

January/February 2026



Volume 51, Number 1

**Cruisin' The Capital -  
The 2025 CLC Driving Tour  
I Was There: How Cadillacs Were Built  
Jeff Hansen's 1941 Restoration: Part 7  
A 1968 Eldorado Classic - Worth The Wait**

# **1976 Cadillac Calais L'Etoile**

Have you seen Valley Forge Region Website managed by our Webmaster Jeff Hansen? Go to: <https://VFRCLC.ORG>



**50th Anniversary**

**Now Available VFR Wine/Fire Extinguisher Bags**  
**\$4 plus \$6 Shipping**  
**Email:**  
**[therobertschles@gmail.com](mailto:therobertschles@gmail.com)**

### Notice Something Different About The Goddess?

When I took over as editor of The Goddess from John Barry in 2022, the transition was made much easier thanks to the template John graciously provided. Like John, I used Microsoft Publisher to produce each issue. However, with Microsoft announcing the end of Publisher in 2026, it became clear I needed to find a new desktop publishing solution. With new software comes a fresh look. This issue marks the first one created using Affinity Revolution. While the program offers many exciting features, it also comes with a bit of a learning curve. You'll likely notice some changes in the design as I continue to explore and refine the layout.

I hope you enjoy the updated look. I'd love to hear your thoughts. Let me know what you like or don't like about the new style. *Robert*

The Goddess is the bi-monthly publication of the Valley Forge Region of the Cadillac & LaSalle Club  
<https://vfrclc.org/goddess.html>

The Goddess Editor—Robert Schles  
If you have an idea for an article, email me @  
[therobertschles@gmail.com](mailto:therobertschles@gmail.com)

**President:** Mike Stinson - [Michael.c.stinson46@gmail.com](mailto:Michael.c.stinson46@gmail.com)

**Vice president/Editor:** Robert Schles

**Secretary:** Volunteer Needed

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**Calendar/Sunshine:** Bud Coleman

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**Board of Directors:** Michael Marchese, Earl Rutter, Robert Schles, Mike Stinson, John Wood, Cliff Woodbury III and Bill Smith

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

**Join Zoom Meeting:**  
[https://us02web.zoom.us/j/87022741627?](https://us02web.zoom.us/j/87022741627?pwd=S3R5TUVJaDl6Nm41bmJSVkJNiUjZYQT09)  
[pwd=S3R5TUVJaDl6Nm41bmJSVkJNiUjZYQT09](https://us02web.zoom.us/j/87022741627?pwd=S3R5TUVJaDl6Nm41bmJSVkJNiUjZYQT09)

**Meeting ID:**870 2274 1627 **Pass-code:** 538638  
One tap mobile - tap one of the below to join via cell phone:  
+19292056099,,87022741627#,,, \*538638# US (New York)

OR, Dial-in by your location:  
• +1 929 205 6099 US (New York)  
• +1 301 715 8592 US (Washington DC)

## Director's Message January 2026:

Just a few reminders and updates as we wind down for the holidays and start the new year.

The Hershey Tent *is* happening in 2026, thanks to contributions from VFR, Potomac, NY-CT, Indiana and Central PA regions and the CLC Museum & Research Center - more details to come.

The Philadelphia Auto Show takes place Saturday January 31st through Sunday February 8th at the Pennsylvania Convention Center in Philadelphia. Members have an opportunity to display their cars in the AACA exhibit this year. If your car has won a national award and you are interested in having your car displayed during the Philadelphia Auto Show, contact display organizers Mike Jones at [Mjones0217@aol.com](mailto:Mjones0217@aol.com), or Dave Hutchison at [dave@ragtops.com](mailto:dave@ragtops.com) ASAP to get the details. Exhibitors get free passes to the auto show for the whole week plus discount to the black-tie formal on Friday, January 30th.

Do you notice something different with *The Goddess*? Editor Robert Schles has been hard at work creating a new look for the new year. Let him know your thoughts.

Come join us for a Spring Social on March 15 at 11am at the Desond Hotel in Malvern, PA. Contact Marty Watkins by email [martyhw@msn.com](mailto:martyhw@msn.com) or phone 215 355-1519.

Do you have an idea for a club outing with fellow VFR members? Just let me know and we will work out the logistics.

2026 Grand National, Concord NC: Who's going? The 2026 GN takes place in Concord NC June 6-10. Online registration will be available on the CLC website on Jan. 20th.

A couple of VFR members who plan to go to the GN have inquired whether other members would like to join in arranging car transport to/from Concord NC. If you are interested in having

your car transported by a car carrier, notify VFR member Chris Brod at [Cabbronc@gmail.com](mailto:Cabbronc@gmail.com) ASAP, as the schedules for car transporters fill up fast and space is limited. If enough people are interested, a transporter will be selected and estimates provided.

Let us know of Local and Regional Car Events! We like to maintain a calendar of local and regional car shows and events (CLC and non-club) that might be of interest to our members. This also helps us schedule our events, so they don't conflict with other regions' events. Let us know about events you are aware of happening or that you are planning in 2026 so we can get them on the calendar. See page 4 for events already scheduled or in the works.

*Many thanks to the VFR Board of Directors for their tremendous hard work and support throughout the year:*

Robert Schles - VP and Editor of *The Goddess*

Michael Marchese - Chair of Calendar & Social Media

John Wood - Treasurer

Earl Rutter - Chair of Membership

Bill Smith - Region Chief Judge and Chair of local shows

Cliff Woodbury - Board Member

Jeff Hansen - Webmaster, VFR-CLC.org

Don Miller and Jack Hotz - Past Presidents and Emeritus Board Members

Nancy Hotz, Bud & Barbara Coleman - Assistants - Events, Social, and Calendar

Best wishes to you, your families, and all VFR members and friends for a very Happy and a Healthy, Prosperous New Year. Stay Well and stay warm!

Regards, *Michael Stinson*, Director, Valley Forge Region, CLC



# Valley Forge Region News

## A Few Announcements & Reminders For Our Members:

 **\*\*January Meeting\*\*** - Our next monthly meeting will be held as usual on the third Tuesday of the month on January 20th at 7:30 PM at the Desmond Hotel in Malvern, PA, we hope to see you there!

 **\*\* Brunch at The Desmond Hotel** - Come join fellow club members for brunch on **March 15th at 11am**. If interested, contact **Marty Watkins** by email or phone at [martyhw@msn.com](mailto:martyhw@msn.com) or **215 355-1519** so space may be reserved.

 **\*\*Membership Renewals** - If your membership is expiring, you should have received an email reminder from Membership Chairman Earl Rutter. Please make sure to send in your renewal ASAP to stay active and continue receiving newsletters and club updates. A membership application form is available on page 25 for your convenience.

 **\*\*Looking Ahead to 2026** - Planning is already underway for next year's calendar of events, and we've already penciled in a few exciting activities! That said, we're always open to "new ideas" from members. If you have a suggestion for a drive, show, or special club outing, please contact Michael Stinson at [Michael.c.stinson46@gmail.com](mailto:Michael.c.stinson46@gmail.com). Your ideas help make our events more fun and engaging for everyone. - *Calendar of events on the next page.*

 **\*\*Newsletter Submissions Welcome!** - Do you have a story, photo, or restoration update to share? We'd love to include it in an upcoming issue! Please email your submissions to [therobertschles@gmail.com](mailto:therobertschles@gmail.com). Member contributions are what make this newsletter special, sharing your experiences helps bring the club to life for everyone.

 **\*\*MRC Fund Raising** - The Valley Forge Region is holding a fund raiser for the CLC Museum & Research Center. Many of us have great Cadillac or LaSalle pieces, memorabilia, or parts sitting in the garage or on a shelf; items you no longer need but would make a fantastic donation. If you are interested in making a donation, see page 23 for details. Your donation is always appreciated.

 **\*\*Transporting Your Car to The Grand National?** If you're interested in car transport, contact VFR member Chris Brod at [Cabbronc@gmail.com](mailto:Cabbronc@gmail.com) ASAP, as space fills quickly. Car haulers carry about four Cadillacs, and estimates will be provided if there's enough interest.

 **\*\*Something to sell?** - As a member, you can list automobiles, literature, car models or any other automotive related items you would like to sell for free in *The Goddess* email me at [therobertschles@gmail.com](mailto:therobertschles@gmail.com).

- **Jan 5/6-10/11: CLC Winter Board Meeting Orlando FL**
- **Jan 31-Feb 8: Philadelphia Auto Show Pennsylvania Convention Center**
- **March 15 VFR Brunch at The Desmond Hotel @ 11 AM Contact Marty Watkins [martyhw@msn.com](mailto:martyhw@msn.com)**
- **April 22-26: Spring Carlisle**
- **May 3 or 17: Annual Open House and Lunch at Scott & November Nickett's home**
- **May?: CLC Potomac Region Annual Show**
- **April 5: North Jersey CLC Annual Show**
- **May? June?: CLC Show at Kelly Cadillac, Lancaster, PA (stay tuned!)**
- **May 15-16: Carlisle Import & National**
- **May 25: Memorial Day**
- **June 5-7: Carlisle Ford Nationals**
- **June 19-20: Carlisle GM Nationals**
- **July 3-6: Independence Day weekend**
- **Aug 1-2, 8-9, or 15-16 (TBD): NE Region CLC Annual Meet & Show at AACA Museum**
- **Aug 19-22: AACA Grand National, Allentown PA**
- **Sep 12: Lansdale Under the Lights Cruise**
- **Sep 25-26: CLC Fall Festival, Gilmore Museum, Hickory Corners, MI**
- **Sep 20-Oct 4: Fall Carlisle**
- **Oct 5-9: AACA Fall Hershey. YES! CLC will be hosting a hospitality tent in 2026. Details to come.**



# National Cadillac & LaSalle Club News



## 2026 Grand National

### Charlotte – Concord, North Carolina

The June 1-6, 2026 Charlotte NC Grand National is in my home state and look forward to sharing our down-home *“Carolina Hospitality”*.

**BOOK YOUR ROOM FOR THE 2026 CLC GRAND NATIONAL NOW!**

DIRECT LINK TO BOOK HOTEL: [www.tinyurl.com/CLCGN2026V2](http://www.tinyurl.com/CLCGN2026V2)

Event Registration is tentatively scheduled to open around January 20, 2026; however you will want to book your room now before they sell out!



- Featuring 1976 Bicentennial Eldorados
- Caddy Queens
- Bus Tours
- Swap Meet
- Welcome Reception
- Judged Car Show
- Awards Banquet

**We look forward to seeing you at the 2026 Grand National!**

There will be people from Concord, North Carolina, here at the Grand National who will help you book your room at the host hotel.  
Or, watch The Self-Starter or [cadillaclasalleclub.org](http://cadillaclasalleclub.org) for information on booking your room online or by phone!  
Check The Self-Starter or [cadillaclasalleclub.org/events](http://cadillaclasalleclub.org/events) for updated information.





# HELP WANTED

After many years of dedicated service, our outstanding CLC Treasurer, Jack McClow, is retiring after the 2026 Grand National in Concord, North Carolina. His hard work and dedication are greatly appreciated.

We are soliciting candidates to fill this position and be approved by the board of directors in Concord. This is a volunteer position in our Club. The candidate must be familiar with basic accounting principles plus QuickBooks.

If you are interested, please contact via email Ronnie Hux, president, at [cadiman59@aol.com](mailto:cadiman59@aol.com); or Lars Kneller, chair, CLC Nominating Committee, [cadtbird@aol.com](mailto:cadtbird@aol.com), as soon as possible.



*What's A L'Etale?*

*L'Etale*

# A JOURNEY TO PROVE PEDIGREE IS FULL OF TWISTS AND TURNS

by Mary M. Brandenburg

“Never quit searching for answers if you have questions and no solid documentation to fall back on.” So said my college history professor regarding dealing with artifacts and the known historical record. Dig, dig, dig, he would say, and you may just find the documented truth. Truer words were never spoken regarding our 1976 Cadillac Calais L’Etoile Coupe.

More on this later. First, a little backstory on this often overlooked, but exceptionally rare automobile. The L’Etoile is rare to the point that countless web searches only return two vehicles: ours and a Fleetwood Brougham L’Etoile Custom. To be honest, it feels strange to say “exceptionally rare” about a Calais from any year, much less 1976, but here goes.



The car started its life as did most Cadillacs of the mid-1970's, at the Clark Street Assembly Plant in Detroit, Michigan. It would wind up at the Rinke Cadillac dealership in Warren, Michigan, where it was sold to its first owner, who also lived in Warren. The gentleman who bought the car in '76, unfortunately died in '78. His widow never moved the car for the next 12 years. It stayed right where it was the last time the owner drove it into the garage and parked it with the windows up (and cigar butts in the ashtray). The widow then got tired of having it taking up garage space and gave it to her son. The son (who also lived in Warren) put it in a garage/barn/shed structure and left it there for 7 more years, uncovered and subject to all manner of dirt and mystery crud. In 1997, the son, also having grown tired of giving up storage space, pushed it out onto the street (dead battery) and put a “For Sale” sign on it. It was then that it came to be in the possession of Darrell & Charlene Brandenburg from, you guessed it, Warren. Charlene fell in love with the car even though it was not running and it was crusty from being in the barn/shed. She convinced Darrell to buy it, bring it home and set to cleaning her up. It took Darrell 2-3 years to bring her back to an acceptable, respectable shine and looking like new. Unfortunately, Charlene passed away in 2000 without knowing the history of her car.



In 2002, Darrell and Mary were married, and the Calais was the vehicle that Mary and her maid-of-honor drove to the ceremony. By 2002, the Cadillac was looking beautiful as Mary had caught the fever for shiny chrome and Darrell took care of the rest. But what was the history of this strange looking Cadillac? It was not a full-blown pimp mobile of the '70s, yet it had some non-factory stuff going on. We needed to get down to the practical details of finding answers.

The first stop on our quest was to visit with the folks at Rinke Cadillac to see what we could find out. Roger Rinke, the original owner of the dealership, had long since passed (1991) and his son Paul was now the man in charge. Paul let us know that they no longer maintained the files from 1976, so that would not be a source of revelation for us. Paul did tell us what he thought was the story behind the evolution of this singular car.



Paul had told us that, for several years, his dad, famed Warren, Michigan, Cadillac dealer, Roger Rinke, made a star out of one of Cadillac's various models. Each model year during at least part of the 1970s, Rinke special-ordered one or more Calais, the least-expensive Cadillac model, and decked them out with options. Once the loaded Calais' were delivered to his dealership, Rinke would go farther to make them shine by commissioning local custom shops to add unique features. In the case of our 1976 Calais, Rinke had a special vinyl top mounted to the roof; an extra chrome shroud-piece mounted at the front of the hood containing the standard Cadillac crest and V arrangement of the Calais; an additional Cadillac hood ornament (normally reserved for Fleetwood models); ample pin-striping added by locally famous pin-stripe artist, Frank Galli; and Seville wheel covers. Once Rinke had the car christened with "L'Etoile" scripts in place of the original "Calais" scripts on the rear fenders, a star was quite literally born, since L'Etoile, pronounced lay-twal, translates to "star" in French." (This quote is taken from an article written by Angelo Van Bogart for "Car of the Week" in Old Cars Weekly. Link to full article: <https://www.oldcarsweekly.com/features/car-of-the-week-1976-cadillac-calais-lettoile>. Our next adventure was to the internet and to the folks at the CLC MRC. The internet yielded little information on this specific



car but did give us some leads on "houses" in southeast Michigan that could have been responsible for the roof treatment and added chrome accents. The custom shops that we found referenced had long since gone out of business.

From the CLC MRC we learned that we would never be able to get any help from Cadillac for any records. Prior to 1977, builder sheets or other dealer order documentation was not kept or transferred to microfilm.

As a side note, we were growing frustrated as the CLC GN judging crew were having a "point deduction field day" with all the supposed aftermarket changes that had been made pre-first title. We are pretty sure that Mary gave Bill Anderson nightmares about how to judge this one-off vehicle.

We would not be deterred, however, and continued our journey. At many local car shows, in southeast Michigan, we would have folks of an appropriate age stop at our car to tell us they: 1.) worked on the Cadillac assembly line that put our car together in '76; 2.) worked for the company that did the vinyl top; 3.) worked for the company that put the extra chrome on the car; or 4.) knew the man that did the pin-striping. Only the last point is/was verifiable as Frank Galli's signature is in the pin-striping at the tip of the engine hood. The rest remains a mystery as far as the company/companies that did the special treatments.

Years went by and we continued to search for answers – always checking the internet sporadically to see if anything new had come to light. Then one day a fellow CLC member (David Smith) sent me the most wonderful information: actual newspaper ads from 1976 for the L'Etoile! It was the most incredible piece to our puzzle. We then contacted a couple of highly knowledgeable and respected CLC members regarding the ads; Tim Pawl and Bill Anderson. Both confirmed that we would now be able to prove the cars legitimacy as a "factory recognized special package".



No longer would our Caddy be considered an aftermarket build, but rather a build approved and acknowledged by the factory, pre-first title. With this information in hand, we could now be in the Specialty and Unique class for judging.

But our journey is not over. The Judging team wants to know more. We now need to try to find out what options/changes are exactly covered (or more importantly, not covered) by this “special package” that Cadillac recognized and Rinke created. While there are some standard items that are covered (per the sales ads shown below) such as the L’Etoile script, the elk-grain custom vinyl roof, the Rolls-Royce flavored grill work, etc, we will continue to search for the answers and realize that we may never end our quest. There is some thought that CLC MRC may have some catalogs from various Coach houses that can help us out and we plan to visit there later this year. Should there be any learned members in the CLC that can help us out, please contact us at your convenience (kinjano76@gmail.com).



Additional tidbits: The 1976 Cadillac "L'Etoile" (The Star) was a special nameplate given to a limited number of custom-built or unique versions of Cadillac models, most notably the Cadillac Calais. These were a celebration of Cadillac's luxury status, with one well-known example being the Calais L'Etoile, described as a symbol of star status within the Cadillac lineup. The L'Etoile nameplate could also be found on other models like the Fleetwood L'Etoile Custom. On the Fleetwood, the L'Etoile is on the sail panel, below the Landau Bar, wire wheels, sunroof and the vinyl half roof extends UNDER the side windows and doesn't have pinstripes or front chrome like our car. It will take a lot of research to find out what GM allowed to be modified. In the mid-to-late-seventies it was not uncommon for some major Cadillac dealers like Potemkin in New York or Center City Cadillac in Philadelphia to dress up basic Cadillac models like the bottom-line Calais (adding some special trim items like a Cabriolet padded roof, a grille cap, ID badges) and to sell them as custom jobs with such fancy, French-sounding names like Régent, L’Etoile, d’Marchand, etc. *See Ads for these custom vehicles on the next page.*





# Cruisin' The Capital

## The CLC 2025

### National Driving Tour

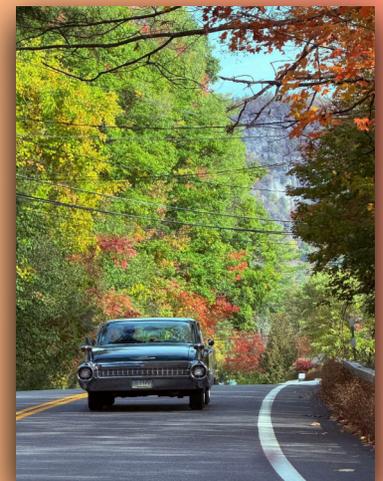
Members from around the country joined the 2025 National Driving Tour, held October 14–19 in beautiful Upstate New York. The tour began in Schenectady, continued west to Utica, and then headed north to Lake George, showcasing some of the best that autumn in New York has to offer. Participants enjoyed a spectacular mix of vibrant fall foliage, scenic country drives, fascinating car collections, historic sites, underground caverns, and of course, plenty of delicious food along the way.



**Cadillac Tails**



**The Carriage House at Fort William Henry Resort**



**Shand McHale With His  
1959 Coupe deVille**

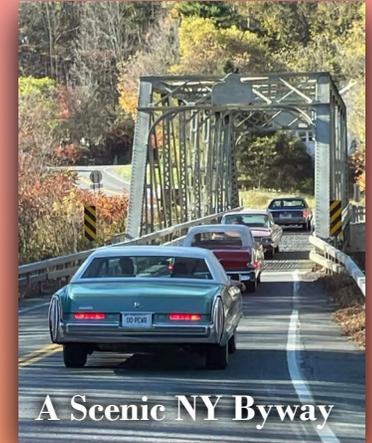
Valley Forge Region members Sarah and Robert Schles, Shand McHale, and Diane and Michael Stinson joined fellow Cadillac & LaSalle Club members on the tour. A total of 20 vehicles and 49 members took part, including Nick and Asimina Manole, who made the impressive drive all the way from Albuquerque, New Mexico in their 2023 Escalade! The tour featured 19 Cadillacs and one 1939 LaSalle, representing a wonderful span of classic and modern motoring.



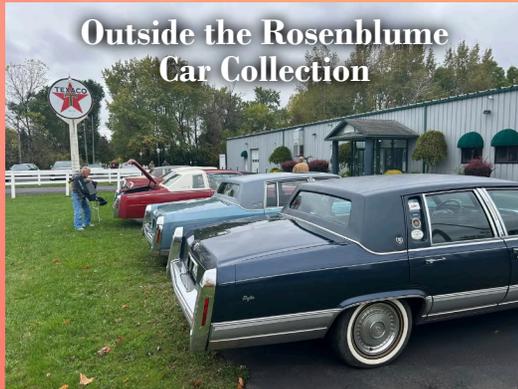
**Empire State Aerosciences Museum**



**VFR Director Michael Stinson in the Company of Cadillacs**



**A Scenic NY Byway**



**Outside the Rosenblume Car Collection**



**VFR Member Robert Schles Making a Repair to His 1964 Eldorado With "Fritz" James Providing a Few Tools**



**The Oldest Car on the Tour a 1939 LaSalle**



**Frank Starkes with Co-Chair Frank Nicodemus Jr.**



**Inside the Rosenblume Car Collection**



**Lake Placid Training Facility**



**In Howe's Cavern**



**A Lake George Photo Op**

The event concluded with a Cadillac & LaSalle Club “reunion” at the Gathering of Old Cars, held at the Mills Mansion and Staatsburg State Historic Site. Hundreds of cars were displayed on the mansion grounds with the Hudson River providing a breathtaking backdrop, a fitting finale to a memorable week.

A sincere thank you and congratulations go to Joe Roglieri, Frank Nicodemus Jr., and Dave Rubin for planning and hosting such a well-organized and thoroughly enjoyable event. It was a trip filled with camaraderie, scenic drives, and lasting memories for all who attended! Total miles driven for the week, 700 miles!



**Mills Masion Car Show**



**The 2025 CLC Driving Tour Participants on the Shores of Lake George, NY**

# I Was There: How Cadillacs Were Built

By Janius Eyerman

In 1972 I was an outside auditor at General Motors. At that time GM had 128 plants around the country (and Canada). These were not only assembly plants but also component plants such as Delco, Guide Lamp, Hyatt-New Departure, etc. I would fly out to one of the plants on Monday morning (very early) and return home on Friday afternoon. Back then GM had a very interesting arrangement for reports. I would write my report (by hand) at whatever city I was in and then call a GM typing pool in Detroit on Thursday evening and dictate my report (there was a standardized way of dictating which I had taken a class on!). It would be typed that evening and delivered to my boss on Friday morning, who had an office in the GM building on Grand Boulevard in Detroit. My boss would call me later Friday morning and we would discuss my report and then he would submit it to GM by noon on Friday. I was amazed at GM's well organized efficiency at that time.



During this project I viewed how cars were assembled at the various GM assembly plants and Fisher body plants. These plants were paired, with a Fisher body plant feeding trimmed bodies to the assembly plant. As a note, hood, fenders, grill etc were delivered separately from the rest of the body and had been painted back at the body plant. These plants were usually connected by a bridge or a conveyor system. Although the various makes were assembled in their "home" plant; Buicks in Flint, Pontiacs in Pontiac, Oldsmobiles in Lansing and Chevrolets in Detroit, most of the assembly was actually done around the country in GM Assembly Division plants. These plants would have

Chevrolets, Pontiacs, Oldsmobiles and Buicks coming down the same assembly lines. The general feeling among the mid-level managers I worked with was that quality of the cars

being assembled in the makes "home" plants was much better than the cars coming from the GMAD (General Motors Assembly Division) plants.

At the Fisher body plants I watched the workers on the line doing their specialized tasks. One task I noted required the installation of four bolts in the back seat area of the body. Because the assembly line moved so fast, and the Industrial Engineers had determined exactly how long it would take to install the bolts, the workers had virtually no time extra to do the job. If one of the bolts didn't "catch" immediately, the worker would just leave the bolt in the car. Each worker used a pneumatic tool to tighten the bolts and the length of the air line limited how long the worker could stay inside the car. Although I never saw it happen, several times it came close to the tool being pulled out of the worker's hand when he ran out of air line! The worker then got out of the car and usually ran back to the next car.



In Detroit, at the Fleetwood body plant, the assembly line moved much slower than at any of the other Fisher body plants. This gave the workers a bit of extra time to insure they could do their job correctly. At no time during my visit to the Fleetwood plant did I ever see a worker "miss" a bolt or any other error. In general the workers had enough time to do their task and had an extra few seconds between cars. This meant that they could always complete their task, unlike the GMAD plants where often they could not quite complete what they were doing virtually everything didn't go exactly right.

Painting was another big difference between the Fleetwood plant and all of the other GM plants. At the other GM plants, the car bodies were painted by passing through a "paint booth". This consisted of a pipe that curved around and over the assembly line and had a large number of spray nozzles that sprayed the paint onto the body. In addition to this, there were four workers with spray guns. There were two before the spray nozzles and two after. They sprayed the spots that the spray nozzles couldn't/didn't hit. If one car was being painted, say yellow and the next car was being painted, say blue the nozzles and guns weren't cleared between the sprays. The front of the body shell got hit with a little bit of the color of the body before it. At the Fleetwood plant things were different, the line

moved slower and Cadillac had higher standards, there was a shot of paint thinner sent through the nozzles and the workers aimed their spray guns upward to clear the old color before the next body arrived. On Cadillacs the entire body was exactly the same color from cowl to back. As I mentioned above, the hood, fenders and front end were painted separately and weren't installed at the body plant, these were put on at the assembly plant.



Cadillac also had a "rework line" at the end of the assembly line. Inspectors went over each car as it rolled off the line to make sure everything was as it should be. One of the things that has stuck in my memory of the rework was an inspector seeing a small bubble in a vinyl top. One of the re-workers popped it with a pin and flattened out the vinyl. There were no inspectors or rework line in any of the other assembly plants. I was told that "final inspections" and remedial work on the other GM makes was the responsibility of the dealer.

Cadillacs were also assembled at the GM plant in Linden, New Jersey. Unfortunately for some reason I did not get to visit that plant so I can't say how the work was done there. Finally, the Fleetwood plant in Detroit assembled and trimmed the bodies for all

Cadillac models and Oldsmobile Toronados. The Fleetwood Limousines were not assembled on the assembly line they were essentially hand built on the top floor of the building (I believe it was the fourth floor). I would say the quality of the Limousines equaled that to the best hand-built cars in the world.

The completed bodies were then trucked to the Cadillac assembly plant on the other side of Detroit. I believe that this was the only body plant-assembly plant that transported bodies. The drivers of the trucks that delivered the bodies were paid by the load, so there was joke that the quickest way to killed was to get in front of one of those body delivery tractor-trailers!



# Jeff Hansen's 1941 Sixty Special Restoration Pt. 7

If I have not mentioned this in any previous installment of this restoration series, I will now: my 1941 Sixty Special, while authentically restored for the most part, is being built to be driven and not to win trophies. I have wanted a car that I could drive on CLC driving tours and Classic Car Club CARavans and this 60S is my answer. Not overly huge, parts are relatively easy to come by, they are easy to work on, they are reliable, and they are just gorgeous from a design perspective!

While discussing this project with Rob Robison over a beer one day, I lamented that there was no easy way to listen to a built-in sound system that was better than the stock radio without making some major changes to the electrical system. I'm not looking for audiophile quality, but I would like to be able to play something from my phone – be it music or a sporting event – while I am driving.

The original Cadillac radio was a good performer for its day, but to restore one – especially one that seems to have been repaired at one point in the past and that shows additional damage now – is expensive. Since I am going for performance over authenticity in this instance, I don't feel guilty about doing something different to this radio based on its current state and my goals.

Rob recently installed a Soundstream ST4.1000DB Bluetooth amplifier and speakers in his 1959 Mercedes 190SL. Rob mused, "... why couldn't we do something similar in your radio?" The key phrase here is "...**IN your radio...**"

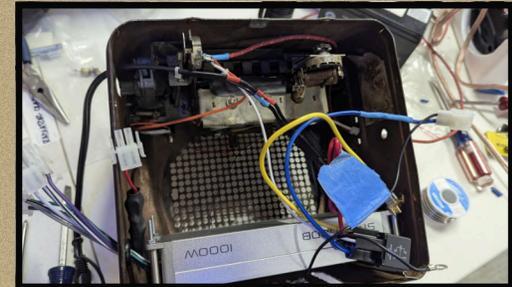
Everything but the tuning mechanism (which is now only for show) has been removed from the 1941 radio case. In their place, Rob has installed the same Bluetooth amplifier he installed in his Mercedes – plus a rechargeable 12-volt battery. This 12-volt system is controlled from a relay which is energized from the on/off switch of the original radio powered by the car's six-volt positive ground electrical system. The radio's power light comes on as it would in the original unit. The dial lights are also wired into the headlight switch, so they come on as original when the dash lights are energized. The vacuum antenna is plumbed through the original vacuum switch in the radio and still goes up and down even though it is not used in this application. Once installed, you cannot tell anything is different from a standard 1941 radio installation.



For speakers, I have mounted Pioneer TS-F1634R 6.5" speakers in the front kick panels and two Pioneer TS-G4620S 4" x 6" speakers in the rear deck. All wiring is hidden and the speakers will be hidden behind upholstery fabric so they will not be seen.



Rob performed the build on the bench and I did the installation in the car. Folks, this works! I can now play anything in this car that I can access from my phone and the original radio looks and appears to function as originally intended.



The only thing that is still a variable at this point is the 12-volt battery life. We don't have much time on the system and we have not gone through a charge cycle of the battery yet. Rob has added a dongle out the side of the radio case that a Battery Tender can be plugged into to recharge the 12-volt battery.

Total outlay for the amplifier, speakers, relay, wire, and supplies is \$326.75. Cheaper than a rebuild of the stock radio for sure.

# A 1968 Eldorado Worth the Wait

By Chris Bord



Our beautiful 1968 Eldorado came to us thanks to a Hemmings ad we spotted during the winter of 2022–23. We had been searching for quite some time, but every '68 that surfaced seemed to be "ridden hard and put away wet". Rust problems, high mileage, and a fair share of misrepresented cars eventually had us ready to give up the chase. When this particular ad appeared, we responded with cautious optimism, the only reason we agreed to look at it was because it was less than an hour away. To our surprise, it turned out to be the one.

Cadillac has been special to me since childhood. I still remember the day

my father came home in a Cotillion White 1970 Sedan DeVille with a lipstick-red leather interior, what a sight. Riding in that car, I often thought, one day, this is the kind of car I want to drive. When it came time for him to trade it in, he chose a 1972 Eldorado coupe in Seamist Green with a white vinyl top. I learned to drive in that 1972 Eldorado, purchased from our local dealer, Ferraro Cadillac. From that point on, Cadillac stayed with me, and I hoped that someday I would have one of my own.





We officially acquired our '68 Eldorado in March of 2023 with just 39,614 original miles. It now shows more than 42,000 and climbing. Much of the major work had already been completed before our ownership, but we've continued its preservation with several important restorative efforts:

- Replaced steering shock
- Replaced all brake pads and one warped rear drum
- Replaced driver's door window motor
- Refurbished the entire fuel system, including tank cleaning and sealing, and all new lines and filters
- Sourced and installed a new glove box lock
- Replaced the timing gear and chain (a must for all '68s)
- Rebuilt the transmission
- Rebuilt the carburetor
- Attempted to revive the original leather, an ongoing and uphill battle!

The car itself has no family history to us. We purchased it from a gentleman who was relocating and unable to take his full collection with him. The Eldorado was the first car he chose to let go.



**Notice Jack and Wooden Wheel Chock In Original Packaging**





Many of my early Cadillac memories come from the cars my father and a partner collected when I was a teenager: a 1953 Eldorado in white, two 1941 four-door convertibles (one a parts car, those fenders are heavy), a 1958 Eldorado Biarritz, and a 1958 Cadillac limousine. But my fondest memories revolve around the 1972 Eldorado I drove my senior year of high school to football games, proms, and social outings. It was also the car that earned me my first speeding ticket: 102 mph! The officer cut me a break, speed like that in Delaware usually earns a night in jail. I was very lucky.

A good friend of mine also had a father restoring a 1967 DeVille convertible, and we spent countless hours working on that car together. Those experiences cemented my love for the brand long before I ever owned one.

Once the transmission rebuild on our '68 Eldorado was complete, we brought it to its first show in Rehoboth, Maryland, where it won first in its class on its very first outing. We were thrilled, especially given the stiff competition. Our goal had simply been to enjoy the day and share the car with fellow enthusiasts. The win made the moment all the more memorable.

# *The Valley Forge Region is excited to support the Cadillac & LaSalle Club Museum & Research Center and we need your help!*

As we gear up for the 2026 Grand National, the Museum & Research Center is calling on all CLC members to contribute items for the Museum Silent Auction, taking place on Tuesday evening, June 2nd, 2026, in Concord, North Carolina.

Many of us have great Cadillac or LaSalle pieces, memorabilia, or parts sitting in the garage or on a shelf, items we're not using but that would make a fantastic donation. The Silent Auction is the perfect way to give those pieces new life while supporting a cause that preserves our shared automotive history.

If you'd like to donate but won't be attending the Grand National, no problem, we've got you covered. Simply reach out to:

Robert Schles – [therobertschles@gmail.com](mailto:therobertschles@gmail.com) or Michael Stinson - [michaelcstinson46@gmail.com](mailto:michaelcstinson46@gmail.com)

One of us will personally transport your donation to the Museum & Research Center Auction at the event.

We're looking for unique, exciting, and high-quality items that will spark bidding and raise meaningful support for the Museum. Please also consider contacting local businesses or club vendors who may be willing to contribute.

## **\*Items needed include:**

- \* Cadillac & LaSalle memorabilia and literature
- \* Cadillac & LaSalle parts or souvenirs
- \* Framed automotive artwork
- \* National chain restaurant gift cards
- \* Die-cast or promo model cars



Your support helps preserve and promote the legacy we all care about. Thank you for contributing and for helping make the 2026 Museum Silent Auction a success!

For more information go to <https://www.cadillaclasallemuseum.org/donations/>

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# Cadillac & LaSalle Club Valley Forge Region Northeast Inter-Regional Meet and Show

**August 16-17, 2025**

Presented by the Valley Forge, Central PA, and Potomac Regions. Hosted by the AACA Museum, Hershey, PA

For complete information, see our website at [vfrclc.org/2023interregionalmeet.html](http://vfrclc.org/2023interregionalmeet.html)

**Registration Form** Pre-registration required for museum tour, dinner and requested for car show. Must be received by July 28th. Day-of-Show Car registrations accepted. Questions: Michael Stinson, 267-251-8588, [Michael.c.stinson46@gmail.com](mailto:Michael.c.stinson46@gmail.com)

Car Owner Name \_\_\_\_\_ Spouse/Partner Name \_\_\_\_\_

Address: \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Cell Phone: \_\_\_\_\_ Other Phone: \_\_\_\_\_ Email Address: \_\_\_\_\_

CLC Member Number: \_\_\_\_\_ AACA Club Member Number: \_\_\_\_\_ Member of AACA Museum? (Y/N): \_\_\_\_\_

Children Name(s) and Age(s): \_\_\_\_\_

Guest name(s), city/state of each: \_\_\_\_\_

## Car Information:

Year: \_\_\_\_\_ Make: \_\_\_\_\_ Model: \_\_\_\_\_ Style (circle): Sdn, Cpe, Conv, Other

Year: \_\_\_\_\_ Make: \_\_\_\_\_ Model: \_\_\_\_\_ Style (circle): Sdn, Cpe, Conv, Other

Bringing a Trailer? (circle): Yes No

Car show open to all make and model cars, trucks, and commercial/military vehicles, pre-war to present. No heavily modified customs, rods, or racers. Lightly modified vehicles retaining features and appearance as delivered from the factory are accepted.

## Activity Registration and Fees:

Activity	Cost/Person	No. Guests	Total
<b>Saturday AACA Museum Group Tour:</b> w/ Richard Sills. <b>AACA Club member admission is Free. Cost per non-AACA member and each additional Guest:</b>	\$11.00		
<b>Saturday AACA Museum "Behind the Scenes" Group Tour</b> (storage buildings, detail shop; price per person including AACA Club Members):	\$10.00		
<b>Saturday Dinner @ Giotti's</b> - # of guests (separate checks for each party)			
<b>Sun Car Show – Early Registration</b> (per car; received on/before July 28th):	\$20.00		
<b>Car Show – Late/ D.o.S Registration</b> (per car; Registration rec'd after July 28th):	\$30.00		
<b>Sunday Lunch (hoagie/sub slices, chips, drink)</b>	\$10.00		
<b>TOTAL ENCLOSED make check Payable to VFR-CLC:</b>			\$

There are **no host hotels, room blocks or group rates** for this event. AAA, AARP, or Military/Government discounts may be available. **Reserve your room(s) as soon as possible**, as August is peak of tourist season at Hershey. **SpringHill Suites by Marriott Hershey:** 115 Museum Drive, Hershey PA 17033. 717-583-2222, [Marriott.com](http://Marriott.com); **Quality Inn & Suites:** 181 Hershey Rd, 717-583-5151, [choicehotels.com](http://choicehotels.com); **Hampton Inn & Suites Hershey:** 195 Hershey Rd. 717-566-3369, [Hilton.com](http://Hilton.com). Check with hotels regarding their cancellation policy.

I release the CLC, CLC Regions, the AACA Museum, their officers and representatives from any liability, damage or loss arising from my own, my guests' and family's participation in the 2022 CLC Northeast Inter-Regional Meet and Show, including, but not limited to, the risk of contracting COVID-19 virus. I agree to adhere to all pandemic mitigation practices in effect at the AACA Museum during this event. AACA Museum reserves the right to deny attendees exhibiting COVID symptoms entry into the museum. I certify that I have public liability insurance for my vehicle.

Member Signature \_\_\_\_\_ Date \_\_\_\_\_

Mail a copy of this form along with the check made payable to VFR-CLC. Include a SASE to receive confirmation. **Mail to: CLC Inter-Regional Meet, C/O: John Wood, 327 Bellevue Ave., Pennel, PA 19047-5310**

Spring Will Be Here  
Before You Know It!

