



Cadillac



Owners Club of Great Britain



Standard of the World

July-August 2025

Cadillac Owners Club of Great Britain



Club website (with International links): 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

For Cadillac LaSalle Club membership, contact Cornerstone Registration on 001-763-420-7829 or email: clcoffice@cadillaclasalleclub.org

C o m m i t t e e

Honorary Life President—Alan Reed

Chairman

Position Vacant

Treasurer/Membership

Rod Bevan

“Rowan House”

1 White Lions Meadow

Lyonshall,

Kington

Herefordshire HR5 3FQ

07967 116854

rodnejbevan@gmail.com

Website

Ken Pandolfi

Mulberry House

84 High Street

Long Crendon

Bucks HP18 9AL

07506 406372

cocgb@outlook.com

Registration Secretary

Pete Wood (DVLA Approved)

53 Highfield Road

Chislehurst

Kent BR7 6QY

07979 261602

okt42@btinternet.com

Events Coordinator

Alan Reed

0208 2010147

International Liaison

Phil Hole

Agreed Insurance Valuations

Position Vacant

Secretary

Judith Bevan

“Rowan House”

1 White Lions Meadow

Lyonshall, Kington

Herefordshire HR5 3FQ

Area Representatives

Essex & Herts

Alan & Kath Reed

57 Silkstream Road

Burnt Oak, Edgware

Middlesex HA8 0DD

0208 2010147

Bucks, Beds & Oxfordshire

Andy Inglis

362 Chartridge Lane

Chartridge, Bucks HP5 2SJ

07836 349356

thecadillacman@btinternet.com

Lincolnshire

Paul Ross

24 Kings Crescent

Boston

Lincs PE21 0AP

Tel No: TBA

coupdeville68@gmail.com

Scotland

Iain Morrison

5 Pinkerton Street

Dunfermline, Fife KY11 8LN

01383 411648

naebawbees@gmail.com

Ireland

Nick Stratta

7 Cloyne Road

Kimmage

Dublin, D12 K8W5, IRELAND

Mobile: +353 (0) 85 828 9922

nickstratta@gmail.com

Editor

Phil Hole

9 Westview

Paulton

Bristol BS39 7XJ

07756 205467

holepl@aol.com



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Front Cover—Cadillacs at Ragley Hall

Top: John Lond's '66 Coupe deVille

Middle: Customised 1960 Series 62 Sedan

Bottom: Cadillac Escalade EXT sandwiched by both ends of a '56 Fleetwood

Club News

Not from the Chairman

By the time you read this, it will be less than a month until the **Annual General Meeting** at Stonor Park.

It's always disappointing for those of us trying to run 'your' club to see how few members turn up. It's not a long arduous meeting, it takes around an hour and no one is going to force you into joining the committee (*though we would always welcome you if you did*), but we do have to make decisions, so if you are at **Rally of the Giants**, please join us at **Camp Cadillac** (*you can't miss it*) and have your say if you wish and vote for / against any proposals. We are a democracy, there are no executive orders here.

As you know the committee stand down at the AGM and we need members there to vote in the new committee.

Start time is 12:30.

JLF

Rod Bevan

Treasurer/ Membership



Welcome to our new members

A very warm welcome to our new members: Mark Charnock of Liverpool with a 1978 Coupe Deville.

Showtime

Enjoying the weather during June and looking forward to shows at both Upton-on-Severn with **AACUK** and of course **Rally of the Giants** at Stonor Park as guests of the '**All American Auto Club**' (AAAC). Shows dates on the Events page.

Please note we will be holding the **AGM** at 'Rally of the Giants'. All members are invited to attend in person and to take on a committee role. All posts become vacant, so it's your opportunity to make that difference. Those unable to attend are encouraged to make their views known by email or letter to me or the editor. These can be read out at the meeting and given due consideration. It is your club, and it is your views that matter if everyone is to be happy with the future of the club and where it is going. **Please view the enclosed agenda and make your observations.**

A change was made at the last AGM to discontinue issuing new membership cards at renewal time. The cost of the card is minimal, but the postage rates continue to rise. It is not practicable for the magazine publisher to include these at the time of magazine issue; there would be a cost implication here as well. The decision will be reconsidered at this year's AGM together with any rise in membership fees.

Event marshalling

One area that all members attending 'Rally of the Giants' can help with is a few hours of marshalling for the event. All clubs struggle with marshalling the events and it is our chance to help. I have done this in the past and enjoyed it, you will not be stuck there all day, and you will meet and greet fellow enthusiasts. Let me know, meet at the club display or contact a member of the AAAC or myself.

Payment of membership fees

It would be an enormous help to me, or whoever takes over

memberships and treasurer duties, for members to pay renewals when due. We are all busy and things get forgotten. I spend a lot of time sending reminders by email, text and when I get no response I send a further reminder by letter. All takes time and there is a cost, postage again. We enjoy having you as members but do need your help in this area. We realise that circumstances change, and that members discontinue their membership. If that's the case, then please make me aware of your intention not to renew your membership. We can then say our goodbyes and thank yous. It's such a great hobby with good friendship experiences.

Please note my contact phone number has changed. 07967 116854.

Happy motoring and drive safely.

Rod

Phil Hole Editor



We've had some nice weather recently, which can be a double edged sword when it comes to working on your car, especially if like me you are confined to the driveway. I know people around the world think that the occupants of this sceptred are obsessed by the weather, but it's often with good reason. Finding ideal conditions for fixing the car, can be problematic, it's either too hot, too cold or raining and combining that with our current mood, well that's just another factor to throw in. The result is that simple jobs can take hours, days, weeks longer than they should, but we tell ourselves, "It'll be worth it when we finish".

Of course, if we want someone else to do the job for us, there's another issue—finding someone to do the work. Rod and I had a recent email conversation with Ian Middlemiss who owns a 2010 CTS (*one of my modern favourites*) and who used to have his car serviced by Ian Allen Motors in Virginia Water, one of two official Cadillac Service Centres in the UK. Now there's just the one **PartsUSA** in Stockport who are **Authorised GM Service and Repairers for North American vehicles** and it's great to know they are there.

With Ian Allen no longer in business and Cadillac's return in 2026 with an all electric lineup, it seems unlikely that there will be anyone taking their place. So, what to do?

Independent garages are perfectly capable of looking after your Cadillac, in fact my Cadillac has excellent service for the things I can't do from **Laurel's Garage in High Littleton**, the next village along. For owners, it's about adapting to the situation as best we can.

If you know of a good garage, why not let us know—we're all in this together.

Talking of sharing, if you get a **Rock Auto Code discount code** please let me know, so we can put it on the Facebook Page and in the magazine—yes it's only 5% but 'every little helps' (*I'm sure that's someone's slogan*)

It only remains for me, on behalf of the Assistant Editor and myself to thank all our contributors over the past year, as you never know, we mightn't be here after the AGM.

May the road rise to meet your feet, but mind you don't hit your head on the ceiling...

Stay safe, stay well,

Phil



Sustainability 1925 style

From our Roving Reporter—**Amanda Deville**

At the Horbury Car Show in West Yorkshire, I came across this 1925 Lea Francis, which, amazingly, has been in the same families ownership for 100 years, incredible but true.

The present custodians grandfather bought the car new, as he needed something which didn't have a gearshift in the centre of the floor, as he had been injured in the first world war and the Lea Francis has the shift lever on the floor to the left of the driver's seat. The car is in amazing condition, but the owner says he is leaving one or two minor dents as they are history and he can remember how they happened as a child while riding as a passenger with his grandad.



Amanda

PS... I also came across this selection...



'65 Plymouth Barracuda



'56 Chevy Bel Air & '57 Chevy Bel Air 4-door hardtop

Ed. Did I hear someone singing?



'69 Plymouth Fury ragtop & '38 Packard with rumble seat



'71 Chevrolet Corvette & '46 Chrysler New Yorker



Seatbelt Update

From Lindsay Irvine—Legislation Director

Ed. In the last edition I mentioned the issue surrounding cameras that can detect whether you are wearing a seatbelt—here's an important update & reminder from Lindsay

In the last Edition I wrote on seatbelts in the context of enforcement and in particular how detection cameras used by the authorities would discriminate between non-wearers in vehicles where seatbelts are fitted and non-wearers where no seatbelts are fitted or required. This topic led to a debate in some motoring journals about the merits of retrospective fitting of seatbelts.

Based on some subsequent correspondence received by the Federation, I realised that in supporting the concerns of those who wish to maintain the originality of their vehicles (me included) and reinforce their legal entitlement to do so, I should have drawn attention to a major restriction where a vehicle is not fitted at all with seatbelts. Notwithstanding certain exemptions in the Road Traffic Act 1988 and Motor Vehicle (Wearing of Seatbelt) Regulations which allows HVs without seatbelts to be "legal", it is specifically prohibited to carry children under 3 in vehicles not fitted with seatbelts. See: <https://www.gov.uk/seat-belts-law/if-your-vehicle-doesnt-have-seat-belts>

The London to Brighton Veteran Car Run Facebook Group

Interested in veteran cars? Then this group might well be for you. There's lots of historic photos and content from the one and only **Pete Wood**, like this...

November 1903. The proposed costs of registering your car/driver, with the advent of the licence plate - due to come into force on 1st January 1904 (although some councils started issuing plates, slightly earlier).....

A report from the Highways Committee in reference to the administration of the Motor Car Acts 1896 and 1903 was presented on Tuesday last to the London County Council.

The document sets forth the duties of the council and the fees they are empowered to charge—registration, £1 for a motor car and 5s. for a motor cycle; license to drive, 5s.; maximum fee of 10s. for registration of change of ownership; 1s. for a new license in place of one lost or defaced—and recommended that in these cases the maximum fees allowed by the Act should be charged.

Pete's Page

A Veteran Cadillac Cornucopia

From Pete Wood



1913 Baby Cadillac Number 2 examined for the first time in Oslo, Norway.

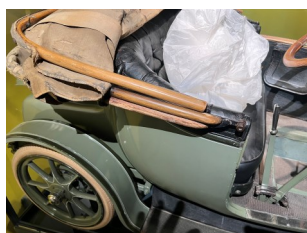
Here are some of the detailed photos, mostly courtesy of **Trygve Krogsæter**, of the 1913 Baby Cadillac Number 2, gifted to Prince Olav by Queen Alexandra.

I am grateful to the Teknisk Museum, Oslo, which gave me access to the little car - to assist with the restoration of Baby Cadillac Number 1.

<https://www.tekniskmuseum.no/en/>

The museum takes conservation VERY seriously - and we had to wear cotton gloves at all times. We were also not allowed to touch the known fragile parts, such as the hood/top.

The press, in 1913, made much of the concerns of Queen Alexandra, that the Baby Cadillacs were too fast (15mph). Here, for the first time, we can see the

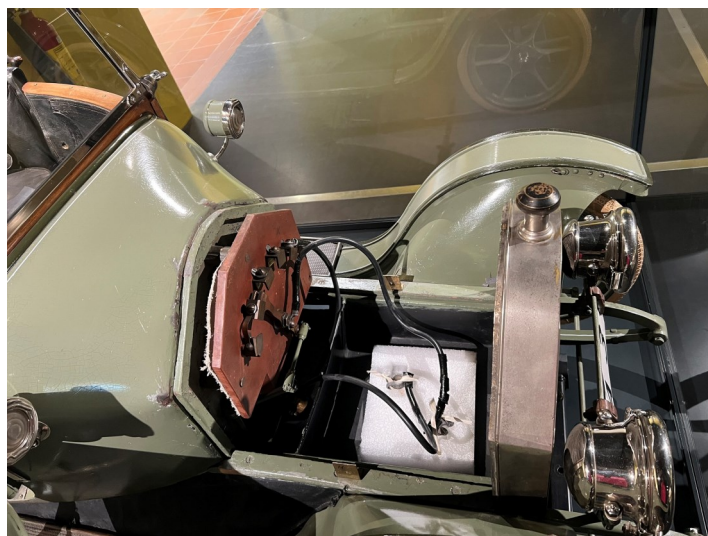


Cadillac modified speed controller which geared down the electric motor so it was only capable of half speed. I made a video of it working.

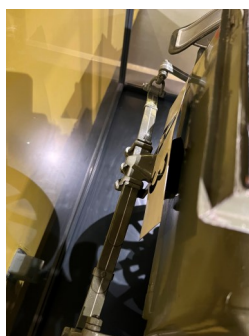
There are clearly a number of differences between Baby Cadillac Number 1 and Number 2. The main one is size. Prince

Olav was too tall for Number 1, so when Number 2 was constructed it was 25cm longer. There is a 'booster cushion' in Number 2 which allowed the driver to sit further forwards, and could be removed as he grew taller. Baby Number 1 is shaft driven, whereas Number 2 is chain driven. We believe, at this moment, that BOTH cars were shaft driven - and that Number 2 was later modified by the Royal Workshops, in Norway, possibly as a result of the original motor having expired. Baby Number 2 has also been 'beefed up', with multiple crossmembers - so it could carry more weight.

Here are some of the other photos, there are a total of 53 on our website at www.cocgb.co.uk, so to see more have a look there.



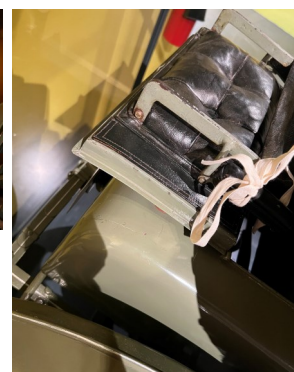
Under the bonnet, the battery compartment with another view of the modified speed controller which works via a lever in the cab (see arrow), whilst the 'go-pedal' is in the usual place (and yes there's another arrow).



Transverse rear leaf suspension



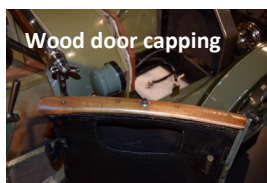
Upholstered door card and internal door handle



Rumble seat



Front suspension, chassis and steering setup



Wood door capping



Ragley Hall

A compendium of combustion



John Lond with his '66 Coupe de Ville



'65 Ford F150 Pickup



Pontiac Firebird



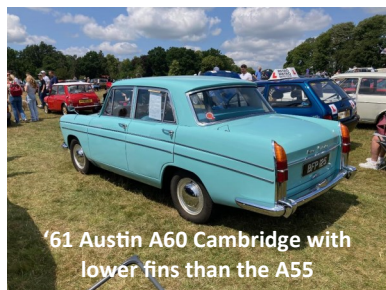
'75 Chrysler Imperial



'70 Dodge Charger



Corvettes 60 years apart—Sting Ray from 1963 and Stingray from 2023



'61 Austin A60 Cambridge with lower fins than the A55



Humber Super Snipe

Open the bonnet on this Saab Sonett II and there's a 1498cc V4 Ford Taurus engine. Earlier versions used the 841cc 3-cylinder 2-stroke unit. The body was fibreglass



Keeping you on the straight and not so narrow—Ford Highway Patrol car 10/4



'Heartbeat of America'
Chevys from '53 & '57



'66 Pontiac Bonneville



Competitors from what used to be
'The Big Three'

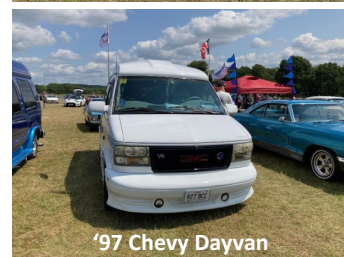
Camaro



Mustang



Charger



'97 Chevy Dayvan



Jensen Interceptor



Anyone for a Cappuccino? No barista required, this one's by Suzuki



Joseph and his technicolour Volkswagen.
In case you ever wondered, the DVLA list this '96 Polo as Multi-Colour



Something of a Favorit, back when Skoda was a cheap car



A Jeep of the Jurassic Period—is it me or is that Dinosaur from The Borrowers? The WWII version was also there—that's Jeep not Dinosaur



A mini for all seasons

Recycling run, open air motoring or family days out with the dog

LHD Bedford TJ Road-Sweeper



2-cylinder 602cc Citroëns

'85 2CV Charlston, '64 Ami 6 and ABS plastic body Mehari

A brace of modern Morgan 3-wheelers



Or, 2-Stroke

'72 Wartburg 353, known as the Knight in some markets including the UK, This Estate model was known as the 'Tourist'. It had a 3-cylinder 991cc engine. The '71 Trabant 601 Tramp was a civilian version of the Kubel version and was very popular in Greece—the country not the musical.



Under canvas—Morris Minor 1000 Pick-up



'64 Hilman Super Minx



Herald convertible



Spitfire & GT6

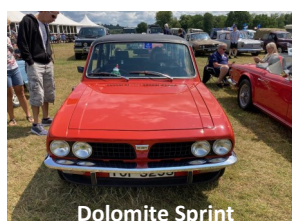


Vauxhall VX220, don't fancy changing the plugs on that.

Triumph-ant display, red, white and blue



TR6



Dolomite Sprint



Both ends of the Classic Car spectrum—one 0-60 very quickly the other you're gonna need sandwiches—'63 E-Type and '71 Reliant Robin



Interesting Project

Open to sensible offers

30 years ago, longtime member **John Lowe** drove his '55 Cadillac Fleetwood from London to Coventry to have the bodywork restored. Here he is at the start of that journey.



At the time the engine and gearbox had been completely restored—it just needed the bodywork sorting and still does.

As John says ***“Due to all sorts of problems, coupled with too many cars & bikes to be on the case and the mechanic had so many health issues and has had to give up the business. I’m now 80 and no longer have the willpower to finish this project and it’s time for someone else to take it on.”***

With well over £2,000 worth of parts accumulated over the years, including rare Fleetwood items, it’s a blank canvas, albeit wrapped up in an iconic 50s Cadillac. Needless to say, you’re gonna need a trailer.

Interested or know someone that might be?

Give John a call on 07395238774



Ken Padolfi

Web Manager



Here's a new way to access the Club website from your phone with just one tap - directly from your home screen. While we don't have a traditional app (yet), you can add our website to your mobile device - like an app - with just a few taps.

This gives you quick access without needing to open your browser and type in the address every time.

How to Add Our Club Website to Your Phone's Home Screen

For iPhone (Apple):

Open **Safari** and go to our website: www.cocgb.co.uk

Tap the **Share** button (the square with an arrow pointing up) at the bottom of the screen.

Scroll down and select **Add to Home Screen**.

Tap **Add** in the top-right corner.

The icon will appear on your home screen — tap it anytime to open our site like an app.

For Android:

Open **Google Chrome** (or your phone's browser) and visit our website: www.cocgb.co.uk

Tap the **Menu** button (three dots) in the top-right corner.

Select **Add to Home screen**.

You can rename the shortcut if you want, then tap **Add**.

The icon will appear on your home screen for quick access.

Give it a go! The phone based web site is formatted differently to the desktop version so if you encounter any glitches, please let me know via cocgb@outlook.com and I will endeavour to fix.

Ken

It's that man again!



A Bit 'modern' for **Pete** but our doyen of all things veteran couldn't resist a photo with these two parked at a local hostelry, which left him with three burning questions, how do you cope with all these doors, where does the starting handle go and where have I seen this red car before?

Answers on a postcard in the newsagents window...

My other cat is...

By
Ian D. Lloyd

In 2000 a friend of mine who was a dealer, knowing of my passion for American cars, rang me up and asked if I would be interested in a 1975 Cadillac Eldorado convertible. It belonged to an elderly Gentleman who couldn't drive it anymore and wanted it to go to a good appreciative home. The price was right, and so I became the proud owner of a Cadillac, and I joined the **Cadillac Owners Club of GB**, and I've still got her (and my membership) 25 years later.



For my next little tale,.... Well that started in a dentists' waiting room in 1979— picking up a glossy magazine, I opened it to see an advertisement for the latest **Lincoln Continental Mk V Bill Blass Edition**. I was in my late 20s, married, with children, mortgage etc. Owning such a stunning car was just a pipe dream. Maybe one day, I thought to myself.

Having discovered E-bay, I wondered if there was a chance that there could be a Lincoln on there. So I put in a search for one on the off chance. Of course MK Vs came up regularly, and still do, but always in the USA and after taking in the purchase price, shipping & handling, Import tax, VAT, Etc., it worked out an unaffordable proposition. But I still kept the search on there,.. "Just in Case"

Fast Forward to 2023 and on E-bay, up pops a 1979 Lincoln Continental MK V Bill Blass Edition inMargate!!!. Naturally I had to bid on her (Having first got permission off the "Long Haired Admiral " who was still wanting a new kitchen after 11 years). So I kept bidding until it got to my limit, (there has to be a limit to how much you can spend on a hobby). It went too high and I lost her..... Two weeks later, up she pops again, turns out that the initial winning bidder was a no show So I bid on her again, and this time, I was successful, at a lower price than my previous limit. So now I have a Cadillac Eldorado Convertible for Summer cruising, and my Lincoln Continental for the colder weather..... (P.S. And our new kitchen was finished last week.)

Ian



Ed. In case you were wondering what the inside of the Bill Blass Edition looks like, just sink into those seats—it's very Frank Cannon.

The **Bill Blass Edition** was named after American Fashion Designer William Ralf Blass. There were also **Cartier, Givenchy and Pucci Editions** which made up the Designer series.

Powered by a 6590cc OHV V8 developing 159hp @ 3.400rpm and 315ft-lb of torque at 1,800rpm it drove the rear wheels through a 3-speed automatic transmission. Top speed 109mph

Will it fit in the garage? Probably not. At 19' 2" long, 6' 8" wide and 4' 5" tall it's not exactly sylphlike, but Ian was used to an Eldorado—so no big deal. Weighing in at 4508lbs, just over 2 tons it comes with a 20.9 imp gal fuel tank, so you don't need to stop for gas in every town.

Key Alternatives

We've had Gracie's **Jeep Grand Cherokee** now for 3 years and in all that time we've only had the one key. So, it became a bit of an issue when it broke off in the ignition. I know what you are thinking—'ham fisted idiot' (Am I psychic? No, but I'm not wrong though, am I?)

The Key was partially out when it broke so I managed to retrieve the broken bit. Fortunately, I was at home at the time and apart from two and a half ton of jeep blocking the garage door I wasn't in 'Dire Straits' (other pop groups are available). Also, being an **AA Gold Member**, I have **Key Assist** so I was sorted—well no not really. These things are all very well if the actually work. On speaking to the Key Assist Advisor, they said they couldn't do anything for me, despite having a fleet of mobile locksmiths.

The problem, 'it's a Jeep' and they'll take around 2 months to get a key and the best thing I could do was contact the nearest dealer. They are in Cribbs Causeway in Bristol and that's 27 miles away. As you probably know Jeep is now part of Stellantis which covers a multitude of makes and models. Having dialled the number, chosen the parts option, I was told I needed to talk to the service department, but despite being on the same site / building they couldn't transfer me, so I started again.

The person I spoke to said I would need to go to the service department with the car's V5, proof of identification (Passport or Driving License) and I would need to pay for it up-front. So far, so good, then they told me it would be a minimum of 3-weeks as it has to be made 'specially'. I won't tell you the cost—it was eye-watering. And because I couldn't take the car in, I'd have the additional expense of having it programmed to the car by a mobile locksmith—*remember that bit.*

There had to be an easier, quicker and cheaper way of doing this. Could I simply change the ignition lock barrel? I contacted **ACD of Lancashire** who specialise in second hand parts for Chrysler, Dodge, Jeep and Lexus (yep that one surprised me too) and the chap I spoke to said, "Yes, we'll send you a lock barrel and key, all you need to do is swap over the electrical part from the old key to the new and it will work fine." And he was right, it arrived the following day, cost £78 and took about 30 minutes in total to sort out. So you don't need anyone to program it, it's just a swap out. The only downside is, the new key won't operate the door locks. Non-remote keys are available online, for about 12 quid, so I'll see if I can get one of those cut for the doors.

It seem a ridiculous situation where a car could be off the road for weeks whilst they make a new key and depending on the manufacturer, Key Assist may be of little use...

PS... I got a door key through an eBay supplier at a cost of £11.80 and it arrived in 2 days.



Alan Reed Show Coordinator



Hi Caddy fans, it's me again,

All is well with me and Kath. We went up to Norfolk for two weeks and on the 4th day, the fuel pump went on the Fleetwood, so it had to be towed to Belcher Engineering in Diss. With a new pump, a fuse and some wiring it's back on the road again and we're looking forward to **Rally of the Giants** at Stonor Park. I think it's the best show of the year—run by the **All American Auto Club** and open to other clubs like ours, as well as anyone else with an American car. Hope to see you there and please come and park with us at 'Camp Cadillac'

I hope you find the show list useful (it's updated below) and that there are some near you, it's always nice to show our cars off, especially if you can get into them. Nice to see our 'old Ed.' can get into his again, does help when he wants to go somewhere.

Talking of going somewhere, do you know why **Route 66** is called the Mother Road? It was a phrase written by **John Steinbeck** in his 1939 book **The Grapes Wrath**, in which an Oklahoma family travel the road to California in search of a better life during the Depression. In it he wrote:

Highway 66 is the main migrant road...

66 is the path of people in flight...

66 is the Mother Road, the road of flight...

Alan

Events 2025

July

5-6—Classic American Stars & Stripes at Tatton Park, Knutsford, Cheshire, WA16 6QN

19-20—AACUK Summer Nationals at Upton-upon-Severn Rugby Club, Worcestershire, WR8 0JQ

20—Classic & Supercar Show at Sherborne Castle, Sherborne, DT9 5NR

20—Rochdale Classic Car & Bike Show at Falinge Park, Rochdale, OL12 6JE

24—Redhill Club, Thursday Classic Evening Car Meet 1830-2100 at Redhill Village Hall, Church Road, Redhill, North Somerset, BS40 5SG

August

3—Rally of The Giants at Stonor Park, Henley-on-Thames, Oxfordshire, RG9 6HF

3—COCGB Annual General Meeting at 'Camp Cadillac' Stonor Park, Henley-on-Thames, Oxfordshire, RG9 6HF

3—Tenterden Lions Club, Paws & Pistons at Little Halden Place Farm, Cranbrook Road, Tenterden TN30 6UL. See www.tenterdenlionsclub.co.uk for details and booking form

9—Buckenham Classic Car Show at The Ox & Plough, The Green, Old Buckenham, Norwich, NR17 1RN

15-17—The British Motor Show at Farnborough International Exhibition & Conference Centre, Farnborough, GU14 6TQ

16-17—Coventry Classic Car Show at Earlsden RFC, Mitchell Avenue, Coventry, CV4 8DY

21—Redhill Club, Thursday Classic Evening Car Meet 1830-2100 at Redhill Village Hall, Church Road, Redhill, North Somerset, BS40 5SG

24—Bristol American Car Show at Keynsham Rugby Club, Bristol, BS31 2BE

25-29—Grand European 2025 in Munich, Germany. Rod sent out info

on 7th February, to those he has an email address for. See also

<https://www.cadillac-club.de/en/ge>

31—Brooklands Museum America Day at Campbell Gate entrance, off Brooklands Road, KT13 0QN. See www.brooklandsmuseum.com/whats-on for ticket prices

September

7—The John Haynes Classic at Haynes Motor Museum, Sparkford, Somerset, BA22 7LH. See www.haynesmotormuseum.org

14—Brixham Classic Car Show at Devon Hills Holiday Camp, Totnes Road, Paignton, Devon, TQ4 7PT

21—Redhill Club, Sunday Classic Afternoon Car Meet 1400-1700 at Redhill Village Hall, Church Road, Redhill, North Somerset, BS40 5SG

28—Fort Paull American Rod & Custom Car Show End of Season Bash at Fort Paull, Battery Road, Paull, Hull, HU12 8FP

October

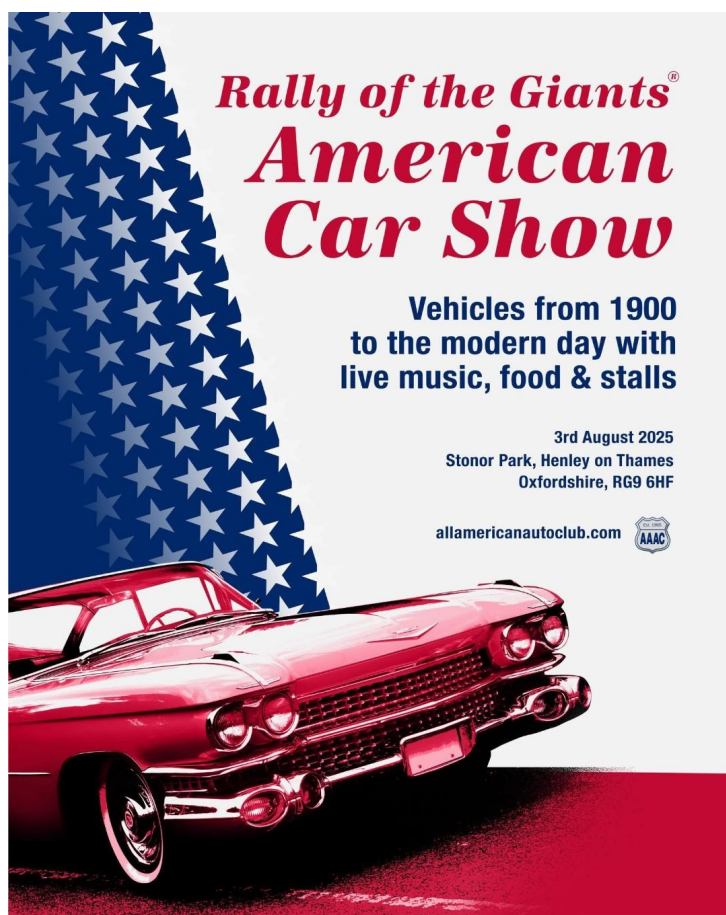
5—Bicester Scramble at Bicester Heritage Centre, Buckingham Road, Bicester, Oxfordshire OX27 8AH. For more details see www.bicesterheritage.co.uk/scramble

19—Redhill Club, Sunday Classic Breakfast Car Meet 0900-1200 at Redhill Village Hall, Church Road, Redhill, North Somerset, BS40 5SG

November

2—London to Brighton Veteran Car Run

7-9—Lancaster Insurance Classic Motor Show at the NEC, B40 1NT



Join us at Camp Cadillac for Rally of the Giants at Stonor Park

Cadillac News.....



Changes at the 'Optiq' level—As many of you will know the Cadillac Optiq in RHD is set to spearhead the marques re-introduction into the UK in 2026 and despite not being in production for very long the smallest of the Cadillac EVs (though

still big to us) is getting some upgrades.

The AWD system is being replaced with a Performance AWD setup that's rear wheel biased. Whilst the front electric motor is unchanged, the rear motor not only gets a power increase, 440hp and 498 lb -ft of torque, up from 300hp and 354 lb-ft, it's also a different type of motor. In the 2025



model year it was a rotary induction motor, but for 2026 it's a permanent magnet which gives higher efficiency and better power density.

Also for 2026 there's a RWD version of the Optiq for the North American market

Talking of markets—at the other end the first Celestiq has been delivered. Just 25 will be built this year and in coming years no more than 100 -150 cars will be produced.

Built on the GM BEV platform, it's powered by a 111kWh



battery with dual electric motors pushing out 655hp and 646lb-ft of torque, meaning it can get to 60mph in 3.7 seconds, if you are in a hurry. At well north of \$300,0000, it's unlikely many of us will ever own one or even see one, but if you do, please remember the UK's Premier Cadillac Magazine would love a photo.

So you've just spent all that money on your

Celestiq—what's it going to cost to run (*Ed. Like you really care, but hey, some of us still own an anorak..*) Well, the **US Environmental Protection Agency** (EPA) can tell you because it now has an official energy consumptions rating.

According to the EPA, the Celestiq consumes 42 kilowatt-hours (kWh) of electricity every 100 miles driven. This translates to an EPA-estimated 84 MPGe in the city, 77 MPGe on the highway, and 81 MPGe combined. With the batteries fully charged, the Celestiq is expected to deliver a driving range of 303 miles. Recharging with a Level 2 charger will require approximately eight hours to reach full capacity.



Le Mans—Not the result Cadillac were hoping for, but when you're dealing with 'Balance of Performance' a 5th and 8th place is creditable and there's always next year.



Are there too many rules and regulations in motorsport? Definitely! There seems little room for innovation and individuality, two things that define the development of the motor car and the Cadillac brand, which are now stifled by governing bodies.

Thinking of next year and all you F1 fans—I see that **Tommy Hilfiger** has been announced as the Cadillac Formula 1 teams first official brand partner.



And finally—If you think the Optiq won't be quick enough for you, well this is a Cadillac, so there's a 'V' option. With a combined 519hp and 650 lb-ft of torque with 60mph coming up in 3.5 seconds.

Strap yourself in and as you hit loud (shh very quiet) pedal, you can be sure your vital organs will be very happy in the comfortable back seat, waiting to return when you come out of warp drive—that's definitely a 'live long and prosper' moment...



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

Cadillacs in the Wild...



Spotted at the *Field of Dreams US Car Show* near Swansea, by *Paul Nieuwenhuis*, this '79 Seville complete with 'factory fake' deck-lid spare wheel option was in good company with this '60 Sedan deVille—Ideal for weddings



Deep in Devon at *Crofton's American Car Show*, '76 Fleetwood Brougham and '70 Sedan deVille 4-door hardtop



'In the pink', a '68 Rag-Top, spotted at a local car show by Lincolnshire Rep *Paul Ross*. This one has some customisation—well it didn't leave the factory without door handles. The 'Shaved' look is very popular and makes opening the door reliant on a fob and battery—Unless they're welded shut



Our 'Roving Reporter' *Amanda Deville* spotted this '62 Sedan deVille at *Horbury Car Show*. In original condition it has covered a mere 45,000 miles.



Stay safe

