

Peach State Cadillac Clinic: Sunday, September 22, 2013

We had been planning on working on Rob Compton's steering box and front suspension. Rob, tell me how you can separate three ribs without knowing how you did it? Somehow Rob did, and now he's recuperating at home. Needless to say, he couldn't bring his '40 LaSalle to the clinic for our Fall Special. One day soon, Rob! The "show must go on!" By 1:00 we had two others in line, so we got to work.

Wait! First we need sustenance, so Lee, Jack Hurley, Tom Di Nucci and I made a run to the Subway ("Five, five dollar foot-long!").

At right Bob Hendershott, Jack Hurley and Tom Di Nucci chow down before getting to work. It's not ALL work at the Peach State Cadillac Clinic!



Hal Raper's '56 sedan rolled in. What's that squealing under the hood, Hal? The guys quickly settled on a diagnosis: It's not a passel of pigs in there, it's Hal's generator bushings. They're *shot!* The shaft was rattling around in there like granny's old Maytag. Winch thought it was a miracle Hal had made it into Marietta. Art Gardner and Jay Friedman made a run to Art's to locate a spare, but came back empty-handed when they discovered Art's was a 6-volt version. Winchell to the rescue!

That's Jack Nicholson on the left (on break from shooting *Easy Rider*). Hal Raper sports his railroader's cap, and Russ DeBarros features the coveralls. Winchell scratches his head over the two generators on the bench.

Winch found an older 12-volt unit with worn brushes. It fit the mount, and would work to get Hal home. That allowed Hal to send his



generator off with Tom to get it rebuilt at Sleepy Hollow Rebuilders in Cumming. (Tom had taken his toasted generator there on Bailey's recommendation LAST weekend.) Hal is considering whether to replace the generator with a more reliable alternator – and will price out one of the “gener-nators” that place an alternator into the generator's housing to retain the original look, like on Stan's Godfather. Either way, he will have a rebuilt unit to put back in if he ever wants to go back to it.

Avoiding all the action to talk some “bidness,” Larry Reece and Lee Dunn hover over Lee's sandwich in the back of the shop.



Without another vehicle to tend to, we pulled in my '66 Sedan Deville. It's been making some noises lately under load, something like a wheel bearing or a universal joint – although both had been replaced within a couple of years. All I wanted was a look at the drive shaft, to see how the front bearing was wearing. I didn't want to strand Barb on the highway during our upcoming Fall Driving tour. Got to avoid that scenario if I ever want her to go again! Well, the fellas quickly determined that the shaft is a one-piece unit and the U-joints looked good. There was a tiny movement in the rear transmission connection, indicating a worn bearing. But it was a tiny movement. Not what's making my noise. It's safe to drive the mountain roads, and that's what I needed to hear.

On the other hand, the guys found other issues. The front sway bar link bushings were shot – and this only three years after I had installed a PST rebuild kit. Stan drove me to the NAPA store, where I found a kit for \$20 that gave us all we needed. It included the polyurethane bushings that would have cost a ton more through PST. (right from NAPA web site)



The phone rang while at NAPA: My strut rod bushings were also shot. Winch got me to take a photo of the torn bushing, where it attaches to the frame.

That's it at right, with Art looking on from the front of the car.

NAPA had the parts, but only one side was in Marietta. I'll have to order the other delivered. It's not an emergency, and the upper ball joint boots were worn and leaking as well. So, I will get the parts and take the car to Weaver's down the street from Winchell's shop – they are highly recommended by both Winch and Art. Jack Hurley pointed out the wear on my Diamondback tires. Sure enough, I will need an alignment as soon as those repairs are made. I have until October 10th to get this done, and then I can ride with assurance along those roads to Highlands NC. Thanks to my buds at the Cadillac Clinic!



The Cadillac Clinic! Winch, Art and Jay lead us, but we also have Russ, Larry, Tom, and others to keep us on the straight and narrow. There's no reason anyone should drive around blind to what's going on underneath their cars, or to take off on one of these 300 mile trips not knowing how his car will behave. Watching and learning is the key. And it is a great way to spend a Sunday afternoon hanging out with the guys!

Our next clinic will probably be in November. We will keep you posted. Maybe we will cover suspension and steering (e.g., linkage, ball joints, tie rod ends, shocks and springs). *Why not join us? Just let Doug know if you're interested!*

-- Doug Bailey 09-23-13