



STANDARD OF THE WORLD

Cadillac LaSalle Club

North Texas Region

web site: www.clcntx.com

December 2015

Awarded Best CLC Regional Newsletter 2007-2008

A Happy and A Merry

Eid al-Fitr
Saint Nicholas Day
Eid'ul-Adha
Fiesta of Our Lady of Guadalupe
St. Lucia Day
Hanukkah
Christmas Day
Three Kings Day/Epiphany
Boxing Day
Kwanzaa
Omisoka
Yule
Saturnalia
Hogswatch
Festivus
Wintersday
Pancha Ganapati
Malkh
Yalda
Chalica

From all your friends at the North Texas Region Cadillac & LaSalle Club

Some of the super items in this issue: NTXCLC Fall Activities (2,3); That's My Story part 2 (6,9); My Best Caddy (9); 1927 LaSalle (10,11); Joel Ray Moore(12); Pate Swap Meet (13).



**Winner CLC Web
Site Merit Award
2013,2014, 2015**

**Winner Old Cars Weekly
Golden Quill Award
2012 , 2013 , 2014**



NTXCLC FALL ACTIVITIES

Story by Rubye, Photo Art by Lifert

Our Fall Season has had some fun and interesting events to participate. If only we could entice more to drive their Caddies to show and come to these wonderful scheduled activities. I know we have busy schedules and illness But this is your club, so come on and join in the fun and camaraderie. The weather has been wonderful to make you feel like fall is here.



First our scheduled activity: **The 10th Annual Chili Cook Off** hosted by John and Donna Foust was an outstanding "Fintastic Event." Twenty-six NTX members enjoyed hot dogs prepared by John and Dave and visiting while the chili cooking was going on. During this time Donna was registering and preparing a numbers of cookers for the judges. The NTX members appreciate all your had work preparing the tables and cords, places fixed for our Caddies to park and admire. The entries for cooking were John Foust, Robert Goodrick, girls of the Hot Wheels chili, Dr Paula & Robert Allen, and Rubye. John Foust made and provided beautiful & original fantastic prizes for all the winners of Fintastic Chili Cook Off and Donna Foust oversaw the judging.

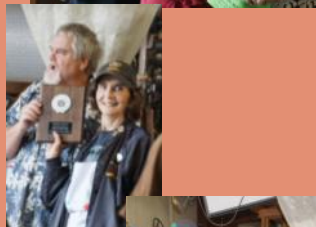


The Chili winners were 1st Robert Goodrick,

2nd Hot Wheels, Emma Fuchs and Barbie Benton



3rd Rubye Mae,



4th Denton Greenshirt, and



5th Paula Allen (the editor of this newsletter thinks Paula's was the best) plaque.



All our winners, all receiving a different goddess trophy or one special made .

An excellent fun day with kite flying, games and lots of visiting and obtaining several new members plus selling some merchandise. John Foust is a generous, giving kind, good hearted man.

John you are the Best and Ardent supporter for the Club.



NTXCLC FALL ACTIVITIES



Now to add to this November month, we also had a slightly different from the norm of Cadillacs. For this year's Classic Car Club of America (CCCA) and North Texas Region's 13th *Not-So-Grand Classic and Debutante Picnic*, we toured Mike and Joy Ames collection of Cadillacs and cars in a well maintained and efficient garage area. He even had an underground oil changing pit, plus lots of memorabilia. Oh you should have seen the beautiful green 67 Eldo, and a gorgeous creme colored, 5,000 lb, 1958 60 Special Caddy (one of 12,900 originally built) plus lots of his cars that have been shown and won at Pebble Beach. Other cars outside included a very rare 1948 AC once owned by Frank Lloyd Wright, one of 44 painted Cherokee Red in 1973, with ivory seats. There was a 1931 Packard; and a 1940 Buick Limited Buick.



Mike And Joy Ames with Rubye

After lunch there was a judging team and I was one of them. The Questions were as such



If a Demolition Derby were run here, and these cars were all entered, which car would be the victor and why??
Turned out to be the 50 Studebaker that was equipped with a roll bar and a four-cage harness.

Which old car could double as a guest house and why? Selected was a 1919 Debutantee Full Classic Stand up shown and drove from Waxahachie, Frank Guy.

If the old cars were pretending to be a horse and planning to run the Kentucky Derby who and why??
A 1937 Rolls Royce because took a lot of glue to build the body. Bill Downs This car also had a disappearing window and six light windows. It was restored by one of our Cadillac members Robert Hand in Grand Prairie.



With all of recent rains, which old car present could double as a life raft and why? A 1964 Porsche. If turned upside down could serve as a Bath tub. This was owned by Richard Cross and Karen Phillips



So this was fun and they all received a prize. Then we had a toast of champagne. Oh, and I discovered a lady by name Ms Evans who owns an old Cadillac whom I encouraged her to join our club. I so hope so.

We had a great time. Thanks Very Much to Mike and Joy Ames for hosting this great fun filled event.



Bill Kimball

Jim White



Richard Ctoss & Karen Phillips



Al & Debra Mahanna



Jeff Podmers

Activities Director's Calendar

Here are the up and coming activities that members can plan for and participate in.

December 12 Toys For Tots Open your hearts and your trunks at Fran Kent Cadillac.

January 3 NTXCLC Christmas Holiday Dinner. See page 14.

March 12th 2016—Pate Swap Meet Prep and Tile Party (March 19th Rain Date).

April 23th 2016—Pate Swap Meet Set up Party 9 am—2 pm. Lunch provided.

April 28-May 1, 2016 — Pate Swap Meet. Tent personnel required 8:00 am to 5:00 pm daily.

May 1st 2016—Pate Swap Meet Tear Down Party –9am until we are done. Lunch provided.

September 17th 2016 Cruisin' For The Cure, Downtown Ft. Worth, TX.



So come on and get in the groove for the exciting times ahead. Don't hesitate to volunteer—you are among friends. See the **Club Activities Survey on page 16**.

Planning:

Apr 12-16 2016 CLC Grand National Las Vegas, NV

July 6-9 2016 CLC National Driving Tour Connecticut and southern New York-Lower Hudson Valley Region

June 25-July 1 2017 CLC National Driving Tour Illinois Route 66—Chicago to St. Louis.

July 31-Aug 5, 2017 CLC Grand National McLean, VA

2018 CLC Grand National—TBA.

Remember we can use all help and suggestions for the monthly meetings. All will be considered and appreciated

RUBYE

Please don't forget our up and coming events—Toys For Tots and our gala Christmas Holiday Diner.

Toys For Tots has been a staple event for many years, thanks to Randoll Reagan and the Marine Corps Reserve. We all meet at Frank Kent Cadillac, 3500 W Loop 820 S, Fort Worth, TX 76116, around 9:00 in the morning of Saturday, December 12, 2015, in our Cadillacs and LaSalles loaded with toys.



At our 2016 Christmas Holiday Party Jan 3, 2016 at the Doubletree Hotel, 8220 Esters Blvd at Highway 114 we want you to have fun dressing up in the representative period of your car. 3:00-8:00 p.m. Please send in you reservation on page 14 NOW! Here are some pics from last year.





OKLAHOMA CITY 2016



COLLECTOR CAR SHOW & AUCTION

Consign Now For Best Placement!



2008 Bentley Continental GT
SOLD: \$86,900
OKC 2015

Extended to 3 Days!!
February 19, 20 & 21
OKC Fairgrounds



1967 Chevrolet Corvette Resto Mod
SOLD: \$154,000
OKC 2015



1989 Porsche Speedster
SOLD: \$190,300
OKC 2015

LeakeCar.com • info@LeakeCar.com • 918.254.7077

SPONSORED BY:



HAGERTY



#LeakeCar

That's My Story And I'm Stickin' To It

Story and photo by Richard Dormois

LIFER gave me the idea to do a story about my first car, like his, a 1941 Cadillac, but a sedan. Truth is, I have no idea what happened to it after I sold it to Al for 25.00. He had towed it in twice from the St. Johns Steak N' Shake on the Rock Road, where I broke a shifting fork twice, just trying to stay with a red and cream 1955 Chevrolet two door post car. I have been back to Overland three times, looking for my first Cadillac, including our last Grand National, but no luck even tracking down descendents of Al who operated the tow company and salvage yard where my 1941 Asbury over Ivy green Cadillac Sixty two series four door sedan likely ended up. A good bet might be it has been recycled several times into several Toyotas by now. I mean, it has only been sixty years. If anyone knows anything about my two tone green '41 62 series Cadillac four door sedan or whatever color of rust it is now, I'm at 702 461 3679. Have tow bar, will travel... Finder's fee paid.

I had the privilege of exposure to several examples of our beloved Cadillac marque early in life that had a positive influence on me growing up and I met some pretty special people along the way. We lived on the second hole of Lakeside Golf Club in Overland, Missouri, and I started caddying (golf, that is...) there opening day. I think I was thirteen. On a quiet Sunday afternoon, in the first month of opening, with no loop, I was chatting with our assistant pro, Bob Solomon, in the pro shop, when a magnificent Cypress green 1949 Cadillac Coupe DeVille parked near the club house and a very large gentleman got out of the driver's side and opened the passenger door for an even larger gentleman who got out and let two attractive young ladies out from the back seat of this beautiful Cadillac. They started their walk up to the pro shop. Mr. Solomon vanished... He did not recognize the group and did not desire to be the first employee to integrate Lakeside. I about fell over the counter to open the door for the quartet. "WELCOME TO LAKESIDE, CHAMP!" That afternoon, I carried doubles for our honored guest and Mr. Solomon, eighteen holes. The caddy fee was \$1.25, greens fee was \$2.50. My favorite World Champion Heavyweight of all time, JOE LOUIS, tipped me five dollars. Never had a five dollar tip before. The next week, I shared my good fortune with my golfer, John Vitale, who matched the gratuity. Decades later, I was surprised to see Joe Louis, the greeter, in the showroom, at Caesars Palace in Las Vegas, Nevada. I thought I would impress my date by reminding Joe Louis of that round of golf at Lakeside. He didn't remember me, but Joe Louis didn't remember much of anything in those latter years.

Several years ago, while setting up my Studebaker swap meet tent at Hershey down on the orange field near the car corral registration office, I saw a Cypress green 1949 Cadillac Coupe DeVille being unloaded in the lot just over the hedge from my spot. I quickly put bottles of water on all my literature and magazines, lest they blow away and jumped over the hedge to take a closer look at this fine machine. It was a feature of the Robert Pass stable of Passport Transportation fame. As I was admiring the Coupe DeVille, the detail man approached and asked if I had ever heard of "The Brown Bomber". I said I had and he responded, "We think this might have been his car at one time." He opened the passenger door to show me the immaculate interior and I told him that was the second time I had seen that door opened and the first time, indeed, "The Brown Bomber" stepped out. Mr. Pass told me the car sold shortly thereafter, I believe, to someone in California. I recall he wanted seventy-two thousand dollars for it. I truly think, if I had been able to convert anything I had into cash at that time, my family would have had a very special Hershey surprise. Over the years, I have brought home some very nice things from the Hershey flea market, including encouragement to join the Cadillac LaSalle Club by David Ritchie and Lee Herberman. And I did.

My full time employment in addition to being a Ritenour High School student was at the airport in Saint Louis where I worked a variety of shifts and catering assignments from servicing seven major airlines with beverage and meals to running a horse drawn hot dog stand near the steps to the terminal from the main concourse. Everything was outside in those days and all the commercial carriers were reciprocating engine-powered Convairs, Martins, Lockheed Constellations, Douglas DC 3, DC4, DC6, DC6B and Douglas DC 7s. *(Continued next page)*

That's My Story And I'm Stickin' To It

However, on the same field McDonnell Aircraft Corporation was testing a variety of products with deafening afterburners. They were fun to watch at night. I think they were called "JETS"

It was always my plight to be the youngest person on any job and my workmates were intent on introducing me into a culture mother and daddy would have never blessed. My favorite "mentor" of my career was Louie Times, a flight caterer, like myself, infinitely older than I and tall, very thin, and working this second job to support a family of eleven. He was a song and dance man who appeared when he could get work in clubs in Chicago, Saint Louis, and I think some in Kansas City. He was connected in show business and saw to it that I, at least, had an invitation to accompany him and our pals in his 1951 Cadet blue Cadillac Coupe to see luminaries of the blues and jazz music culture and a new phenomenon called rock n' roll.

By some quirk of fate, if my parents learned of just one of those venues I visited with my adopted brothers, I would have been grounded for the rest of my natural life. But it seemed my plausible tales of where I was the night before were believed. I worked a lot of different shifts.

All with questionable repute, East Saint Louis, Illinois quartered several clubs, in which I felt a bit insecure, but nothing ever happened to me while I was mesmerized by an artist who traversed the stage entirely on one foot screaming " Maybellene, why can't you be true?" CHUCK BERRY appeared a lot in East Saint Louis and we were there in the Cadet Blue 1951 Cadillac Coupe and even once, in my 1941 Cadillac Sixty Two series sedan, because it would carry six with comfort.

One summer evening in the mid fifties, five of us visited the Club Riviera in downtown Saint Louis, Missouri in that beautiful Cadet Blue 1951 Cadillac coupe. Upon round tables seating eight, a large plastic bowl of ice cubes, a liter of club soda and eight plastic cups was seventy-five cents and called a "set up". As we were comfortably seated, a pint size container appeared from a jacket pocket and was passed from man to man and cocktails were fashioned. The spirit of choice of my pals was Four Roses. I pretended to pour some in my cup of ice and soda but truly could not handle the smell of it and passed the pint on to the next man. The concert was "over the top" and at intermission Louie Times took us back stage to meet the man -COUNT BASIE. There was talk of a big surprise in the second half of the show and indeed, there was. Through great fanfare and spotlights and loud music, a young boy was escorted down the middle aisle by a man on each side. No greater entrance had I ever witnessed for a boy who must have been fifteen years old because, I was fifteen years old and I am the same age as "LITTLE STEVIE WONDER" making his entrance into the music world at the Club Riviera in Saint Louis, Missouri, where Louie Times' 1951 Cadet Blue Cadillac coupe had taken us! Decades later, at the "The Top of the Wheel" at Harvey's Wagon Wheel in South Lake Tahoe, Nevada, with my pal Del Perry, we reminisced with The Count about that evening years ago at the Club Riviera in Saint Louis. He remembered me because I was the only Anglo kid in the place and just a baby.

I might note here that although I have retired in Arizona and serve the Sonoran Desert Region and Snake River Region, my home town is Saint Louis, Missouri, my people are in McKinney, Houston, Henderson and Temple, Texas and I'm honored to be an adopted member of the North Texas Region. "THAT'S MY STORY AND I'M STICKIN' TO IT" Be safe.



1949 Cadillac Coupe DeVille

Director's Message—Cruise, Chrome, Bumpers, Fins

November 7, 2015 Classic Car Club of America's North Texas Region's 13th **Not-So-Grand Classic & Debutante Picnic** -18 in attendance

Al & Debra Mahanna
Bill Kimball 1940
Bill Levy 01 Eldorado
Jim White
Richard Cross
Karen Phillips
Andy Stone
Wallace and Socorro Wade
Jeff Podmers 39 LaSalle
Steve Chapman
Rubye & Bob Musser 2015 SRX
Mike & Joy Ames
Herbert & Joan Losey
Possible new member driving a 1937 Ms Evans



November 14, 2015 10th Annual Chili-Cook Off Honest John's Caddy Corner
26 Members in attendance

John & Donna Foust
Robert & Maureen Goodrick-Canada **A new member** 1959 Deville
John Barr **A new member** 1974 Eldorado
Ned & Karen Hannah
Dr Paula & Robert Allen 2014
Al & Allyson Haltiwanger
Rubye Mae Musser 2015 SRX
Minnie Bedrick
Bill Levy 2001 Eldorado
Russ Stripay from Houston 1960 Eldo
Mark McKay
Johanna Gullett
Jim White
Bill Haesslein 1967 Conv
Rodney Waschaka 1959 Fleetwood
Jeff Podmers 1939 LaSalle
Bruce & Carla Sapp 1985 Eldorado
Greg and Barbara Surfes from San Antonio
Jim Hanson
Randoll & Joyce Reagan
Hubcap Emma - Emma Fuchs & Barbie Benton
Robert Wagner **A new member** 64 Sedan Deville
David Van Gogh



Rubye Mae



MY BEST CADDY

Story and photo by Lifer

While serving as a flight instructor and flight and stage field operations officer at Liberty Army Airfield, part of Ft. Stewart, GA, (known as Camp Swampy to Beetle Bailey) I had a need for a second car. I purchase a beautiful 2-year old Cadillac Hardtop Sedan DeVille (68349-B) from the Cadillac dealer in Savannah. It was finished in Kashmir Ivory (yellow) with a black vinyl roof and a black leather interior. The car had been totaled in an accident, so the dealer, after rebuilding the car, sold it rather cheaply – a price I could afford. Other than a broken motor mount from the accident, which the dealer fixed for me, it was a really nice car. All possible options, a big-472 cubic inch V-8 engine, 3 speed Turbo-Hydra-Matic trans, and a 2.94:1 rear gear for fantastic performance on long cruises. It was a big car, a 129.5-inch wheel base, but so smooth and quiet. GM built 72,662 of this model, and yet at the time, mine was the only one around. As a matter of fact, at Ft. Stewart it



was the only Cadillac around. I remember my commanding officer, a Lieutenant Colonel, remarked that it was strange the he was driving a 10-year old VW beetle while a lowly Armor Captain was riding around in a big yellow Cadillac and an red Olds 442 convertible. My guess was that he was not a car nut, but I was. I liked cars and enjoyed them. I sold the car to another officer when I left Ft. Stewart a few years later.

Then in the late 70's I needed a second car to augment my MGB roadster, so for a 100 dollars I picked up a 1968 Coupe DeVille (68347-J) from a private party. I was in Ohio, so this car had some rust, but was straight, accident free, and the only option it had was a radio. It was Topaz Gold (my ex-wife hated the car and called it baby-crap green) with a black vinyl top and Covert Decor Cloth with Leather for the interior. Although it was the base car, it had power everything, and was set up the same way as the sedan I had before. Now, what really won me over on this big 4,600 lb monster was not just the fact I could fix everything on the car as needed (many tear downs, fixes, and reassemblies with no manuals), but it was the powerhouse that GM created at 375 horses and 525 ft.-lbs of torque. One evening I was on Main Street in Springfield, OH, where as a teenager I raced everything on four wheels from traffic light to traffic light against several of my available cars. Beside me at the light at Main and Greenmount Ave. facing west, down what we called the overpass, was a new 1980 Chevrolet Impala with something of a bad-boy engine under the hood, gunning his engine while sitting at the light. This was the way we used to challenge each other with an invitation to street race. I looked at the driver, nodded my head and grinned at him. My wife was seated next to me and had no idea what was happening. At the green light he and I slammed the little skinny pedal on the right down to the floor. His Chebby's tires were screaming and smoking, but my Caddy's Rochester Quadrajet 4V opened wide and, with the dump of fuel and air, the engine barfed and almost quit. Then all of a sudden it caught, and began a forward acceleration and scream (or was it the wife screaming at me to STOP!) and proceeded to whip the Impala's butt. I passed him at 70 mph and when I hit the next light, he turned off onto a side street. Ah, those were the days. I do miss that Cadillac.



1927 LaSalle

Story assembled by Lifer, Photo courtesy of Jack Perry, Benton Auto Mall

LaSalle, what a great name, but really known to relatively few. There is LaSalle University in Philly, LaSalle Hotel in Bryan, Texas, LaSalle County in Texas, lots of LaSalle items in Chicago, part of an international club, and then there is the very famous song, "Those Were The Days" by Lee Adams and Charles Strouse, and sung with great gusto every week on the national TV show "All In The Family" by Carroll O'Conner (Archie Bunker) and Jean Stapleton (wife Edith) - *Gee, our old LaSalle ran great. Those were the days.*

Well, yes, those were the days if you could afford one of the 205,000 junior Cadillac companion LaSalle cars, built from the pre-depression days of 1927 to the end of the depression in 1940.

So who was LaSalle? He was René-**Robert Cavalier, Sieur de La Salle**, or **Robert de La Salle** (November 21, 1643 – March 19, 1687), born in Rouen, France. He was what was called an explorer, coming to North America as a prospective colonist in 1666. There he issued land grants, set up a village, and learned the language of the Mohawks. Using their language he identified various rivers, such as the Ohio and the Mississippi, and tried to use them to find a western passage to China. What he did find he named Louisiana after King Louis XIV of France.

La Salle returned to France in 1683, but sailed to the New World again in 1684 with four ships, intending to start a colony in the Mississippi River Valley. The expedition lost a vital supply ship en route, and in 1685 mistakenly landed in Matagorda Bay, near what is now Houston, Texas, where one ship ran aground. La Salle's men shot Indians who took supplies from the wrecked ship, making enemies of the local Indians. One ship returned to France with a disgruntled crew.

The French expedition built a fort at the mouth of the Lavaca River, and explored the area. The last remaining ship was wrecked by a drunken pilot in April 1686, stranding the French in Texas. The 20 men traveled up the Lavaca River, trying to locate the Mississippi River so they could follow it north into the French missions in the Great Lakes region. Most of the men in this expedition died, and the 8 survivors returned to the fort in October, 1686. On a second try, La Salle and 17 others set out (25 people remained at the fort); in a few months, a group of five mutineers shot and killed La Salle (near Navasota, Texas) on March 19, 1687. They left his body for the animals to eat. The rest of the expedition made it to Montreal in 1688, but those at the fort were killed by the Karankawa Indians.

La Salle ultimately failed in his undertaking of establishing fur trading posts along the Mississippi River, but his expeditions were his fame. However, he did open the great waterway for development and established friendships with Arkansas Indians, who would assist and support the French colonial settlers in the area for over 100 years.

And the car? The car was initially designed and produced by GM under the direction of Alfred P. Sloan, Jr. He had a car for every pocket and for every promotion. Starting out with a young family and new job in a Chevrolet, getting a promotion and stepping up to an Oakland, or maybe as a doctor or business executive, driving a Buick that was almost as nice as a Cadillac, and moving up later. However GM found that its more affluent Buick customers were often defecting to Packard's smart new group of lower-price offerings instead of the Cadillac. The spread between the cost of a Packard Six and that of the Cadillac remained the same: \$2,585 versus \$3,185, a \$600 difference.

Sloan and Lawrence P. "Larry" Fisher, Cadillac's general manager decided that a car between the Buick and the Cadillac was what was needed. The new make should have a more dashing and youthful image than the staid Cadillac, which meant that it would have to be far more stylish, at least in the mind of Larry Fisher. And the new car should honor another French pioneer: René Robert Cavalier de la Salle, who in 1682 had claimed Louisiana for King Louis XIV.

On a visit to the West Coast Mr. Fisher had visited a custom body shop operated by Don Lee, Cadillac's California distributor. There, he had become acquainted with 31-year-old Harley J. Earl, the firm's body designer. Earl had turned out a number of stunning custom designs, many of them specifically for the Cadillac chassis. Equally impressive were some of his new techniques, such as the use of modeling clay to develop the various forms he was seeking to create. Fisher was sufficiently impressed that he hired the young stylist as a consultant to design the first LaSalle. It was supposed to have been a one-shot deal; Earl would be back in Los Angeles in a few weeks' time. Earl ended up staying in Detroit and retiring from GM.

Earl made no bones about his inspiration for the new LaSalle: the magnificent Hispano-Suiza. It was undoubtedly the handsomest American car of its day. Its "clamshell" fenders were long and sweeping, its silhouette was low, its radiator -- after the fashion of the fabled "Hisso" was tall and relatively narrow. And the two-tone color combinations, a novelty in 1927, were sensational. Hoods and cowls were finished in darker hues than the rest of the body, while "cheat" lines (at the bottom of the pillars) and unusual belt molding effects served to accentuate the car's compactness. Formally introduced on March 5, 1927, the LaSalle was priced at \$2685 in base four-door sedan form, exactly \$100 higher than the equivalent Fifth Series Packard. Rated 75 horsepower -- though it was probably closer to 80 -- any '27 LaSalle was capable of an easy 70 mph. It used a new design in V8 engines. (*Continued on next page...*)

1927 LaSalle

Placement of the right cylinder bank was located an inch and three-eighths forward of the left, made it possible to fit the rods side-by-side on the crankpins. It was a simpler, less expensive way to build an engine and, in the long run, the LaSalle unit proved superior in every respect. Of shorter-stroke design than the Cadillac V-8 (79.4mm x 125.5mm instead of 79.4mm x 130.2mm), the 5-liter power plant was topped by a pair of very handsome, ribbed cylinder heads. "For improved cooling," the company said, but the fact of the matter is that they were for looks -- they had absolutely nothing to do with dissipating heat. But the new engine performed so well that an enlarged version was quickly developed for the 1928 Cadillac.

Designated Series 303, the 1927 LaSalle lineup comprised five body types. All were built on a 125-inch-wheelbase chassis, 7" shorter than that of the smallest Cadillac and 180 lbs lighter than the caddy. ix additional Fisher bodies joined the roster at mid-year, three on the original 125-inch wheel span, and three on a longer 134-inch chassis. In addition, four semi-custom models, featuring coachwork by Fleetwood, were introduced on the shorter chassis. The Fleetwood jobs were very costly, ranging in price from \$4,275 to \$4,700, compared to a range of \$2,495 to \$2,975 for the short-chassis Fisher-bodied cars. Yet, interestingly enough, Harley Earl's Fisher-bodied cars were far better looking.

Ironically, back in 1687 René Robert Cavalier de la Salle was killed by his own men, just east of the Trinity River, which would put the site somewhere about 20 miles (32 km) east or north-east of today's Huntsville, Texas. During the summer of 1940 the same thing happened to the automobile that bore his name-it got killed.

Specifications

Engine: 90-degree L-head V-8, 303 cid 3 1/8 x 4 15/16-in. bore x stroke), 4.8:1 compression ratio (5. 3:1 opt.), mechanical valve lifters, 3 main bearings, 75 bhp

Transmission: 3-speed selective, floor-mounted lever, 11-disc clutch, torque tube drive

Suspension, front and rear: Rigid axles (rear 3/4 floating), longitudinal semi-elliptic springs

Brakes: 4-wheel internal mechanical, 14-in. drums

Wheelbase (in.): 125.0 (most models): 134.0 (Imperial)

Overall length (in.): 185.0 (short wheelbase)

Weight (lbs): 3,755-5,100 (depending on body style)

Top speed (mph): 70+

Production: 12,000 (model year); 16,850 (calendar year)



1927 Cadillac LaSalle Phaeton 303

JOEL RAY MOORE

DEC 7, 1922–OCT 27, 2015



Story by Lifer

Joel Ray Moore passed away October 27th at the age of 92. Memorial services were held Saturday November 14 at 2 PM at St Michael Anglican Church, 3800 Poppewell, North Richland Hills.

The NTXCLC Club has lost one of its older members. Lots of you will not know or remember Joel Moore. He was a very active member along with his wife June, when I joined the club. They both worked diligently at the Pate Swap Meets. I learned to wash the tiles with June Moore. He was with the very active crowd of George Smith, Sam Kreitzer, Max Munson, Jess Lackey, Al Gitelman, Al Haltiwanger, Gerry Terranova, Johnnie Bills, Norm Kressman, and John Foust. He participated in the monthly activities until just a few years ago.

Joel enlisted and served in the Army Air Corps. He chose the Air Force as his career and attained the rank of lieutenant colonel in US AIR Force. He served his country in World War II, Korea, Vietnam, and was a POW in Romania near the close of WWII. He received a Purple Heart and retired with honors. In 1968. He worked in Fort Worth for Tandy Corp where he became a store manger for Radio Shack, then regional management executive before retiring the second time.

He was very active in his church, St. Michael Anglican. A lifelong Christian and a Mason and helped lots of people. He was active in the city and county and community these past years. Joel liked to play Santa Claus, and loved to cook out. I understand he led a very full life morning until sunset. He loved life and will be truly missed by lots of people.

God Bless Joel Moore and his family. He is survived by two daughters, two sisters, grandson, nieces and nephews.

At the memorial I met a Mr. Warren Arthur that was in the service with him and lived close by here for 50 years.

Ruby Mae Musser
NTX

His full obituary can be found on the Ft. Worth Star-Telegram Nov 8, and 9, 2015. Memorials: If you wish, in lieu of flowers, donations may be made to Humane Society of North Texas, attn. Donor Services, 1840 E. Lancaster, Fort Worth, Texas 76103

Pate Swap Meet

By Lifer, parts adapted from other sources

Every year since around 1972 the North Texas Region of the Cadillac & LaSalle club has met with 16 other antique car clubs to do their duty at the Pate Swap Meet, now at the Dallas Motor Speedway. Actually it is more than that to the members of the clubs, and as a member of the NTXCLC, I see what is so special to our club in particular. But first, a brief background.

The Pate Swap Meet, third largest swap meets in the country, has more than a quarter of a century of history of auto swap meets and is recognized internationally for its diversity of automotive products offered by its vendors. Vendors from across the country will fill the vast acreage on the west side of the speedway with everything automotive -- from cars to hard-to-find car parts and related items. It is also the fund raising effort of seventeen Texas represented automobile clubs. The clubs share in the profits earned from the effort to create this fine swap meet.

Originally it was called the South Central Swap Meet, starting in 1972. It was organized by Barney Calvert of the Gulf Coast Region AACA out of Houston with five other car clubs. Aggie Pate, President of the Texas Refinery Company that owned an employee recreation ranch south west of Fort Worth, also housed his private automobile collection called the Pate Museum of Transportation. The first swap meet was held in a rough semi-circle under the trees across from the Museum with about three hundred and fifty vendors. The Houston Club was quickly joined by sixteen other like organizations in Texas. Monte Hannah was our club Pate representative for the early years.

Old timers still remember that everyone stopped to talk with Mr. Pate each year as he sat on the porch of the Museum. They still laugh about packing their rubber boots each year for Pate - a very necessary item (always mud and April rains). After Mr. Pate's passing, the meet was re-named in his honor, however, it was always known as the Pate Swap Meet. From its inception, it was decided that the Swap Meet would begin on the last Thursday in April, and continue through the weekend, always missing any conflict with the Easter holiday and while still in cooler weather before the Texas heat kicked in. The meet continued in this ole' muddy cow pasture until the ranch was sold in 1997. After that the swap meet was held on the parking lot of the Dallas Motor Speedway, just north of Ft. Worth and the Alliance business airport. The new location has better access, better showers, pavement (less mud), and many modern conveniences. These facilities provide ample parking for all visitors to the swap meet, easy access to and from Interstate 35, unlimited space for camper parking during the event, and a vast amount of paved space for the swap meet to expand in the future. There are now over 8,000 vendor spaces sold, and it is still growing.

First of all, there is the matter of duty. Many of you joined this club for technical expertise in the workings and restoration of your collection of cars. Or you joined for the opportunity to have a venue to show off and display these fine cars in your collection. All that is good, and is exactly what is the foundation of the club. But in order to serve the membership body well, with those things it wants as a club, there are some obligations of service or duty we need to consider. By coming out to the Pate Swap Meet site on the set-up days, Saturday being the big set-up day, and coming out on the swap meet operational days to help man the club's tent and display, and then by coming out on the Sunday tear-down day, you have a venue to participate in and for the club, and also enjoy yourself doing it.

Additionally, there is the social aspect of helping out at Pate. You get to meet and work with our members, and in some cases, some members of the other clubs, depending on their duties and presence. Making and having friends within the club and other clubs is one of the joys of membership, and who knows, you might obtain a vehicle that is not a Cadillac or a LaSalle and want to also join that vehicle's heraldry club.

Ok, then there is the fun. That's right, fun. I have been out to Pate for my first five years in the club and I have met lots of people for here and there and everywhere, discussed membership in the club, marked, sorted, carried, laid and picked up swap space tile markers, helped mark the streets and rows, worked the NTXCLC tent, shown off my Eldorado, roamed all over the site (it's a BIG site) visiting the myriad of vendors from all over the country, browsed the big car corral for a possible purchase, took pictures, and had a whooping good time while out there.

And all of this translates to something really special. Memories of a good time and fellowship that I will remember for many years. Some of these memories are quite exciting, thanks to the crazy weather we have here in Texas. And some of the memories are of the new people I met.

So, as a member of the NTXCLC club you need to do yourself a big favor. Plan on spending some time out at Pate with the other club members and helping out, enjoying the adventure, and having some fun in the Texas sunshine. In March we have the Annual Pate Swap Meet Prep and Tile Party where we refresh our supply of space marker tiles. On set-up day in April many members bring their current pride-and-joy vehicle out to our area to show it off because there is plenty of spacious parking and few people to bother the vehicle. We start at 9:00 and are usually done by 2pm. On the meet's operational days -- Thursday through Sunday morning, members come out to help at our tent and discuss membership in the club with swap meet visitors, or maybe work at one of the three gates to count attendance. A few even show off their cars near the tent (free parking...). While you are there you have ample opportunity to roam the vendors, the car corral, the auction, and just be part of the action. Sunday tear down starts around 9:00, lasts a few hours, and is lots of work, but same benefits as the set up day.

In the end, the 16 clubs share the profits of the proceeds, and monies are distributed to the club's treasuries based on membership. That is one of the reasons we are so high on recruiting. Its dollars to us for our efforts.

I hope I have stimulated for you an excitement about Pate. Look for the sign-up sheet on the big easel at the Christmas Party and sign up for as many days as you can. This will help us plan better when we know who is attending.



Dress as would have in the day of your car. Prizes and fun.



Fill out page, remove, insert in envelope, address it, stamp, and mail.



RESERVATION FORM
2016 Christmas Party
North Texas Region Cadillac & LaSalle Club
SUNDAY January 3, 2015
Doubletree — 8220 Esters Blvd. At Highway 114, Irving, TX 75063
Time: 3:00 to 8:00 PM
Food, Friendship, Fun, Door Prizes

MEMBERS NAME & SPOUSE _____

ADDRESS _____

Phone _____ E-mail _____

Table with 2 columns: Item and Price. Includes Member (\$25.00), Spouse (\$30.00), Children under age 6 - each (\$10.50), Non-member Guests - each (\$32.00), Fish Dinner Additional, each (\$ 7.00), Total Due- (\$ _____)

PLEASE complete form and make check payable to: NTXRCLC- -----Thank You
Mail to: Bill Haesslein 5744 Caracas Dr, N. Richland Hills, TX 7618

Denote how many -

Choice of: Marinated Sliced Sirloin, _____
Sautéed Chicken Breast with artichoke, mushroom, white wine, lemon butter, fingerling potatoes _____
Fish Dinner (tba) _____

Please respond early

No later than December 30th, 2015 NO WALK IN' S ACCEPTED

Respond to:
Bill Haesslein
5744 Caracas Drive
North Richland Hills, TX
7618076180

Dues Notice

December 31st is the deadline for NTXCLC members to renew your membership and pay your dues. Its not much, just **\$20.00**. Think of it as less than \$.06 a day to be part of the greatest group you know. National dues will be billed to you directly from Columbus, Ohio, so don't pay them here. Only the Regional dues.

If you were a new member in 2015, or paid a few years ahead (you know who you are) then do not pay this time. However for the rest of us, send a check, payable to **NTXCLC to Bill Haesslein, 5744 Caracas Drive, North Richland Hills, TX 76180**. If your address, cars you own, e-mail address, phone number, spouse name has changed, add that information below so we can update the records and files along with your check.

Making it easy for you this year. If you get your newsletter by email: fill out the information below, print the page out, fill it out, put it in an envelope addressed to Bill H. along with your carefully prepared check, and mail it using one stamp with enough postage to reach Bill's mailbox. And we say, Thank You!

If you get your newsletter by snail mail, tear out this page, fill it out, fold it, enclose your carefully prepared check, tape the three open sides, apply postage, and mail it. Once again, Thank you!

Name _____

Check Number _____

Changes:

Address _____

Email Address _____

Phone Numbers _____

Spouse Name _____

Cadillac/LaSalle Cars (sold, wrecked or purchased) _____



Remove Page Here

1st Class Postage Required

First Class Mail

Bill Haesslein
5744 Caracas Drive
North Richland Hills, TX 76180

TAPE

TAPE

TAPE

SUNSHINE REPORT: *Rubye Musser*

Praying for those in less than good health.
Also pray for those lives lost in Paris tragic shooting.

Cecil Thompson-awaiting surgery
Karen Hannah-in treatment schedule
Steve Overby-possible schedule of chemo treatments
Pauline Ofstad-improving with leg infection
Buddie Walton call him (817)738-2363 doesn't see to call but can talk on phone.
Tony Yates 1700 N Washington St Pilot Point Nursing care Unit. Seen with his children eating at Denton. Not doing well.
Bev Podmers
Robert Trost-fracture leg
Mark Schmitz-recovering from lung transplant
Rudy Bedrick-home after a hospital stay of several weeks

HAPPY BIRTHDAY to:

Randoll Reagan Dec 13
Karen Phillips
Dolores Lackey, wife of Jess Lackey, will have a birthday Dec. 24 and will be 89
She now resides at nursing unit so cards have to be sent to her daughter,
Sherry Black, 2218 Arbor Chase Circle, Arlington, TX 76012

DO NOT FORGET TOYS for TOTS December 12th.

Love to All. GOD BLESS EACH ONE

Rubye

Club Activities Survey: *Rubye Musser*

Where would you like to suggest we hold the Regional meet 2016?

Where would you like to have the next Christmas party?? Or shall we have it the same place as 2015??

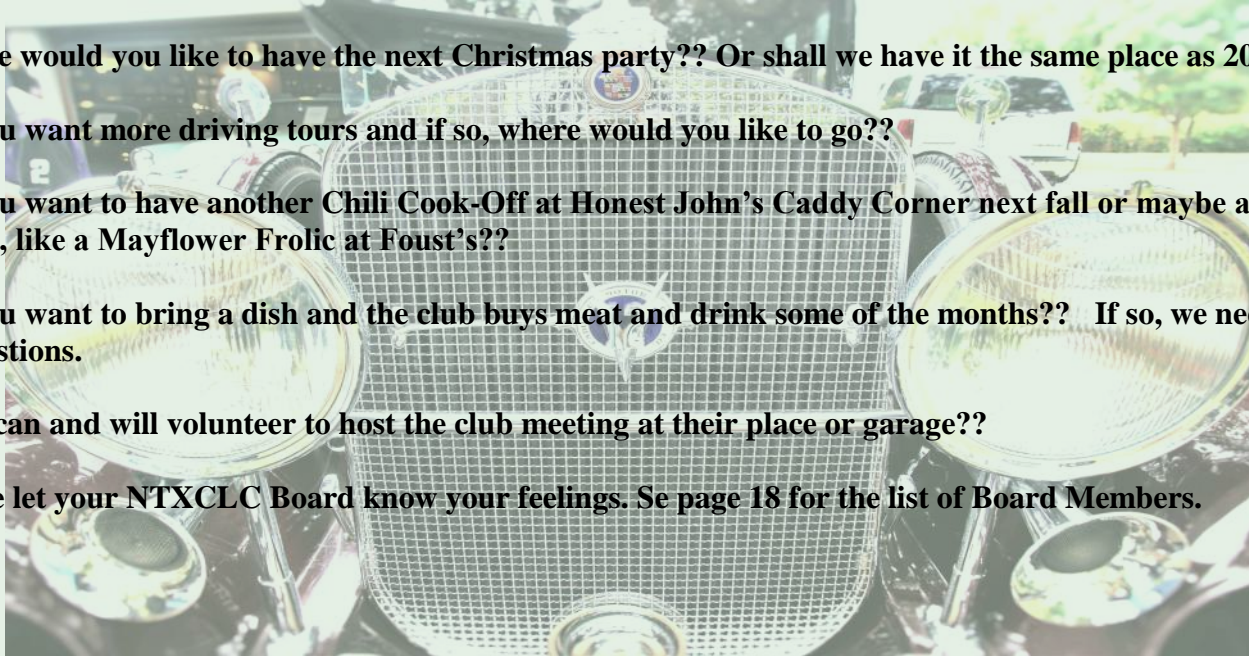
Do you want more driving tours and if so, where would you like to go??

Do you want to have another Chili Cook-Off at Honest John's Caddy Corner next fall or maybe a different venue, like a Mayflower Frolic at Foust's??

Do you want to bring a dish and the club buys meat and drink some of the months?? If so, we need place or suggestions.

Who can and will volunteer to host the club meeting at their place or garage??

Please let your NTXCLC Board know your feelings. Se page 18 for the list of Board Members.



Muscle Car Shop. Full restorations, stock, restomods, pro touring, bumper to bumper including: chassis/suspension, LS conversions, paint/body, custom fabrication, rear-ends, engine work including crank grinding, cylinder boring, valve work, decking and interiors.

See our web site at: www.texomaclassics.com
Contact us at: chris@texomats.com
or call: 903-819-1452.

LIMITED QUANTITIES _ Order now!

Goddess Shirt for all Cadillac & LaSalle ladies. A beautiful heavy weight cotton, long and short sleeve (large in short sleeve only) available in red, white, blue & black for \$25.00 +7.95 S&H (US). Available in adult sizes S,M,L,XL Make check payable to NTXCLC. Send your orders to:



Ruby Musser
3148 Waterside Dr.

2014 NTXCLC OFFICERS

- President: **Ruby Musser**
(817) 996-8066 rubyemusser@gmail.com
- Vice President: **Jim Warren**
fordcoupeman@hotmail.com
- Secretary: **Terry Graham**
tzgraham@flash.net
- Treasurer: **Jim Hanson**
Jam_Han@msn.com
- Webmaster: **Minnie Bedrick**
rudminbed@centurylink.net
- Membership: **Bill Haesslein**
billhsln@airmail.net
- Activities and Sunshine: **Ruby Musser**
rubyemusser@yahoo.com
- Newsletter & Distribution: **Bill Levy**
(214) 563-1033 lifer@writeme.com
- Pate Director: **Bill Levy**
- Pate Director Assistant: **Jim Warren**
- Historians: **Randoll and Joyce Reagan, John Foust**
- Directors: **Minnie Bedrick, Ron Fishell**



Club Dues -- National Dues

We want to remind everyone that CLC National Dues starting in 2014 is \$40.00. Checks for National Dues should be made payable to CLC, Inc. and mailed to Cadillac & LaSalle Club, INC., PO Box 360835, Columbus, OH 43236-0835.

National sends out a dues renewal notice on your anniversary date with National. That date is printed on the address label on back cover of the Self-Starter. Our club dues (NTXCLC) continue to be \$20 and checks should be made payable to NTXCLC and mailed to Bill Haesslein.

On occasion, a member will submit their National dues with our club dues to us. If we don't receive separate checks, we must deposit the check and then write and mail one of our club checks to National. Separate checks save time and postage.



WALLACE W. WADE
SPECIALTY TIRES
Vintage Tires
ANTIQUÉ & CLASSIC
CARS - TRUCKS
MILITARY - TRACTORS

WALLACE W. WADE

530 Regal Row
Dallas, TX 75247
(214) 688-0091
(214) 634-8465 Fax
1-800-666-TYRE
www.wallacewade.com
wallacewade@earthlink.net

SPECIALTY TIRE DISTRIBUTOR
"IF WE DON'T HAVE IT - WE'LL GET IT"

LIFE'S BETTER IN A CLASSIC.
Protect yours with **Guaranteed Value™**



HAGERTY.
CLASSIC CAR INSURANCE

QUOTE NOW >>

Please let our advertisers know that you saw their ad in the *Standard Of The World* newsletter of the north Texas Region of the Cadillac & LaSalle Club

Classifieds

CARS FOR SALE

+++++

1976 Eldorado 80K miles, always garaged. Good top, interior. Needs minor body work. Last driver 6 months ago. For more information call Tim at (817)379-5528 or (817) 291-8581. (DEC)



1937 Cadillac Imperial Limousine, Original, Reliable, Complete, Dual Sidemount Spares and Divider Window, Older restoration - excellent chrome, presentable paint, great wool and leather interior, Upgraded 12v system with electronic ignition, 12v Optima battery, radial tires, seatbelts, side mirrors, road lights and auxiliary electric fuel pump. Cadillac 346 CI flathead V-8 engine block is from a 1946 Cadillac series 62. \$62,500 Dave: 940-262-3012 dreck@prodigy.net



Classified Ads – for 3 months Members: free, Non-members -\$35 for three lines for three months. \$50 for ad with photo. No credit for early cancellation. For additional rates contact Rubye Musser at 817 996-8066

MEMBERSHIP REPORT: Bill Haesslein

Welcome New Members:
 John Barr, Plano, TX
 Robert Goodrick, Peachland BC, Canada
 Tim Blackwell, Keller, TX,
 Nick Manole , Albuquerque, NM



There are 16 car clubs that manage the Pate Swap Meet each year. If every member of the North Texas Region Cadillac & LaSalle club recruited just one new member each, we would be the biggest club in the swap meet. Remember, the member count, beside meaning a more fun and interesting club, gets the club a bigger share of the Pate income.

For membership information— Contact Bill Haesslein at billhsln@airmail.net

COMMERCIAL ADVERTISING PRICES

FOR NTXCLC NEWSLETTER "The Standard Of The World"

Your business will be advertising to car lovers and enthusiasts across the United States, Europe, Asia, and Australia.

**For one full year, 12 issues — \$50.00 – Business card size,
 \$75.00 – 1/8 page, \$125.00 – Quarter page,
 \$250.00 – Half page, \$500.00 – Full page.**

If you have a special request contact us for rates. Contact Rubye Musser (rubyemusser@gmail.com) or Bill Levy (lifer@writeme.com) for an application or special request.

web site: www.clcntx.com

December 2015



**Awarded Best CLC
Regional Newsletter
2007-2008**

**Awarded Old Cars Weekly
Golden Quill 2012, 2013,
2014**

**Awarded CLC Web Site Of
Merit Award 2013, 2014,
2015**

First Class Mail

STANDARD OF THE WORLD

**Bill Levy (lifer@writeme.com)
Editor, North Texas Region CLC
206 Turnberry Lane
Coppell, TX 775019**

The Standard Of The World is published monthly and mailed First Class or emailed to all NTXCLC members on the current roster, member of the CLC, and selected others. Copyright ©2014, 2015 North Texas Region Cadillac and LaSalle Club. Other CLC Regions may reprint articles without permission as long as attribution is given. The deadline for submission is the 20th day of the month prior to issue date. ALL NTXCLC members are encouraged to submit articles, letters and photos to the Editor for publication. Cadillac and the Cadillac Wreath & Crest are registered trademarks of Cadillac and General Motors.

DRIVE, SHOW, CHROME, BUMPER BULLETS, TAIL FIN'S

NTXCLC

Calendar

See Page 4 for details

- ***December 12** Toys For Tots
- ***January 3** NTXCLC Christmas Holiday Dinner.
- ***March 12th 2016**—Pate Swap Meet Prep and Tile Party (March 19th Rain Date)
- ***April 23th 2016**—Pate Swap Meet Set up Party
- ***April 28-May 1, 2016** — Pate Swap Meet
- ***May 1st 2016**—Pate Swap Meet Tear Down Party
- ***September 17th 2016** Cruisin' For The Cure, Ft. Worth

Dec 5, Jan 2 Cars and Coffee, 7 a.m. – 11 a.m.. Gates open at **6:30 a.m.** Be in place by 7:30 for a reserved spot on **Cadillac Row** as the big lot fills up very fast. So get there early. 6800 Dallas Parkway, Plano TX 75024. Email lifer@writeme.com if you have any questions.



COMING UP:

- Apr 12-16 2016 CLC** Grand National Las Vegas, NV
- July 6-9 2016 CLC** National Driving Tour Connecticut and southern New York-Lower Hudson Valley Region
- June 25-July 1 2017 CLC** National Driving Tour Illinois Route 66—Chicago to St. Louis.
- July 31-Aug 5, 2017 CLC** Grand National McLean, VA
- 2018 CLC** Grand National—TBA.

Send any corrections, complaints, compliments, discussions, and/or additions to:
Bill (Lifer) Levy lifer@writeme.com 214 563-1033

web site: www.clcntx.com