



Cadillac



Owners Club of Great Britain



Standard of the World

November-December 2018

Cadillac Owners Club of Great Britain

Club website (with International links): www.cocgb.co.uk



Affiliated to the Cadillac-LaSalle Club of America

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Front Cover—Cadillacs at the NEC— Lancaster Insurance Classic Car Show

For further details—see Page 3

Club News

From the Chairman



The winter's a coming in and I have just got my 78 Seville back after many months with Ernie Wright of Ashton-Under-Lyne. The delay was finding a new computer it was a one of a kind so in the hen's teeth parts bin.

Not only did he deliver the car back at 8pm one evening but it was washed and polished inside and out and it purrs like a kitten. I was going to sell it but I think I'll hang onto it for a while, it runs like new.

I still have my Eldorado up for sale which I will drop the price on and I just might sell the 1982 Flower car. At my age I think I should reduce my stock...

Looking back over the year, it was a great show season, the good weather always brings out a bumper crop of cars. I thoroughly enjoyed Tatton and in particular Rally of the Giants at Blenheim. The photos are still on my camera, must remember to take them off.

Looking forward to 2019 (it doesn't seem like a year since we were looking forward to 2018), there will be a change of date and venue for the AGM so hopefully we can get a better turn out. Incidentally, I have many spares here, so if you're stuck, I might be able to help.

As this is the last edition before the festive season,
A Merry Christmas and Happy new Year to you all

Peter B Griffith

Rod Bevan

Treasurer/ Membership



New Members

A warm welcome to new members, Jeff Careless of Worcestershire with a 1989 Fleetwood 'S', John Keating of Glasgow with a 1990 Seville and Chris Peniston of Cumbria with a 1960 Series 62.

EU General Data Protection Regulation (GDPR)

Still a few gaps here guys. If you don't want contact, other than your magazine then that's fine. Without your consent I am unable to contact you.

Club Representatives

No volunteers here. Many thanks to our current representatives.

Annual General Meeting

The club AGM for 2019 will be held near Birmingham at the beginning of May, details in the next magazine.

European Seville STS

These are still very popular with our members, such amazing value but not without their issues. Vulnerable to head gasket or rather head bolt failure a few members have unfortunately seen the sudden demise of their 'Northstar' power unit. You would have thought at some stage GM engineers should have sorted out this problem during the long production life of this engine. Frequent fluid changes of both oil and coolant seem to help but it seems the threads inside the aluminium block corrode, become weak and fail. There are solutions but these are not suitable for everyone and may not be an economical repair.



I have the 'Northstar' in my 1999 Deville. Do I replace the head bolts during the winter? There are kits available from the US, so if anyone has further information let's hear about it or discuss it on our Facebook page.

I did have a leak I thought was from the sump seal but after four years found it to be the first section of power steering hose at the right hand side of the engine. Good old Rock Auto to the rescue. Wasn't obvious where it was coming from at first but it is now.

One of our members has some STS spares on the for sale page.

And so for Christmas, have a good one. Let's hope the beast from the east stays in the east. Looking forward to shows next year.

Renewals please complete Data protection details. It is important for us all.

Bye for now.

Rod

Front Cover Info

Centre: Graham McDonald's '64 Sedan deVille pictured on the Classic American Stand—A Heat Winner in Car of the Year.

The following cars appeared on Pre50 AAC Stand

Top Left: '47 Series 61 Sedan

Top Right: '56 Fleetwood 60 Series

Bottom Right: '63 Sedan deVille

Bottom Left: Danyel Mills '76 Coupe deVille

And finally

Bottom Centre: 1914 Cadillac

Rock Auto Discount

For a 5% discount on any purchase from Rock Auto, enter the following code **9419782989371565** in the 'How Did You Hear About Us?' box at checkout. Thanks to Russell Schacter for sharing, code expires 16th December 2018.

Amos' Autos

'Hanging out with the cool dude'



Hey Dudes, The weather is getting colder here in 'nearly Wales' and I suspect many of you will have put your 'special cars' to bed for the winter, or maybe you have a project or two in mind. If that's case then it'd be good to hear about it.

We tend to think of certain types of car as 'modern' in their concept, but they are often merely a reimagining of something from years ago.

Take the MPV, what the Americans call a Minivan, that can trace it's beginnings back to 1935 and the Stout Scarab.

Developed by William Bushnell Stout, it had an all aluminium tubular frame covered by an aluminium skin. The engine, a Ford 3.6 litre V8 was mounted in the back driving the rear wheels and under what we would think of as the bonnet was the spare wheel. It had 3 doors, 2 on the drivers side and one on the passenger side.



You may think that odd but only recently there was a 'new' Mini that had the same and the Hyundai Veloster is exactly the same. What set's the Scarab apart, is its internal layout. The drivers seat was fixed but the rear seat cushions could be turned into a bed and the passenger seat swivelled around—day van anyone? Only 9 were ever sold, partly due to its \$5,000 price tag, that's around \$87,000 today. Things to come eh.....

Ask anyone about a 3-wheeler and most people will think of Trotter's Independent Traders..... Lovely Jubbly. On the other side of the Atlantic back in 1947 there was the Davis Divan.

Based on a one off built for a Californian millionaire by Frank Kurtis (he went on to design Indianapolis 500 race cars) 13 were built before the company folded. Notice the concealed headlights, they weren't so much pop-up as pop-in and under the hood was a 4-pot 2,600cc engine developing 63bhp and driving the rear wheels. It had an estimate top speed of 65mph.



As well as it's removable roof it's main claim to fame was being a 4-seater, that's 4 abreast. Size wise it was a large car, 15'3 in length, 6' wide and weighed in at 1.1 tons



Back to Cadillac and the El Camino. To many of us the name is synonymous with the Chevrolet pick-up. It's short for El Camino Real, that's Royal Highway in Spanish and is another name for Highway 101.



Only the one was built for the 1954 GM Motorama but it heralded styling cues for future models such as the brushed aluminium roof of the Eldorado Brougham and the tall tailfin which every Cadillac had by 1958 along with the bullet tip over-riders and quad headlights.

That said the one that was built was just a fibreglass mock up and didn't run, though it looked good in the photos. At the time there were no compact 2-seater Cadillacs, in fact such a model wouldn't arrive at the showrooms until 1987 in the shape of the Allante, but that's another story.

With the mention of the El Camino pick-up makes me think of the Escalade EXT. It's very much a Chevrolet Avalanche in a different suit of clothes. If you've ever watched CSI New York then you'll have seen the Avalanche many times and will spot the family resemblance. Built between 2002 and 2013 in Mexico, over the years it has been the least popular of the Escalade family, in it's final year finding only 1,972 buyers. That may be to do with it's looks..... Its proportions are a little odd.

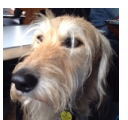


Finally, the good people of Sausalito know the importance of their canine friends. Rock on Sausalito.....

Whatever you're doing wherever you're going over the festive season...



Enjoy and I'll see you in 2019



Cadillac—All change

With thanks to Graham Darby who came across the information contained here.

Moving house: It's been 4 years since Cadillac relocated its Global Headquarters to the upmarket SoHo district of Manhattan in a move to reach out to luxury customers, at the same time positioning itself where trends are set. In the old days, Cadillac set the trend they didn't need New York to attract luxury buyers. Is that a sign of the times, or simply a result of moving the brand down market?

Well despite assurances to the contrary, as recently as June, it seems the Global Headquarters is heading back to Detroit, putting it closer to the designers, engineers and all the other folk who make these cars happen.

Cadillac House in Manhattan is likely to continue as a showroom / events space. It was Cadillac's first 'experience center'. Open to the public it boasts gallery, retail and exhibition space together with a café.



The sedan's not dead: With a raft of new models destined to hit the showrooms in the next three to four years, one of the most significant is likely to be the CT5 sport sedan. Significant because it will use styling cues from the much lauded Escala concept and the fact that it's not an SUV in a world obsessed.

Cadillac's logic is that luxury car buyers have started to take sides in the SUV/Sedan battle and there are plenty of heavyweight players still making good money out of the sedan, so common sense says you offer both. Sounds like a good plan to me, there's no telling if/when the SUV bubble will burst, it happened to the people carrier..... There was a time when you couldn't move for Renault Espaces, Chrysler Voyagers, Toyota Previas and Ford Gallaxys, but where are they now.

What's to look forward to?: In Sedan terms, spring 2019 should see the CT6-V with a new 4.2 litre DOHC twin-turbo V8 producing 550 hp and 627 lb-ft of torque. This engine will be

hand-built at the Performance Build Center in Bowling Green, Kentucky, home of the Chevrolet Corvette.



The CT5 will likely debut in late 2019 with a CT4 sport sedan joining it in 2020. Will the XTS get a refresh or will it be put out to pasture. Much will depend on the strength of sales.

The SUV march continues with the XT6 slotting in between the XT5 and the Escalade possibly on sale in spring 2019 with (as in the case of the sedan) a smaller SUV due in 2020. The all new Escalade is also due around that time.



Phil Hole Editor



Classic Car Show. I made the trek to the NEC on Saturday 10th November and I was incensed before I even saw a car. Now we all know that things like food and drink are expensive as is parking at £16. That's a hike of £4 over the 'normal rate' and nothing to do with the show, just the NEC cashing in on a captive audience. It's a parking space, they're not giving me anything extra. That would be like parking in your local town/city and having to pay extra because you wanted to visit Marks & Spencer.

My other two gripe (I'll get to the good bits in a minute) are the number of people who walk into you because they are messing about on their phones and people carrying enormous back packs that side swipe you as they turn.

Victor Meldrew moment over, there was a good Cadillac presence this year with a special mention going to Graham McDonald whose '64 Sedan deVille (see front cover) graced the Classic American Stand as the Prescott Hill Heat Winner in their Car of the Year Competition. Look out for an article on this car in Classic American in the New Year.



The biggest selection (size-wise—none bigger) was on the Pre50 AAC Stand and included Danyel Mills '76 Coupe deVille.

As ever there were plenty of cars for sale, but I wasn't in the market, I'd already forked out 16 quid to park and £6 on a sausage in a roll (the ketchup was free..... Or was it?). I did see a bit of the auction and was intrigued as to what had sold for £7,500. Turned out it was some Ferrari Luggage. There will be more in the next issue about the Classic Car Show.

New Club sticker. Take a look on the back page, we've gone square in an oblong sort of way. Square is the new round.

Clean Air Zones. Over the years cities like Bath and Bristol have spent millions on slowing traffic down by relocating bus stops out into the road and having traffic lights that stop you even if nothing is waiting in the other direction. Crawling traffic kicks out a lot of pollution, so Bath (it'll come to a town/city near you soon) is introducing a 'Clean Air Zone' in 2020. If your car isn't the latest Euro Spec (Diesels built after 2016 and Petrol after 2006) it will be £9 to drive in/through the CAZ. Historic Vehicles will be exempt.

If you think £9 is bad, non compliant commercial vehicles will pay £100. Guess who ultimately pays that bill.

And finally, whatever you're doing, wherever you're going over the festive season, take care, enjoy and be safe. Catch you on the flip side in 2019.

Phil

California Dreamin...

It's 20 years since I first drove a Cadillac. It was a rental in California, this one to be precise, a new '98 Deville. It was also my first time driving in the USA and when you've driven to Heathrow in a diesel Peugeot 306, it's quite a step up in Luxury, splendour and size.



Two decades on, had California changed.... There was only one way to find out. We started out in San Francisco at the airport car rental complex, an air cushioned monorail ride from the terminal. I'd pre-booked a full size car through Expedia and it turned out to be a Nissan of some kind. Nice as it looked, when in the US I'd rather an American car, so I asked if they had one and they went away and found me a 2019 model Chevrolet Impala, it was a free upgrade with GPS. You see it's always worth asking. I was happy with that, I've always liked the Chevy and it is the 'Heartbeat of America'.



You're right, I would have liked a Cadillac and in the past I've been lucky enough to drive several, DTS, XTS and an SRX, but this time, rental wise they were over my budget.

San Francisco is a fascinating city from it's water front to it's steep streets and multi-ethnic diversity, it truly is cosmopolitan and by US standards 'compact'. It's two Iconic bridges, the Golden Gate and the Oakland Bay are a must to travel over. Lin had an affinity with the Oakland Bay, she managed to navigate us over it at every opportunity whether we needed to or not—I fully expect us to get an invite to the staff Christmas party we've been over it that often. It's a double-decker, you leave the city on the lower deck and come into it on the upper deck.



Talking of double-deckers, where would you expect to find a fleet of ratty old 'E' reg open top Leyland buses? Why San Francisco of course and believe me travelling across the windswept Golden Gate at 40 mph on the top deck is quite an experience. It was much less eventful in the car. In fact driving around San Francisco was for the most part quite pleasurable. There are the inevitable hold ups on the through routes, but given the huge road improvements currently under construction the traffic moves very smoothly. That I think is in part due to the more laid back approach of American motorists, they are nowhere near as aggressive as they are in the UK. In fact the same roadwork scenario in the UK would lead to total gridlock. Away from the main routes you can amble through the hills, where traffic is light and the streets quiet. I did think about a remake of 'The Streets of San

Francisco' (A Quinn Martin Production), but Lin said I'd have to be the one with the big nose, so I shelved that idea.

In terms of how steep the streets are, as you pull up to a stop sign on some of them, the view down the hood extends into clear blue sky. For the descent you have to take Lombard Street, or at least the one-way block on Russian Hill between Hyde and Leavenworth, it's eight sharp turns allegedly make it the most crooked street in the world. A tourist attraction these days it was originally constructed way back in 1922 so the residents in their new fangled motor cars had a chance of getting down the 27% gradient. In the modern car with power steering and good brakes it's not a difficult drive, in fact I've been in car parks with tighter turns, but if you are there, well you just have to do it.



1.25 miles offshore, out in the bay is Alcatraz one time military fort, military prison and most famously between 1934 and 1965 a Federal Penitentiary. If you're going to San Francisco then visit the 'Rock', but beware, you need to book in advance, there's little chance of turning up on the day and getting across there.



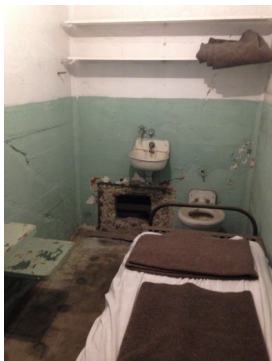
Another worthwhile excursion is Muir Woods, you get to drive over the Golden Gate again. Famed for it's Coastal Redwood trees that can grow to more than 375' (that's over 114 metres) with a lifespan of between 1200 and 1800 years, they are a magnificent sight, not to mention very difficult to fit in one photo.



Sausalito, across the bay is a good place to visit if you like boats. Accessible via a ferry or a bridge (I chose the bridge because I'm a cheapskate) it is literally a haven for the boat enthusiast. According to one of the locals we spoke to, the

wooden house-boat belongs to a well known Hollywood stuntman.





Checking out of our hotel room was via the ventilation shaft, you don't like to trouble the guards. Once we'd paddled to the mainland on a raft made from old oil skins it was time to head south and also to talk about cars, this is after all a car magazine. Oh you hadn't realised.... Well it is honestly!

I was quite surprised how few Cadillacs we saw in San Francisco, in the main the ones we did see were Escalades, with a few XTS' thrown in. Tesla's Model S is very much flavour of the times.

Back on the road, our next stop was Monterey, just for an hour or two. Cannery Row as in the John Steinbeck novel is now a very fashionable quarter



and there are always classic cars wandering by. Just outside of Monterey is the 17-mile drive. You pay \$10.25 and follow the red road markings, though if you make a mistake, you're never alone, some muffin behind will always follow. It boasts 7 championship golf clubs including Pebble Beach which was the first public course to host the US Open in 1972 and it will host its 6th in 2019, they are already accepting deliveries for the event. We stopped at the club for drinks—the visitor centre that is, one coffee and a diet Sprite, we know how to live.

Pebble Beach is also home to the Concours d'Elegance every August where owners compete for trophies and cars change hands for eyewatering amounts.

Onwards to Morro Bay, a quiet place with an old world feel, even our accommodation was out of the 50s/60s.



There's something very american about a motel, and as a place to stay it was great. Whilst there, we went whale watching. "They are strange and rather stupid creatures" is what the humpback whales said as they watched a boatload of people bobbing toward them all trying to stay on their feet and take a photo. Whales of course are busy people and don't have time to pose, so there were a lot of photos of the Pacific..... Was that a whale tail, damn, missed it again.

Thirty miles north, if you want to know how the other 1% lived, Hearst Castle at San Simeon is the place for you. William Randolph Hearst took 28 years to build the 'Casa Grande' and it is a testament to 'over the top' opulence. This is the swimming pool.



Modern day opulence in a form we'd more likely aspire to / have a chance of achieving, could be found in the visitor car park.

This Escalade was resting after its trip from Nevada. Notice the shelters to keep the cars cool in hot weather. As a sign of the times there were also dedicated spaces for electric vehicles to soak up enough energy for the return trip home. One of the stranger sights is seeing Zebras wandering amongst the cattle. William Randolph Hearst had his own private zoo on the estate and escapees were more prolific than on Alcatraz.



If you are heading for LA and fancy a Danish Pastry, then stop off at Solvang, a Danish village north of Santa Barbara. Whilst we were there, they even had a tribute to the Danish Capital on display in the street. Yes, it's Copierhagen Ok, you can groan if you want to.



Parking in cities like San Francisco is very expensive at \$10 an hour or \$50 a day but in towns like Morro Bay and Solvang it's free and plentiful as indeed are restrooms, a boon to those of us not in the first flush of youth.



Even at upmarket Santa Barbara, you can park on the ocean front for 90 minutes at no charge and if you want to stay longer, well just come back and move the car further on down. None of this 'no return in 2 hours' nonsense.

Don't want to walk, then you can drive onto the pier, an option this XTS owner chose. The clatter of the planks underneath the car as it made its way, took me back 60 years to when I used to watch cars getting on and off the Aust Ferry before the days of the Severn Bridge.



'LA is a great big freeway, put a hundred down and buy a car', so sang Dionne Warwick. There's nothing like playing with the traffic in Los Angeles at rush hour—16 lanes all moving at 5 miles an hour, but to be fair it was moving. Do you know the way to San Jose? I do.



Since 1967 Long Beach has been the home of the RMS Queen Mary. Now a hotel and tourist attraction, as an iconic ship it is well worth visiting and if you can, stay aboard for a night or two.

With rose tinted spectacles in place, it's still magical, but underneath it's looking rather tired. In its heyday things like carpets would have been changed on a regular basis, now there's gaffer tape on some of the stair carpets. In all it's not what you'd expect when they charge \$200 a night for a cabin, which they call a stateroom. That is just for the room, no breakfast, no tea/coffee making facilities.

Having been through many a change of ownership, it's estimated that to bring the ship back to its former glory would cost in excess of \$300m. With that kind of bankroll needed, there's a good chance it will never happen.

In the foreground is a B-427 Foxtrot Class diesel electric attack submarine, formerly of the Soviet Navy. Originally bought as a museum exhibit by Australian businessmen, it was relocated to Long Beach in 1998 and open to the public. Having flooded in 2012 it is unlikely to re-open and rumour is it will be moved out in the near future.

Hollywood is only an hour away (32 miles) and if you do want to go to Universal Studios, prepare to dig deep. A parking space in their enormous multi-storey car park will cost you \$25 dollars minimum and a general entrance ticket \$124 per person, just for one day, ouch! Time to move on..... To something completely different.



Mariposa is a typical western town, the Schlageter Hotel can boast both Presidents Grant and Garfield as guests and it's a good base for exploring Yosemite National Park. \$35 gets you a 7-day pass (that's the cars and all the passengers), so is really good value. It's a great place to visit though they are short on parking spaces at the watering holes, even on week days.



Mariposa Grove is home to Giant Redwood trees, the largest being 96' in circumference, they even have one you can drive a car through.



The final journey back to San Francisco was via San Jose—I told you I knew the way there.

We did think we'd come across a lively House of Commons Brexit debate, but it was just the Sea Lions at Pier 39.....



So, had it changed in 20 years? Not really, some things you expected to be cheap, like food weren't and there were even more 'imported' cars in the road. But I guess that's the same everywhere. Regular gas was around \$3.79 a (US) gallon and as ever the people were friendly..... I just love your accent.

Hints & Tips

Soaking up the condensation—It's the time of year when cars go into hibernation and atmosphere switches to damp. Kitty-litter and an old sock can help to stop the condensation, just fill an old sock or two with the stuff and place it strategically to soak up the damp, in the same way it does for the cat. The only side effect (no the car won't purr any better) is the dust that might escape from the sock, so if you're putting the sock on the dashboard put something underneath or you may have a cleaning job later on. This can work on your daily driver too if it's prone to excessive condensation.

Gorilla glue—Remember in the last edition I used it to attach screws to the metal trim, lasted a while but became detached. Mind you the number plate tape didn't work either, so it's back to the drawing board—might have to make new clips.

All pumped up ...eventually

Following a slow return from Rally of the Giants, with many a stop and start, complemented by occasional uphill spurts at 25mph, the smart money was on it being a fuel pump problem. Yes, you are right, the smart money wasn't me, but the various forums that populate the information super highway, which I traverse with all the grace and speed of an Austin A35.

Having decided to change the pump, the easy bit is getting the parts. In this case I ordered a pump from Rock Auto in a kit that included a new strainer and tank seal. There are 2 options for the 4.9 deVille, did I choose the right one? Read on as the excitement and anticipation mounts.

The parts arrived in 3 days courtesy of the nice people at FedEx and with the weather good to the point of hot, there was no better time to bite the bullet and get on with it. So commenced the difficult bit.

The tank itself, is located under the rear seat and as luck would have it those nice people at Cadillac made it a tortuous event by not having an access panel under the seat. If you've ever wondered whether it's possible to fall 'out of love' with your Cadillac, the answer is yes. As I've said before, not so much 'Standard of the World' more 'Pain in the Buttock'. But it is what it is and it was out with the ramps.

The theory is it's a relatively simple job, remove the filler & return pipe, drain the tank, support it, remove the two straps, lower the tank enough to disconnect the push-fit connectors and electrical connection, lower a bit further and j-jiggle it out from under the car.

Reality, seldom mirrors theory, especially where the tank has been in place for 26 years and subject to all year round use. The filler and return pipe came off very easily, in fact I was lured into a false sense of optimism..... but it couldn't last could it?.

Draining the last of the fuel through the return pipe was easy and I can confirm that unleaded 95 doesn't taste any better than the full fat stuff we had when I was a lad!

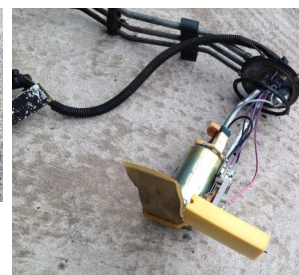
The two straps that hold the tank in place are secured with bolts that screw into clips with a welded nut. I sprayed dismantling fluid and watched Bargain Hunt whilst it did its penetrating, (why do they always buy the same things—if I see another vesta case I'll go mad).

Bargain Hunt and cheese on toast over, I climbed back under the car and set about undoing the retaining bolts. The first one came out easily. The second started to move, I was onto a winner here..... Or maybe not. Yes the bolt turned, but so did the nut, it's paltry welding had given way and the nut lying under the car wasn't happy. I tried to get a spanner on it, not enough room, a socket was no use as the bolt was too long and because of the shape I couldn't get an angle grinder on it—curses.

In the end it was swearing and a hacksaw blade that did the job, a fight to the end. The fighting didn't stop there, the tank was loose and the electrics disconnected, but the quick release fuel connectors? The devil would be on ice skates before the would come off. Neil McDonald at Parts USA checked to see if they were still available, but sadly they're obsolete. After a week of frustration, Stanley sorted it..... Stanley Knife, I cut the damn things off.



The final obstacle was the exhaust, you can't get the tank out



without moving the exhaust to one side, but that an easy job, a single bolt removed allow enough movement.

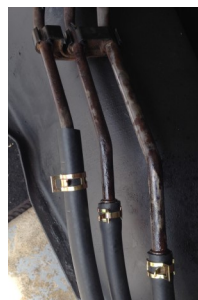
Tank out and pump assembly removed, it's just a question of replacing the pump, if you've bought the right one..... no I hadn't. There's a 1.4" diameter unit and a 2" unit, they both do the same thing, but bracket-wise aren't interchangeable.



With 2" pump on its way together with a 'proper' washer and new retaining ring (they only took 2 days) I gave the tank a clean and a coat of stone-chip. I also removed the remnants of baffle that had disintegrated in the tank, a known problem on this model and a reason you can lose power on a tight turn with low fuel.



I had to resort to 'old fashioned' but new nitrite composition fuel pipe and connectors, though I did manage to join it to the original nylon pipes which meant I didn't need to replace the lot. Best part of it was that it didn't leak anywhere and so far the problem hasn't reoccurred.



Putting it all back together was straight forward and quick, but I haven't forgiven the designers for not having an access panel.....



Here is a test connection I did between nitrite and nylon.

A controlled cruise...



An average bloke road test

I don't have access to an airfield nor the desire to go sideways at 90 miles an hour, I'm a boring beggar really, but there are a lot of us about. Doesn't mean I'm against a bit of spirited driving, I just don't want to be Ken Block.

You may wonder why I'm looking at the Impala (great that Chevrolet have kept the name going rather than resorting to postcode nomenclature) but it's not that strange really.



I've always liked the Cadillac XTS (it stands for X-Series Touring Sedan if you were wondering) and the Impala is very similar..... So similar in fact it uses the same GM Epsilon II platform and the same 3.6 litre V6 naturally aspirated 305hp engine driving the front wheels (there's no AWD option). Being a Chevy it's cheaper, the Premium (top of the range model) has a sticker price of \$36,720, that's 10 grand cheaper than the base XTS, though it's fit and finish would suggest they were much closer.

It's a full size car at 16'9", that's just 8" shorter than the '58 Impala, so it's not lost much in 60 years. A full five seater with cavernous trunk it bristles with modern technology, some of which I like — the blindside warning and the reversing camera and some of which I'm not so sure about—what is wrong with putting a key in the ignition and turning it? Yes I know it means you can open and start the car without messing with a key, but it's still a key and it's still bulky in your pocket, plus the start button is hidden behind the steering wheel.



One thing that is better on the Chevy, it doesn't have the Cadillac CUE system, it has proper buttons and knobs, you want to turn the heat up, you twiddle a knob, you don't have to take your eyes off the road to slide your finger across a touch panel.



Though it is a sedan the rear seats do fold to allow larger items which is a nice touch. There are also ample door pockets and storage.

This car being top of the range, also benefitted from inbuilt GPS/Sat-Nav which could be voice activated if required. In addition my iPhone automatically linked so that everything from music to phone calls could be handled from the 8" touchscreen display. There is also an available 4G wi-fi option but you have to subscribe, I know I tried and it told me to go

away. One thing I did like a lot was the fact that the Sat-Nav directions also appeared between the Rev Counter and Speedo..... Neat touch.

On the road it is smooth and quiet, acceleration is instant and there is very little body roll for a car of this size on the twists and turns of California's Highway 1. The 6-speed automatic transmission is seamless and copes easily with all conditions. Behind the wheel it doesn't feel like a big car, it's agile and really quite sporty. In terms of economy, on the open road it is easily capable of 36mpg (imp) and in heavy traffic/city driving achieves a respectable 25mpg (imp). Under all but heavy acceleration it's very quiet and in all conditions it's a comfortable place to be. The gearbox does have a manual option, shift to 'M' and use the +/- on top of the gear stick to change, a light on the dashboard tells you which gear you are in and clever technology automatically puts you in first if you forget to change down when you stop.... It's idiot proof, well this idiot managed to use it, though I preferred the auto.



Things that take a bit of getting used to, the aforementioned start/stop button, the number of times I looked for somewhere to stick the key in the first day or two! The electronic parking brake is a small button on the dashboard which seems to be in the wrong place to someone whose been pulling a lever for 48 years, so most of the time it's an afterthought, though there is the audible warning from the passenger seat..... "Have you put the handbrake on?"

Interesting fact, only the base model with the 4-pot engine has stop/start technology so I didn't have to contend with that.

After 1785 miles, would I buy one..... Yes.

Events 2019

14th July—Rally of the Giants at Blenheim, OX20 1PP

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.

Need an events publicised?

Let me know, or go to add an event on www.cocgb.co.uk.



This very original '60 Sedan deVille was spotted at the Classic Restoration Show in Shepton Mallet, Somerset.

Feature Car



Paul & Angie Ross' '68 Cadillac deVille Coupe

The 1968 model year Cadillacs were introduced on September 21st 1967 with a total of 230,003 being produced, of which 63,935 were Coupe deVille models.

This particular car is number 43,156 and was produced during the 3rd week of October 1967. The base price was \$5,552, however the car was ordered with various options including:

Cruise Control	\$95
AM/FM Radio	\$188
Six-way power seats	\$83
Tilt/Telescopic steering wheel	\$90
Automatic Climate Control	\$516
Front & Rear floor mats	\$17



These options alone increases the price of the car to \$6,541. For comparison, the average car cost \$2,822, the average income was \$7,850 and the average house price was \$14,950, so you had to be reasonably well off to be able to afford a new Cadillac!

This car was purchased by Lillian Plaut of Sunset Road, Las Vegas and was registered on March 12th 1968. Lillian was born in 1922, so was 46 when she bought the car. We know from the window stickers that the car was taken to Mexico for a holiday in 1973, but very little else is known about the car's early life in Las Vegas.



An invoice dated November 21st 1998 shows that the front and rear brakes were rebuilt at a cost of \$839 at which point the mileage was shown as 75,920. A further invoice dated June 12th 2004, lists a carb rebuild together with a general service (oil/points/plugs/condenser etc) at a cost of \$394 at which date the mileage had increased to 76,385.

An oil change on November 7th 2011 costing \$43 showed the mileage had increased to 76,782.

Lillian Plaut died on June 24th 2005 (aged 82), but the car was not re-registered in her husband's name until July 2014 and was sold soon after. It had a quick respray to freshen up the paint and was imported into the UK.

It was registered in the UK on February 1st 2015 and passed its MOT on February 6th 2015 with the mileage now showing as 76,936, so the car had only covered 1,016 miles in 17 years (an average of 59 miles a year!!)

My wife Angie and I purchased the car on March 4th 2015. The mileage recorded now is 80,605 (May 2018)



The car resided in Las Vegas from 1968 to late 2014, so is completely rust free. The interior and chrome are all original, only the paintwork having been redone.



Paul



Parked up next to the Hospitality Suite at Rally of The Giants 2018

Coupe de Ville

Cadifacts

- Engine:** V8 472 CI (7730cc)
- HP:** 375 @ 4400 rpm
- Torque:** 525 lb-ft @ 3000 rpm
- Gearbox:** 3-speed auto, GM THM 400
- Top Speed:** 131 mph (theoretical)
- 0-60 (for the boy racer in you):** 9.9 seconds
- Typical MPG:** 9 in town, 13 on a run
- Length:** 224.7" (that's just over 18' 7")



Sales.....



For Sale

FOR SALE: 1974 Cadillac Eldorado convertible. This car is in average condition, there are some scratches, chips and the seats are a bit worn. On the other hand the car had a new crate engine around 5 years ago so it runs smoothly once warm. It has the 8.2L engine, there's 59,000 miles on the clock and an MOT until May 2018. Asking price is £6,000.

Contact Dave Percival on 07480040313



For Sale Price Reduced

FOR SALE: 1973 Cadillac Eldorado. With many new parts, this car has had over £18000 spent on it, including a new padded roof. The car is in Firethorn red and has the

later '78 front end conversion. £12,500 o.n.o. Would consider taking a late model RHD Cadillac in p/x, but must be in excellent condition.

Contact Peter Griffith, 0151 6301414 or Email: v8v12v16@globalnet.co.uk

FOR SALE: Cadillac STS Parts. Big rear number plate light surround, both front fog lights, driver seat adjust switch, suspension ride height sensor, bulbs and some wiring. Offers? Contact Jeffrey Careless, email: ascarautoservices@hotmail.co.uk

FOR SALE : Set of 14 inch Cadillac hub caps. From my collection, they are in fantastic condition for their age, a couple have minor marks but nothing that stands out. Not sure of the exact year but I'm guessing late 70's. I'm asking £120 plus postage.

Contact Alex Hall on 07834190676 or Email: hallbodyandpaint@gmail.com



For Sale

Old Club Shop

Don't forget.....There are still some great bargains available, Contact Alan & Kath Reed on 0208 2010147 for details.....

Sales—From the Website



For Sale—@Dealer

1996 Cadillac Fleetwood Brougham 5.7Ltr V8, 6-door, 8-seat Formal Limousine in White with Navy Blue Leather Interior. Automatic Transmission, Power Windows/Door Locks/ Mirrors, Air Con, Alloy Wheels, Privacy Glass, Premium Stereo with AM/FM/Cassette. 59120 Miles, MOT Oct 2019. UK V5c, Genuine CARFAX History report. Just imported from the USA this is a formal limousine NOT the party limo, it has been genuinely looked after by the previous 3 owners in 22 years.! PRICE £8,995. Located in Manchester. Contact David Johnson Partnership, 01617478749 or Email: johnsonforddodge@hotmail.co.uk

Wanted.....

WANTED: A rebuildable 1955 331ci engine. I only need a block but will consider a complete engine. Contact Andy Inglis on 07836 349356 or Email: thecadillacman@btinternet.com

WANTED: '59 Coupe. In good useable up-together condition. Not looking for a project Contact Andy Inglis on 07836 349356 or Email: thecadillacman@btinternet.com

For these and other items for sale/or wanted, check out the website at www.cocgb.co.uk



New Club Sticker

