



Cadillac



Owners Club of Great Britain



*Cadillac @ AAAC
Bristol American
Car Show*



Standard of the World

July-August 2024

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

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

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Front Cover: Top: Greg Horn's '60 Series 62 Coupe

Middle: Tail end of '60 Series 62 Coupe, All original '79 Seville, 9-year restoration project -'67 Coupe deVille, '68 Fleetwood Limo

Bottom: '59 Coupe deVille, '73 Sedan deVille



Club News

From the Chairman



Hello Cadillac fans.

Wow, what a time the '49 is having. As you all saw, it won the first heat of the Classic American Car of the Year. But then it gets front cover of the Classic American magazine and an eight-page spread. How proud am I! To be called 'King of the Cadillacs' Thank you I will accept that! The winner of the second heat of the Classic American car of the year is a very nice Corvette Stingray Convertible. I was unable to go to Beaulieu this year, Grandparent duties! Normally I would be there with the '49 as it is close to my home.

I have had an interesting time with a gentleman from Scotland. He was looking at a '59 convertible for sale in Abingdon. I agreed to meet him and look over the car. It was a real eye opener for me. The car was a desirable model. I can also understand the seller's idea of value for it. The problem I have is how do you put a value to a car that needs attention to bring it up to the asking price. To offer an appropriate price would have been an insult to him. I hope he has a reality check and rethinks the selling price. As for the buyer, he is rethinking his approach to buying what he wants.

Things are getting a bit stressful and busy for Mel and I. Our move is happening! At time of writing, we have a provisional date, but waiting for solicitors to confirm. I have found secure storage for the '49. I will now have to arrange in advance to get the car out. There is a lot planned for it through the summer, prom runs, weddings and video work for a music group.

My local group have had good publicity about the councils refusal to allow our regular meets. But at the latest council meeting their legal department confirmed it is no longer allowed. We have found some alternative locations, but they don't offer food and drinks facilities. We are still trying to find a resolution to this. I am very impressed by Manhood Classics determination.

Keep showing your 'Standards of the World' to the world. Hopefully see you at shows. We will be holding our AGM at Stonor Park. Please come along and say hello.

Graham

Rod Bevan

Treasurer/ Membership



Welcome to our new members

A very warm welcome to our new member, John Oliver of Fife looking to purchase 1959 Deville.

Maurice D Hendry sadly passed away a short time ago. Maurice was a member of our club for a few years, an expert on Cadillac history. He will be missed by many.

Shows and AGM

Please check the shows for this year on the events page within the magazine. Our AGM will be held at the Rally of the Giants event on 28th July. Please join us if you are attending the show, it starts around 12:30 at **Camp Cadillac** and usually takes around an hour. Let us know

if you have any matters for discussion or concern. These can be included for discussion and decision at the AGM. Club area representatives please let us have your report and suggestions.

Happy Spring driving to you all.

Rod

Phil Hole

Editor



Did you spot the deliberate mistake on the back page of the last edition? Our Roving Reporter, **Amanda Deville** did. Nathan Mitchell's Sedan deVille is a '62 not a '61. Ok, it wasn't deliberate, sometimes my brain and fingers aren't in sync—The Assistant Editor says there's nothing wrong with my fingers.

As we pass the halfway point of the year, July starts with the Euros, Wimbledon and a General Election, so people kicking a ball, batting a ball and Jeremy Vine with his inherited swingometer—I just can't wait for it to all be over, but sadly no matter who wins any of these, the analysis will plod on into August and beyond. One thing is certain, no matter who wins the General Election, the motorist will continue to get a raw deal. Seemingly the mass pariah of this green and pleasant land we continue to endure appalling roads, high fuel prices and ever increasing restrictions.

Thinking of restrictions, in England, my 1992 Cadillac Sedan deVille isn't ULEZ compliant, whilst the 2006 Jeep which has a larger engine and is much less economical is and therefore charge free. Things are different in Scotland. Aberdeen, Dundee, Edinburgh & Glasgow have LEZs. The main difference is they are missing a 'U' and don't have the option to pay an entry fee as in England—if you're not compliant you get a fine, which doubles each time it's applied, first offence £60, 2nd £120, 3rd £240 and 4th £480 where it's capped for further breaches.

However, my 1992 Cadillac is exempt in Scotland because it's more than 30 years old, no longer in production and 'original' spec. Yes, Transport for Scotland have followed the European lead of cars being historic after 30 years rather than the UK government/DVLA 40 years. There are exemptions to the exemption though, if your shiny '59 Eldorado is running a Corvette LS3 powerplant—the fine will be in the post.

Some time ago, I briefly mentioned the coming of speed limiters on new cars. As of the 7th July, all new cars sold in the EU will have to be equipped with Intelligent Speed Assistance technology (ISA). It won't be a legal requirement in England, Scotland and Wales but will be in Northern Ireland, presumably because of the land border with Ireland, an EU member state. If you are buying a new car in the UK it will likely have this technology installed. You may be able to turn it off but every time you start the car it re-engages.

How does it work? ISA detects the speed limit on roads using a combination of GPS and cameras that are designed to recognise speed signs. It then uses this information to either limit your speed or produce a visual or audible warning when you go over the limit. The system used is up to manufacturer preference.

The worrying thing is that consumer organisation **Which?** found ISA to be unreliable on many of the cars they tested, with multiple instances where ISA picked up the speed limit signs of side roads and slowed the car down for no good reason—Designed to reduce accidents sounds like it might cause a few. Don't watch this space, watch the car in front, it might slow down suddenly for no good reason.

Stay safe, stay well,

Phil



Amos' Autos

'Hanging out with the cool dude'



Hey Dudes,

Both the editor and Paul Nieuwenhuis noticed this rather splendid 1950 Nash Ambassador Airflyte at the **AAAC Bristol American Car Show**. Powered by a 3.8



litre OHV Straight 6 developing 112hp at 3400rpm and driving the rear wheels through a 3-speed manual gearbox, the original owner of this car made the \$30 investment in an overdrive option which made quite a difference to performance. Developed in a wind tunnel to limit drag the closed fenders also improved the rigidity of the body, though to people of a certain age it's reminiscent of the tin plate toys of their childhood that didn't have wheel openings either. Starting the car was quite strange too—you used the clutch pedal, depressing it all the way to the floor. Exuberant pressing of the pedal whilst driving would have caused some serious grinding noises, you can see why the idea wasn't widely adopted.



With it's optional sun-visor fitted, the Nash has a nice face, just like those tin plate toys.



The same can't be said for this '47 Kaiser which appears to be scowling Powered by a 3.7 litre L-Head inline 6 developing 100hp, delivered to the rear wheels via a 3-speed manual gearbox, it could amble to 60mph in 19.2 seconds. Theoretical top speed was 83mph.

Talking of gearboxes, over the years cars have steadily increased the number of 'cogs in the box' to enhance the driving experience be that economy or speed. From two in the Model A Cadillac, through 3, 4, 5, 6 and 7 speeds in manual transmissions and as many as 10 in some modern day automatics—must be a minefield in there, constant changes as each ratio vies for supremacy. Never fear we're now heading toward the one speed with electrification, progress it seems is simply forwards and backwards—DAF did it in 1959 but didn't have range anxiety.

What got me thinking about the number of gears, was this photograph where the drivers seat is cutaway at a 45 degree angle so the gear lever and hand brake can be operated. The car might surprise you though, a lot of



money was spent to give so much discomfort to its driver. This 1937 Rolls Royce Phantom III Mulliner Sports Saloon was recently sold on **HEMMINGS.Com**. Powered by a 7.3 litre OHV V12, driving the rear wheels through a 4-speed manual gearbox with synchromesh on 2nd, 3rd and top gear. A right hand drive example, originally registered in Bournemouth, it found its way to the USA. Specified as a chauffeur driven car, the awkwardness of the gear change and half seat didn't matter to the people in the back and at least the dude driving it had a roof over his head. Here's a view of the driver's seat cushion. In case you were curious the car had 81,786 miles on the clock and sold for \$68,250.



At a much lower end of the market, the 1967 Wolseley 18/85, itself a posh version of the Austin/Morris 1800, when equipped with automatic transmission, came with a dashboard mounted gear selector which looked more like a lever for



opening a scuttle vent. Note that unlike the Rolls the driver got a full size seat base.

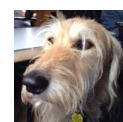


You may think this micro EV looks like a modern take on Postman Pat's van with a Suzuki Jimny inspired nose. It's called the 'me' and is built in China, though the parcel shelf is made in the UK and it's designed for the city.



At 7' 4" long, 4' 3" wide and 5' 2" tall you can fit two of these 2-seaters in a standard parking space. With a top speed of 48mph and a range of 93 miles, it's equipped with all the things the modern driver needs, air conditioning, Bluetooth, rear parking camera, electric opening rear door and panoramic sun roof as standard. The price £11,999, but with no Congestion or ULEZ charges to pay, it will appeal, there's also van and pickup versions for commercial use. Charging takes 4—6 hours from a standard 13 amp wall socket, but in a city that could be it's Achilles heel—does it's target customer have a driveway? Can they even park outside their own home? It makes me smile for lots of reasons...

Stay Cool Dudes...



*** For Sale ***

'93 Eldorado Touring Coupe



Rod Hutchison is selling his ETC. Originally imported for a customer by Bauer Millet, Rod has owned it for the past 25 years. Finished in Plum Pearl, the Northstar powered Eldorado comes with heated seats with lumbar adjustment and it still has its original floor mats. The triple chrome wheels were a dealer fitted option at £1000. Maintained by Parts USA, it's covered just 77,800 miles from new and benefits from new discs & pads all round, a recent battery and a new MOT.

£6,500 ono

Interested? Please contact Rod on 0161 487 2750

'91 Cadillac Parts—Free

A friend of our 'Roving Reporter'—**Amanda Deville**, has the following parts in the back of his garage and would like the space back, so they are free of charge to anyone who can collect them from Huddersfield.

A pair of plastic front fenders (wings) from a 1991 Cadillac Coupe deVille, metallic blue in good order. *Ed. I believe compatible with all 1991-93 deVille and Fleetwood models.*

Also from the same car...

A 4-speed automatic transmission, it has been out of the car for several years, so would probably need new seals, but was working perfectly when removed. *Ed. That will likely be the 4T60-E transmission which was fitted to all 1991-93 Coupe deVille/Sedan deVille and Fleetwood models. Note: it's not compatible with the '93 Touring Sedan which has a different final drive ratio*

They can be collected from Huddersfield for free, if interested please contact Amanda by emailing amanda.deville@btinternet.com or, telephone **01484 510588**.

Contemplating Retirement



Yes, it's true, here we see Amos (the Cool Dude himself) considering a retirement plan.

Being one of the few people who can measure a tread depth by eye, it seems there's some mileage left so retirement is not on the cards for a while.



Those tyres belong to 'Van Alan', Amos' pet project—Well every dog deserves a Dayvan when not on official Cadillac Club outings. *Ed. The Assistant Editor has a Jeep.*



A rare photo of Amos 'chillin' in the sun, looking forward to seeing you at **Rally of the Giants**. Don't forget it's our **AGM**, so join us at **Camp Cadillac**—who knows you may even get a pawtograph...

Photos from Jude La Femme

An exhausting problem

There I was wandering through parts of Wiltshire on a pleasant afternoon—no passport required, when all of a sudden my exhaust note got louder on acceleration. A glance in the mirror confirmed nothing had fallen off, so I continued home. Lifting the hood, with the engine on idle, the increased noise appeared to be coming from the manifold—and on a transverse engine, what joy, the one at the back, which is politely describable as a pain in the buttocks to change, 'Standard of the World' changes into 'what muffin designed this'.

Cross-brace, air filter housing and pipe that links the manifolds removed, I got a pleasant surprise, that's where it was leaking from. No need to remove the manifold, just clean up the cross-pipe, apply a



liberal amount of JB Weld Red High Temperature RTV and bolt it all back together again. The Cadillac Gods were smiling on me, I made a note in my diary, it doesn't happen very often.



Maurice D. Hendry



This is the front cover of the June edition of **FINZ** the Magazine of the Cadillac LaSalle Club of New Zealand, which celebrates the life of Maurice D. Hendry. Many of you will know the name and like me have his book, **Cadillac The Standard of the World—The Complete 70-Year History**. I can think of no better way of marking his passing than the last two paragraphs of the eulogy given by his good friend and **FINZ** Editor **Ron Melville** at his funeral.

"As we bid farewell to Maurice, we in the Cadillac and LaSalle club around the world will remember him with gratitude for the indelible mark he left on our automotive hobby. He was the one that did the research (and wife, Marion did the typing) to help us understand and learn about the history of Cadillac as well as many other brands he was intensely knowledgeable about. His legacy will endure through the many automotive writings he penned and the thousands of enthusiasts he touched via the countless stories he shared.

Ladies and Gentlemen, the final chapter on Maurice has now closed, end of story BUT his writings will forever be read by us all. May you rest in peace Maurice and forever cruise in Cadillac heaven."



AAAC *Bristol American Car Show*

Another Great show from the *All American Auto Club* (formerly the Pre50AAC). The weather was great and turnout of American cars large enough to warrant an overspill area. Here is a photo-fest of a selection of what was there.—see also front page



'57 Chevy

Yes, this column is 'well red'



'38 Packard



'67 Eldorado



Fun, fun, fun all the way,
'65 T'Bird



'51 Buick



No, this '59 Chrysler doesn't have a sun roof, it's just the weird trim



'56 Chevrolet



'47 Nash Ambassador



A rare beast, this 1946 Hudson Pickup with its 128" wheelbase and 3/4 ton payload looks like it has teeth missing which gives it that 'don't mess with me' appearance—styled to took mean you might say.



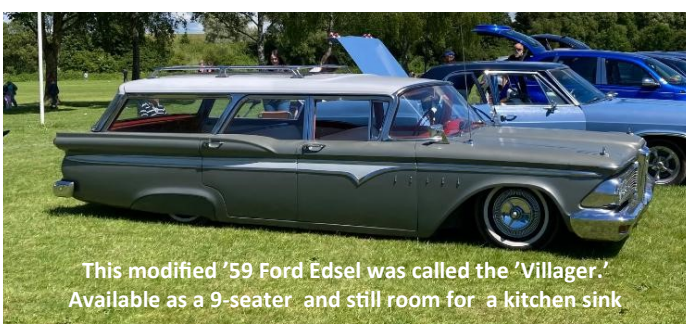
'61 C1 Corvette



'34 Chrysler complete with rumble seat and luggage rack



2023 C8 Corvette



This modified '59 Ford Edsel was called the 'Villager.' Available as a 9-seater and still room for a kitchen sink



All the way from the West Coast of Australia apparently



Starsky & Hutch on hand to keep the boy racers of all ages in check—The Tuk-Tuk driver kept a very low profile.



Dodge Viper 8 litre V10 is quite economical when parked



'97 Pontiac Firebird



'63 Ford Falcon Ragtop



'66 Ford Fairlane



'39 Hudson



'79 Camaro



And here's a Volvo, for no other reason than it was there and safety wise balanced out the Tuk-Tuk



That's the tail end of our Bristol American Car Show photo-fest and what better way to finish than with the tail fins of a '58 Chevy. We managed to get a '56 and '57 in so, we couldn't really leave it out though Billy Jo Spears managed with just the one.

Chairman at Goodwood

It's been a busy time for Graham, car of the year heat winner, front cover and 8-page spread in the June edition of Classic America (great car—terrible shirt) and at the 100th Goodwood Breakfast meeting in early May, the '49 Coupe deVille was given it's own garage in Paddock 1, though it didn't all fit in.



As you can see he wasn't alone with a good American turnout. Photos from Graham Howard-Wall

Cadillac Style



Inside or out the '59 Cadillac oozed style even when you could only see bits of it.



Headlights, Taillights and Dashboard delights, a work of art from any angle.

This is John Sewell's '59 Coupe deVille

Photos from John Sewell

My other car is...

By Graham 'Hubs' Macdonald

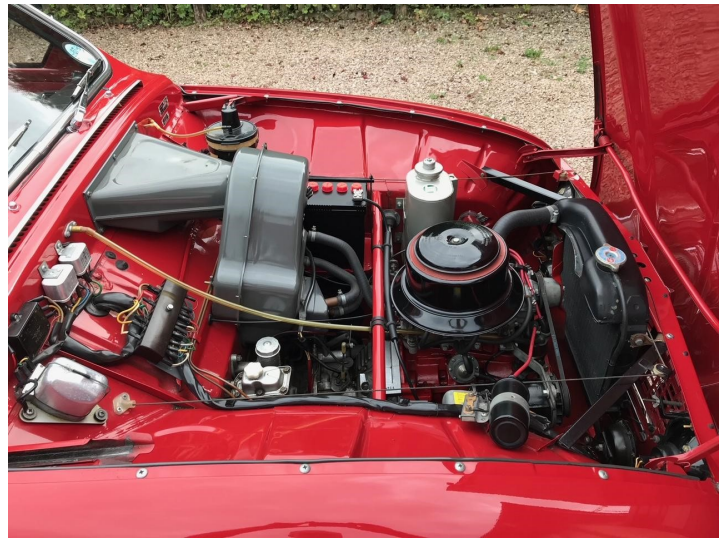
As something of a complete contrast to my '64 Sedan deVille, my other car is a 1965, registered in '66 Saab Sport..



Based upon the standard Saab 96 with a 841cc three cylinder two stroke engine the Sport was a slightly more upmarket and sporting (sorry) model with better upholstery and extra external trim.



Instead of 42bhp the engine was tuned to give 55bhp with an oil pumped lubrication system, the car also featured front disc brakes using a diagonally split dual circuit.



The Saab Sport was considerably more expensive than the standard car hence comparative rarity when they were new, my car is now around just one of seven known UK survivors.



I carried out a full back to bare shell restoration on it which was completed in 2009, the car has done around 25 thousand reliable miles since.

Saab Sport facts

Engine: Inline 3-cylinder, 2-stroke, 841cc developing 55hp and 67ft-lb of torque. A triple carburettor setup was used.

Performance: Top speed 93mph and 0-60 time 15.9 secs

Dimensions: Length = 164.2 in, Width = 62.2 in, Height = 57.9 in, Curb weight = 1962 lbs, Fuel Tank = 8.8 gals

Rock Auto Discount

Code: 269435996161577680

Valid until 19th July 2024, enter in the 'How Did You Hear About Us' box at checkout and remember to choose the a shipping option that allows you to pre-pay VAT, it will be quicker and cheaper.

Ed. Despite coming from the USA, Rock Auto remains one of the quickest ways to get parts, my last order, I put in at 11:27am on Tuesday May 28th and it arrived via DHL at 5:49pm on Thursday May 30th, from Sugar Land Texas—2 days 6 hours and 22 minutes.

Events 2024

July

- 6-7—Classic American Stars & Stripes at Tatton Park, Knutsford, Cheshire, WA16 6QN
- 20-21—AACUK Summer Nationals at Upton-upon-Severn Rugby Club, Worcestershire, WR8 0JQ
- 28 Rally of The Giants at Stonor Park, Henley-on-Thames, Oxfordshire, RG9 6HF
- 28 COCGB Annual General Meeting at Stonor Park, Henley-on-Thames, RG9 6HF



SCAN THE QR CODE for more details or visit our event page: allamericanautoclub.com/rag-2024

Rally of the Giants[®] American Car Show

Vehicles from 1900 to the modern day with live music, food & stalls

28th July 2024
Stonor Park, Henley on Thames
Oxfordshire, RG9 6HF
Contact John Sewell
john@allaac.com

allamericanautoclub.com

August

- 4—West Berks Classic Vehicle Show at Newbury Showground, RG18 9QZ
- 26—The Bexhill 100 Classic & Custom Car Show at Polgrove Sports Ground, Brockley Road, Bexhill on Sea, TN39 3HA

November

- 8-10—Lancaster Insurance Classic Motor Show at the NEC, B40 1NT
- Ed. Don't forget, as winner of the first heat of the Kingstown Shipping Classic American Car of the Year, Chairman Graham Howard –Wall will be representing the Club with his '49 Coupe deVille.*

Alan Reed Show Coordinator



Hi Caddy Fans, it's me again, yes I'm still here, Kath didn't murder me, though it's still on the cards, she said. If you remember last time, the Fleetwood was on the back of Kev's low loader heading for Romford.

Two days later, Gary phoned me and said he had removed the front end of the engine. When he took the timing chain cover off, he chain had broken in two and wrapped around the crankshaft pulley. So new timing chain, new crankshaft pulley, new oil seal and new gasket set got the car back on the road in time to go up to the caravan and open it up for the summer (if we get one).

Two weeks and 480 miles later, the Fleetwood is running fantastically well, just as a Cadillac should. Looking forward to seeing you at Rally of the Giants at Stonor Park (God willing).

That's all for now...

Alan

Club History Continued

Alan Reed reflects on the changes we've all seen and the people who have had to adapt to those changes.

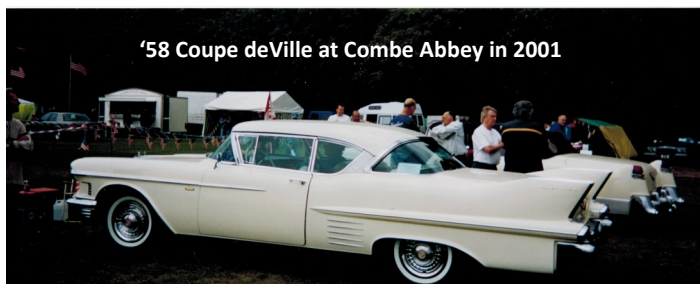
Looking back at the 80s and 90s, American car shows, in fact any car shows didn't have the current bureaucracy (like that word Mr Editor—*Ed. Ever the wordsmith AI*) or ridiculous increase in cost that we see today. Established shows like Wheels Day, AACUK Summer Nationals and AAAC Rally of the Giants have all had to relocate in recent times. In fact even small local meets, as the Chairman mentioned find it more and more difficult to find venues.

That said, it doesn't matter whether you drive a Mustang, a Cadillac, a Corvette, Pontiac or Buick, as long as there are people like Gary Hall (Damn Yankees), Alan Murphy & John Sewell (AAAC –formerly Pre50AAC), Mel Atkinson (AACUK) the American car scene will continue to provide enjoyment for owners and spectators alike. Of course we're all getting older and we need more people to join in and help run these wonderful clubs. We are a family, we need to look after each other...

Here's a fantastic selection of Cadillacs from past shows.



62 6-window Sedan deVille at Hatton



'58 Coupe deVille at Combe Abbey in 2001

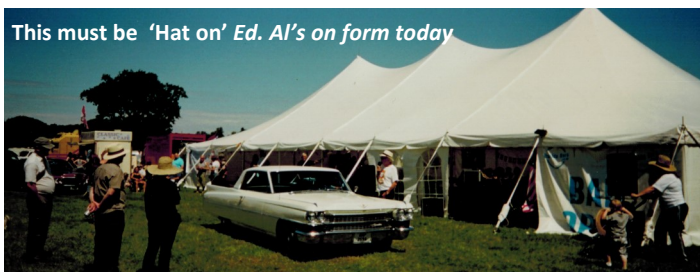


'63 and '62 6-Windows Sedans deVille at Combe Abbey



Ramping up the excitement at Stars and Stripes in 2003

Alan took the photo, so he didn't have to lie in front of the ramp



This must be 'Hat on' Ed. AI's on form today

Pete's Page

At Veteran Cadillac Cornucopia

From Pete Wood



Cadillac (F S Bennett) of London in 1914. The Cadillacs shown were about to compete in the Austrian Trials.



Note the Dewar Trophy advertising, which had been won for the second time by the UK arm of Cadillac - this one for the world's first starter motor fitted on production cars. The address of FS Bennett Ltd (it was known as Cadillac Corner) was 219-229 Shaftesbury Avenue. It is an Opticians today (and a Chemist before that). Before this the Anglo American Motor Car Co was located in a mews off Regent Street (today an Italian Restaurant).

Here's the earliest known photo of Henry Leland and Osceola, his 10hp Coupe (it's been colourised) which appeared in Scientific



American magazine in November 1907. Note the headlamps. This is the only photo I have seen where these particular lamps are fitted to his car. Later photos show mostly just sidelamps. The Cadillac script is one of the first seen.

All other photos, of this car, date from the 1920s onwards. This was Cadillac's prototype and first Coupe - first exhibited at the Detroit Automobile Show in February 1905. It was also Cadillac's first concept car, two years in the making.

Updated, many times, by the factory, careful study shows it had two (possibly three) bodies, two different front axles, two different chassis and multiple engines. An automotive 'Trigger's Broom!'

The car still exists. It was inherited by Leland's niece who donated the Coupe to the Detroit Historical Society in the 1950s (and is currently in their storage area).

Ed. If it was good enough for Henry, then it's good enough for Pete, so here he is—fully colourised.

If you're going to McDonalds, go in style I say.



'May the fourth be with you'—celebrating Star Wars Day

Ed. You meet lots of interesting people and make new friends when you go cruising in a mid-engine Cadillac, as Pete can testify...

I was driving around London, in the beautiful sunshine, and a nice young American lady (standing at the traffic lights) took a shine to the car. She liked the fact it was an early Cadillac.



So I told her to "jump onboard", gave her a little tour of London, and she invited me to go and hear her sing. I told her I no longer go to hear amateurs in pubs. I asked her what she did for a living "to earn real money." She said "I'm the tailor." I said, "with cut price suits everywhere, I'm surprised you can make enough money to fly to the UK. It's expensive, here."

I think there was a language issue, because she jumped out at the next lights.....



I went to the movies, one afternoon, and ended up finding a new navigator there.

She is full of ideas, keen on new technology, although a little Sassy if I don't follow ALL of her directions. But I am sure we will make a great team. We seem to have a lot in common. This is our

first outing in the 1903 Cadillac.....

Cadillac News.....

Cadillac returning to the UK—not that they’ve really been away, just not sold any/many cars for a while. Spearheading the return, the Optiq. As the Lyriq continues it’s march across Europe, its smaller sibling will lead the way here though it will be joined later by the Lyriq.



What do we know about the Optiq? Firstly, it’s an odd name, I immediately think of inverted spirit bottles lined up behind the bar, which is strange for a non drinker. The assistant Editor says that’s because I’m an idiot and it’s hard to disagree.

We’ve not heard as much about it as the ‘pathfinding’ Lyriq but it is effectively a smaller version of that model. For those of us of a certain age, think early 60s and the Austin Cambridge which was a smaller and more prolific version of the Westminster.



At 15’10” it’s not a small car by our standards though there’s a feeling that its shorter wheelbase may be more suited to UK roads—easier to manoeuvre around the potholes perhaps. Weighing in at 2.3 tons, it’s quite light for an electric vehicle and is capable of travelling 300 miles on a full charge of its

85kWh lithium-ion, nickel cobalt and manganese battery, which produces 300hp and 354lb-ft of torque. In an article in *carwow* sent to me by **Derek Eaton**, a 10 minute fast charge should be good for 80 miles if you’re in a hurry.

The 4x4 powertrain consists of a front mounted permanent magnet motor and rear induction motor, which according to the *Telegraph* article that **Graham Darby** sent to me, is the opposite way around to the European version which has the weaker induction motor up front for predominantly RWD configuration whilst the UK version will be predominantly FWD.

Have to say it’s impressive that Cadillac can tailor the car to specific markets but I do wonder why they think we’d prefer FWD and the rest of Euroland RWD. Prices are to be announce but the Optiq in the US starts at \$54,000.

Ed. I do worry about the quality of research at the Telegraph where they state Cadillac won the Dewar Trophy sometime in the 1930s. It was 1908 & 1912.

Escalade IQ production—is due to start on 7th October



2024 for the 2025 model year. With prices starting at \$130,000 the Escalade IQ comes as standard with Magnetic Ride Control 4.0, Adaptive Air Ride Suspension and 4-wheel Steering. The 200kWh battery can power the car for 460 miles and can produce 680hp and 615lb-ft of torque though if you engage ‘Max Mode’ that climbs to 750hp and 785lb-ft but might take a hit on range—anxiety pills on standby...



XT4 bites the dust in

Europe—Cadillac has pulled the plug on the only ICE model in Europe and the UK, though did anyone in the UK buy it? Available only in LHD, as well equipped as it was, it was also ran in the

myriad of SUVs it completed with and arguably not ‘different enough’ to tempt people away from their BMWs and Audis. Initially available only with a 2 litre 4-pot diesel engine just as everyone else was moving away from oil burners, it probably had an uphill struggle to find buyers. It’s likely that the diesel engine will be consigned to history as the XT4 is not sold with that powerplant in the USA.

Cadillac’s return to Le Mans in 2024—brings on 2025 commemorative editions of the CT4-V Blackwing and CT5-V Blackwing



The CT4-V Blackwing Petit Pataud, which translates as ‘Little Clumsy’ will carry the number 3 on its seats and gear leaver, whilst the CT5-V Blackwing Le Monstre Edition gets kitted out



in number 2s (I know, that amused me too).



Only 50 Petit Pataud and 101 Le Monstre Editions will be built and powertrain specs will remain the same as the standard CT4-V/CT5-V Blackwing models. I suspect most will end up in collections—though I could be wrong.



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

Cadillacs in the Wild...

Peter Hewitt and his good lady, repurposing the running board of their '31 355A Town Sedan to soak up the rays—you don't get standard equipment like that on a Tesla...



Adrian Glen's '68 Eldorado at Banham Barrel where he also snapped this '56 Coupe deVille



'53 Ragtop spotted by Pete Wood in Chislehurst



Greg Smith's '74 Coupe deVille



Derek Dalmedo's '08 CTS



The Aircraft Carrier



'74 Coupe deVille



'99 STS

Lincolnshire trio from Area Rep Paul Ross



Hayling Island trio from Area Rep & Chairman Graham Howard-Wall



Dave Henwood's '59 Eldorado Biarritz at Port Solent



'72 Coupe deVille



'05 Escalade

A final tryptic from Simon Green—Any further south and you'll get your feet wet.

Stay safe

