



# Cadillac



Owners Club of Great Britain



*Stars & Stripes*



*AAAC Rally of the Giants*



*AACUK Summer Nationals*

*Standard of the World*

September-October 2023

SHOW & AGM Edition



# 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

*New*— For Cadillac LaSalle Club membership, contact Cornerstone Registration on 001-763-420-7829 or email: [clcoffice@cadillaclasalleclub.org](mailto:clcoffice@cadillaclasalleclub.org)

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Front Cover: *Top*— Stars & Stripes—Photos by Amanda Deville  
*Centre*—AAAC Rally of the Giants—Photos by Simon Green  
*Bottom*—AACUK Summer Nationals—Photos by Paul Ross



# Club News

## From the Chairman



Hi Cadillac Fans,  
Well! I have survived the first year as Chairman. At Stonor on the 30th of July 2023 we had a good turn out of fellow Cadillac owners. I felt the AGM went well and I didn't get any boos or things thrown at me. There was a bit of heckling from some of the attendees. I am sorry to say that you will have to put up with me as your Chairman for another year! The office work was sorted out, all the positions were filled, and AGM finished. I have set myself a challenge for this coming year and that is to get more Cadillac owners to join!

The Rally of the Giants had a strong Cadillac showing. We were definitely in the majority. The weather stayed dry for the best part of the day. But the afternoon saw the rain set in, so the packing up and the drive home was wet. My '49 has vacuum operated wipers and cross ply tyres. So the drive was interesting with wipers slowing when accelerating and stopping when going up hills. The tyres do tend to slip a bit on the wet surface, so concentration level had to be increased.

I have started to try and get some answers from ESSO about Supreme unleaded. They have said that from September 2023 it will have up to 5% ethanol in it. We have been led to believe that in certain areas of the UK there is no ethanol content in it. As we have a variable age span in the Club, I am sure some of you will also be concerned. Updates to follow (fingers crossed).

I have started to service the '49 ready for the Isle of Man trip. I also have The Revival at Goodwood to get sorted. So busy times for me and the '49.

Hope your summer and Cadillacs are fun for you. Keep showing and enjoying your Standards of the World!

Graham

## Rod Bevan

### Treasurer/ Membership



**Welcome to our new members.**  
A very warm welcome to new member; Simon Cox of Coventry with a 1957 Series 62 Sedan.

#### Shows

It was good to see members at the Rally of the Giants, a bit wet at the end of the show and at prize giving. Great to see Pete with his 1903 Model A, caused a lot of interest outside Camp Cadillac. Well done Pete and thanks for all your hard work with registration matters. We still have a few months to

get out to shows so check out the events pages and please, please let our members know about shows near to you.

The AGM was well attended with the committee being re-elected for a further term.

Next on the list is the Isle of Man event in September, looks like being a grand show of American vehicles. Will make a good read in the next magazine.

Rod

## Phil Htole Editor



It's been a busy couple of months, with the 'show season', mainly concentrated over the June-July period. It was great to see so many wonderful cars who turned out in defiance of wind, rain and wet grass. Hopefully you were able to get out to the shows you wanted to though 'only driven in the dry' vehicles possibly didn't venture very far.

Both the AACUK and the AAAC had new venues this year and as one of the smaller clubs that relies on 'joining in', we appreciate the efforts they put into not only dealing with a new venue but battling the elements as well.

In this edition of the UK's premier Cadillac magazine, you will find a 2-page insert containing the AGM Minutes. Please have a read, it will keep you up to date with what's going on in your club—and yes, as you've probably guessed, the Assistant Editor and I are still here—feel free to groan, we won't hear you.

We have a welcome addition on the Rep front, **Paul Ross** (no doubt ably assisted by steelworks guru Angie) is now our Midlands Rep, see page 2 for contact details.

Congrats to **Pete Wood** who was the worthy recipient of the **Bob Thomas Award for Outstanding Contribution to the Cadillac Owners Club GB**. 'Rock on Dude' as Amos would say.

In the wider motoring world, by the time you read this, the march of ULEZ will have encompassed all of the London Boroughs and no doubt other cities will look to expand their zones too in the name of improved air quality. The cynic in me thinks it's a great way of relieving motorists of money and what new taxes will they think up if we do all stop driving into the cities? Cycle lane charges perhaps? On the plus side they won't have to spend money on pothole repairs—mind you where I live, they don't do that now. If you are lucky enough to own an historic vehicle (40 years old and over) then you don't have to pay anyway. I was amused with the editorial in **Classic American** where it said 'Luckily our cars are exempt from ULEZ'. Perhaps they don't realise that many of us own American cars that aren't 40 years old yet.

For those of you heading to the Isle of Man for the American themed Festival of Motoring, have a safe and enjoyable trip.

Stay safe, stay well,

Phil



# Amos' Autos

'Hanging out with the cool dude'



Hey Dudes,

Good to see and chat with some of you at the AGM, it's a cool venue and from Camp Cadillac on top of the hill we had a great view. The All American Auto Club sure put on a great show.

**Paul Ross** and the Editor came across this interesting car at the AACUK show at Upton-upon-Severn and neither of them knew what it was, other than it carries a Puma badge. The



Editor asked me if I knew and I do. It's a 1980 Puma GTB S2 Coupe. It was built in Brazil and based on Brazilian GM Chevrolet Opala components. It was powered by 4093cc inline 6-cylinder Chevy power plant developing 168hp driving the rear wheels through 4-speed manual gearbox. Made of fibreglass, it was Brazil's most expensive car between 1973 and 1984. They weren't exported to the US or Europe, which makes this a rare beast on our shores. Only 1589 were built, 701 Series 1 and 888 Series 2.



**Sticking** with the Chevy theme, **Amanda Deville**, snapped this '62 Corvair 95 Loadside pickup at Stars & Stripes. Powered by a flat-6 air-cooled engine, developing 80hp driving the rear wheels through a 3-speed synchromesh transaxle. A 4-speed



manual and 2-speed Power-glide auto were also available. It was capable of carrying a 3/4 ton payload.

There were 2 versions of this truck. The Loadside had a conventional tailgate which because of the rear engine meant the load floor was high and awkward. Chevrolet also offered the Rampside which was very ingenious as this photo shows. It's no surprise that the Rampside was the better seller, though it was never the success against the VW Type 2 that Chevrolet had hoped.



**Talking** of the VW Type 2, our good buddy, **Ron Melville** (Editor of *FINZ*, the *Cadillac Club of New Zealand Magazine*) sent our Editor a link to a *Hemmings* article titled: **The Only Known Remaining Volkswagen Type 2 "Schulwagen" Has Emerged After 43 Years.** Just Google those exact words to read the fascinating story in full. Basically when Volkswagen were setting up Volkswagen America, they had a fleet of 14 Schulwagens or Mobile Service Schools that travelled the USA. As these photos from Volkswagen show



they were equipped to train dealership mechanics how to work on VW vehicles. Each Schulwagen came with two technicians. It was an innovative approach to training back in 1955—a variation on the mobile shop.

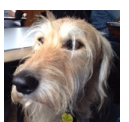
**Now** here is a cool little car, the Pontiac Solstice. It was Pontiac's first 2-seater since production of the Fiero finished in 1988. It shared the GM Kappa platform with the Saturn Sky and Daewoo GX2. There was even a badge engineered Opel GT for the European market. The Solstice was powered by a 2.4 litre inline 4-pot, producing 177hp and 166 lb-ft of torque. Between 2005 and 2010 65,724 were built. Production finished when the Pontiac brand bit the dust.



**Finally**, because I like the weird, here's a 1956 Inter 175 Berline. Made in France between 1954–58 there's something of an angular Messerschmitt about it. Its 175cc single cylinder engine powered the rear wheel through a 3 speed gearbox. Top speed was 50mph if you were brave enough...



*StayCool Dudes...*





# Classic American Stars and Stripes

From our Roving Reporter Amanda Deville

We got about five minutes of sunshine, the rest of the day was showers with a strong wind, typical show weather then. Despite that the Cadillacs were out in force...



Stunning '57 Eldorado Biarritz



'41 Convertible Coupe

## Also at Stars & Stripes



Rare '61 Chevy Wagon



'56 Mercury Wagon



What a difference a year makes, 'tail end' design '59 Rag-top versus '60 Flat Top (great colour). Fins are on the way down



'60 T' Bird



'60 Dodge Phoenix



The 'other 49' Bill Shackman's Coupe deVille



'58 Buick Limited



'68 Buick Riviera



'53 Chevy Hot-Rod Pickup



'64 Pontiac Grand Prix



Amanda's '61 Fleetwood.  
Photo by 'serial show goer' Paul Ross



One of Billie Jo Spears favourites—'57 Chevrolet Bel-Air



# All American Auto Club Rally of the Giants



Amos' personal transport—Rod Bevan's '99 Deville



'Hubs' Macdonald's '64 Sedan deVille



Simon Green's '90 Fleetwood



Paul Ross' '68 Coupe deVille



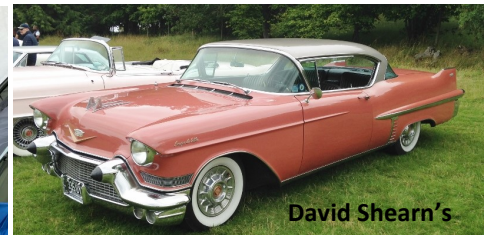
Graham Howard-Wall's '49 Coupe deVille



'58 Coupe deVille



'Hubs' is in the building, Graham 'Hubs' Macdonald at 'Camp Cadillac' with Rod & Judy Bevan, 'Cool Dude' Amos and Tia



David Shearn's '57 Coupe deVille



'66 Rag-top



In the pink '59 Convertible



Full width dashboard 1903 style  
Also comes with weather dependant climate control (no windshield—no roof)



Archaeologist 'digs' ancient Cadillac  
Karen Hole hitches a ride from Camp Cadillac to the show ring with Pete Wood in his 1903 Model A



'56 Eldorado Biarritz



'41 Series 62 Rag-top



AAAC President Alan Murphy's '41 Series 60 Special



Editorial Cadillac & Club Flag



Can you guess what's in the trunk? Yes, you're right—Hub Caps





As Kate Bush sang 'Keep running up that hill'. 1365 made a habit of it!



Brace of Cadillacs—'65 deVille convertible and '49 Fleetwood



C8 Corvette with 'Camp Cadillac' in the background



'79 Mercury Cougar



'55 Eldorado



'55 Ford Fairlane

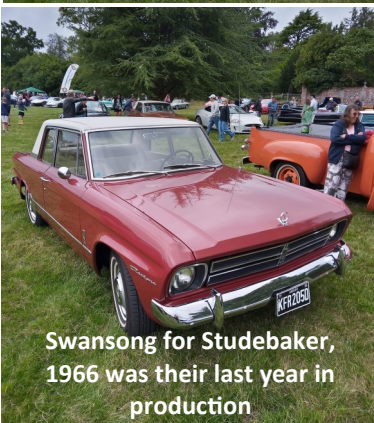
# Around the Show Field



Chevy Tow Truck



'37 Pontiac



Swansong for Studebaker, 1966 was their last year in production



'74 Plymouth 'Cuda



'89 Buick Reatta Coupe



'72 Buick Riviera



'79 Seville

Ed. Thanks to Simon Green, Paul Ross, Paul Nieuwenhuis & Lin Hole for all the photos.



'50s Cadillacs were out in force



I wonder who will snap these up



'77 Chevy





# American Auto Club UK Summer Nationals

A new location for this event at Upton-upon-Severn and Paul Ross captured this Cadillac selection



Angie Ross updates Lin on latest welding techniques and the '68 Coupe deVille is there too



Greg Horn's '54 Fleetwood Sedan



AACUK President Mel Atkinson's '70 Coupe deVille



A rare sighting of (according to the Chairman), the Editor's '92 Sedan deVille— Ed. Yes the entire Editorial Team were there.



Behind the scenes—Paul 'the lens' Ross at work and relaxing - is that banana cake? It certainly is...

Also at the show...



Can't have an American Car Show without a Chevy Pickup This '58 Apache is called Daisy



'79 Cadillac Seville



'79 Corvette



'39 Rumble Seat Ford



'30 Hotrod Ford



'41 Ragtop Buick



'45 Hudson sedan

Ed. At the end of the show on Sunday, there was a parade of American vehicles through the town, which had been closed to other traffic allowing members of the public to see the cars in action—Great way to finish



# Pete's Page

## A Veteran Cadillac Cornucopia

From Pete Wood

The ups and downs of the show circuit, in the UK.....

The 30th July saw us (that's me and 1365) at Rally of the Giants run by the excellent All American Auto Club at Stonor Park. (Ed. It's the new name of the Pre50AAC)

I couldn't get up the dirt road, access track, under my own 'steam.' That's a first for me and 1365, but it was very steep. The show finished early, because of the weather (rain, rain and more rain).

But I did walk away with an 'Amos' Car of The Year 2023, for which I am very grateful. Whoop, whoop.....



Talking of **Leigh Spivey**, he and wife Shirley came across this 1906 Model M when they visited the **Scarborough Fair and Vintage Vehicles**



**Collection** in Lebberton just outside Filey. It was previously in the Ahlorn Collection in Denmark and is in unrestored 'Barn Find' condition. This is a straight line tourer and there are very few of these in the USA, let alone Europe.

I had wondered whether this 'Danish' car had originally come



from the UK. I've been looking for H30 for some time. It went missing in the 1950s. So, Leigh and his good lady made another trip to see if they could find an engine number, but sadly couldn't. Meanwhile pals in Sweden believe the

'Scarborough Fair' car arrived in Sweden in the 1960s, so I've written to the museum in Sweden to see if they can shed any light on it and its origins. Of course if you are reading this and know where H30 went or have it tucked away in a garage somewhere (wishful thinking), do get in touch. The search on both these cars continues in different ways, one we can't find, the other we have but don't know where it came from.

Talking of 'Barn Finds', this just HAS to be the last barn find, for something this early? In New Zealand.

I discovered this photo, a few years ago, on Flickr. It was taken in 2017 and showed a Cadillac which, decades ago, was converted into a pickup. It hasn't run since WW2.

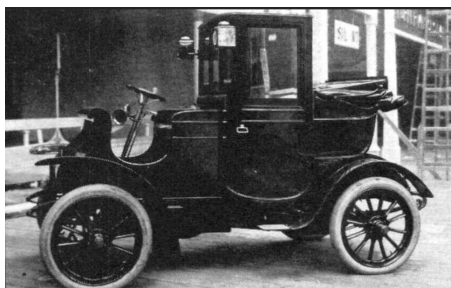


Cadillac enthusiasts, Laurie Cocker (aka Hart Parr) and his friend David Edmond took on this historic vehicle and got it running. They took the brave decision to keep it as a pickup, and not to rebody or over-restore it; forever preserving the 80+ years of patina. I was sworn to secrecy and have been patiently waiting for the day when I was allowed to share the fantastic work.

Here is a still from the video (see it on our Facebook page) of its first start in 80 years. Congratulations to all concerned.....



Manpower required to assist the mighty 6.5hp Model A and Pete on the trek back to Camp Cadillac  
Photo—Karen Hole



Here is Cadillac's first Coupe - and it wasn't made in the USA...! Made in Scotland by Harper (best known for building huge bridges) in 1904, it beat the USA's version of the

'Doctor's friend' by two weeks, just one of the four Harper Coupe cars survives. I love early Cadillacs but as **Leigh Spivey** says, it's not particularly pretty.





# Alan Reed Show Coordinator



Hi Caddy Fans,

It's me again. I'm sorry that because of an ongoing medical issue, I couldn't be with you for the AACUK Summer Nationals at Upton-upon-Severn and Rally of the Giants at Stonor Park, which meant Kath and I also missed the AGM for the first time in many a year. I have a hospital appointment on the 14th of September which will hopefully sort things out, provided it's not cancelled (again).

Another casualty for us, we won't be able to go to the Isle of Man, but I hope everyone has a great time and I look forward to seeing all the pictures in the next edition.

On the car front, it is now over 600 miles since I removed the A.I.R. Management System, or 'smog pump' as it's often called on my '81 Fleetwood. All is good and now I have adjusted the throttle position sensor, it does not cut out. It took 3 or 4 goes to get it right. As you can see from the photos, I had to fit a new alternator and new valve cover gaskets ( the old ones looked OK to me). I would like to thank



**Roger Harrison** for his advice on core plugs, it was a big help—Thanks Roger.

Some years ago, Kath and I were going to Drayton Manor at Tamworth on the A5. Just past Hinkley, my '72 Sedan deVille went bang. I wasn't in the AA or RAC back then, but a chap in a local petrol station phoned Stateside Auto Parts. They would come and pick the car up and have a look at it on Monday morning. They were going to the Drayton Manor Show as well. A week later, I went to pick up the Caddy, they'd fitted a new timing chain and sprocket—Thanks guys.

BE AWARE—**Classic Car Weekly** did a special report about thieves turning to devices like Apple Air Tags which they fix to your pride and joy and then at a later date, track down you car and steal it. Some simple solutions, get an alarm, a tracker or even a steering lock. If you park on the street turn your wheels into the kerb.

All the best,

Alan

## Events 2023

September

13-15—Isle of Man Festival of Motoring

November

10-12—Classic Car Show at the NEC, B40 1NT

## Worthing 'Sunny Sunday'

From Derek Eaton

Yes, I was there at the Worthing 'Sunny Sunday' American Car Show on the 30th July. The only problem was it was not sunny, in fact it rained most of the time, but despite that here were 3 Cadillacs in attendance.

**Series 62**, the story is that it was once owned by a USA Senator who survived two assassination attempts. The car carries the scars, bullet marks on the windows.



**1929 341B**, first car fitted with synchromesh, English tourer body with a folding top.



1960 Fleetwood

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# Cadillac News.....

**The big new and I do mean BIG**—is the announcement of the 2025 Escalade IQ. Production starts next year.



It's less bulky than its ICE sibling with a definite 'upscale' Lyriq look, which is no bad thing. Available in 2 trim levels, Luxury & Sport with available 2-tone paint and 24-inch wheels, it's an imposing SUV.



As with all Cadillac Electric vehicles, it will run on GM's

Ultium Platform with front and rear motors giving 750hp, 785 lb-ft of torque and All Wheel Drive. There will be a sub-5 second 0-60 time, so no slouch and if the need arises it has an, 8000lbs towing capacity. Range is said to be 450 miles.

All that power comes from a 24 module 200kWh Ultium battery pack with 800-volt DC quick charge capability, meaning with suitable charging available it can add 100 miles in 10 minutes. The battery also provides vehicle-to-home bidirectional capabilities via GM Energy's Ultium Home Products—basically you can power your house from your car during peak times and recharge the car at a cheaper rate. Very useful when you're budgeting the repayments on your \$130,000+ Escalade IQ.

Inside, as you'd expect it's luxury all the way, with a 'pillar-to-pillar' 55" infotainment system and sumptuous leather.



Optional Super Cruise with 400,000 of mapped roads.

Prediction, it will sell like hot cakes and you can power the oven that makes them from the car—neat!

**If you can't run to**—an Escalade IQ or a Lyriq the next 'iq' offering might be just what you are looking for, the Cadillac Optiq. Due to officially debut later this year, the Optiq will be a sub-Lyriq in terms of size and price, though it will be bigger than the XT5 suggesting that there will be an even smaller offering, possibly to replace the XT4 as Cadillac goes 'full electric'. As you'll notice the family resemblance is there, it's just a question of price and size.



**Talking of price**—Cadillac have announced that the 2024 Celestiq starting price will be \$340,000. If I start saving now, I could be in with a chance of affording one on my 282nd birthday.



**What a difference a door handle makes**—you may think I'm exaggerating but it's true, Cadillac have re-designed the way you get into the Lyriq. Seems the original push-button handles weren't popular with buyers and the 2024 model will use a lever mechanism instead. It's great to have a mechanical connection with your car. Sometimes simple is best—something about not re-inventing the wheel.



**Going back 120 years**—this was Cadillac News, the Model A. It's been a long journey from single cylinder all the way up to 16 and back down again to a future with no cylinders at all. Progress has its ups and downs. Photo from **Paul Nieuwenhuis**



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



# Cadillacs in the Wild.....



Head-to-Head in Headcorn—Pete Wood’s 1903 Model A and latest model from 1958



‘59 Fleetwood 60 Special



Amanda Deville’s ‘61 Fleetwood



Another ‘59

Roving Reporter ‘Amanda Deville was in Hebdon Bridge, Yorkshire for the Rotary Club Car Show in aid of local charities



Also at Hebdon Bridge, this stunning ‘47 Club Coupe with ‘Fastback’ styling



David Shearn spotted this ‘58 in Eastbourne



Colin Tregunna’s ‘60 Sedan deVille Flat Top



Unmistakeably Cadillac—Tail Ends photographed by Colin Tregunna at ‘Supernats’ in Old Warden (Ed. There’s enough metal in that continental kit to make a Fiat 500)



A 2nd Aircraft Carrier? The Fleet must be in. Photo—Paul Ross (Ed. who else)



Stay safe

