



August 12th Cadillac Clinic Bob Winchell's Garage

"If this isn't the number one thing we do as a club then I don't know what is..." Couldn't have said it better myself, Jack. Nicholson was right of course. The driving and museum stuff is fun and entertaining. The visits to our members' homes and garages are stimulating. But the clinics are where we actually learn something new each time we get together.

We had at least ten Cadillacs at the clinic this time! Nicholson's didn't make the shot.



This was the first clinic since Winch got hurt, *and the survey says: "We're glad you're back, Bob!"* In fact, Winch was SO back that we could not *hold him back*. What was supposed to be Bob orchestrating the rest of us ended up with our host under four cars for most of four hours.

Thankfully Art and Jay – our own Rube Goldbergs with wrenches – showed up in plenty of time to get their hands dirty.

When I got there at 1:00 PM Jack Hurley and Bob Hendershott were re-aiming the headlamps on Bob's Eldorado.

Art's in the green shirt. Jim Sebastian is looking a little skeptical.



Alan Grist already had his '70 Deville up in the air, and Winch had already sent him for a new ground



cable. Art and Jay pitched in, and Alan did a lot of his own work. They replaced that cable and some ground connections. They pulled a rear wheel; looked like it needed either wheel or axle bearings. An hour later, the four of them buttoned her up and Alan had a list of other stuff to work on back home.

Jay and Jack look on...

Tom Di Nucci's '61 convertible (below) has been rumbling in the seats and shaking in the steering. He

was looking for an issue in the driveshaft, but the fellows seemed to think it might be wheel bearings, motor mounts and bushings. They gave it a once-over, examining what looked like original parts like ball joints. We code dated the tires as 2007 models, and Winch pointed out the need for front brake self-adjustment.



Everyone marveled at the skegs on the rear. That's a great angle to view those lower fins, you know.



New member Jim Sebastian rolled his pristine '89 Allante up to the rack (left), and a moment later the guys had drilled in on the source of his rattling: A plastic dust cover sleeve on the rear shock had come loose. A snip or two and Jim had that done. Winch did a quick exam of Jim's AC compressor. Jim took some mental notes.

Winchell, Di Nucci, Sebastian, Hurley, Stalling

Soon we were looking for the next car...

New member Denard Stalling brought us his white '63 coupe. Everyone admired this coupe. It's got low miles and is oh-so-clean looking. We accused Denard of wearing a mask when he picked this up from the previous owner back in Ohio over a year ago. Under the car, the team examined the driveshaft and ball joints (especially the center rear), and found some minor oil leaks – tweaking some pan bolts if I saw them clearly from my perch across the shop. Under the hood, the car got a once-over as well, and Denard too left with a “to-do” list.

All told, we had a bunch of guys there, and there is simply no way to express the satisfaction that comes from hanging out with your friends, watching when you don't know something and pitching in when you do. We are so very fortunate to have Bob and Jay and Art to guide these things. But it seems we are picking up some additional help too (Jim has done a good deal of wrenching on his Pontiacs).

Let's see if I can put everyone at the scene:



Alan with Denard and Art under the '63 CDV.



- Bob Winchell
- Art Gardner
- Jay Friedman
- Bob Hendershott
- Alan Grist
- Jack Hurley
- Lee Dunn
- Tom Di Nucci
- Jim Sebastian
- Denard Stalling
- Bill Greene
- Jack Nicholson
- Mark Nichols
- Doug Bailey



Okay, what did I SAY, guys? Denard and Jack Nicholson – a tough audience. What? A FORD in the background? Apologies to Mark Nichols. I'll get your photo next time, Mark!

Photos and text by Doug Bailey