

# Cadillac

OWNERS CLUB OF GREAT BRITAIN



*Russell Bowesman's 1964 Fleetwood on the way back from a rainy Blenheim*

**JULY – AUGUST 2015**

# Cadillac Owners Club of Great Britain

(Affiliated to the Cadillac-LaSalle Club of America)

C O M M I T T E E

**Club web-site (with international links): [www.cocgb.dircon.co.uk](http://www.cocgb.dircon.co.uk)**

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*Cadillac*

*"Standard of the World"*

# CLUB News

## From the Chairman

### I Managed a Few

Well I have actually done three shows this year, Tatton Hall, Stars & Stripes and Rally of the Giants. From Blenheim, I actually sneaked off to Woodstock with my dog and stayed at the Bear – long time since I was there.

### Blenheim

Saturday at Blenheim was fine, and while a lot of entrants were arriving, I managed to get some pictures. But on Sunday, from quite early on, it started to empty down, and I mean emptied! As those of you who went will know, it was a damn shame, as the overall turn out was excellent. I eventually left at about two-pm and headed home.

### Tatton Park

On the other hand, it was great to see a big turnout from the club at Tatton Park, which included the club stand and tent, all correctly inscribed with Cadillac. However, around 3-0pm, we got a soaking and the windows on my '69 Convertible refused to budge upwards. Thankfully, one of our members arrived with a



**Kath Thomas, Peter Gamlin and Peter Griffith at the Tatton Park show**

testing gauge along with a great length of cable, which he attached to my battery. We then stuck it in the pins of the plug block, and up they went – but no further movement on any of them when the line was disconnected. Thank you Peter for the much appreciated help. Strangely enough, they started to work again next day.

### Tribulations

Since then, my '91 Black Convertible was clobbered by a boy wonder right down the passenger door. Then I am still waiting for my Eldorado, as the Bonnet hinges collapsed and the doors had to be re-hung for correct clearances. The car is in fact very nearly Cadillac Firethorn Red.

### Time Beckons

Well, I shall have to go now.

Sadly, Doreen has had to be admitted to a care home with Alzheimer's – it's the last thing anyone expects, but that's life.

Take care, and enjoy the rest of the season. Happy driving,

**Peter B Griffith**



**These Cadillac and LaSalle Road Signs must be an all-time Caddy-lover's dream!**

**The Self-Starter » July 2015**

Hi Steve,

Good talking with you last night. Attached is the photo for THE SELF-STARTER: the crossing of Cadillac Drive and La Salle in San Antonio, Texas. This intersection is located in Cadillac Estates. I stumbled upon it quite by chance!

Hope you can find a place to share this with the Club.

**TODD BELL**  
*San Diego*

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

# Bits & Pieces From The Editor

Those of you off in the Swiss mountains for the Grand European are likely having a great time. For those remaining in the UK, there are still some summer shows to get to and enjoy

Apart from some uncalled-for rain, I gather the Club shows at Hatton and Tatton went very well, and I have included a suitable selection of pictures that have been sent in.

Linda and I are off in the Seville Roadster to the Salon Privé event at

Blenheim next month as one of their 'exhibits' – I'll be fascinated to see what the pundits make of it!

## From Ron Zahn International Affiliates VP

I believe that the better our networking ties are, the stronger our hobby will become. Building friendships enhances communication and encourages activities.

When people get involved with activities and find themselves contributing, they become a part of something that is much greater than the individual. Being connected with fellow enthusiasts can be extremely valuable in the old car hobby.

I look forward to working together with our Director of European Affiliates Dirk Van Dorst, and to making many more friends around the world as we move forward to strengthen and build our club.

You can always contact me on 001-541-345-8663 or [intlvp@cadillaclasalleclub.org](mailto:intlvp@cadillaclasalleclub.org)

## From Paul Nieuwenhuis

Dear Rob, Please find attached a short piece for the magazine; I hope it is suitable. Also, thanks for your help with the recall issue. Last week I took my car to the last Caddy dealer in the UK in Virginia Water to have various recalls done, including the keys, so it is now all under control.

## From Dirk Van Dorst

Good morning friends of the CLC. Maybe you already know, but here it is for 100% sure:-

The winner of the Yann Saunders award 2015 is Arion Scheifele, CLC Swiss President and 2015 GE organizer.

And the winner of the website excellence award 2015 is Koen Ongkiehong.

Long distance award for the past 2015 Grand National was for Matern Hamsel of the Netherlands.

Later on, more will come about the past CLC Board of Directors meeting.

Note: could you all please be so kind to reply on my [dirkvandorst@gmail.com](mailto:dirkvandorst@gmail.com) address as the "skynet" gives problems in France.

## From Ian Hyde in Bolton

Hello members, Here's a report on the 2015 Stars & Stripes event held on the weekend of July 4th & 5th.

WOW, I've been attending this show for the past twenty years and I've never seen the show field this full for a long time. It shows the enthusiasm for American cars is as healthy as ever.

Our favourite make of manufacturer, was also strong on display. A lot of '59 Convertibles were

making their mark. A couple of 1940s, some stunning 1960s, all the way up to present day. One point I would like to raise is that the Club Stand made its debut – great to see them up north. A very welcome presence, I must say. Apparently this will become a regular outing for the club.

I introduced myself to Bob Thomas who was organising it all. He informed me, he was a little bit disappointed with the show organisers, as he had arranged

with them to have as many Cadillacs around the stand as possible, members or not. But unfortunately that didn't happen. I must admit, that would have looked quite impressive.

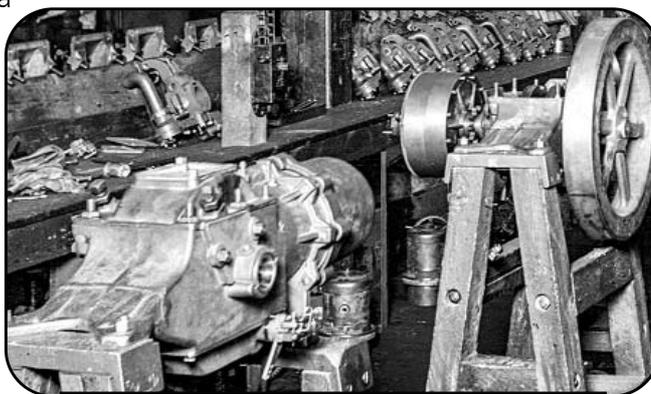
Please enjoy the photographs that accompany this article. I've taken some that we haven't seen in the past.

## The Calendar Photo Contest

It's time once again for the annual Cadillac & LaSalle Club Calendar Photo Contest. This is an excellent way to support the brand new Cadillac LaSalle Club Museum & Research Centre (CLCMRC), and have a picture of your pride and joy featured in our annual calendar.



Andy Blick poses with the Caddy line-up at Tatton Park



Are these L&F Engines Cadillac or Oldsmobile?

The 2016 edition will be our 23rd calendar. The sale of the calendar is a fundraiser for the CLCMRC, a charitable and educational organization dedicated to preserving the history of the Cadillac and LaSalle marques.

From all the pictures submitted, 14 cars are chosen to be featured in the calendar. The photo contest is open to any Cadillac and LaSalle automobile, plus Cadillac commercial, military and industrial applications. The vehicle must be owned by a CLC member in good standing. Members whose cars have not appeared in a previous CLCMRC calendar will receive priority in the selection process.

If sending via snail mail, please send your photographs to:-

Pete Janutol, Janutol Printing Co., 9920 Conner St. Detroit, MI 48213-1245 USA

E-mail:

If you have any questions, please feel free to e-mail [macjanutol@earthlink.net](mailto:macjanutol@earthlink.net) or call us at 001-313-526-6196.

### **FBHVC**

#### **UK LEGISLATION**

##### **A DVLA Problem**

The Federation absolutely understands why DVLA have felt a need to tighten up their procedures and ensure consistent approaches following the shutting of the Local Offices and the other much publicised problems I have referred to above.

But I know several members, especially those used to approaching DVLA to obtain registrations for their

members' vehicles in a completely honest and open manner, are becoming distressed at not being quite clear what they are supposed to do, whether what they have always done will still be acceptable and, worse, whether DVLA trusts them anymore. And we have not always been able to advise them as clearly as we would like.

This has most certainly arisen from changes being produced in a piecemeal manner and not always promulgated in DVLA paperwork in as clear a manner as members of the public dealing with Government have the right to expect..

##### **Age-Related Registrations**

We were informed that DVLA intend to align the standard of proof required of date of manufacture for all forms of 'first registration'. In this context, and for historic vehicles, 'first registration' means the first entry on to the current DVLA system. Thus it applies to applications for age-related registrations for freshly discovered vehicles where no evidence exists to permit the reclamation of a previous registration or for imports never previously registered in the UK. It also applies where the date of first registration shown on the V5C needs to be corrected to permit first registration in the historic tax class. A similar level of evidence is required for exemption from the MoT.

***As always, many thanks for the contributions – a regular supply is essential for the magazine and much appreciated by other members. I am still very short of pictures of members' cars – Ed***



**Ian Hyde met up with Bob Thomas representing COCGB at Stars & Stripes and sent in these pictures for the magazine**

# In Defense of the XTS

*From Graham Darby*

In the May/June edition of the club magazine Derek Eaton submitted an article on the current Cadillac XTS, which was neither particularly complimentary nor, in my view, completely accurate – but no offence Derek.

The article stated that the XTS is 'weak-selling'; last year nearly 25,000 were sold in the States and over 30,000 in China, where the vehicle is also made. Any vehicle that sells in excess of 50,000 in a year cannot really be described as 'weak-selling'. Moreover, this year XTS sales are holding steady, whereas the 'engaging and modern' ATS and CTS are down 20% and 40% respectively. In fact, the XTS is outselling the CTS.

The article also states that the XTS is 'set to be discontinued after the 2015 model

year'. This is ambiguous: it is true to say that no second generation is planned (like the STS that ran from 2005 to 2013 with a face-lift in 2008), but the XTS could run through to 2019, or even 2020 – it all depends on demand.

It is certainly true to say that it may not fit in with Cadillac CEO Johan de Nysschen's long term vision for Cadillac, but whether or not chasing younger buyers – who are wedded to Mercedes, BMW and Lexus – and leaving the baby-boomers behind is a sound strategy, remains to be seen. As of writing this, Cadillac's US sales continue to fall, while Buick, Chevrolet and GMC are all up.

Sadly, the real dud in Cadillac's current line-up would appear to be the CTS. Despite many accolades, the car has not caught on with buyers. Many find the previous model better looking, the ATS cuter and the XTS bigger and better value. When I looked around Cadillac lots in Florida last year, I felt the XTS certainly had greater 'presence' than the other models.

It is also interesting to note that in the May/June magazine on the page prior there is an article on the top-of-the range twin turbo XTS, though nowhere in the article is the car's moniker mentioned! Puzzling. Long live the XTS (sadly not available in Europe)!



**The Cadillac line up at Hatton Country World with the Club tent prominently sited to help sign up new members**

# An ATS Experience

*From Paul Nieuwenhuis*

On a recent trip to California, I had the opportunity to hire an ATS. The rental company tried its best to get me into Audis and Infinitis, but it was too late, I had spotted the ATS. This was the base version, 2.5 litre 4-cylinder without turbo. As a result, the effortlessness of a V8, or even V6 that most of us will be used to is not quite there. Nevertheless, the engine produces just over 200bhp and actually makes for quite a nippy car, even with three or four up plus luggage.

Having flown into Los Angeles, we took it into Yosemite National Park and further North into the Sierra Nevada around Lake Tahoe, and it was very 'chuckable' around the mountain roads. This was confirmed later on in the trip when we took the coast road back South past Big Sur. In fact, it is a very pleasant car to drive all-round. On the freeways too, the car delivered, although on long hills at freeway speeds the relative lack of power does show at times.

The car is a bit smaller than the CTS and noticeably lighter, which makes it feel a bit more nimble than the larger car. In fact, there is a distinctly European feel about the ATS; probably the most European car the Americans have yet developed, suggesting they have now genuinely taken on board the fact – initiated with the first generation CTS – that 'luxury sport' rather than old-fashioned luxury is where it is at – a formula the Germans – and Jaguar – have been using successfully for years.

There is still no diesel, but with increasing

pressure on diesel in Europe, there may be a space in the market opening up for a petrol-engined car of this type. The flaw is usually GM's traditional short-termism when tackling the European market with American products. Perhaps a Lexus approach of bolting a Cadillac showroom onto selected Opel-Vauxhall dealers would make some sense, and a long-term commitment to building that business model.

Of course, some typical Cadillac features did emerge. I was alerted to low tyre (tire) pressure towards the end of our trip. The on-board system was adamant the driver's side rear tyre was at fault, and so I checked the pressure, which was fine, and therefore carried on. The system then reported ever-lower pressures and, in the end, we checked all four tyres only

to find it was the driver's side front tyre that was down – I should have known better than to have such confidence in Cadillac electronics. My excuse is that these were run-flat tyres and not that much difference to the steering was detectable. You are essentially driving on a

series of plastic blocks inside the tyres, so they never actually go flat as such. However, restoring the tyre to its proper pressure did restore its fine handling.

We handed the car back to the rental company in LA and I concluded that an ATS would certainly be able to convince quite a few Europeans. Purists might point out that interior plastics are not up to German quality standards, while the high proportion of GM parts may also bring some issues, although this also means parts prices and running costs can be quite a bit lower than for a comparable Audi, BMW or Merc.

Cadillac has always been about good value and offering a comparable driving experience at lower cost, both in terms of running costs and purchase price – should work here in Europe too in my view.



**The controversial 2015 ATS Cadillac – time will tell**

# Classics to China

Sent in by Peter Griffith

A car dealer from China has purchased 100 classic cars and trucks from arguably the best and largest collection in Canada.

Jim Ratsoy, a British Columbia car dealer for nearly fifty years, spent the past three decades selecting the best vehicles in North America for his collection which spans six decades of automobile production.

Jim was a longtime Pontiac Buick dealer in Richmond. For a number of years, he drove a 1936 Ford convertible to work at his General Motors dealership almost every day.

He became a car dealer on his own in 1957 and acquired his first collector car two years later – a Model T Ford purchased from a local farmer in Northern Alberta who bought it new.

The oldest car in the Jim Ratsoy collection is this 1906 Brush roadster powered by a single cylinder engine

"We got it started and put air in the tires to drive it home," he recalls. "The tires were rotten and didn't last so we drove it home on the rims – about 40 kilometres to where I

lived.

Since then, I've always played with old cars and enjoyed every episode."

Jim bought his collector cars one at a time and originally housed his collection in a warehouse near his Pontiac Buick dealership. He eventually expanded to an acreage in Richmond, approximately five kilometres south of Vancouver International Airport.

The growing collection occupied two large buildings on his property. One of the buildings containing rows of beautifully restored classics is ringed by a collection of memorabilia including signs, vintage gas station displays, pinball machines, jukeboxes, player pianos and music machines from early in the last century.

Jim Ratsoy has sold his collection of some of Canada's best classic vehicles to a Chinese buyer who plans to open a large museum in Beijing.

The majority of the beautifully restored vehicles include a preponderance of convertibles.

"Top goes down, price goes up,"

Jim would often say at the auctions where he bought some of his cars, adding, "It was the auctioneers' favorite saying."

His Ford collection includes convertibles beginning in 1929 with a Model A phaeton running through continuous years up to his fully optioned black 1957 Ford Fairlane 500 Skyliner retractable convertible and 1960 Edsel Convertible. In the last year of productions for Edsel, only 76 convertibles were manufactured in 1960.



**A 1931 Cadillac V12 phaeton**



**A 1951 Cadillac Convertible**



**The redoubtable Jim Ratsoy and his cars!**

# Bob Thomas

## TREASURER

Hello Everyone.

Sorry that I have been missing from the last two issues of the magazine. Work and everything else has just gone ballistic since March and I just haven't had time to turn around. It's 10.30pm as I write this and I still have work to finish yet today. I hope you are all getting out and about with your cars. I did get to Hatton Park Show and Tatton Park and it was good to meet everyone who came to the two shows. Weather hasn't been too bad but it has had its moments.

We had a good turnout at Hatton despite the rain first thing in the morning. It cleared up though, and was dry the rest of the day. Our number made a significant display in relation to the total numbers of cars there, and thanks to everyone who supported us there and hope you all enjoyed the day. The stand looked very good and tea and coffee was available for the members – thanks to Judy Bevan for sorting that.

It was off to Tatton Park in Cheshire the following weekend for our first Club Stand 'Up North' for a long time. Good turnout again and great to meet some of the Northern members there. Weather was very good for most of the day and again the stand looked excellent in the warm sunshine. That was until 3 o'clock when the heavens opened.... and they did open! Within seconds, we were soaked. Dismantling everything and getting it out of the rain took about twenty minutes, and we were all drenched to the skin. Many thanks to Peter Gamlin, Rod and Judy Bevan and my wife Kath for 'sticking it out' to clear everything up.

Trophies won at both shows as well. My '64 deVille Convertible won best Cadillac at Hatton and Peter Gamlin's new acquisition, a '64 Sedan deVille won 2nd prize in the Fins and Chrome section at Tatton. No mean feat as there were some outstanding vehicles there, but Peter's car is a very nice, original low-mileage example and was a worthy winner.

Had a couple of minor glitches with the car at both shows. On the way back from Hatton, a 120-mile trip for us, I started to hear a noise coming from under the car. It sounded like a stone in one of the wheel covers. It didn't affect the car at all, so carried on home without

any problem, but the noise continued all the way back. Next day, jacked her up for a look but could not find anything – not until I gave the prop-shaft a gentle tap with a rubber mallet. Sure enough, that was where the noise was coming from. The centre joint had come slightly loose and the large 'slinger washer' was rattling around the shaft. Prop-shaft off and found the lock washer had distorted and allowed the nut to loosen. Tightened everything and back on the road in less than an hour.

The glitch at Tatton was the rain. I had a new convertible top fitted at the beginning of the year. The car had not been out in the rain until the morning at Hatton, but had no problem there. The rain was not that heavy. When the heavens opened in the afternoon at Tatton Park, the roof started leaking at the front



**The New on-line Jacket for COCGB**

corners. It was monsoon conditions but the car was stationary, so I didn't expect the water to enter in the quantity that it did. It was literally running in. The following weekend, I opened the roof to have a look at the seals, which were all replaced when the roof was done. Low and behold, the two corner seals were not attached to the roof. It looked like the roof fitter had put one dab of Evostick on each seal and left it. On closer inspection, the front seal had been stapled on with no adhesive or sealer and the main large rubber seal had only been glued in along the back edge. No wonder it was leaking!

Everything is now fastened in with the correct weather-strip adhesive, courtesy of those nice people at US Automotive. They are the only company in the UK I know of who supply the correct black adhesive at a reasonable price. After spending so much money on the roof, I was slightly hacked off that they hadn't taken a little more care. Don't get me wrong, the roof itself is a good fit, but the finishing off details could have been a lot better. Still, it's done now but I haven't tested it in the rain yet.... fingers crossed!

Following the closing of the Club web-store a few months ago, I have now found a new supplier who is going to start a new web store for us. The items for sale will be largely as before but the jacket will be a slightly different style. However, the original jacket will still be available as a special order through one of the committee members, but not from the web store. Watch this space, we should be back up and running in a few weeks.

Happy motoring, **Bob Thomas**

# Rod Bevan

## MEMBERSHIP SECRETARY

### New members

A very warm welcome to new members this time: Roy Robertshaw with a 1999 STS; Ian Middlemiss with a 2010 CTS; Edward Cole with a 1939 LaSalle; Ian Coulson with a 1956 Series 62 Sedan Deville; Gavin Irvine with a 1956 Coupe Deville and Roger Goodwin with a 1916 Type 53 Tourer.

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

### Dear Rod:-

*Malcolm Webb writes:* "I could do with contact info of good garage in my area, Wilbarston in Leicestershire, as they don't seem to be any around. If you know of any, I would very much appreciate the info. I used to go to Rally of the Giants some years ago when it was at Knebworth House. I will send you a few photos of the car, and look forward to meeting you in the future."

*Let me have the details, I will pass them on, preferably by e-mail please. It would be very useful if members could share their good and perhaps bad experiences with other members. Good mechanics, painters, trimmers and so on are few and hard to find and many of us have need of them. So please share these via the club. Rod.*

*Phil Bannell writes:* Please find enclosed a photo of the 1913 Cadillac that I spoke to you about that we would like to put up for sale in the Club's Market Place section. As I said, this is the 1914 model made in the last quarter of 1913.

It is in great condition, the only problem being the starter motor, which needs looking at. The vehicle comes with loads of spares, close on ten crates of them! As I hope you will agree we are asking a very reasonable price, as we just want to see the car being used. If any members are interested, I can arrange viewings in Gt Yarmouth, where the car is currently stored.

*Phil, as you will see, we have put a brief description in Market Place, and no doubt you will hear something from someone. Rod.*

### Shows

It was good to see members at Hatton and Tatton. A great day was had by all, with the exception of getting soaked in a sudden prolonged downpour at the end of Tatton.

Blenheim was disappointing, due to the very wet weather. Many thanks to those who turned out despite the weather. There were many great vehicles at Blenheim, and very brave to bring out the older cars in those conditions, with their vacuum wipers and the lack of the other comforts of more modern vehicles. We even had the seat warmers on during the journey home!

The Swiss Grand European should feature in the next magazine. Looks like being a great event. Copenhagen will be the Grand European for 2017, which should be an interesting day out!

Very best wishes, See you soon,  
**Rod Bevan.**



**The Club team hard at work drawing in the punters at the Tatton Park event**

# 2015 Events Calendar

**August 14-16th – AACI Late Summer Event**, Billing Aquadrome, Northants. Tel. 01606-350546 or 07909-918995.

**August 16th – Hampshire Classic Motor Show**, Breamore Countryside Museum, Nr foldingbridge, Hampshire, SP6 2DF. 01527-831726

**August 16th – Beccles Static Car & Steam Display**, Beccles Quay, Beccles, Norfolk, NR34 9BB. Tel. 01502-217324.

**August 22nd – Burley Summer Festival Classic Vehicle Show**, Cricket Club, Grange Road, Burley-in-Wharfedale, West Yorkshire LS29 7NF. Tel: 01943-863806

**August 22nd – Arbury Hall Classic Car & Transport Show** Arbury Hall, Nuneaton, Warwickshire. Tel. 01922-643385

**August 30th-31st – Knebworth Classic Motor Show**, Knebworth, Nr Stevenage, Herts SG1 2AX. Tel. 01527-831726.

**September 6th – Festival of 1000 Classic Cars & N-W Classic Bike Day**, Cholmondeley Castle, Cheshire. Tel. 01484-452002.

**September 6th – Dudley Classic Car & Transport Show**, Himley Hall, Dudley, W. Midlands, DY3 4DF. Tel. 01922-643385.

**September 18-20th – AAC(UK) Autumn Nationals**, Drayton Manor, Drayton Manor Drive, Tamworth, Staffordshire, B78 3TW. [www.american-auto-club.co.uk](http://www.american-auto-club.co.uk).

**October 3rd-4th – Prescott American Autumn Classic**, 5 miles north east of Cheltenham off the A435. Tel: 01242 673136.

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

**November 13-16th – Rhythm Riot Weekend**, '50s rythm & blues and Rock 'n' Roll. Pontins Holiday Centre, New Lydd Rd., Camber, Sussex. Tel. 0208-566-5226.

## International Events

**August 26-30th – Grand European**, Pfaffikon, Canton Schwyz, Switzerland. [www.cadillacclub.ch](http://www.cadillacclub.ch). Another great European Cadillac event.

**October 7-10th – Hershey Swap Meet**, Hershey, Pennsylvania, USA. Tel. 001- 717-566-7720.



Some of the individual Cadillacs and LaSalles at the Tatton Park event, which was well supported all round

# Market Place

**For Sale: 1914 Cadillac.** At present the car is in Great Yarmouth. It is in very good overall condition but does need attention to the starter motor. There are loads of spares with the vehicle. Contact Phil Barnell in Kettering on 01536-512095. Phil is looking for £40-50k but wants it to be used and so is willing to negotiate. See photo below.

**For Sale: 2001 STS Seville.** Right hand drive, Royal Blue colour. MOT and Road Tax from April 2015. Good condition. Gravesend, Kent. All offers considered. Phone Raj on 07889-913607 for viewing.

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

## COCGB NEW MERCHANDISE

### MENS T SHIRT – £9.70

“Black, Grey, Blue, White” – “S, M, L, XL, 2XL”  
S=34/36 M=38/40 L=42/44 XL=46/48 2XL=50/52

### LADIES T SHIRT – £9.70

“Black, Grey, Blue, White” – “S, M, L, XL, 2XL”  
S=6/8 M=10/12 L=14/16 XL=18/20  
2XL=22/24

### MENS POLO SHIRT – £14.75

“Black, Sky blue, White, Royal Blue, Grey” – “S, M, L, XL, 2XL, 3XL”  
S=35/37 M=38/40 L=41/43 XL=44/46  
2XL=47/49 3XL=50

### LADIES POLO SHIRT – £13.75

“Black, Sky blue, White, Royal Blue, Grey” – “XS, S, M, L, XL, 2XL”  
XS=8 S=10 M=12 L=14 XL=16 2XL=18

### JACKET, LOGO FRONT – £37.99

Black – “S, M, L, XL, 2XL”  
S=36/38 M=40/41 L=42/44 XL=46/48  
2XL=50/52

### JACKET, LOGO BACK – £55.99

Black – “S, M, L, XL, 2XL”  
S=36/38 M=40/41 L=42/44 XL=46/48  
2XL=50/52

### JACKET BOTH LOGOS – £61.99

Black – “S, M, L, XL, 2XL”  
S=36/38 M=40/41 L=42/44 XL=46/48  
2XL=50/52

### FLEECE, LOGO FRONT – £26.99

Black – “S,M,L,XL,2XL,3XL,4XL”

S=37/38 M=39/40 L=41/42 XL=43/44 2XL=46/48  
3XL=49/51 4XL=52/54

### FLEECE, LOGO BACK – £45.50

Black – “S,M,L,XL,2XL,3XL,4XL”  
S=37/38 M=39/40 L=41/42 XL=43/44 2XL=46/48  
3XL=49/51 4XL=52/54

### FLEECE, BOTH LOGOS – £51.50

Black – “S,M,L,XL,2XL,3XL,4XL”  
S=37/38 M=39/40 L=41/42 XL=43/44 2XL=46/48  
3XL=49/51 4XL=52/54

### SWEATSHIRT – £16.99

“Black, Grey, White, Blue” – “S, M, L, XL, 2XL”

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

### CAP – £10.99

“Black, Blue, White” – Adjustable

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

## Old Club Shop

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

– Black or Grey; L, XL & XXL –

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

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

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

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

Send Cheque or P.O., payable to COCGB to:- Kathy Reed, 57 Silkstream Road, Burnt Oak, Edgware, Middlesex, HA8 0DD. Telephone: 0208-201-0147.



**The 1914 Cadillac tourer advertised above that needs a good home!**