

Volume 49, Number 1
January / February 2024



VALLEY FORGE REGION CADILLAC & LASALLE CLUB



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The Valley Forge Region meetings are held the third Tuesday of the month at the Desmond Hotel in Malvern, PA at 7:30pm. If you can't be there in person, the meeting is available via Zoom at the following link:

Join Zoom Meeting

<https://us02web.zoom.us/j/71438914122?pwd=UDZDQUg0OFRtYVRSZmdacDNaa0JDQT09>

Meeting ID: 714 3891 4122

Passcode: VFRmonthly

One tap mobile dial-in:

+13017158592,,71438914122#,,,,*2569716791# US (Washington DC)
+13126266799,,71438914122#,,,,*2569716791# US (Chicago)

Dial-in by your location (audio only):

+1 301 715 8592 US (Washington DC)

+1 312 626 6799 US (Chicago)

+1 929 205 6099 US (New York)



Greetings and Happy New Year! I hope everyone had an enjoyable holiday with their families. We look forward to the 2024 season. VFR, CLC National and non-CLC events are already on the calendar or in the works.

REMINDER: If you haven't renewed your VFR membership for 2024, please do so NOW! The membership renewal form is attached to this email, or available on the VFR website. Print it out, fill it in, and mail it with a check to Earl Rutter. VFR membership renews each December for the following year.

I will be attending the CLC National Winter Board Meeting January 24-27. Please contact me if there are any questions or concerns you would like me to raise to the National Board.

Events planned for 2024 so far are outlined below. We look forward to seeing you!

- ◆ A multi-club gathering on April 21st featuring Scott & November Nickett's spectacular collection at their beautiful, 32-acre home garage in Doylestown PA. Details on Page 5.
- ◆ The **2024 Grand National** will be held at the Wyndham in Gettysburg June 10-15. Both the Wyndham and the Marriott next door are sold out. Country Inn and Suites by Radisson Gettysburg is the overflow hotel. Many volunteers will be needed. Contact Lynn Gardner (Potomac Region) or Diana Moy (Central PA) by email to discuss how you can help. See details on Page 6.
- ◆ The **Peddler's Village show** will be held on Sunday October 6th, 13th, or 20th. In addition to the LCOC, there may be one or two additional clubs participating in 2024! Stay tuned.



- ◆ Other social gatherings, cruise-ins and shows in conjunction with local regions/ chapters of CLC, AACA, LCOC... Let us know if you have any ideas/ suggestions!
- ◆ We will also plan to participate as a club in as many of the better-known regional events as we can, including Das Awksch Fescht in Macungie, Hagley Museum, New Hope, Doylestown at Dusk, Delaware State Police Museum... There's no shortage of things to do or places and cars to see!

Goddess Editor Robert Schles shares his hard work, frustrations, and collaborative efforts of fellow VFR members who helped him rebuild the engine in his 1964 Eldorado. It is a testament to Robert's skill, attention to detail, tenacity, courage, and how VFR members help each other. Thank you for sharing, Robert!

Thank you all for your comments, suggestions, and continued support. Best wishes to all VFR members and your families for a Happy, Healthy, Prosperous New Year. Be **well!**

Your Director,

Michael Stinson

The car hobby is not about our cars; it's about people; our cars are merely a catalyst for cultivating relationships.



VFR MEETING NEWS

Happy New Years to all members! With the very busy holiday season, last month's meeting at the Desmond Hotel was cancelled. We hope to see you at the next meeting on January 16th.

One of our more active members, Culver Zebley, recently had a health scare. He has persevered and is recovering quickly. You may reach out to Culver directly via email thezebs@live.com.

A special event is planned for April 21, 2024: a visit to the Nickett collection. See the next page for details.

Yes it's that time of year to renew your club membership. There's a renewal form on page 24. Simply fill it out and send the form to our membership chairman Earl Rutter. Know a fellow Cadillac enthusiast? You can give a gift of a National Membership for as little as \$25. All the details can be found [here](#).

There's expected to be a big turnout for the 2024 Grand National in Gettysburg. So big, in fact, every room in two hotels have been sold out and a third hotel has been added:

Country Inn & Suites By Radisson - Overflow Hotel

1857 Gettysburg Village Dr., Gettysburg, PA 17325-8988 (223) 255-6043

CLC special rate of \$149/night good June 9–16. Reserve your room online by clicking [HERE](#)

A reminder: VFR holds its meetings the 3rd Tuesday of the month at 7:30pm

at the Desmond Hotel in Malvern, PA

If you are unable to attend in person, all VFR club meetings

are available via Zoom from the following link:

Join Zoom Meeting

<https://us02web.zoom.us/j/71438914122?pwd=UDZDQUg0OFRtYVRSZmdacDNaa0JDQT09>

Meeting ID: 714 3891 4122

Passcode: VFRmonthly

One tap mobile dial-in:

+13017158592,,71438914122#,,,,*2569716791# US (Washington DC)

+13126266799,,71438914122#,,,,*2569716791# US (Chicago)

Dial-in by your location (audio only): 301 715 8592

Save the Date!

Multi-Club Visit to the Nickett Collection



An Afternoon of Award-Winning Antique Cars and Lunch at a Beautiful 32-acre Bucks County Estate

Scott and November Nickett invite members of local regions/ chapters of the CLC, LCOC, and AACA to tour their spectacular collection of national award-winning antique cars at their 32-acre home in Doylestown, Bucks County. The Stinson "collection" will also be on display. Lunch (sandwiches) and refreshments will be served.

Event includes tour of their collection in a new showroom garage, lunch, refreshments, a picturesque, 32-acre country estate, and club fellowship! Bring a lawn chair to relax and enjoy the views!

Sunday, April 21, 2024, 11AM – 4PM

Rain Date: Sunday April 28th

3802 Burnt House Hill Rd., Doylestown, PA 18902

This is a great opportunity to drive **YOUR** pride and joy for everyone to enjoy. Attendees' cars will be displayed in a lovely setting near Scott's garage. Limited trailer parking is available.

Due to the caliber of the collection, this is an adults-only event. RSVP and Payment **must be received by April 1st** (*no foolin'*). No reservations by phone or email.

Questions? Call/email Michael Stinson: michael.c.stinson46@gmail.com 267-251-8588

=====

Mail this form with check payable to VFR-CLC to John Wood, 327 Bellevue Avenue, Penndel, PA 19047-5310

No. Persons _____ (adults only) @ \$20.00 each = **Amount Enclosed:** _____

Name: _____

Address: _____

Cell Phone: _____ Email: _____

Driving your Collector Car? (Y / N) _____ Trailering a Car? (Y / N) _____

Any mobility restrictions (stairs, uneven surfaces)? _____

Dietary Restrictions (vegetarian, gluten/sugar/salt-free): _____



VFR Website Statistics (courtesy Jeff Hansen):

For October 15 to November 18 = 35 Days 57 website visitors (or 1.63 per day). This compares to 91 visitors (3.25 per day) over the previous period mid-September to mid-October (28) days in length.

Top countries where our visitors are from: USA (43), China (3), and Three countries with 2 and Five Countries with 1 visitor each

most popular pages:
1) Home page, then **The Goddess**
Online Calendar
Join Us (Membership sign up)
Classified Ads

Current News
Our Cars
Our Friends
Monthly Meeting Information
10) Club Officers

Number of people downloading an issue of **The Goddess** directly from our website in November : 11

**Treasurer's
November
Report From
John Wood**

INCOME		EXPENSES	
Membership	885.00	Banquet:	\$2,415.61
Banquet	546.00	Petty Cash Reimb.	\$122.00
Gateway Classic Cars	200.00		
Net for November:	-\$906.61		
Net YTD	-\$1,090.52	Total	\$2,537.614



IN CLC NATIONAL NEWS



Help Wanted



Volunteers are needed to help with the upcoming CLC Grand National 2024 in Gettysburg. Here is a partial list of volunteer positions needed:

- ◆ Event Set Up Sunday & Monday
- ◆ Bus Tours Chaperones
- ◆ Event Set-up Museum Auction
- ◆ Show Field Set Up & Access
- ◆ Photo Booth Volunteers
- ◆ Ticket Takers for Reception & Banquet

Lynn Gardner and Dianna Moy are heading up the volunteer committee. If interested, email Lynn lynnwgardnerusa@aol.com or Dianna dianna.nicole.moy@comcast.net

You can find more information in the January Self-Starter.

Get ready for Gettysburg!

June 10-15, 2024

**Wyndham Gettysburg and
Courtyard by Marriott Gettysburg
Gettysburg, Pennsylvania**

Local Attractions

- Gettysburg National
Military Park & Visitors Center
- Eisenhower National Historic Site
- Gettysburg Heritage Center

Scheduled Tours

Classic Auto Mall

Home to a fantastic collection of over 400 barn find automobiles that range in age from the earliest 1904 Cadillac Roadster through the 1970s, and hundreds more for sale or on consignment.

Swigart Museum

Home to automobiles and carriages dating back to 1896. The excitement of early automobile racing and old cars are depicted in prints, paintings, and photographs from renowned automobile artists.

America's Transportation Experience—The AACA Museum

One of the top automotive museums in the world and home to the Cammack Tucker Collection and the Museum of Bus Transportation Collection.

Isett Heritage Museum

Home to the area's largest collection of antiques and memorabilia. The museum is family-oriented, educational, and fun for all ages and contains exhibits from the 1800s to the present day.

World War II American Experience

Experience a wide variety of authentic World War II vehicles, uniforms, and artifacts in realistic dioramas and exhibits that portray not just the battlefield, but the home front as well.

Plus...

Group dinners, Caddy Queens, seminars, Region workshop, Driving Tour, judged car show, and the Awards Banquet.

Hotel Information

Wyndham Gettysburg

95 Presidential Cir., Gettysburg, PA 17325-8397. Phone 717-339-0020. CLC special rate of \$149/night good June 9-17. Reserve your room at [tinyurl.com/4jpf32u2](https://www.tinyurl.com/4jpf32u2)

Courtyard by Marriott Gettysburg

115 Presidential Cir., Gettysburg, PA 17325-8398. Phone 717-334-5600. CLC special rate of \$149/night good June 9-17. Reserve your room at [tinyurl.com/CLCGN2024Courtyard](https://www.tinyurl.com/CLCGN2024Courtyard)



Reserve your room now!

If you would like to have your car featured in the next Goddess, just email me.



A 9 Month Adventure in Engine Rebuilding

By Robert Schles

When I found the 1964 Cadillac Eldorado, it had just the right color combination I was looking for. It was Red, Firemist Red paint code 98, to be exact with a white leather interior, white convertible top and the rare buckets seat option. I knew this was the car for me. I also knew the 429 engine was not original to the car because the engine serial number had a J code for Coupe deVille not the E code for Eldorado. After buying the car, my wife Sarah followed behind me in a modern car during



1964 Eldorado as first seen before purchase



the trip home. On the drive, I got to know what items on the car needed to be addressed right away and what items I could hold off to do later. Sarah mentioned to me the car would smoke from time to time during the trip which I knew meant the engine might need a rebuild at some point.

Having owned the car now for over 10 years, the smoking problem had gotten so bad I would need to add a quart of oil or two every time I went out with the car for a short drive. With the need to add oil and the car constantly overheating, it was time to have the engine rebuilt. After joining The Valley Forge Region (VFR) of the Cadillac & LaSalle club, I learned the VFR has many knowledgeable members on all things Cadillac and LaSalle related. One of the members, Don Miller, is an expert on rebuilding engines. He prefers to work on Cadillac 346 flat-head engines of the 1940s but has done many other Cadillac engines including the 390 and 429 engines from the 1960s.

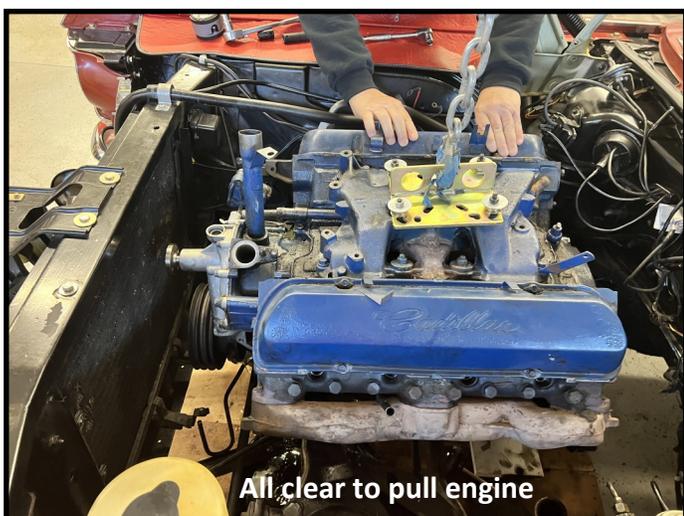
In October of 2022 I mentioned to Don the oil burning issues I was having with the 429 engine from my Eldorado. He suggested I drop off the engine to him in December for a rebuild. I had about 2 months to get the engine out and over to him. Having never taken an engine out of a car before I wasn't sure what to do. I read over the service manual many times to familiarize myself with the 46 step procedure for removing the engine. I quickly realized this project wasn't just about having the engine rebuilt. Now was the chance de-grease and paint the engine compartment along with all the related components, send the transmission out to be serviced, replace defective wiring, heater hoses and vacuum lines, replace front suspension and steering parts, rebuild the carburetor and on and on the list went. So, there I went down the rabbit hole with the "engine rebuild".



Crusty Transmission Removed

Don contacted me in December to let me know there was another engine in the queue ahead of mine and he wouldn't be ready to take my engine until January. That was fine by me because this gave me more time to get the car ready for the engine rebuild.

Before I did any disassembly, I took pictures documenting nearly everything from the transmission to the front grill. Taking pictures from all different angles making sure I captured as many details as possible. These pictures would prove invaluable during the reassembly. I started first by removing the transmission from under the car then removed all of the components that were easily accessed from the engine compartment. I borrowed an engine hoist from fellow VFR member Bill Smith. The hood was removed, with Bill's help and the assistance of friend Mark Wanger we pulled the engine out. I found out later not all the steps in the manual needed to be followed. For example, the hood did not need to come off to remove the engine. Eliminating that step and others would save me much time and effort later on. Now that the engine was removed, I was able to remove few more parts before we put the engine in the back of Mark's truck and off we went to drop the engine off with Don.



All clear to pull engine



Mark & Bill removing engine

My plan was to restore the car as closely back to the way when it was when new in 1964. The engine was not original to the car but nearly all the parts on the engine were original and period correct; just needed cleaning and painting. To aid in the cleaning process, I purchased a sandblaster with a neighbor, to help facilitate the removal of old paint on the metal surfaces. Many weeks were spent cleaning the sixty plus years of accumulated grim, grease and paint off the parts and engine bay.

While I was doing the deep clean, Don ordered a rebuild kit and took the engine apart in preparation for the machine work. He found the engine had high milage and a few stuck piston rings which would account for the high oil consumption. Don brought the disassembled engine to Stauffers Automotive Machine in Phoenixville, PA. Stauffers has been in business since 1946 doing all types of automotive engine work. Sauffers hot dipped the engine for a



In for the deep clean

rigorous clean, bored out the cylinders .030 over nominal size, polished the crankshaft, honed the mating services for the heads and many other machining operations in preparing the engine for new parts.

During the process of the cleaning, I noticed a crack in the cast iron intake manifold. The manifold, transmission and carburetor were all sent for repair or rebuild. To keep the car looking as original as possible, a number of original wiring harnesses and cadmium plated parts were ordered from Jason Edge at Classic Cadillac Parts. A new radiator, original style hose clamps, a dip stick tube, steering coupler, control arm bushings and many other parts were ordered.



Cracked intake manifold

As I progressed with the cleaning, Don let me know Stauffers had completed the machine work on the engine and he would now start the engine reassembly. I finished up with the cleaning, priming, painting of the many parts and engine bay. Then reconditioned or replaced all of the wiring under the hood as well as all of the vacuum hoses, making sure all the color coding was correct. Next the transmission was painted and installed. The steering and suspension parts were installed next. Now I just need the engine.

About a week later, the engine was ready. Mark and I picked up the rebuilt engine. I asked several club members to help and slowly the engine was lowered into place which only took 45 minutes, less time than I anticipated. Attaching and aligning the hood took another 2 hours. I spent the next



Russ, Earl, Mark and Jeff help install the engine

two weeks attaching and reassembling all the components then filling all the fluids in preparation to start the engine. Don came over to help start the engine. Starting a new rebuilt engine is not like what you see in TV shows, it takes a little coaxing and massaging to get the engine to fire properly. With a turn of the key, repositing of the distributor several times and several adjustments of the carburetor the engine started! Boy was it loud!! Don and I looked at each other, something was wrong. I quickly turned off the car, crawled underneath where I thought the sound was coming from and found a broken exhaust manifold and heat raiser. While attaching the exhaust I must have inadvertently over tightened the nuts and broke the cast iron manifold, ugh.



Engine block machined
.030" over nominal size



Newly painted transmission
lowered into place



Broken left side exhaust manifold

I searched the internet finding the replacement manifold. Doing the manifold replacement with the engine in place would prove challenging. With Mark's help we struggled to get the old manifold out and the new one in torquing all the manifold bolts to 48 foot-lbs. I connected the exhaust and replacement heat raiser this time carefully making sure not to over tighten the exhaust nuts.

Don came back to start the engine again. With a turn of the key and a few more adjustments, the engine started. It was still very loud! This time the noise sounded like it was coming from the top of the engine and not the exhaust. After some troubleshooting, Don said the engine had to come out to fully diagnosis the problem, ugh again.

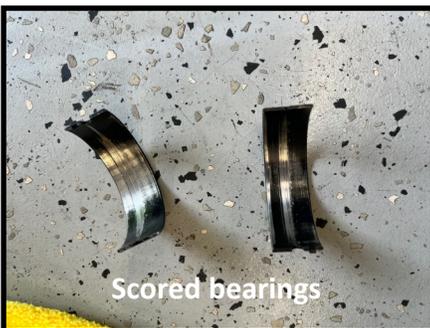
I drained all the fluids then spent the next week taking everything apart. Mark and I removed the engine without removing the hood, saving a lot of time and effort. Off the engine went to Don's. He quickly torn apart the engine and found the oil pump repair kit had the wrong pressure relief spring. This caused low pressure oil and possibly no oil to the upper part of the engine.

About three weeks later the reassembled engine was back at my house and installed. This time it took me only 5 days to reconnect the components and refilled the fluids in preparation to start the engine. With a turn of the key, the engine started very quickly. It was still very loud! I took a video and sent it to Don. You can watch and listen to the video here: <https://youtube.com/shorts/Wf5ds77vYU?si=Ah6vEacBLbca1XJo> . He came by the next day to hear the loud noise for himself. We took off the valve covers; plenty of oil to the rockers that wasn't the problem this time. Don said it will have to come out again, ugh again.



Engine removed with hood attached

For the third time I took everything apart, drained the fluids, pulled the engine out and dropped it off with Don. He tore down the engine fully this time finding scored connecting rod bearings. The engine went back to Stauffer's to have them take measurements of all the engine components. They found the wrong size connecting rod bearings were installed. This is now the second set of wrong parts from the engine rebuild

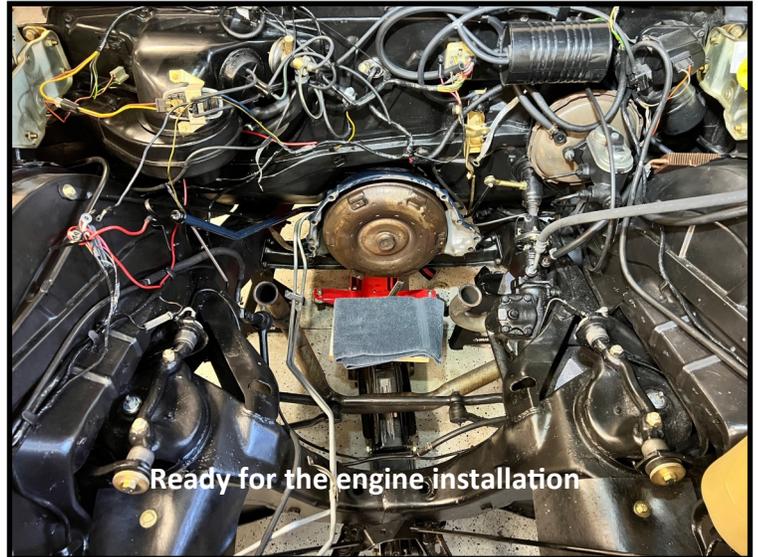


Scored bearings

kit. Correct size bearings were ordered. Stauffer's clean the entire engine, polished the crank shaft, installed the pistons and connecting rods with the correct bearings. After the machine shop work was done, Don did his work on the engine putting all the parts and pieces back together. After about 5 weeks the engine was back at my house. The first thing I did was to paint the engine; most of the paint was removed during the second machining process. It took about a week for the high temperature engine paint to dry. Only then was I able to reassemble all the engine components, refilled the fluids and put the engine back in the car. This time the assembly and installation process only took me two days.



Don reassembling the engine again



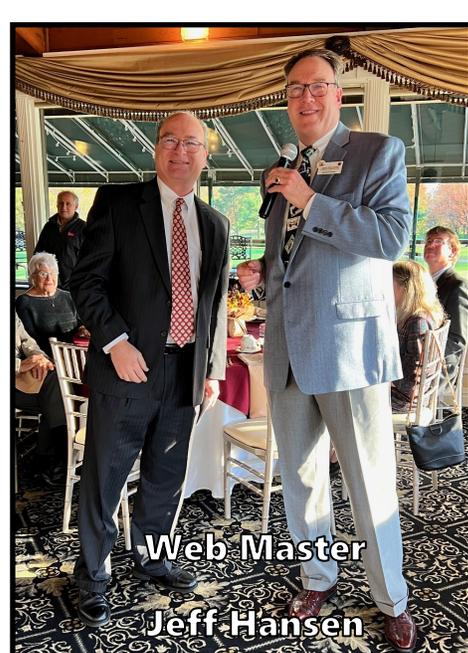
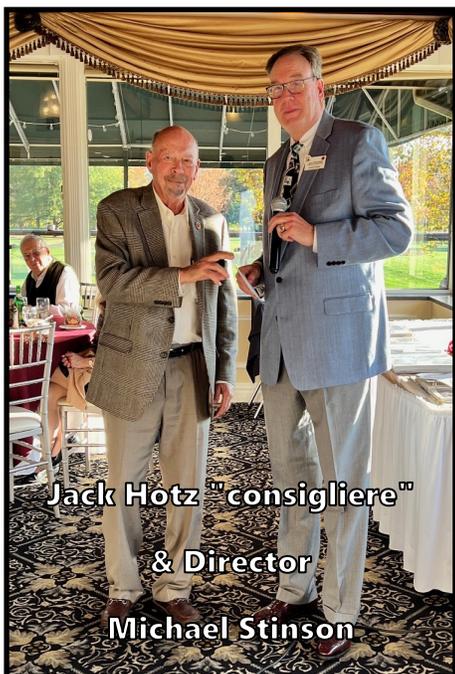
With a turn of the key, together Don and I tried to start the engine. The engine cranked and cranked but wouldn't start. Now what! It turned out the car was out of gas. After a quick trip to gas station and fresh gas in the tank, the engine started but was running terribly. Don made an adjustment repositioning the distributor and with a turn of the key again the engine started. After setting the timing, idle and the carburetor air mixture to factory specifications the engine ran great! Here is a short video of the running engine: https://youtu.be/zOqbPg_x6kw?si=SUoosdGvnbO-X75m . No more loud noises. Finally after nine months it was time to take the car out for a ride. I plan to enjoy the

1964 Cadillac Eldorado for many more years.



Valley Forge Region 2023 Fall Banquet

On November 12th the Valley Forge members met for the annual Fall Banquet at the Pennsauken Country Club. A big thank you to our hosts, Nancy and Jack Hotz. They made sure everyone was greeted with a handshake and a smile when they arrived. The banquet was an opportunity for the members to reflect on the past year and share memories and good food. After Jack said a few words, our Director Michael Stinson, started off by reviewing the many activities the region did over the past year. Here are some of the highlights: the special gathering of the VFR Club hosted by Tom & Carol Amendola, Annual Northeast Inter-Region Show at the AACCA Museum, VFR & LCOC show at Peddler's Village, a visit to the 3 Dog Garage and the club outing to the American Tour Museum. Michael then thanked the Board Members personally asking each member to come up and receive a very heartfelt hand written card. Thank you Michael for all you do for our club.





VP & Editor
Robert Schles



Our Host Nancy Holz





Editor's Note: 2025 will be the Valley Forge Region's 50th anniversary. If you have any stories, photos of the early days of the club, send them to me and I'll share them in a future Goddess newsletter.

Remember When



He'll be in kindergarten
WHEN HER RAMBLER NEEDS ITS FIRST CHASSIS LUBRICATION

He's two. The Rambler's brand-new. He'll be five, most likely, and riding to kindergarten, when the Rambler Classic needs its first lube job*. Meanwhile, it will travel twice as far between engine oil changes as any previous model.

In high school, if he drives this Rambler, it will still have the same Ceramic-Armored muffler and tailpipe. (Should either rust out, collision damage excepted, free replacement for the original owner will be made by a Rambler dealer. That's guaranteed.)

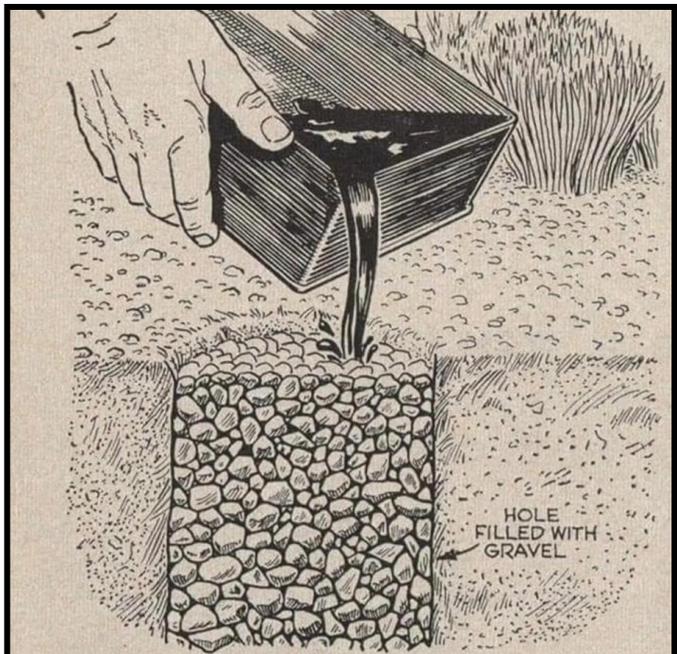
Sound like the car of a lifetime? It is. The starter and generator are lubricated for life. Rambler Single-Unit construction, with its hundreds of extra welds, stays remarkably free from squeaks and rattles.

And Deep-Dip rustproofing, right up to the roof, makes Rambler the world's most rustproofed car.

Someday there may be a completely service-free car that lasts forever. Today Rambler comes closest. Come get the full story from your Rambler dealer.

*Chassis lubrication lasts 3 years or 33,000 miles whichever occurs first.

RAMBLER
 American Motors Means More For Americans



Disposing of used engine oil can be a problem. Solution: Dig a hole in the ground with a posthole digger and fill it with fine gravel. Then pour in the oil. It will be absorbed into the ground before your next change. Cover the spot with soil.

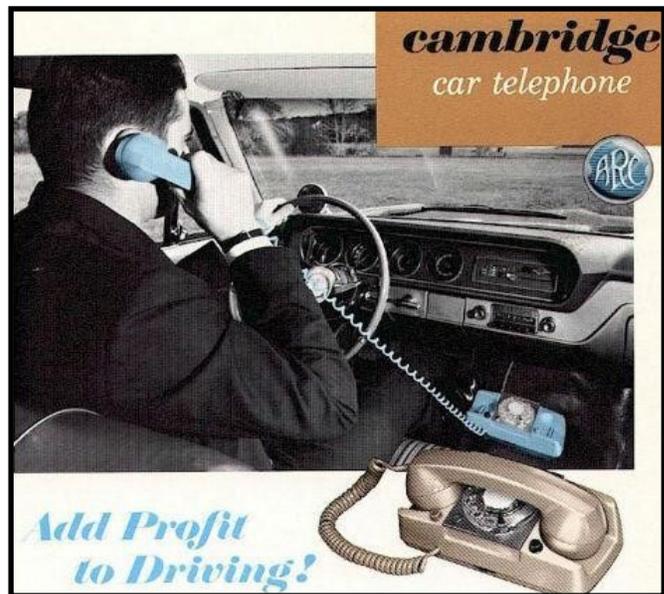
166 POPULAR SCIENCE JANUARY 1963

A child's car seat was nothing more than a pillow?

Disposing of used oil was as easy as pouring it into a hole in the ground?



Plastic seat covers were an option?



cambridge
 car telephone

Add Profit to Driving!

Cars had rotary phones?

Remember When continued



Cars had sun visors on the outside of the windshield?



Station Wagons? And they had rear facing third row seats?



You consulted at a road map before taking a trip?



CB radios were a factory option?



Drinking and Driving was a thing?



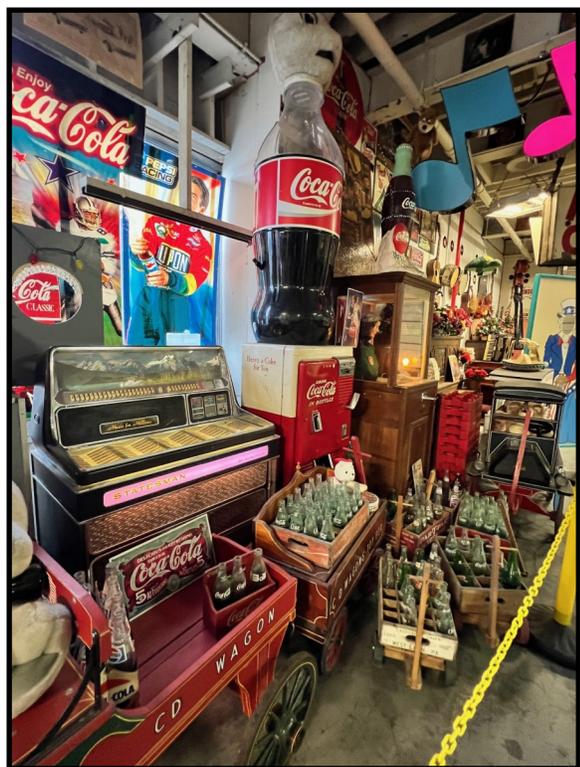
Gasoline contained lead?

The Wacky, The Weird The Wonderful

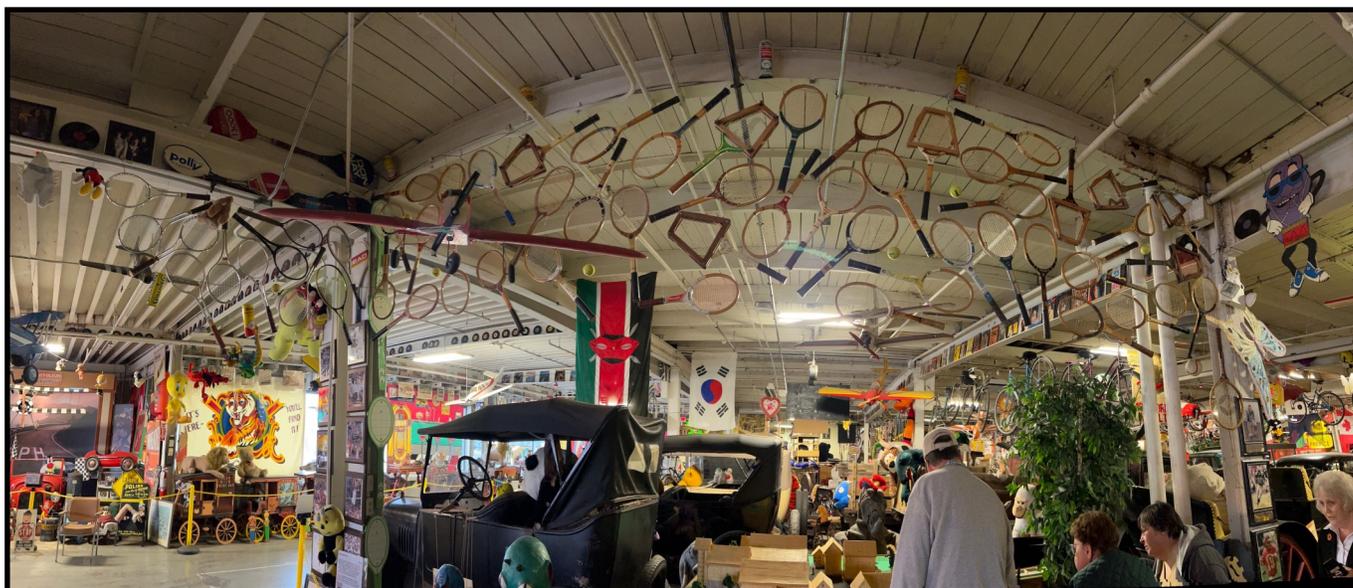
The VFR Visits The American Treasure Tour Museum

On November 4th members had a chance to visit a very unique collection of Americana in Oaks, PA. There no description that can do the collection of antiques, pop culture, and assorted memorabilia collection justice. The compilation, by an anonymous private collector, includes one of the largest displays of mechanical music in the country. Their website states *“Our treasures bring out your smiles!”* and its true! There is something for everyone. Here are just a few pictures of some of the items at the American Treasure Tour Museum.









There hasn't been much snow in area the last few years. Here's a Winter Wonderland of Cadillacs as a reminder of what the winter was like ...







*Welcome to the Valley Forge Region
of the Cadillac LaSalle Club*



Membership - 2024

Check one: NEW MEMBER* or RENEWAL

Membership runs from January 1 through December 31
Members of the Valley Forge Region receive our
award-winning newsletter, *The Goddess*†.

To be a member of VFR, you must be a member of the National CLC.

Name: _____ Auxiliary: _____

Address: _____

City: _____ State: _____ Zip: _____

Cell Phone: _____ E-mail†: _____

Other Phone: _____ Home Office

Choose one, two, or three-year membership:

- One year - \$20/single member \$25 includes Auxiliary member
- Two year - \$35/single member \$45 includes Auxiliary member
- Three year - \$45/single member \$60 includes Auxiliary member
- Member 90 or older – FREE! (includes Auxiliary member)

†IMPORTANT - *The Goddess* is distributed by e-mail.

Please be sure to include your current e-mail address in the space provided.

VFR-CLC Nametags VFR-CLC Nametags VFR-CLC Nametags VFR-CLC Nametags

VFR Members are entitled to one (1) official Club name tag, and one (1) for an Associate Member. Please indicate the names *exactly* as you want them to appear on the name tag:

Member: _____ Auxiliary: _____

New (No charge for Member and Auxiliary) No thanks, I/We have VFR-CLC name tags

Ours have been lost. Please supply replacements with names as above. We have enclosed \$13 ea.

***My National Membership ID # is: _____ (if already a member)**

*******PLEASE MAIL CHECK PAYABLE to "VFR-CLC" TO: *******

**Earl Rutter, Jr., VFR-CLC Membership
758 S Mildred Street
Philadelphia, PA 19147**

My Garage includes the following cars (please state Cadillac or LaSalle, year, style)

1. _____
2. _____
3. _____

(Continue on back if necessary)

I can help run an activity – Please call me!

We appreciate your membership in our Region and hope you enjoy our Club and its activities!

Now Available Valley Forge Region Merchandise!

Each Piece in the Valley Forge Collection will have the Cadillac & LaSalle Club - Valley Forge Region Distinctive Logo



Standout from the Crowd with your Valley Forge Embroidered Merchandise

All items are available online, just follow this link:

<https://gmclubapparel.com/collections/clc-cadillac-lasalle-club-valley-forge-region>

There are many items to choose from, here are just a few examples:



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