotel Leeuwenhorst in Noordwijkerhout

Spark of Ingenuity

By Andy Blick

I am so chuffed with this. I was missing the wing nut that holds the spare tyre down in the boot of my '60 Series 62 sedan and my son, Alex, made this wing nut for me. I had a couple of spare spark plugs which I thought would look cool.



He also engraved the Cadillac logo on it too, plus it has a little hole so it can

be padlocked on when the boot is open at shows. I retrimmed the boot recently and got hold of a nice spare tyre.

Pretty unique and skilfully made. Thanks Alex, top engineer.

Andy



From Our Roving Reporter

Amanda Deville

In the gloom of winter with many a classic hibernating until the spring, I thought I'd catch up with some of the late car shows from last year, starting out way back on August 25th.

A small show organised by the **Yorkshire Thoroughbred Car Club**, it took place at a sports field in Netherton near Horbury, a small village just outside Wakefield.

Sadly, American cars were notable by their absence, but our favourite 1962 Cadillac Sedan Deville of 45,000 miles put in an appearance

once more, the only other American car present was a Ford Mustang of I think 1967 vintage. One vehicle which I found



amazing was this 1921 Talbot, apparently, this car left the factory as a

chassis and had a bespoke coachwork body fitted by the Regent Carriage company of London, stating that the 'Gentleman's carriage coachwork can be used in all weathers, both day time and night time', amazing.



There was a rather nice 1960 Rolls Royce in Sand over Sable, as it's proud owner informed me, much nicer than the more common monocoque Rollers parked nearby, a proper Rolls in my humble opinion.



This was the first Triumph Herald Coupe I had seen in many a year, a very rare beast indeed, it looked good with optional Triumph Spitfire wide steel wheels and hubcaps as well as U.S. spec all red rear lights, it also



had the optional rear seat, such as it was. We were also treated to the ultimate in badge

presenting themselves as Vanden Plas vehicles, the interiors were much more up market than the base vehicles would have been and the VP grille looked splendid, but they were still an Allegro and 1300 underneath.



There was also a pair of nice Mk.2 Cortinas, a 1600E saloon and a GT estate, together with a very clean 1600 Mk.1 Escort.





Sleek Sunbeam Rapier, British Barracuda anyone?

Transatlantic flavour, 1964 Ford Zephyr 4



1964 Austin Cambridge, a substantial looking 1939 Alvis and a 1954 oval window VW Beetle

Moving on to a car show at York Racecourse on the 9th September, organised by the **York Classic Vehicle Association**. Attendance was down on previous years, possibly the threatened heavy rain and gale force winds put some off. Never the less there were

a few interesting cars. One vehicle that immediately took my eye was a 1930 Marquette in very original condition including the wooden spoked wheels. They were built by Buick between 1929 & 1931 to bridge the price gap between Buick & Oldsmobile. Also

something I had never seen before was a full row of Model A Fords, amazing where they keep coming from. Sadly the only other American cars in attendance were a Ford Probe, which if I remember correctly, was not a sales success for Ford when it appeared, and a superb 1969 Plymouth GTX complete with 440 and it was in black too, very menacing...and huge. Oh, there was also a Chrysler PT Cruiser convertible, these are very rare these days.



I couldn't resist the Vauxhall Cresta PA with it's fins and chrome, a shame it was the later one with toned down tail lights and indicators, the earlier ones looked much better in my 'umble opinion.



There was also a very nicely restored Mk.1 Ford Consul, ex Leeds City Police. Having been in the police for 30 years and knowing how their cars are treated, I am amazed this one has even survived.



Also there, a glorious and very swoopy Jaguar Mk IX, a couple of extremely rare Jowett Jupiters, one of which, back in the day, gave it's frame for Hot

Rod magazines 'Dream Rod' project I believe



And finally, a nice red '63 Sunbeam Alpine, the one with the taller fins, complete with knock-on wire wheels, a boot rack and a reversing light—available at all good accessory shops!

My Cadillac Story

By Robert Green

I love my '66 Eldorado. It's in excellent condition with no rust, basically fine mechanicals, and it's given me 13,000 miles and 18 years of happy memories.

But right now all is not well; the brakes are snatchy and they judder, the car doesn't track straight, one of the exhaust manifolds is cracked, and there is a long list of other jobs to finish before this Eldo can again represent the 'Standard of the World'.

While I have been the lucky keeper since 2007, the car had come to these shores in 2003, to take up residence in a museum in Scotland. When the museum's founder passed, the collection was

disbanded, and I was able to get my hands on a car I'd always coveted. I was also able to take the plunge into Cadillac ownership with some confidence, as I had the support of my friend **Tom Falconer**. In addition to being the UK's leading Corvette specialist, Tom owned a '66 Coupe deVille and was the perfect person to tell me I had found a good one, and then to get it back – and keep it – on the road.



In its museum days





When I got the Eldo it was showing 45,584 miles, which might be genuine though there's no way to know. Over time, and in addition to regular maintenance, Tom treated the car to a top end engine rebuild, had the transmission rebuilt, and arranged for a beautifully executed retrim and a new convertible top. Now looking its best, the Eldo was a **Classic American** feature car in October 2015, won a concours category prize, and added Cadillac *panache* to a few weddings. The car has also taken a few longer journeys, including to the Scottish

borders and to the South of France (though not back – perhaps the trans should have been left alone!)

But life moves on. The car's sheer size always meant that storage at home was a challenge, Tom Falconer gave up his garage business at Claremont Corvette (though he is still selling his inventory of Corvette parts) and I was spending a fair time overseas for work. All this meant that the car began to see fewer miles than it needed – and then the Pandemic struck.



I was out of the country at the time. During my absence the Eldo lost its previous storage and was moved to a lock-up. By the time life started to return to normal, the car had sat for two years, the brakes had seized, and the paintwork was showing a rash of micro blisters. Tom and his ex chief mechanic **Matt Davison** (who now runs **CCM Vettes, a Corvette garage**), were able to free the brakes and Matt gave the car a service and got an MOT. But the car was not behaving like a Cadillac.

For starters, the brakes pulled badly to one side, and slowing/stopping was accompanied by a loud hiss from the vacuum booster. We decided to go for new drums all round. These days replacements are made in China, some branded as AC Delco Gold, others not. I couldn't find four OEM spec in the short time available, so I settled for two AC Delco and two Brand X, all from C.M. Frost in the UK. I also found a rebuilt OEM booster on eBay. The AC Delco drums weighed in at a hefty 28.6lbs each. Interestingly, although they looked identical, the Brand X each weighed less at 28.2lbst. Worse than that, they were fractionally smaller and wouldn't fit – so I now have new drums on the front only. The car now stops in a straight line, but with a judder that feeds through the steering column. The rebuilt booster doesn't hiss, but the assist only comes in towards the end of the pedal travel, and now the auto release for the emergency brake doesn't work. The car doesn't track straight, which is a new problem, and the LH exhaust manifold is blowing badly. I've sourced a replacement manifold from the US, and I've kept all the old drums, hoping they can be relined. Until these issues could be fixed, I put the car into professional storage, also getting a new set of tyres and a heavy duty battery.

A few months ago I drove the Eldo down to London, planning to bring it in for examination by **Robin Day** of **AutoPontiac**. Robin's shop is quite near me, and he is an ace diagnostician. He also has a long waiting list.

Come the day to see Robin and I started the Eldo. It came to life as quickly as usual, but a tortured noise and a cloud of dust announced the disintegration of the alternator drive belt. I couldn't find replacements in the UK so ordered a complete set of belts from Caddy Daddy. When they arrived, they turned out to be the wrong size! Caddy Daddy aren't the cheapest supplier but they do have great customer service. I told them the belt sizes, they investigated, and sent me a new set free of charge.

My Eldo (p/s, a/c, no air pump) has three belts, with the one for the alternator being nearest the engine block. So the other two belts come off first, requiring the power steering pump and a/c compressor to be loosened and pivoted, as well as the alternator. I become quite familiar with the process as my first attempt left me with three new belts, but an alternator that wouldn't spin. With some 'phone a friend' help from Robin, a faulty alternator was diagnosed.,. So cue **Rock Auto** for a new alternator – those guys are pretty good value and super quick!

By now I was pretty practised at belt removal and installation, and the new alternator was in place in no time. But – and in my experience there is often a but – I then negated my good work. Before I removed the old alternator I had taken notes and numerous photos of the wiring. Two of the connecting cables to the alternator are black, one from a wiring loom, and the other a lead from the positive battery terminal; the main positive cable goes direct the starter motor – I still don't know the function of the smaller one. In the excitement of an almost completed job, I juxtaposed the black cables.

As soon as I reconnected the battery, sparks flew and the insulation of the lead from the positive battery terminal to the alternator melted.

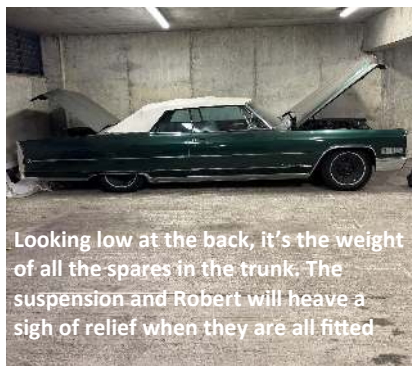
The only practical course of action was to strip the remnants of the old cable insulation and replace it with new shrink wrap. That in turn required the purchase of a cordless heat gun, as the car was in an underground car park away from a mains power outlet.

At last, the job was done. Just yesterday, the late November rain cleared, I washed the worst of the dust off, and gave the Eldo a 50 mile drive. The car isn't perfect yet but once again reminded me why I never want to let it go. The doors close with a satisfying thunk, the interior smells wonderful, and the combination of elegance and bulk makes the car stand out in any company. And behind the wheel, there is the wide screen vision, the precision of the controls, and the surprisingly imperturbable handling. Of course the power, as another prestige manufacturer would say, is 'adequate'. So now I'll get back on Robin's waiting list to sort the brakes, steering, and exhaust.

And after that, there is a long list of smaller things to attend to; the windshield washer, the power aerial, the door locks (I suspect the vacuum tubing), the cruise control, the air con (the climate control works, not the refrigeration) and many other little electrical and trim items. And some bigger jobs which can wait; that micro blistering needs attention and I'm sure the trans 'switch pitch' isn't operating as it should....

Happy days, if you like old cars!

Robert



Looking low at the back, it's the weight of all the spares in the trunk. The suspension and Robert will heave a sigh of relief when they are all fitted

A 'Baby' LaSalle Conundrum

Sigrid Hofmann emailed me this photo and wrote:

Many years ago, (Ed. The photo appears to come from 2007) I came across this little Sally. It was in Berlin at the old depot and I remember that it once belonged to the Swedish Court, youth of King Olaf. I have no further information about the car or its whereabouts.

So, how could we find out more about this fascinating little car—I mean, who ya gonna call? No, not Ghostbusters, Doyen of all things ancient Pete Wood, (*Rumour has it he's even managed to carbon date the chairman*).

Pete's been in touch with his friend in Oslo, who used to be the Director of the Oslo Museum who's not aware of it being anything to do with King Olaf's family.

Time to go specialist, **John Bryden**, Editor of **Sally Speaks** is currently on the case, so watch this space—unless of course you know the answer to who it was built for and where it is now. It's good to start the year with a mystery...



Cadillacs at Brooklands on New Years Day

By Simon Green

From the top, 1933 370C V12 which you'll probably recognise, followed by 1957 Series 62 convertible and 1951 Series 62 sedan and finally, a side order of '65 Calais.



Ed. There's always a wide variety of cars, old, new and nostalgic on Simon's Instagram page at: [simon.green.motoring](https://www.instagram.com/simon.green.motoring)



Cadillacs in the Wild

Cadi-Snaps from the Noughties from the lens of *Simon Green*—in glorious 35mm with words of wisdom from *the Assistant Editor*



The Escalade remains one of Cadillac's biggest sellers both in size and volume, A Cadbury's Flake was not an option on this '99



If you want to advertise in a big way, then the '60 Series 62 is the way to go



Stacked headlights and two parking spaces, this '65 Calais Coupe adds a certain class to any Homebase car park.



1990 Alante. All of them are high mileage—and that's just the air miles they clocked up during production.



I know it's all about style, but the '86 Sedan deVille looks like it should have had a larger rear screen, but they ordered the wrong size glass.

If the weather was good and you didn't want a rear screen at all, then the '87 Coupe deVille Rag-top was a stylish choice.