

THE STANDARD

Cadillac - The Standard Of The World



GRAND EUROPEAN Richelieu



Cadillac meets France **2010**

The magazine of Classic Cadillac Club Deutschland e.V.

Content

Some facts...	2
Editorial	3
Message of Welcome <i>by Pierre Gravel</i>	4
Program Schedule GE 2010	5
Welcome by Euro-Dirk van Dorst	7
Our latest affilifate: Cadillac Friends	
Norway	8
France and 1967/68 Eldorado	10
Italy and Allantè	12
Austria and Eldorado Biarritz	13
Germany and XLR	14
Norway and Sedan deVille	16
Belgium and Fleetwood Seventy-Five	18
Iceland and Escalade	20
Spain and Eldorado Convertible	22
Great Britain and Seville	24
Suisse and Fleetwood	26
Sweden and Brougham	28
Netherlands and Calais	30
Views from the other side of the „Big Pond“ - Driving Cadillacs in Germany	35
Call it Fleetwood!	35
God`s Other Country	37

This magazine is a special issue of the German Classic Cadillac Club Deutschland magazine „DER STANDARD“ dedicated to CLC and the Cadillac LaSalle Club of France organizing the Grand European 2010 in Richelieu, France

Editor-in-chief: Burkhard Briessmann, Prinzregentenstrasse 89, 81675 Munich, Germany
Fax +49.89.471035
Phone +49.89.471035
Mail: standard@briessmann.com

Some facts . . .

1964 Cadillac introduced cornering lamps.

2009 - 45 years later - Mercedes proudly announced „adaptive lighting“ capable to enlighten the front side of the car`s environment when turning.

1956 Cadillac Eldorado Brougham featured 6-way power seats with memory.

1980 - 24 years later - Mercedes offered memory seats.

1979 a simple Chevy Malibu Sedan delivered an interior noise of 66 db(A) at a speed of 130 km/h (112 mph) being not even the most silent car worldwide like Cadillac Seville and Buick Riviera.

2009 - 30 years later - the new top-of-the-line BMW 750i had the same interior noise of 66 db(A) at 130 km/h.

2000 Cadillac DTS featured a passive infrared Night Vision System.

2005 - 5 years later - Mercedes and BMW offered a similiar system to their customers.

1979 Cadillac offered - together with Oldsmobile - the first Diesel V8 engine in a passenger car.

1999 - 20 years later - Audi advertising stated that the new A8 was the first passenger car Diesel V8 in the industry.

1988 Pontiac offers headup display allowing to have information mirrored directly onto the windscreen.

2009 - 21 years later - BMW informs their customers that their new 7 series BMW was „the first car of its segment“ to offer headup display.

1981 Cadillac offered the first V8 engine with variable displacement capable to de-activate up to 4 cylinders

1999 - 18 years later - Mercedes offered its top S-class S600 with a similar system.

1956 Cadillac Eldorado Brougham offered an electrically closing trunk lid.

1994 - 38 years later - BMW offers its 7 series with the same feature now called „Soft Close“.

1989 Cadillac`s Fleetwood Sixty Special offers 22-way-power seats.

2010 - 21 years later - no one offers such feature.

Conclusion - drive a vintage Cadillac enjoying features offered by others decades later as „new“...



editorial

Dear Cadillac enthusiasts of Europe,

Driving a Cadillac - regardless of its production year - does not only mean you are using a sophisticated automobile or a device allowing you to move from point A to point B. Driving a Cadillac is more: This kind of car is able to change your attitude, your mind and also your daily life. Drive a Cadillac and you will enjoy a wealthy, more profound and ritzy world.



What's the secret behind this experience? Surely, the design. Also the advanced features which mainly represent a decennial competitive edge over the most prominent rivals. But there is no limitation to certain details. A Cadillac breathes history. Automotive history, but also the consciousness of the roots of American history. Since the days when Antoine de la Mothe Cadillac founded „Strait City“, „Ville d'Étroit“, the birth region of Cadillac in Michigan State has become a landmark of pioneering, engineering and the struggle of mankind to allow everyone to realize his dreams. Driving a Cadillac does always mean to remind this heritage of proud attainments mankind has achieved over the centuries.

This is the merging point of Cadillac and France. It's no coincidence that Cadillac founder Henry M. Leland referred to the French roots of America's Motor City. It's a commitment to these values of freedom and success which were the basis of the French „Declaration de l'Homme e du Citoyen“ of 26th of August, 1789.

Therefore, it's more than a symbol that now, nearly exactly 221 years later, we gather in France to celebrate the third „Grand European“, supported by CLC USA, thus giving a visible sign of how the Cadillac idea has grown and become a remarkable landmark for friendship between people and nations all over the world.

We would like to support this splendid event dedicating a special edition issue of our German CCCD club magazine „THE STANDARD“ to all our friends giving lively impressions of Cadillac in Europe and contributing to a celebration which does not only represent a car meeting but also reflects this common understanding of Cadillac fellows on both banks of Atlantic sea as a community sharing the same roots, the same preferences and the same passion.

Best regards and enjoy the time in Richelieu!

Burkhard Brießmann

Chers passionnés Cadillac d'Europe,

Rouler dans un Cadillac de n'importe quelle millésime signifie plus que vous utilisez une voiture très avancée, ou quelque truque pour vous bouger de point A à point B. Rouler dans un Cadillac est de plus. Ce type de voiture peut changer votre attitude, vos idées et votre vie quotidienne. Rouler dans un Cadillac et vous trouverez un monde plus riche, plus profonde et plus 'ritzy'.

Quel est le secret derrière cette expérience ? Le dessin, bien sûr, mais aussi les aspects avancés dont plusieurs représentent une décade de supériorité concurrentielle envers les rivaux les plus évidents. Mais ce n'est pas limité a certaines détailles. Un Cadillac respire l'histoire : histoire automobile, mais aussi une conscience des racines de l'histoire d'Amérique. Depuis les jour quand Antoine de la Mothe Cadillac fonda « *Strait City*, ville d'Étroit », le lieu de naissance de Cadillac dans l'Etat de Michigan est devenu un point de repère de l'industrie pionnier et la lutte de l'humanité pour que chacun réalisait ses rêves. Rouler dans un Cadillac se rappelle de ce patrimoine des connaissances fières de l'humanité pendant les siècles.

Voici le point d'union entre Cadillac et de la France. Ce n'était pas par hasard que le fondateur de Cadillac, Henry M Leland, fit allusion aux racines françaises de la cité de l'automobile américaine. C'est une consécration aux valeurs de liberté et réussit que étaient le basis de le « Déclaration des Droits d'Homme et du Citoyen » du 26 d'Août 1789.

C'est plus que symbolique, donc, que nous nous réunissons presque exactement 221 ans plus tard en France a célébrer le troisième *Grand European* soutenu par le CLC USA donnant une signe visible comment l'idée Cadillac a développé et devenu une borne remarquable d'amitié entre des gens et les nations par tout dans le Monde.

En soutien de cet événement splendide nous voudrions dédier cette émission du magazine du CCCD allemand « *The Standard* » a tous nos amis, donnant une impression vive des Cadillacs en Europe et contribuant a une célébration qui, en plus d'une réunion de voitures, reflète un compréhension mutuel sur tout les deux cotes de l'océan Atlantique comment une communauté partageant les mêmes racines, les mêmes préférences et les mêmes passions.

Amicalement, et a bientôt en Richelieu.

Burkhard Brießmann



Message of welcome from Pierre Gravel, President, Cadillac LaSalle Club France

In the year 2000 the Loire valley and the surrounding area – Richelieu included – was listed a World Heritage site by the UNESCO. Their inspectors were particularly impressed by ‘the integration of architecture and landscape for over two thousand years’.



During your stay with us we will be showing you some of these wonders of the past. How fortunate we are to be able to visit them in that wonder of our age: the Cadillac!

The arrangement of events is a bit different from an American CLC event. As many of you know, we are a new affiliate of the Club – just two years old – and do not yet have the manpower to manage the sort of multiple choices the CLC usually offers.

Our wish to please you is as great as anyone’s in the CLC and we are delighted and honoured to host what will be the biggest Cadillac event France has ever seen; but we have to do it our way. We hope you will enjoy the programme the way it is and think of it as yet another example of that famous ‘French alternative’.

Cadillacment
Pierre Gravel

En 2000 la vallée de la Loire et ses alentours – Richelieu inclus - était déclarée Patrimoine de l’Humanité par l’UNESCO. Leurs inspecteurs étaient impressionnés par ‘l’intégration de l’architecture et paysage a travers de deux mille ans’.

Pendant votre séjour chez nous on va vous montrer quelques uns des ces merveilles du passé. Quel bonheur d’avoir la capacité de les visiter dans la merveille de notre propre age : le Cadillac!

Les arrangements sont un peu différents d’un événement du club CLC d’Amérique. Comme beaucoup de monde sait, nous sommes un affilié nouveau – on a à peine deux ans - et on n’a pas le personnel de gérer les choix multiples que le CLC offre normalement.

Notre vœu de vous plaire est aussi grand que n’importe qui dans le CLC et nous sommes ravis et honorés d’être les hôtes pour ce que sera l’événement Cadillac le plus grand que jamais en France. Mais nous devons le faire de notre propre façon. On espère que vous trouverez le programme bien comme il est et que vous y considérerez comme encore un exemple de la fameuse ‘alternative française’.

Cadillacment
Pierre Gravel



THE PROGRAMME

Leisure, enchantment and history!

Wednesday, 1st of September 2010

From 17.00 onwards Welcome Desk at Relais du Plessis by Dirk van Dorst, Director for European Affiliates

Thursday, 2nd of September 2010

08.00 - 09.15 Welcome Desk at Relais du Plessis by Dirk van Dorst, Director for European Affiliates

09.00 Departure for Langeais, where Parking is reserved near the Chateau

09.45 Visit of Chateau of Langeais

11.30 Departure for Chateau de Planchoury, Parking in „British style“ on Chateau lawns

12.00 - 15.00 Visit to the Cadillac Museum with buffet open from 12.00 in the Chateau Park, welcomed by the daughters of M. Keyaerts, founder of the Museum

From 15.00 Departure for Marnay. Visit to the Maurice Dufresne Museum. Nearly 3,000 machines and ancient vehicles

18.00 Departure for the tour back to Relais du Plessis

19.30 Buffet open at Salle de Fêtes, Richelieu

Friday, 3rd of September 2010

08.00 - 09.00 Welcome Desk at Relais du Plessis by Dirk van Dorst, Director for European Affiliates

09.00 Departure for Chinon

10.00 Arrival at Chinon on reserved parking space. Guided visit to the town of Chinon

12.15 Departure for Ligré. Welcome by the Mayor, wine-tasting of Chinon wines; buffet in the Gardens

15.00 Departure from Ligré to Champigny-sur-Veude, parking in the park of the Chateau. Welcome by Madame Marie Pierre Terrien, historian

17.15 Departure for the tour back to Relais du Plessis

19.30 Meeting by the Reception desk of Relais du Plessis. Coaches will give us a lift to Chinon, where Gala Diner will take place in the Caves Peinctes

20.30 - 23.00 Gala Diner with the Ceremony of „*intronisation*“ performed by the Confrérie des Bons Entonneurs Rabelaisiens of Chinon

23.00 - 23.30 Return by Coach to Relais du Plessis

Saturday, 4th of September 2010

08.00 - 09.00 Welcome Desk at Relais du Plessis by Dirk van Dorst, Director for European Affiliates

9.00 Departure for Richelieu Park (3km), Grand meeting of Cadillacs in Richelieu Park



Concours d'État conducted by judges from the Comité of the CLC. Sale of Cadillac parts

- 12.15 - 12.45 Welcome of Officials and presentation of the Cadillacs in the Park
Cocktail offered by the „Amateurs d'Utilitaires de la Vallée de la Loire (AUVL)
- 13.00 - 14.00 Lunchtime free in Richelieu, cafés and restaurants nearby
- 14.00 - 17.00 Exhibition of Cadillac automobilia, Salle des Mariages, Hôtel de Ville
- 14.30 onwards Sale by auction in Richelieu Park of classic and collectable cars and American car parts by Maitre Lydie Brioult, Auctioneer (Historical adviser M. Dominique Pagneux)
- 19.30 - 00.00 Dine to music under the marquee in Richelieu Park
During dinner the winners of the Concours organized by the CLC will be announced

Sunday 5th of September 2010

- 08.30 - 09.00 Rendezvous in Richelieu Park
- 09.00 onwards (Option n°1) Departure for a cruising through the Richelieu region open to Cadillacs and all other vehicles
- 09.30 - 10.30 (Option n°2) Presentation to visitors of the Cadillac LaSalle Club of France
- 11.00 - 12.15 (Option n°3) Mass in Notre Dame Church for those who wish to attend
(Option n°4) Visit to the town of Richelieu; the Tourist Office will provide a guide at a fee of EUR 3.00 per person, payable to the guide
- 10.00 - 17.00 Exhibition Cadillac Automobilia, Salle des Mariage, Hôtel de Ville
- 12.30 Cocktail offered by the AUVL in the Rose Garden of the Park.
Presentation of prizes to the winners of the Cadillac concours d'état
- 13.00 - 14.00 Lunch in Richelieu Park
- 14.00 - 16.00 Exhibition of classic vehicles, motorbikes, lorries, tractors, fire engines and the presentation of AUVL prizes to the participants (The „Fête de la Locomotion“ is an event taking place once every two years in Richelieu Park attracting a large attendance by participants and visitors of any kind of vintage motoring including stationary engines, military cars, tractors, motorcycles and caravans of the '60s)

European Friendship

Making this „European“ issue I planned to edit the magazine bi-lingual both in English and in French. Due to my French being far from perfect, I contacted James Ayres for French conversion. He accepted without hesitating, and his French text shows an utmost refinement not only transferring the wording but keeping the style and sense of English text perfectly. Thank you, James, for this absolutely perfect job!

This experience resembled the collection of information of all the European affiliates data for displaying their club: I got into contact with the respective fellows as if we had known each other for years, and so for me the experience of friendship has started long before heading for Richelieu. I will be glad to meet these friends at the beginning of September, and I'm sure that for all participants these days will allow similar encounters.

Burkhard Briessmann



WELCOME by EURO-Dirk



The upcoming days we will enjoy this September in Touraine, the „Garden of France“, will be a gargantuan event and it's no coincidence that the word „gargantuan“ which often symbolizes Cadillac automobiles was invented by Touraine's famous author Rabelais with his work „Gargantua and Pantagruel“ thus creating a link between the stage of the event and its four-wheeled protagonists. We are very happy to compliment CLC-Yann-Saunders-awarded Dirk van Dorst for his incredible performance over more than a decade which allows us to enjoy this celebration of the best automotive brand of all times. We say thank you for his steady pushing forward the idea of Cadillac in Europe and publish hereinafter his particular „Cadillac Curriculum“, but not without a word about his charming wife Liliane, because such engagement for our common enthusiasm is not possible without support from family. So this is an hommage for both Dirk and Liliane, and we hope they both will enjoy these gargantuan days in the same manner as all other Cadillac Club fellows!

Dirk Van Dorst CLC biography, history of the Grand European, linked to growing of the CLC aff's in Europe

Born in Belgium, December 1963

CLC member since 1999 , Matt Larson signs me up @ Hershey fall meet

Since then organizing the European (Friday) afternoon in the Hershey CLC tent

2000 Co – founding the **Belgium CLC affiliate** (Presd. Peter Nieuwlandt), and start editing for the SELF STARTER

2002 visit to **CLC GN , Detroit centennial** , and the first step to the Grand European idea

Here I met Sigrid Hofmann and realize that the European members don't know each other

2003 visit to **Grand International in England**, where I sadly experience that nobody from Europe is there, again , the CLC members in Europe don't know each other....they all blind , and keep driving around in there own town .

This resulted in the **second step** to work on the **European CLC affiliates** .



18 January 2005 : Appointed by the CLC board of directors as **Director of European aff. CLC**

Publishing a **monthly column in The Self Starter magazine**

First meeting of Several Presd. Of CLC aff's in **Castelsarrasin, France** , the ice is broken , and gives way to new roads for the CLC in Europe

2006 : First Grand European organized in **Belgium**, Zeebrugge (by Paul and Claire van Maele)

Forming the **CLC Norway** (Presd. Fred Tretterud) , **CLC Spain** (Carlos Sambeat)

Seating in the CLC board of directors , lobbying for a European award , what resulted in the **Yann Saunders award** (only for International CLC members)From now on the **CLC donates the car awards to all future GE's**



2007 : Forming the CLC Iceland (Presd. Olafur Gunnarsson)

2008 : second **CLC Grand European in Germany** (Sigrid Hofmann)

Forming a **CLC affiliate in France** (Presd. Pierre Gravel)
Overlooking 10 CLC aff's in Europe now .

Winner of the CLC Yann Saunders award

2009 : Winner of the CLC Maurice Hendry award (Las Vegas GN)

2010 : Organizing the **Grand European in France 2/5 sept** (Pierre Gravel)

Members from **9 of the 10 Euro CLC aff's participating** in the GE
Members from **7 American States participating** in the GE
Earning life membership of the CLC

Creating a **second CLC aff. in Norway** (Presd; Arild Mollan)

Some history of CFN club

The founding of CFN came up as a need for several Cadillac enthusiasts that wanted an active Cadillac club in the middle of Norway. A club with a club magazine, home page, and several Cadillac meetings spread around in Norway on an annual basis.

The club was founded in October 29. 2005. at Norlandia Dovrefjell Hotell. (middle of Norway). Many issues about what the club should do for the members were listed as well as how the club should be run.

The first executive committee was elected and it was decided to arrange two Cadillac car meets held on an annual basis every year. Locations for these meetings are shifted from place to place every year to cover most of the country. It was decided to locate the club in Trondheim. Trondheim is Norway's third largest city and is located in the middle of Norway. (500km from the other CLC affiliated club who is located in Oslo). The American car club of Norway (Amcar) is also situated in Trondheim. Amcar was founded in 1975 as an organizing body for car clubs and individuals with an interest in American cars and trucks.

As of today, the organization has grown to include more than 80 clubs and in excess of 16.000 members

nationwide. Amcar has a professional staff of ten people that assist the members in all matters concerning American automobiles. www.amcar.no

Cadillac Friends Norway is a member of Amcar. Cadillac Friends Norway has 5 year anniversary in 2010. The membership in the club increased rapidly the first year from just a few members to more than 50 members. Today the club have more than 200 members and membership is increasing.

The club has a club magazine that release at least two issues every year. A web page is also settled and has many visitors every day: <http://www.cadillac-friends.no/>

The executive committee are elected for two years at a time.

Regards

President

Arild Mollan

President

Cadillac Friends Norway



Our latest CLC affiliate: Cadillac Friends Norway

Cadillac Friends Norway
 Arild Mollan
 President
 Kr.Uppdals vei 14
 7024 Trondheim
 Norway

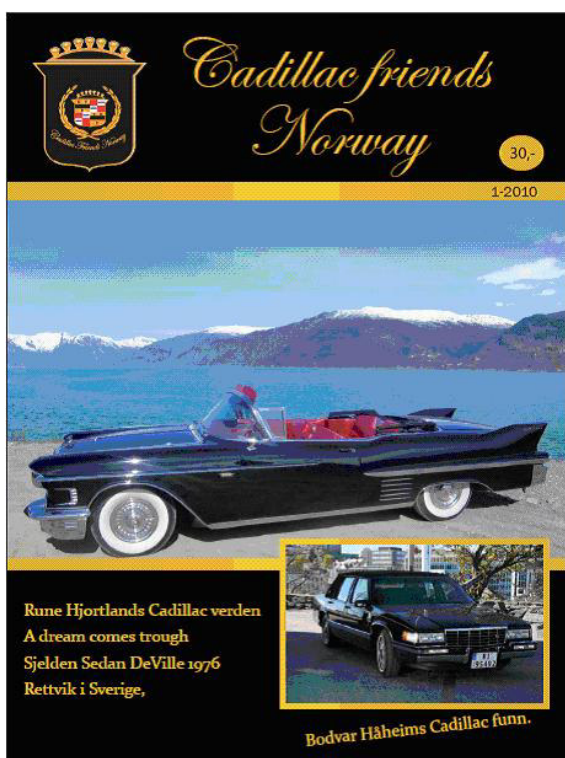
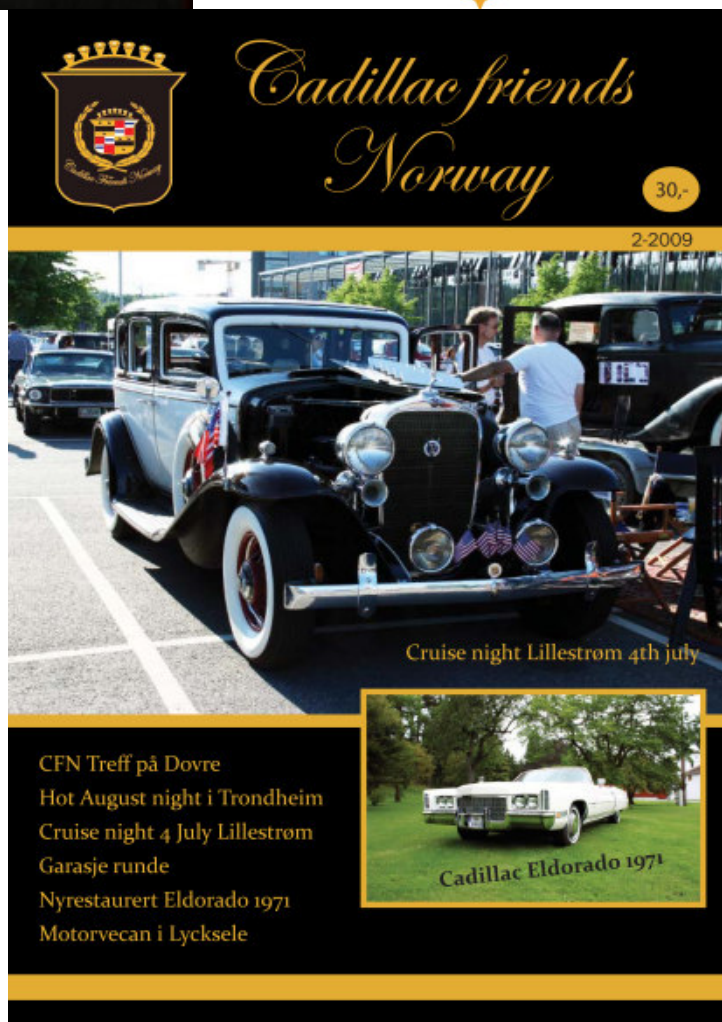
President Arild Mollan
Vicepresident Bjørn
 Flataune
Secretary Terje Falstad
treasurer Kjell
 Mickelson

Founded 29. October 2005
Numbers of Members; 190

Oldest Cadillac; 1941 Type 62

Youngest Cadillac of the members; 2006 CTS

Most common Cadillac of members; Cadillac Eldorado 1976 (8 each)



Club magazine
 Cadillac Friends Magazin

Club web site;
www.cadillacfriends.no



CADILLAC LASALLE CLUB FRANCE



Cadillac La Salle Club France

Cadillac LaSalle Club France

21 Grande Rue,
37120 Richelieu, France

Club President: Pierre Gravel (see picture right hand)

Vice President Genevieve Keyaerts

Treasurer Danielle Lepron

Secretary James Ayres

Assistant Secretary Didier-Edouard Steiner.

Date of founding: 19 April 2008.

Members: 26 members.






Cadillac La Salle Club France

Le Bulletin

Siège Social : 21 Grande Rue, 37120 Richelieu
Association régie par la loi de 1901.
Fondée le 19 avril 2008. J.O. du 24 mai 2008.
Affiliée au Cadillac LaSalle Club, Columbus OH, U.S.A.
Site internet : www.cadillaclasalleclubfrance.blogspot.com

Volume 1 – No. 4 – février 2010 – 1ere trimestre 2010.

Auberge 12eme siècle.



C'est vrai! les Cadillacs attirent les belles femmes! Voici Claude Lepron ('70 Cabrio de Ville) entouré de Béatrice Gravel, Dr Florence Lecrux (nouvelle adhérente) Danielle Lepron (notre Trésorière) et Genevieve Keyaerts (notre Secrétaire Adjointe) a L'Auberge XIIeme mois de novembre dernier. On note aussi Pierre Gravel (notre Président, a gauche) et Marc Ohm (d'Amérique, a droite).

Oldest Cadillac: 1937 Fleetwood

'Convertible Sedan'. Newest Cadillac is a 2007 BLS Sedan

Most common model: 1960 Coupé de Ville of which we have two.

Club magazine is 'Le Bulletin'. It appears four times a year.

Six of our members are also members of the CLC in America.



France: 1967/68 Cadillac Eldorado



Considering that several Cadillacs were dubbed with French names, you may think a Cadillac deVille or even Calais should reflect France in a particular manner. But asking our French fellows for the „Cadillac of France“ James Ayres referred to the 1967/8 Cadillac Eldorado.

This may be a surprising choice but if you look at engineering layout, this choice seems to be obvious. Remember that this Eldorado - following its sibling Oldsmobile Toronado sharing the basic technical features - was one of the first U.S. luxury cars using front-wheel drive. And here is the link to France because it was Citroën which in 1934 started to establish front wheel drive with its famous „Traction Avant“ and continued to keep this layout until today, with an insurmountable summit in 1955 when the „Traction Avant“ was replaced by the DS representing the goddess of the streets of Europe.

But - insofar comparable to the „Deesse“ - also the 1967 Eldorado represents a milestone in automotive design replacing the famous Dagmar bumpers and tailfins by crisp, razor-sharp edges oriented towards European styling but also displaying the future of the whole industry. This Eldorado appealed both to Europeans and American customers, but in particular to the famous French taste of styling.

Imagine this Eldorado parked in front of the „Grande Arche“ in Paris' La Defense city of 21st century, or in front of Centre Pompidou, or beneath the „Bibliothèque de France“. Surprising how architectural masterpieces displaying the future of giving form to an object combine with the 1967 Cadillac Eldorado to a symphony of glorious, timeless grace. Heading down with a 1967 Eldorado from „La Defense“ passing the most famous street of all cities in the world for 7 kilometres reflecting French history - Avenue Charles de Gaulle, Avenue de la Grande Armée, Etoile, Avenue de Champs-Élysées, Place de la Concorde - makes you feel the value of timeless style and you experience how 1967 Eldorado self-evident becomes part both of history and future, and if there would be a Cadillac showroom at Champs-Élysées displaying this car today, I'm sure you would buy it instantly...

Donné que quelques Cadillacs étaient dotés avec les noms française, on peut penser que un Cadillac de Ville ou même un Calais peuvent refléter la France d'une certaine manière. Mais, en demandant de nos collègues français « le Cadillac de la France » James Ayres se réfère au Cadillac Eldorado 1967/68.

Ça devait être un choix de surprise, mais si on regarde l'aspect technique, le choix semble évident. Rappelons que l'Eldorado - suivant l'exemple d'Oldsmobile Toronado et partageant les mêmes éléments mécaniques - était parmi les premières voitures de luxe américaines avec la traction avant. Et voici le lien avec la France, parce que c'était Citroën qui, en 1934, commençait d'établir la traction avant qui continuait jusqu'à nos jours. Le cumul fut en 1955 quand le 'Traction Avant' était remplacé par le DS - une 'déesse' sur les rues d'Europe.

Mais, si on peut faire une comparaison avec le 'déesse', le 1967 aussi représenta un borne dans le dessin des automobiles. En remplaçant les fameuses para-choques 'Dagmar' et les ailerons avec un style tranchant et bien affilé d'une manière européenne, la voiture manifesta le futur de l'industrie entier. Cet Eldorado plaisait aux clients européens et américaines, mais essentiellement au fameux goût français pour le style.

Imaginons cet Eldorado garé devant la Grande Arche de la Défense, cité du 21ème siècle, ou devant le Centre Pompidou, ou au dessous de la Bibliothèque de France. C'est étonnant comment les chefs d'œuvres architecturales manifestant de la future se coalisent avec le 1967 Eldorado en une symphonie glorieuse de grâce sans fin. En descendant de la Défense dans un 1967 Eldorado, passant par les rues les plus fameuses du Monde : 7 Kms qui réfléchissent l'histoire de la France - Avenue Charles De Gaulle, Avenue de la Grande Armée, Etoile, Avenue du Champs-Élysées, Place de la Concorde - vous donnent l'impression du valeur de style hors du temps et vous éprouvez comment un 1967 Eldorado parvient un part de l'histoire et le futur. S'il y avait une salle d'exposition sur le Champs-Élysées montrant cette voiture ces jours actuelles, je suis sûr vous l'achèteriez vite fait.



Italy: Cadillac Allantè



Cadillac and Italy seem to be as distant as Earth to Mars as traditional Italian cars have to pass medieval alleys and therefore should not exceed an external length of 3 metres to avoid continuous contact between body and stonework. Therefore Italian luxury cars are prominently sports cars which have to be compact as they would lose performance if too huge.

But, surprisingly, there have always been links between Cadillac and Italy, and this cooperation led to some of the finest automotive results ever. 1959 Eldorado Brougham was pre-assembled in Italy and then flown to Detroit for final processing. Giorgio Giugiaro with his firm Ital Design was engaged to develop the superior interior design for 1990 Fleetwood Sixty Special with its American walnut wood inlays and particular leather applied seats. Even in the 21st century, Cadillac co-operated with Bvlgari to refine dash design adding some extra luxury touch to Detroit iron. Aside of GM's activities, there were aftermarket solutions such as Gucci packages delivered by Florida Cadillac Dealer Braman, Miami, where Gucci designed vinyl tops, leather inserts and a matching Gucci suitcase set made the Cadillac even more refined than the base version.

Therefore, we chose Allantè as „Italian“ Cadillac because this car resembles advanced production and noble-minded results pairing superb GM technology with superb Italian handcrafting. Each Allantè was assembled in the Ital Design plant in Torino, Italy, and sent to Detroit by specifically equipped freight Boeing 747 for completing assembly.

Design of Allantè shows decisive European style as it is crisp, compact and sporty. Taillights add a luxury touch because the red reflectors are embedded in a chrome pattern shining like jewelry. Thus Allantè puts some additional shine on its appearance. Just the right car for cruising open air down the street over the cliffs of Sorrento peninsula to Amalfi, merging the most beautiful coast worldwide with the ultimate convertible. Or the trip back to Rome, enjoying the powerful super-silent V8 on the Italian „Autostrada del Sole“, approaching Rome downtown passing world-famous architecture by Bernini and Bramante while smelling the spicy fragrance of cypresses and pines flowing in the tastefully designed interior area...

Cadillac et l'Italie semblent aussi distant que la Terre et Mars parce que les voitures italiennes traditionnelles sont obligées à passer par les rouelles médiévales et ainsi ne doivent pas excéder une longueur de 3 mètres pour éviter contact continu entre la carrosserie et la maçonnerie. Ainsi les voitures luxes italiennes sont, pour le plupart, voitures de sport que sont censés être compact. Ils perdent leur rendement si trop grand.

Mais, quelle surprise, il y avait toujours les liens entre Cadillac et l'Italie et la coopération produisait quelques uns des meilleurs résultats. L'Eldorado Brougham de 1959 était assemblé en Italie puis envoyé par avion à Detroit pour finalisation. Giorgio Giugiaro et son entreprise Ital Design était engagé à développer un dessin supérieur pour l'intérieure de Fleetwood Sixty Special de 1990 avec marqueterie de noyer américaine et sellerie de cuir spécial. Dans le siècle 21ème même Cadillac travaillait avec Bvlgari à améliorer la table de bord et donner une touche de luxe au fer de Detroit. Au-delà des activités de General Motors, il y avait des solutions après-vente comme les raffinements Gucci livrés par l'agent Cadillac Braman de Miami ou Gucci désigna les capots en vinyl, additions en cuir et *sets* de valises Gucci pour faire le Cadillac encore plus raffiné que la version de base.

On choisit, donc, l'Allantè comme le Cadillac 'Italian' parce que la voiture représente des systèmes de production avancés et résultats nobles qui combinent la technologie superbe de GM avec le métier superbe d'Italie. Chaque Allantè était assemblé dans l'usine ItalDesign en Turin, Italie, en envoyé à Detroit pour finition par un Boeing 747 de préparation spécial.

Le dessin de l'Allantè montre un style décidément européen parce que c'est tranchant, compact et sportif. Les feux arrière ajoutent une touche de luxe car ils sont incrustés avec un dessin en chrome qui brille comme des joyeux. Ainsi l'Allantè donne encore de brillance à son aspect. La voiture idéale pour balader en pleine aire par les rues et falaises de la péninsule de Sorrento à Amalfi. Une combinaison de la côte plus belle du monde avec le cabriolet ultime. Ou sur le retour à Rome, le plaisir du puissant et super silencieux V-8 sur « l'Autostrada del Sole » passant l'architecture de renommée de Bernini et Bramante au même temps savourant les fragrances de cyprès et pins dans l'habitacle d'un goût superbe....



Austria: Cadillac Eldorado Biarritz

You may ask why we are displaying an „Austrian“ Cadillac as there is no local Cadillac Club there. Austrian fellows choose either a CLC membership or they join the German Classic Cadillac Club (CCCD). However, there is one particular argument: Every year at the end of August, it's just Austria where Cadillac enthusiasts of up to 14 European countries gather at the Cadillac Bigmeet



in Kremsmünster near Salzburg. It's the highlight of European cruising summer, and in 2009 there were 140 Cadillacs in a clearly above average condition to attend.

The man behind this story of success is CLC and CCCD member Georg Pfeiffer, organizing this „Bigmeet“ perfectly and owner of two 1959 and 1961 Eldorado Biarritz convertibles which appear as if they had left assembly line only five minutes ago. Therefore we have to assign Eldorado Biarritz to Austria. This choice also matches this country having a fine tradition of noble, tasteful and liberal-minded style deriving from the past where Austria in the time of Habsburg emperors melted a vast number of mindsets giving either Salzburg or Vienna or other Austrian locations as Bregenz or Badgastein an international flair.

This allows to refer to the Biarritz theme which in terms of Cadillac means that even the summit luxury car of the world can be further enhanced: In a Biarritz you will not only find any imaginable luxury but also any unimaginable and incredible equipment. It's no coincidence that this exceptional car was dubbed Biarritz because a seaside resort like this place in French Atlantic coast with its distinctive „fin de siècle“- styled elegance and grace delivers the perfect stage for cars of this kind. Thus, Austria and France find a common denominator in this marvellous car.

Austrian roads allow every Cadillac to deliver the utmost driving pleasure. The contrast of lakes mirroring the adjoining mountains and picturesque villages often complemented by huge monasteries overlooking fertile territories delivering excellent wines and food. There is nearly no experience more superb than to enjoy these panoramic views and at the same moment smelling the flavor of cozy forests - Austria, a country created for Cadillacs.

Vous deviez demander pourquoi on montre un Cadillac « autrichien » quand il n'y a pas là un Club Cadillac. Les gens d'Autriche choisissent d'être adhérent ou au CLC, ou au Club Cadillac Classique d'Allemagne (CCCD). Mais il y a un argument important : chaque année à la fin du mois d'août c'est en l'Autriche les passionnés de Cadillac de jusque

14 pays européens se réunissent au Cadillac Big Meet a Kremsmunster, près de Salzburg. C'est le point haut de l'été de balade et en 2009 il y avait 140 Cadillacs en condition plus haut que la moyenne d'assister.

L'homme derrière cet histoire de réussite est un adhérent au CLC et au CCCD : Georg Pfeiffer. Il organise le Big Meet a perfection et il est propriétaire de deux Eldorado Biarritz Cabriolets, de 1959 et de 1961 qui semblent de sortir de la ligne de montage voilà cinq minutes. On a, donc, assigné l'Eldorado Biarritz à l'Autriche. La choix s'accorde au pays, qui a une bonne tradition de style, noble, de bon goût, et libéral, qui date du passé quand l'Autriche a l'époque des Empereurs Habsburg mélangea un grand nombre des pensées donnant ainsi a Salzburg ou Vienne ou des autres villes autrichiennes comme Bregenz ou Badgastein une aire international.

On passe au thème du Biarritz qui, en termes du Cadillac, signifie que même la plus luxe voiture du Monde pourrait être encore amélioré. Sur le Biarritz vous ne trouverez toutes les luxes imaginables, mais aussi d'équipement inimaginable et incroyable. Ce n'est pas par hasard que la voiture était nommé Biarritz parce que un ressort balnéaire comme ce lieu sur la côte atlantique français avec l'élégance « fin de siècle » livre une scène idéale pour les voitures de cette type. L'Autriche et la France, donc, trouvent un dénominateur commun sur cette voiture de merveille.

Les chaussés d'Autriche donnent à chaque Cadillac l'occasion a offrir le maximum de plaisir de conduit. Il y a le contraste entre les lacs qui miroitent les montagnes à côté, les villages pittoresques, souvent complimentés par les vastes monastères qui donnent sur les terrains fertiles du vin excellent et denrées. Il y en a peu d'expérience plus magnifique que bénéficier des vues superbes au même temps de sentir le parfum des forêts. L'Autriche, un pays fait pour le Cadillac.



Germany: Cadillac XLR



German motor journalists prefer the word „premium“ for cars leaving German assembly lines. They equate this term with qualities of sport, power, roadholding and stone-aged suspensions which make such „premium“ cars unusable for everyday use if you shouldn't be randomly a racing driver. Difficult to find a Cadillac resembling these qualities of the racetrack or the German „Autobahn“.

But there is one match. XLR, rolling off the Corvette plant in Bowling Green, Kentucky, combines German roadholding with Cadillac splendor allowing Mercedes drivers to replace their SL S-class roadster with an XLR. XLR also does reflect a new era of automotive design being the first Cadillac displacing the „art&science“ styling which replaced soft curves by crisp, razor-edge profiles. Difficult for Cadillac enthusiasts appraising sweeping, classic lines along tall cars pampered with chrome accents. But imagine how customers of the fifties may have experienced the ever-growing tailfins of Cadillacs of this era. Sometimes design revolutions need time for being understood. And therefore, XLR reflects German values of an understated shape packed entirely by advanced technical features as colored head-up display, road sensing computer-controlled suspension and a fully retractable hardtop which is vanishing without leaving a trace because even the boot covers are integrated in the design. And even performance outclasses most German sports cars: Pushing the legendary NorthStar powertrain does allow to leave behind nearly all German cars which are diminished to small colored spots in the rearview mirror after some seconds when NorthStar demonstrated insurmountable power.

Thus, XLR does allow to set record laps at the northern loop of Nürburgring, Germans finest and most traditional racetrack, but after crossing the finish line, XLR changes back to best Cadillac luxury coasting down the road on velvety cat paws without any noise of the powertrain even with top down. Comparing XLR to any competitor until today makes you feel the Cadillac difference. XLR is defining premium class in every respect demonstrating that U.S. engineering was never matched by German manufacturers.

Les journalistes allemands préfèrent le mot *premium* pour les voitures qui sortent les lignes d'assemblages allemands. Pour eux, ce mot port les qualités de sport, de puissance, de maniabilité et suspension de l'Age de Pierre qui font ces voitures *premium* inusables si vous n'est pas, par hasard, un pilote de course. C'est difficile à trouver un Cadillac avec ces qualités du circuit ou *Autobahn* allemand.

Mais il y en a un. L'XLR, sortant de l'usine Corvette a Bowling Green, Kentucky, combine la maniabilité allemande avec le splendeur Cadillac qui donne les chauffeurs allemands l'occasion de remplacer leurs SL classe-S *roadster* avec un XLR. L'XLR représente une ère neuve dans le dessin de l'automobile comme le premier Cadillac d'abandonner le style « art et science » de courbes douces pour des profils tranchants et bien affilés. C'est difficile pour les passionnés de Cadillac habitués aux lignes onduleux et classiques la longe de voitures embellies des accents de chrome. Mais imaginons comment les clients des années '50 devaient éprouvés les ailerons du Cadillac, toujours plus grands. Parfois les révolutions des dessins ont besoin du temps d'être entendus. L'XLR, donc, reflète les valeurs allemands d'une forme sous-déclaré mais plein des éléments du technologie avancés comme *heads-up*, suspension sous control d'un ordinateur et un capot d'habitacle complètement rétractable et invisible quand installé dans le coffre. Et le rendement est supérieur au plupart des voitures sportives allemandes. Insistant sur le moteur légendaire NorthStar laisse la majorité de voitures allemandes comme des petits points de lumière dans le rétroviseur quand le NorthStar montre sa puissance insurmountable.

L'XLR, donc, nous permet d'établir les records a la boucle septentrional du Nürburgring, le circuit de course le meilleure et plus traditionnel d'Allemagne ; mais après la traverse de la ligne finale l'XLR se reconverti encore au meilleur luxe du Cadillac. Elle roule au débrayé sur des pattes velours du chat sans aucun bruit de l'engin, même décapoté. Comparer l'XLR à n'importe quelle concurrent et vous vous donnera l'occasion de sentir la différence Cadillac. L'XLR est la définition de la classe *premium* en chaque respect, montrant que l'art de l'ingénieur américain n'était jamais rivalisé par les fabricants allemands.



CLASSIC CADILLAC CLUB GERMANY

Classic Cadillac Club Deutschland

Oktavianstr. 4
50968 Köln

Club President: Wilhelm Döring (see picture
left hand)

Vice President Thomas Pogrzeba
Treasurer Günter Haas
Event Coordinator Sigrid Hofmann

Date of founding: 19 April 2008.

Members: 193 members.

Oldest Cadillac: 1937 Fleetwood 'Convertible Sedan'. **Newest Cadillac** is a 2007 CTS
Sedan

Most common model: 1959 Coupé de
Ville of which we have two.

Club magazine is „Der STANDARD“
alluding to the „Standard of the World“
divertizing theme. There are 3 issues with
at least 40 pages each.

Six of our members are also
members of the CLC in America.



Norway: Cadillac Sedan deVille

Norway is known as one of the most beautiful countries of Europe due to its symphony of rocks looming over dark-green fjords. Norway also is a country of luxury as oil production generates benefits for all its inhabitants.

But there is more. You will feel this driving on Norwegian routes detecting that speed limit is set to 90 km/h, thus surpassing the famous 55mph barrier by only two km/h. A rich country, relaxed driving, splendid nature - born for Cadillac driving!

Therefore we elected Sedan deVille as „Norwegian“ Cadillac. DeVille is probably the most „genuine“ Cadillac ever. It originally was only a nameplate on a Series 62 when launched in 1949 but subsequently developed further and further becoming an independent series from 1965 up and making its way from the base Cadillac when 1977 the Calais was dropped up to the top series when 1996 the Fleetwood disappeared and left the new DeVille Concours as best sedan in the world. Until today, DeVille - even under its terrific „DTS“ letter code which stands for „DeVille Touring Sedan“ - remains top of the luxury car world with its world-class NorthStar divetrain smoother than any 12-cylinder engine of competitors, its computer controlled suspension and steering which senses road conditions continuously and allows adjustments in a hundredth of seconds and an insurmountable computer-adjusted seating which allows to travel for thousands of kilometres in a cosseted, plush and silent atmosphere without any danger of fatigue.

Thus, DeVille is your perfect car to cruise down E6 highway at 55 mph from Oslo to North Cape experiencing how an endless film of beautiful views passes by the windows of the car, never hearing any sound of engine or tires and watching the midnight sun glaring over the sounds between European continent and Lofoten Islands. Driving in Norway is the same as living in Norway: relaxed, cosseted, wrapped in famous nature and encountering friendly people so that even children may travel in safety without having to be accompanied. A perfect country and a perfect car: Norway and Cadillac DeVille.



La Norvège est connue comme un des plus beaux pays d'Europe grâce à cette symphonie des rochers qui surgissent sur les fjords de vert foncé. La Norvège est aussi le pays de luxe tandis que sa production de pétrole génère des bénéfices pour toute la population.

Mais il y a plus. Vous trouverez roulant sur les routes norvégi-

ennes la limite de vitesse est établie à 90 Km/heure, surpassant ainsi la fameuse barrière de 55 *m.p.h.* par un faible deux Km/heure. Un pays riche, décontracté à conduire, la nature splendide – naît pour le Cadillac !

On a, donc, élu le Sedan de Ville comme le Cadillac « norvégien ». Le « de Ville » est probablement le Cadillac le plus « authentique » que jamais. D'abord ce n'était qu'une plaque sur un Série 62 de 1949, mais plus tard c'était développé de plus en plus à devenir une série indépendante dès 1965. Le 'de Ville' progressait du modèle de base en 1977 (quand elle a remplacé le Calais) jusque au sommet de la série en 1996 quand le Fleetwood est disparu, laissant le De Ville Concours comme le meilleur sedan du monde. Aujourd'hui, le « de Ville » sous le code DTS – *De Ville Touring Sedan* – demeure au sommet du monde de voitures de luxe. Le moteur NorthStar est plus suave que n'importe quel moteur de douze cylindres de la concurrence. La suspension et direction sont aidées par ordinateur qui vérifie les conditions de la route tout le temps et permet les ajustements dans un centième d'une seconde. Les sièges, contrôlés eux aussi par ordinateur, permettent les voyages de milliers de kilomètres dans une atmosphère mitonnée, luxueuse et silencieuse sans aucune fatigue.

Le « De Ville » est ainsi votre voiture idéale pour rouler sur Route E6 à 55 *m.p.h.* d'Oslo au Cap du Nord. On voit un film sans cesse des belles vues qui passent par les vitres de la voiture sans entendre aucun bruit de moteur ni des pneus. On regarde le soleil du minuit qui brille sur les détroits entre le continent européen et les îles Lofoten. Conduire en la Norvège est comme vivre en la Norvège : décontracté, mitonné, et entouré de sa fameuse Nature. On rencontre un peuple si aimable que même un enfant peut voyager sans danger, sans le besoin d'un adulte accompagnant. C'est un pays parfait et une voiture parfaite : la Norvège et le Cadillac de Ville.



CADILLAC CLUB NORWAY

Cadillac Club of Norway

Haugerudveien 69
1430 ÅS

Club President: Arne Roger
Vice President Runar Hanssen-Rasch
Treasurer and Secretary Fred Tretterud

Date of founding: 19 May 2001

Members: 26 members.

Oldest Cadillac: 1902

Newest Cadillac 2001



Club magazine is CadMag, appearing up to five times a year.



Belgium: Cadillac Fleetwood Seventy-five



Belgium as domicile of EU authorities is the hot spot of power in Europe. All European states keep a residence there, making Brussels the European capital. Looking for a Cadillac representing this sphere of power does require a car providing necessary space for working or discreet negotiation and demonstrating the outer world that passengers are empowered to decide about the fate of a whole continent.

There is no other car in the world matching these requirements better than the Cadillac Fleetwood Seventy-Five. Plenty of room, a discerning interior window isolating driving staff from executives ruling Europe, and an impressive, bold body demonstrating elegance and strength to people who may never be capable to enter such a limousine.

Cadillac tradition of Fleetwood Seventy-Five stretches back to the Forties, offering the unique availability of a stretched sedan without having to engage aftermarket coachbuilders thus maintaining original Cadillac quality to executive customers. Nearly any version of the Fleetwood Seventy-Five provides footrests which may be unfolded to two additional rear seats allowing security staff to travel inside the car. Cosseted traveling while continuing to make important decisions in economy or politics allows the Cadillac to serve as an instrument of executive power thus symbolizing how Brussels stands for European government issues. Particularly parking in front of the Atomium, Brussels' monument showing an oversized model of a nucleus, the Fleetwood Seventy-Five of the Sixties demonstrates an uncompromised view of the world and people trusting in an endless prosperity of technological advancement. However, this reflection of changing minds continues if you imagine the Fleetwood Seventy-Five of the Eighties: Front-wheel-drive and a HT4100-powertrain delivering surprising low mileage matching decisions of EU authorities in competing to improve world climate. Evolution of automotive engineering that accompanied evolution in creating a better world of tomorrow: The Fleetwood Seventy-Five as a mirror of progress in politics made in Belgium.

La Belgique, comme quartier général de la EU est le point chaud de la politique en Europe. Tous les pays d'Europe y ont une résidence, faisant de Bruxelles la capitale européenne. En cherchant pour un Cadillac à représenter cette sphère de puissance on demande une voiture qui offre du place suffisant pour la travaille, pour négociation discrète, qui présente au Monde extérieur que les passagers sont autorisés à décider le future d'un continent entière.

Il n'y a pas dans le Monde une voiture qui corresponde mieux à ses exigences que le Cadillac Fleetwood Seventy-Five. Il y a assez de place, une fenêtre intérieure qui sépare le chauffeur des executives que règlent l'Europe, et une carrosserie impressionnant qui montre l'élégance et force aux gens que ne devaient entrer une telle limousine.

La tradition du Cadillac Fleetwood Seventy-Five date des années '40 qui offre la disponibilité d'une berline allongée sans la nécessité d'engager un carrossier qui ainsi garantit la qualité Cadillac aux clients exécutifs. Presque toutes les versions du Fleetwood Seventy-Five offrent les support pieds démontables et deux sièges additionnelles donnant du place pour l'équipe de sécurité à voyager dans l'auto. La possibilité d'offrir le voyage luxe au même temps que faire les décisions important d'économie ou politique donne le Cadillac l'occasion de servir comme instrument de la puissance exécutive et symbolise comme Bruxelles signifie le gouvernement d'Europe. En particulier, garé devant l'Atomium, l'emblème de Bruxelles qui montre un modèle du nucleus en grand, le Fleetwood Seventy-Five des années '60 démontre une vue du Monde sans compromis des gens qui dépendent sur l'avance technologique pour une prospérité sans fin. Mais on voit les changements des points de vue continue si on imagine le Fleetwood Seventy-Five des années '80. Là, une voiture de traction avant avec le moteur HT4100 avec une consommation surprenant qui rassemble aux décisions des autorités de la UE qui s'efforcent a améliorer le climat mondial. Elle est une évolution de l'art d'ingénieur qui accompagne l'évolution qui créera un meilleur Monde pour demain. Le Fleetwood Seventy-Five est un miroir du progrès en politique fait en Belgique.



CADILLAC CLUB BELGIUM

Cadillac LaSalle Club Belgium

CLC Belgium

Tel. +32(0)14 379997

info@cadillaclasalleclubbelgium.be

Club President: Ludo Slegers



Treasurer François Simons



Secretary Lucien Wuestenbergs



P.R. Diana D'havé



Date of founding: 2000

Members: members.

Oldest Cadillac:

Newest Cadillac

Most common model:

Club magazine .

Six of our members are also members of the CLC in America.



Iceland: Cadillac Escalade

Iceland does deliver some of the most beautiful roads in Europe. The clear nordic sky over the rocks where you can experience fire and water when watching vulcanism or waterfalls displaying „active nature“ as if you were in a huge, always playing theatre where the landscape serves as a stage. On the other hand, force of nature sometimes requires you to pass some flooded way without remaining stuck until water will have gone. You also have to look for comfort in the long arctic winter when you try to escape darkness in a cosy interior room.

Sure, during midsummer days any Cadillac may allow you to explore and experience this wonderful country, but if you choose the Cadillac pleasing you for the entire year, there is no alternative to an Escalade. You feel the power needed to defeat any kind of weather condition enabling you to escape with powerful torque and all-wheel-drive when the reliable V8 built by Chevrolet and the traction system which enables Blazers, Yukons and Sierras for decades now make available half a century of engineering experience.

However, Escalade does combine these qualities with the extra touch of luxury, providing a noiseless ride as if you would cruise down Skyline Drive in Shenandoah National Park - a Cadillac transforms any route in the world to a driving dream so that smoothness of movement and splendor of Iceland sceneries melt to an unforgettable experience of automotive joy.

Even when stopping for a beautiful view, the outside of Escalade reflects this touch of reliability: Big and bold emblems give the impression that this car is rock-solid even under worst conditions and set glaring accents combining wonderfully with deep-blue nordic sky. So, even a country which at first look seems not to have too many links with our favourite automotive brand but is furnished with an own Cadillac Club can be fitted adequately with products by Cadillac, putting the level of pleasure you have anyway in Iceland to levels which seem to be untrue.



Island a quelques uns des plus belles routes d'Europe. Les ciels claires nordiques que surplombs les roches ou on peut éprouver du feu et de l'eau en regardant le volcanisme, ou les cascades que montrent « la Nature active » comme si vous étiez dans un théâtre vaste et sans interruption ou la paysage fait le scène. En revanche, parfois la force de la nature vous oblige à passer un lieu inondé, sans attendre que la crue descende. On doit aussi chercher une place de confort pendant le long hiver arctique ou on essaie de s'échapper de l'obscurité dans une pièce intérieure chouette.

Bien entendu, pendant les jours d'été n'importe quel Cadillac devait vous donner d'explorer et faire connaître ce pays de merveille. Mais si vous avez

besoin d'un Cadillac pour l'année entière il n'y a pas aucun alternatif au Escalade. Vous sentez la puissance nécessaire pour vaincre n'importe quel condition du temps. Vous pouvez échapper avec le couple puissant et 4X4 avec le fiable V-8 fait par Chevrolet et le système de la traction qui a actionné les Blazers, Yukons et Sierras d'ici les décades avec une demi siècle d'expérience de l'art de l'ingénieur.

Neanmoins, l'Escalade combine ces qualités avec une touche additionnelle de luxe. Il offre un parcours silencieux comme si vous baladiez sur Skyline Drive dans le Parc National de Shenandoah – un Cadillac convertit n'importe quelle route dans le Monde en rêve de conduire de sorte que la suavité de mouvement et le splendeur des scènes islandais se mélangent en une expérience inoubliable de joie automotive.

Même en arrêtant pour une belle vue, l'extérieur d'Escalade reflète une touche de fiabilité. Des emblèmes, grands et téméraires, donnent l'impression que cette voiture est solide comme une roche, même sous les pires des conditions. Les accents combinent de merveille avec le bleu profond du ciel nordique. Donc, même dans un pays ou sous première impression ne semble d'avoir trop de liens avec notre marque d'automobile préféré, mais qui a son propre Cadillac Club, on peut se fournir des produits Cadillac, mettant le niveau de plaisir qu'on a en Island au point qui semble irréel.



CADILLAC CLUB ICELAND



Íslenski Cadillac Klúbburinn

Laugarnesvegur 66
105 Reykjavík
Iceland

Club President: Jóhann Vilhjálmsson

Date of founding: 14 december 2005 with 11 members.

Members: 60-70 members

Oldest Cadillac: 1941 Series 62

Most common model: 1970 to 1980ties Cadillacs

Club magazine is 'Le Bulletin'. It appears four times a year.

10 of our members are also members of the CLC in America.

We are building a club house where 20 cars can be stored



Spain: Cadillac Eldorado Convertible



Spanish dubbing for cars was fairly usual in U.S. automotive industry. Chrysler Cordoba, Ford Granada, Cadillac Seville, Mercury Monterey, GMC Sierra - manufacturers favoured Spanish names for their products particularly in the Seventies. They all are successors of Cadillac's Eldorado appearing with this name in 1953. „Eldorado“ does mean „The Golden“ and was used by Spanish conquerors when colonizing Mexico and South America believing there had to be a fabolous country where all objects were made of Gold, thus symbolizing everyones dream for the inachievable. An Eldorado Convertible in any of its various versions over decades was always the most ultimate piece of luxury you could drive, and even today there is no other car in the world getting this attention even from people who dont'care about cars: Experiencing an Eldorado Convertible, really everyone feels instantly this is the millenium, million-dollar car and an all-time high.

We choose Eldorado Convertible as „Spanish“ car because the struggle for gold as an unachievable dream does not only characterize the conquest of America but also the historic importance of Spain: the culture imported by Muslim religion making Cordoba a city with lighted streets at night and public street cleaning in the 7th century (!) and preserving the treasures of antique literature, the „reconquista“ establishing Spain kingdom as prominent example of tight government giving the input to discover America thus changing the world like Eldordado Convertible changed the luxury car market when it appeared.

It's also inevitable to cruise through Spain in a Convertible: The wide plains surrounding Madrid, where you can smell the heat of Spanish summer, the pittoresque windmills of „La Mancha“, the view of the red facades of „Alhambra“ in Granada, one of the world's most impressive palaces, or the fancy „Giralda“ tower in Sevilla's pulsing street life. Eldorado Convertible driving does open your mind to enjoy different cultures, different eras of history and fascinating views as the worlds biggest palm forest in Elche near Mediterranean Sea. Driving an Eldorado Convertible through Spanish history means a tale of thousand and one nights making you feel you found the „Golden Country“ - at the steering wheel of this absolutely ultimate car...

L'appellation des voitures avec les noms espagnols était relativement usuel dans l'industrie automobile américaine : Chrysler Cordoba, Ford Granada, Cadillac Seville, Mercury Monterey, GMC Sierra. Les fabricants favorisaient les noms espagnols pour leurs produits, essentiellement pendant les '70s. Toutes sont les successeurs d'Eldorado de Cadillac que apparut avec le nom en 1953. « Eldorado » veut dire « doré » et dérive des conquérants espagnols pendant la colonisation de Mexique et Amérique du Sud qui croyaient qu'il doit être un pays fabuleux ou tous les objets était en or, ainsi symbolisant le rêve de tout le monde pour l'infaisable. Un cabriolet Eldorado en n'importe quelle de ses variations diverses a travers les décades était toujours la pièce du luxe ultime qu'on peut pilote, et même aujourd'hui il n'y a pas une autre voiture pour attirer l'attention – même de gens qui ne se préoccupent de l'auto. En éprouvant l'Eldorado cabriolet tout le monde savent à l'instant que ça c'est le millenium, la voiture d'un million de dollars, le comble de toujours.

On choisi le Cabriolet Eldorado comme voiture 'espagnol' parce que la lutte pour l'or comme un rêve infaisable ne caractérise que la conquête d'Amérique mais aussi l'importance historique d'Espagne. La culture importé par la religion musulman fit de Cordoba une cité d'éclairage des rues et assainissement public au 7eme siècle (!) et qui conservaient les trésors de la littérature antique. La *reconquista* établit le royaume espagnol comme une exemplaire notable du gouvernement tendu donnant l'impulsion pour le découvert d'Amérique et ainsi a changé le Monde, comme le Cabriolet Eldorado changea le marché de voitures de luxe quand il apparut.

Une décapotable est aussi obligatoire si on balade en Espagne. Les prés larges autours de Madrid ou on sent la chaleur d'été, les moulins a vent pittoresques de « La Mancha », la vue des façades rouges de « l'Alhambra » de Granada, parmi les palais les plus impressionnant du Monde, le tour de la « Giralda » fantastique dans la vie pulsante des rues de Seville. Conduire l'Eldorado Cabriolet ouvre le cerveau aux connaissances des autres cultures, autres époques de l'histoire, et les vues de fascination comme le palmier plus grand du Monde d'Elche, près de la Mer Méditerranée. Roulant d'un Eldorado Cabriolet a travers l'histoire d'Espagne signifie une conte des mille et une nuits que vous sentiez que vous avez trouvé le « Pays d'orée » au volant de cette voiture ultime.



CADILLAC CLUB SPAIN

Cadillac Club LaSalle de España

Apartado 29
46182 Valencia—España
Teléfono: 96 1329006
Fax: 96 1320923
E-mail: info@clubcadillac.com

Club President: Carlos Sambeat (see right)

Vice President Peter Lewin

Treasurer J. Ramon Songel

Secretary Jose Cubells

Date of founding: February 2005

Members: 50 members.

Oldest Cadillac: 1915

Newest Cadillac 1987

Most common model: no particular model, but two 1930 16-cylinder-Cadillacs, cabriolet and roadster (red) shown below, and one former executive authority Cadillac (below right)

Ten of our members are also members of the CLC in America.



Great Britain: Cadillac Seville



Looking for a Cadillac appropriate to represent Great Britain nearly automatically leads to the Cadillac Seville because in Europe Cadillac had only one real rival: Rolls-Royce (but only until they lost all of their spirit using BMW parts) built cars being able to match Cadillac in comfort, quietness and image. Therefore in the Seventies Cadillac had to develop a car that could avoid customers to try a Rolls instead of a Fleetwood or DeVille looking for better roadholding capacities. This was the hour of birth for Seville. Crisp, European styling with rectangular roofline, big tires in a compact body, powerful 5.7-litre engine manufactured by Oldsmobile and only 5,20 metres of length making Seville the smallest Cadillac but also the most expensive. The story of the first modern Seville immediately was a story of success, and Cadillac really succeeded in capturing Rolls-Royce buyers, but did not look really British.

The successor scheduled for 1980 was based upon an inspiration of Bill Mitchell, Cadillac design executive, when looking out of his hotel suite down to the streets of London while his wife went shopping in Bond street. One of the most prominent executive cars, the Daimler DS 420, still carried the „Hooper-Daimler“-bustletrunk. Cadillac decided to adopt this shaping for the new Seville and created the first real „retro car“ of the industry. This design combined best British tradition with most advanced features (as e.g., the variable displacement V8-6-4 engine in 1981) allowing to travel in distinctive style while enjoying the Seville as quietest car worldwide. This Seville was copied by rivals about 20 years later, as BMW-Rolls-Royce where even today the Phantom seems to be a tasteless copy of Seville trying to imitate interior design, pinstriping or chrome trim on the hood. And other competitors, like Mercedes CLS or VW Passat CC, copied the frameless doors Seville introduced 1980.

Thus, Seville represents British style at its best and demonstrates that progress sometimes does not require a step forward but may be better achievable by preserving and carefully developing traditional values - back to the roots of history.

En cherchant pour un Cadillac à représenter la Grande Bretagne on arrive presque automatiquement au Cadillac Seville. En Europe Cadillac avait qu'un vrai rival : Rolls-Royce, qui fabriquait des voitures capables a rivaliser au Cadillac en confort, silence et image – jusqu'ils ont perdu leurs esprit en utilisant des éléments constitutifs BMW. Ainsi, pendant les '70, Cadillac devait développer une voiture qui évite que les clients à la recherche de bon maniabilité regard envers Rolls au lieu de Fleetwood ou De Ville. C'était l'heur de naissance du Seville. Un style tranchant, Européen, avec un ligne de toit rectangulaire, des pneus grands en carrosserie compact, un moteur puissant de 5,7 litres fait par Oldsmobile, et que 5,20 mètres de longueur, le Seville était le plus petit, mais aussi le plus cher, Cadillac que jamais. L'histoire du premier Seville modern était de réussi immédiate et Cadillac capturait les acheteurs de Rolls-Royce. Mais il ne semblait pas vraiment britannique.

Le successeur, programmé pour 1980, était fait sous l'inspiration de Bill Mitchell, exécutif Cadillac de dessin, en regardant les rues de Londres au même temps que sa femme faisait les cours en *Bond Street*. Une des voitures exécutives de grande évidence, le Daimler DS420 portait toujours le *bustle-trunk* « Hooper-Daimler ». Cadillac a décidé d'adopter cette forme pour le nouveau Seville, et créa le premier « retro car » de l'industrie. Le dessin combinait la meilleure de la tradition britannique avec des éléments les plus avancés (comme, par exemple, le moteur de cylindrée variable V-8-6-4 de 1981) qui permettaient de voyager en style distingué au même temps que bénéficier de la voiture la plus silencieux du Monde. Cet Seville était imité par Rolls-Royce envers 20 ans plus tard comme le BMW-Rolls-Royce ou, même aujourd'hui le Phantom semble comme un copie sans bonne goûté d'un Seville, avec un essaye a imiter le dessin de l'intérieur, le peinture fin et le chrome du capot. La concurrence Mercedes CL5 et VW Passat CC imitèrent les ports sans encadrements Seville introduits en 1980.

Le Seville, donc, représente le style britannique a son meilleur et indique que parfois le progrès ne demande pas un pas en avant mais peut être gagné par la conservation et développement soigneux des valeurs traditionnelles – un retour vers les racines de l'histoire.



CADILLAC CLUB GREAT BRITAIN

Cadillac

OWNERS CLUB OF GREAT BRITAIN

Cadillac Owners Club of Great Britain

C/o Bob Thomas,
15 Bleakley Avenue,
Notton,
Wakefield WF4 2NT,
United Kingdom.



Club President: Peter Griffith (see right)

Treasurer: Bob Thomas

Magazine and Website: Rob Maidment

Membership: Rod Bevan

Date of founding: 19 91

Members: max recent years 307, average 250

Oldest Cadillac: 1903

Newest Cadillac 2009

Most common model: 1959 (various) and 1999-2002 STS Seviles

Club magazine bi-monthly (6 per year)

Twelve of our members are also members of the CLC in America.

Brief History: The Cadillac Owners Club of Great Britain was formed in July 1991 with Julian Lodge as chairman. The first newsletter appeared at the end of 1991 and the first Cadillac gathering was held in 1992, at which more than two hundred Cadillacs turned out from all over the country. Over the next few years the club grew steadily, with regular monthly meetings held in Leicester and Epping and an annual 'Cadillac Spectacular' held at various central locations.

In 1994, Bob Thomas took over as Chairman, and during 1996, Rob Maidment joined as International Liaison, with the club eventually affiliating to the Cadillac LaSalle Club of America. Rob then took over editing the magazine and two years later started the COCGB website, both of which he continues to do.

In 1998, Peter Griffith was elected Chairman, and remains in the role to his day. The 2003 'Grand International' and the re-enactment of the 1903 RAC 1,000-mile Endurance Run was staged by the club at Crystal Palace, London, at which Sir Stirling Moss generously officiated. Stirling did this in lieu of having driven the 1903 'Bennett' Cadillac 50 years earlier with Fred Bennett, the man responsible for Cadillac's double winning of the Dewar Trophy. Julian Bennett, Fred Bennett's grandson, successfully completed the 2003 Run, featuring in numerous magazines and newspapers and three times on BBC Television.

In 2007, Paul Moss became the present Show Organiser, concentrating on smaller but more intrinsically interesting Club get-togethers. On the sudden death of Ray Giles in 2009, Bob Thomas took over as Treasurer while continuing as Membership Secretary. At the 2010 Annual General Meeting, Rod Bevan volunteered for Membership Secretary, thereby bringing the Committee back up to strength.

Cadillac

OWNERS CLUB OF GREAT BRITAIN



Nik's 1973 Coupe in Le Touquet 'practicing' for the upcoming GE in France

MARCH – APRIL 2010



Suisse: Cadillac Fleetwood

There is no other car name in the world which is as self-explaining as „Fleetwood“. Originally only the brand of a body manufacturer later on taken over by GM, this name does only define one thing: This car has to be the flagship of Cadillac as worlds most important luxury brand. Buy a Fleetwood of any model year and you know there was never a competitor able to match this superb blend of distinction, class, glamour and leadership in engineering and styling.

Therefore we are proud to present Fleetwood as „Switzerland“ Cadillac. Being the county where „big money“ from all over the world is funded by the rich and beautiful people, inevitably Swiss banking is known for its discreet, respectable service. A perfect surrounding for luxury cars of both bankers and customers. Therefore, traditionally Switzerland is Europe’s country where Cadillacs are endemic, and among them, Fleetwood does represent in the best possible manner top-of-the-world qualities which are typically for Switzerland: competence, consistent and decent luxury, and last but not least longevity, sophistication and perfect function as handcrafted Swiss watches.

Driving in Switzerland does also reveal a perfect interaction between nature and car: Climbing uphill you enjoy phantastic mountain scenery without any disturbing noise because Fleetwood’s engine with its low-end torque allows to ascend with idle speed where even an S-Class Benz or a BMW 7 with 12-cylinder-engine produce a burping noise because they need high rpm to climb. If temperature should decrease because you reached the top of big St. Bernhard col at 2.469 metres, Fleetwood does not require any action because climate control does maintain perfectly the temperature you adjusted the day you purchased the car and never changed it because the car does this job perfectly.

Looking for summit automotive experience in Europe, there is no better recommendation than to combine Alpine scenery of Switzerland with unsurmountable flair of Fleetwood: A proud, gleaming, confident life.



Il n’y a pas aucun autre nom dans le monde de voiture qui s’explique assez bien de soi-même que le « Fleetwood ». D’origine que la marque d’un carrossier et ensuit pris par GM, le nom ne définit qu’une chose : cette voiture devait être le vaisseau amiral de Cadillac comme la marque luxe la plus important du Monde. Acheter un Fleetwood de n’importe quelle année et vous saurez qu’il n’y avait jamais un concurrent capable de rivaliser cette mélange superbe de distinction, classe, glamour, et qualité dans l’art d’ingénieur et du style.

Nous somme, par conséquent, fier de présenter le Fleetwood comme le Cadillac « Suisse ». Etant le pays du Monde ou « l’argent grand » supporte les gens riches et beaux, c’est inévitable que la banque suisse est connue pour une service discrète et respectueuse : un encadrement parfait pour les banquiers et leurs clients.

La Suisse est de tradition, donc, le pays européen où les Cadillacs sont bien répandus. Et parmi eux le Fleetwood, qui représente d’une manière excellente les qualités d’hauteur qui sont du typique pour la Suisse : la capacité, du luxe consistant et décent, la longévité, la sophistication et la fonctionnement parfait des montres suisse.

Conduire en Suisse révèle l’interaction parfaite entre la nature et la voiture. En montant les pentes on bénéficie des vues montagneux fantastiques sans aucun bruit gênant parce que le moteur de Fleetwood avec du grand couple vous permet de monter à la vitesse du grand ralenti où une classe S Benz ou BMW 7 avec un moteur de 12 cylindres produisent un bruit désagréable car ils ont besoin de hautes révolutions pour monter. Si la température tombe parce que vous avez gagné le cime du col Grand St Bernard à 2.469 mètres, le Fleetwood n’a pas besoin d’aucun action de votre part. Le control du clim entretient parfaitement la température que vous avez ajusté le jour que vous avez acheté la voiture – et reste inchangé parce que l’auto fait son travaille de perfection.

En cherchant pour la cime d’expérience automobile en Europe, il n’y a pas recommandation meilleur que la combinaison des vues alpines suisses et l’élan insurmountable de Fleetwood: une vie fière, brillante et confidente.



CADILLAC CLUB SWITZERLAND

Cadillac Club of Switzerland

Arion M. Scheifele,
President,
Wilweg 6
CH-4437 Waldenburg
(Schweiz)



Präsident: Arion M. Scheifele
Vizepräsident: Fredy Ursprung
Sekretär: Christian Hardegger
Kassier: Emmanuel Fässler
Beisitzer: Kurt Schellenberg

date of founding: 20 October 1984

Number of members: 153 (228 cars)

oldest Cadillacs of the members:

1926 Coupé Golfer,
1926 Touring Conv.,
1926 S.314 Custom Phaeton

Youngest Cadillac of members:

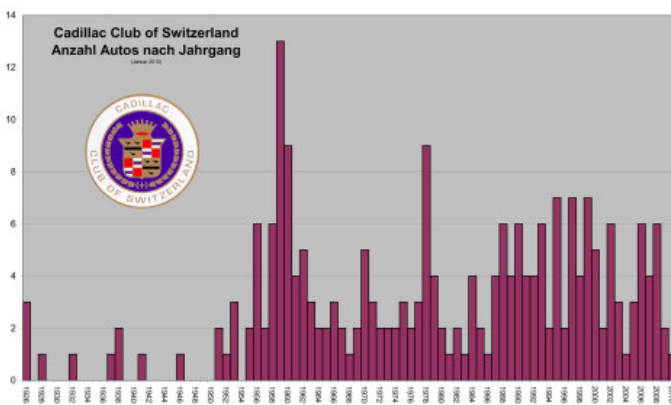
2010 SRX

Most common Cadillac model and year in the club

1959 (13 of 228 cars, about ca. 6%)

name and period of publishing of club magazine DRIVE-IN, appearing quarterly

14 members are also CLC members



Above: Swiss perfection: Exact car statistics chart

Right: Title of „DRIVE-IN“ Club magazine



Arion Scheifele, President

DRIVE-IN

Offizielles Mitteilungsblatt des



Cadillac
Club of Switzerland



25 Jahre CCS

Ausgabe Nr. 4/09 (November 2009)



Sweden: Cadillac Brougham



Scandinavia - the real European paradise for U.S. car enthusiasts. No other country outside America offers a comparable number of U.S. classics on the streets. Arriving in Sweden for the first time, you believe to be the victim of a time shift: Leaving your Cadillac, a 1963 Buick Electra 225 slowly coasts down. At the shopping mall beneath your car there is a pastel blue 1955 Olds Delta 88 Wagon. And later, in the center of the small town, you can see a yellow 1959 Coupe DeVille in the parking lot. And if you should attend a little car meeting - not the famous Västerås or Rättvik meetings where you may notice over 10.000 (!) U.S. cars - you will be stunned endlessly: DeSoto Adventurer, Mercury Monterey, Hudson Hornet, Pontiac Chieftain and two Pontiac Catalina Station Wagons, all of the Fitfites and all in perfect condition, better than museum quality!

Swedens winter days with at the most only some two or three hours of sun allow you to carry out car works for the whole winter, and when midsummer days arrive, you can enjoy sunshine nearly all day long on the polished surface of paint. So there is one clear choice for the Cadillac of Sweden: The Cadillac Brougham. Because the Brougham may be the most authentic Cadillac ever with a form defining for all times how a Cadillac has to appear: Bold, straight, formal but ritzy. It's also the heartbeat of Cadillac: the last Cadillac assembled in the Clark Avenue plant, maybe the last Cadillac having its own soul. The 5-litre „Iron Duke“ in the engine bay delivered by Oldsmobile, one of the best engines ever built, silky, low fuel consumption, endless torque for a million trouble-free miles, alluding to the love of Swedens fellows for all U.S. manufacturers.

Scandinavian motorways are particularly designed for cruising - cross the border, set cruise control to 55 miles and drive for a whole day, take the time to look at the other road cruisers and the mellifluous Swedish panorama: flowered meadows, „Falun“-red wooden houses, charming harbours, impressive rock drawings from the Bronze Age, and at last the Cadillac Brougham parked at the shoreline between the famous red cliffs of Swedish west coast, gleaming in the intensely orange shine of the midsummer sun - a car that was created for this country...

Scandinavie – le vrai paradis européen pour le passionné de voitures américaines. Il n'y a pas autre pays au dehors des Etats-Unis qui offre un chiffre comparable des voitures classiques américaines sur les chaussés. Arrivant en Suède pour première fois on imagine qu'on est victime d'un déplacement du temps. Laisant votre Cadillac, un Buick Electra 225 descende doucement. Au « mall » en dessous de votre voiture il y a un Olds Delta 88 Wagon de 1955 en bleu léger. Plus tard, au centre d'une petite ville vous pouvez voire un Coupé de Ville en jaune de 1959 sur le parking. Si vous visitiez une petite réunion de voitures - pas la fameuse Västerås ou Rättvik ou on trouve plus de 10.000 (!) autos US – vous serez étonnés sans fin : DeSoto Adventurer, Mercury Monterey, Hudson Hornet, Pontiac Chieftan, et deux Pontiac Catalina Station Wagons – toutes des années '50 et toutes en condition parfaite, meilleur que condition du musée.

Les jours hivernaux de Suède avec au plus que deux ou trois heures du soleil donnent l'occasion de faire les travaux sur les voitures pour tout l'hiver. L'été vous pouvez profiter d'un soleil presque toute la journée sur la surface poncé de la peinture. Il y n'a donc que une seule choix pour le Cadillac de Suède : le Cadillac Brougham. Le Brougham pourrait être le Cadillac le plus authentique de toujours avec une ligne qui définit comment un Cadillac faut être : téméraire, droit, formel, mais « ritzy ». Il est le pouls de Cadillac : le dernier jamais fait a l'usine de Clark Ave.; peut être le dernier Cadillac avec sa propre âme. Le moteur « Iron Duke » sous le capot – livré par Oldsmobile – est parmi les meilleurs moteurs jamais fait, doux, avec faible consommation du carburant, couple sans fin pour les millions des *miles* sans soucis se réfère a l'amour des gars suédois pour tous les fabricants américaines.

Les autoroutes scandinaves sont dessinés spécifiquement pour balader : traverser la frontière, mettre le *cruise control* a 55 *m.p.h.* et rouler pour toute la journée. Prendre du temps pour observer les autres routards et la vue douceuse des près fleuris suédois, les maisons « Falun » en bois rouge, les petits havres du charme et les dessins impressionnants sur les roches de l'Age de Bronze. Et le dernier Cadillac Brougham garé sur la côte entre les fameuses falaises rouges de la côte occidentale du Suède, brillante dans le soleil intense et orange du cœur d'été – une voiture fait pour ce pays.



CADILLAC CLUB SWEDEN

Cadillac Automobile Club

Kulladalsvägen 17, S-44832 Floda, Sweden

Club President: Tage M. Jिंगnert (see right)

Secretary Anita Andersson-Rask

Foeign Secretary & Liaison Anders S. Wald (see right below)

Date of founding: 1972

Members: 1000 members

Oldest Cadillac: 1913

Newest Cadillac 2010

Most common model: 1958

Club magazine is Cadillac Automobile Club

Magazine. It appears four times a year. **35 of our members are also members of the CLC in America.**



The cover of the Cadillac Automobile Club magazine for June 2009. The top left features the Cadillac logo in orange and red. To the right is the club's crest with the year 1972. Below the logo is the text "Automobile Club" and "Nr 57 år 2009". The main image is a photograph of a large, modern building with a red roof and white facade, with several classic cars parked in front. Text on the cover includes: "Essen - Världens största mässa för klassiska bilar." (Essen - The world's largest fair for classic cars.), "Nossebro marknad 6 juni 2009" (Nossebro market 6 June 2009), "Vårträffen 22-24 maj" (Our meeting 22-24 May), "Cadillac Escalade Platinum Hybrid 2009 - Överträffad bränsleekonomi" (Cadillac Escalade Platinum Hybrid 2009 - Exceeded fuel economy), "Stockholmsresan 30 maj 2009" (Stockholm trip 30 May 2009), and "Tjolöholm Classic Show - Rekord i antal bilar och besökare" (Tjolöholm Classic Show - Record in number of cars and visitors). At the bottom, the website addresses "www.cadillacautomobileclub.com" and "www.cadillacklubben.com" are listed.



Netherlands: Cadillac Calais



The Netherlands have a great tradition of seafaring. That makes you feel even today that Dutch people are cosmopolitans. Best prerequisites for driving a Cadillac. Appealing to seafaring, we elected Cadillac Calais as „the“ Cadillac for Netherlands as it is the only one which borrowed its name from a harbour city. Cadillac Calais was manufactured from 1964 to 1976 and a fullsize model, thus representing the classic landyacht, adding some additional elegance through the Calais-exclusive third window located in the sail panel.

Just the right car to sail around Dutch canals and inland seas setting cruise control in a flat country without any hills. As you do not notice road noise due to Cadillac sound isolation, you may really believe to sail there with the quiet engine delivering power comparable to wind breezes. Stop near picturesque windmills or white painted drawbridges and you may only have the one desire that someone skilled may ask your permission to paint this scenery including the Cadillac Calais with its dim color from the Sixties or early Seventies. The Netherlands are famous for their artists who created paintings showing an incredible sophistication in illustrating the flow of light over surfaces of objects. There would be no finer imagination as a Cadillac picture painted by, say, Rembrandt or my favourite painter Jan Vermeer van Delft. However, such painter would have to visit countryside for painting the Cadillac as Dutch cities normally do not offer the space necessary to find any parking lot for a landyacht. Did you ever try to find such parking in Amsterdam? I know what I'm talking of. It's even difficult to pass the narrow bends without backing because otherwise you believe the Cadillac will sink down in the Canal, and if you should discover a parking lot the last third of your Cadillac would create a barrier extending into the street.

Cadillac Calais thus emphasizes the international, cosmopolitan features of Netherlands, while brocade upholstery invites to link this car to Delft porcelaine: Flower ornaments, decent shapes, a long tradition of craftsmanship. Keep the Cadillac as you would a Delft vase: Clean it, polish it and display it at a prominent location - maybe some modern Jan Vermeer will appear for creating another masterpiece picture...

Les Pays-Bas ont une grande tradition marine. Même aujourd'hui on a l'impression que les Hollandais sont de cosmopolites. Faisant référence marin on a choisit le Cadillac Calais comme « le » Cadillac des Pays-Bas : c'est le seul qu'a pris son nom d'un cité portuaire. Le Cadillac Calais était fabriqué de 1964 à 1976 comme modèle *full size* et, donc, présente le « yacht terrestre » avec une élégance additionnelle par les troisième glaces exclusives au Cadillac dans le support du toit.

La voiture idéale pour naviguer les canaux et mers internes hollandais mettant le *cruise control* en marche dans un pays plat sans collines. On ne note pas le bruit de chaussée grâce à l'isolation acoustique et c'est possible à croire que on fait voiler, le moteur silencieux livrant une puissance comparable avec les souffles de vent. Arrêter à côté d'un moulin à vent pittoresque, ou un pont levant peint blanc, et la seule envie est que quelqu'un capable vous demande permission de peindre la scène, Cadillac Calais inclus, avec ses couleurs modestes des années '60s ou '70s. Les Pays-Bas sont renommés pour leurs artistes qui créaient les peintures qui montrent une capacité incroyable d'illustrer l'écoulement de la lumière sur les surfaces des objets. Il n'y aura pas meilleur image qu'un Cadillac peint par, disons, Rembrandt ou mon artiste préféré Jan Vermeer van Delft. Néanmoins, un tel artiste serait obligé de visiter la campagne pour la peinture d'un Cadillac car les villes des Pays-Bas normalement ne offrent pas de la place pour garer un « yacht terrestre ». Est-ce que vous avez jamais essayé de trouver une place à garer en Amsterdam ? Je connais dont je parle. C'est même difficile à traverser les petits coins sans mettre l'auto en reverse parce que vous avez peur de laisser tomber votre Cadillac dans un canal, et si vous trouveriez un parking le dernier tiers de votre Cadillac créera une barrière traversant la rue.

Le Cadillac Calais, ainsi, met l'emphase sur les aspects internationaux et cosmopolites des Pays-Bas, au même temps que la sellerie brodée lie cette voiture avec la porcelaine du Delft. Ornementation de fleurs, formes décentes, une tradition longue de maîtrise d'œuvre - garder votre Cadillac comme une vase de Delft : nettoyez-la, polir, et garder-la dans une position évident. Peut être un jour un Jan Vermeer modern apparaîtra à faire encore un chef d'œuvre.



CADILLAC CLUB NETHERLANDS

Cadillac Club Nederland

no specific postal address; see email

Club President:: Edwin Otten , voorzitter@cadillacclub.nl

Secretary : Wim van den brink , secretaris@cadillacclub.nl

Treasurer : Gerda Kok , penningmeester@cadillacclub.nl

Member administration : Servaas Timmermans ,
ledenadministratie@cadillacclub.nl

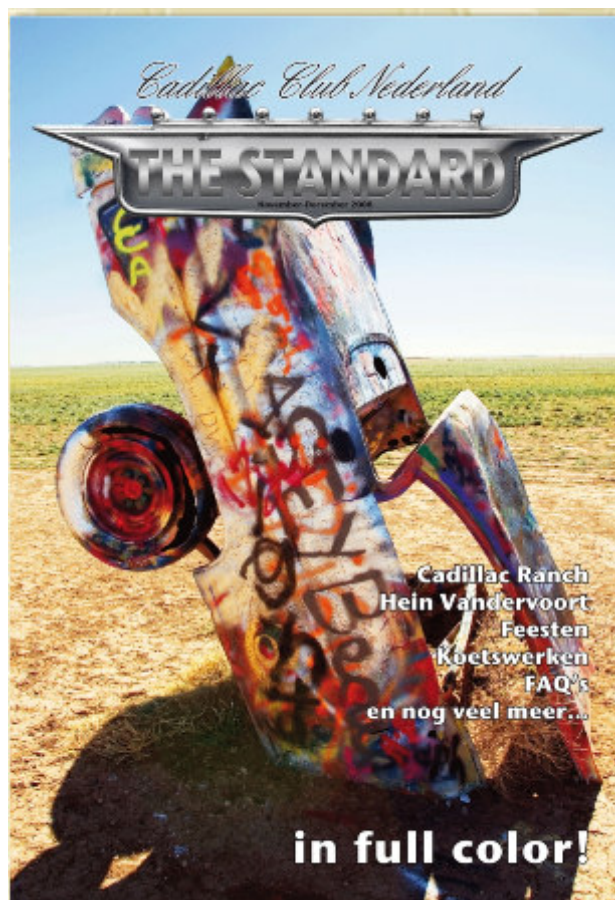
Event coordinator : Piet Kok , piet@cadillacclub.nl

Date of founding: 7 January 1990

Members: 500 members with approx. 750 cars.

Club magazine A club magazine (The STANDARD) has been published since the founding of the club. Many of the historic magazines can be found at our website.

Twenty-eight of our members are also members of the CLC in America.





Views From The Other Side Of The „Big Pond“

Driving Cadillacs in Germany

Due to time lack, there are only a few of our European CLC members attending the „Grand National“ or U.S. bound members visiting the „Grand European“. It's a pity that this opportunity to share our Cadillac experience on both sides of Atlantic is only accessible for these „happy few“. For those not being able to attend the „Grand European“ I would like to introduce you to the German Cadillac scenery which may provide you some interesting information.

At first, I tell you who writes this article. My name is Burkhard Briessmann. I reside in the suburbs of Munich, Bavaria, which most of you will know from the Oktoberfest, the „Münchner Kindl“ and the world-famous castles of our king Ludwig 2nd, a „must“ for all U.S. tourists who visit Europe. I'm working here as an attorney and have a family with my wife and 4 children, which is very rare in Germany's rather selfish „elbow-society“. I am member of the Classic Cadillac Club of Germany, the Oldsmobile Club of America (OCA) and – of course – of CLC. For now about 8 years I have been the editor-in-chief of our German Cadillac Club magazine, called „THE STANDARD“, alluding to Cadillac's ever-present advertising slogan. Surely, you may also be interested which car is the preferred choice of a German attorney, and you won't be deluded: I can release an affidavit – from the moment of having earned my driving license, I never wanted to drive anything other than an U.S.-built car of General Motors (even if I should be constrained to take a rental car), and following this rule, at the moment I'm using a collection of nineteen all-American, all-GM cars even for daily driving paying (expensive) attention to keep all of them in collectible shape: eight Cadillacs (1978 Sedan deVille, 1979 Fleetwood Brougham d'Elegance, 1981 Seville, 1984 Eldorado Biarritz convertible, 1985 Fleetwood Brougham, 1988 Brougham, 1990 Fleetwood Sixty Special, 1994 Fleetwood RWD) five Buicks

(1982 Electra with 20k miles, 1988 Park Avenue, 1991 Park Avenue, 1996 Roadmaster Limited Sedan, 1996 Roadmaster Estate Limited) and six marvellous low-mileage showroom condition Oldsmobiles (1978 Delta Eighty-Eight Royale Sedan, 1979 Delta Eighty-Eight Royale Coupe, 1979 Ninety-Eight Regency as armored ET 620 „Executive President“ version custom made by Executive Coachbuilders at Springfield, MO, 1979 Ninety-Eight Regency Diesel and 1979 Cutlass Supreme Brougham both with red leather interior and 1985 Toronado Brougham with all options).

In Germany, driving an American car is as exotic as snow in Puerto Rico. That may be caused by the fact that in Germany you pay car owners tax for every cui of your engine, so cars with big displacement are very expensive to hold even if you don't drive a mile. In addition to that, some tax exemptions which save money because the car has an approved catalyst cleaning system depend on certificates which usually are not available for American cars because GM renounced on them as consequence of the low sales in Europe. Thus, e.g. U.S. cars equipped with catalytic converter and 425 cui from 1978 have to pay full „air pollution tax“ with about 2,500.00 dollars per year even if in 1978 there was not one German car which had air pollution devices.

As consequence of German tax rules, domestic cars for decades had engines with nearly no displacement and therefore used less fuel than traditionally big U.S. engines. This led to the public opinion that U.S. cars are heavy gas guzzlers. Times have changed since GM introduced electronic fuel injection management and transmissions with overdrives, but this turnover was not noticed by German consumers. The reason for this ignorance can be imposed on German motor journalists who



refuse systematically to publish something which could invalidate the – really stupid – statement that German cars are the best of the world. For example, in 1979 there was a Diesel comparison test in our leading car magazine. As American participant they chose the super-luxury Olds Ninety-Eight and in spite of being the roomiest, utmost comfortable, fastest, most silent, smoothest and by far best-equipped car of the contest, they rated the Ninety-Eight on the last place. The winner was an Audi which had such a weak engine that it wasn't even possible to get data at a speed of 90 mph because the car didn't reach this speed. The reason for the glorious victory of Audi was the best handling ability – no wonder with an engine that wasn't even capable to reach the speed where you could test roadability! I know what I say when I compare my 1979 Olds Diesel to the current Audi 3.0-litre-turbodiesel because I drove both cars. It's sheerly unbelievable to enjoy the superb comfort of the Olds Ninety-Eight which delivers utmost luxury and an engine as smooth and powerful as a gasoline V8 when you compare it to the Audi A6 3.0 Turbo Quattro which gives you all the feelings you have in a medieval torture chamber: loud, harsh transmission shifts, absent climate control, seats which immediately make you feel all your spinal regions of your body in the most painful manner you can imagine.



Reading U.S. automotive press, it seems unbelievable to us here in „Old Europe“ that in „God's own country“ motoring journalists permit that cars made by BMW, Mercedes or even Audi are able to win contests against the top-of-the-line-models made by GM such as Cadillac DeVille/DTS, Buick Lucerne/Park Avenue or – in former times – Olds Ninety-Eight Regency. I am sure that public awareness of this astonishment which



German U.S. car enthusiasts usually have is rather unknown to U.S. citizens.

There was also a consequent suppressing of American car quality by German automotive press. The Cadillac Seville and Eldorado from 1980 to 1985 or the Cadillac FWD DeVilles and Fleetwoods from 1984 up provided a quality level which was reached by German cars only about ten years later (and is still copied by the Mercedes Benz S-class of today), however you could never read much about the leadership of Cadillac and GM in the luxury market. Instead of acknowledging the qualities of everyday driving – spaciousness, quiet ride, comfortable seating – car journalists in Germany and – surprisingly – also the U.S. cry for cars which can top the record lap at Nürburgring or Silverstone, but urge medical treatment if you have survived more than 100 miles in such cars suffering of an aching spinal column.

Therefore, Cadillac drivers in Germany are suspected to ignore the environment and to have much money because of owning such an expensive car. On the other hand, this opinion puts Cadillac onto the top when someone is asked which automotive brand stands for luxury. Even a Chevy Caprice is ranked as high as any Mercedes and a big block Cadillac equals any Maybach in rankings of normal people.

As result of these strange market basics, there are only few people who buy and drive American. There are some meetings (often organized by the „Street“ magazine) where not only car enthusiasts gather, but also those people who like the U.S. and the American way of life and enjoy the atmosphere, burgers and Miller beer from Milwaukee. Besides these events – which often show a certain hillbilly-touch – or common „oldtimer“ car meetings – where you can „adore“ German cars from the fifties as little as a rabbit hutch – specific events for U.S. car brands are very rare.

This was the basic reason why in 1992 the „Classic Cadillac Club of Germany“, which is officially registered at court, was founded. In comparison to membership figures of CLC, our 200 members seem ridiculously few, however these members are spread about entire Germany and represent a network of friendship over the whole country.

Once a year, we organize our „Event“ which can be compared to the „Grand National“ of the CLC, and also one „winter meeting“



where we celebrate the approaching Christmas time. One of our Club fellows, Georg Pfeiffer from Austria, is organizing annually the „Cadillac Bigmeet (webpage www.cadillac-bigmeet.com) at Kremsmünster, Austria, where far more than 100 Cadillacs from about seven countries gather each year in August to celebrate our favourite automotive brand.

Even if we have a reduced number of members, the overall quality of our cars is remarkably above average, and often our members win awards when their cars are judged at meetings.

The range of our model years is widespread, but we have nearly no members with cars before 1940. Like in the CLC, we think that even

the most recent Cadillacs are a future „Classic“ so that we have no limitation for our „youngtimer“ members. So we are proud to have one member from Munich with his DeVille DTS and Night Vision System which until today remains a feature that is unbelievable for Germans and was ignored for years by German motor press which now praise the active infrared system in the new Mercedes S-class presented in Germany as a milestone in automotive engineering keeping secret that Cadillac has offered a decisively more sophisticated passive infrared system 5 years ago!

For our members it is not even required to own a Cadillac because our goal lies in preserving and cherishing the potential of engineering, lifestyle, attitude and culture which is represented by any Cadillac. Driving Cadillac is not limited to cover a distance between Munich and Hamburg, it is always a commitment to a decent, gracious style which is consequence of the elegance of every Cadillac and which reflects dimensions of our history and of friendship to the U.S., the country where freedom and the ability to respect the rights of other people are much more endemic than in Germany. Thus, driving a Cadillac allows to us an experience that enlightens our daily life and makes it easy to find fellows with a similar attitude.

I've not yet participated in a CLC Grand National meeting; however I think that these meetings resemble a family meeting in the same manner as our annual „Events“ here on the most beautiful locations in Germany.



As in the CLC, the club magazine plays an important role in the life of the association. The magazine has the task to connect people who encounter themselves only a few times each year. Thus, the magazine reflects our common attitude and keeps our members informed so that they feel themselves as part of our community even if they never show up at any event. Clearly, our „STANDARD“ magazine provides all information about meetings and cruising tours all over Europe. Especially, we cover the biggest European U.S. car meeting in Västerås, Sweden with over 12 thousand classic U.S. cars every year, the Cadillac Bigmeet in Kremsmünster, Austria, and the round trips trough France which often include the return to the

origins of Cadillac in a little town amid the world-famous wine region of Bordeaux. Thus, the „STANDARD“ helps to keep alive our community of Cadillac lovers here on the old continent.

Our struggle is also to keep aware the consciousness for those qualities of cars which are important for everyday-driving and not only for race tracks. Therefore we also keep us informed about any technical news regarding Cadillac and hope that traditional values which have been lost in the past 15 years – when American cars more and more resembled Japanese or European products – will return soon. Maybe you can imagine how frenetically we applauded concept cars like the Cadillac Voyage and the Cadillac Sixteen. Cadillac has impressed European people because it was traditionally not only the best car you could buy but also a car which demonstrated its superiority by lavish, ritzy styling. Cars like the Seville STS – even if together with the fantastic DTS actually by far the best cars in the world if you compare them to any competitor – lack this additional lasting impression of pride and hugeness which the RWD Fleetwood and Brougham and DeVille have delivered over decades and which made it unnecessary to explain to anyone that this car was „standard of the world“. Despite such creatures as BLS („Boring Little Saab“) and the economical crisis of today we hope that GM and Cadillac some day may create a resurrection of these qualities which resembles the re-appearance of the Camaro of the Sixties. Until this should happen, we are preserving and cosseting our gracious dinosaurs with the wreath and crest emblem enjoying friendship with people which share our attitudes.

Burkhard Briessmann



Call it Fleetwood!



A car's name has huge influence on the decision to buy. And therefore manufacturers spend millions of dollars in market researches to find out how to dub their latest product in a manner that attracts buyers as much as possible.

Market rivals in the so-called „Premium“ sector are all using letter codes: Lexus LS 450, Infiniti M, Mercedes S 500, BMW 745. Starting with Chrysler's 300 series in the Fifties, letter codes have become common. Cadillac strongly refused to change to letter codes even if „Series 62“ did resemble to a letter code. But starting with disappearance of the Series 62 in 1964, decades followed where a Cadillac always had a name as if it was a natural person.

This habit changed only at the soil of the 21st century: Even if alluding to DeVille Touring Sedan and Seville Touring Sedan, DTS and STS delivered a new flavor in Cadillac's name lineup, and XLR and XRS were the first Cadillacs renouncing completely on any temptation to explain why the car had this name. This makes a difference to competitors because traditionally Lexus or Mercedes used to choose their letters indicating displacement, meaning that a Lexus LS 420 had a 4,2-litre-engine oder a Mercedes 500 a 5-litre. However, for some years even this indication of displacement does deceive customers because of lean cost production and the struggle to achieve less fuel consumption using downsized engines. Thus, Mercedes E-class buyers may choose between E 200 CDI, E 220 CDI and E 250 CDI, but ALL these cars have the same 2,1-litre engine distinguished among them only by different injection layout. Or BMW, where the new 750i delivers only 4,4 litres of displacement and the new 740i a blameful 2,9-litre!

So there is no real reason for letter codes. Rather, try to remember the difference between current Cadillacs: XLR and SRX - or was it XRS or XRL? Other than a „real“ name, such designation does not offer any link to the car and people who remember phone numbers better than others may have an advantage in recognizing such cars while other people may choose their number plate letter code as name for their car because it's insignificant anyway.

We would not discuss this topic if we'd not know that Cadillac presented its new top sedan this January at Detroit

Le nom d'une voiture porte un grand effet sur la décision d'acheter. Les fabricants ainsi dépensent des millions des dollars en l'investigation des marchés pour établir comment on doit baptiser leur produit plus récent de manière d'attirer les acheteurs.

Les rivaux dans le secteur soi-disant *premium* utilisent tous les codes des chiffres : Lexus LS450, Infiniti M, Mercedes S 500, BMW 745. Sortant des séries Chrysler 300 pendant les années '50 les codes des chiffres sont devenus commun. Cadillac résistait fortement à changer aux codes chiffres, même si « Series 62 » rassemble un tel code. Mais 1964 a vu la disparition du Series 62 et pendant les décades qui suivaient Cadillac avait toujours eu un nom comme un être vivant.

Cette habitude ne changeait jusqu'au début du 21ème siècle. Mais si l'allusion au De Ville Touring Sedan ou Seville Touring Sedan comme DTS ou STS donnait une saveur différent à la gamme de Cadillac, les XLR et XRS étaient les premiers Cadillacs à renoncer à aucune tentation d'expliquer pour quoi la voiture a ce nom. Ça marque une différence avec la concurrence car, traditionnellement, Lexus et Mercedes ont choisi leurs chiffres en indication de la cylindrée, ça veut dire que le Lexus LS 420 avait un moteur de 4,2 litres et un Mercedes 500 un 5 litre. Cependant, pour quelques années même cette indication de cylindrée est décevant envers les clients à cause de la lutte de réduire la consommation des moteurs par l'introduction des engins plus petits. Ainsi, les acheteurs des Mercedes E-class pourraient choisir entre l'E200CDI, l'E220CDI, et l'E250CDI; mais toutes ces voitures ont le même moteur de 2,1 litres, la différence réside dans les arrangements d'injection. Le nouvel BMW 750i n'a qu'une cylindrée de 4,4 litres et le 740i neuf un faible 2,9 litres !

Il n'y a pas, donc, un vrai raison pour les codes chiffres. Essayez-vous à rappeler la différence entre les Cadillacs actuels : XLR et SRX – ou c'est XRS et XRL ? Appart d'un « vrai » nom, ces désignations n'offrent pas un lien à la voiture et les gens qui rappellent les numéros téléphone auront l'avantage sur les autres qui ne les rappellent bien sur la reconnaissance de telles voitures. Les autres peuvent choisir les chiffres de leurs plaques minéralogiques comme un nom pour leurs voitures. La voiture est insignifiante de toute façon.



Motor Show. This super-luxury car was announced as Cadillac XTS, and here there is the problem.

XTS says absolutely nothing, like SRX and XLR, and will be confused with the other 3-letter-codes and those of other brands like Jaguar's XJS. There is no link to the glorious Cadillac history. Even someone buying his first Cadillac would appreciate to buy a piece of history and a car that has a name famous for quality, outstanding design and unsurpassed luxury amenities.

Therefore our proposal: Make the XTS the new Fleetwood. There will be no need to explain why because even today if you show a Fleetwood of the past to anyone looking at this car, people know that Fleetwood is the top of the line Cadillac. Cadillac buyers want to see some distance between their car and the rest of the world, and re-gaining this name would allow to create this distance to any faceless name of the rest of automotive competitors.

Surely, people won't buy a car only because of its name. But if the car meets the buyers' expectations, they will be convinced much easier and faster to sign the purchase contract if they can buy not only a car, but a piece of history.

I believe that we as fellows of the CLC and its affiliated clubs all over the world should be able to guess what would be necessary to bring back the success to Cadillac. In our changing world where topspeed and fast acceleration lose their value in favour of comfort and economy, exactly the pampered, silent, plush ride of a traditional Cadillac delivers what the world is calling for. Thus, Cadillac should avoid to copy so-called „premium“ brands with qualities which will not only be important for the future but lead the way offering ultra-posh, comfortable ride experience combined with sophisticated engineering. It was Mercedes and BMW, not Cadillac, which had to pay gas guzzler tax in the Eighties and Nineties following C.A.F.E. rules, and until today you don't find any competitor matching Cadillac's economy and comfort.

There is only one conclusion. We should engage ourselves in the discussion which was promised to the customers of the „new“ GM when developing their products and their strategy. We as those who devote their spare time to the preservation and heritage of Cadillac are aware which attributes are necessary to keep the Cadillac spirit alive. Therefore we should start to make our opinion heard by those who will have to decide finally about the dubbing of the new big Cadillac and maybe also about the destiny of the brand.

I have to admit that we all as collectors will have some finer attitude towards history, but I believe firmly that tradition is one of the highest and hardest earned benefits of Cadillac which is worth to preserve - or can you imagine a Cadillac Grand European of 2050 where XLR, SRX, XLS, DTX, XTD, SXR, RLX, XRS, SST, TSX, TXD Cadillacs are lined up and you need a particular directory to distinguish them?

On n'aurait pas discuté ce thème si on n'a pas su que Cadillac présenta son nouvel *top* berline janvier à Detroit *Motor Show*. Cette super-luxe voiture était annoncé comme le Cadillac XTS, et voici le problème.

XTS dit absolument rien, comme SRX et XLR et sera confus avec les autres codes de trois chiffres et les autres marques comme le Jaguar XJS. Il n'y a pas aucun lien avec l'histoire glorieuse du Cadillac. Même quelqu'un qui achète son premier Cadillac aimerait une tranche d'histoire et une voiture avec un nom renommé pour la qualité, le dessin remarquable et luxe d'aménités hors paire.

Voici notre proposition : faisons le XTS le Fleetwood neuf. On n'a pas besoin d'expliquer pour quoi. Même aujourd'hui si on expose un Fleetwood d'antan tout le monde qui le regarde savent que le Fleetwood est la crème de la crème Cadillac. Les acheteurs Cadillac veulent une certaine distance entre leur voiture et le reste du monde. Rattrapant le nom créera cette distance d'une nom sans visage de la reste de la concurrence automobile.

Bien sûr, les gens n'achètent pas une voiture que pour son nom. Mais si la voiture satisfait les attentes, ils seront convaincus facilement et signer le contrat d'achat si ils peuvent acheter en plus qu'une voiture une pièce d'histoire.

Je crois que nous, les adhérents du CLC et ses affiliés partout le Monde, doivent imaginer ce dont on a besoin pour récupérer le succès de Cadillac. Dans notre Monde en flux ou la vitesse maximum et la forte accélération perdent leur valeur devant le confort et l'économie, c'est exactement le parcours choyé, silencieux et luxueux d'un Cadillac que le Monde demande. Cadillac, ainsi, devait éviter d'imiter les soi-disant marques *premium*, qui ne seront pas importants pour la future, et marcher en tête avec l'offre d'un parcours ultra-luxe, confortable en combinaison avec la technologie avancée. C'était Mercedes et BMW – pas Cadillac – qui étaient obligés à payer l'impôt sur la consommation excessive du carburant suivant la décision du C.A.F.E pendant les années '80 et '90. Aujourd'hui vous ne trouverez pas un concurrent à rivaliser l'économie et confort d'un Cadillac.

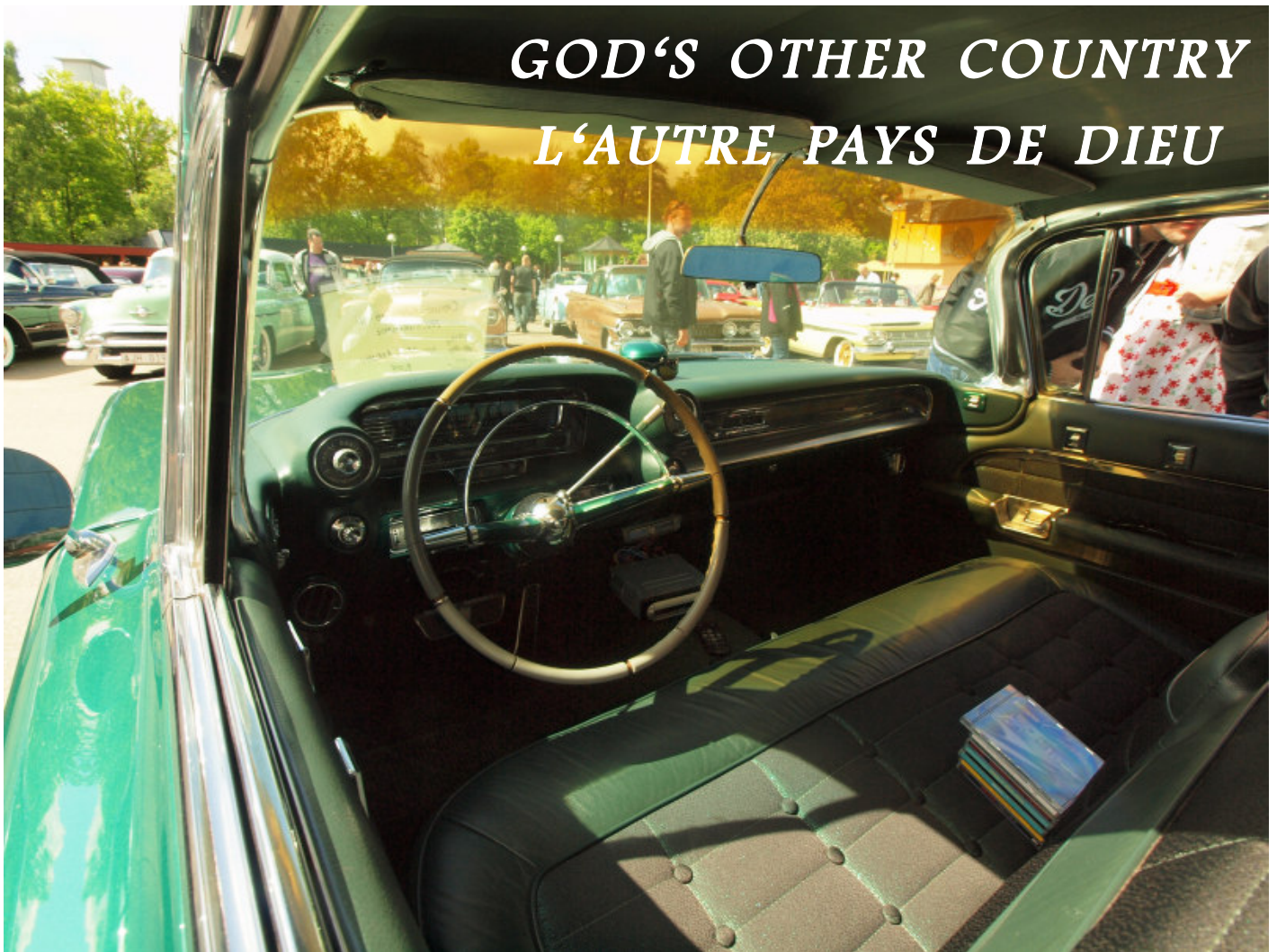
Il n'y a qu'une conclusion : nous devons nous engager dans les discussions promis aux clients du « nouvel » GM en la développement de leurs produits et stratégie. Nous, les gens qui dédient leur temps libre à la préservation du patrimoine Cadillac savent quelles sont les attributions nécessaires pour retenir l'esprit vivante du Cadillac. Nous devons, donc, commencer à faire connus nos avis par ceux qui auront les décisions définitives sur la nomination du grand Cadillac neuf et aussi, peut être, auprès le destin de la marque.

Je dois avouer que, comme collectionneurs, nous avons des attitudes raffinées envers l'histoire, mais je suis convaincu que la tradition est parmi les plus haute et bien mérité bénéfices du Cadillac qui vaut être conservé. Est-ce que vous pouvez imaginer un Cadillac *Grand European* ou les Cadillacs en ligne sont XLR, SRX, XLS, DTX, XTD, SXR, RLX, XRS, SST, TSX, TXD ? On aura besoin d'un annuaire à distinguer entre eux.

Burkhard Briessmann

Traduction: James Ayres





GOD'S OTHER COUNTRY L'AUTRE PAYS DE DIEU

U.S. fellows like to say „God's own country“ talking about their country of origin. In Germany we say „living like God in France“ if we want to describe a life filled with endless pleasure. Both proverbs contain some truth, and so we try to examine if using the view of an automotive enthusiast we may be able to approach France under this aspect.

Automotively, France delivers one of the most important characteristics which have become endemic for Cadillac. France cars - as compact as they may be - have ever delivered utmost comfort. Even simply engineered cars as the Renault 4 or the Citroën 2CV deliver a surprising level of comfort when driven over bumpy, uneven country roads. And French classics as the unforgettable Renault 16 or the Peugeot 504 delivered a long trip comfort which allowed to travel over more than thousand kilometres effortlessly.

This fact is due to the old principle of „savoir vivre“ which has been striking for France for centuries. Live and let live - this attitude guarantees to all the folks that they may enjoy their life best with no others offending them for their behaviour. Therefore, in France your fellow citizens do not look at the car someone drives but only behind the facade if there is a fellow worth the attention. So you may behave as you want - people look behind the public curtain and look at the man behind treating you as well as anyone no matter which car you are using. In Germany, for example, if you arrive in a car with high displacement, people assu-

Quand les Américains parlent de leur propre pays, ils se réfèrent au « pays propre de Dieu ». En Allemagne on parle de « vivre comme le bon Dieu en France » si on veut faire allusion à une vie pleine de plaisir sans fin. Les deux dictons contiennent un élément de la vérité. Allons voir si, du point de vue d'un passionné de voitures ils sont toujours vrai.

Du point de vue de voiture, la France met en vedette une caractéristique que est fondamental pour Cadillac. Les voitures française, petite qu'elles soient, étaient toujours confortables. Même les autos du gendre simple comme le Renault 4 ou le 2CV de Citroën fournissent un niveau du confort considérable sur un chemin raboteux de la campagne. Les classiques français, comme le Renault 16 inoubliable ou le 504 de Peugeot, offraient du confort sur les trajets longs qui permettait qu'on voyage plus de mille kilomètres sans effort.

La cause de ce fait est la vieille principe de « savoir vivre » qui est un élément frappant de la société française dès les siècles. Laisser vivre – cette attitude garantit a toute le monde qu'ils peuvent profiter de ses propres vies sans déranger à autrui. Ainsi, en France, le citoyen ne regarde pas la voiture dans laquelle on roule mais derrière la façade à voir s'il y a quelqu'un qui en vaut la peine. Vous pouvez vous comporter comme vous voulez – les gens regardent derrière le rideau public et regardent l'homme. Ils vous traitent à l'égal a que n'importe qui sans regard de votre



me you ought to be something special even if this should differ remarkably from the truth.

Thus, in France you may not be forced to try and build up a different identity - you are appreciated independently from your money and your status. Maybe this is the reason for the matter of fact that in the last decades France auto manufacturers did not develop any ultra-representative limousines serving the purpose to erect a facade of „statesman“ attitude but merely comfortable cars not displaying outwardly their qualities of amenity and comfort.

However, a look back in automotive history enlightens that for some glorious years, the automotive god really lived in France: Between 1955 and 1976 Citroën built its world-famous DS, spoken „Deesse“- goddess - which together with its successor CX even from the point of view of a Cadillac driver is one of the very few desirable cars built outside of Detroit. It's a pity that French manufacturers lost this way even if the Citroën C6 does resemble its predecessors more than the Citroën XM.

My Cadillac miles - and also the miles driven with Oldsmobiles and Buicks - through France reveal that U.S. cars deliver a surprising link between this country and the design and layout of these cars. Huge avenues in the cities, straight country roads and long highways allow to drive in American

style. We also admire how the lines and edges of U.S. cars were designed and therefore have an open eye for architecture and landscape views. Therefore, it's a striking feeling to see this beautifully shaped car rolling through an environment where the pleasure to the eye was one of the principal goals. To see the long curves of a Cadillac in front of a castle in the Loire valley, to enjoy cruising down the „Moyenne Corniche“ overlooking Monte Carlo and having alternatively the turquoise sea, the blue sky, the green Mediterranean pines or the red rocks as „background“ for the wreath and crest ornament or to enjoy the ultimate dri-

voiture. En Allemagne, par exemple, si on arrive avec une voiture de grande cylindrée on imagine que vous êtes quelque chose d'exceptionnelle, même que si ça est loin de la vérité.

En France, donc, vous n'êtes pas obligé d'essayer construire une identité différent - vous êtes apprécié au-delà de votre argent ou rang. C'est peut être pour ça que pendant les décades les fabricants de voiture française n'avaient pas fait des berlines haute de gamme destinées a faire façade « homme d'Etat » mais que les autos confortables sans évidence extérieure de leurs qualités d'aménité et confort.



Néanmoins, un regard vers le passé nous rappelle que pour quelques années de gloire le dieu de l'auto vivait en effet en France. Entre 1955 et 1976 Citroën construisait son mondialement connu DS (on dit « deesse ») qui, avec le successeur CX, est - du point de vue d'un chauffeur Cadillac - parmi les peu de voitures désirables construit au dehors de Detroit. Dommage que les fabricants français ont perdu la trace, même que le Citroën C6 est plus semblables à ses prédécesseurs que le Citroën XM.

Mes *miles* Cadillac en France - aussi les *miles* en Buick et Oldsmobile - révèlent un lien surprennent entre le pays et le dessin de ses voitures. Les avenues vastes dans les villes, les

chemins droits de la campagne et les routes longs vous laissent rouler à la Américaine. Nous admirons aussi les lignes et silhouettes des voitures américaines et nous avons, donc, un œil pour l'architecture et des vues. C'est, ainsi, une émotion puissante a voire cette belle voiture roulant dans un paysage ou le plaisir de l'œil était un objectif important. A voir les courbes longs d'un Cadillac devant un château de la vallée de la Loire, profiter de rouler la « Moyenne Corniche » surveillant Monte Carlo avec les alternatives de mer turquoise, ciel bleu, le vert des pins méditerranéens et les roches rouges comme « fond » pour l'emblème d'écusson





ving experience when coasting down the Avenue de Champs-Élysées in an Eldorado convertible with top down, the obelisk of Place de la Concorde over the hood and Arc de Triomphe in the rearview mirror: France does expose exceptional driving situations. For me such impressions are always mixed with history converting a simple round trip in a journey through past - and in the case of France - glorious times. Rough impressions of the beginning of culture of mankind crossing Brittany with its standing stones, bright antique luxury symbolized by the various aqueducts in Provence, impressive medieval buildings even if from world-leading abbeys as e.g. Cluny there are merely existing some scarce relicts, the skyscraping grace of gothic cathedrals spread over the whole country, the ultimate grandeur of castles of absolutism, the use of iron as a sign for the age of industrialization as the Eiffel tower or the Bir Hakeim Bridge in Paris, and last but not least the highlights of modern architecture as Palais Chaillot, Centre Pompidou and Bibliothèque de France in Paris - driving through France adds the touch of history to every mile and thus gives an answer to our initial question: A car of God's own country in the country where God lives - you cannot imagine a more superb combination for driving experiences. If God should return to the world - surely he would appear in France, and I believe he would do this behind the steering wheel of a vintage Cadillac!

Burkhard Briefsmann

et guirlande ou bénéficier de l'expérience ultime de conduire roulant l'Avenue des Champs-Élysées dans un Eldorado cabriolet décapoté, l'obélisque de la Place de la Concorde en haut et l'Arche de Triomphe dans le rétroviseur. Pour moi, ces impressions sont toujours mélangées avec l'histoire, qui change un simple aller-retour à un voyage dans le passé. Sur le cas de la France, un passé glorieux. On a des impressions imprécises de l'origine de la culture d'homme quand on traverse la Bretagne avec ses monolithes, la brillance d'antiquité symbolisé par les aqueducs de Provence, les bâtiments impressionnants médiévaux même que si pour quelques uns des abbayes d'importance mondiale comme Cluny ils nous ne restent que des reliques rares, la gratte-ciel grâce des cathédrales gothiques répandus par tout le pays, le grandeur des châteaux d'absolutisme, l'utilisation du fer comme symbole de l'âge d'industrialisation comme dans le Tour Eiffel ou le Pont Bir Hakeim de Paris, et finalement, le dernier mais pas le moindre, les clous de l'architecture moderne comme le Palais de Chaillot, le Centre Pompidou et le Bibliothèque de France - rouler en France ajoute une touche d'histoire à chaque *mile* et nous donne une réponse à notre question originale : une voiture du pays de Dieu dans un pays où le Bon Dieu habite : vous ne pouvez pas imaginer une combinaison meilleur des expériences de conduire. Si le Bon Dieu reviendra au Monde c'est sûr qu'il apparaîtra en France. Et je crois qu'il sera derrière le volant d'un Cadillac classique!

Traduction: James Ayres



