



STANDARD OF THE WORLD

Cadillac LaSalle Club North Texas Region

web site: www.clcntx.com

May 2017

Awarded Best CLC Regional Newsletter 2007-2008



During a stop for club members to take a boat ride at Cado Lake, Texas these big Cadillac cars parked on the parking lot of the Big Pines Lodge. Cadillacs always look god from every angle.

Duane & Jenny Medley's 1958 Eldorado Convertible, Alice & Frank Koller's 1995 Fleetwood, David Samuelson's 1996 Fleetwood, and Bill Levy's 2001 Cadillac Eldorado ETC. Peeking out is Ron & Karla Fratt's 1953 Convertible, Doug Ashby & Kathleen's 2006 XLR Roadster, and Steve & Debbie Overby's 2007 Cadillac DTS.

From our archives: 1959 Cadillacs—Las Vegas CLC Grand National 2009. Rubye Musser



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

**Winner Old Cars Weekly
Golden Quill Award
2012, 2013, 2014, 2015**



President's Message

May is upon us with flowers ,storms and activities. So hope you are ready to join in the fun and driving, showing off your cars before the hot months of August beg the curtailing our drives.

Thanks again for all that worked at Pate in the not so desirable weather. We accomplished our goal. Pate is our money maker and club existence. Come Christmas and you will enjoy your reward of all the hard work.



Doug Ashby and Kathleen Farland
Jeff Palmer's '39 LaSalle back-ground

May 13th was a wonderful day for a nice drive and to show our cars at the Woods Waves, and Wheels boat, car, and bike show, at Eagle Mountain Lake. If you missed it, you missed a great show of cars under the shade, the boats in the water and the cycles showing off also. The weather was very enjoyable and the camaraderie was a special addition to the day. We all enjoyed it very much.



Ruby, Virginia, and Harriett

Let us remind you all to come out to the scheduled activities and enjoy the cars and members, and friends. We also want to remind you to detach your voter card from the Self Starter and vote for the museum board. And if you are planning on attending the Grand National in McLean, Va. the first part of August, you need to send the registration form in also.

We still need you all to write a story about your car ,the chrome fins, bumper to share with our members.

See you on the road at the next meet.

Ruby (817) 996-8066



The **Pontiac-Oakland Club International** is having their national meet July 11-15, 2017 at the Texas Motor Speedway and is looking for automotive oriented people to help. They are willing to pay volunteers \$10.00 per hour. Contact Tom Brackett at tdbrackett@yahoo.com or 214 862-0080. I spoke with him at PATE and he invited members of the NTXCLC club, so contact him if you might be interested.

If you are currently receiving your newsletter, The Standard Of The World, by mail, and would like faster service by email, please let the editor know (lifer@writeme.com). Email newsletters are emailed on the first day of every month, where snail mail takes sometimes a few days longer. Thank you.



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ACTIVITIES DIRECTOR'S CALENDAR

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

June 10, 2017 HATFIELD'S RESTORATION, 1534 FM 2909, CANTON TX, 903 567 6742

10 a.m. to 12 noon. Meet at Buc-ce's @ 9:15 a.m. — Buc-ce, 506 I20, exit 498. Park in lot and wait.

We will drive as a caravan on I -20 to exit Hwy 19 to right, travel about 3-4 miles to FM 2909 —LEFT where we turn there is a bank on right, go about 1 1/2 miles to our destination. When Gary Hatfield completes tour, we will travel back to **Dairy Place** for a burger. See map on page 9

July 4th, 2017 Arlington Parade, need 8 cars. Call Rubye this week at **(817) 996-8066** to let her know you plan to bring your Cadillac or LaSalle.

JULY 8, 2017 Caravan tour to Strawn, Tx, for chicken fried steak, and a stop back in Weathford for an Ice Cream Cone. more details later.

August 12 Peach tour to Hams Peach Orchard, Terrell, highway 80 east of Dallas. We will also greet the train as it passes by.

September TBA Tour and Park and Show, Classical Gas, Arlington, Texas;
Or Possibly the State FAIR PARK.

October—Regional TBA

December 9, 2017 Toys for Tots, Frank Kent Cadillac, Ft. Worth, TX. Open Your Trunks Filled with toys.

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.

August 23 -27, 2017 Grand European—Copenhagen, Denmark.

September 23 and 24, 2017 Cadillac Fall Festival at the Cadillac & LaSalle Museum at the Gilmore Car Museum, Hickory Corners, Michigan.

2018 CLC Grand National—San Marcos, Texas.

2018 CLC National Driving Tour—Central California Coast.

21-26, March, 2018 Australian Grand National, Renmark SA.

April 21, 2018 PATE Swap Meet Setup Day.

April 26-April 28, 2018 PATE Swap Meet Tent Staff needed.

April 29, 2018 Tear Down Day—lunch will be provided.

See you & meet you on the road,

Rubye

Where the Rubber Meets the Road

Reprinted and adapted from Elden, "Shared trivia for friends of the collector car hobby" Submitted by Rubye Musser

Tire history begins with automotive history.



I.

Karl Benz (November 25, 1844–April 4, 1929)

invented the gasoline-powered car, but the precise date of this invention requires a patchwork of research. Benz demonstrated a one-cylinder two-stroke engine on New Year's Eve 1879. Commercial success with this engine enabled him to create a lightweight car. In 1885, The "Benz Patent Motorcar" became the first. Registered in Berlin with the German Imperial Patent Office, January 29, 1886, the patent number is DRP 37435. Some writers refer to this patent office document as the "automobile's birth certificate."

Benz brought his car to the German market in June 1886 as the Benz Motorwagen (below right). A two seater, this car had a single-cylinder four-stroke engine, a tubular steel frame, a differential, and three wire-spoke wheels. The engine output rating was 0.75 horsepower. A further look at details reveals an automatic intake slide, a controlled exhaust valve, an electric vibrator ignition with

spark plug, and water evaporation cooling. This car rode on metal wheels covered with rubber and filled with air.

<https://www.daimler.com/company/tradition/>

Pneumatic tires made their debut almost ten years ahead of their general acceptance. The 1888 Benz gasoline powered car had rubber pneumatic tires. In 1895, a race from Paris to Bordeaux increased popular usage of these tires.



<http://www.hankooktire.com/global/tires-services/tire-guide/history-of-tires.html>

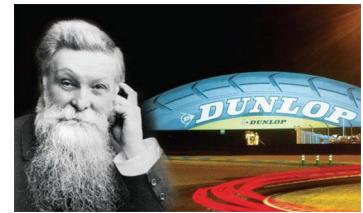
Continued on page 6.

II.

Robert William Thomson (1822–1873) invented the pneumatic tire.

He patented it in 1845. The invention worked well, but it failed to attract consumer attention because it was too expensive.

John Boyd Dunlop (1840–1921), a Scottish veterinarian receives credit for the first practical pneumatic tire. Dunlop tested and patented his pneumatic tire in Great Britain in 1888. He secured an American patent in 1890. This tire had an interesting origin. Dunlop began by cutting up a garden hose, shaping it into a tube, flating it, and attaching it to his son’s tricycle!



John Boyd Dunlop

Other significant events in tire development include the following
<https://www.thoughtco.com/john-dunlop-charles-goodyear-tires-1991641>

- In 1895, André Michelin with his brother Edouard installed pneumatic on an automobile.
- Philip Strauss invented the combination tire and inner tube in 1911. His company, Hardman Tire & Rubber marketed them.
- In 1903, P. W. Litchfield of the Goodyear Tire Company patented the first tubeless tire. The first new-car application came with the 1954 Packard.
- Mountable rims, introduced in 1904, enabled drivers to repair flats.
- In 1908, Frank Seiberling invented tread tires to improve traction.
- B.F. Goodrich Company invented longer life tires by adding carbon to the rubber. When this happened in 1910, tires no longer had the white color of natural rubber.
- In 1937, Goodrich invented the synthetic rubber tire fabricated of a substance called Chemigum. DuPont, in 1931, introduced synthetic rubber to American industries. Synthetic rubber changed the face of the auto tire industry. Its ancestor, vulcanized natural rubber, made Charles Goodyear a manufacturing giant.

<https://connecticuthistory.org/charles-goodyear-and-thevulcanization-of-rubber/>



Model T with white tires (Greenfield Village)

III.

A look at natural rubber history and a glance at its chemistry are necessary and important. This link offers more detailed information.

<http://www.hygenic.com/news/the-differences-between-latex-and-naturalrubber.html>

Here are a few dates of interest.

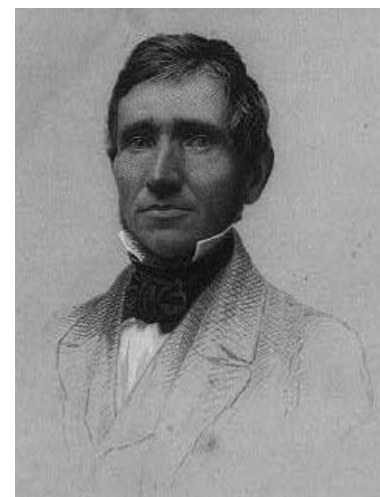
- Joseph Priestley discovered (c.1770) rubber’s use as an eraser—thus the name.
- In 1823, Charles Macintosh found a practical process for waterproofing fabrics.
- Charles Goodyear (1800–1860) discovered vulcanization in 1839, which revolutionized the rubber industry.



1926 advertisement

Continued on page 7.

Rainforest dwellers in South America had used natural rubber for generations, but an accident gave it a new identity. In 1839, Charles Goodyear accidentally dropped rubber and sulfur on a hot stove. The mixture charred but remained pliable. He named his infant “kitchen chemistry” process vulcanization in honor of the Greek god of fire, Vulcan. The fully developed version of this process transforms the white sap of the *hevea brasiliensis* tree into the product that we know.



Charles Goodyear
Encyclopedia Britannica

Briefly described, vulcanization converts natural rubber or similar polymers into durable materials by adding sulfur or other curing agents. These modify the polymers by forming bridges between individual polymer chains. The vulcanized material is less sticky and has other properties superior to natural tree sap.

Products made with vulcanized rubber include tires, shoe soles, hoses, and conveyor belts. Hard rubber, sometimes sold under the brand name ebonite or vulcanite makes its appearance in clarinet and saxophone mouthpieces, bowling balls, and hockey pucks. Although vulcanization is a relatively recent process, ancient people cured rubber by other means.

IV.

Modern vehicle tires depend on synthetic rubber for their structure.

Beginning in the 1890s, the growing presence of motor vehicles increased the demand for rubber. At the Bayer laboratory in Elberfeld, Germany, a team headed by Fritz Hofmann polymerized Isoprene, the first synthetic rubber in 1909.

In 1910, Russian scientist Sergei Vasiljevich Lebedev synthesized the first rubber polymer from butadiene.

By 1925, the price of natural rubber had increased to the point that chemical companies tried to produce synthetic rubber that could compete with the qualities natural rubber.

In 1931, DuPont, under the direction of E. K. Bolton, developed one of the first successful synthetic rubbers known as neoprene. Neoprene, resistant to heat, oil, and gasoline, found its use in fuel hoses and insulating materials for machinery.

B.F. Goodrich Company scientist Waldo Semon developed a cheaper version of synthetic rubber known as Ameripol in 1940. Ameripol made synthetic rubber more cost effective and helped meet US needs during World War II.

Various petroleum-based small molecules make up synthetic rubber, like other polymers. (A polymer is a large molecule— macromolecule— composed of many repeated small subunits.) Polymers vary from synthetic plastics (like polystyrene) to natural biological polymers (such as DNA) that are essential to the structure of living organisms. The large molecular mass of these polymers produces toughness, viscosity, and elasticity.

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“We have now perfected, for all sizes, the efficient manufacturing processes which enabled Seiberling Rubber Company six months ago to announce a revolutionizing and superior Seiberling Clincher Cord Tire, 30x3 1/2”, for \$12.50.

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“You may say to the car owning public, in connection with your announcement, that in my opinion, Seiberling-built Tires embody today highest quality and low cost to a degree which has not been equalled in my 23 years of rubber manufacturing.”

H. Seiberling

What This Message Means To You

Read again that last paragraph of Mr. Seiberling's message to us. Remember it is made over his own signature by a man whose name has stood for achievement in the making of highest quality tires for more than 20 years—the builder of more cord tires than any other man—the inventor of the straight-side tire—the man responsible for today's type of cord—and the man who made possible the Seiberling 30x3 1/2 Clincher Cord Tire to sell at \$12.50—the most talked-about accomplishment in the tire industry during the past six months.

No such tire values have ever been offered as you can now get in Seiberling Cord and Portage Tires, Seiberling-built. These tires embody more advanced features of construction than any other tires on the market.

We want you to prove these statements to yourself quickly so instead of waiting until June 1, we are making these new tire prices effective as our customers today.

Come in, or phone us. Start today to cut your tire costs by riding on Seiberling-made Tires.

NEW PRICES (Including Tax)		Seiberling Cords	
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30x3 1/2	Clincher	\$12.50	
30x3 1/2	Straight Side	\$15.00	
31x4		\$25.00	
32x4		\$26.00	
33x4		\$29.00	
32x4 1/2		\$34.00	
33x4 1/2		\$35.00	
34x4 1/2		\$38.00	
35x5		\$45.00	
35x5		\$46.00	

Portage Fabrics		Portage Cords	
Size	Cincher	Price	Price
30x3	Clincher	\$ 8.50	
30x3 1/2		\$10.50	
32x3 1/2	Straight Side	\$17.25	
31x4	Clincher	\$16.00	
32x4	Straight Side	\$22.00	
33x4		\$21.00	
34x4		\$21.60	

L. E. Sullivan Tire Co. 11th & H St. N.W. Main 7665	Washington Garage Co. 1212 E. St. N.W. Main 560
--	--

Retail Representatives for

SEIBERLING CORDS

and PORTAGE TIRES—Seiberling-Built

ad, circa 1922

I used to hold the opinion that the test of tire life used a penny and Lincoln's head. Wrong! That might be adequate to measure tread wear, but there is more. Tires carry a number to indicate date and location of manufacture. Tire Tech online enlightened me. Follow this link for complete information.

<http://www.tirerack.com/tires/tiretech/techpage.jsp?techid=11>

I believe the following summary is important.

Since 2000, the last four digits of the Tire Identification Number carry vital information. Two digits identify the week made immediately followed by two digits that identify the year of manufacture.

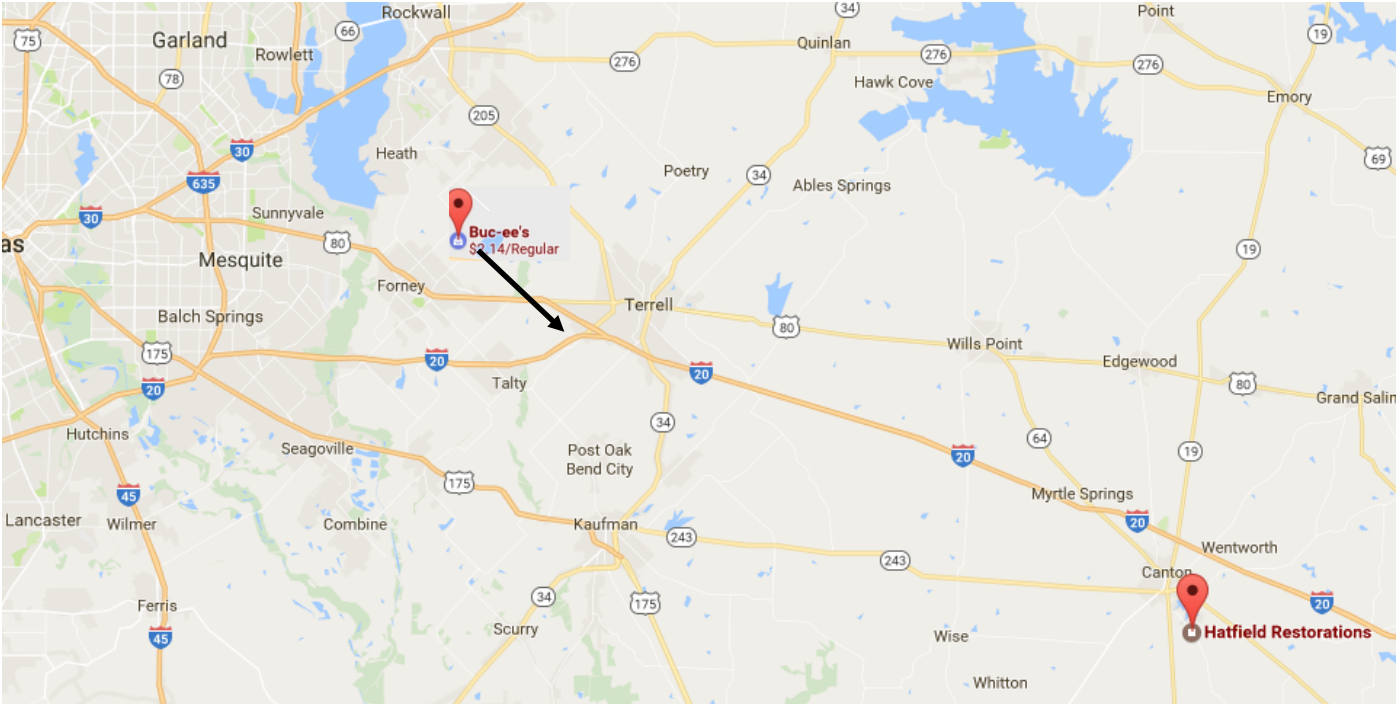
The Tire Identification Number for tires produced before 2000 presumed that tires would not be in service for ten years. Older tires contain some of the same information as today's tires do, but they tell the week and year of production in only the last three digits.

The first two digits of the old marking system identify the week a tire was manufactured. These precede a single digit used to identify the year. Since a single digit indicated the year, for example, a "7" could mean 1997, 1987, or good grief 1977! No matter what decade it is, anything with the three-digit date code is too old and is unsafe use.

Perhaps this Internet photo will help identify the numbers on your tires. For concerns of safety and economy, collectors should check on the age and condition of their tires. Age creeps up on tires as it does on us.



Map to Hatfield Restorations June 10, 2017



Meet at Buc-ee's @ 9:15 a.m. — Buc-ee, 506 I20, exit 498. Park in lot and wait. I -20 to exit Hwy 19 to right, travel about 3-4 miles to FM 2909 —LEFT where we turn there is a bank on right, go about 1 1/2 miles to our destination.



Cadillac Through The Years

Text and photos by Richard Dormois

Findlay Cadillac and The Las Vegas Region of the Cadillac La Salle Club presented the 2017 edition of "Cadillac Through The Years" at Town Square in Las Vegas, Nevada, drawing thousands of all ages to the well exposed annual event in perfect weather, April 30, 2017.

An amazing array of sixty Cadillacs from 1917 to 2017 graced the upscale neighborhood of specialty shops and restaurants complete with a sightseeing train winding through the extravaganza. The assemblage enjoyed entertainment provided by Las Vegas impressionists and a host of raffle prizes donated by Las Vegas entertainment properties and hotels.

"Cadillac Through The Years" has, for a decade, become the most popular public event in this entertainment Mecca. The Las Vegas Region of the Cadillac & LaSalle Club can be very proud of this accomplishment and their support from Findlay Cadillac who also displayed a score of new vehicles as well as pristine Cadillac restorations.

Enjoy these images of the Cadillacs judged by decade and the tireless staff who put on this outstanding event.....BE SAFE.



Registration...Recruiting...Shirt Sales...
Susan Story, Rubye Musser, Hal Sheaks,
Jb Buckman



The A Team.....President Dr Rawson.Henderson,
Nevada; Editor Carolyn Weaver, Las Vegas, Nevada;
Secretary.Julie Brackx, Escondido, California;
President Rubye Musser, Dallas, Texas



NTX Region Director Rubye
Musser assisting Chief Judge
Hal Sheaks



1917 Silver/Black Cadillac Series 55 Phaeton,
Colin Christie, Las Vegas, Nevada



1928 Burgandy/Black Cadillac 7950 Sedan,
Colin Christie, Las Vegas, Nevada

Cadillac Through The Years



**1937 Cadillac 6027 Coupe
John Jipson, Las Vegas, Nevada**



**1941 Cadillac Formal Sedan,
Lyle Knox, Las Vegas, Nevada**



**1949 Hunter Green Cadillac 62 Four Door Sedan,
Captain Daniel Dionne, Las Vegas, Nevada**



**1949 Fiesta Ivory Cadillac 62 Convertible,
Chardannay Knox, Las Vegas, Nevada**



**1957 Cadillac Eldorado Biarritz,
Forrest Johnson, Las Vegas, Nevada**

Cadillac Through The Years



**1959 Mountain Laurel Cadillac Coupe de Ville,
John Bergler, Las Vegas, Nevada**



**1975 Cadillac S&S Hearse,
Floyd Truesdale, Las Vegas, Nevada**



**1979 Cadillac Fleetwood Brougham,
Gary Sisk, Escondido, California**



**1984 Burgundy Cadillac Eldorado Convertible,
Findlay Cadillac, Las Vegas, Nevada**



**1985 White Cadillac Eldorado Biarritz Convertible,
Scott Lindsey, Las Vegas, Nevada**



**2008 White Diamond Cadillac XLR V,
Richard Swift, Parumph, Nevada**

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Under The Editor's Bonnet By Lifer



Now that the Pate Swap Meet is over there is some time to reflect on what we did this year and what we need to do next year. First, the vendor space markers were a hit with all the vendors and the support staff, too. Now we need to refresh and get them ready for next year. It should not be too difficult. Street signs have been a problem, as the weather blows them down and breaks them, and their age is getting to them. We have some new ideas and as we finalize them, we will have a sign party to get them ready. Storage is going to change to metal Conexes on the Zone zero area instead of the rental site. It will make it easier to get to our stuff when necessary during the meet. Our use of more golf carts really improved mobility and access to each zone.

What we really need now is more participation by our membership in -1. coming out to Pate to work with the requirements we have. The more people we have, the easier it is and the faster the tasks go; and 2. the more members we have the more money we take home from Pate, so Recruit, Recruit, Recruit! Membership applications have been updated and can be emailed to a new prospect at any time.

Lifer

NTXCLC Pate Director

Sunshine Report

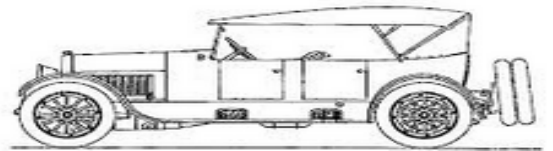
Bill Golinski— our Houston friend and President of the Gulf Coast suffered a stroke
 And is recuperating in rehab.
 Dave Eckberg —Houston receiving stem cells.
 John Terlingo— frac foot.
 Reagan Hammett— finished chemo now some radiation.
 John Foust family -- his father John Foust Sr, and his sister recovering from car accident.
 Mark Schmitz
 Mark McCay
 Lew Riggan
 Al Haltiwanger
 Tony Yates
 Minnie Bedrick
 Karen Hannah
 Cecil Thompson

Offer a prayer for each or send a card or call
 to let them know we are thinking of them during their stressful time

Rubye (817) 996-8066

Membership Report

Welcome New and Renewed 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.

If a member obtains 5 or more new members to the NTXCLC they will receive a free Club Shirt at the annual Christmas dinner.

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 \$250.00 – Half page, \$500.00 – Full page.

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

For membership information—
 Contact Doug Ashby at
doug@ashbycustomknives.com

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Goddess Shirt	\$25
Hatband	\$10 + \$3.95 S&H
Bag Looks like pillow, but with handles	\$30

Jacket available in adult sizes (S, M, L, XL). These can be special ordered in 2X, 3X or 4X at an additional cost. Goddess shirt available in sizes M, L, XL and XXL, in white, black, red and aqua.

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NTXCLC Board Meetings 3rd Saturday of even months, 4:00 p.m. at Willhoite's in Grapevine, TX.
Next meeting June 17th 2017 4:00 p.m. in Grapevine.



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**Bill Levy (lifer@writeme.com)
Editor, North Texas Region CLC
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NTXCLC

Calendar (See page 4)

- June 10, 2017** Hatfield's Restoration, 1534 FM 2909, Canton TX
- July 4th Arlington Parade**, need 8 cars
- July 8, 2017** Caravan tour to Strawn TX
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- September TBA** Tour and Park and Show, Classical Gas, Arlington, Texas Or Possibly the State FAIR PARK.
- December 9, 2017** Toys for Tots, Frank Kent Cadillac, Ft. Worth, TX Open Your Trunks

Cars and Coffee, June 3rd, July 1st 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**
- 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. (reserve hotel after Late May 2017.)
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 - September 23 and 24, 2017** Cadillac Fall Festival at the Cadillac & LaSalle Museum at the Gilmore Car Museum, Hickory Corners, Michigan.
 - March 21-26, 2018** Australian Grand National, Renmark SA.
 - 2018** CLC Grand National—San Marcos, TX.
 - 2018** CLC National Driving Tour—Central California Coast.
- UP:**

Send any corrections, complaints, compliments, discussions, and/or additions to:
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