

Cadillac

OWNERS CLUB OF GREAT BRITAIN



Our Chairman's recently imported 1982 Hess & Eisenhardt Flower Car

JANUARY – FEBRUARY 2016

Cadillac Owners Club of Great Britain

(Affiliated to the Cadillac-LaSalle Club of America)

C O M M I T T E E

Club web-site (with international links): www.cocgb.dircon.co.uk

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Cadillac

"Standard of the World"

CLUB News

From the Chairman

An Even More Eventful Year

Are you getting your Pride and Joys ready for the oncoming show season? Christmas is far away and should stay there. I have had a very interesting year in the car world.

On the Road at Last

I put the Eldorado into the body shop where it stayed for ten months, but as fast as one body part was fixed, another developed. The panel, which was partly rubbed down between the rear window and the top of the boot/trunk lid, fell in – I have photos! That said, my 'body man' made up a new panel, as well as some new stainless body mouldings, and fitted the new padded top. It cost me rather more than I intended, but the finished car in Firethorn Red matches the interior better than its original colour.



One of Alan Gross's 1955s – white over dark blue

Another New Acquisition

Then I got carried away and imported a 1982 Cadillac Flower Car built by Hess & Eisenhardt. It has all the bells and whistles, and two removable pennant poles from the front fenders. It is a beautiful car and is in having a tonneau cover fitted to protect the stainless steel rear end. It looks like a very expensive pick up, but what I paid for it was worth it. It was brought in as usual by Hill Shipping, who are great people to deal with.

A Useful Contact

I have sourced a great firm,

Metex Car covers on 01254-704625, that supplies good quality dust covers at £37.50 plus postage. Furthermore, for a few additional pounds, they will print the Cadillac Badge and Script and model of your car. These are big ones at 22ft by 14 – good old English measurements.

From Strength to Strength

I also have it on good authority that USA Parts started By Neil McDonald in Bredbury (late of Bower & Millet) has also started servicing under General Motors authority. So I guess they might be able to rewire my taillights. If anyone knows of the whereabouts of 1982

Cadillac European style rear lenses, I would be mightily obliged

Our AGM

The AGM is later this year, on Sunday 15th May at the same venue, Brandon Hall, Brandon. An 11am start, with refreshments on arrival, and a pleasantly subsidised buffet afterwards. So come on, no excuses, we had a few more last year – and with our own parking area. Happy motoring,

Peter B Griffith



The opulence of a '57 Eldorado Biaritz at the S-W Nationals in the US

Please supply details and photographs for website – and s.a.e if photos required returned

Bits & Pieces From The Editor

We are seeing a steady increase in the bureaucratic attitude of the DVLA. The FBHVC appear to be having a greater number of ongoing problems with them, more and more of which seem unlikely to be resolved in what we, the 'old car' fraternity, would regard as satisfactory. It does appear that our multi-million pound industry is viewed merely as a 'nuisance' by the DVLA – and I have little doubt that much of the problem rests squarely with the EU.

Hope to see you at the AGM, or possibly at one of the shows.

From Alan Crewe

Hi Rob, Can you help? I am trying to locate a supplier to make up a small amount of aerosol paint for my 1976 Eldorado. A local supplier says my colour Cotillion White is not available in this format Therefore tins of liquid and a spray gun are required. Any suggestions would be appreciated. Kind Regards, Alan Crewe.

Hello Alan, It looks like the only solution is to get it from the States – here is a link to one supplier selling it. www.newegg.com/Product/Product.aspx?Item=9SIA2H90VF3472. Hope of some help. All best, Rob

Hi Rob, Found a paint company in the UK who can supply Cotillion White. I am not expecting a miracle; after all trying to match 40-year-old paintwork must be almost impossible. I just need it for the rear stop/tail fillers and the rubber wing corners. HSAutopaint: have you heard of them? It's a gamble but what the hell,

£20-00 is not the end of the world. Many thanks for you continuing help. Kind regards, Alan

Hello Alan, Good luck with the local paint supplier – let us know how it works out. Glad to have been of some help. All best, Rob

From Derek Eaton

Well they certainly kept this quiet. In the middle of last year, Cadillac appointed Ian Allan Motors as sole UK Dealer. Their site is in Virginia Water, an affluent area to the West of London and close to the junction of the M25/M3.

Following the failed launch of the Brand in 1998 and its re-launch in 2004, this time it is a very low key start to a five-year development of Cadillac as a World Brand.

Initially they will be selling only a limited range of LHD models. The Cadillac UK website only lists the Escalade and the CTS-V, whilst the Dealer lists the Escalade, CTS, SRX and ATS, although I understand the ATS has not yet been approved for sale in the UK market.

Future models will be developed as both LHD and RHD, and available with Diesel power plants. Ian Allan Motors are also a Corvette and Camaro Dealer.



The 2016 CTS-V as being offered by Ian Allan Motors

An Unexpected Sadness

The COCGB wishes to send condolences to the family of Ron Van Gelderen. Ron is the co-author, along with Matt Larson, of the Book "LaSalle: Cadillac's Companion Car". Ron was also a past president and very supportive member of the Cadillac & LaSalle Club.



Ron Van Gelderen will be sadly missed by many in the 'old car' world

FBHVC – DVLA Confusion

Registration Matters

It is obvious from the context that these are regarded as alternatives. In each case a vehicle under consideration will have a chassis (which in all but early cases will be numbered), or a monocoque bodyshell, (which will essentially always be numbered) or, if it is a motor-

cycle it will have a frame (which will usually have a number). It can't have more than one. One, and only one, of these three alternative components, constitutes the identity of the vehicle. That is why it is regarded as vital. This important point seems to have got lost.

The above is not entirely true, as both the '76-79

Cadillac Seville and the Rolls-Royce Silver Shadow of the same era had a combination "Front Half-chassis bolted to a Rear Monocoque" – Ed.

Asbestos

As anticipated in the last Newsletter, our application to HSE for issue of a Certificate of Exemption from the effect of the application of REACH Regulations, so that we can not only use our vehicles but legally put them on the market as well, was successful. We have now received a draft Certificate and have offered some amendments with a view to complying with the Regulations with the minimum of complexity, given the tiny quantity of asbestos usually in the vehicle, the fact that most of it is hidden away safely and the fact that most vehicle owners are neither experts on asbestos nor do they have ready access to experts in asbestos. Hopefully we will achieve as un-bureaucratic solution as possible. But at the minimum, you should expect, if you put a vehicle 'on the market' which is wider than you might think, to have to produce some sort of paperwork referring to the possibility or (if you know) certainty of there being some asbestos in the vehicle and its likely location.

This appears to be related to EU bureaucratic madness – Ed

Insurance Values and Write-Offs

At the end of September, the little lamented Vehicle Identity Check process came to an end. First initiated at the request of enthusiastic policemen who thought it would expose many stolen and

'cut and shut' vehicles, it has proved remarkably unsuccessful. It is a justified victim of the Government's war on Red Tape. But a little known consequence is that DVLA has announced that any vehicle which is a Category A or B write-off under the Insurance Industry's Code of Practice will never be able to be re-register

The problem for us is that the Code somewhat confuses safety and cost of repairs. It is all too easy to find that the cost of repairs of a cherished vehicle could exceed by some margin the actual market value of the vehicle. As we know, this might be not only be a matter of love and affection for the vehicle, but have a real relationship to the perceived historic value of the vehicle now, or in the future. We have been looking into this issue with DVLA and the Department for Transport. It is early days yet, but one simple piece of advice seems apt: until you agree a settlement with the insurance company, the vehicle is yours.

It is your property and they cannot scrap it without your consent. Many specialist insurance policies allow for the return of the vehicle remains (which may in fact be very little damaged). It is important to ensure, if you intend to rebuild the vehicle at your own cost, or at a cost above the insurance company's valuation, that it does not nevertheless get involved in being 'written-off'. If it is, you might be left with a bag of bits you can't use again as a vehicle – so beware.

This just appears to be more bureaucratic madness, no doubt influenced by the EU – Ed

As always, many thanks for the contributions – a regular supply is essential for the magazine and much appreciated by other members. I am still very short of pictures of members' cars – Ed



Another of Ian Allan Motors offerings – the 2016 ATS



A Fleetwood Brougham 'Monster' spied by Phil Hole in the States

Arizona In An XTS

By Phil Hole

To the casual observer, my 1992 Sedan deVille has little in common with its modern day equivalent the XTS. The styling of the XTS may be an acquired taste (it certainly isn't as 'in your face Cadillac' as earlier incarnations) so may not appeal to the extrovert but that is partly due to legislation where collisions with pedestrians and cyclists need to be catered for in the least damaging way. With its tail high, nose down stance, the family resemblance to the CTS and ATS are evident and it has real road presence especially when it cruises up behind you.

In reality, the Sedan deVille and XTS are strangely similar. They are both full size sedans, both transverse engine and front wheel drive. The main difference is that they are both 'of their time'.

On a recent trip to Arizona my wife Lin and I had the opportunity of spending a couple of weeks with an XTS. We picked it up from the Rental Company at Sky Harbour (great name for an airport) in Phoenix on the 11th of November. It was

pristine black with tan leather upholstery. Despite my initial reservations, the trunk easily swallowed our luggage, the shape of the lid creates an optical illusion that it's small, more Austin 1100 than full size Cadillac.

Up front, (like its predecessor the DTS) gone are the soft sofa like seats of the deVille replaced by individual firm all singing bucket seats which go up/down/back/forth/tilt/heat/cool and even have a lumbar support and all at the press of a few buttons. Even the steering wheel tilts and telescopes electrically so it's very easy to find the right driving position. On our first journey to the hotel it was quiet and comfortable. At traffic lights only the rev counter gave evidence the the engine was still running. The 6 speed transmission changed seamlessly as it wafted us along. A relaxing pleasant place to be.

The following day Lin suggested we visit the Tonto National Monument (nothing to do with the Lone Ranger – High Ho Silver) which meant travelling the Apache Trail an old stage coach route through the Superstition Mountains that offers spectacular views, alpine turns and sheer drops and for 30 miles its a rough unpaved road where you're followed by the cloud of dust you've created. I've driven it before back in 2007 and I can tell you that on such a road the XTS is not as comfortable as the DTS we had back then. The magnetic ride control does its best but a stiffer suspension setup and low profile tyres (the XTS has 245/45/19s all round) compromise the ride but then this was more off road than many a Range Rover will do in its lifetime. I was pleased when that journey was finished and we named the car Dusty as he looked like he'd been in a remake of the Desert Fox.

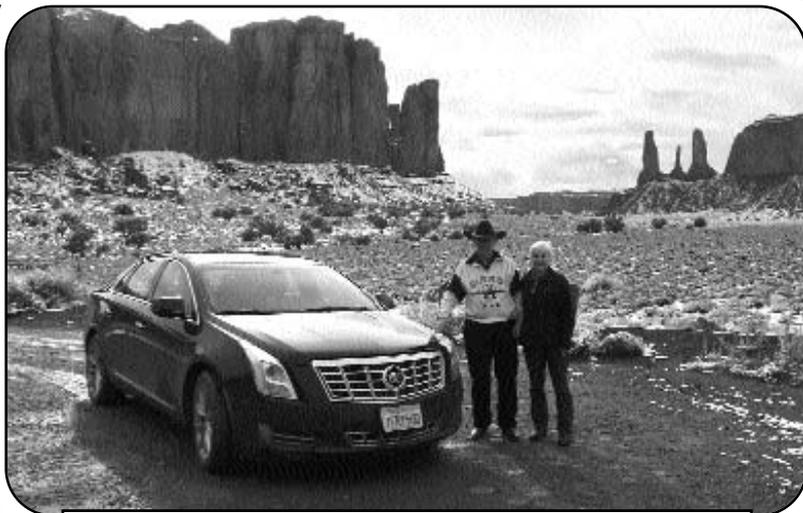
The following day was more civilized as we headed south to Tuscon and Biosphere 2 (it looks a bit like the Eden project but they sealed people in there for 2 years between September 1991 and September 1993 – an experiment rather than a custodial sentence.

But where is Biosphere 1? That apparently is planet Earth)

On the Freeway and Interstate the 304 bhp 3.6L V6 was superb. This XTS had 38000 miles on the clock and despite no doubt having been driven by many different people, many of whom won't have been as docile as me, it still felt

like a new car. No rattles or annoying vibrations – just as you'd expect it to be. Fuel economy hovered on the 30mpg US which translates to 36mpg Imperial. Funny how we have bigger gallons than the Americans, you'd think it would be the other way around....

On the Saturday we headed north from Scottsdale to Williams for a few days in order to visit the Grand Canyon and Monument Valley. It snowed at both! On the morning we left for Monument Valley they'd had half an inch of snow and the temperature was 23F. The XTS wasn't bothered by this, the front wheel drive coping well with the as yet un-salted roads and the traction control / ABS there just in case. Lin wasn't bothered either she had the heated seat switched on, and I took advantage of the heated steering wheel.



Phil & Lin Hole with the 2015 XTS in Monument Valley

Monument Valley may be famous in all those black and white westerns but in snow and fog, it's just white. Still, Lin suggested we drove the 17 mile scenic tour as we were there. Guess what, another off road track and the car got even dirtier. They say the sun shines on the righteous, (I wouldn't know, but Lin is a church goer) the snow stopped, the fog lifted, the sun was shining and I missed the exit turn so we went around again, it really is spectacular.

Even with our slower snow journeys and off-roading, the fuel consumption didn't drop below 27mpg US (around 32.5 Imp) which for a car of that size I thought was impressive.

When we left Williams it was only 19F, so heated seats and wheel switched on. The trip to the Hoover Dam was effortlessly smooth, the only thing you notice is that compared to the V8 Cadillacs I've driven, the gearbox changes down more often on the hills, but that's probably more to do with the greater number of cogs available. In reality the only way you notice is the slight change in engine pitch and the clockwise movement of the rev counter.

Believe it or not it's only 32 miles from the Hoover Dam to Las Vegas so we had to make a brief visit. It's quite surreal driving down Las Vegas Boulevard past the Rialto Bridge, the Statue of Liberty, the Eiffel Tower, the Sphinx and a Pyramid, but the good news was we left without losing any money – yes we headed for the border and the fiscal safety of Arizona.

The stopover in Wickenburg was interesting for three reasons. Firstly, the ATM in the convenience store jammed and overheated whilst trying to dispense my cash (I used the slightly charred notes to purchase petrol at the same store after they'd retrieved them from the hot machine – At \$2.07 a gallon a real bargain even if they are smaller than ours). Second, for a small rural western town full of pickup trucks, I was surprised to find the local community centre had a rank of 6 Tesla charging points – Things to come eh? Thirdly, the Cadillac wouldn't start, the battery was dead.

The man with the tow truck that came to start it said to keep it running for half an hour and that as far as he could tell the alternator was charging as it

should. So we took it for a drive, about 30 miles. I kept getting warning messages mostly about the power steering which I could feel was heavier than usual. Then the weird happened..... message telling me to lower the drivers window then close it again followed in turn by all the other windows but hey, the

power steering was back to normal. I seem to recall GM and Microsoft having an exchange years ago where GM suggested if Microsoft made cars you'd have to shut and open Windows to get it going again, perhaps they've decided to go down that route. Well after a 30 mile circuit I stopped the engine and it started again, so to celebrate we put it through the car wash and it was pristine black again. Next stop Tombstone.

After a night in the hotel just down the road from Boot Hill we set off for the town – Damn car wouldn't start again. Another jump start and a call to the rental company, it was a 100 mile round trip to Tuscon airport to swap cars. We'd travelled 2151 miles in the XTS through a temperature range of 19F to 84F and other than the duff battery it had been a great car but it was time to part company and try something else..... a grey metallic XTS with black upholstery (You didn't think I was going to have anything else did you?). Our new car had only 5600 miles on the clock but was exactly the same as the other one except it didn't have a CD player. Fortunately, I have an iPhone, yes it was a surprise to me too, an inheritance following my son's upgrade to the next generation.

Anyway I have music on my phone and the Cadillac CUE system was able to pair with my phone and play the music. Lin was pleased, it meant she didn't have to talk to me for too long.

Also I noticed that my phone, when placed in the space behind the CUEs opening flap charged wirelessly – technical wizardry or what?

We did a further 871 miles with XTS 2 and, like it's predecessor, it seldom dipped below 30mpg US even when travelling legally at 75 mph on the Interstate. I was sorry to leave it at the Airport, but then my Sedan deVille was waiting at Heathrow so the journey home was good too.



The XTS caught in the snow when in Williams



A very stylish modern dash – all at fingertips

Bob Thomas

TREASURER

Hello Everyone.

Hope you are all surviving this year's winter weather. It's not been too bad, unless you were in one of the areas that suffered with the flooding. I hope no one was.

I had a letter from Lion TV recently. They are looking for a garage business to participate in a new program they are making. This is what they wrote....

My name's Kate Thomson and I'm working on a new show called 'The Garage' for The Discovery Channel.

The programme will focus on one garage, which has several members of the same family working for it – can be husband and wife, granddad and grandson, father and daughter...the more members the merrier! We need great characters in the family; they need to have some good chat and have a funny dynamic with each other. The garage we are looking for can be anywhere in England.

Ideally it will be a garage with a twist – on top of doing repairs and the usual, they will work on classic cars or racecars or have a towing service or a truck or something extra.

I am therefore looking for that family



A beige 1956 Sedan belonging to Ian Gross



David Tate's very nice 1941 S-62 'Delux' Sedan

garage!

I'm contacting your society as I guess your members need a lot of repair work and restoration work done on their cars, and I thought they may know of some garages where families work that we may be able to approach.

If you can recommend somewhere, or know of any family-run garages that sound like those above, please give me a call on 0141-331-4983.

Thank you so much for your time,

Best Wishes, Kate Thomson,

Researcher

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(Direct Line)

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So if any member knows of such a business, do let them

know.

The Club merchandise store has a new Internet address, as I mentioned in the last issue. There is now a link on the Home Page of the Club website, or you can use this address www.myteamwear.co.uk/car-clubs/cadillac-owners-club.html

Take a look and get your orders placed ready for spring – it won't be long now!

I am off to the States in a few weeks time and will be visiting the new Cadillac museum. I will be doing a piece for the magazine

about it when I get back.

Best wishes and happy motoring,

Bob Thomas

Rod Bevan

MEMBERSHIP SECRETARY

New members

A very warm welcome to new members this time: Jim Kinghan of County Down with a 1993 Fleetwood Brougham; Sarah Blackburn of Wirral with a 1962 Fleetwood series 62; Derek Drinkwater of Surrey with a 1950 Coupe and a 1950 Sedan; and a big welcome to Peter Wood of Kent with a 1903 Model A Rear Entry Tonneau – nice to see that we are getting some very early models.

Derek Drinkwater is looking for a 331ci engine for his '50 Sedan, so maybe a member can help him there – see sales/wanted on rear cover.

Please let Rob Maidment have details of your vehicles with photographs for inclusion in the magazine and website.

Dear Rod:-

Forthcoming Events 2016

The Club will be attending two main events during 2016. Last year we were able to attend three but this year these shows are consecutive to each other. Other commitments have dictated that the shows attended will be 'Stars and Stripes' at Tatton Park on Sunday 3rd July and 'Rally of the Giants' at Blenheim Palace on Sunday 10th July.

We will have a stand and members' area at both events for parking and display, as well as a members' seating area for relaxing and meeting other club members.

Sadly, we will not be able to provide a club stand at American Auto Club (UK) show at Hatton on Sunday 26th June. This a shame as AAC (UK) have always made us most welcome. However, the show is still open to all members, just pay a nominal fee at the entrance for an excellent family day out.

'Stars and Stripes' at Tatton Park, Cheshire – 3rd July.

This will be our second year at this event, the show being open on the Saturday and Sunday. The club will be there on the Sunday. Make sure you clearly mark your application form "Cadillac Owners Club of Great Britain" and select "Sunday" as the day attending. This will ensure that we are all directed to the allocated Cadillac Club stand, and so will all be together. Please let me know that you have booked in for the event so that I can liaise with the organisers for a fixed number of spaces.



An immaculate 1977 Seville belonging to Tony Winters

Entry is free but you do need to register in advance. Book by printing an application form at cheshireauto-promotions.co.uk

'Rally of the Giants' at Blenheim Palace, Oxfordshire – 10th July.

It is a two day event for those who wish to attend for the weekend, and this year

they will celebrate the 50th year of the show. Sadly, the weather last year was abysmal, but a great effort was made by the Pre50AAC to look after those who braved the elements. Hopefully, the weather will be kinder to us this year. The grounds and Palace provide an attraction that all the family can enjoy, and the vehicles displayed are magnificent and rarely seen at other shows.

For a discounted admission price, book your place on line for a great day out at pre50aac.com.

The Club Annual General Meeting is on Sunday 15th May, 11am start.

This is at Brandon Hall, Coventry CV8 3FW, a great venue with subsidised lunch. Please let's see you and your Cadillac.

COCG, Facebook page.

The club now has a Facebook page for members to post their vehicle, events, projects and funnies. Being a 'Closed Group', those without a Facebook account will need to

join before they can access our site. Once you are logged in just put the club name into 'people places and things' in the top search box. Click on the page and then click on 'Join Group' on the right hand side of the page. I will then be notified that you wish to join the group and will approve as soon as I can. I do check regularly, so please be patient.

Very best wishes, **Rod Bevan.**



One of Ian Gross's '55s – a bit 'original'

Cadillac Sales 2014-2015

Overview by member Graham Darby

Although Cadillac only recorded a modest 2.6% growth in sales in the USA (up from 170k to 175k), globally sales were up 7.5% (258k to nearly 278k) mainly due to 17% growth in China (nearly 80k models sold) and similar gains in the smaller markets of Canada and the Middle East. However, to put this in perspective, Cadillac has slipped to sixth place in the luxury hierarchy in the States where BMW, Lexus and Mercedes all sold in excess of 340k, nearly twice Cadillac. Audi and Acura (Honda) rounded out the top five.

Cadillac's biggest seller once again was the smaller SUV, the SRX, with sales of 99,397, followed by the compact ATS 63,049, the large XTS saloon 48,451, the new Escalade 42,274, and the CTS with 23,167 – the latter was off by over 30% and has clearly not caught on with buyers. The electric Cadillac, the ELR, only sold 1,049 despite a price cut and improved performance. However, the vehicle is not available globally – it was meant to be launched in Europe at the Geneva Show last year, but was not. The 2014 models had to be cleared first, and low petrol prices have killed the electric market for now.

The new SRX launches this year with a new name, XT5 (why?), as does the big luxury saloon, the CT6, placed above the XTS. However, where Cadillac is really weak is in the SUV department with only two models – even Lincoln has four. Let us hope the latter problem will begin to be addressed this year as Rene Kreis, PR manager for Cadillac Europe, indicated it might in an article in our last magazine.

GM Press Release

Driven by sharp increases in the U.S. and China, Cadillac global sales increased 24.5% in December. Cadillac completed 2015 with global growth of 7.5%, an increase of more than 19,000 for a total of 277,868 luxury vehicles.

“Cadillac’s global expansion is building momentum, driven by increasing product substance and disciplined growth strategies,” said Cadillac President Johan de Nysschen. “Not only did volume grow, but Cadillac’s transformed products earned higher transaction prices from customers, driving lower inventory levels. This creates a strong foundation for our two all-new products launching in the first half of 2016 – the CT6 prestige sedan and the XT5 luxury crossover.”

Cadillac launches the range-topping CT6 sedan in the first quarter of 2016, followed closely by the first-ever XT5 luxury crossover which enters the luxury market’s strongest segment.

In December, Cadillac sales rose in all major international markets, led by a 28.7% increase in the U.S. Cadillac’s ATS sport sedan and coupe, and SRX crossover product lines both set annual sales records. The ATS product line totalled 63,049 units in 2015, an increase 35%. The SRX totalled 99,397, for an increase of 13.3%. In the U.S. market, SRX rose 43% in December and 24% for the calendar year.

In China, Cadillac’s second largest market, sales increased 17% in 2015. Cadillac recorded annual increases of 16.2% in Canada, 19.6% in the Middle East, 27.7% in Mexico and 75.8% in South Korea.

The average transaction price of a new Cadillac topped \$51,000 in the U.S. in 2015, second highest in the industry among all full-line luxury brands. Strong demand in the U.S. has driven inventories below the 50-day level, as the brand prepares to launch two new product lines in the first quarter of 2016.

Production of the new CT6 in the historic Detroit-Hamtramck Assembly Plant commences in February, establishing a new top of the Cadillac range. Concurrently, the first-ever XT5 is being prepared for production at a newly commissioned line in Spring Hill, Tenn. The arrival of this sophisticated new crossover entry enables Cadillac to be well positioned to exploit the strong global demand for midsize luxury crossover vehicles.

Cadillac sales in key regions and by country

GLOBAL SALES BY PRODUCT LINE						
	Dec-15	Dec-14	%Change	YTD-15	YTD-14	% Change
ATS	7,825	5,174	51.2	63,049	46,648	35.2
CTS	3,043	3,018	0.8	23,167	34,230	(32.3)
ELR	135	121	11.6	1,049	1,354	(22.5)
Escalade	5,306	4,088	29.8	42,274	33,982	24.4
SRX	10,001	8,174	22.4	99,397	87,765	13.3
XTS	5,982	5,338	12.1	48,851	54,464	(10.3)
Others	0	15	(100)	81	34	138.2
Total	32,292	25,928	24.5	277,868	258,477	7.5

GLOBAL SALES BY COUNTRY						
	Dec-15	Dec-14	%Change	YTD-15	YTD-14	% Change
United States	20,787	16,150	28.7	175,267	170,750	2.6
China	9,214	7,861	17.2	79,779	68,189	17
Canada	1,094	995	9.9	12,249	10,538	16.2
Middle East	528	394	34	5,136	4,293	19.6
Mexico	191	180	6.1	1,806	1,414	27.7
EU & Russia	286	186	53.8	1,748	1,670	4.7
ROW	192	162	18.5	1,883	1,623	16
Total	32,292	25,928	24.5	277,868	258,477	7.5

2016 Events Calendar

March 25-28th – AAC(UK) Spring Nationals, Weston Park, Weston-under-Lizard, Nr Shifnal, Shropshire, TF11 8LE
www.american-auto-club.co.uk.

March 27-28th – Weston Park Transport Show, Western-under-Lizard, Shifnal, Shropshire, TF11 8LE. Tel: 01922-643385.

April 3rd – Classic Rally & Autojumble, Old Warden Aerodrome, Biggleswade, Beds SG18 9EP. Tel. 01527-831726.

April 16-17th – AACI Spring Nationals, Billing Aquadrome, Northants. Tel. 01924-451885, 07801-125821

April 24th – FBHVC Drive it Day. If you are not at the Club AGM, just get out on the road with your Classic Cadillac and show the Country that the Classic Car fraternity are a force to be noticed.

April 23rd – Ace Café InCarNation, Madeira Drive, Brighton. Tel. 0208-961-1000.

May 1st – Catton Hall Classic Car & Transport Show, Catton Hall, Nr Lichfield, Staffs, DE12 8LN. Tel. 01922-643385.

May 1st-2nd – Bedfordshire Classic Motor Show, Turvey House, Turvey. Tel. 01527-831726.

May 8th – The Mendip Vintage & Classic Tour. Starts: Farringtons Farm Park, Main Street, Farrington Gurney, Bristol BS39 6UB. Tel. 01275-342999.

May 15th – COCGB AGM, Sunday 11am at the Brandon Hall Hotel, Brandon, nr Coventry, CV8 3FW. As with previous AGMs, a subsidised buffet lunch will be supplied at £5.00/head. All members very welcome. If able to commit in advance, please let Peter Griffith know or, if not, just turn up on the day.

May 22nd – Herts AutoShow and Fun Day. Stanborough Park, Stanborough Road, Welwyn Garden City, Herts, AL8 6DQ. Tel. 01707-376020 or 07963-501440

May 28-30th – Enfield Pageant of Motoring, Great Cambridge Road, Enfield. (pre-entry) Tel.0208-367-1898.

May 29-30th – Ragley Hall Classic Car and Transport Show, Ragley Hall, Alcester, Warwickshire, B49 5NJ. Tel. 01922-643385.

June 5th – London to Brighton Classic Car Run. Mercedes Benz Museum, Brooklands, Weybridge. Bookings. Tel. 01527-831726.

June 5th. – Can-Am Car Clubs Annual 'Lazy Sunday', St Edwards School, Poole. Tel. 01747-853248.

June 5th. – Brighton Beach Classic Motor Show. Madeira Drive, Brighton, Sussex. Tel. 01527-831726

June 5th – Cleveleys Classic Vehicle Show. Town Centre and Promenade, Thornton-Cleveleys, Blackpool, Lancashire. <http://cleveleysvehiculevents.ning.com>

June 5th – Peter James Bromley Pageant, Norman Park, Bromley, Kent. Tel. 01775-768661.

June 18-19th – Bristol Classic Car Show, The Bath & West Showground, Shepton Mallett. Tel. 0117-907-1000 (Footman James).

June 18-19th – AACI Open Summer Nationals, Billing Aquadrome, Northants. Tel. 01924-451885, 07801-125821

June 19th – Trentham Transport Festival, Trentham Gardens, nr Stoke on Trent, ST4 8AX. Tel. 01922-643385.

June 25th – Vintage & Classic Car Festival, Bosworth Hall, Leicestershire, Tel: 01858-880263.

June 26th – AAC(UK) Summer Nationals, Hatton Country Park, nr. Warwick. www.american-auto-club.co.uk.

June 23rd-26th – Goodwood Festival of Speed, Goodwood House, Chichester. Tel. 01243-755055.

June 26th – Hampton Ferry Car & Bike Show, Hampton Ferry, Boat Lane, Evesham, Worcestershire, WR11 4BP. Tel. 01386-45460.

International Events

April 12-16th – CLC Grand National, Las Vegas, Nevada, USA. Tel. 001-702-472-7313, Contact: Lauren Schweitzer.

June 30th – CLC Germany Silver Jubilee Event, at the place of our establishment in Würzburg, Germany.

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Market Place

Wanted: 1959 2-door Coupe or 4-door Sedan. Garry Darby is looking to purchase either. He would prefer a private sale and is willing to travel to view. Please contact Garry at a.darby2@btinternet.com or Mobile 07535-271800

Wanted: For 1950 Sedan. New member, Derek Drinkwater, is searching for a 331ci engine for his project car, picture on the Face book page. If you can help, please give him a call on 01428-685349 or e-mail at derek.drinkwater48@gmail.com.

Wanted: For 1959 Series 62 Coupe. Any trim or body parts. Please Contact Graham or Martin on 07984-683595.

Wanted: For 1964 Coupe deVille. Good engine and any trim or mechanical parts, or complete 'parts' car, Coupe or Sedan. Please Contact Graham or Martin on 07984-683595.

Wanted: For 1968 deVille. Steering wheel of any colour. Please Contact Ian Gordon on 01382-380515, 07935-874717, or iandxi48@aol.com.

COCGB NEW MERCHANDISE

(link on HomePage of Club Website)

MENS T SHIRT – £9.70

"Black, Grey, Blue, White" – "S, M, L, XL, 2XL"
S=34/36 M=38/40 L=42/44 XL=46/48 2XL=50/52

LADIES T SHIRT – £9.70

"Black, Grey, Blue, White" – "S, M, L, XL, 2XL"
S=6/8 M=10/12 L=14/16 XL=18/20 2XL=22/24

MENS POLO SHIRT – £14.75

"Black, Sky blue, White, Royal Blue, Grey" – "S, M, L, XL, 2XL, 3XL"
S=35/37 M=38/40 L=41/43 XL=44/46 2XL=47/49 3XL=50

LADIES POLO SHIRT – £13.75
"Black, Sky blue, White, Royal Blue, Grey" – "XS, S, M, L, XL, 2XL"

XS=8 S=10 M=12 L=14 XL=16 2XL=18

JACKET, LOGO FRONT – £37.99

Black – "S, M, L, XL, 2XL"

S=36/38 M=40/41 L=42/44 XL=46/48 2XL=50/52

JACKET, LOGO BACK – £55.99

Black – "S, M, L, XL, 2XL"

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JACKET BOTH LOGOS – £61.99

Black – "S, M, L, XL, 2XL"

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Black – "S,M,L,XL,2XL,3XL,4XL"

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3XL=49/51 4XL=52/54

FLEECE, LOGO BACK – £45.50

Black – "S,M,L,XL,2XL,3XL,4XL"

S=37/38 M=39/40 L=41/42 XL=43/44 2XL=46/48
3XL=49/51 4XL=52/54

FLEECE, BOTH LOGOS – £51.50

Black – "S,M,L,XL,2XL,3XL,4XL"

S=37/38 M=39/40 L=41/42 XL=43/44 2XL=46/48
3XL=49/51 4XL=52/54

SWEATSHIRT – £16.99

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Old Club Shop

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There is still some remaining stocks of T-shirts and Sweatshirts at HALF PRICE.

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Send Cheque or P.O., payable to COCGB to:- Kathy Reed, 57 Silkstream Road, Burnt Oak, Edgware, Middlesex, HA8 0DD. Telephone: 0208-201-0147.

