



On Saturday, March 12th we met at Cadillac of Lake Lanier in Gainesville for another of our famous Cadillac Clinics. Marty Pecora not only hosted and supplied his technical expert Lawrence, but he delivered his daughter's order of Girl Scout cookies to some hungry Cadillac-ers... Three of us took advantage of the hospitality: **Mark McDermott, Tom Di Nucci, and Doug Bailey**. Here's a summary of our visit... which ought to tell you everything there is to know about WHY we take advantage of these clinics: They might not make us HAPPY, but we leave there with more and better information about what to do NEXT!

Hey Doug,

Great seeing you and Tom today! Thanks again to y'all for organizing the event. And to Marty for hosting, and his mechanic! The BUMBLEBEE hadn't been up on the lift very long before your arrival, but here's the list of things we discovered:

- *Radiator was replaced during the engine rebuild 2 years ago with a plastic one. Need to replace with an OEM (metal).*
- **Two minor coolant leaks. The water pump and cylinder cover gasket(driver side).*
- *Cruise Control was not connected properly after engine rebuild.*

There's a theme here... I'm not happy with Randy's Auto Repair in Tucker, GA. Most of the items on my list are due to their rebuild 2 years ago. Feeling a bit RIPPED OFF!! Venting!

- *Oil pan drip. Tightened a few loose bolts.*
- *Power steering pump has small drip.*
- *Brakes still look new!*
- *Under carriage is in good shape.*
- *Parking brake cable should be tightened up a bit.*

It's nice having a few extra eyes looking over your car every once and a while; especially experienced ones... I give it 6 thumbs up!! Oops, too many dirty martini's!!! :) Hope to see ya soon!! Thanks again!

Best Regards,

Mark McDermott

Next we put Tom Di Nucci's '61 convertible up in the air. He was experiencing some drifting and looseness in the steering. Marty's guys looked over the power steering pump and belts, finding no worries there. Lawrence indicated there is a little too much play in the steering wheel, maybe three inches when an inch is what you'd expect. The fine-tuning adjustment in the steering box might give a little improvement, but that requires a special tool that no one had on hand. The mechanic's advice was for Tom to find a replacement steering box, or to have his rebuilt, because the gears in there are too sloppy. Since my '58 is facing a similar situation, and the adjustment has already been taken up, I had already been looking for the part... I shared with Tom that I had found three alternatives:

- A new steering box will run \$329 with a \$150 core deposit at USA Parts Supply; or
- LARES (in Chicago, I think) sells a brand new one, #11108 <http://www.partsconnect.co/laresweb/default.aspx> Looks like \$539. Or...



*Above: Doug's '66 rear tranny mount showing wear.
Right: Fuel line getting hard.*



- A-1 Cardone #276502 – rebuilding service through Rock Auto costs \$144.79 – but you send them your old part and they eventually send it back rebuilt.

I bought a used steering box on eBay years ago, just for this purpose. I plan to send the used unit to LARES for a rebuild. Probably will cost more (\$300) than the service through Rock Auto, but LARES is trustworthy.

Finally, we put Doug's '66 Eldorado up on the lift. Doug had been downtown Atlanta for the morning, where he was carrying the Grand Marshalls of the St. Patty's Day parade (Bert and Kritin of the Bert Show on Q100). If you see Doug's red face, you will know he was in the car with the top down for almost six hours Saturday! All Doug wanted was some verification of three or four repairs he knew he needed:

- The Y-pipe, a crossover exhaust for the single-exhaust 429, was reportedly leaking. Doug wanted to be sure he really needs a new pipe, versus just tightening up the existing mountings. We found leaks around the driver's side flange, perhaps needing a new gasket, but nothing else was remarkable. Maybe this will save Doug \$150 for the Walker-made Y-pipe. We'll get Jose Azcuy at Buckhead Muffler to check it out – he installed the rest of the system last fall, but we couldn't put our hands on a Y-pipe at that time.
- While inspecting the suspension we found the new bushings and fittings from our Fall of 2015 rebuild. But we also found some rubber fuel lines that have been getting dry and hard. Those are going to need replaced sooner rather than later. They will go onto my To Do list! Lawrence also saw the leaking steering pump, for which I already have a replacement in hand (\$138).
- The rear transmission mount is shot, and the tranny is resting right down on the frame member. Doug had found several alternatives on eBay and at USA Parts Supply (OPG's catalog has this mount only for the '68). Trouble was, the USA Parts price is \$200, and there is no photo of the right part. An eBay listing was for what was claimed to be the right part from Arizona Vintage Parts, and it was \$139... with a photo... so Doug had to have a photo of his part to know which one to order. Voila! Cadillac of Lake Lanier lifted it up so I could get a picture of both the exhaust and the tranny mount! I ordered the Arizona Vintage Parts piece this morning.
- Lawrence also took a peek at the idling of the engine, and looked at the mess of vacuum lines. He said something like "that's a little throaty on start-up... of course, many guys pay good money to get that sound..." So, Tom says, "She needs a new intake gasket." And I say, "Nah, I LIKE that sound! ;-)" I've got Cy Chapman lined up to work with the multitude of vacuum issues with this car, including a new vacuum advance I ordered last week. But that will have to wait until I've paid down the danged bill for finding and repairing the interior wiring flaws... but we are getting there!

We hope you will join us for the NEXT Cadillac Clinic! Stay tuned to this location for notice of when and where that will be...

Doug, Tom and Mark

See more photos on next 3 pages...



Lawrence, under the hood, with Mark McDermott's "Bumblebee" '78 coupe - as Mark watches intently.





Above, Doug Bailey and Mark McDermott standing on front of the '66 green Eldorado up on the lift. The '60 Coupe, below, belongs to Cadillac of Lake Lanier.





Tom's '61 Series 62 convertible.

