



Cadillac



Owners Club of Great Britain



Wheels Day '24

And the winner is



Standard of the World

May-June 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: *Main photo*: Graham Howard-Wall receiving his Kingstown Shipping Car of the Year, Heat Winner Award from Kingstown Director, Stephen Shore.
Cadillac Triptych: '63 Coupe deVille, '93 Allante and '61 Fleetwood—from Simon Green

Club News

From the Chairman



Hello Cadillac Fans. What a busy time for your Chairman. First, we have a buyer for our house. Slight problem, there are 4 families in the chain! Second, we have found a property to move to. The only downside is it doesn't have a garage. The positive is there is space to put one. Third, I had contemplated selling the '49! Fourth, I won a trophy with the car at 'Wheels Day' on Good Friday at Newbury Show Ground. (More about that in this magazine) This means I can't sell the car due to commitments with it this year. (I didn't want to sell it as my heart was telling me)

My local group The Manhood Classics, were able have a get together on Easter Sunday. The local ASDA was shut. This gave us the opportunity to use their car park. Costa was open and they supplied the coffee and cakes. Wouldn't it be great if the big supermarkets didn't open on Sundays. There was a brilliant turnout in support of the club.

I mentioned in a previous scribble about a trip to Jersey. Unfortunately, it is not going to happen. I have had a reply from a travel agent and there are too many problems. No subsidised ferry, hotel not suitable for groups and suitable parking for a group of large cars.

Some good news! COCGBs Aircraft carrier has got a new dry dock. Congratulations Paul! Looking forward to seeing you and Angie soon.

Need to source some tyres for the '49. I have been looking online and I am shocked at the prices. The same tyre is available for a very different price. One supplier is £220 and another one is £330. Luckily for me the cheaper is the closest.

At the time of writing this, I have had an email from 'Goodwood Road Race Club'. The '49 has been accepted to attend the 100th Breakfast club Meet. The icing on the cake is they want me to park in designated Special cars area! I will have my own covered parking bay in the paddock. This year is going to a very busy one for the '49, Mel and myself.

Hope to see your 'Standards of the World' at shows, meets or events.

Graham

Rod Bevan

Treasurer/ Membership

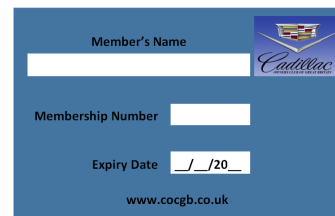


Welcome to our new members

A very warm welcome to our new members. Derek Dalmedo of Gateshead with a CTS sport, Dr Ben Johnson of Leamington Spa with a 1937 60 Coupe, Neil Bannister of Daventry with a 1951 Series 75 Limo and Nathan Mitchell of Whitby with a 1962 Sedan Deville.

New COCGB membership cards

We have moved away from plastic cards. In the future you will receive a matt laminated card when renewing. *Asst Ed.* You can see what the new cards look like at the top of the next column.



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. Please 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.

Rod

Phil Htole Editor



Back in the day, a trip to the accessory shop / motor factor / parts shop, was all you needed. If you had a 'common' car, it was your place of salvation. How many of us could afford to take it to a garage, those were very much DIY days.

It's very different now, I went off to the local motor factor in search of an exhaust clamp for my daughter's Peugeot 207cc, it was the one with the 'V' profile that joins the catalytic converter to the mid section of the exhaust. Now I know that this is a common setup, used on Peugeot, Ford, Mini, Citroen, so I thought it would be easy. Not so, they couldn't find the right part without the registration number.

Despite me knowing all the other details, I couldn't remember the registration number, the bit they desperately needed. Both my attempts were 1 letter out as I found when I got back home. I phoned them, they found it, but they don't have one—it'll be here tomorrow.

Carrying 'stock' of anything, seems to be an old fashioned idea, I do wonder why they need so big a building, or is it just a reaction to the fact that nobody mends their own car anymore? Yes, modern cars are very complicated but there are still things we can all do and countless 'You Tube' videos to tell us how. If the Classic Car community is to continue into the future, then younger people will need to channel their inner Wesley Pegden.



I seem to go through wellington boots at the rate of 4-pairs a year. Gracie and I do a lot of walking in muddy fields and no doubt go beyond what the manufacturers would consider 'fair wear and tear'. Were they designed to walk 35 miles a week? Probably not, but why do they always split in the same place, the tread's are still in perfect condition, they split on the top. Anyway, what to do with the split wellies... I've come up with the answer, Ventilated Wellies, (it works for brake rotors) keep your feet cool when the temperature rises and airflow around the metatarsals leads to health feet.



Think this is madness? Check out page 10, Pete's been certified too.

Stay safe, stay well,

Phil



Amos' Autos

'Hanging out with the cool dude'



Hey Dudes,

Paul Ross recently came across this rare 1932 Packard 900 Light Eight. It was a one year only model, but with a wheelbase of 127.75 inches and weighing in at 4,115lbs, your probably wondering why it was called the Light Eight?



The simple answer, because it was lighter than the Standard Eight, which topped the scale at 4570lbs.

Powered by a 5.2 litre Inline 8 producing 110hp, it was also lighter on the wallet, at \$1,750 for the 4-door, 5 passenger sedan

compared to \$2,485 for the Standard Eight. Built to compete with GM's LaSalle brand, it turned out it competed with itself, taking sales away from the Standard Eight. That's why it was a 'one year only' model. For 1933, the 'Standard Eight' was simply renamed 'Eight'

Of Course, when we think of Standard Eight, we do tend to be on the lighter side. The last iteration ran from 1953-59 during which time 136,317 were built. Powered by an 803cc OHV 4-pot, driving the rear wheels through a 4-speed manual gearbox. Top speed was 61mph, 0-50 was a leisurely 26.5 seconds and 40mpg was achievable. At 12' long and 5' wide, from 1954 it shared a body style with the slightly upmarket standard 10. The Eight was replaced in 1959 by the altogether different Triumph Herald, though the 10 did soldier on until 1961.



Look at the grill on this car and you'll probably think of either BMW or Bristol, but it's neither. It is in fact a Paramount. As some of you will know, in the dim distant past there were two American Paramount Car Companies, one in California, the other in New York. This one is closer to home,

Swadlincote in Derbyshire, though they ended up in Leighton Buzzard. Built between 1950 and 1956, the body was aluminium over an ash frame, mounted on a tubular steel chassis. The suspension was transverse leaf at the front (very Chevrolet Corvette) and semi-elliptical leaf springs at the rear. Originally intended to use an Alvis engine and suspension, financial constraints meant a Ford 10 side-valve 1172cc unit was fitted, though it did twin carbs which didn't really do lot for performance.

In 1953 when the company changed hands and moved to Leighton Buzzard in Bedfordshire, a Ford Consul 1508cc engine became available as an option. A 1508cc model was tested by *The Motor* in 1956 and managed a top speed of 72.4mph with a 0-60 time of 31.2 seconds. Ultimately price decided its fate and at £1009 production ceased in 1956. Approximately 70 cars were built.

Another British car with an American name was the Peerless. Not to be confused with the Peerless Motor Company of Cleveland, Ohio. They produced their last car in 1931 and once Prohibition ended in 1933, they went into brewing.



This Peerless heralded from Slough. The Peerless GT had Triumph TR3 running gear in a tubular space frame with de Dion tube rear suspension, wrapped up in a fibreglass 4-seater body. A works car was entered in the 1958 Le Mans 24-Hour race and finished 16th. Sadly, like the Paramount, it was too expensive and after some 325 had been built, production ceased in 1960.

That wasn't the end though, Production restarted later in 1960 with the name changing to Warwick GT. The car had minor changes from the Peerless GT, a stiffer spaceframe chassis and a forward hinged front end. Between 1960 and 1962 only 40 Warwick GTs were produced. Back in the Peerless days, John Gordon and Jim Keeble used a Peerless spaceframe as the basis for the Chevrolet powered Gordon GT, first shown in 1960, which went into production in 1964 as the Gordon-Keeble.

Produced between 1964 and 1967, 100 were built. Powered by a 5.4 litre Chevrolet V8 developing 300hp, it drove the rear wheels through a 4-speed manual gearbox.

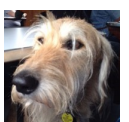


As you know, I like the weird and not so wonderful and I think dudes, that description goes well with the 1944 Brogan Doodlebug. A cross between a dodgem car and a Minibond, you may find it odd that it hails from America. Built by the B&B Specialty Company of Rossmoyne Ohio,

it measured just 8' long with a 66" wheelbase, Just like the Dodgem car (sometimes called bumper cars) it had the ability to U-turn in its own length. Powered by either a single cylinder Briggs and Stratton engine or, a twin cylinder Onan engine which produced 10hp and was capable of 45mph with a fuel consumption of 70mpg. The young lady in the photograph appears to have her eyes closed—and who can blame her!

It's said, even someone with minimal automotive knowledge could perform basic repairs when breaks down, think lawnmower! Meanwhile, the rest of us will cross the road or walk the other way.

Stay Cool Dudes...



'96 Eldorado Touring Coupe

****Update****

By

Andy Blick



Well here we are 18 months since purchasing the Eldorado and about 5000 miles added to the 101,500 it already had in that time, I have to say I am really pleased with the car.

This car has clearly been very well looked after by its' previous owners and I think that has ensured it has remained relatively trouble-free for me.

One of the jobs I undertook last year was the replacement of the two front shock absorbers. There was a clunking which I initially attributed to the anti-sway bar links which are cheap so tried them first. That did not stop the noise so ordered the new shocks but wish I had bought the complete unit with new springs already in place. That way, you know the whole lot is done but they are expensive units, even just for the shocks.

We have spring compressors so changing them was straightforward although time consuming and always a bit scary compressing the enormous springs. The shock absorber is actually quite easy to remove and re-fit although you have to jiggle them around a bit to get them out and back in, although lowering the wishbone arm a bit to make room to swing the unit past the brake lines, etc does help. They are also heavy so it was a two man job to get them in and the top nuts through the holes in the top of the inner wings. Once the shock is hanging there, everything else bolts together. Some of the bolts are tapered and it's impossible to get a spanner on the back so they are a bit of a pain until you get the hang of it.

The hardest part is the electrical connections to the self-levelling system. They are a struggle to access and there was quite a bit of swearing to assist in connecting them. I can email anyone the best words to use if required.

Now comes the expensive part; Tyres back on and down on the ground, the circular tray that supports the bottom of the spring was sitting on top of the tyres on both sides. After much head scratching and measuring and finally checking the tyre sizes, I realised that the tyre size was incorrect and too big. The car had some budget 235/60 R16's fitted rather than 215 or 225 depending on the model. It isn't much of a difference but the previous tyre fitter had managed to get round the problem by bending the spring tray upwards to avoid the tyre. I'm not a big fan of bodes so decided to purchase the correct sized tyre.



Well, it would be a shame to buy four new tyres and not fit whitewalls, however, it still had the original wheels which are very 1990's and not particularly attractive. I decided to have them powder coated in a chrome finish which is very convincing although not quite as shiny as chrome. This, I feel,

has improved the overall look of the car tremendously as I hope you agree. *Ed. Certainly do—they look great.*

Andy

Little old Laddie

By Paul Nieuwenhuis

This model is both little and old in several respects. Some of you may have come across it before. It is a toy, rather than a model in the more modern sense and was made by Tootsietoy in Chicago in 1960 as part of a small series of early cars, the 'Classic Series'. There were five cars in the set with the Cadillac accompanied by a Stanley steamer, Fords Model T and A, and a Stutz Bearcat. All are very simple castings but quite nicely proportioned nonetheless. Tootsietoy is often thought of as the American equivalent of Dinky Toys.

The Cadillac represents one of the smallest cars the firm has ever made, a 1905 Model of the forthcoming Model K (although some sources suggest it is a Model E). In fact, this is a very specific Model K, as it represents Mr. Leland's personal coupe, named Osceola, after the Seminole chief, whom Leland admired. It was a one off experimental closed car on a Model K chassis built by the C.R. Wilson coachbuilding company and designed by Fred Fisher; it is often claimed to be the first closed car made in the US. Leland liked the car so much that he drove it well into the 1930s although it received several updates during those years, often after he crashed it!

The model is very close to the popular 1:43 collectors scale in size, which makes it more popular among collectors than many toy cars and keen collectors have been known to add additional detail to the toy to make it look more realistic. I may do so myself in due course. The only other model of this car in 1:43rd scale is by a Ukrainian model maker, Volodymyr Sorolokat trading as VDM Models, who used 3D printing to make 25 very detailed, very accurate (and now very valuable) models of this car a few years ago. The toy seems to have been available in different colours for in addition to my green over black example, I have also seen a turquoise over brown version, although that may be due to ageing. Despite the simplicity of the model, it is an attractive little thing and makes a nice contrast with later – somewhat larger – products by the Cadillac company. If you want to add one to your own collection; I found mine on eBay for £8.99.

Paul



****For Sale****

Fancy your own '93 Eldorado Touring Coupe?

Rod Hutchison is selling his. Originally imported for a customer by Bauer Millet, Rod has owned it for the past 25 years. Finished in Plum Pearl, the Northstar powered ETC 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 new discs & pads all round, a recent battery and a new MOT.

£6,500 ono

Interested? Please contact Rod on 0161 487 2750



Wheels Day 2024

By Graham Howard-Wall

Surrey Street Rodders (SSR) organise Wheels Day. It is the first major show of the year. They have previously been at Rushmoor Arena, Aldershot but due to a ridiculous increase in cost, they had to find an alternative location for their 49th year. Newbury Show Ground came up trumps. It does mean a longer drive for us from the south coast.

I am on SSR Facebook page. On 6th December 2023 they announced the details of the 2024 Wheels Day. Then on 1st January 2024 they opened application to attend on 29th March. I applied for my ticket straight away, then the long wait to find out if I was successful. 3rd of March I get an email saying 'Congratulations you have been accepted' Payment sent straight. Yippee I am going.

The day before, the weather forecast was not looking great. It reminded me of the Isle of Man trip. Wet again, poor Cadillac was in for a wet drive again. Set off in dry weather but it didn't last for long. The heavens opened up on us.



Arriving at the Show Ground you get directed to a pitch on the grass. Luckily there are tarmac roads around the whole area to save us from making a mud bath.

Attendance was good considering the wet weather. We did get some dry spells and the sun put in an appearance, mainly at the end when people started to leave.

It was good to see a few Cadillac Owners Club members, Pete Wood with the oldest car there. Simon Green with the newest Cadillac and David Barton in an over trimmed 59! Colin Tregunna was also present but not in a Cadillac. His Chevrolet pick-up looks great.

Classic American magazine were there, for the start the 'Kingstown Shipping Classic American Car of the Year awards'. A massive shock to me was my '49 Coupe DeVille was chosen! This meant I couldn't sneak off early, I had to stay to end for the presentation. Well at least the sun was out for that. A bit embarrassing though, I had to be pushed off the grass by a big group of people. Where I had parked was a bit slippery and my cross-ply tyres have no grip on wet surfaces. Steven Shore, Kingstown Director presented the trophy. A very proud moment for me having my rare original car being recognised. Well at least the sun was shing on the righteous.

Graham

Here are the other Club Member cars—top to bottom

- '90 Fleetwood—Simon Green
- '59 Coupe deVille—David Barton
- 1903 model A—Pete Wood
- Chevy Pickup—Colin Tregunna



Wheels Day 2024

Americans at Newbury Showground

From the Lens of Simon Green



'57 Buick Special



Rat Look? Or TLC needed? '63 Cadillac



'66 Ford Galaxie 500XL



The Fabulous '53 Hudson Hornet



'69 Dodge A108 Panel Van



'50 Le Mans Replica



'75 GMC Sierra Classic 15

Gentleman Jim Edition



2013 Chevrolet Silverado 1500 Texas Edition



'63 Ford Falcon Futura



2000 Chrysler Stratus Convertible



'66 Plymouth Belvedere II Wagon



'74 Chevy Nova



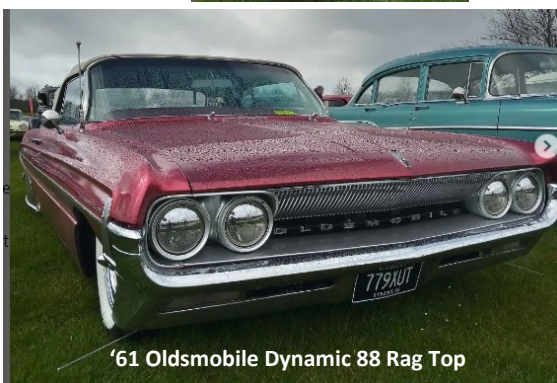
'62 Rambler Classic 400 Cross Country



'59 Ford Edsel Corsair



2020 Ford F150 Lariat 4x4



'61 Oldsmobile Dynamic 88 Rag Top



'78 Plymouth Fury

Check out [simon.green.motoring](https://www.instagram.com/simon.green.motoring) on *Instagram* for more motoring photos



'66 Buick Riviera

Your starter for ten...

(Well not quite)

By

Amanda Deville

Towards the end of last year I started to experience issues with the original starter motor on my 1961 Cadillac Fleetwood, after sixty odd years of starting the car it occasionally would not engage, so a new solenoid was fitted, which made very little difference. Then it started turning more slowly and making odd rumbling noises on overrun.

It was at this time I decided to look for a replacement, I thought this would not be particularly difficult as there must be lots of starter motors out there that would fit, big mistake!. After fruitless searching web sites, the internet and specialist parts suppliers I started to suspect it would be easier trying to find the Holy Grail. I tried companies in the States who had starter motors, but few had any for my car, eventually, I found one on ebay.com in, if I remember correctly, Georgia. This was a new build starter which was a perfect fit for my car, great, except I could not get them to send it to the UK, they would send it to virtually every other country in the world including some I had never heard of, but not to good old blighty, why?, their excuse was that it was eBay that listed the foreign countries they could post to on the advert, hmmm. OK, thought I, let's ask them to simply give me a quote for shipping how simple is that?, not very apparently as they would not do so, continually blaming eBay for the failing. It soon became obvious that they were not interested in helping me out so back to square one.

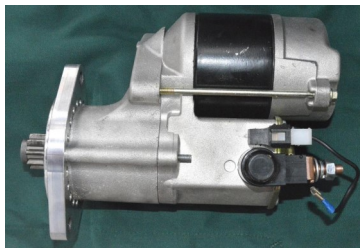
I really got stuck into the internet and found a couple of places in the UK who had starter motors very similar to mine, but when I contacted them with my details, they both told me the starters were not compatible, however, they also both told me of a company in the West Midlands called Powerlite Starters, after all this unproductive searching I thought why not? and contacted them, not expecting much help. How wrong could I be, I got a reply the following day stating they were certain they could build a new hi-torque starter for my car, all I needed to do was to send some specifications and measurements and they would do the rest.

It actually took a bit more than that as I had to send the old starter motor to them to confirm some more obscure dimensions, when they stripped it down, it was in a terrible state, the armature was practically burned out, it was a wonder it had started the car at all,



any fears I may have had evaporated as, sure enough a couple of weeks later a courier turned up at the door with a prototype hi-torque

starter motor for me to try out, at no charge at this point too.



We got it fitted and WOW, what a difference, it worked perfectly first time with no modifications, it looks beautiful, weighs about half the weight of the original and turns the engine over much faster while drawing less current from the battery, what's not to like? The cost,

£240 including VAT and free DHL delivery which I think is excellent for a one off hand built starter motor, much cheaper than any from the other side of the pond and it has a three year warranty, plus the folks at Powerlite are so nice to deal with, especially a chap called Julian who I dealt with almost exclusively throughout.

If anyone out there is struggling for a starter motor for their Caddy or any other American car, give Powerlite a call, you won't regret it, they also do alternators. Their details are:

Powerlite Starters, Eurolec Components, Moor Street, Brierly Hill, Dudley, West Midlands DY5 3SU, Tel 01384 261984, e-mail sales@powerlite-units.com

Amanda

Sallee Speaks

Newsletter of the LaSalle Appreciation Society

Based in Australia, Editor John Byrden is on a quest to find LaSalle's wherever they are.

I came across one at Bicester Scramble on Drive it Day, but didn't manage to find the owner (see photos on back page). Listed with the DVLA as General Motors Unknown, which may apply to all of them if the DVLA doesn't recognise the LaSalle nameplate.

They are rare in the UK, but we do see them occasionally, This one was owned by a former club member, though I believe it was recently up for sale.



If you own a LaSalle or know someone who does, please let me know and we can hopefully put you in touch with John and the LaSalle Appreciation Society. Or alternatively you can contact John direct at cjbyrden@gmail.com.

Rock Auto Shipping

In the past we've always recommended the Fed-Ex option when ordering from Rock Auto. You pay VAT up front, so it arrives direct to you door and choose the right option, you'll get your parts in 3-days. Recently, the Fed-Ex option hasn't been available, but DHL offer the same service now and having done a test run—you get your parts in 3-days with no hassle.

Cadillac Society - April Fool

This year, online magazine *Cadillac Society* came up with the CT5 Blackwing Brougham Edition, complete with solid chrome wheels and whitewall tyres, rear fender skirts, gold pinstripe and vinyl top. Inside there are two bench seats and a tape deck. Can it get any better? Yes, the analogue speedo tops out at 100mph because a Cadillac is all about comfort cruising. It might be my age, but I kinda like it and I bet it would sell, though I'm not sure about the tape deck chewing up my aging cassette collection...



Events 2024

May

25-26—**Enfield Pageant of Motoring** Enfield Playing Fields, Enfield, EN1 3PL

30 May—2 June—**Jersey International Motoring Festival**, Jersey, Channel Islands.

June

8-9—**American Speedfest** at Brands Hatch, Kent DA3 8NG

16—**Bristol American Car Show** at Keynsham Rugby Club, Bristol, BS31 2BE

Bristol American Car Show

Vehicles from 1900 to the modern day with music and food

16th June 2024
Keynsham Rugby Football Club
Keynsham Bristol, BS31 2BE
Contact John Sewell
john@allaac.com

£5 American car
£5 Per adult
Children under 16 free.
Full details on our event page:
facebook.com/Prohibit42/events

allamericanautoclub.com

28-30—**FBHVC Inter Club International Weekend** at The Three Counties Showground, Malvern Worcestershire WR13 6NW

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 Stoner Park, Henly-on-Thames, RG9 6HF

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

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.

I was hoping to tell you, all was well on the Fleetwood front, but as I said last time, the power steering pump went (I spent all day looking for it). I ordered a new pump, but as you can see from the photo, they sent me a power steering box. I'll keep that, with my luck, I'll need it soon anyway!



For now, I've put a second hand pump on, so I left the old reservoir and pipes in place, bled the system, the old left, right, left, right, with the steering wheel and topped up with new power steering fluid. (I always use power steering fluid rather than automatic transmission oil).

Time to take it for a 'road test' up the A1 (that was a mistake, make that very bad mistake). A tic, tic, tic, one more for luck, tic, came from the front of the engine. As most of you classic car fans will know, it was the good old timing chain. Time to go home, me thinks. Kath was pleased, she had hoped I'd be out longer. Still I made it.

I was hoping all my engine problems were over and Kath was hoping to get her kitchen table back. So back on Kev's low-loader to Romford.

More next time fans, if Kath hasn't murdered me...

Alan

Club History Continued

By Alan Reed

As I said last time, our main shows were (in order), **1st Damn Yankees (Blake Hall)**, **Rally of the Giants (Knebworth Park)**, **Billing (Northampton)**, **Americana (Newark)** and **Stars & Stripes (Tatton Park)**.

All the shows were good, put on by a few, very enthusiastic men & women. Yes, a lot of women have been on the show scene from day one—you can let my arm go now Kath.



Combe Abbey 2001—'64 Rag-Top



Combe Abbey 2001—'65 Calais, Paul Moss

Crystal Palace, 2003, Kath and I were a little bit early! We threw that alarm clock away...



Pete's Page

A Veteran Cadillac Cornucopia

From Pete Wood

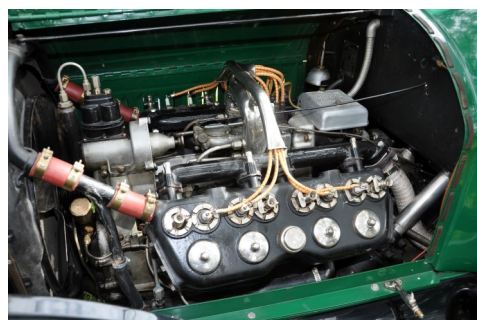


Don Lee's empire was inherited by his son, Tommy Lee (also a great collector of cars). So I am convinced it must be out there, somewhere. **If you know anything about this car, please let me know.....**




Ed. And we thought low profile tyres were a fairly modern idea—but judging by the second car in this photo, they were running little more than elastic bands way back then.

The coming of the V8. This photo dated 1913 shows the first batch of Cadillac V8 castings, produced by Edmund Allyn's foundry in Cleveland, Ohio. Introduced in September 1914 for the 1915 model year. 1915 was also the first year for left-hand drive with right-hand drive as an option.



And here's the finished product fitting snugly under the hood of a Type 51. It had a 3-1/8" Bore and 5-1/8" stroke giving a displacement of 314 cu. In. That's 5145cc.

Some 9 years after buying a pile of rusty parts, this certificate just landed..... Engine 1365 (registration BT4) is now officially dated as a 1903 Cadillac.




**Dating Advisory Committee
Veteran Car Company Limited**

VEHICLE IDENTIFICATION AND DATING CERTIFICATE

Veteran Car Company Limited is satisfied that the evidence researched by its Dating Advisory Committee and their Affiliates indicates that the motor vehicle to which this Dating Certificate applies is as detailed below and was completed as defined in the memorandum and articles of the company in:

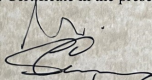
1903

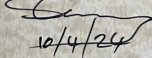


CADILLAC, Model A, 6.5 HP, Rear Entrance Tonneau
Car Number 1365, Engine Number 1365
Reference Number 4270/2024

Attached to this Certificate is a report of 96 pages dated 19th February 2024 relating solely to the vehicle that is the subject of this Certificate.
The conditions relating to this Certificate are printed on the reverse hereof.

The Common Seal of Veteran Car Company Limited was affixed to this Certificate in the presence of:

Chairman: 

Secretary: 

Date: 10/4/24

I am hoping to find out what happened to the first 1904 four cylinder Model D Cadillac, one of just over 100 made. If found it would, of course, be eligible for the London to Brighton Run.

This car was still running around in the 1920s, having been found by America's most successful Cadillac Dealer (Don Lee) in 1910 and purchased from its original owner, George A Whiting (from Neenah, Wisconsin). Lee had to give the first owner a brand new Model 30 Cadillac to secure it.

Don Lee understood the value of publicity and immediately painted "I am 7 years old and still there" on the bodywork. It was paraded at every event held in Los Angeles and San Francisco. In around 1920, the first four cylinder Model D (nicknamed Methuselah) and a 1904 Model B Single Cylinder Cadillac were painted white. The cars continued carried visiting dignitaries and VIPs. The last dated photos I have of these two cars are in the late 1920s.

Cadillac News.....

Lyriq gets a roof rack—Its had the mounting points from day one, now you can have the roof bars to fit. Priced at \$531.25 and finished in bright anodised aluminium, they provide a foundation for various roof-top systems which is a fancy way of saying, you can bolt your roof-box/skis/bike rack to them.

When not in use they can easily be removed and stored, though Cadillac recommend the initial installation is carried out by an authorised dealer. I see a lot of masking tape being used.



You're going to need that roof rack—if you've got a RWD



Lyriq. Apparently the idea that it can tow 3,500lbs isn't true. In fact Cadillac have now said that the RWD Lyriq shouldn't tow a trailer at all, it wasn't designed to do so. If your Lyriq is AWD then you're good to go.

Power presenting door handles—Yes, the latest Lyriq model has flush door handles that present themselves to you as you approach with the key fob.

Fully programmable, the cynic in me says, just something else to go wrong that'll cost mega-bucks to fix when the warranty is out. Remind me, what was ever wrong with manual door handles?



Sticking with the Lyriq—Cadillac's future is electric after all. It was interesting to see that in their Quarter 1 statement for 2024, 70% of Lyriq buyers are new to the brand and 50% are new to GM. The Lyriq accounted for 17% of all Cadillac sales, making it the 2nd most popular Cadillac model after the Escalade.

Is that growth sustainable? There seems to be a slowdown in the take up of electric cars. It will be very interesting to see how the Lyriq fares in Europe.

The other question mark, is over Cadillac's traditional buyers, the senior brigade who loved their Deville and Fleetwood models. I wonder where they've migrated since Cadillac 'went young'?

Mercedes Benz probably. They don't seem to have a problem selling large luxury sedans.

Refreshed 2025 CT5—more expensive than 2024 model. I guess that's no surprise and when comparing with the likes of BMW, Mercedes, Audi and Toyota, the Cadillac still represents great value for money. I'd have one at the drop of a hat, if I had the money and they were available over here.



One of the main reasons for the price hike is that the base model (I have difficulty thinking of any Cadillac as base—but 'there ya go' as Marshall Sam McCloud would have said) the Luxury trim level has been deleted and entry level is now the Premium Luxury.

Starting at \$48,990 the 2025 model year Premium Luxury model is \$4,700 more expensive than the 2024 model. That's not quite the hike it seems though as previous optional extras are now standard, whether you want them or not. They include, Super Cruise, heated front seats, a heated steering wheel, a power sunroof and several active safety features. I know what you are thinking, heated front seats were an option on a modern Cadillac!



You know it's weird—I look at this interior photo of the 2025 CT5

and I can smell the leather.

Note to self—need stronger tablets.



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

Cadillacs in the Wild...



Great colour scheme—Nathan Mitchell's '61 Sedan deVille



Neil Banister's '51 Series 75 Limousine
1st owner, was the President of Mexico
and later
Nick Mason of Pink Floyd



Everyone's favourite Aircraft Carrier seen here on manoeuvres and in it's new Lincolnshire dry-dock. That must be the most clutter free garage I've ever seen—We'll check back in 6-months to see if it stays that way.



This 1940 LaSalle was spotted at Bicester Scramble on Drive-It Day. See Sallee Speaks on page 8



Three Cadillac's 'snapped' at a meet on his new Lincolnshire beat by Rep Paul Ross

Stay safe

