



Cadillac



Owners Club of Great Britain



Standard of the World

September-October 2019

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— Dave Henwood's fabulous '59 Eldorado Biarritz has finally arrived. Join us on page 6 where we take a sling-shot around the sun and time-warp back to 2005 where it all started.....

Club News

From the Chairman



September signals that the year is winding down. There are still 3 months to go, but Christmas goodies are hitting the shelves and Strictly Come Dancing is back on our screens. More importantly, it's the time that many of us contemplate tucking our cars up for the winter. I see there's a prediction that it's going to be a harsh one. I always like the phrase 'since records began' though it's amazing how many of them began in the 70s and 80s and I doubt the Thames will freeze over as it did in the 1800s—not that I was there you understand.

If you are putting your pride and joy into hibernation, it's a good idea to stick a list to the steering wheel, of the things you've done, like put an old sock in the tailpipe to stop mice making a winter billet or disconnecting the battery—all the things you need to reverse in the spring. It's easy to forget some of these things and frustrating when you don't know why the car won't start when the time comes.

For those of that use your cars all year, remember to check that antifreeze and make sure the battery is good, it takes quite a beating in winter.

Peter B Griffith

Rod Bevan

Treasurer/ Membership



New Members

A very warm welcome to new members. Bernard Murphy of Runcorn with a two door hardtop coupe and a series 62 1952 Sedan. Also welcome to John Boardman of Blackpool with a 1968 75 Fleetwood and a 1970 Fleetwood Sixty Special. Matthew Monks joins us with a very unusual car, a Buddhist Hearse, as does John Munroe of Farnborough with a 1958 Coupe Deville.

Shows

Most of the shows will be over by now and as we look forward to next year please let us and fellow members know of shows in your area or that you attend. We always seem to find out after the event that members have gone to shows. It is a club so let's share the information and get a show list together for next year. We can only do this with your help.

British Heart Foundation

Many thanks to those members who purchased manuals and alike from the club this year. This has raised money for the British Heart Foundation in memory of Bob Thomas who

served this club magnificently over many years. A big thank you from the club and from the foundation.

Facebook Page

The club page has been going for a few years. One area that has expanded is the submission and sharing of photos from other pages. This is welcome but is filling up the regular page. So we now have a further page entitled **Cadillac Owners Club of GB History and Photos**. So please use this for those interesting photos and records of Cadillac. There is so much out there now, in particular now that old film footage is being enhanced and digitised. This is also a 'closed group' but if you are approved for the main page you will automatically be approved for the new page. Any problems please let me know. All suggestions welcome, let's make it work.



Other matters

Not much really. We will go ahead and book the venue for next year's AGM. This year's venue was very acceptable and we will meet up there. Great location for displaying your Cadillac and caused much interest this year with guests at the venue.

That's all for now, happy and safe motoring,

Rod



Thanks to Graham 'Hubs' McDonald and Rod & Rita Hutchison for their donations to the British Heart Foundation. Together with a few smaller items sold at the shows, the total stands at £97.

If you were wondering where 'Hubs' came from, Graham was after a hub cap. Well he thought he only needed the one, but the Treasurer and Secretary persuaded him otherwise and he ended up with a modest selection, so we affectionately think of him as 'Hubs'.

He didn't corner the entire market (though it was close), so if you need one, either for your car or as a piece of wall art, there are still some available. All proceeds along with those from the sale of manuals will go to the British Heart Foundation. I've put my name down for a hub cap before Graham snaps the lot up!



The Ciel concept still looks good
-and dreaming costs nothing..... Ed

Amos' Autos

'Hanging out with the cool dude'



Hey Dudes,

I suddenly thought about the Angler Fish the other day, I've never met one but I was reminded of it by this '57 Spohn Convertible. Now you may never have heard of this car but its intriguing to the



point of ugliness. See why I thought of the Angler Fish?

Despite it's looks the story behind it and the company that created it, is very interesting.

The Spohn coachbuilding company was started by Hermann Spohn and Josef Eiwanger in 1920 in Ravensburg,

Germany. Spohn died in 1923, so had little to do with the success of the company that bears his name.

It became the favourite coachbuilder of prestigious German marque Maybach from the late '20s. Remember in those days many car manufacturers built the chassis and drive train, leaving the bodywork to 'specialists', (think Rolls Royce and Mulliner or Park Ward).

After the war, Spohn bought up surplus cars from the US military to get chassis' and took orders for one off designs based on the buyer's requirements. Between then and the company shutting up shop in 1957 some 200 Spohn bodied cars were created and they were all different. This model, the '57 convertible was

built on a '39 Ford chassis with a '53 Cadillac 331ci V8 equipped with a 4-barrel carb. Power reached the rear wheels via a 3-speed Ford transmission. The bodywork was a combination of steel and fibreglass.



The rear end had huge 'flat-top' fins like the Cadillac of the day, with a slight touch of 'Batmobile'.



Another car that looked different, was the Tucker 48, often referred to as the "Torpedo".



The original design was for a streamlined coupe with a massive 9,700cc air-cooled engine mounted in the back. It would use two torque converters rather than a gearbox to drive the rear wheels. It was to have a central driving position, swivelling headlamps, disc brakes and independent suspension.

As part of it's safety features, seatbelts, a padded dashboard and a 'pop-out' windshield (in case of an accident) were to be standard.

Due to design feasibility problems, it was re-designed as a four-door saloon with an air-cooled flat-six in the back with a conventional gearbox. As a sign of the times the seatbelts were dropped for fear it



implied the car was not safe. The central driving position, swivel headlights and disc brakes also bit the dust. There was also a switch to a water-cooled flat-six with 5,491cc developing 166hp, that could power the car to 121mph, not bad for a car weighing in at 4,200lbs.

Only 51 examples were ever built, the car only staying in production for 1 year.

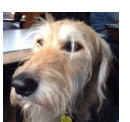
Interestingly whilst it was in production, 17 US States had laws against cars having more than 2 headlights, so Tucker designed a cover for the central 'cyclops' light.

And if you think the front end looks familiar, you're right, the '51 Studebaker bears more than a passing resemblance.

Of course the rear mounted air-cooled flat-six mounted in an American car would re-appear in the 1960 Chevrolet Corvair.



Stay cool dudes



Little Paddies 3

By Paul Nieuwenhuis

This time, rather than move forward, I will take a look back to the interwar period. At this time, Cadillac was somewhat overshadowed by Packard as a luxury brand in the US. Packard probably had the best management in Detroit at this time who developed a clever business model whereby a small number of handmade bespoke cars served as 'halo' models for the volume sale of high quality cars produced using the latest mass production models. Like BMW today, Packard was thus able to charge a premium for cars that benefited from economies of scale achieved by Ford-style assembly methods and Budd-style all-steel body technology. On the face of it, a formula that was hard to beat, even for a firm enjoying the resources of what during this period became the world's largest car maker, GM. Cadillac's reply was a masterstroke: the V16. Although Marmon beat them to the 16 cylinder engine, their volumes came nowhere near what Cadillac managed to build and sell over an 11 year period. In fact, no car company has made more V16 engines than Cadillac in the history of the motor car. The V16 became Cadillac's 'halo' model boosting sales also of its 'lesser' models and establishing it once again as the 'standard of the world'. My collection of Cadillac models of this period consists therefore exclusively of V16 variants, as these have also been the most popular with model makers. As a result, many models of the V16 are available at every price level. I have just 4 in my collection.



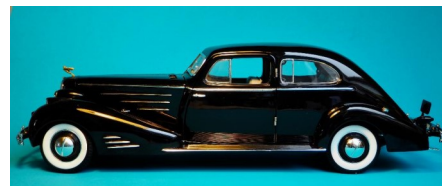
First off, the first generation of V16 in the shape of this rather handsome 1932 Fleetwood Phaeton in scale 1:18 by Anson.



Like most diecast models these days, made in China. It is available in a few colour combinations, but I opted for this elegant silver over black. It is around this time that Dupont first made metallics available to the industry and GM was, of course, the first to benefit from this innovation by its largest shareholder. The model is out of production, but some still linger on shop shelves, while others still regularly pop up on eBay. Prices range from around £50 for a used example to just over £100 for new ones as sellers know they are out of production. I bought mine used and it was missing its plastic

radiator ornament. I bought a cast metal replacement from a guy in the US, who makes these to a higher standard than the original.

Keeping with the larger 1:18 scale, next up is this very elegant 1934 Aerocoupe. The V16 was restyled for 1934 and built on a new, larger chassis. This particular body style was an in-house design and despite its concept car looks, was a production model reflecting the streamline look that became popular that year. The model is by Japanese firm Kyosho, though made in China to a high standard with many details and opening features. Still available here and there, though never cheap; expect to pay £70-£170 (yes, really).



A more conventional body style is represented by the 1:43 scale diecast 1938-40 4 door saloon by Rextoys of Switzerland, though made in Portugal. Again, available in a range of colour



combinations and a range of body styles on the same base unit. I chose this unusual but fetching bronze metallic over dark copper metallic with tan 'fabric' roof. These models are out of production, but plenty are still available at autojumbles and on eBay for around £10-£30 depending on body style and colour scheme.

Last but not least, this very fine 1940 Convertible 1:43 white



metal hand-built by Brooklin in England. The bronze metallic finish with light top and interior suit the shape of this car very well, although other colours are available. As mentioned before, Brooklin are still in business and these models can still be found with prices ranging from about £25-£125, so do shop around.

Another of those 'Ultimate' Quests

By Dave Henwood

(This is the story of the beautiful '59 Eldorado Biarritz you see on the front cover. First published as two articles in the May-June & September-October 2005 editions of the magazine, it's time for a catch-up, but before we do..... let's see how it all started)

Since I saw my first '59 Caddy, when I was about 6 (43 Years ago) I was totally hooked. Over the years I have owned a number of yanks. I have also been to look at about ten '59s, but they were never quite right.

In 1997, I bought my 1961 convertible. It was and still is just about perfect. I know it's not a '59, but it was still much better than anything I had seen. So, I was quite happy for about 7 years until I was staying with a mate in California. He took me to a local old car show and there it was, a 1959 Cadillac Eldorado Biarritz in Seminole Red.

I had never seen one in the metal before. I thought, "I gotta have one of those". I asked the guy how much it was and if he would sell it. He said \$100,000 and NO! Well, even with a great exchange rate, that's still a shed-load of dosh.

I came home and almost gave up on the thought of a Biarritz. In August last year (2004) my mate called me and told me there was an Eldo Biarritz for sale in Hemmings in need of work. In September, I was again visiting California, so me and Nick (my Yank mate) got on a plane and flew the four hours to Milwaukee, landed at Sam then drove two hours to meet Eric Egelseer of Eric's Restorations. We then drove another forty minutes to see the car, which was in a barn.

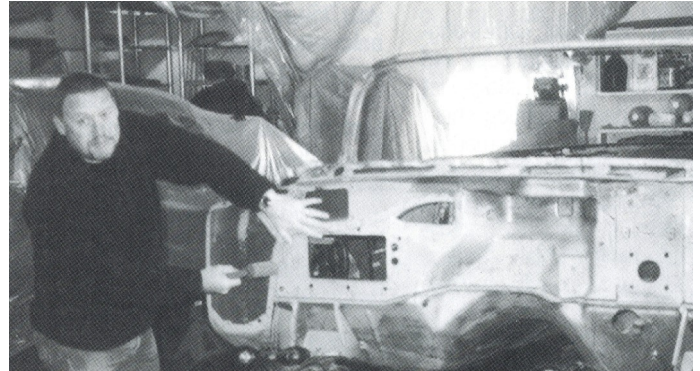
When you look at cars that need resto, you have to be really brave or mad—or both. But on close inspection, it was a solid car and all importantly, everything was there and the engine numbers and frame numbers were correct. The only non-original was that the air suspension had been replaced with springs—apparently quite a common change. Anyway, I said I was interested and asked for a quote to have it restored. I thought the quote was reasonable, paid a deposit and went home.

About six weeks later, I started to receive e-mails and pics of my car being disassembled—big mistake to show the missus, she wanted to know what exactly I had paid \$25,000 for! Women have no soul. In Feb this year, I went to see it, flew into Chicago O'Hare (cold) hired a car, Caddy of course and drove for four hours to Appleton (much colder). The car was a bit of a shock, just the shell and the front suspension in place. The body had been bead blasted and any dodgy metal cut out and replaced, ground and polished. The engine & transmission and back axle have been sent to a specialist to be rebuilt and the Tri-Carb set-up has been sent to another specialist.

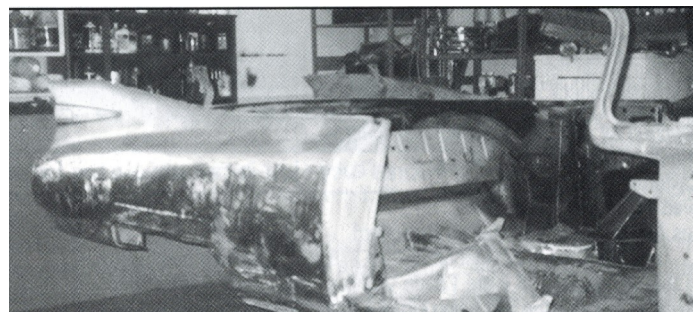
All the chrome and stainless will be refinished and the upholstery redone in original spec leather. The paint will be Woodrose metallic, which is a correct '59 Eldo colour. I must say I was impressed with their attention to detail and the

quality of their work; they all seemed to be as enthusiastic as me.

Since I got back I have had more pics of the car so far—and it's looking good. I hope to go back over again in May, so watch this space. I will then try to send some further pics of it's progress.



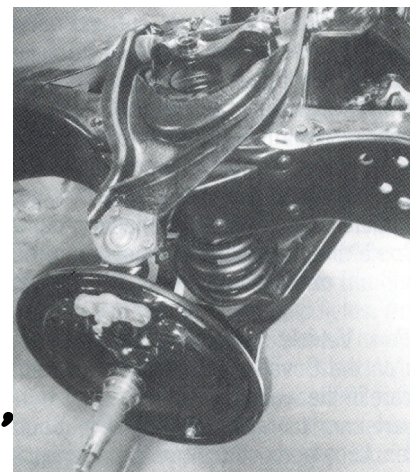
Dave with his 'Ultimate' Quest in knockdown form Feb '05



Back to bare metal and all solid, still no mistaking that tailfin

Fast forward to.....

Stage Two of that 'Ultimate' Quest



The Suspension back to 'as new'

It's been nearly six months since I last saw my car (that's a pretty loose definition by the way), so it was time for another trip to Appleton, Wisconsin.

Last month, on July 4th, I sold my '61 convertible to another Caddy nut. I had about a dozen calls on the car, mostly sensible, apart from the idiot who wanted to know why I didn't have a full main dealer service history. I did explain that it was 44 years old. Still, good to know there are plenty of Caddy Enthusiasts out there.

Since my last visit, I have been in constant e-mail and phone contact with Eric's Restorations—along with sending regular payments of course.

Did I mention you have to be brave or mad to restore an old car, especially a '59 Eldo? The list of parts is endless and you have to be patient as well.

So a couple of weeks ago, I flew into Chicago O'Hare and met my mate Nick from California. I needed him along to look at things more subjectively, so after a stop in Milwaukee to do the Harley Davidson factory tour, we arrived in Appleton.

After a call to the restorers, we drove out to see the car. It was still in primer as they wanted me to see the body before applying the paint. The difference since the last time was amazing: totally smooth flowing lines and that is one 'big motha' to get flat and even. Later that day they started to apply the five coats of base.

Did I say before that the colour was going to be Woodrose? Well' they painted a sample and I didn't think it would look how I wanted. So now it is Persian Sand instead, which is the colour Eric recommended from day one. Why don't we listen to the experts?

Next day, we went to OK the colour, looked great, so they started laying on five coats of lacquer. What a transformation: a beautiful deep shine, but Dwayne, the body guy, said wait till it's buffed and polished. That could not be done for a couple of days, so I didn't get to see—but it looked fantastic as it was.



I am so impressed with the integrity of these guys. Everything they do is as if it was for them and not just a customer. They have sourced a number of new old stock items, which is better than trying to repair or remanufacture the stuff that is old/damaged etc. It's also a bit cheaper.

The engine has now been re-bored and rebuilt, as has the transmission. All the glass is new, even new old stock chrome window frames.

The upholstery is not done yet, nor all the chrome. I had to buy one remanufactured piece of trim for the trunk lid at an exorbitant cost. The company who made it said it was the last one, because they couldn't make any more at the price! One of the pictures I've enclosed shows the Eldo trim laid on the wing to give an idea what it might eventually look like.

The guys at Eric's have already put over 1,000 hours into this project, but it's going to be better than I could have imagined.



Now all they have to do, so they assure me, is "just screw it all back together" - rather than me.

It's now been 11 months and a shed-load of money, but it's getting there. Next time I visit will be to drive it to Chicago and put it on a boat for Blighty.

Is this the way to Eldorado!?

(Ed. Well that was in 2005, but the Eldorado has finally arrived here's Dave's update)

In case your wondering why the long gap to completion. did I mention you have to be mad to restore a car like this? There were numerous problems both mechanical and financial. I got divorced and had to put the project on hold, for a few years, for financial reasons.

There was a million trivial things to sort out, the devil's in the detail! We also had major stuff to sort out, we had trouble with the rebuilt gearbox and had to have it redone, this took a year, the original company had gone broke.

Then we had problems with the stainless rockers (sills), had to have them specially made as the old ones were to far gone. I nearly gave up and sold it to a friend of Eric's, the restoration guy, but he (Eric) talked me out of it, saying you come this far and you won't get another chance to achieve your dream! I finally got it June 2017 Now it's here I'm glad he did.

Dave



Cadillac LaSalle Club Finland Celebrates 30 years



CLC Finland Founder Hesse Vainio (left) pictured with current President Matti Kukkonen at the 30 anniversary celebration in June. The Cadillacs present covered an age range from 1907 to 2017.

Here are a selection of photos from *Dirk Van Dorst* giving a flavour of the event.



1925 V63 complete with 'L' Head V8



Matti Kukkonen at the wheel of his '65 Eldorado



Quite a gathering at the 30th Celebration in Porvoo



Makku Viitanen with his 1914 V8



Toni Hautakangas' 1993 Eldorado



1907 Model K Light Runabout



Great place for a chat, Cadillacs at the lake.



Well it is Finland

Events 2019

2nd-3rd November—Classic Vehicle Restoration Show at The Royal Bath & West Showground, Shepton Mallet, Somerset, BA4 6QN

8th-10th November—Lancaster Insurance Classic Motor Show at NEC, Birmingham B40 1NT

Recurring Events

Haynes International Motor Museum, Sparkford, BA22 7LH. On the first Sunday of each month. Haynes run a breakfast club open to all marques.

Redhill Village Club, Church Road, Redhill, North Somerset, BS40 5SG have the following Car Meets in 2019
Breakfast Gatherings 9-11am
Sunday 13th October

Somerset County Classic Car Meet, Blue Bowl, Bristol Road West Harptree BS40 6HJ, last Sunday of every month.

Need an events publicised?

Let me know, or go to add an event on www.cocgb.co.uk.
Or use our **Events Text-line 07842 22724**

XT4 launches in Europe

Available only with a Euro 6 turbocharged 2.0 litre 170hp diesel engine and 9-speed auto-box, the XT4 has a start price 'sur le continent' of 42,900 Euros (that's £38,476 at the time of writing). For that you get the 'basic' front wheel drive, though an AWD model is available.

Will it tempt people out of their BMWs and Audis?

Time will tell, but leading with a diesel these days

doesn't seem like a smart move. Is it 'different enough' to make an impact?



The 2020

CT6-V

Is a car Cadillac should be proud of says Chris Perkins in the August 5th edition of Road & Track.

Graham Darby came across this article where Chris describes the CT6-V as *"A handsome luxury sedan riding on a platform not shared with any other car, and fit with a corker of an engine—a new 4.2-liter twin-turbo V-8 designed by the brand itself."*



Doesn't that hark back to the Cadillac's of old? Isn't that what Cadillac should be all about? Paul Nieuwenhuis in his article 'Little Caddies 3' (on page 5) mentions how Packard had hand made bespoke 'halo' models which effectively (because of their existence) raised the profile and sales of the mass produced models. The CT6-V has a hand built engine..... it's a start.

If you want to read the full article you'll find it at:

<https://www.roadandtrack.com/new-cars/first-drives/amp28603690/2020-cadillac-ct6-v-first-drive-review/>

Phil Htole Editor



We're all encouraged these days to leave our cars at home and use public transport, but how feasible is it for those of us not 'city based'? How easy would it be for a simple country lad like me to travel from home in North East Somerset to Clifton in Bristol, that's around 14 miles and if you steer clear of rush hour 40–45 minutes by car. There's only one way to find out. It's not so much 'Planes Trains & Automobiles', more Bus, Train, Train and Shank's Pony.

The bus to Bath, one way cost £6.50, because it was before 9am I couldn't use my Bus Pass. The 10 mile journey takes an hour and a quarter (they have to stop to let other people on) and it got me to Bath Spa Railway Station in plenty of time. The two trains I needed were on time and it was nice to waft into Temple Meads and out again and not a tailback in sight.

For my cardiovascular well being, a mile or so walk was good, it was dry and warm. Total journey time, 3 hours 50 minutes. The return trip was shorter by 30 minutes, but total journey time was just over 7 hours, that's around four and a half times as long as it takes in a car and a total cost of £16.76. Ok, on price I guess it's comparable when you take into account the cost of parking.... But the biggest overhead is time.... that you're never going to get back. Then again, if the future bans vehicles from cities, it's something we may need to factor in when we look at the 'cost' of a journey.

Talking of losing time, my wife Lin's Honda Accord Tourer recently suffered a flat-tyre which turned out to be a cracked wheel rim (I'm guessing pothole related). No big deal you'd think, except for the fact that it doesn't have a spare wheel. Whilst the Tyre Weld got her home, the car is currently on 3 wheels whilst the rim is being repaired. Mantra of the modern car—save weight, cause hassle.

After consultation with resident 'Cool Dude' Amos, we've decided to rename the 'Show Text-line', 'Events Text-line', means we can include things like autojumbles, race meeting, hill climbs etc. Number remains the same **07842 22724**. Email and snail mail are fine too.

Whatever you're doing, wherever you're going, travel safely,

Phil



Cars & Cookery.....

Do the TV programs have the same format?

Well, no they don't..... But there are similarities.

For years we've been bombarded by cookery programs where 'celebrity' chefs cook meals (often with too much salt for my liking) that very few of us have either the equipment or aptitude to recreate. The growth in cookery programs probably mirrors the increased sales of ready meal that people eat when watching them.

Now think about car shows, mostly american and yes I'm addicted. Who wouldn't want their car sorted by Dan Short at 'Fantomworks', or a car designed by either Dave Kindig on 'Bitchin Rides', or Joe Martin on 'Iron Resurrection'?

It's fascinating to see the ingredients and watch the techniques in creating a mouth-watering masterpiece, but just like the cookery programs, I have neither the equipment, the space or the skill to do it myself.

Of course there was one program that did cater for the DIY enthusiast.... Wheeler Dealers, where Ed China's deft 'spannering' and 'top tips' meant that people like me were in with a chance. Sadly, the focus of that program moved away from the fixes the enthusiast wanted to see, to emphasise more buying the car, driving the car, selling the car. I did read that some viewers record the show and 'fast forward' through the 'non technical' bits and it's a great way to get a quick 'Grease Junky' fix.

Out of interest, I did take some timings on one of the recent US based episodes (I'm viewing them on Quest, so I'm not exactly up to date) and take out the adverts, Mike buying the car and telling us his plans, a reprise after every advert because they think we can't remember what happened five minutes ago and another one when the car is finished, plus another whilst they go on a test run before selling the car and what are we left with? 10 minutes of Ed actually doing the work. Sometimes you think the producers have lost the plot. The one programme that was for the ordinary bloke and they couldn't leave it alone..... The 'Tinkering Spannerist' is on his own again!

International Rescue @ Silverstone Classic

This particular version of Thunderbird 2 was for sale at £35K and judging by the dashboard there's the possibility of a Toyota IQ lurking under there somewhere.



Whilst it's not quite as big as it looks, unless this bloke is a

giant, it's still presents a challenge when parking at the supermarket.



New Corvette unveiled...

What about a Cadillac Version?

GM's new mid-engine Chevrolet Corvette was finally revealed and what a car it is. As you know I

had thought the new mid-engine sports car might have been a Cadillac, building



on their recent racing success, but no it's a Corvette. The big question is, will there be a Cadillac version?

I'm in two minds (I've usually got half a mind, so two is pretty good for me) whether it would a) be a good idea and b) a success—Let me explain. Cadillac is and should always be a prestige car and whilst it's current top offerings, the CT6 and Escalade are wonderful bits of kit (I'd have either) the company needs a 'Bentley beater', a halo car that says 'this is what we really can do'. I'm not sure a 2-seater mid-engine ultra-expensive Corvette clone is the way to go.

With a base price of less than \$60,000 (though not many people will buy basic) it makes the new Corvette great value for money and with the announcement of 'right hand drive', an easier option when there's no engine in the way, markets like Australia are opened up and we may even see a few in the UK. But people who see Corvette as rather 'blue collar' and have the cash to splash, invariably head for Ferrari and Lamborghini. Would they even consider a Cadillac, even if it got the Blackwing 4.2 power plant.

And there in lies the second argument, would they sell? Between 1987 and 1993 Cadillac sold 21,430 Allante models, and in its 8-year stint between 2003 and 2011 the XLR only managed 15,460 sales. They were both great cars but they didn't sell well and bottom line is GM are in it to make money and volume = revenue. To put it into context, in 2014 the C7 Corvette sold 37,288, that's more than the Allante and XLR put together in their lifespan.

Feel free to disagree, if you think I've lost the plot, I'd really love to hear your thoughts. In the meantime, if you want to see what a new mid-engine Cadillac might look like, Graham Darby came across an interesting article on <https://www.motor1.com/news/367012/cadillac-mid-engined-supercar-rendering/>

I'm going back to having half a mind now.... TTFN

The King is Dead, Long Live the King!

by Jeremy J Gaskell

Some of you will know from the COGGB Facebook page, that my 2000 registered 1999 model Seville STS blew up on the M25 late last year and my local garage, who have worked on it for 15 years, pronounced it irreparable. I was unable to source another engine that had done less than my 160,000 miles.



In the meantime, I desperately looked around for another car, as Madam thought I was over-using her little Mazda MX-5 (it had only done less than 20,000 miles in 10 years, AND she'd burnt out two clutches!), but nothing suited, luxury-wise, with the large engine I have always liked and still suiting my pocket. Also there was the cachet of owning a Cadillac, still rare enough for so many people to ask what is that? Is it a six-cylinder, no its a 4.6 litre V8 - wow? Etc. So I bought a 1999 registered 1998 model Seville STS with 100,000 on the clock, from a seller on the South Coast, who in turn bought it from Neil @ Old Car World in Perivale, West London (Neil's now in Australia). It is immaculate and said to be the "Best in England" and so, on Neil's recommendation, I bought it. It had been kept in amazing condition, regardless of cost..



Failing to sell the non-runner through the Club Facebook page, and having nowhere to keep it long term, Madam was getting edgy, so I sold it via eBay. This was to a buyer from Derbyshire who already had one with a good engine and a duff body, so he could get his mechanic in southern Scotland to put the two together. A price was agreed and the buyer came down from the Peak District with low-load trailer to fetch it, although it was difficult to get my old one to move and the remains of the engine had to be started to change it into drive. The pictures show it on the trailer, complete with the spare exhaust I had stored for years in my garage and never used, placed underneath it.

However, before it went off and whilst I was changing my personalised number-plate over, I thought it would be fun to show the "twins" with the same number plate, side by side. I had already swapped the



refurbished (for Richelieu) alloy wheels on the 1999 for the pitted chrome ones on the 1998. The new one's paintwork is more of a crimson-lake shade, whereas the old one was bright crimson. The car is in immaculate order, having been little

used and properly valeted before I bought it.

So, goodbye old friend, you took Nina and I to Cadillac Grand Europeans at Zeebrugge, Speyer, and Zurich, way back to our big COGGB "do" at Crystal Palace in 2003, and last year's 60th CLC convention at Richelieu without a problem and painlessly and comfortably on our many holidays across the Continent. Then ten miles up the M25 it dies - thank goodness it wasn't half way across Europe.



Cadillac Continental Crossing Comfort



Sad postscript: I contacted my buyer to see how he was getting on with the project, and also because I realised I needed a replacement seat belt holder for the driver's side, and he would have a spare. He told me that when his engineer had looked at the other Cadillac engine he was going to place into mine, it was discovered to be unusable, so he sold them both for scrap.....cue even more stiff upper lip required.

Jeremy



Cadillac Station Wagon

Derek Eaton came across this '79 Fleetwood Brougham D'Elegance



commissioned by Detroit Cadillac Dealership, Wilson Crissman and used to shuttle customers with cars in for service. Created by R.S. Harper Custom Coachbuilders, it's crossing the block at RM Sotheby's Auburn Fall Auction. Guided between \$15,000 & \$20,000 it's a lot a rare metal for the money.

Cadillacs in the wild

Roaming charges apply—usually around £1.30 a litre



John Boardman's Fleetwood Series 75 on 'wedding duties'. Imported from Austin Texas in 2010 it has the advantage of an LPG conversion as does John's other car, this '70 Fleetwood Sixty Special imported from Naples Florida in 2014



Graham Howard-Wall's '49 Coupe at the 'Sadcase Big Meet' in West Sussex. Our man at the show Derek Eaton says it was the only Cadillac there.



And on the track.....
Derek Drinkwater's 'Le Monstre' (a replica of the Briggs Cunningham special bodied Type 61 Cadillac that contested the 1950 Le Mans 24 -Hours) wins its class at the Classic Sports Car Club Championships at Brands Hatch on August 26th.

Congrats Derek



Out on a 'parts run', Russell Schacter's '71 Cadillac Superior. If they ever do an update/remake of 'The Munsters' this could be Herman's wheels.



And just like buses, there's another one behind, this Buddhist Hearse, was recently imported from Japan by Matthew Monks



This 1956 Eldorado Biarritz Convertible was spotted at Rally of The Giants. One of only 2,150 produced, it has the continental kit and rocket-ship taillights. Remember Dan Dare anyone?

