

Cadillac

OWNERS CLUB OF GREAT BRITAIN



Jeremy & Nina Gaskell's 2000 STS at the Swiss GE – see story on page 6

NOVEMBER – DECEMBER 2015

Cadillac Owners Club of Great Britain

(Affiliated to the Cadillac-LaSalle Club of America)

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

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Contents

Committee	2
From the Chairman	3
Editor's Bits	4
Our GE – another view	6
Treasurer	8
Membership Sec	9
2015 Members	11
Events	11
Market Place	12

Cadillac
"Standard of the World"

CLUB News

From the Chairman

An Eventful Year

I have had an eventful year in the Cadillac fraternity. Now, when the side emblems arrive to complete the padded set-up, I am looking forward to the new vinyl material being put on my Eldorado Coupe's top. I Googled with the name and year of the car and found the correct roof emblems and wreaths.

A Good Find

While looking for those, I noticed some very nice '90's repro hubcaps for sale. So, via pay pal, I purchased a set to replace those on my black Convertible. They are made in China – were else – at around £30 set? However, they are excellent quality, as are the chrome badge & wreath, and all arrived in six days, no kidding and collected from Argos. Anyway, the black Convertible with its new hubcaps will be next in line for the door repair – thanks to that boy wonder outside the supermarket.

Too Good to Miss

Now folks I've been at it again and brought in a gorgeous unmarked 1982 Flower Car in Black and stainless steel, built by Hess & Eisenhardt. It is constructed on a deVille chassis gold key addition, and what I got it for was astounding. Now the sad bit, which no one will admit to, the car arrived on the low loader with a driver's caution, "No brakes on this". When we

examined underneath, it appears that the brake pipes had been ruptured when loading or unloading during the journey. A full investigation is underway: the dealer says they were OK when it left him, because he drove it to the collection point – so we await the outcome. Now to fix them, then rewire the rear lights, change the lenses, add a fog lamp and get an MoT – and finally attempt to register it.

But One to Go

So that's that. Oh, I'll be selling my white Sedan de Ville, but only because I have no room and do not like cars standing in the open, especially at this time of year.

I Will be Better in 2016!

I know I haven't been to as many shows lately as I would have liked, but

that is due to pressures at home – but next year I'm going to try my best to get to as many as possible.

Happy Motoring and Happy Christmas to you all.

Peter B Griffith



Some of the older cars at the Swiss GE – all in pristine condition



A 1959 ambulance or hearse conversion – as taken by Rod Bevan at the GE

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

Bits & Pieces From The Editor

The Swiss GE was particularly enjoyable for all those who went there, as the stories in this and the last magazine amply prove

For Linda and I, our jaunt in the Seville Roadster to Salon Privé at Blenheim was rather more eventful than we were expecting, but there are certainly no complaints in that direction!

Finally, congratulations to Bob Thomas for having his car selected for inclusion in the CLC Calendar, and happy Christmas & New Year to all.

Some GM updates, supplied by Derek Eaton

1. Cadillac to return to the UK with big investment into new cars

Cadillac has confirmed it will invest \$12billion in vehicle development over the next five years, with a big focus on right-hand drive models and more frugal diesel cars.

Due for re-launch in the UK next year, Cadillac will appoint just one London-based dealer for the time being. The flagship showroom will join the 40 existing European dealers, and will debut with a four-model portfolio including the ATS – a BMW 3 Series rival – and Audi Q5-sized SRX SUV.

It will also hold licence to sell the Corvette

and Camaro on behalf of Chevrolet, since parent company General Motors announced plans to pull the plug on the brand in Europe back in 2013.

Speaking from the European launch of the new eight-seat Escalade SUV, PR manager for Cadillac Europe, Rene Kreis, said: "Development of right-hand drive vehicles is high on our wish list. However, to do it properly, you have to engineer it from the start."

As a result, it's unlikely we'll see any UK-specific right-hand-drive examples of existing cars. Instead, development will begin on the next model life-cycle. Bosses refused to confirm which cars would come first, but hinted it could be an all-new model, not yet on sale.

Until this time, the brand has modest plans in the UK. A Cadillac spokesperson told us to

expect "less than 1,000" sales each year up to 2020 – even when the range-extending hybrid ELR and flagship CT6 arrive in 2016.

Kreis and Cadillac have their sights set high in the longer-term, though, hoping to

hit double-digit thousands by the middle of next decade. He remains realistic, saying: "We need diesel to get into the higher numbers."

2. Track-honed 631bhp Cadillac CTS-V to rival BMW M5, capable of 0-60mph in 3.7

seconds

The most powerful Cadillac in history, called the Cadillac CTS-V, will go on sale in



A Fleetwood Brougham 'Monster Car' – as sent in by Phil Hole



A Stylish Mobility Scooter – as also sent in by Phil Hole

Europe in 2016, after its launch in the US next summer.

Boasting 631bhp from its 6.2-litre V8 petrol engine, the Cadillac CTS-V will be capable of 0-60mph in just 3.7 seconds. That means it should be faster in a straight line than the BMW M5, which does 0-62mph in 4.3 seconds. Cadillac says the CTS-V will hit 199mph – considerably more than the BMW's electronically limited 155mph.

The CTS-V's supercharged V8 is matched to an eight-speed paddle shift automatic gearbox, featuring launch control and 'Performance Algorithm Shifting'.

Cadillac says the new transmission offers full manual control via steering wheel paddles to deliver shift performance that rivals the dual-clutch/semi-automatic transmissions, but with the smoothness and refinement of a conventional automatic.

The CTS-V also uses a lighter and more compact supercharger than before. It works in harmony with cylinder deactivation technology to improve fuel consumption and lower emissions. Exact figures will be announced closer to launch, but even with this tech we don't expect much more than 25mpg from the powerful V8 engine.

The car boasts Brembo brakes, magnetic ride control, Michelin Pilot Super Sport tyres and Recaro racing seats. Structural stiffness has been increased by 25 per cent over the standard CTS, and there's an electronic limited-slip differential, too.

David Leone, Cadillac executive chief engineer, said: "With the stronger body structure – and more than a decade of V-

Series production models – engineers tuned the CTS-V to deliver greater body motion control for a more agile feel, while maintaining excellent ride quality."

In terms of design, the super-quick Cadillac gets a lightweight carbon fibre bonnet, which not only extracts hot air out of the engine, but helps reduce lift at speed by channelling air over the top of the car. A new grille allows more air into the engine, while a front splitter boosts handling by increasing high-speed downforce.

The track-honed design, chassis and suspension are said to elevate the CTS-V's performance and driver control to new levels. Cadillac claims the tweaks enable track driving without modification thanks to the long list of high-performance standard kit.

While the CTS-V shares its wheelbase with the standard CTS, it gains a wider front and rear track for improved handling, grip and stability. All CTS-V models get 19-inch alloy wheels, which themselves are 45 per cent stiffer than standard.

Inside, the CTS-V features a unique 12.3-inch screen and head-up display. It also gets Bluetooth connectivity, a Bose stereo and wireless inductive phone charging.

Prices will be announced next year, after the car's US launch in the summer. However, with the BMW M5 currently retailing at more than £73,000, don't expect the CTS-V to come cheap.

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



An early preview of the 2016 Cadillac SRX SUV



This is the 2016 CTS-V Sedan, due next year

"Our Grand European" – another view

By Jeremy J Gaskell

To summarise: beautiful weather, great organisation, wonderful cars, and super friends, old and new.

Having looked at the map of Europe and seeing that Salzburg, Austria was only a couple of inches away from Zurich, we decided to have a few days first at the White

Horse Inn at St Wolfgang, to where my parents had driven twice in the 1960s in their Morris Minor Traveller. Those were the days of putting your car on a Bristol Freighter of British Air Ferries at Lydd airport in Kent and flying to Le Touquet to get across the Channel!

As BAF is no more, we took the ferry route with nice overnights at Luxemburg City and historic canal-filled Ulm in southern Germany with its tallest church in Europe at 530 feet. We then enjoyed four nights at lakeside St Wolfgang in the White Horse Inn of operetta fame, probably about 5-times larger than when my parents stayed there, having meanwhile expanded into surrounding buildings. Steamers chugged around

the lake, a cog railway ran up the mountain behind, and there were mountains under fresh blue skies all around – very relaxing.

Then it was the "two inch" trip to Zurich, which turned out to be 300 miles. We drove via Liechtenstein, as we wanted to add a new country to our list (not realising that one of the GE tours went through that tiny country). However, autoroute most of the way meant it wasn't too onerous and my 2000 Cadillac Seville STS coped admirably, even when one of the many tunnels was closed so

we had to zig-zag up one side of a mountain and down the other. That taught me how to use 1-2-3 in the automatic gearbox properly to save the brakes!

The host hotel was a splendid modern one on the banks of the huge Zurichsee, flanked by busy rail lines and a causeway from Pfaffikon to Rapperswil across the lake, with road, rail and cycle track. The sight of over 100 Cadillacs in the adjacent car park from all over Europe was amazing. Unfortunately, Nina and I have had to miss the last two Grand Europeans, but don't remember so many cars at Zeebrugge or Speyer.

The countryside is amazing, so clean and neat with cows grazing bright green fields under cloudless blue skies with mountains and lakes a-plenty. We were so lucky



Jeremy & Nina Gaskell – 'somewhere' on tour

also to have such good weather: I was told that Switzerland was enjoying its second hottest summer ever – temperature into the 90s most days.

There were fascinating drives out – I was particularly struck by the way outside walls of old buildings are decorated with painted patterns and pictures. So many of the towns and villages are just picture perfect. An amazing coincidence took place at Einsiedeln when we visited the church. There was a large service going on with many black people. So I asked one man in the church what was going on. It transpired that every year Africans of all denominations come there from all over Switzerland for a huge gathering of celebration and thanksgiving. It turned out he was from the same part of



The wooden Kapellbrücke Bridge winding over the river in Lucerne

Eastern Nigeria as my wife Nina, so they were able to have a conversation in their native tongue, Ibo. We had already eaten, otherwise we could have joined them for a feast of African food that followed on tables in the courtyard.

A smashing interesting surprise was a country fair being held adjacent to the town square there, where a form of wrestling for all ages from boys and men is apparently very popular, so we saw a few bouts on the sandy arena.

There were also craft and food stalls with local delicacies – real flavour of Swiss country life.

I've tried not to duplicate too much what Bob Thomas wrote in his excellent report, but I have seen many postcards (with my other hat on as a postcard dealer) of the wooden bridge "Kapellbrücke" in Lucerne, so it was wonderful to be able to walk along it with a guide during our city tour. Also to pass Queen Astrid's Memorial Chapel on the lakeside on the way back to Zurich, which we saw both by road and on the lovely lake dinner cruise. I am a collector of postcards and other memorabilia about her. She was the wife of King Leopold of the Belgians, and she was killed when the car he was driving over-

turned at this spot in 1935. She was the "Diana" of her day, young, beautiful, with two children, and loved by the dour Belgians as their "Snow Princess" – she was the niece of the King of Sweden.

So, all in all, a wonderful trip – thank you Cadillac Club of Switzerland for all the hard work in making the event such a lovely experience."

Yours sincerely, Jeremy J Gaskell.

"See Cover picture also"

Bob Thomas

TREASURER

Hello Everyone.

It doesn't seem long since I was cruising around Switzerland at this years GE, but it's over two months ago now and the car is laid up for winter – time is just flying by.

There was a quiz question in the article I did in last month's magazine. Under the photo of the two cars filling up at a petrol station, the Ed asked, "Why are both trunks open?" The answer is we were both getting the additive out to put in with the fuel – nothing too exciting, I'm afraid!



"The 'two open trunks' quiz"

the quietest period of the year as far as cars are concerned – just the very good memories of this year to keep me going. One good piece of news I got the other day is that my '64 Convertible "Peggy Sue" has been chosen to feature on this years CLC Calendar – unexpected news that I received by email out of the blue.

The Club Internet store address will be altering soon. The company who look after it are streamlining their service – whatever that means – and have decided to alter all the Internet addresses. As soon as I have the details, I will let you all

know. But for the time being, it remains the same and is working normally.

I hope this issue is out before Christmas and that you all enjoy the festive period, and



A very fine 1968 Eldorado on display at the Swiss GE

have a very Happy Christmas and all the best to everyone for the New Year.

Happy motoring, **Bob Thomas**

Not much to report this time, as we are now in the



A fine array of fins lined up at the GE

Rod Bevan

MEMBERSHIP SECRETARY

New members

A very warm welcome to new members this time: Jeff Barden of Derbyshire with a 1940 La Salle; and David Tate of Sandhurst with a 1941 Series 62. Also, a warm welcome back to Terence Quinn of Maidstone with a 1941 Series 61 and a 2005 CTS.

We seem to be doing very well with these earlier models. It will nice to see them at our shows. If anyone wants details to link up with members with the same vehicles please let me know. It can save time when problems occur.

Don't forget to send any photos and/or stories to Rob Maidment for inclusion in the website and/or magazine – contact details on inside front cover.

Dear Rod:-

I have had no one write in to me this time, which is a pity because I always enjoy hearing about those little bits of 'Cadillac extra', and I know the members do too.

Swiss Grand European

The Swiss Grand European certainly didn't disappoint. Bob Thomas covered the event in great detail in the previous magazine.



The GE Gala Dinner in full swing – much enjoyed by all

Those attending had an excellent time, the venue, trips out a n d scenery made the trip well worth-while. Judith and I made

a holiday of it travelling through France either side of the event. Weather was good throughout our stay.

We crossed the Channel by ferry from Dover to Calais without incident, continuing to Reims for



Judith Bevan with the 1999 Anniversary Edition Deville

for a three day stay in the Champagne area. We then moved to the Alsace for a few more days, again sampling the local wines to restock our cellar – well cupboard! We

continued to the Swiss border and the Swiss Customs. They were certainly very thorough inspecting our luggage. Even torches to search under the seats. Anyway, they let us through and we purchased the Swiss Motorway permit for our stay.

It was great to meet up with fellow UK

members and the acquaintances we made on our previous trip to Holland in 2013.

The hotel, located on the lakeside near Zurich, as well as the day trips were all superb. The trip I enjoyed the most was a boat trip with dinner on Lake Lucerne.

After the event we continued our holiday staying again in the Alsace for a

Anniversary Edition' – performed. It was a pleasure to drive and just ate up the excess of 2,500 miles. I had done some jobs during the spring to get it ready, as it was idling unevenly and would hesitate on acceleration. Dismantling the throttle body for a good clean, new gaskets and seals, new TPS and IAC, new ignition leads did the trick.

Also, the throttle body and IAC were very dirty.

A great trip and experience. Those members who have not been to a Grand European event must go to one in the future, the next being in Copenhagen in 2017.

A very Merry Christmas and Happy New Year to you all.

Very best wishes, See you soon,
Rod Bevan.

few more days and then to the area around Arrass before travelling back to the UK via Calais, again without event. For those who have not returned via Calais recently, much has changed with security measures and fences to combat illegal entrants entering the UK. The M25 was the usual nightmare – welcome back to the UK!

We were extremely pleased with how the Deville – our 1999, '50th



Preparing for an early evening buffet on the banks of the Zurichsee River



The boat trip down the Zurichsee, with its ever-changing amazing views

2015 New Members

1502 Abdul Akhtar	1965 Coupe deVille	Manchester
1503 David Ashton	1960 Fleetwood 62S	London
1504 Alan Burton	1968 Calais	Doncaster
1505 Emmanuel Megafu	1998/84 deVille/Coupe Deville	Leigh on Sea, Essex
1506 John Lond	1966 deVille	Stoney Stanton, Leics
1507 Stewart Parker	1976 Eldorado Convertible	Crewe, Cheshire
1508 Nick Parker	1973/65 Sed deVillle/deVille Con	Bristol
1509 Paul Ross	1968 Coupe deVille	Banbury, Oxfordshire
1510 Ray Strawbridge	1988 Brougham	Newport
1511 Malcolm Webb	1937 LaSalle	Wilbarston, Leics
1512 Roy Robertshaw	1999 STS	Gilberdyke, Brough
1513 Ian Middlemiss	2010 CTS	London
1514 Edward Cole	1939 LaSalle 963	Sutton, Surrey
1515 Ian Coulson	1956 Sedan deVille 62S	Cambridge
1516 Gavin Irvine	1956 Coupe deVille 62S	Gorleston-on-Sea, Norfolk
1517 Roger Goodwin	1916 Type 53 Tourer	Madeley, Crewe
1518 John Hart	1953 Fleetwood	Christchurch, Dorset
1519 Martin Newnum	1950 Fleetwood 60S	Worthing, Sussex
1520 Simon Butler	1904 Model B	Fareham, Hants
1521 Martin Skipper	1949 Fleetwood 60S	Stoke on Trent
1522 Malcolm Herridge	1959 Sedan deVille	Rickmansworth, Herts
1523 Jeff Barden	1940 LaSalle Drophead	Dronfield, Derbyshire
1524 David Tate	1941 Sedan Deluxe	Sandhurst, Berks

2015 Events Calendar

November 13-15th –
International Classic Motor
Show, NEC, Birmingham. Tel.
0121-780-4141.

2016 Events Calendar

International Events

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

Here is the centre-point of the display outside the GE host hotel, complete with banner making sure that no one is in any doubt as to who and what is being celebrated in such style – even if the locals might consider many of the somewhat over-large ‘land yachts’ more than a trifle foreign!



Market Place

Wanted: 1971-1976 Deville, Sedan or Coupe with 8.2L engine. If you have such a model for sale, please contact Terence Quinn of Maidstone, Kent on 01622-726003 or e-mail terence.quinn01@btinternet.com. He would also appreciate some advice from members with such a vehicle. Many thanks.

Wanted: Airride parts for 1957 Brougham. The car was previously owned by Don Johnson and has been in Europe for some years with Arild Kolnes. Does anyone know of a source for these parts, or of anyone who might have such parts for sale? Please contact Arild on arild.kolnes@lyse.net.

COCGB NEW MERCHANDISE

(see Treasurers info at bottom of page 9)

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"

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

JACKET BOTH LOGOS – £61.99

Black – "S, M, L, XL, 2XL"

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

FLEECE, LOGO FRONT – £26.99

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, 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

"Black, Grey, White, Blue" – "S, M, L, XL, 2XL"

S=35/37 M=38/40 L=41/43 XL=44/46 2XL=47/49

CAP – £10.99

"Black, Blue, White" – Adjustable

Postage – up to 1 Kilo – £5.95, 1-5 Kilo – £6.95, over 5Kilo – £7.95

Old Club Shop

T-shirts & Sweat-shirts with embroidered Cadillac badge.

– Black or Grey; L, XL & XXL –

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

T-Shirts:- £6.00ea, Sweat-shirts:- £9.00ea, including p&p.

All-new black sew-on Embroidered Club badges, with either original or new Cadillac logo:- **£7.95 incl p&p.**

Circular Club screen Stickers:- £1.95 incl p&p.

Send Cheque or P.O., payable to COCGB

to:- Kathy Reed, 57 Silkstream Road,

Burnt Oak, Edgware, Middlesex, HA8 0DD.

Telephone: 0208-201-0147.



A happy GE Cadillac gathering – are they all really only talking Cadillacs?