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Cadillac LaSalle Club

North Texas Region

web site: www.clcntx.com

October 2015

Awarded Best CLC Regional Newsletter 2007-2008

THE NORTHSTAR ENGINE

Story by Lifer

INTRODUCTION:

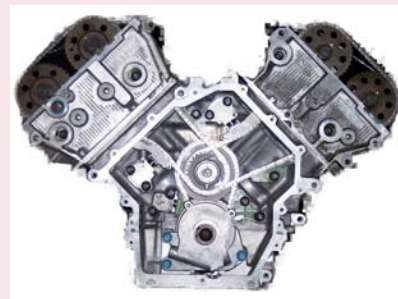
In the 1980's GM was trying to beat the sales of German and Japanese luxury cars offering dual overhead camshaft engines, so they designed on a new, highly complex, technologically advanced system which included a 4.6 liter, 32-valve dual overhead cam, all aluminum, 90° V-type engine, GM 4T80-E 4-speed automatic transmission, traction control, Road Sensing adaptive suspension, Magnasteer speed-variable power steering and 4-wheel disc antilock brakes. They called it the Northstar System and it was introduced in the 1993 Allante. Although the engine was a Cadillac product, later used exclusively across the division in Allante, Eldorado and Seville STS, XLR, CTS, and Deville (DTS), it was also used in Olds (as the Aurora L47 V8 and "Shortstar" LX5), Pontiac Bonneville GXP, and Buick Lucerne cars.

The Northstar engine, initially a front wheel drive setup, was introduced with 295 horsepower. The nomenclature was L37 (V8 (called a VIN 9 because the number 9 was used in the engine ID position of the vehicle identification number). It was tuned for responsiveness and power, with a compression ratio of 10.3:1 prior to 2000, and 10:1 afterwards. Those built between 1996 and 2004 topped out at 300 horsepower and 295 ft lbs of torque. Another version of the engine was called the LD8 (VIN Y), introduced in 1994 with more torque, but less horsepower (at 275 hp and 300 ft lbs). One positive advantage of the LD8 was a quieter engine due to hydraulic engine mounts and tuned intake system. The cylinder bore diameter was 3.66 in and the piston stroke was 3.31 in. The cylinders were arranged in two banks of four with a 90 degree included angle. The left (front) bank of cylinders were number 2-4-6-8 and the right (rear) bank cylinders were 1-3-5-7. Engine firing order is 1-2-7-3-4-5-6-8.

In 2004 the Northstar was modified for rear-wheel drive applications (SRX, XLR, and STS) with continuously variable valve timing. It jumped to 320 HP and 315 ft lbs of torque. And there was a new 4.4L (reduced bore to strengthen the block) Supercharged Northstar V8 engine and GM's new Hydramatic six-speed automatic transmission. The official power ratings for the 2006 STS-V were 469 hp at 6,400 rpm and 439 lbs.-ft. of torque at 3,900 rpm.



Post 2000 version



Showing a view from the right end (1992-2004) showing the cam chains and sprockets for the dual overhead cam design.



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

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



THE NORTHSTAR ENGINE

Photos by Lifer

DESIGN:

The design of the Northstar is rather unique. It's a cast aluminum block with a bottom end girdle that splits along the midline of the crankshaft bearings, which takes the place of main bearing caps. It has cast – in - place iron cylinder liners that don't wear out, and cast aluminum pistons. Each head has two chain - driven camshafts (chains because this is an interference engine), working hydraulic lifters (roller cam followers after 2000), magnesium cam covers, and center-mounted, 100,000 - mile platinum-tipped spark plugs (Northstars get very moody if you use a different plug – always use A/C Delco 41-950 dual platinum tipped). The intake consists of thermoplastic tubes for sequential fuel injection, and the ignition is distributorless with a waste spark setup. That means plugs fire in pairs, one for the compression stroke and another for the exhaust stroke. Until 2000 the Northstar had a 4-coil waste spark system with its specific crankshaft reluctor and same-type CKP's, plus a separate ICM under the 4 coil pack, each coil with 2 plug wires. After 2000 it used an 8-coil COP cassette installation and no plug wires. The PCM (Powertrain Control Module) controls spark and fuel injection timing as well as the shift points for the 4T80E transmission. The ignition system has two modes of operation: "module mode" and "ignition control mode." In ignition control mode, the PCM controls ignition timing using sensor inputs. If there's a problem in the PCM or with its sensor inputs, the module mode takes over and runs the engine with a fixed 10° of advance.

One cool feature of the Northstar is called the "limp home" mode in which when the engine loses all its coolant, one bank of cylinders no longer gets a supply of fuel and is allowed to cool down while the other bank does the work, for up to 50 miles without damage. The aluminum construction, along with a 7.5 quart oil capacity allows for safe temperatures in this mode.

MAINTENANCE:

Northstar maintenance is basically frugal. Besides changing the antifreeze every two years to prevent head gasket erosion and failure (more on this later), the newer Northstar V8s use an "oil life monitor" light rather than a specific mileage interval or service schedule to indicate when oil changes are needed. The PCM tracks engine rpm, operating temperature, load, running time and ambient temperature to calculate oil life. Up until 1999, the maximum oil change interval under ideal conditions was 7,500 miles. In 2000, GM bumped the upper limit to 10,000 miles. In 2002, they did away with the upper limit altogether stretching the oil change interval to 12,000 miles or more, depending on operating conditions. Other than some minor items, a solid engine.

HEADGASKET:

The feared Northstar head gasket failure problem is not of the head gasket itself, but, according to one of the head bolts. In the 1993 - 1999 engines, according to one explanation, the antifreeze used was Dexol, which GM gave a 5-year service life. But what was happening was that the Dexol fluid tended to break down after two or three years, and then seep down into the bolt hole, eroding the bolt's threads, and allowing the head to pull up enough to allow the exhaust gases to blow into the cooling system when under a load, and possibly get into the oil. Preventative maintenance is the coolant change every two years. Another theory is that the head bolt threads were not strong enough and since we have steel on aluminum, there was a possible corrosion of dissimilar metals. In year 2000 Cadillac changed the head bolts to a more coarse thread that slowed down the problem. Sometime in the 2003 production run GM switch from 11mm X 1.50mm bolts to 11 X 2.0 bolts. This is a much courser bolts and can grip better. An addition claim is made by Carroll Cadillac of North Texas is that head gaskets fail between 100K and 140K. Not to mention that the split block seal may fail around 70K. There are a number of possible repairs, from Timeserts (considered a band-aid by the experts), Norms insert, to ARP Head Studs (probably the best solution). Again, from Carroll Cadillac, once properly repaired, this is a perfect car.



4.6L Northstar after 2004, longitudinal mounted.

To be continued



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Activities Director's Calendar

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

October 11 Sunday NTXCLC Regional Meet. Streetside Classics. 11 a.m. to 3:30 p.m. Free BBQ for our members. Please register—see **page 18**. We need your RSVP—call Rubye at (817) 996-8066 in order to order food, so please respond. See directions below.

October 17 (Rain date) Visit to Mike Ames car collection, 3522 Calendar Road, Arlington, TX. Includes a lunch for \$15, and Champagne later. We will meet there at 11 AM, have lunch at 1 PM and the Champagne around 3 or 4 PM.

November 14 Chili Cook Off Real cook off on site at John Foust's Caddy Corners with prizes and games. See **page 6** for details.

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

January 3 NTXCLC Christmas Holiday Dinner. See more pictures of the 2015 CLC Grand National trip.

So come on and get in the groove for the exciting times ahead. Don't hesitate to volunteer—you are among friends.

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

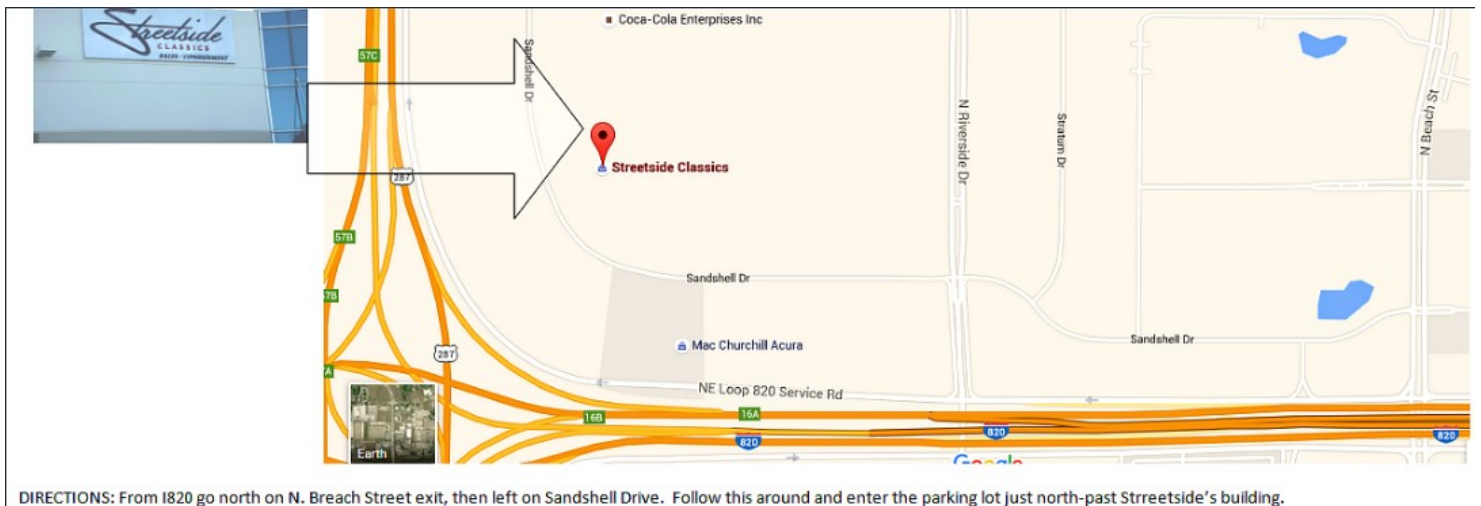
June 25-July 1 2017 CLC National Driving Tour Illinois Route 66—Chicago to St. Louis.

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

Directions to NTXCLC Regional Meet October 11, 2015 11:00—3:30 p.m. Please RSVP ASAP to Rubye at (817) 996-8086



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

Well, the Fall & bit cooler weather is spreading over the area. This makes us feel like getting our cars out for some shows and events, like our big Day for NTX. Our REGIONAL MEET, so ready that show car, shine, buff and drive, or if--- Under Construction --- let us see your progress. We will be at a new site so check your Activities Director's calendar on page 4! REMEMBER, the REGIONAL is all about and just for our NTX members & wanna be's

Then NOVEMBER is the big Chili Cook OFF at Honest John's. See page 6. Lots of FUN to be had. Just show up with your chili fixin's and your Cadillac Car.

Also, it is that time of the year for you to consider on volunteering to be on the board and or nominating your buddy and VOTE. The ballot is in the newsletter on page 13.. Let your choice be known--participate. LET YOUR VOICE BE HEARD.

Now just a tidbit about the Birthday Party held in my Honor. What a bash, splendid, beautiful, an awesome gathering of my many friends and family. Thanks to those that traveled from George and Toni Huse from Connecticut, Bonnie & Johnnie McCauley from Oregon, and Richard Dormois from Arizona. Plus lots of cards, lots of "phone calls." Of course the wonderful article written by Richard Dormois, who also is a recent new member of our club. Plus all those that travelled from all around the Metroplex. It was outstanding and superb. I was overwhelmed by the whole event. That is what I have loved about the Cadillac Club since I joined in 1999. The warmth and friendship. You can enjoy the same camaraderie if you participate in our events and get to know your fellow members.

Now our editor, Bill Levy, needs for you send him a tech article or a story about your favorite car. This is your club so share with your members.

Get to know your club and its members. That is what makes a club tick.

Thanks Again.

Love You All,

Rubye Mae

Note: If you are going to the CLC Grand National in Las Vegas April, 2016, Group A6CLC04, get your reservations NOW (4-11 through 4-17) because the hotel is full April 15 and 16, and no telling how many CLC—held rooms are left.

Honest John's 10th Annual Fintastic Chili Cook-off

Saturday, November 14, 2015

Come join us in Justin, Texas, for Honest John's 10th annual "Fintastic" Chili Cook-off.

Saturday, November 14th, 12 Noon till 7 p.m. Bring your lawn chairs, friends, kites and Cadillacs, we have a great front pasture to play in.

Great trophies and prizes awarded for the following categories;

- (1) Best Chili, First, Second & third places
- (2) Best Show Team, First, Second & Third
- (3) Best Exxotic
- (4) Honest John's Choice award



RULES:

All chili must be made from scratch on site, any meat you chose, **NO CANNED CHILI, NO BEANS**, Rain or shine.

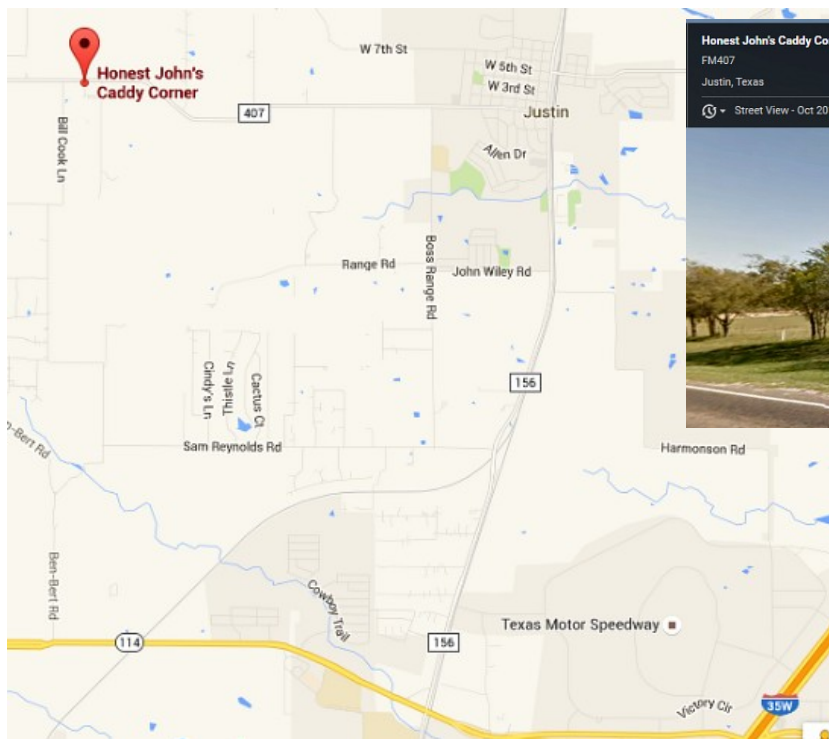
Electric hook-ups provided, bring your own cooker. No hot plates, or cookers provided.

You can cook on a hibachi, Propane cooker, camp fire pit or electric hot plate, but bring your own prep table & cooker.

Television will be available for football watching.

Honest John's will provide Hot dogs, bottled water and soda pop. Bring your own beer.

Early birds can start cooking at 11:00 am. Chili turn in at 3:00pm for judging. Award presentation at 4:00pm



**12603 W Fm 407,
Justin, TX 76247
(940) 648-3330**

MY FIRST CAR

Story by Bill Levy

Everyone remembers their first car – it was the special one that started you into loving cars, transportation, mobility, and freedom. Mine was not the typical teen-ager car of the 1950's. That would have been maybe a '49 Ford, or a '50 Merc, or a '53 Chevy, or something like that that cost around \$100 dollars and ran like a bat of hell. Or if my Dad owned a dealership I would have a new Bonneville convertible or a new Ford Starliner. But no, for me it was something totally different.

At 16, after I got my new driver's license, issued by the great state of Ohio, I got the fever about getting my own car. Things like insurance and license fees never dawned on me, but I wanted my own ride so I did not have to beg mom for her big Buick on the week-ends.

I saw an ad in the classifieds for a 1941 Cadillac, good condition, runs good, \$100.00. I determined the address, got my meager odd-job savings together, hopped on my Schwinn bike and peddled out to see the car. I arrived at a small wood frame house on the corner of the block that had a detached one-car garage next to it. I knocked on the door and an older lady (everyone looked older to a 16-year old kid) came to the door and told me that the car in the ad was in the garage. So, I went for a look and there it was, all nice and clean in this narrow pre-war-sized garage. It had been taken out for some other lookers and that's why it was clean. I asked for the keys, and fired it up, and OH MAN, she ran really smooth.

I asked the lady about the sale and she said it belonged to her departed husband and she wanted to quickly part with it. She had a signed title and for \$100.00 it was mine. And I gave her the \$100.00 and it was mine. No test drive, no mechanics inspection, no look in the trunk or under the hood – it was MINE. A 1941 Series 6127 Torpedo-back or sedanette, blue Cadillac

I backed the Caddy out of the garage, shoved my bike in the trunk, and drove it home. And it made it. A 4,000 pound car with a 126-inch wheel-base riding on smooth-as-a-new-baby's-butt 16" Goodyear Double Eagles, an 346 cubic inch flat head, 150 HP engine that had gone probably 350,000 miles, and a LaSalle three-speed manual transmission that kept popping out into neutral when it was accelerated, but it was mine.

Over the next few weeks I proceeded to examine the car and learn about it. I took everything I could apart and put it back together while it sat in front of my home. No lift, no jacks, so I was limited, as well as few tools, but I was excited and interested in my new toy, so there were few barriers. Radio (tubes), turn signals, clock, porcelain coated overhead exhaust, 10mm spark plugs, under seat heaters, sombrero hub caps, and the original wool seats under dear-installed seat covers. My friends made fun of me, my mom gave me heck about it, my Explorer Scout advisor berated me for such a fool-hardy monster, and I was loving this car. I took a friend for a ride out on the interstate highway west of town and got it up to 110 miles and hour. Smooth, quiet, real Cadillac performance (remember my tires?). Took a bit to slow it down, but it was fun. An old man who worked in a local garage even explained the secret about opening the hood by the hood ornament.

I drove it to Columbus one day just to take a ride and while looking at a custom car parked along the curb by chance the owner claimed the was his car a few years ago. He was the one that painted it blue (with a brush) and he said a previous owner was one of the fisher brother from Detroit. No documented proof, but that is what he said.

I drove the car for few months, banged it up a bit, and finally the engine gave up. I took off a number of surface items, the hood ornament, and other goodies, called a wrecking yard, who charged my \$25.00 to haul it away. When it got to their yard they flipped it on its side, removed the transmission (a hot rodder's treasure because it was so rugged), and crushed what was left of it. They sold the tranny for \$50. What did I know, I was only 16.





Cowtown Crusin' For The Cure 2015

Story by Rubye, Photos by Lifer



Rubye enjoying Jim Warren's new convertible



Shining 'er up after the rain



Jim Hanson giving some blood for the "cure."

Many thanks to all the participants at the Cowtown Cruisin' for Prostate Cure. So proud that all were there and that the NTXCLC had three winners (four if we count the Olds Convert owned by the club's VP, and five if we count John Renfro's beautiful 1918 Nash). See page 10.

One way for us to advertise among the other car clubs is that the CADILLAC Club is there and viable but sadly we missed several fine cars due to car problems.

We even had several lookers that are thinking of joining. We did sign one new member, Monty Tucker, signed in by his friend, Jerry Berger.

Then so pleased to see two nephews Britt and David bring their uncle, Mr. Wabashaw's '92 black Allante. He came later to remove one of his items (this show) from his bucket list. He has wished for this opportunity for at least 2 years.

So we hope to him at the REGIONAL along with Jerry Rice Jerry Berger and new member Monty Tucker.



MOO



Cowtown Crusin' For The Cure 2015



Larry Freeman's 1994 Eldorado



John Renfro's 1957 Eldorado Seville



Bill Haesslein's 1967 DeVille Convertible



Jerry Berger's 1991 D'Elegance Brougham



Joe Rice's 1966 DeVille Convertible



Jim Hanson's 1993 Allante



Ron Fishell's 1993 Allante



Ruby Musser's 2015 SRX



Bill "Lifer" Levy's 2001 Eldorado ETC

Cowtown Crusin' For The Cure 2015 TROPHIES



John Renfro's 1957 Eldorado Seville won Best Car For A Route 66 Road Trip. His 1918 Nash also won a trophy. Here is his friends Pedro and Jonathan showing off the trophy.



Larry Freeman's 1994 Eldorado wowed the judges as an Award Winner for this year's show. This car was judged as the Best Car To Take To A Drive-In Movie.



Joe Rice's 1966 DeVille convertible was awarded a Cowtown Crusin' For The Cure trophy. This is Joe's first time at this show. Perhaps the horns did it for him.



OK, it's not a Cadillac (is a GM car, though), but Jim Warren, NTXCLC Vice President, won a Cowtown Crusin' For The Cure trophy for his 1955 Olds Super 88 convertible. (The car only wishes it were a Caddy...)

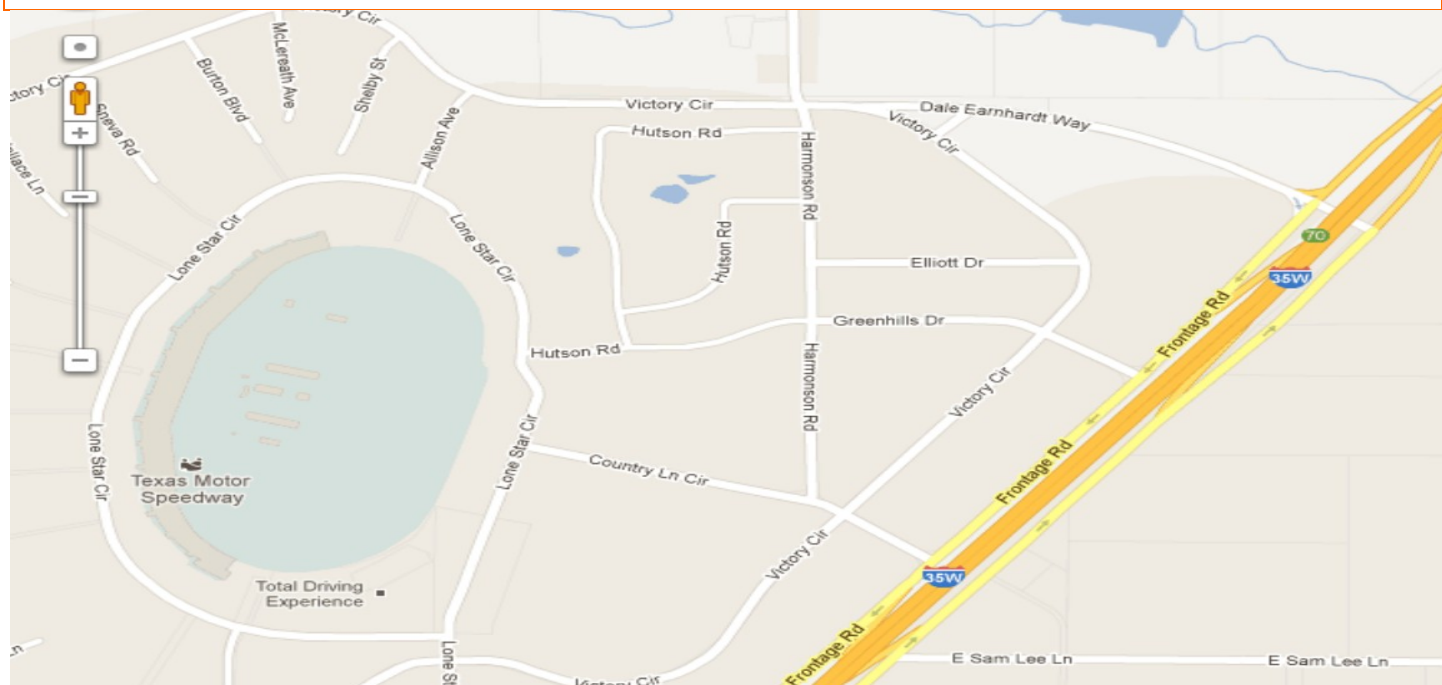
Pate Swap Meet by John Foust

The following memory is by John Foust about the early days of Pate. It may have been published before, but we are running it again to show newer members what a swap meet can mean to someone. Thanks, John.

My best memories of the Pate Swap Meet are all of the years when the meet was way out on the rolling hills of Cresson Texas near Granbury. I had a regular 9 to 5 job back in the seventies and I only got one week of paid vacation. Every year I would plan my vacation around the Pate Swap Meet. I liked to get out there with all my camping gear around Wednesday. You could always count on seeing Ned Hannah on his tractor mowing the tall grass down for the parking lot. Larry Sorenson and Monte Hannah would have already been there for a couple of days and they had the sun burn to prove it. I loved to work the entrance gate to the parking lot because I got to see all of the cool cars come in first. At night a lot of the Cadillac Club members would gather around a big campfire and tell "Big Fish" stories while we slopped down our pork and beans. The next morning looked great after sleeping in the back seat of your 1959 Coupe DeVille all night. Another day of dust and sun burns parking cars in the grassy lot and then I could take an afternoon to walk around the meet and look for treasures. Back in the seventies and early eighties there were a lot of treasures to be found. I remember buying an original 32,000 mile white 1959 Coupe DeVille for \$3,000.00. At one meet I saw three different 2X4 carb set ups with Batwing air cleaner for sale cheap.

Friday night was my night to cook my "Award Winning" chili. All of the guys would gather around the campfire and watch me throw anything and everything into my old cast iron pot. Somehow it always turned out good.

Saturday was always the busy day with the biggest crowds. Most years it was hot and dusty during the day but as the sun started to set the wind would pick up and the storms would roll in. Almost every year the storms hit us on Saturday night. We learned fast to tie all the tents down really tight because that wind would take them to the next county if you didn't. Anyone that ever camped at the "Old Pate" knows what I mean. Saturday night also meant the big party that Mr. Pate held for all of the swap meet workers up at the museum hall. We always had great food and you could talk with Mr. Pate if you were lucky. He was a very smart man and he loved to talk about cars. He was one of the best friends that the car clubs ever had.



THE GRAND LADY CELEBRATES EIGHTY YEARS

By Richard Dormois

A hundred and twenty-two close friends and family gathered at the Church of the Virgin Mary in Arlington, Texas, Saturday, September 5, 2015 to celebrate the life of RUBY HUBBARD MUSSEY who has survived cancer three times and thrives today serving the North Texas Region of the Cadillac and La Salle Club.

Congratulatory messages were delivered from CLC President Emeritus LARS KNELLER, La Porte, Indiana, CLC National President DAVE RITCHIE, Tempe, Arizona, Vice President PHIL TERRY, Phoenix, Az. CLC Director JOHNNY MC CAULEY and wife BONNIE traveled from Damascus, Or and CLC National Secretary TONI HUSE and Director GEORGE HUSE came from Danbury, Ct to be with RUBY on her special day. Father TIMOTHY PERKINS and CLC Director RICHARD DORMOIS, Mesa, Az gave blessings and appreciation at the gathering. RUBY was blessed with the presence of each of her eleven blood lineage and spouses and particularly thrilled by her grandson PATRICK GARRETT of Fort Worth with his heart warming a capella offering of Ava Maria.....Daughters MALIA GARRETT of Fort Worth, Tx and TRINA MC CLUNG of Hurst, Tx, organized and presented this beautiful tribute to their mom, ably assisted by LUPE TYNAN of Houston, Tx and BONNIE MC CAULEY of Damascus, Or.

The tasty, bountiful buffet, cake, punch and champagne were just over the top. However, the fellowship and devotion to RUBY by her friends from the Business and Professional Women's Organization, the medical field, North Texas Region and her church family made this party memorable for a long time. *"She's a wonderful mother and a devoted grandmother. A beautiful, amazing woman and incredible role model. She's Wonder Woman and Super Mom, all rolled into one."* Malia Garrett, Ft. Worth, TX

HAPPY BIRTHDAY AND THANK YOU RUBY FOR ALL YOU ARE AND ALL YOU DO SO OUR LIFE CAN BE BETTER!



Family: Granddaughter-In-Law Victoria McClung, Grandson Lance McClung, Daughter Trina McClung, Granddaughter Lacy McClung, sister Gladys Gipson, son-In-Law David McClung, Rubye Mae, Daughter Malia Garrett, Sister Faye Spencer, Son-In-Law James Garrett, Grandson Patrick Garrett

CLC Friends From Far Away: George & Toni Huse — Connecticut, Rubye Mae (sitting), Richard Dormois—Arizona, and Bonnie & Johnnie McCauley—Oregon



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!

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SUNSHINE REPORT: Rubye Musser

Please to continue to pray for rain, our soldiers, veterans and our unfortunate members.

Praying for those in less then good health:

Hannah-----treatments\\at home.

Cecil Thompson-----home treatments.

Buddie Walton-- call (817)-738-2363---doesn't see, currently at home. Reagans report that his health is good.

Tony Yates - Nursing home, 1700 N. Washington St., Pilot Point,TX rm 204. Visitors welcome. Call at (940) 686-5556

Ned and Chad Hannah's brother- suffering with cancer.

Rudy Bedrick

Remember in your prayers and call each- they would love to hear from you!

Birthday this month:

Norm Kressman

I am sure there are more birthdays but you must let me know and your anniversary, too please.

Thank You all who shared and sent cards for my birthday. Enjoyed everyone and love reading all the cards.

Love to All. GOD BLESS EACH ONE

Rubye

North Texas Region Cadillac & LaSalle Club Officers and Directors Ballot

It's Time for some new Officers. This Ballot is being prepared for the Regional meeting October 11, 2015 but we need some nominations, or volunteers to add your candidate's name to the Ballot.

Sign up for yourself, or nominate someone you would like to be in one of the following positions or you can chose from the names below:

<u>Position</u>	<u>Candidate:</u>
President	_____
Vice-President	_____
Assistant Vice-President	_____
Treasurer	Jim Hanson Richard Cross
Secretary	_____
Membership	_____
Activities	_____
Pate Director	Bill Levy
Assistant Pate Director	_____
Director 1	_____
Director 2	_____
Director 3	_____
Director 4	_____

Current officers and directors: Rubye Hubbard Musser, Terry Graham, Bill Haesslein, Bill Levy, Minnie Bedrick, Ron Fishell, Jim Hanson, Randoll Reagan

Send your nomination to: Rubye Musser. email is rubyemusser@gmail.com

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.

2014 NTXCLC OFFICERS

- President: **Ruby Musser**
(817) 996-8066 rubyemusser@gmail.com
- Vice President: **Jim Warren**
fordcoupeman@hotmail.com
- Secretary: **Terry Graham**
terry@abaxial.net
- Treasurer: **Neil Jefferson**
neiljefferson@att.net
- 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: **Neil Jefferson** neiljefferson@att.net
- Pate Director Assistant: **Bill Levy**
- Historians: **Randoll and Joyce Reagan, John Foust**
- Directors: **Minnie Bedrick, Ron Fishell, Jim Hanson**

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.



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.

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1970 Fleetwood Brougham 33.5K miles. Great org condition, very well maintained. All options work xcept clk. Paint, body, interior showroom condition. New tires and AC components. \$11,900 / OBO. Jerry Parkis, Odesa, TX (432) 661-5666 (AUG)



1938 LaSalle 2 dr coupe Frame-off rest (modified) in 95/96. Org drv train w/ 425ci motor & TH400 from 77 Cad donor car. Afrmkt A/C added. Org brakes, steering (from box down). Frame and body org and uncut. Org wheels & covers. Org motor, trans, other varied parts comes with car. Must take all. \$24,500. Contact Randy, rbright52@gmail.com (AUG)



FOR SALE

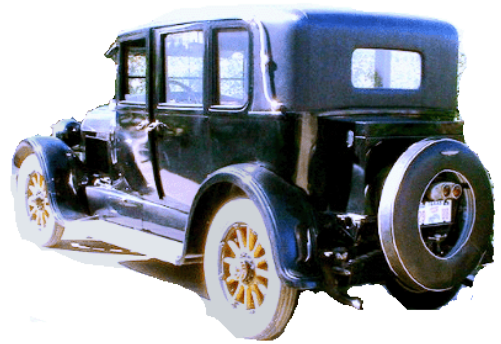
1924 Cadillac V63 SN 63F248.

Original glass, upholstery, no dents, no accidents.

Have some history for

Texas, Iowa, AZ. Maintained but not restored. \$27,500.

Charles Miller, Rockwall, Texas. Email miller-candb@yahoo.com or tel. (972) 771-5433



2008 XLR 1560 miles - as new. Clean Car Fax. Crimson Pearl over Parchment Leather. Fully loaded, All books, two remotes. Originally a GM promotional/executive vehicle (250 miles) then purchd by Southern California owner, then purchd from children of owner.



Garage kept . Fresh lube, oil and filter service with sale. More pictures upon request.

\$45,995.00 Howard Oshell howard.oshell@aol.com (SEP)

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

rubyemusser@yahoo.com

MEMBERSHIP REPORT: Bill Haesslein

Welcome New Members:

Mark Edmondson, Dallas, TX
 Monty Tucker, Ft. Worth, TX
 Albert Mahanna, Ft. Worth, TX



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

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REGISTRATION FORM
2015 REGIONAL MEET and Elections
North Texas Region Cadillac & LaSalle Club
SUNDAY OCTOBER 11, 2015- Head 'Em Up, Ride 'Em Out
Streetside Classics (817) 764-8000
5400 Sandshell Dr, Fort Worth, TX 76137
11-3:30 Be parked by 10:30 a.m.

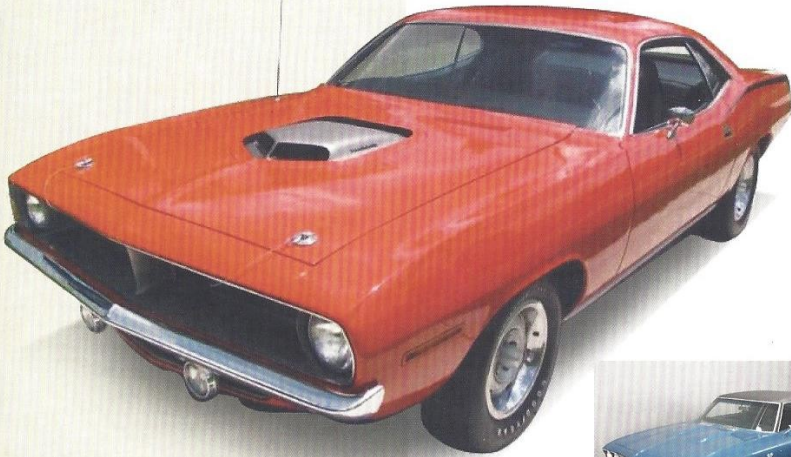
MEMBERS NAME & SPOUSE _____
ADDRESS _____
Phone _____
E-mail _____

Member and One Guest - NO Charge (indicate one or two for head count) _____
Additional family members _____
Children under age 6 - each _____
Additional non family - each \$10.00 Each—pay at the meet. _____

Please list all cars that you want to show for judging.
Car # 1 Make _____ Model _____ Year _____
Car # 2 Make _____ Model _____ Year _____
Car # 3 Make _____ Model _____ Year _____

**JUST FOLD FORM, TAPE SHUT, ATTACH A STAMP, AND MAIL
THANKS. WE WILL SEE ALL YA'ALL THERE**

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October 2015



**Awarded Best CLC
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2014**

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Merit Award 2013, 2014,
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First Class Mail

STANDARD OF THE WORLD

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

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

NTXCLC

Calendar

See Page 4 for details

October 11th Sunday NTXCLC Regional Meet. Page 18

October 17 (Rain date) Visit to Mike Ames Not So Grand Classic car collection, Page 4

November 14 Chili Cook Off Page 11

December 12 Toys For Tots

January 3 NTXCLC Christmas Holiday Dinner.

Oct 3, Nov 7 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 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