



# Cadillac



Owners Club of Great Britain



## showtime



## at Hatton



## and Tatton

# Standard of the World

July-August 2017

# Cadillac Owners Club of Great Britain

Club website (with International links): [www.cocgb.co.uk](http://www.cocgb.co.uk)



## Affiliated to the Cadillac-LaSalle Club of America

For Cadillac LaSalle Club membership, contact Mike or Nancy Book on 001 614 478 4622 or [CLCoffice@cadillaclasalleclub.org](mailto:CLCoffice@cadillaclasalleclub.org)

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*Front Cover – Hatton photos from the editors phone.*

*Front Cover – Tatton photos by Andy Fenwick and Amos*

# Club News

## *From the Chairman*

I hope you are all enjoying the summer and that if you are lucky enough to have aircon it's blowing ice cold. It was good weather for both the AACUK Summer Nationals at Hatton and Stars & Stripes at Tatton. With Rally of the Giants approaching as I write, it's a very busy time for the club and especially Membership Secretary / Show Organiser Rod Bevan and Club Secretary Judith. Of course they can't do it alone and thanks to a small group of helpers like Essex & Herts Reps Alan & Kath Reed (that Buick Station Wagon of theirs certainly does some mileage attending the shows) we always have a great club area at these events. You'll never be short of a tea or coffee.

Unfortunately, I've not been able to make any of the shows this year, the mind is willing but the body isn't. By the time you read this I will have had 3 visits to the hospital and be well on the road to recovery.... That's the plan anyway.

Get those cars out on the road as often as you can. I hope to be doing that myself, very soon.

**Peter B. Griffith**

## *New look for XTS*

As reported in the last edition, Graham Darby came across these images of it's new look.



XTS now sports the corporate CT6 Nose



Rear end gets ice-hockey stick treatment to the tail lights extending them horizontally at bumper line.

# *Phil Hole*

## Editor

Hello everyone, we had a great day at Hatton for the AACUK Summer Nationals. Weather was good with just a couple of light showers. Best of all, Amos had baked a Lemon Drizzle Cake (is their no end to that dog's talent?)

The previous weekend I'd been in Le Mans for the 24-Hour race. It's a few years now since I've taken the Cadillac but I have been lucky enough to make the trip in an Alfa Romeo GT, a Chevrolet Corvette and for the past two years, my son's TVR Chimaera. It's a full on sports car in the true sense but in 30+ heat I do miss the climate control and the space..... As Capt. James T. Kirk said, it is "the final frontier" and having sat in a new Jaguar XJ recently it seems that cabin space is getting tighter as technology and airbags encroach even more into the modern car. Perhaps that's what they mean by 'driverless' cars..... There won't be any room for one.



Whilst at Le Mans I noticed this car parked at the circuit. It has a local registration (72) and 1967 as part of it.

When I got back to my son's late Sunday night, the interior mirror on the Cadillac had come away from the windshield and was hanging by the electrical connection. Funny how you never have a Torx screwdriver handy when you need one to release the mirror. It also appeared to be running on 7 cylinders during the 30 mile journey home. Ah..... The joys of motoring. New set of plugs (A pain in the buttocks on a transverse V8) and a vacuum hose replacement seems to have cured the problem. We tend to forget the importance of the vacuum hoses until they break or perish. On my car it was a broken plastic tube between the EGR Valve and EGR Solenoid which I replaced entirely with silicone hose. As for the mirror, a Loctite kit from Halfords sorted that for 6 quid.

Thanks to all those who contributed to this issue and don't forget to let me have any stories / hint / tips etc for future magazines.

We'll have a full report on Rally of the Giants at Blenheim in the next issue. In the meantime, have a great summer and above all, drive safely.

**Phil**

# *Rod Bevan*

## Membership Secretary

### New Members

A very warm welcome to new members this time: Chris Ellis of Corwen, Denbighshire with a 1964 Coupe Deville, Marco Molino of London with a 1950 Series 62 convertible, Derek Vine of Tewkesbury with a 2007 CTS joining at Hatton and also Danyel Mills joining at Tatton.

Please let Phil and Ken have photos of your cars and let's see you at the shows.

### Deville issues

Well, I have had a few issues with my Deville. The alternator started playing up, lights dimming down on tick over pointing to a fault in that area. Cleaning the terminals and ground leads seemed to help but further enquiries were needed. So, I removed the offending item to find that the fan blades had disintegrated and migrated to various parts of the engine bay. Furthermore a previous owner must have replaced the original GM unit with a Chinese unit. My local auto electricians were of the opinion that they were unable to rebuild it. I ordered a new Delco unit from Rock Auto together with other items, filters and so on, together with a new alternator terminal as improvisations had been made to the connections. I assume this was because the original terminal had been damaged and not replaced. Normally service from Rock Auto is very good but on this occasion things went wrong. The problem was the shipper, DHL. My order was dispatched in two boxes from different warehouses. The alternator took just over two weeks but the other parts, 'shipped from another warehouse' took ages. And of course the lead was in the other box. They spent over a week in Illinois and then to Germany for a further week. When they landed with Parcel Force the box and contents were found to be damaged. Eventually I received the parcel with items missing. Rock Auto has been fine, apologised and are shipping replacement parts free of charge. So the fault is with DHL, beware.

All fitted together with a new battery from eBay, then key in ignition and those fatal words on the dash panel; "Theft System Problem" "Car May Not Start". Then I remembered it was 'midsummer solstice' that very day. So I looked for a hazel twig but to no avail. Oh, well I'll try it anyway. Removed ground lead from battery, waited one minute put it back. Dashboard fine and car started!

### Shows

AACUK Hatton Show saw good weather and the pleasant company of some of our members. We had seven cars in total at our stand, three of which were club committee members. Thanks to those that attended but a poor response from club members I feel. These shows do take a considerable effort to organise. Bob Thomas travelled from Leeds, Phil Hole from Bristol and member Peter Gamlin travelled from Yorkshire. Other attendees were local to that area but made the effort. The point I am making is that for us

to organise events members need to attend.

At the end of June I had to cancel our event at the Henley Traditional Boat Show on July 16<sup>th</sup> due lack of interest by members. Disappointing, we could have built upon last year's event to have made it a yearly event for that part of the country. Please feel free to contribute on this issue, if there are ways to improve this situation let me know, it's your club.

Tatton was enjoyable with good weather and nice cars. A bit of an improvement with attendances, it would be nice to see a bit more membership participation.

Please view the photos of Hatton and Tatton. Admire our new signage; all Bob Thomas' work and very good it looks. Thanks Bob.

### Renewals

These will continue to be sent out with the magazine direct from the printers. There is now an opportunity to renew on line and also pay by bank transfer (BACS). Please follow the procedure. It is most important to include your **surname and member number as a reference** when paying and to email me that you have paid by this method. On line renewal is useful if you have a change of vehicle and so on that you wish to be noted at renewal, but usually an email is sufficient followed by the BACS payment to renew.

That's all folks, all the best

### Rod

# *Tage Morgan Jingnert*

## 1928-2017

From Anders S. Wald  
Assistant Director Nordic European Affiliates



It is with great sadness I announce that Tage Jingnert one of the great Cadillac enthusiasts and founder of the Cadillac Automobile Club in Sweden has passed away on the 30th of May 2017.

He was a pioneer in collecting Cadillac cars in Sweden at a time when Cadillac was the number one car for Royalty, Ship owners and as a representation car for large companies. He also built a large inventory of spare parts. He was also the owner of 2 of the three existing Cadillac V16 1930 sold in Sweden. When he had a spare moment he could tell the most amazing stories from his life with Cadillac.

Tage always did things "His Way" and found solutions nobody else had thought of and often with great success.

He was Sweden's Mr. Cadillac.



# Bob Thomas

## Treasurer

Hello Everybody,

Halfway through the summer show season already. Two good shows at Hatton and Tatton Park and good weather at both.

Hope everyone is enjoying time out driving their cars. We had a short visit from our very good friends from Switzerland, Gerard and Sylvia, just in time to take them to the Stars and Stripes show at Tatton. They are huge Cadillac fans and really enjoyed meeting everyone and seeing the cars of course. Those of you who were there will have seen the new show banners, very nice indeed.



Cadillac fans Gerard & Sylvia from Switzerland enjoy Stars & Stripes at Tatton

Loads of stuff happening on the website so have a good look at it and send photos of your Cadillacs to Ken.

Phil is doing a great job with the magazine so please support him by sending your stories, articles, photos etc.

There is a lot of work going on behind the scenes with online applications and renewals coming soon. Thanks to everyone for all the work with this and the shows etc. Great stuff.

**Bob Thomas.**



# Atmos' Autos

*'Hanging out with the cool dude'*



Hey Dudes, thanks to everyone that stopped by to say hello at Hatton & Tatton, next stop Rally of the Giants at Blenheim.

This is Marco Molino's 1950 Series 62 Coupe. That's what you call a road presence, imagine that cruising up behind you and filling your mirrors. Equipped with a 5425cc V8 (that's 331ci) it was capable of 98 miles an hour and could hit 60 in 14.8 seconds. The engine developed 160hp at 3800rpm and 312ft-lbs of torque at a mere 1800 rpm. As they say it's torque that counts.



Fast forward 7 years and things had become more streamlined as we see with Chris Harris' 1957 series 62 Coupe.

Having lost 5 inches in height, and 4 in length, the 57 sported a 5972cc (365ci) engine which pumped out 275hp at 4600rpm and 380ft-lbs of torque at 2800rpm giving a 0-60 time of 11.8 secs. Top speed was 117mph.



Now for something completely different, Neil McDonald's 2012 CTS-V which uses the 6.2 litre supercharged motor from the Corvette ZR1. With 556hp at 6000rpm and 551ft-lbs of torque it can get to 60 in under 4 seconds, yet like it's predecessors still cruise effortlessly whilst cossetting its occupants in luxury. Top speed, well that's just unbelievable....

What these cars have in common, they are all cool, they are Cadillacs and *Cadillacs Rock*



← Here are some of my photos from Tatton.



# Cadillac Owners Club at AACUK Summer Nationals - Hatton



COGGB Stand flying the flag at Hatton



First outing for our new Banners



Peter Stanton's 2000 STS



Peter Gamlin's '64 Sedan deVille



Cool Dude takes a break



Alan & Kath Reed's Buick Station Wagon is a show stalwart



Clive Jackson's '90 Eldorado



Magnificent 7 line-up



Spotted on the main field, a 1940 LaSalle



Paul & Angie Ross with Alan Reed in Hospitality



Paul & Angie's 1968 Coupe deVille



New friends, Amos meets Guide Dog Puppy Betty, they both travelled by Cadillac

# Cadillac Owners Club at Stars & Stripes - Tatton Park



Amos with Reta and Rod Hutchison in Hospitality



'Standard of the World' on parade at Tatton Park



Kath and Bob Thomas with their prize winning '64 Convertible



Danny Mills '69 Coupe deVille



Rod & Reta Hutchison's '93 Eldorado Touring Coupe with Northstar Power



Club Stand with 'Cool' new signs

Thanks to Rod & Judith Bevan, Andy Fenwick and Amos for the photos on this page.



Ian Hyde's '56 Sedan deVille



Andy Fenwick with his '77 Fleetwood. (Ed. Check out Feature Car on Page 11 for more on Andy's car)



Chris Matthews' striking '73 Eldorado

# Cadillac at the Weston Helicopter Museum American Car Show

Organised by Andy Green in aid of the Museum, 75 assorted cars, pickups, day-vans and bikes made an appearance. With access to the museum it made for an interesting day out.

Here are some photos of the Cadillac that were there....



A superb '41 convertible



'57 Fleetwood



The unmistakable tailfins of '59 Sedan



## Ken Pandolfi Website



Hello everyone. We're launching a couple of new things on the website that hopefully you will appreciate.

Firstly, it is now possible for new members to join the club via the website using an online form. You can also now renew your annual membership via the website too. If you do this AND submit your payment via internet banking, then you don't even need to leave your comfy chair. No more printing forms, no more posting cheques (although you can still do it this way if you want to). You will still receive a reminder through the post and you can then decide to visit the website to complete the renewal form or do it the traditional way by printing the form, completing it (using a thing called a pen) and posting. We hope these options will make it easier for you to renew.

The second thing is that I would like to gather from you details of places from where you have had a GOOD experience of sourcing parts for your car. I would like to have a section on the website that lists places which those seeking parts can use. It's not an endorsement of any company and there will be text on the website making this clear. But I have spent ages trying to source parts for my cars and a list that I can work my way through would be a useful resource. So, if you have had a good experience with a company, here or overseas, please let me know their contact details via [cocgb@outlook.com](mailto:cocgb@outlook.com) and I will add to the website.

If you want to have your car recorded on the Club's database of vehicles available for hire, you can now do this via the homepage on the website. Just click on CAR FOR HIRE and complete the online form. Don't forget to send in a photo via the online tool as well. If something comes up in your area, you will be contacted and introduced to the prospective hirer. This becomes strictly an arrangement between you and the hirer and you will have to sign a copy of the Club's terms and conditions before a hiring takes place.

Ken

## Hints & Tips

**Alloy wheels, tyres losing pressure**—the problem might be oxidisation where the tyre bead meets the rim. When I had new tyres I asked the garage to clean the wheel rims and now pressure loss appears to be a thing of the past.

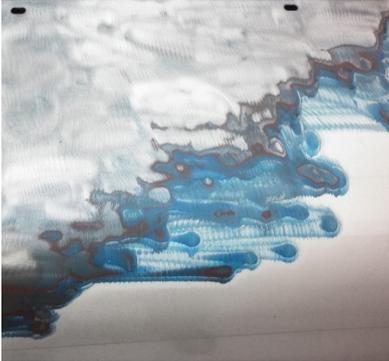
**Vacuum hoses broken or perished**—You can buy lengths of silicone vacuum hose in various diameters on a well known online auction site. It's not expensive and is available in black. May even be worth keeping some in the car.

**Car insurance and modifications**—Most insurance companies need you to declare any modifications. Don't forget that fitting a new exhaust if it isn't exactly to 'original equipment' specification, could class as a modification and you need to tell them about it. And yes it could hike the premium!

# Coupe deVille Spruce-up

By Mike Palmer

I have spent the winter months respraying my 1959 Cadillac Coupe deVille. It was looking a little tired and was in need of a face lift as we are now using it for weddings and events.



Jackson Pollock original?  
No, the deVille's paint history

As I ground off the old paint with aluminium oxide discs and stripped off the chrome and stainless trims I could see the car was originally a powder blue which was resprayed a mid-metallic blue taking the trim and wings off to do but then someone had decided to repaint it white without removing any of the afore mentioned!



Panels and trim hadn't been removed for the white respray

When I bought the car, I had promised myself that I would do the job correctly and bring her back to her former glory. This was obviously going to take some time so I had the paint correctly mixed and purchased 7 litres so I could paint one panel at a time and stop at a convenient point and go back on the road by Easter.

I initially thought I would only have time to do one side but in the end, I had a lot of time off from my day job (handy when working for yourself) and managed to do all bar the roof and bonnet which hopefully I will finish this winter. I had to make a 900mm sanding block to get the panels flat, patiently putting on layer after layer of high build primer until it was flat and I could spray the top coat.

I fitted a 3-filter air system in my workshop and bought myself full breathing apparatus. I had two compressors running simultaneously in a separate shed to feed the mask and the gun. All the paint was bought from a local supplier who has been most helpful in giving advice on products available. I would carefully wet and dry the fresh paint the next day with 1200 grit and then cut by hand with G3 and a 3M cutting paste which has given a nice acceptable finish but I am going to go over it again with 1500 grit and then mop and polish. I have been told that if you let the paint harden it will give a better finish in the end.



Many layers of high build primer and many hours of sanding to get those panels flat and ready for colour. If you were wondering Mike says each rear wing took around 5 days to prepare for paint. His home made sanding block (left) proved very useful.

Mike also had to make and weld in a replacement panels where tin worm had taken hold.



Whilst welding a patch low down in front of the rear wheel arch, Mike had to get his ever patient wife, Isobel, to sit in the back of the car 'on fire watch' with a spray bottle of water and a fire extinguisher, putting out the flames that would start because of the existing wax oil with the strict instruction not to let off the main extinguisher unless there was a full on blaze!



*To be continued.....*

*On the next page*



Another challenge, making stainless steel clips for the trim



Re-assembly can be tricky, don't want to damage those newly painted panels.



Back together and looking fantastic or as Amos would say, **Fin-tastic!**

*Coupe de Ville*



*Ed: What an amazing achievement that not many of us would tackle. Congratulations Mike, great job..... And to Isobel for handling fire control so effectively.*

## *Events 2017*

### Need an events publicised?

Please let me know. You can also add an event on the website at [www.cocgb.co.uk](http://www.cocgb.co.uk).

### **24th September**

**Pistons & Props Tour.** Dolphin Motor Club, Newbury, are pleased to announce the inaugural running of the 'Pistons & Props Tour': a charity classic car tour in aid of The British Heart Foundation run through the finest country lanes, villages and tourist attractions of West Berkshire, North Hampshire and East Wiltshire. Starting in Newbury, the 120 mile route will take in the scenic beauty of the Test Valley, Neolithic and iron age history, the Museum of Army Flying and finish at the Atwell-Wilson Motor Museum. Entries are open to 60 cars and close Friday, 18<sup>th</sup> of August to allow us sufficient time to produce the personalised rally plates and mugs.

**The entry price of £60 covers:** Two people in a car, breakfast at the start venue, personalised rally plate with the entrant's car, commemorative road book, two personalised mugs, entry to The Atwell-Wilson Motor Museum, afternoon tea and a charitable donation to the British Heart Foundation. See links on our website [www.cocgb.co.uk](http://www.cocgb.co.uk)

### Recurring Events

#### **Haynes International Motor Museum, Sparkford, BA22 7LH.**

On the first Sunday of each month. Haynes run a breakfast club open to all marques. These events are free to attend and are a real opportunity for vehicle owners to show off their prized possessions at the front of the prestigious Museum. For dates and further information go to [www.cocgb.co.uk](http://www.cocgb.co.uk) and click on events.

#### **Redhill Classic Car Club 2017, Church Rd, Redhill Bristol BS40**

5SG. Just south of Bristol Airport, once a month evening get together with a couple of Sunday mornings thrown in. Free to attend. For dates and further information go to [www.cocgb.co.uk](http://www.cocgb.co.uk) and click on events.

# Feature Car

Andy Fenwick's

## '77 Fleetwood Brougham

Well, I have just got the car back from the garage. I bought from a classic car auction in Leyburn and I didn't really know much about it. I had heard it start up and knew it had an issue with exhaust gasses blowing from the manifold but that was about it. I had a massive leap of faith and successfully bid on the car.

I nervously picked it up a few days later on 26th March 2017. After completing simple level checks I started her up and I moved forward and braked to prove them for safety. When I tried to move off again it cut out on me and I thought, oh no here we go. It's roughly 40 miles from my house. Anyway I started it again and it drove faultlessly all the way home. I discovered it was an issue when it's cold and the power steering pump kicks in.

Anyway after a week or so I booked it in a local classic car garage called Junction 59 near Darlington. I wanted them to go through the car and check everything. I insisted on many jobs and they to come back and recommended some things as well. The car has had all fluids and filters changed including transmission as well as engine. New water pump and thermostat, spark plugs, distributor cap, HT leads, New fuel lines, new battery and overhauled alternator. It has also had a new exhaust manifold. Carb tune up, front brakes overhauled, brake line on the rear. New PCV installed. Its really had the works and to say it was driving good before so I'm hoping for free a trouble free summer with her. In the few days I've had her back I've clocked up 100 miles and enjoyed every one of them. It's not been cutting out when cold so far as well.

I've recently had a lovely weekend with the Caddy. I was amazed to find a third seatbelt in the front and actually used it to full effect when taking some friends out for a meal on the Saturday. The Restaurant also got in on the photo opportunity and requested I should park up in front of the building instead of the rear car park like everyone else. On the Sunday was the Caddy's first local show at Darlington and I actually took another member of this group " Andy Blick". It was a great little local show.

I have disconnected a silly reversing warning thing that plays tunes when reverse is selected and I removed a handle steering aid that was bolted on the steering wheel. I just want the car original although I am looking at getting a new stereo/ CD/Bluetooth unit in there somehow. I don't want to ruin the look of the dash unit and would be ok with something mounted under or possibly in the glovebox.

Anyway I will be booking into the stars and stripes show in July and I'm looking forward to meeting other club members.

Andy

*Cadillac*



### Cadifacts

**Engine:** V8 425CI (6966cc)  
**HP:** 195 @ 3800 rpm  
**Torque:** 320 lb-ft  
**Gearbox:** 3-speed auto  
**Top Speed:** 112  
**0-60 (for the boy racer in you):**  
12.7 seconds  
**Length:** 221.2in (18 foot 5 inches)  
**Width:** 76.4in (just over 6 foot 4)  
**Height:** 57.4in (just over 4 foot 9)  
**Kerb Weight:** 4520lbs (just over 2.0 tons)



Lots of red leather in there



Ready for a night out in style



With room for 6, nights out with friends only need one designated driver—That'll be you Andy!



## Market Place



For Sale

**1963 Cadillac Convertible Coupe.** Owned 17 years. Red with white leather interior, bucket seats with console, white top and boot. 53,000 miles. Great shape, well maintained. Additional pictures and maintenance records available. \$23,850. Contact Bill Van Luven, Shelby Township, MI 001-586-489-0114 or email [bill@vanluven.com](mailto:bill@vanluven.com)

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**For Sale 1965 Cadillac V8, 429 cu.**



Fully Rebuilt by well known American Car Specialists Bob Harman Performance (now semi-retired and building classic Bentley engines) of the UK  
Not used since. Heads are ready for unleaded fuel.  
Fits 1966 & 1967 Cadillacs (please make your own enquiries).

Price now Reduced as moving back to the city, lack of space! Selling at a considerable loss, £1950

Hugh Howard: [hughiehoward@gmail.com](mailto:hughiehoward@gmail.com) / 07900 002316

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**WANTED: The following parts for 1925 Cadillac V63/314.**

Webbing for Gabriel Snubbers  
Rear spare wheel mounting adjusting mechanism to hold spare rim in place  
Windshield catches to hold soft top to windscreen  
Speedometer and Speedo cable  
Dash mounted lamp switch unit  
Scuttle fuse box  
Regulator cut out  
If you can help, please contact Derek Skilton directly on 01435 813197, or click on the link on the website.

*Ed. If like me you were wondering what or who a Gabriel Snubber is..... It's a type of shock absorber that uses a webbing belt. Produced by Gabriel Manufacturing in Cleveland Ohio, they were designed to dampen the combination of springs and new fangled 'balloon' tyres to give smooth ride on all road surfaces. See we're being educational too...*



## Club Merchandise

Order direct at [www.myteamwear.co.uk](http://www.myteamwear.co.uk) and select other-clubs/ car-clubs/cadillac-owners-club or use the **Club Website Home Page Link**

**MENS T SHIRT—£14.95**

Black, Light Grey, Royal, White in S, M, L, XL, 2XL, 3XL, 4XL

**LADIES T SHIRT—£14.95**

Black, Light Grey, Royal, White in XS, S, M, L, XL, 2XL, 3XL

**MENS POLO SHIRT—£19.95**

Black, Light Blue, Royal, White in S, M, L, XL, 2XL

**LADIES POLO SHIRT—£19.95**

Black, Light Grey, Light Blue, Royal, White in XS, S, M, L, XL, 2XL

**JACKET, LOGO FRONT—£37.50**

**JACKET, LOGO BACK—£44.50**

**JACKET, LOGO FRONT & BACK—£47.50**

All Jackets are black and available in S, M, L, XL, 2XL

**FLEECE, LOGO FRONT—£29.95**

**FLEECE, LOGO BACK—£44.50**

**FLEECE, LOGO FRONT & BACK—£47.50**

All Fleece are black and available in S, M, L, XL, 2XL, 3XL, 4XL

**SWEATSHIRT—£22.50**

Black, Light Grey, Royal, White in S, M, L, XL, 2XL, 3XL

**CAP—£9.95**

Black, Blue, White—Adjustable

Size Guide and Postage Rates are available on the website.

[www.myteamwear.co.uk](http://www.myteamwear.co.uk)

## Old Club Shop

Still some great bargains available, Contact Alan & Kath Reed on 0208 2010147 for details..... Hurry while stocks last!

**Selling your car , need a part? Advertise on the Website, it's free. Send details to [cocgb@outlook.com](mailto:cocgb@outlook.com)**



**See the next issue for coverage of Rally of the Giants at Blenheim**

