



# STANDARD OF THE WORLD

## Cadillac LaSalle Club

### North Texas Region

web site: [www.clcntx.com](http://www.clcntx.com)

February 2016

Awarded Best CLC Regional Newsletter 2007-2008

## 2015 Christmas Dinner

Photos By Lifer



Guests to the 2015 Christmas Dinner were greeted by Treasurer Jim Hanson (and his 1993 Cadillac Allante'), and Board Member Ron Fishell (and his 1992 Cadillac Allante') as they enter the ballroom of the Double Tree Hotel in Irving, TX.

This year's Christmas dinner was a beautiful affair, with around 43 members and guests in attendance. We had three fine Cadillac automobiles on the dining floor; a 1939 LaSalle Coupe, a 1974 Eldorado Convertible, and a 2001 Eldorado along with its fuzzy driver. A great comparison of the old and new. This year's party theme was to dressing in the period of when your car was new. We had a number of members present themselves as in what they would be wearing in the days of yore. Awards included the Nola Kenning Award to Rubye Musser, and the Membership Award for the most new members 2014 to Rubye for six new members, with a mention that there were six additional members who each brought in a new member. Congratulations.



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

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



# 2015 Christmas Dinner



John Barr and Rubye Musser



Jim and Judy Hanson



Randall and Joyce Reagan



Marvin Wade and Delores White



Felicit Duran picks door prize tickets for Jim Warren



Diane Gardner and Mark Kenning



Jeff and Bev Podmers



The banquet hall had a festive air as we ate a delicious dinner and socialized with our members and friends



Allyson and Al Haltiwanger



Jim and Dara Warren



Virginia Andrews and Pauline Johnston



Richard Cross and Karen Phillips



Dr. Paula and Robert Allen



Mark McCay, Johanna Gullett, Justin Burgess, and Elfride Russell



Karen and Ned Hannah

# 2015 Christmas Dinner



Bill Levy



Robert Williams



Felicita Duran



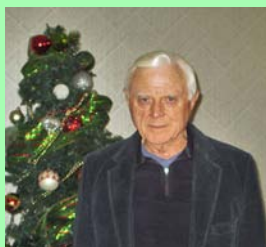
Bill Haesslein



Jim White



Bob Musser



Ron Fishell



2001 Eldorado (Bill Levy), 1939 LaSalle Coupe (Jeff Podmers), and 1974 Eldorado Convertible (John Barr)



Gene Pilgrim



Felicita and friend Left Lane Louie



Trina and Lucye and David McClung



President Rubye Mae Hubbard Musser



A fine selection of door prizes

# Activities Director's Calendar

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

**February 13th, 2016** Sharp Auto Shield—Paint Protection Demonstration. In HVAC Building. 1517 Carrier Parkway, #132, Grand Prairie 75050. (469) 999-0652 10:30 a.m. to 1:00 p.m. Lunch catered after meeting and demonstration. **RSVP before February 10th** — (817) 996-8066 [rubyemusser@gmail.com](mailto:rubyemusser@gmail.com). See map below

**March 19th, 2016** Driving Tour to John Bunker Sands Wetland Center, 655 Martin Lane, Seagoville, Tx. The directions will be coming, and we may possibly have another club join us. We will meet at the McDonalds —Walmart parking lot on Route 80 and N. Beltline, leaving at 9 a.m.

**March 5th 2016**—Pate Swap Meet Prep and Tile Party (March 12th or 26th Rain Date). 9:00 a.m.

**April 23rd 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 –9 am until we are done. Lunch provided.

**July 4th Parade** Arlington, TX

**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 second page of the Activities Director's Calendar on page 10.

**Planning:**

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

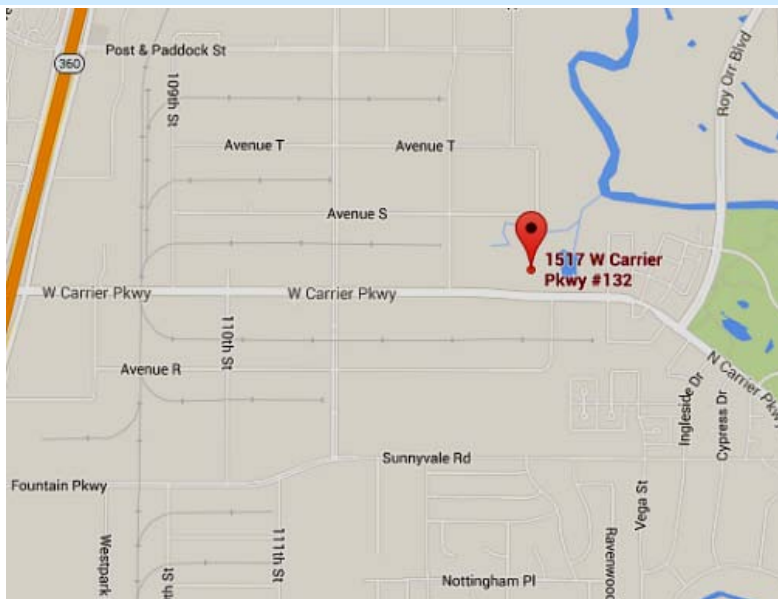
**July 6-9 2016** CLC National Driving Tour, Connecticut and Southern New York-Lower Hudson Valley Region

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

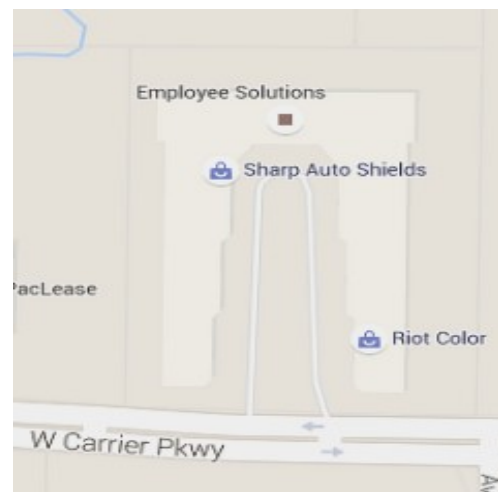
**July 31-Aug 5, 2017** CLC Grand National, McLean, VA.

**2018** CLC Grand National—TBA.

**RUBYE**



Sharp Auto Shields is on 1517 W. Carrier Parkway, east of Route 360, (south of 183 and north of I30)





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1965 CADILLAC ELDORADO - *OFFERED WITHOUT RESERVE*



1939 CADILLAC SERIES 61



1958 CADILLAC ELDORADO BROUGHAM



2006 CADILLAC XLR - *OFFERED WITHOUT RESERVE*



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

Story by Richard Dormois

It is January 1, 2016 and as I pen this message for the February "Standard of the World", I am moved by the revelation that these missives are being read by those outside of our North Texas catchment area and some have taken the time to share reflections. Thank you to the Honorable Richard Sills of Lancaster, Pennsylvania, Bob Schuman of Godfrey, Illinois and Ron Melville of Tauranga, New Zealand, for your encouraging words.

It is clear that California was not for me and I figured if I joined the armed services, I could get out from under dad's control and get back home to Missouri in the service. So, I visited the U S Air Force recruiter at the main post office in San Jose, California. I was candid about my reason for joining the Air Force, and the five striper in charge assured me that, if I graduated in the top three of my class in tech school, I would be stationed at an Air Force Base near St. Louis, Missouri at my request. I was shipped to the Oakland, California Processing Center, where I took the Special Application for Technical Training (SATT) test which qualified me for any school the Air Force had to offer. My interviewing master sergeant tried to dissuade me but I insisted on going to Air Base Defense (ABD) School to become an Air Policeman. I passed the physical, was sworn in and shipped to Lackland Air Force Base, San Antonio, Texas on a Western Airlines DC6 Charter with seventy other teenage youth starting a new life. Our commander at Lackland, sometimes toured the base in his personal car, a 1950 blue series 62 Cadillac Convertible. I shall always remember those two white stars on the front plate.



The six week basic training course was a snap and I liked the strict, regimented, military discipline at Air Base Defense School, also on Lackland Air Force Base. I came out number two in my class of sixty and forecasted for my permanent duty station. I forecasted for Lambert Field, St. Louis, Missouri; Scott Field, Belleville, Illinois and Whiteman Field at Knob Noster, Missouri, quite comfortable with the knowledge that I would be stationed at one of them. Why? Because the recruiting sergeant in San Jose, California had told me so!

I received my orders the morning I graduated from Air Base Defense School. The orders directed me to report to Fifteenth Air Force Headquarters, Strategic Air Command, March Air Force Base, Riverside, California. No.....No .....That was not the plan. I immediately complained to my Tactical Instructor (TI), Airman Second Class Jack Sanders, who chided me for my naiveté and said "Airman Dormois, The Air Force will send you where they need you. Get used to it!"



**Boeing B-47 Stratojet**

Duty at March Air Force Base was actually pretty good and I found I liked the spit and polish Strategic Air Command lifestyle and was proud to guard the Boeing B47 Long Range Bombers that were protecting our country, and the Second Tier B25 Mitchell Bombers my parents had made parts for at Lake City during World War II. BUT- I still was determined to get out of California.



**North American B-25 Mitchell**

At a chance meeting at the Greyhound Bus Station in Riverside, California, I shared my grief with a fellow Airman in civvies who turned out to be a First Lieutenant, section chief at port processing at March Air Force Base. He told me that if I served a twelve month "Isolated Tour", I was guaranteed to be assigned to one of three bases I wanted, upon my rotation back to the states. I said I would do it and the Lieutenant said "Well, I have Dhahran, Saudi Arabia and Thule, Greenland. Which do you want?" I could always take the heat better than the cold so I said "Saudi Arabia." He showed me his ID Card and took my name and serial number from my ID Card. That was it! Right there at the lunch counter of the Greyhound Bus Station, I had sealed my fate. Two weeks later I was summoned to the office of my Squadron Commander, Captain Richard Scheidt, who said "Dick, we would like to keep you here and we see a stripe coming soon, because you have been highly recommended, but it looks like you are going to Dhahran." He slid my orders across his desk. I popped him a highball and the Captain returned it and that was it. I was on my way to Charleston Air Force Base, South Carolina to ship out to Dhahran Air Force Base, Saudi Arabia.

On a beautiful, crisp January 1, 1958, I boarded a Military Air Transport Service, (MATS) Lockheed C121 bound for Dhahran. You have never seen such an absolutely incredible sight as the Island of Bermuda surrounded by that emerald water from thirty thousand feet up on a clear January day. The approach to the Azores was not so beautiful. Our C121 was being tossed around like a butterfly in the worst rain and wind storm in history, as we descended onto Lajas Air Force Base in the middle of the night. Many of the hundred Airmen were praying loudly, many losing their supper and some losing more. We landed for fuel and could deplane. Three young Airmen balked at getting back on the plane until told the result would be a Summary Court-Martial. They got back on. Wherever that C121 is now I would wager that aroma is still extant! The remainder of our journey was without incident. Refueling in French Morocco and touchdown at Dhahran Air Force Base on 2 January 1958 with the temperature 81° F.



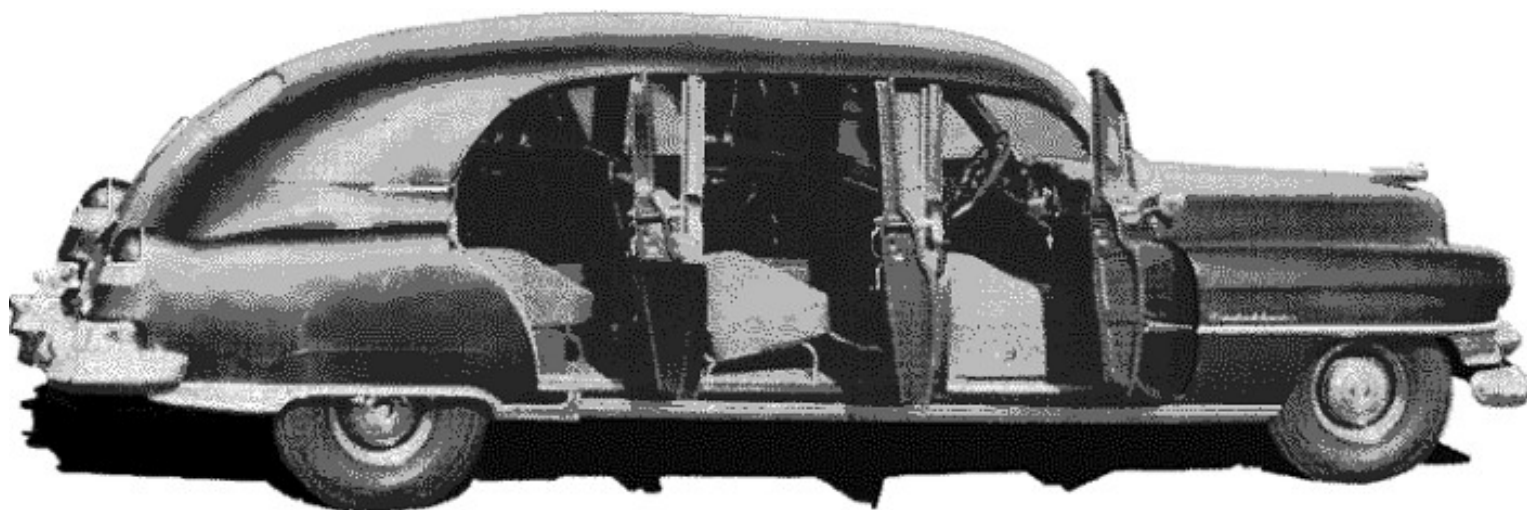
**C 121**

Saudi Arabia is likely very different than any country you have ever visited. I saw no middle class humanity, only a terribly wealthy oil rich ruling class and millions living in abject poverty. For a GI in 1958, it was truly an "Isolated Tour." No alcohol. No women! There were very few civilian motorcars. No Cadillacs. The taxicabs were older, abused Mercedes Benz and 1953 and 1954 Chevrolet four door sedans. Beheadings in the town square at Dammam were not uncommon. I was once invited to such a spectacle, because one of my employees was being beheaded for killing his brother over a debt amounting to twenty dollars American. I declined. Getting caught attempting to see through a veil would be met with very dire punishment. New arrivals at the base could easily be identified as they still got a kick out of frying their breakfast on the wing of an obsolete F86 D on a 128°F morning. Very little humidity.

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

Upon my arrival at the base I took a driving test for an Air Force Driver's License in a USB 6X6 the motor pool buck sergeant had selected. I hadn't driven for some time, but the big rig wasn't too much different than the catering trucks I had driven at the St. Louis Airport and the license would qualify me to drive anything in the Air Force smaller than that Deuce and a Half. We just went out in the desert and I slowly went through the gears in the conventional transmission, turned, parked, backed up to a makeshift loading dock and serviced the rig. The plaque on the dash said it was a Studebaker, but GMC and Kaiser rigs were just like it. My "on base" patrol vehicle was a Willys Overland, four cylinder, four wheel drive, Universal Jeep and my desert crawler was a Dodge, six cylinder, four wheel drive, M37 Weapons Carrier which I proceeded to bury in a sand dune, with no radio with me on my first graveyard shift. I was so far out in the desert, I could clearly see Bahrain Island. A TWA crew, approaching Dhahran, saw my flare pattern and got me rescued. That powerful four wheel drive can get you out of a mess. It can get you into one too!

About mid way through my tour of duty word came down through the chain of command from the U.S. Consulate General in Dhahran, that King Ibn Saud and his party would be coming into our base to board an aircraft for a foreign visit. I was assigned to the main gate that day but was directed to stay out of sight because only Saudi military were to be seen by the king. What I thought I saw approaching through the desert was a never ending procession of 1951 Cardinal Red Cadillac Series Seventy-Five long wheelbase sedans, flanked by six red Universal Jeeps with mounted thirty caliber machine guns. Through our editor's research, what I likely observed, were 1951 Hess and Eisenhardt "Harem Coach" Cadillac Conversions on the commercial chassis. The king had ordered twenty of these behemoth coaches for the princely sum of twelve thousand five hundred dollars each. Three rows of seating would accommodate wives, concubines, eunuchs, and body guards who routinely accompanied the king. I would love to have pictures of that procession to show you now, but being caught taking pictures of it would likely mean an extended period of incarceration in a Saudi jail.



In November of 1958 I forecasted for three stateside Air Force Bases for my rotation. Lambert Field in St. Louis, Missouri; Whiteman Field, Knob Noster, Missouri and Smokey Hill Air Force Base in Salina, Kansas. I would ship out exactly 365 days after my arrival. We got our orders on Christmas morning. I was ordered to report to the Strategic Air Command, Beale Air Force Base, Marysville, California.

Stay tuned. It gets better. That's my story and I'm stickin' to it. Be safe.

*To be continued...*

## Sam Rayburn's 1947 Cadillac

Samuel Taliaferro "Sam" Rayburn (January 6, 1882 – November 16, 1961) was a Democratic lawmaker from Bonham, Texas, who served as the Speaker of the U.S. House of Representatives for 17 years, the longest tenure in U.S. history. The Speaker of the House is the third person in line for the Presidency, immediately after the Vice President. The Speaker of the House is elected by each new Congress, so when Democrats control the House of Representatives, they elect one of their own party as the Speaker, and vice-versa. In the election of 1946, the Republicans won the majority of the House of Representatives, so Mr. Rayburn lost the Speaker position and became the Minority Leader. With that transition, he also lost the use of the congressionally-funded Cadillac provided to the Speaker. While Mr. Rayburn remained positive about his new role in Congress, his fellow Democratic congressmen could not bear to see their beloved former "boss" without a car. Several Democratic congressmen desired to buy Mr. Rayburn a new car to replace his limousine. Mr. Rayburn said he had a personal rule barring him from accepting gifts over \$25. Undeterred, the congressmen asked the Democrats in the House of Representatives to donate \$25 toward a new car. With this modification, the former speaker grudgingly agreed to their plan. Rep. Frank W. Boykin of Alabama led the solicitation. Along with 142 donations from Democratic congressmen, 50 Republican representatives also donated to the Cadillac fund. But when Mr. Rayburn learned that Republicans were among the donors, he insisted that their donations totaling \$1,250 be returned, out of concern that his acceptance might be considered a conflict of interest. He graciously thanked each Republican for the donation as he returned their checks. Fortunately, that left \$3,550, which was just about enough to cover the purchase of the brand-new 1947 Cadillac Fleetwood Sixty Special from Capitol Cadillac in Washington, D.C. (The car cost \$3,600, so someone must have kicked in the other \$50.) Mr. Rayburn's good friend, Democratic whip John McCormack from Massachusetts, officiated at the ceremony at which the keys to the shiny new Fleetwood were presented to Mr. Rayburn.



**Sam Rayburn, right of car at center, receives the keys to his new 1947 Cadillac Fleetwood from his friend and House Minority Whip John McCormack of Massachusetts, who stands at right. Congressman Frank Boykin of Alabama, left of Mr. Rayburn, chaired the committee which accepted \$25 donations from each Democratic Congressman in the House of Representatives in order to buy Mr. Sam a new car.**

**Photo Credit: Alabama Department of Archives and History  
Montgomery, Alabama.**

Mr. Rayburn used the 1947 Fleetwood until 1949, when he was again elected Speaker after the Democratic victory in 1948. The Republicans reclaimed the Speaker position from 1953-1955 when they controlled the House, but Mr. Rayburn was returned to the Speaker position in 1955 and held that position until he retired from Congress in 1961. After Mr. Rayburn was re-elected as Speaker in 1955, he again had the use of the official limousine, so his secretary and the future director of the Sam Rayburn Library, H. G. Dulaney, drove the Cadillac for the last time from Washington, D.C. to Mr. Rayburn's hometown of Bonham, Texas.

After Mr. Rayburn's death in 1961, his surviving sisters sold the Cadillac to E.B. Chapman, an oilman from Sherman, Texas. Chapman paid between \$300 and \$400 for the historic Cadillac. Once in possession of the car, Chapman attempted to donate it to the Smithsonian Museum. Chapman instead donated the Cadillac to the Sam Rayburn House State Historic Site on March 31, 1975, just one day before the dedication and official opening of the museum. In an historic ceremony, Chapman presented the Cadillac keys to the former Speaker of the House John McCormack, who had first presented the Cadillac keys to Mr. Rayburn in 1947.



## Sam Rayburn's 1947 Cadillac

The Cadillac became one of the most visible and popular aspects of the Sam Rayburn House. Restorations to the car were completed in 1979 and 1998. Over the years, the car fell into mechanical disrepair and by 2006 was not drivable. The Friends of Sam Rayburn, the organization that provides supplemental support to the Sam Rayburn House, received a generous donation, earmarked for restoring the Cadillac. This donation, together with funding from the Texas Historical Commission, allowed for a mechanical restoration of the car, completed by Hatfield Restorations of Canton, Texas in 2010.



**Clockwise from upper left: Sam Rayburn House State Historic Site Director John Jameson, former Speaker of the U.S. House of Representatives John McCormack, E.B. Chapman, and Sam Rayburn Library Director H.G. Dulaney stand together by Mr. Sam's Cadillac following the donation of the car to the site by Mr. Chapman on March 31, 1975; E.B. Chapman hands the keys to the Cadillac to John McCormack during the donation ceremony in 1975; Cadillac undergoing mechanical restoration at Hatfield Restorations in Canton, Texas in 2010; and Cadillac undergoing an earlier restoration at Silver Eagle Distributing in Houston, Texas in 1998**

The garage that houses Mr. Rayburn's 1947 Cadillac Fleetwood at the Sam Rayburn House has undergone several changes through the years. Constructed around the same time as the house, it is one of the original five outbuildings still remaining on the property. It was originally designed to house carriages and early motorized vehicles such as the Ford Model T that Mr. Rayburn owned. In later years, Mr. Rayburn added two side bays to the east and west sides of the garage for storage. While in Washington, Mr. Rayburn realized his new leviathan 1947 Cadillac Fleetwood was too long for the garage. He guessed the approximate size of the needed enlargement and phoned his groundskeeper back home in Bonham to start the construction. Mr. Rayburn underestimated the size of the car and when he brought it home, it just narrowly fit.

The garage recently underwent a restoration. The rehabilitation and repairs were designed to maintain the original structure, to improve the vehicle's environment and to improve visitors' viewing experience. The car, itself newly restored and roadworthy, is now safely preserved. The garage rehabilitation helps ensure that the Cadillac remains in working condition and to preserve the car in its original state for as long as possible. This required some restoration to the building and creating an environmentally controlled space. Construction crews installed a heating and cooling system and insulation to maintain a constant temperature and slow the Cadillac's deterioration over time. Technicians installed a security and fire alarm system and improved lighting. The renovations make it possible for visitors to view the Cadillac more comfortably from inside the building.



*(This article is reprinted with permission from the Cadillac & LaSalle Club Potomac Region Caddie Chronicle, January 2016, and permission from Anne Ruppert, Curator, Sam Rayburn Museum, Texas Historical Society.)*

## Activities Director's Calendar Page 2

The following activities have been discussed and are in consideration for this year. If you see one that interests you, let us know, and if you think of something we didn't, let us know.

### Day Tours:

Mary cafe -Strawn, Waxahachie to see Charlie Gambolus' Garage,  
Hillsboro car museum (used to be NTX member),  
Museums: Perot, Holocaust, Swiss Avenue Tour of Homes

### Car Restoration Places:

Triple F Auto, Fort Worth;  
Chris Lofgren, Arlington;  
Robinson Restoration, Denton;  
Member's garages along with demonstration of some of their auto expertise eg: Larry Freeman, Jim White.  
*others??*

### Over Night Tours:

Marshall, Abilene, Glen Rose, Granbury, Nocona, Oklahoma.

### Regional:

A willing Cadillac Dealer?;  
Streetside Classics?;  
Chris Auto on Davis?;  
Flag Pole at White Rock?;

Need suggestion for some cool Car Games or car-related activities.

John Foust offered to have another chill cook off.

*RUBYE*



NTXCLC at PATE Swap Meet 2012

## President's Message—Cruise, Chrome, Bumpers, Fins

I would like to express my appreciation to the 2015 Board and hopefully we will have a greater and better 2016. Plus thanks to all you members for your support.

Thanks to all 43 attendees at the NTXCLC Christmas party. We had lots of fun, visiting, and singing. All won some great and usable door prizes that Jim Warren obtained. We thank Felicitia Duran for assisting Jim Warren drawing the ticket for the door prizes.

The 2016 NTX officers are dedicated to serving our membership with enthusiasm. We still have room for additional Board members, so you are welcome to volunteer. Training and guidance is included.

Some goals for this year:

- 1 Driving tours. These are always fun and there are so many varieties to choose from. Suggestions welcome.
- 2 Encourage the maintenance, restoration, and preservation of our current membership.
- 3 Attract New members. New members make this club thrive.
4. Obtaining member volunteers to help with events each month.
- 5 Selecting a committee to select members to be officers for 2017
- 6 COMMUNICATE.

### Teamwork is essential.

This will begin with working at Pate which is our money making project for the year.

Then let this carry over each month.

Take a look at your attitude — will it attract new members?

Also take a look at yourself, such as you would do with your car engine, as—do your plugs, points and oil need to be changed?

Think about these suggestions. Let us hear from you, so we can increase our membership plus have FUN FUN !!!

Your President,  
*Hot Rod Rubye*



Feature Cadillac—1964 Series 62 owned by Ron Waschka of Southlake

## Thoughts From The NTXCLC Board

### Items for members to read, think about, and give the Board some feedback

At our Board meeting for the New Year we brain stormed some ways to entice more members to participate at each event plus gain new members. Also, we need members to express their wants and desires of what they expect from the Club.

1. We want members to volunteer -- to help with 1 just one meeting a month so they learn the workings of the club.
2. We need members to offer to be an Apprentice to train for a position so that you can be on the Board.
3. We suggested a way to encourage more members to participate in events by having a 50/50 raffle pot. (Maybe half donated to a designated Charity.)
4. Door prizes at each event or meeting as a cash prize of \$25, or maybe a donation for a charity.
5. More car related places or tours to member's garages, restoration, etc) -- need suggestions.
5. CAR Games, so put your thinking cap on.

Please give us your thoughts by mail, word of mouth, or email.

As I state over and over, this is Your Club and the Board is here for you————We Need Feedback

Watch the calendar, and keep a copy post on the fridge so you see it often. See page 18 for a list of members you can contact

Thanks. Let us hear from you.



PATE Swap Meet 2012

# Sunshine Report: Ruby Musser

Karen Hannah	Chemotherapy
Steve Overby	Chemotherapy
Rudy Bedrick	
Robert Trost	Fractured leg—incast
Mark Schmitz	Recovering from lung transplant
Mona Wester Hannah	
Tony Yates	Enjoys phone calls and visits (940) 368-8678
Buddie Walton	Enjoys phone calls (817) 738-2363
Bev Podmers	

Congratulations to Chad Hannah and Mona Wester on their marriage recently

Pray and call those less fortunate and in less good health and thank God for your health.

Please call me at (817) 996-8066 if you know of anyone that is needing our prayers or assistance.

Love to All. GOD BLESS EACH ONE

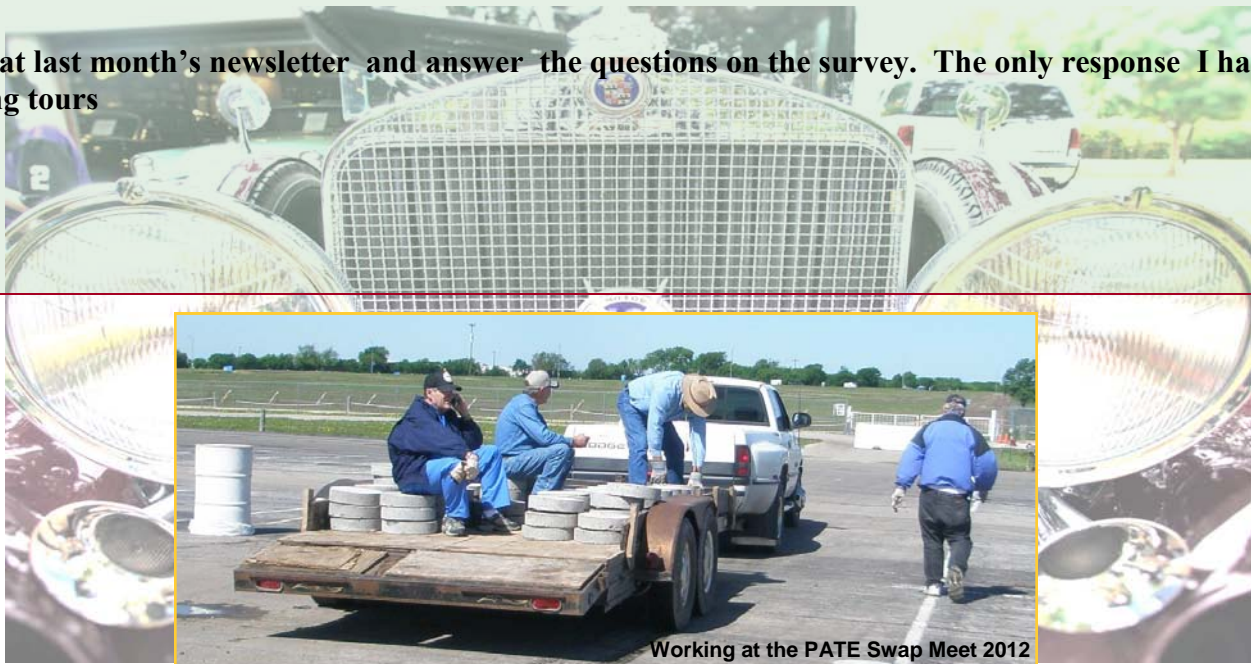
*Ruby*

**NTXCLC Board Meetings 3rd Sunday of even months, 4:00 p.m. at Willhoite's in Grapevine, TX.**

**Next meeting Feb 21st, 2016**

# Club Activities Survey: Ruby Musser

Look at last month's newsletter and answer the questions on the survey. The only response I had was for driving tours



Working at the PATE Swap Meet 2012

## 2016 NTXCLC OFFICERS

**President:** **Ruby Musser**  
 (817) 996-8066 [rubymusser@gmail.com](mailto:rubymusser@gmail.com)

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[fordcoupeman@hotmail.com](mailto:fordcoupeman@hotmail.com)

**Secretary:** **Terry Graham**  
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**Membership:** **Bill Haesslein**  
[billhsln@airmail.net](mailto:billhsln@airmail.net)

**Activities and Sunshine:** **Ruby Musser**  
[rubymusser@yahoo.com](mailto:rubymusser@yahoo.com)

**Newsletter & Distribution:** **Bill Levy**  
 (214) 563-1033 [lifer@writeme.com](mailto:lifer@writeme.com)

**Pate Director:** **Bill Levy**

**Pate Director Assistant:** **Jim Warren**

**Historians:** **Randoll and Joyce Reagan, John Foust**

**Directors:** **Minnie Bedrick, Ron Fishell**

**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.  
 Arlington, TX 76012**



### Local Club Dues – National Dues

We want to remind everyone that **National Dues** is now \$40.00. National sends out a dues notice renewal on your anniversary date with National. That date is printed on the address label on the back cover of the Self Starter Magazine.

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. Do not send this check to Bill Haesslein.

The NTXCLC local club Dues continue to be \$20.00, due each January 1<sup>st</sup> except new members, which is then due again after the first full year of membership (example: if you joined in 2015, your dues would be due in Jan 2017). Make Dues checks payable to NTXCLC and mail it to Bill Haesslein.

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# Classifieds

**CARS FOR SALE**

+++++

**1976 Eldorado** 80K miles, always garaged. Good top, interior. Needs minor body work. Last driven 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 Side mount Spares, Divider Window, Excellent chrome, Presentable paint, Wool & leather interior, 12v system w/ electronic ign, radials, seatbelts, side mirrors, road lights & auxiliary electric fuel pump. '46 Cadillac 346 CI flathead V-8 engine block . \$62,500 OBO Dave: 940 -262-3012 dreck@prodigy.net (DEC)



FREE to a good home: nice leather case, holds 15 8 track tapes, has 12 included, mostly Willie Nelson. If you have a car with an 8 track player, and plan to keep the car, call me ! Richard 817-472-4260 (FEB)

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

**1957 ELDORADO SEVILLE** 2 dr hardtop cpe with orig fact A/C, dual four barrel & Saber wheels.

**1993 Allante** with opt hardtop. Very low mileage 37k, new tires, remote start, keyless entry and aux Iphone adapter.

**1970 Deville** Convertible new interior updated radio and speakers. Runs like a dream.

Have owner & shop manuals for all 3 cars. Cars are in excellent shape and kept in climate controlled garage. For more information call Jerry at (903) 815-1351 email at [jerryduvall44@gmail.com](mailto:jerryduvall44@gmail.com) (DEC)



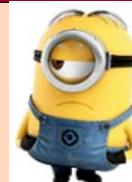
**1938 LaSalle 2 dr coupe**  
Frame-off rest (modified) in 95/96. Org drive train w/ 425ci motor & TH400 from 77 Cad donor car. Aftmkt A/C added.



Org brakes, steering (from box down). Frame & body org and uncut. Org wheels & covers. Org motor, trans, other varied parts comes with car. Must take all. \$22,000 OBO. Contact Randy, (501) 620-3154 [rbright52@gmail.com](mailto:rbright52@gmail.com) (Jan)

## Membership Report: Bill Haesslein

**Welcome New Members:**



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, besides 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](mailto:billhsln@airmail.net)

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February 2016



**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 75019**

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

**NTXCLC**

**Calendar**

**See Page 4 for details**

- \*February 13th, 2016** Sharp Auto Shield Demo
- \*March 19th, 2016** Driving Tour to John Bunker Sands Wetland Center, Seagoville, TX.
- \*March 5th 2016**—Pate Swap Meet Prep and Tile Party (March 12th or 26th Rain Date)
- \*April 23rd 2016**—Pate Swap Meet Set up Party
- \*April 28-May 1, 2016** — Pate Swap Meet
- \*May 1st 2016**—Pate Swap Meet Tear Down Party
- \*July 4th 2016**—Parade, Arlington, TX
- \*September 17th 2016** Cruisin' For The Cure, Ft. Worth

**Feb 6, Mar 5 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](http://www.clcntx.com)**