

Cadillac

OWNERS CLUB OF GREAT BRITAIN



Leigh Spiveys's 1954 Eldorado Convertible – see story on page 6

MAY – JUNE 2014

Cadillac Owners Club of Great Britain

(Affiliated to the Cadillac-LaSalle Club of America)

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Club web-site (with international links): www.cocgb.dircon.co.uk

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Cadillac
"Standard of the World"

CLUB News

From the Chairman

Come on the Warmth

I am writing this on the longest day, 21st June – come on those glorious summer days, or will it be a wet one again! I had hoped to go to Hatton Hall tomorrow but its undecided due to health problems here – not mine. I must get my '69 out again – had it for 28 years now. The time does fly the older you get – Monday morning comes and it's suddenly Friday, and another week of good intentions has gone.



Biggest single-make get-together at the Luxury Motor Show in May

Changing Ownership

I see the buyer of my '76 Brougham has joined the club – that's nice. I have a new acquisition heading towards Baltimore Docks for onward shipment: a '91 Black convertible with very low miles and in good nick too. It cost me a few bob but, as a one-owner from new and very tidy, that's to be expected. It has new brakes with ABS plus a few new sensors, of which most came with the car – the trunk was full including a workshop manual. I am just awaiting a front passenger door seal and window switch, which should have arrived yesterday. I tracked it, it's probably sitting in a corner at British customs. I got it from a company in Princetown, Illinois: USA parts 1941 to 1992, Kern Motor Co, Larry Kern, new or rebuilt parts and very reasonable, 001-630-251 -2805 – great people to deal with.

Good Companions

This new addition will be a good companion for my '91 Sedan de Ville,

which has spent six weeks with Bauer & Millett. It's now like a new car, complete with de-rusting and new underseal, and it drives lovely.

Great Cars

I see our Treasurer Bob Thomas is making a habit of winning first prize at whichever show he goes to with his very nice '64 convertible. And did you see that photo of four nice guys all admiring the Ed's new arrival, a triple black 1978 Cadillac Seville, now that is a nice car.

All American Again

Before I finish, Bauer & Millett have dispensed with the Alpha Romeo, Arbarth, dealerships and are back to USA

cars only. Did you know that Chevrolet sponsors Manchester United FC? Neither did I, but they had ten new Corvettes and a new Camaro arrive in one go at their new workshops.

Happy motoring,

Regards, **Peter B Griffith**



Rod & Judy Bevan who organised our display at the Luxury Motor Show

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

Bits & Pieces From The Editor

It was good to meet up with other members who were at The Luxury Motor Show on 18th May – certainly seemed to be enjoyed by all. Many thanks Rod for organising it for us.

On a technical note, do members know of the A/C replacement gas RS 24? It mixes straight in with the old R12 without the need for any alterations to the system. An added advantage is that it often will cure minor leaks. This is due to its ability to 'carry' the oil to the seals rather than to 'leach' the seals. I have cured two leaking R12 systems with it so far, and am hoping it might settle the new arrival, which has sat idle too long allowing the compressor seals harden.

From Leigh Spivey

To those of you who do not know me, my name is Leigh Spivey and my wife Nancy and I own a 1954 Cadillac Eldorado originally bought by my Father in 1967, having therefore now been in the Family for 47 years.

I have written several items for the Club Magazine over the years, but on talking to our editor at the Goosedale Show, he suggested I did an update for some of the newer members. As the Caddy has a history before our ownership, I thought it could tell its own story for a change.

Like one of Disney's 'Pixar Cars', it would probably go something like the story printed here on page 6.

Regards, Leigh

From Alan Crewe

Hi Rob, I have recently joined the Owners Club, membership No 1491.

Can any one help? I am looking for a workshop manual for my 1976 Eldorado Convertible. The car was imported into the UK in 1989 ex Florida, and now has 19,430 miles on the odometer. It has been dry stored for approximately 8 years and is presently in a local garage for a thorough going over and TLC, plugs, leads, fluids, filters, etc. A new battery was fitted on removing the car from storage – it fired up quite easily.

Part of the heating/cooling system has been removed. There are two metal water tubes projecting forward from the right hand side of the bulkhead.

Whatever was there does not affect the running of the car.

Maybe it is a cheap cure for a leaking heater matrix under the dash? Any suggestions ideas would be greatly appreciated.

Best regards, Alan

From Russell Schacter

Hi Rob, I've Just found an unopened envelope containing the March/April COCGB mag and saw the photo on the back of the green 62 Caddy. I bought the car at Brooklands auction a few months ago.

I also own the '41 Series 63 sedan that you printed an engine photo of in the last edition, a '53 Series 62 Convertible that I've owned for 24 years, and a "work in progress" '59 Sedan.

I was surprised to see the '62 in the mag, so thought I'd drop you a quick email. If you need any more info on this or any of the other cads, please let me know.

Here's a photo of me with Big Edd China at the Ace Cafe just after I got the car. I've known the Wheeler Dealer guys for a couple of years because I bought the Highland Green 1967 Mustang from the show in 2012.

Regards,
Russell Schacter

From Dirk Van Dorst

Good evening all,

I am just back from Switzerland preparing the 2015 Grand European that will take place from 26-30th August.

Your GE host hotel is already 'test slept' – and approved. Reservations for 100 rooms have been made, with a maximum of 120 cars/rooms, with special prices for GE participants.

The hotel is situated in the Zurich area – not one that you will find on the 'Hotel' website. The address is: Seedamm plaza, Seedammstrasse 3, 8808

Pfäffikon, Switzerland. Website: www.seedamm-plaza.ch

Draft Program as follows, but all on subject to change:

Wednesday 26 August, welcome desk will open at 4pm, followed by a welcome diner starting at 7pm

Thursday 27 August, we visit Luzern, have a boat ride and all the usual car related goodies we have every GE.

Friday 28 August, there is a trip through the mountains to a classic swiss town.

Saturday 29 August, car judging in the morning, followed by a gala ball and awards in the evening.

Here also is a CLC GN photo link,

Some Photos of Cads and LaSalles – – just what you'd expect to see at a CLC Grand National. The link comes from Warren Hawtin in Sydney via Joe Gildea,



Alan Crewe's '76 Eldorado Convertible

and they are superb images.

Thank you for sending these so we could share them with those CLC members (including myself) who couldn't make it to Boston last year.

<https://picasaweb.google.com/117041701364109648794/CadillacsAndOtherCarsAtBostonGrandNational#5906968980873857122>

Enjoy the summer, Regards, Dirk

FBHVC

VED Exemptions

The extension of the VED exemption to include 1973 vehicles seems to have gone fairly smoothly. Licence issuing Post Offices were able to issue Historic Vehicle Class Tax Discs and send off the V5C for revision to Historic Vehicle status from 1 April. Processing of V14 Forms sent to Swansea to reclaim rebates also seems to have progressed smoothly. The Federation was unsuccessful in getting the rebate to start from April, though.

Obviously it will take a bit longer for applications in respect of those vehicles built in 1973, but registered in 1974, to get through the system. Members with vehicles which they believe qualify on this basis, but who have not yet applied for Historic Vehicle status are reminded that DVLA is becoming quite demanding in respect of supporting documents, and will wish to see evidence taken from manufacturers' records unless these records can be shown not to be available.

The Federation continues to monitor the process by which the future rolling extensions announced in the 2014 Budget will be processed. It currently appears that DVLA wish to repeat this year's process, which of course does mean owners of vehicles which are entitled to the exemption will inevitably lose rebate for the first month of an unexpired tax disc, because DVLA offer only whole month rebates and application can't be made to change to Historic Vehicle status before the month the vehicle is eligible.

Discontinuance of the Tax Disc in October 2014

DVLA have currently not reacted to our comments on their proposal that on any sale of a vehicle with an unexpired tax disc, the VED registration expires and a new one has to be sought.

The proposal says the existing VED licence (even if it is for a Historic Vehicle and no actual VED is payable) will expire when the Secretary of State is notified of the change of keeper (i.e. when DVLA receives the V5C in Swansea). Neither buyer nor seller will know exactly when that is.

But the seller, because of Continuous Insurance, will need to keep his insurance in place until he is sure the licence has lapsed. The buyer will presumably not be able to get a new licence until the old one has lapsed but will need to have put insurance in place to use the vehicle after sale.

Perhaps worse, on a vehicle in respect of which VED is payable, although the seller will be able to claim a rebate on any existing VED, he will not get refund of that part of the month's VED in which the sale occurs. Meanwhile the buyer will immediately have to apply for a licence. This seems to have the effect that some VED will be paid twice over. This looks wrong in principle.

The Federation is also concerned that DVLA do not appear to be planning for an owner to possess any actual evidence of his own. DVLA seem to consider that being on their database is enough. We are concerned that others, especially abroad, may wish to see some evidence that the vehicle is licensed, even if only a print of a computer record, and will not be willing to simply be told to visit the DVLA website.

DVLA have not to date explained how, if at all, these problems are to be dealt with. The Federation will keep asking.

Continuous Insurance

Finally a word of warning: we have come across examples of people falling foul of the Continuous Insurance provision because they do not realise its full extent. Owners, who have maintained their VED licence in force and not made a SORN declaration, have for a variety of reasons discontinued their insurance because they knew it would not be needed as the vehicle would either be off the road or covered by another party's insurance. In each case, that has seemed to be the correct course to take.

But everyone should be aware that continuous insurance means what it says. If you have a VED licence in place, you must have insurance in place for the vehicle as well. While this might occasionally seem perverse, looked at from the point of all motorists and other road users, its simplicity is a justifiable method of seeking to ensure innocent people are not put at risk from uninsured motorists. Failure could get you an enforcement notice and liability to a fine.

As always, many thanks for the contributions. Please keep them coming – a regular supply is essential and always appreciated by other members – Ed



Russell Schacter with Big Ed China at the Ace Cafe



The hotel booked for the Grand European in 2015

I Am A 1954 Eldorado Convertible

by Leigh Spivey's Friend!

Hi There, I am a 1954 Cadillac Eldorado, number 623 of 2150 built, originally painted in black with a black top and all red interior. I was sent across the Atlantic when new and sold by Lendrum & Hartman in London to Denis Zianni de Ferranti – who I believe was head of Ferranti Electronics, now I think part of British Aerospace specializing in radar etc.

After passing through a couple of Car dealers, I was bought in 1959 by a farmer/horse dealer in a village near where I now live. This guy was a true eccentric – someone told him he ought to have a Cadillac like Diana Dors – the 1950's British sex symbol that many of the older generation will fondly remember. We rarely went out of the village, just going to the livestock market once a week. He would carry bales of straw in me and take some of the village children to the local fish & chip shop often with a baby lamb on the back seat for them to feed. A person came up to us at a Show last year and confirmed all this!

After a few years, I was covered in chicken muck and mud but still run regularly. I was sold after weeks of haggling in May 1967 to my present owner's father, a local garage owner and

cinema proprietor, who bought me for £200 plus a clapped out Austin Sheerline limousine. I was to replace his 1950 Cadillac 4-door saloon, which in turn had replaced a 1935 Auburn 4-door convertible – Leigh can remember as a boy riding in the dickey seat of an Essex, so American cars had been in the family a very long time. When eventually I was got properly clean, I was still in very good condition but my original black paint was badly scratched. As my new owner always wanted a white Cadillac convertible, I was resprayed in Old English White – just a quick re-spray with the trims just masked up – and finished just in time for Leigh and Nancy's wedding in 1969.

When I was originally bought my main function was to trailer their 1902 Gladiator, which had a flat-out speed of only 18 mph, so was trailered to most shows like the London to Brighton veteran car rally. Nancy

usually drove me and the empty trailer. Back in the sixties and early seventies forty feet of American car and trailer was a rare sight with a woman driving it and, needless to say, I got as many admiring looks as the veterans.

As the business was called 'The Three Keys Garage' and the Gladiator was nicknamed K-K-K-Katie, I was given the registration number 14 KKK. Leigh's Grandfather was a Music Hall entertainer and his theme song was K-K-K-Katie.

After the closure of the cinema, the building was re-opened as a car museum with Katie and about 30 other cars on display there when not in use. One of these a 1927 Austin 7 Chummy that I am still garaged with, which was driven by the late Simon Ward when he played the vet James Herriott in the first 'All Creatures Great And Small' film.

Since the re-spray, the only paintwork I have had is to the top of one rear wing when a fire extinguisher fell of the wall onto it, and one sill when I ran over a tree stump and the boot lid when a horse reared up during a procession and its hooves came down onto the lid. As for the rest of the car, only the front seat squabs and cushions have been replaced with the correct emboss-

ing of the Cadillac crest and V. When we were importing the leather kit, someone from our Customs Office rang up and asked if the cows were dead. Nancy replied, "I hope so – they are dyed red".

I still wear the original Orlon hood and carpets, although I have recently had a new rear window and the

hood does need re-stitching around the edges. It is the only Eldorado I have seen that still has the original Dinoc finish on the dashboard and door cappings, although there is some rust now showing underneath.

Mechanically, all the main components are original, although the Brake Servo is off a Hillman Hunter. The only chrome that has been done are two new rear bumper ends and one of the front wing trims was replaced – specially cast in brass, as in the days before the internet we didn't know where to get one from. Two of the wire wheels are reasonably new but the others are original re-chromed ones.

One of the first celebrities I carried was the golfer Tony Jacklin after he won the British and US golf championships in 1969/70. He was given the freedom and 'keys' to his hometown of Scunthorpe (my home town



This is me – a magnificent 1954 Cadillac Eldorado Convertible

now as well) and rode in the car on his parade through the town. Five years ago, 50 years since he won the Lincolnshire Senior Open at the age of 14, he returned to Scunthorpe. This time, we toured the three Scunthorpe golf clubs where he was presenting awards and then drove around the town and neighbouring villages to show his wife and son where he used to live and go to school. Lovely people – a real pleasure to carry them around.

In the 1970s, I was used in a national advertising campaign for Ziebart Rust Proofing – it must work as I am still covered in the stuff and I haven't gone rotten yet! Then, in 1981, someone asked my owner if he would bring me to an American Car Show he was organising at a local Power Station, thus starting a near 35-year relationship with the YANCS (Yorkshire AmeriCan car club). Leigh, as #38, is also a very early member of the Cadillac Owners Club of GB

So I have been out and about going to car shows in my own right for 35 years. My photo was on dozens of billboards throughout the country when I was used to advertise Kit Kat chocolate. The top was folded down out of the way and a new one was made with the Kit Kat logo on it resembling the chocolate wrapper. Also, a new front seat was made in the shape of the fingers and a male model sat in it and photographed from above, as though he had just pulled up in the desert: "Have a break, Have a Kit Kat".

About 20 years ago, I spent a week in Scotland filming a BBC production starring Robbie Coltrane, now well known as Hagrid in the Harry Potter films. Robbie drove me throughout the filming and, not long after that, he did that great series "Coltrane In A Cadillac" where he bought a Cadillac and drove it across America. I would like to think that driving me might have given him the idea, but he was already an American car fan – I think he was in a Dodge Coronet at the time. In 2003, I appeared in "Heartbeat" – as a 'lead' car and driven by the guest 'baddy'. He was meant to be a gangster from Manchester and a relation of Geoffrey Hughes' character, Vernon. I was called to 'make up' at 07.30 and was made to look like an old rust bucket that, thankfully, being water based, all washed off easily. Those narrow roads around Goathland and the Yorkshire moors certainly weren't built for Cadillacs!

We were asked to film again for the last series shown a couple of years ago. In that episode, I was driven by a stunt driver, who had to swerve out of the way of a lorry as he was on the wrong side of the road

(he was meant to be an American), and also by Peter Bensons' character Bernie Scripps – a lovely gentleman – who said he used to go to school with our Chairman Peter Griffith.

Over the years, I have been in demand for various functions and have carried the pantomime characters Snow White and her Seven Dwarves to the Scunthorpe Xmas light switch-on. I have been used twice by Radio Humberside: once carrying two DJ's on a Parade while doing a live broadcast from the car; and for an Elvis tribute concert carrying the tribute artist on tour around Bridlington before his Show. Nancy and Leigh were interviewed live on air talking about me and my history.

I have carried 'personalities' to nightclub and supermarket openings and ferried them around show fields; done Page 3 type photo shoots (Leigh quite liked that one); carried Show Queens, Father Xmas and umpteen brides to church. We've recently done the third wedding for the offspring of different friends, who themselves got married in the car years ago.

Over the years, I have won many trophies, but those days are now rare – although it was nice to win a 'Peoples Choice' award last year. I am a big believer



Note the subtle differences of my elegant 1953 predecessor

in originality, unless something really needs doing; let the 'patina' develop, it all adds to the history. Unlike Leigh, who is going downhill fast, I

would like to think I am maturing well with age. Someone came up to Leigh at the Luxury Car Show in May this year and I heard them say that I was the most awe-inspiring car there. As the place was full of Astons, Bentleys, Ferraris, Lamborghinis and the like, that was quite a compliment.

Some people may have been with their cars longer than 47 years. If so, hope they have had the fun and enjoyment as we three have had together. I have been on the road taxed and tested all that time. Leigh never tires of talking about me and, hopefully, will never sell me on – at least while Nancy and he are still able to drive me. They have promised to take me back home to the US on a driving tour, so I can drive on the side of the road I was designed for. I guess the novelty of owning and driving me hasn't worn off yet – and I know Leigh still gets a buzz just walking in the garage and polishing me – even after 47 years.

Over 3,000 Cars Crushed

By Ron Kowalke, of Old Cars Weekly

Collector vehicle hobbyists lost a large supplier of donor-quality parts with the recent closing of Freman's

Auto Wrecking, one of the northwest's largest salvage yards located in Whitehall, Mont.

According to the yard's website, the business was established in 1980, and specialized in vehicles ranging from the 1940s to '75, in addition to containing select body panels and parts for cars going back to the '20s. Inventory at the time of the yard's closing in early May was listed at 3,500 vehicles.

Yard owner Neil Freman elected to crush most of the inventory, with the exception of about three dozen cars. Freman spoke candidly to Old Cars Weekly, stressing, "The yard just wasn't making enough money. I have

other businesses that are profitable, so what's the point [of

keeping the yard open]." Freman added that closing his yard was a continuation of a trend in Montana. "There used to be a dozen yards near here [with vintage vehicles], and now only two or three are left."

Freman blamed the downturn of the economy for some of the yard's recent lost business, but also said old car hobbyists share the blame. "No one wants to pay

what this stuff is worth." He estimated the value of his 3,500 vehicles to be approximately \$2 million.

When asked why he chose to crush out when the price of scrap metal has been flat of recent times, Freman pointed to the rows of crushed vehicles

stacked nearby and responded, "That scrap pile is \$200,000 in my pocket."

The select cars that Freman withheld from crushing include mid-1960s General Motors convertibles (including a GTO),

early- to mid-'60s Cadillacs and several Lincolns from the late '50s. Freman told Old Cars Weekly that these cars will be

listed for sale on Craigslist at a future, yet-to-be-decided date.



Being a Cadillac, likely to be saved from the Crusher



And here's another one likely to be saved from the Crusher

Rod Bevan

MEMBERSHIP SECRETARY

New members

A very warm welcome to new members this time: Wayne Harrison of Norwich with a 1955 Coupe De Ville; Steve Feather of York with a 1981 Fleetwood Brougham; Alan Crewe of Berkshire with a 1976 Eldorado; and Adrian Waller of Barby near Rugby with a 1995 Fleetwood.

Don't forget to send any photos and/or stories to Rob Maidment for inclusion in the website and/or magazine.

Dear Rod:-

The Major 2014 Event

The Luxury Motor Show saw a nice sunny day and we were well represented by club members' vehicles ranging from Leigh Spivey's 1955 Eldorado to Peter Carr's 2008 XLR. It was also good to see Rob and Linda Maidment with their roadster based

Seville, together with an amazing Seville of the same year – both are in outstanding condition, cars and owners! In fact, as it happened, we had the biggest display of a single manufacturer – many thanks to everyone.

The club stand was also well represented at Hatton Country World, near Warwick. There was a good display of club members' vehicles and another nice sunny day was enjoyed by all. I especially like Hatton Country World, as there is something for everyone, a good restaurant in the main complex and fun for the children at the farm – in other words, plenty of space for everyone.

Our next show will be at Rally of the Giants at Blenheim Palace, Woodstock, Oxfordshire, OX20 1PP, another excellent venue. Check out the RoG website for details at www.pre50aac.com and Blenheim's at www.blenheimpalace.com.

It's nice to be driving my recent acquisition, a 50th Anniversary Edition Deville. I am sorting out various things and bits and pieces, as you do, busily finding parts from the internet.

Hopefully, see some of you at Blenheim for another great day out, drive those cars, let's see them out in all their glory.

Very best wishes to you all,

Rod Bevan.



Some of our member's cars displayed at the Luxury Motor Show on the Goosedale Centre field in late May

Bob Thomas

TREASURER

Hello Everyone.

First off, if you would like to see some Cadillacs to die for and weather we only dream about, have a look at this YouTube video link: www.youtube.com/watch?v=zM5Q_kXcbz0

Talking of which, the weather has not been too bad recently. Our trip to Hatton Park last weekend was very good, with a good turnout of cars and members on what was a very warm and sunny Sunday. Thanks to everyone for turning up, and thanks to Rod, Judy, Alan and Kath for sorting out the new stand and providing tea and coffee for all comers. I think it looked very good.

Kath, my long suffering significant other half, decided that it was time for a change of vehicle for her. A Mazda MX5 was what she had owned for the past few years. Having got the sports car bug out of her system, I suggested that a nice four-door saloon would be just the ticket and a CTS might fit the bill – to my utter amazement she agreed! Without further ado and risking any possible change of view, I immediately sourced one; and it has now become her daily ride. It's

a 2005 model, black with light grey leather interior, 2.8-litre V6 and has only 22,000 miles on the clock. She is very happy with it – but then who wouldn't be?

We have a slight change in roles on the committee. Rod Bevan has taken over from Alan Reed and is going to oversee the show organising, although Alan is still going to be manning the battlements with Rod at the shows we attend, just as he always has over the past twenty-odd years. All show enquiries etc should now be directed to Rod Bevan. Many thanks to both for supporting the Club with this.

The next show we are attending is Rally of the Giants, so hope to see some of you there. Call in at the stand and say hello.

Regards, **Bob Thomas.**

CLUB SHOP

It is still Sale time in the Club Shop. The new range of merchandise has been ordered and should arrive soon. Remaining stocks of T-Shirts and Sweatshirts are still **HALF PRICE**. We have T-Shirts in Black or Grey for £6.00 inc p & p, Sweatshirts in Black or Grey for £9.00 inc p & p. Limited stock and sizes are left, so first come first served. Get hold of Cathy or Alan Reed or Rod Bevan to order.



A good turnout of members and their cars at AAC(UK) Summer Nationals at Hatton Country Park this June

2014 Events Calendar

July 3rd-5th – Power Big Meet, Vasteras, Sweden.
www.bigmeet.com, Tel. 0046-404-72939.

July 5-6th – Stars & Stripes, Tatton Park, Knutsford, Cheshire (pre-entry only). Tel. 01204-594266.

July 10-13th – Americana International, Prestwold Airfield Near Loughborough, Leicestershire, UK LE12 5SH. Tel. 01159-390595

July 12-13th – Wings & Wheels Country Fair, Heveningham Hall, Nr. Halesworth, Suffolk IP19 0PN. Tel. 01728-832363.

July 18-20th – AAC UK 'No Name Show'. August Stoke Prior Sports & Social Club, Near Bromsgrove.

July 20th – Newby Hall Classic Cars & Autojumble. Newby Hall, Rippon, Nth Yorks. Tel. 0845-4504068.

July 20th – Beaumanor Hall Classic Car and Transport Show. Beaumanor Hall, Woodhouse, Leics, LE12 8TX. Tel. 01922-643385.

July 20th – Damn Yankees Summer National, North Weald Airfield, J7 M11. Tel. 0208-505-9930.

July 26th (from 4-8pm) – All American Cruise In, Cadillac Special. Ace Cafe, Old North Circular Road, London NW10 7UD. Tel. 0208-961-1000.

July 26-27th – Vintage Gathering, Northampton & Lamport Railway, Northants.

July 27th – Rally of the Giants, Pre-50 AAC. Blenheim Palace, Woodstock, nr. Oxford. Tel. 01530-831170.

July 27th – Walsall Classic Car & Transport Show, Walsall Arboretum Extension. West Midlands, WS1 2QB. Tel.

01922-643385.

July 27th – Worthing American, Rod & Custom Show, Steyne Gardens, Worthing, W Sussex, BN11 3DU West Sussex. Tel 07813-874477.

July 27th – Cheshire Classic Car & Motorcycle Show, Capesthorne Hall, nr Macclesfield, Cheshire, Tel. 01625 861221.

August 3rd – Helmingham Festival of Classics & Sports Cars, Helmingham Hall, North of Ipswich, Suffolk. Tel. 01473-890363.

August 10th – Shugborough Hall Car & Transport Show, Milford, Staffs, ST17 0XB. 01922-643385.

August 15-17th – AACI Late Summer Event, Billing Aquadrome, Northants. Tel. 01606-350546 or 07909-918995.

August 17th – Hampshire Classic Motor Show, Breamore Countryside Museum, Nr Foldingbridge, Hampshire, SP6 2DF. 01527-831726

August 17th – Burley Summer Festival Classic Vehicle Show, Cricket Club, Grange Road, Burley-in-Wharfedale, West Yorkshire LS29 7NF. Tel: 01943-863806

August 24-25th – Knebworth Classic Motor Show, Knebworth, Nr Stevenage, Herts SG1 2AX. Tel. 01527-831726.

August 31st – Festival of 1000 Classic Cars & N-W Classic Bike Day, Cholmondeley Castle, Cheshire. Tel. 01484-452002.

September 7th – Dudley Classic Car & Transport Show, Himley Hall, Dudley, W. Midlands, DY3 4DF. Tel. 01922-643385.

September 12th-14nd – AAC(UK) Autumn Nationals, Kings Bush Farm, Godmanchester, Cambridgeshire, PE292NH. www.american-auto-club.co.uk.

International Events

July 8-12th – CLC Grand National, Lake George, New York, USA. Detail on CLC Website.



Peter Carr in his 2007 Cadillac XLR at the Goosedale Conference Centre Luxury Motor Show

Market Place

Parts For Sale: for 1976 Eldorado. Wheel, full front and back chrome, convertible parade decks, both doors (a bit rough but complete) and boot lid. **for 1985 Sedan Deville.** LH front door (mint) bonnet, boot, some chrome trims and light surrounds etc. Must go cheap ASAP or weighed in when I move. If any use to anyone, contact Bill Bowling in Wakefield on 07886-563724.

Parts for sale: for 1989 Allante. Wheels & tyres, doors, wings, boot lid, lights – too much to list. Contact Peter Gamlin on 07815-014546.



A sample of the embroidered logo for the new sweat-shirts

Parts For Sale: '472' engine parts. Brendon Raw has the following engine parts that he no longer needs from a 63,000-mile 1974 Sedan Deville: cam covers, heads, camshaft, timing-chain, pushrods, rockers, driver's door mirror, original radio, alternator, and much more. He also has new window felts for the 1974 Fleetwood. Contact Brendon on 07961-792658 or Brendon.raw@gmail.com.

Parts For Sale: 1959-1960 parts cars. Included are three 1959s and one 1960, plus loads and loads of spares. I am clearing all cars and parts for area space. Some parts

included are: new and used water pumps, power steering boxes and steering pumps, new wheel cylinders, new wheel bearings front and rear, rear axles, front fenders and doors, loads of stainless bright-work side trim etc, front & rear bumper sections, hubcaps, wheels and tyres, bullet lights, front head-lights etc etc. I have too much to list and all must go, so please call as I probably will have it. To buy everything £2,850 ovno or can buy separate. Contact Garry on 07535-271800.

Club Shop

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

– Black or Grey; L, XL & XXL –

It is still Sale time in the Club Shop. The new range of merchandise is taking shape and should be available soon. Remaining stocks of T-shirts and Sweatshirts are still HALF PRICE.

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

Limited stock and sizes left, so first come first served.

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.



From John Sewell – Cadillacs are ideal to keep small boys in!