

Cadillac

OWNERS CLUB OF GREAT BRITAIN



Paul Nieuwenhuis' 2006 CTS basks in the winter sunshine on Skye

MARCH – APRIL 2016

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

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Cadillac

"Standard of the World"

CLUB News

From the Chairman

Tried and Tested

I've just tried out 'USA Parts' servicing with my Escalade. For a full service plus brake service, it's proved a good job. At a mere 28,000miles, the brake pads were almost non-existent and the discs themselves were badly grooved.

My old friend, and of a few of you too, Chris McDonald was doing the servicing for his son until they get one of their old Bauer & Millett Technicians.

Old Friends

Help Out

Chris was Service Manager and Director of B&M for many years before he retired and so is temporarily helping his son out. I arrived at USA Parts at 9-45am and left at 2-0pm all done, including the full service. Job done very professionally car 'sang' its way home accompanied by Frank Sinatra.

Good Weather Please

If the weather holds as is, I'll try out my '91 Convertible. In the meantime, the Flower Car is still awaiting the registration to return – hopefully. I must have a drive, my body man and painter asked an electrician to rewire the tail Lights, but he could not

do it off the wiring diagram, so Kevin the painter did it himself. We found EU style amber and red light off Google, second hand from Stateside Motors. He then did a beautiful job of switching the badges off the old lenses.

Don't Forget the AGM

Now next month is AGM month 15th May at Brandon Hall. For a fiver, you get a first class Buffet in a nice establishment. Do try to come; we had a few more last year and our own parking area.

Hope to See You Soon

I'll cease now, as I have family matters to attend too. Anyway, hope to see you at one of the shows, Tatton Park first, to which with aid of friends I hope to bring along three cars.

Peter B Griffith



Back in the nineties an international GM rep on Saddam's throne!



This a Cadillac Allante towing an 'Allante' trailer made from write off

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

Bits & Pieces From The Editor

I said in the last issue that we are seeing a steady increase in the bureaucratic attitude of the DVLA, and that the FBHVC are having a greater number of ongoing problems with them. Unfortunately, more and more of these problems are unlikely to be resolved in what us old car buffs would consider satisfactory.

Sadly, since then, matters seem only to have got worse. It does really appear that our multi-million pound industry is viewed more as a nuisance by the DVLA than something that, as taxpayers, we have a right to expect to be handled in a professional and mutually agreeable way.

As I also said in the last issue, I have little doubt that much of the problem rests squarely with the EU. With this in mind, in order to give some idea of the intransigence of the DVLA, I have devoted two pages to copying out some of what the FBHVC are having to deal with.

It is also true that many of the decisions that the DVLA could make in order to accommodate some of our requests do in fact lie with our government. But here lies the added problem: I have for many years been involved as a private-sector volunteer on various boards dealing with roads and other infrastructure in the Eastern Region and have seen how our own public sector tend to pull the wool over the eyes of our elected members. They do this by insinuating various 'laws and ideas' are those emanating from the EU, when in fact

they are straight out of their own heads.

Furthermore, where the majority of these public sector managers are both courteous and helpful (as with those classic series 'Yes Minister' and 'Yes Prime Minister'), there are undoubtedly some who have an overall arrogance based on the assumption that – as with the EU – the public sector know best and should not be argued with. This is especially so as they feel they can fall back on the EU's overall undemocratic, bureaucratic mantle.

Yes, I will happily declare my long-term intention of voting 'Out' in the referendum in June – I see no other way of us restoring our true liberty, of which this country has a long and proud tradition of upholding at all costs.

That now said, I hope to see you at the AGM, or possibly at one of the shows.

From Dirk Van Dorst

Good morning world of CLC.

Yesterday evening during the Vegas Grand National our good friend Pierre Gavel, Creator and President of CLC France and organizer of the 2010 GE, won the 2016 Yann Saunders award.

Please inform everybody for publication in their magazine.

The Plan is that Pierre and a new team (James Ayres is now out of the CLC France) will organize the 2019 GE in France.

Now I drive down for coffee on the Richelieu terrace with Pierre.

Thank you for your support in the awarding of Pierre.

Sunny regards, Dirk

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



Award winner Pierre Gavel with Dirk Van Dorst

Cadillac Latest News

April, continuing the brand's product-driven growth. XT5 enters the strongest category in the luxury automotive space, the midsize luxury crossover segment, where Cadillac set sales records in 2015.

Cadillac Rear Camera Mirror named 2015 Popular Science 'Best of What's New' award winner.

Cadillac's Rear Camera Mirror has been named a 2015 Popular Science "Best of What's New" award winner. The annual awards cover the magazine's choices of the year's top 100 technology innovations and appear in the December issue.

Cadillac global sales grow 2.2 percent in January

Cadillac's global expansion continued in January, with total sales of 20,625 marking a 2.2 percent increase following the 7.5 percent growth of 2015. Cadillac now enters a period of key product launches that are planned to further accelerate the sales and reinforce the rising stature of the brand.

Cadillac names Dan Creed Vice President, Sales Operations

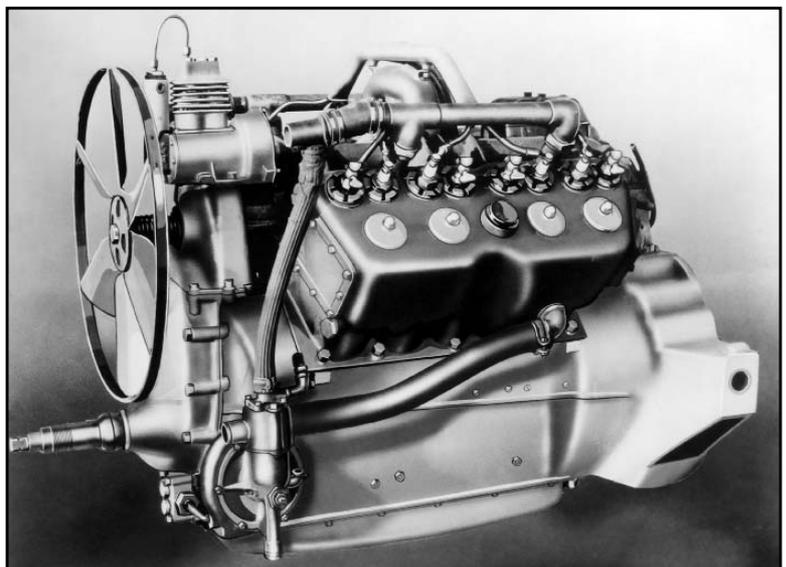
Cadillac has appointed Dan Creed to the position of vice president, sales operations, effective January 16, 2016. Creed will lead sales and service activities in North America, the brand's largest market and report to Cadillac President Johan de Nysschen. Creed's responsibilities include development and execution of retail sales and customer experience strategies.

New 2017 Cadillac XT5 Crossover arrives this April

The first-ever Cadillac XT5 will arrive in U.S. dealerships in early-



The all new Cadillac XT5 Crossover due out early this April



Come a long way since this First V8 engine appeared in 1915

Autocratic DVLA

DVLA Intransigence – from FBHVC

Registration Matters 1

In the last Newsletter I set out the reasons why we are not at one with DVLA on the licensing processes. I wish I could report real progress. While, as Ian sets out in his section, we are proceeding with what amount to some workarounds arising from the problems DVLA's approach is currently creating for us, our view of the underlying principles has not changed, but nor has DVLA's. As we firmly believe our view, particularly of the history of this matter, is evidence based, we will set out to gather the evidence.

Perhaps most worryingly, while, from the outset of the V765 and related schemes, the Federation has clearly been recognised as a stakeholder and DVLA still treats us as a participant in the system when it is to their advantage, for example by referring applicant queries, even from those who are not in member clubs to us for assistance. Thus we were able to express our views on the last formal consultation on the subject in 2004-2005. However, DVLA have, as I explained, undertaken a redesign of their processes. This redesign has largely been presented to us as a fait accompli, with changes and refinements having to be sought and negotiated after the fact. It might be thought that it would have been much more efficient for everyone if the Federation had been invited to comment on the proposed redesign and its ramifications before they went into force. Instead, we had to wait until the meeting in September to even be told there

had been a formal redesign.

We are also concerned about the failure of DVLA clearly to explain their policies to applicants in general. Guidance Notes are, almost without exception, now out of date and the only way to assess the changes is from careful examination of the notes of the September meeting at Swansea. These are not always clear and, in any event, DVLA has declined to make them generally available.

While DVLA have now allowed the Federation to make the information known outside the limited number of organisations DVLA felt able to invite in September, they have assumed that the Federation then has general responsibility to reach the entire historic vehicle movement in the UK. With the best will in the world, and while we do try to reach as many as we can and expand our coverage, it is

nevertheless simply the fact that there are many owners of historic vehicles out there who are not members of Federation member clubs and who thus have no access to up-to-date guidance. I must say I am surprised that DVLA considers this situation satisfactory.

I have to report that the first approach by the All Party Parliamentary Historic Vehicles Group (APPHVG) to Government has not achieved very positive results. Following the presentation of our arguments in a meeting with the Minister, Mr Andrew Jones MP by the APPHVG chairman, Sir Greg Knight, and our chairman David Whale, the only response has been that: "The policy has

not changed". While this comment was made during a speech and so was accompanied by no detail, we understand Mr Jones is writing to Sir Greg, which might mean we get more clarity on the reasons why DVLA consider this to be the case. We do not doubt that Sir Greg will wish to take the matter further and we will be working out how best to support him.

Registration Matters 2

As Ian explains in his section, progress on registration matters has currently stalled for



Another amazing bit of 'Motor Parts' Art

lack of anyone ready to talk to us. We are awaiting confirmation of the new structure within DVLA before presenting our concerns in a clear, coherent and complete manner.

If we are not advised by DVLA of their new structure soon, we will clearly have to take a more pro-active approach, as all of our members affected by the current unsatisfactory position cannot be expected to wait forever for an outcome.

Our concerns, that our recognised position as stakeholder in respect of the V765 scheme and related matters has been undermined by the redesign of DVLA's processes, remain valid, as we have had no explanation of the changes save that they represent existing and longstanding DVLA policy, which we believe to be incorrect and which we consider DVLA cannot prove.

We are in the course of preparing our formal approach for when we can restart. We have continued to work with the All Party Parliamentary Historic Vehicles Group and its Chairman, Sir Greg Knight, so we can all be ready to pull together when the time comes.

Meanwhile our advice to those affected to be patient must remain the best we can offer. We know this is not satisfactory but can see no way to improve the situation except what I have set out.

Insurance Values and Write-Offs

I reminded you last time of the possibility of problems with damaged vehicles if the insurance Salvage Code of Practice is unsympathetically applied. The problem is that the existing Code relates decisions on writing-off very closely to the ratio of the cost of repair and the market value. That approach might not be applicable to historic vehicles, especially of the smaller varieties.

A new Code of Practice is in the course of being drafted and the Federation has been invited, through the good offices of the DfT, to participate in a review of the most recent draft. We expect that activity to occur during the next few weeks. Our aim will be to ensure that the interests of historic vehicles are properly considered.

Meanwhile, there is a live issue people should be aware of. There is a presumption that a vehicle which is inundated in a flood must be written off. While this probably makes complete sense for a contemporary vehicle stuffed full of electronics, it is questionable in the case of older vehicles, which may be little

affected. We have received warnings that this may have become a live issue after the Cumbrian floods and we will be monitoring the situation.

Correct V5C Forms and the Vehicle Enquiry System

I have really bad news on the subject of vehicles where the V5C, and the DVLA database, has an incorrectly shown Make, often because the Model is incorporated into the Make box. This makes searching for them on the VES difficult, unless you have the V5C to hand, which will enable you to use the erroneous DVLA 'Name' entry in your search.

Back in April, at a meeting at DVLA with both policy and system people, Ian, Rosy and I discussed the issue fully. The actual problem seen by the owner, namely that the actual Make is fully known and can be easily demonstrated, was very fully explained. Indeed a specific Make with repeated problems was identified. We could not have been clearer in speaking to DVLA.

While we knew there was some sort of system issue, we were not at all given to understand it was insurmountable. Rather we were told by DVLA that for those vehicles where Make was incorrectly shown, there would be a need for evidence individual to the vehicle to achieve a change.

Then, at the Swansea meeting in September, attendees were assured that correction of incorrect data in a V5C would be easily achieved with evidence. This assurance was given, we understood, in the full light of the problem as we had explained it. Indeed that point was raised at Swansea and we were reassured.

Later we asked if a defined procedure to provide individual vehicle evidence could be used as a 'template'. While we were told that DVLA did not wish to use a template as such, no indication was given that the implication at the meeting that, provided individual evidence could be supplied the correction of the V5C could be made, was incorrect. I therefore suggested in a previous edition of the Newsletter that that procedure be used by those applying to have make designations in V5Cs corrected.

Well, it is with some regret that I have to tell you that we, and all the people who attended at Swansea, were misled.

Texas Barn Finds

Seen On Line

A Texas car collector has made the discovery of a lifetime in the form of five classic pre-war automobiles stored for four decades in an Austin barn.

Antonio Brunet, chairman and founder of Motostalgia Auctions, is now helping their owner take the cars to auction, where high estimates value the collection at more than \$700,000.

The collection features three Cadillacs built between 1932 and 1938, a 1923 electric model from the defunct maker and a 1908 REO Model G Boattail Roadster.

"It's the Holy Grail for a car guy," Mr Brunet told Fox News. "Opening the doors, seeing the cars covered in dust, untouched for years...It's like you're in a time machine."

The cars are owned by a man who moved to Texas from Wisconsin in the 1970s who always intended to fix up the vehicles, but never found the time.

Mr Brunet said: "He had some amazing vehicles that he put away in his new barn, always with the intention

of getting the time and money to fix them."

However, forty years later, that day had not come and Jack finally decided to put the classic cars up for auction.

The one likely to fetch highest bids in the auction is a 1932 Cadillac 370B V-12 Convertible.

"It was used as a prototype to show executives to see if they would approve the concept of a Victoria convertible," Mr Brunet said.

The Cadillac could fetch as much as \$350,000 at its first public sale.

The other two Cadillacs, a 1933 Model 370C V-12 Town Coupe and 1938 Series 90 V-16 Fleetwood Limousine, have the potential to fetch as much as



The 1932 Cadillac 370B V-12 Convertible

\$75,000 and \$65,000 respectively.

A 1923 Milburn Electric Model 27L could get anywhere from \$90,000 - \$125,000 and the oldest car, a 1908 REO Model G Boattail Roadster/Sedan Tonneau, could fetch between \$75,000 and \$95,000.



The 1933 Cadillac Model 370C V-12 Coupe

While not a classic 'barn find' because the owner never lost track of the cars, Mr Brunet says its an exciting find nonetheless.

"I think the main reason why barn finds are so exciting is that most car guys like originality," he said. "Cars that are 40, 50, 80, 100 years old or more...They've transitioned

from basic transportation to collectible vehicles."

Rod Bevan

MEMBERSHIP SECRETARY

New members

A very warm welcome to new members this time: Gary Brookes of York with a 1941 Series 62 Sedan; and rejoins Val & Bill Fittall of Banff with a 2004 Escalade. Please let Rob Maidment have details of your vehicles with photographs for inclusion in the magazine and website.

Dear Rod:-

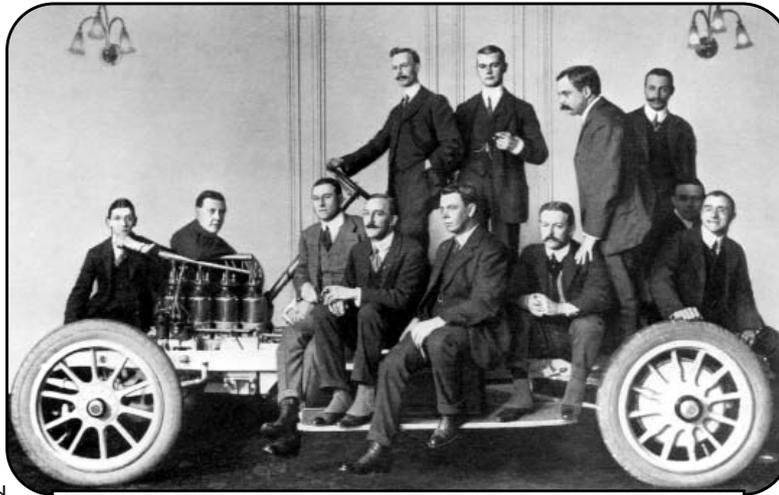
COCGB, Facebook page.

We really need members to use our Facebook page – instructions in last magazine. We have a 'Closed Group' and a 'Public Group'. The choice is yours, use either or both. It's a great way to keep in touch with other members, obtain advice and

find parts. The item on 'Trunk Monkey' is terrific, and very funny.

The Annual General Meeting Sunday 15th May, 11am start at Brandon Hall Hotel, near Coventry, CV8 3FW. This is a great venue with a subsidised lunch. Please let's see you and your Cadillac. We need your thoughts and input to make the club work for you.

Check out the shows page.



Part of the 1912 Dewar Test at the RAC Club in Pall Mall

Summer is here folks and the reason for having our cars is to drive and enjoy them. The Deville failed its MOT in April, sway bar links on both sides.

On t o Amazon.com, good price for AC Delco units so should be back on the road by the time you are reading this. Oh, and a leaking oil pressure

switch, but I had a new one ready anyway, so I'll get them to fit that as well.

Hope to see you at a show.

Very best wishes, **Rod Bevan.**

Bob

Thomas

TREASURER

Hello Everyone.

Hope business, do let them know.

The Club merchandise store has a new Internet address, as I mentioned in the last issue. There is now a link on the Home Page of the Club website, or you can use this address

www.myteamwear.co.uk/car-clubs/cadillac-owners-club.html

Take a look and get your orders placed ready for spring – it won't be long now!

I am off to the States in a few weeks time



A typical Driving Tour that regularly take place from the Gilmore Museum site

and will be visiting the new Cadillac museum. I will be doing a piece for the magazine about it when I get back.

Best wishes and happy motoring,

Bob Thomas

COCGB Selected Events 2016

'AAC (UK) Summer Nationals'

Hatton Country World on Sunday 26th June.

Members are welcome at this show, but due to other commitments and attendance at shows in the following weekends, the club will not have a stand this year.



The 2015 Get-together at Tatton Park



2015 Club Get-together with the AAC (UK) at Hatton

'Stars and Stripes Classic American Car Show'

Tatton Park on Sunday 3rd July.

This will be our second year at this event, the show being open on the Saturday and Sunday. The club will be there on the Sunday. Make sure you clearly mark your application form "Cadillac Owners Club of Great Britain" and select 'Sunday' as the day attending. This will ensure that we are all allocated and directed to the Cadillac club stand and we will all be together. Entry is free, but you do need to register in advance, as space is limited. Book by printing an

application form at cheshireautopromotions.co.uk.

We did get a bit broken up last year. So this time I will attempt to keep us grouped together, but with members arriving at different times, it can be a problem. Please let me know you have booked in for the event, so then I can liase with the organisers for a fixed number of spaces. I have zero bookings at present.

'Rally of the Giants'

Blenheim Palace on Sunday 10th July.

This is a two-day event for those who wish to attend for the weekend. The club will have a stand and parking area on the Sunday only. The event will celebrate the 50th year of the show following on from last year's event that celebrated the 50th year of the club.

Book your place for a great day out on line at pre50aac.com for a discounted admission price.



The Club tent & banner at the well-attended Blenheim Event

2016 Events Calendar

May 8th – The Mendip Vintage & Classic Tour. Starts: Farringtons Farm Park, Main Street, Farrington Gurney, Bristol BS39 6UB. Tel. 01275-342999.

May 15th – COCGB AGM, Sunday 11am at the Brandon Hall Hotel, Brandon, nr Coventry, CV8 3FW. As with previous AGMs, a subsidised buffet lunch will be supplied at £5.00/head. All members very welcome. If able to commit in advance, please let Peter Griffith know or, if not, just turn up on the day.

May 22nd – Herts AutoShow and Fun Day. Stanborough Park, Stanborough Road, Welwyn Garden City, Herts, AL8 6DQ. Tel. 01707-376020 or 07963-501440

May 28-30th – Enfield Pageant of Motoring, Great Cambridge Road, Enfield. (pre-entry) Tel.0208-367-1898.

May 29-30th – Ragley Hall Classic Car and Transport Show, Ragley Hall, Alcester, Warwickshire, B49 5NJ. Tel. 01922-643385.

June 5th – London to Brighton Classic Car Run. Mercedes Benz Museum, Brooklands, Weybridge. Bookings. Tel. 01527-831726.

June 5th. – Can-Am Car Clubs Annual ‘Lazy Sunday’, St Edwards School, Poole. Tel. 01747-853248.

June 5th. – Brighton Beach Classic Motor Show. Madeira Drive, Brighton, Sussex. Tel. 01527-831726

June 5th – Cleveleys Classic Vehicle Show. Town Centre and Promenade, Thornton-Cleveleys, Blackpool, Lancashire. <http://cleveleysvehicleevents.ning.com>

June 5th – Peter James Bromley Pageant, Norman Park, Bromley, Kent. Tel. 01775-768661.

June 18-19th – Bristol Classic Car Show, The Bath & West Showground, Shepton Mallett. Tel. 0117-907-1000 (Footman James).

June 18-19th – AACI Open Summer Nationals, Billing Aquadrome, Northants. Tel. 01924-451885, 07801-125821

June 19th – Trentham Transport Festival, Trentham Gardens, nr Stoke on Trent, ST4 8AX. Tel. 01922-643385.

June 25th – Vintage & Classic Car Festival, Bosworth Hall, Leicestershire, Tel: 01858-880263.

June 26th – AAC(UK) Summer Nationals, Hatton Country Park, nr. Warwick. www.american-auto-club.co.uk.

June 23rd-26th – Goodwood Festival of Speed, Goodwood House, Chichester. Tel. 01243-755055.

June 26th – Hampton Ferry Car & Bike Show, Hampton Ferry, Boat Lane, Evesham, Worcestershire, WR11 4BP, Tel. 01386-45460.

July 2nd-3rd – Corvette Club Summer Nationals, Wood

Green Animal Shelter, Cambridgeshire, PE29 2NH. Tel. 07921-338405.

July 2nd-3rd – Stars & Stripes, Tatton Park, Knutsford, Cheshire (pre-entry only). Tel. 01204-594266.

July 2nd-3rd – Wings & Wheels Country Fair, Heveningham Hall, Nr. Halesworth, Suffolk IP19 0PN. Tel. 01728-832363.

July 7-9th – Power Big Meet, Vasteras, Sweden. www.bigmeet.com, Tel. 0046-404-72939.

July 7-11th – Americana International, Draycott Showground, Hopwell Road, Draycott, UK DE72 3PD. Tel. 01159-390595

July 10th – Rally of the Giants, Pre-50 AAC. Blenheim Palace, Woodstock, nr Oxford. Tel. 01530-831170.

July 17th – Newby Hall Classic Cars & Autojumble. Newby Hall, Rippon, Nth Yorks. Tel. 0845-4504068.

July 17th – Walsall Classic Car & Transport Show, Walsall Arboretum Extension. West Midlands, WS1 2QB. Tel. 01922-643385.

July 24th – Damn Yankees Summer National, North Weald Airfield, J7 M11. Tel. 0208-505-9930.

July 24th – Cheshire Classic Car Show, Capesthorpe Hall, nr Macclesfield, Cheshire, Tel. 01625 861221.

July 30th (from 4-8pm) – All American Cruise In, Cadillac Special. Ace Cafe, Old North Circular Road, London NW10 7UD. Tel. 0208-961-1000.

July 31st – Beaumanor Hall Classic Car and Transport Show. Beaumanor Hall, Woodhouse, Leics, LE12 8TX. Tel. 01922-643385.

August 7th – Helmingham Festival of Classics & Sports Cars, Helmingham Hall, North of Ipswich, Suffolk. Tel. 01473-890363.

August 7th – Shugborough Hall Car & Transport Show, Milford, Staffs, ST17 0XB. 01922-643385.

August 14th – Hampshire Classic Motor Show, Breamore Countryside Museum, Nr foldingbridge, Hampshire, SP6 2DF. 01527-831726

August 21st – Beccles Car & Steam Display, Beccles Quay, Beccles, Norfolk, NR34 9BB. Tel. 01502-217324

August 19th-21st – AACI Late Summer Event, Billing Aquadrome, Northants. Tel. 01606-350546 or 07909-918995.

August 20th – Burley Summer Festival Classic Vehicle Show, Cricket Club, Grange Road, Burley-in-Wharfedale, West Yorkshire LS29 7NF. Tel: 01943-863806

August 29th – Notts Classic Car & Motorcycle Show, Thoresby Park, nr Ollerton, Notts, NG22 9EP. Tel. 01484-667776.

August 28-29th – Knebworth Classic Motor Show, Knebworth, Nr Stevenage

International Events

April 12-16th – CLC Grand National, Las Vegas, Nevada, USA. Tel. 001-702-472-7313, Contact: Lauren Schweitzer.

June 30th – CLC Germany Silver Jubilee Event, at the place of our establishment in Würzburg, Germany.

Market Place

For Sale: 1976 Fleetwood Brougham. Rare fuel injected model in claret with firethorn leather interior. 55k miles and in good rust free overall condition. Usual Fleetwood options of power windows/door locks/trunk plus cruise control, heated rear window, twilight sentinel, auto dipping and illuminated door entry. Fitted with modern DAB head unit in the glove box with remote operation from the drivers ashtray unit. Sadly for sale due to loss of storage and feeling the time has come to move onto pastures new. The car will come with a number of spares, including the fuel injection ECU, injectors, fuel pumps and faultfinding guides.

Asking £6k, but all offers considered. Contact Alan on 07793-012603 evenings and weekends, or email alan4video@btinternet.com.

For Sale: 1978 Eldorado Biarritz Coupe. V8 425cu/7 litre, 113,000 miles, tyres all in excellent condition, MOT until July. 8-track stereo garaged and kept on trickle charge. No dents but a little rust on bodywork, and one coach light lens missing. I bought this car in USA in 1996 and shipped it to England in 1998. Taxed and MOT 'd since then. Offers in the region of £3,000. Contact Pete King on 01379-644200, 07949-126569 or e-mail at pete@king-design.com

Wanted: 1959 Cadillac. Either 2-door coupe or 4-door sedan. Would prefer a private sale and is willing to travel to view. Please contact Garry Darby at a.darby2@btinternet.com or Mobile 07535-271800

Wanted: For 1964 Coupe deVille. 331ci engine for 1950 Cadillac project car, picture on the Face book page. So, if you can help, please contact Derek Drinkwater on 01428-685349 or e-mail at derekdrinkwater48@gmail.com.

Wanted: For 1970 Eldorado. Rochester 4-barrel carb for 500cu-in engine. If you have a new or second-hand one or know where one is available, please contact Richard Samways on 01305-826905.

Club Merchandise

(link on HomePage of Club Website)

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

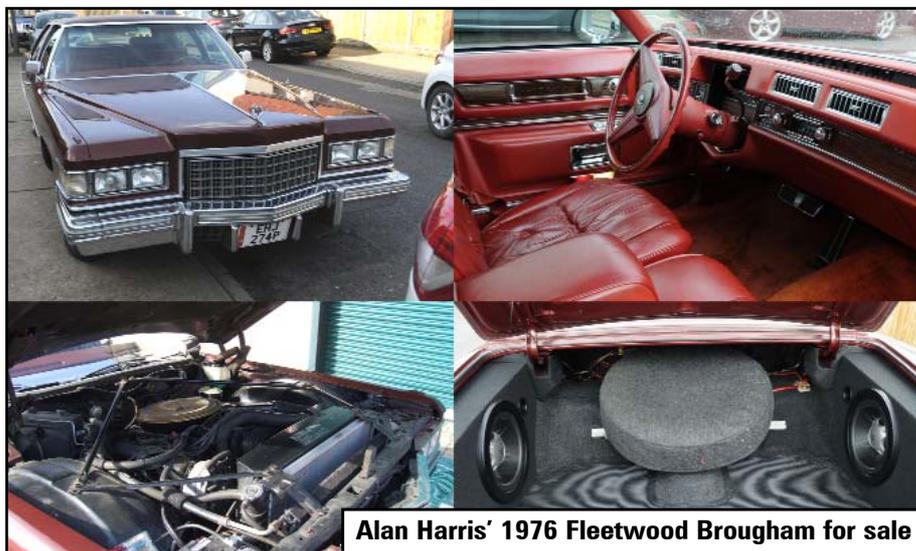
CAP – £10.99

"Black, Blue, White" – Adjustable

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



Pete King's 1978 Eldorado offered for sale above left



Alan Harris' 1976 Fleetwood Brougham for sale