



STANDARD OF THE WORLD

Cadillac LaSalle Club North Texas Region

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April 2018

Awarded Best CLC Regional Newsletter 2007-2008

PATE Swap Meet Month

Photo and text by Lifer



April is Pate Swap Meet Month. It's that time of year again when the sixteen car clubs that comprise the Pate Swap Meet Association gather in the last week in April to put on the largest swap meet in the Midwestern United States, and possibly the second largest in the country. This is the 46th year of this annual event, and the North Texas Region of the Cadillac & LaSalle Club is a major player. This four-day event, which took many months of hard work by members of the member car clubs, has everything in the way of automobiles, motorcycles, and most anything transportation related, including parts of all kinds, accessories, automobilia, street rods, hot rods, antiques, classics, and loads of hard-to-find vintage items.

The North Texas Region mission is very important, as we are responsible to create, maintain, and to lay on the ground in eight zones, a special marker for each vendor space so the vendors who paid for their space can locate it. This year we are again using a new tile marker that has a vinyl sticker overlaid on a rubber marker tile. There are approximately 9,160 tiles, each hand-prepared by members of three car clubs, and hand-laid in the proper position on the Texas Motor Speedway west parking lot on the Saturday before the week of the swap meet. On the last Sunday of the swap meet all the tiles are recovered, sorted, missing tiles noted, and then stored for the next year's swap meet.



We are also responsible to mark the streets with 133 street signs so vendors and patrons can find their way around this massive site. Before they are set out, PVC poles have to be corrected from the previous year and made ready. Each 6-foot sign has two streets marked, and is screwed into a concrete base that weighs about 50 pounds. These signs are completed by a NTX crew that has plenty of muscle. On the last day of the swap meet the signs have to be taken down and stored for another year.

Why do we do it? Because we are part of a large active organization that has the same interests we do. It's hard work, and it's fun. The fun part comes on the swap meet days when we see old friends and greet new ones who come by our yellow and white hospitality tent on the corner of Andretti and Third Street, when we sign up new members, and when we show off some of our Cadillacs on display in front of our tent.

These pages will have some pictures of our work and thank you for those who helped and participated. If you didn't make it this year, try to schedule some time for next year, as we would love to have you aboard.



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

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



President's Message

We wish to say Thank You All for your hard work on Saturday at the Pate Tile Maintenance Party. The club wishes to thank Ned Hannah for use of his trailer and pickup to bring all the stuff to the Anderton Paint and Body shop place for us organize the tile. Plus Thanks to the Horseless Carriage and the Lone Star T's club for all their help too. Bill Levy managed to roust out eight NTXCLC members to pitch in. Thanks Bill Levy for the arrangements for the Saturday Pate Tile Maintenance party.

We look forward to seeing all of you out at the Texas Motor Speedway on Saturday morning April 21st at 9:00 a.m. for the Pate Swap Meet Set Up day. Remember this is our money maker project for operating the club for the coming year along with publishing your newsletters each month.



On Sunday, March 11th, we had a driving tour through back roads to Aubrey for the day's sights. We had a delicious and enjoyable lunch at MOM's in Aubrey, plus lots of visiting. It was a great surprise and delight to see the Eckbergs. Dave looked great and returns to Houston for another treatment Wed 14th. So we wish him the best of luck and continued progress.



Then after MOM's, we caravanned the drive with the members to view and ah ah ah over the beautiful colorful tulips at the Texas-Tulip Farm. What a great day we had, even though a bit windy and chilly walking, or as Minnie said "Tip toeing through the six acres of 95 varieties of Tulips of many colors." The pictures will justify better than words. The owners, a brother and sister who came originally from the Netherlands, met with us, to explain the process of ordering the bulbs, and planting with a special machine that they purchased from the Netherlands. They order new bulbs every year from the Netherlands to plant here at the farm in Aubrey. This is the biggest collection of tulips in Texas.

Larry and Darlene Freeman then led us to his spectacular home and the huge very well-appointed building housing his car collection. What a wonderful sight of all different cars and colors of spotless cars and floor. He claims it is a work – in – progress and not yet complete, but we certainly enjoyed everything we viewed . Larry states when he get the pictures hung, and a couple more of his of cars in place, we will be invited for a return visit. We really appreciate being invited to see the collection Sunday. Thank You Larry and Darlene. We are so sorry, we left Jeff Podmers and James Ashley behind at the Tulip farm, but next time we promise to wait. From Larry, "It was a pleasure for us. I wish I'd had the opportunity to talk with everyone back at the house. Maybe we can do it again when I am finished(?) with the showroom, and have all the cars in, pictures up, etc."



Also, we would like to see some of you new members, or anyone writing a story about your pride and joy. Plus who designed your car, or some tit bits about your Cadillac.

If your need help writing, call us or send to Bill Levy and he can flower it up for you. Share your car and stories, memories with fellow members.

Even down to maybe using a greasegun and finding all the zerk fittings to grease, or something special or unique about your Cadillac.

Hope to see you on the road soon.

God Bless You All

Rubye

817 996-8066



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Activities

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

April 21, 2018 PATE Swap Meet Setup Day.

April 23, 2018 Tent Setup Day

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

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

September 23 and 24, 2018 Cadillac Fall Festival at the Cadillac & LaSalle Museum at the Gilmore Car Museum, Hickory Corners, Michigan.

June 5—June 9, 2018 CLC Grand National—San Marcos, Texas. Embassy Suites by Hilton

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

August 3-10, 2018 CLC National Driving Tour—Central California Coast.

2019 CLC Grand National—Louisville, KY

2020 CLC Grand National—Overland Park, KS

2021 CLC National Driving Tour, Amarillo, TX

See you & meet you on the road,

Ruby 817 996 8066

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.



PATE SWAP MEET TILE PARTY

Located in Pate Swap Meet Director Dave Anderton’s Paint and Body shop, forty people from three different car clubs worked diligently for about two hours (a new record for this event) to place in order and update the vinyl number overlays onto approximately 9,9160 old and new 6” X 3” rubber tiles. This was the second year for the vinyl stickers, printed in numerical order on a number of rolls, with a self-adhesive back. The ability to handle the weather and the abuse they will receive while on the ground at the swap meet has been fully tested and is considered a success.

Dave’s shop was well lit, and comfortable to work in, and after all the work was completed, a lunch was served by the NTX club. Here are the members of three clubs who volunteered their time, effort, and skills to make this event a success.



Each tub contains tiles for specific blocks and a laminated map for exact tile count and field position



Virginia Andrews and Pauline Johnston never miss this event.



Ned Hannah’s trailer loaded and ready for Set Up day.



Here some of the 42 tubs full of new tiles ready to go.

A big thank you for all the club members that helped make the PATE Swap Meet the almost biggest in the U.S.A. Clubs included the North Texas Region Cadillac & LaSalle Club, North Texas Region Horseless Carriage Club of America, and the Lone Star Model T Ford Club

NTXCLC	HCCA	Lone Star T
Virginia Andrews	Sue Chovanetz	Robert Jebavy
Pauline Johnston	Raymond Chovanetz	Candy Jebavy
Bill Levy	Jerry Marcus	Gary Page
Harriett Goodfriend	David Groves	Suzy Page
Doug Ashby	Ann Groves	Jim Frierson
Jim Hanson	Larry Kollie	Bill Peterson
Minnie Bedrick	Sam Goforth	Judy Peterson
Rubye Musser	Jerry Howard	Dave Rosenow
Bob Musser	Linda Lodge	Sam Goforth
Ned Hannah	Mel McDonald	Hal Gorman
	John Cook	Fran Mc Glinn
	Ona Cook	Larry Kollie
	Suzy Page	Bree Neal
	Gary Page	
	Sandy Rose	
	John Sanders	
	James Toler	



“Think it will be windy at PATE this year?”

“Only if the sun comes up each morning...”

As a quick note, a number of vendors complimented us on the new space tile markers. Easier to read, and less prone to wind-flipping due to the added weight of the vinyl sticker.

PATE Swap Meet



Our Hospitality tent with Newer (2016 CTS) and older (2001 Eldorado) on display.

The NTXCLC Hospitality Tent serves as a warm spot to greet current members, new prospects, old friends, and anyone interested in Cadillacs. We always have a seat to rest weary swap meet deal-hunting feet, and a beverage to quench a thirst.



There is nothing like arriving early in the morning by Gate 4 of the Texas Motor Speedway and greeted by 42 tubs of vendor space-marking tiles, 133 street sign units, and a few sweets to get the day moving. After an orientation by NTXCLC Pate Swap Meet Director, assignments of duties and the issuing of eight golf carts, instructions on walki-talkies, and issuing of maps and tubs, the setup day begins. Using the new parking lot markings, we usually finish up at about 3:00 p.m. with some minor work left for the next week. All in all, it is a good work effort and a lot gets done.



Tear Down Day—workers and golf carts readied for the mission of recovering 9000+ tiles and 133 street signs. Due to careful planning and organization, it gets completed in records time.

HARLEY EARL

(November 22, 1893 – April 10, 1969)

March, 1927, 91 years ago last month, when General Motors unveiled its 1927 LaSalle—the first assembly-line car designed by a stylist rather than an engineer.

Harley Earl, the LaSalle's designer, was only 33 when the LaSalle first hit American roads, but he was already a visionary. Earl's career path came into focus during a family outing in 1910, according to the Automotive Hall of Fame. The 16-year-old, who would later work in his father's carriage shop, "found a clay-filled hollow" near his family's campsite and "sculpted the clay into fantasy cars more elegant than any that existed at the time."

By the time that Harley had worked just one year for General Motors, he was overseeing a staff of fifty designers, supervising design and color choices for all Fisher Body-built products at General Motors. The longer he worked there, the more influential that he became.

"In the beginning, he shared control of design with the powerful Fisher Brothers," reads an article found at the GM Heritage Center Site, "but eventually he would gain complete control of automotive styling, both exterior and interior as well as embracing the design of auto exhibits, experimental dream cars, streamlined trains, home appliances, batteries, radios, and all other products and accessories manufactured by General Motors."

Although Harley struggled to compromise with engineers and although he created designs that failed, he had many more successes; he:

Blended headlights and fenders into the overall car to create a smooth appearance

Rid cars of their luggage rack and created the modern trunk

Concealed the front radiator grille

Eliminated running boards

Lengthened and lowered formerly clunky car bodies

Lowered the passenger compartment for a more comfortable ride

Used modeling clay to create prototypes of cars so that he could easily make changes before working with metal

Introduced the four-headlight system, two-tone paint and the one-piece-wrap-around windshield

Designed the Cadillac Aero-Dynamic Coupe in 1933, the first vehicle with a one-piece, all steel roof; previous car roofs were made from wooden frames and a piece of canvas

Designed the Buick Y-Job, called the world's first concept car, intended to test advanced technologies and the public's reaction to them, rather than for mass production; cutting edge features included fender extensions over the doors, headlamps that disappeared, flush door handles, a convertible top that was covered by metal and electric window regulators.

Became a vice president at General Motors in 1940

Incorporated tailfins in Cadillacs in 1948, after being inspired by the P-38 Lightning fighter plane used in World War II; fins continued to grow in both size and popularity on Caddies until 1959 and made appearances through the mid-1960s

Focused on creating dream cars in the 1950s, which were unique cars that would be sent around the country, to show Americans the future of transportation; innovations during this decade include pillarless hardtops, the first true American sports car (1953 Chevrolet Corvette) and the Firebird gas turbine program

Harley retired in 1959 and moved to Florida. He once said that, "I dream automobiles" and, because of him, a car's style became an important component of new launches.

Adapted from Vintage Cars: A Look At The Cadillac LaSalle by Jim Kazliner, Cadillac LaSalle Club Snake River Region Newsletter, by permission.

My 1968 Cadillacs

Text and artwork by Lifer

The articles in the March CLC Self Starter magazine about the 1968 Cadillac brought back some really great memories for me. I had two fantastic '68 Caddies and they were two of the best automobiles I ever owned.

My first was a Kashmir Ivory (yellow) Hardtop Sedan DeVille with a black top and black leather interior. The car was fully loaded and had been in a major accident, but the dealer in Savannah, Ga., claimed they rebuilt the car to like-new condition. So, in 1991 I bought the car and it was a great car.



I was in the Army at the time, stationed at Ft. Stewart, Georgia, as a flight instructor and operations officer. I was working for a Colonel who was both very professional and also friendly, which made the assignment enjoyable. So, one day I drove the Cadillac out to the Liberty Army Airfield flight line and as I parked this huge boat of a car, the Colonel was just getting ready to board his own personal little car. His comment, which I loved and never forgot was, "Something wrong with this picture – a Captain in a Cadillac, and a Colonel in a Volkswagen..." I was the only Cadillac on post at that time. Some soldiers have class...



A few years later I was able to purchase a well-used, but in excellent condition, a 1968 Coupe DeVille in Baroque Gold Metallic, with Beige Domino Cloth and Leather. It had many options including a tilt and telescope steering wheel and an AM/FM radio. I was able to do almost all repairs myself, the few that there were, including replacing the starter without a hoist or jacks. This car was comfortable, good looking, roomy, and powerful, with the 472-cubic inch engine pumping out 375 horses.

One evening as I was tooling along down Main Street in Springfield, Ohio, where I grew up, and where I raised hell street racing as a teenager, but now a married man with a nice family and a job. I was stopped at a traffic light in my gold Caddy with my wife in the passenger seat, just enjoying the ride and behaving myself, when a mean, nasty Chevy Impala running a 350-cubic inch mill, pulled up alongside and began to gun his noisy V-8 engine to get my attention. OK, he had it, my attention, that is. Looked like a challenge, for sure, for sure. So, when the light turned green he floored his Chevy and I put the skinny pedal on the right in my luxurious Cadillac down to the bottom of the soft carpet. The Chevy's tires were screaming and smoking, but the Cadillac's four-barrel carburetor had opened so fast that the engine initially bogged down from the blast of raw fuel. The secondary throttles were wide open and there was some real action going on there. Then, all of a sudden, the engine fired up real strong and the car stood on its rear haunches and we were off, running like the wind for the next traffic light, several blocks away. My bride had no idea, no warning, of what was happening, and was screaming at me to STOP! No way, I was winning, defending the honor of my 1968 Cadillac. I won the race, got beat up by my spouse, and – I really loved that car.

Classifieds

For Sale; **1997 Eldorado ESC**, 88K miles, one owner. NICE car, cold AC, owners book, sales literature, etc. etc. Taupe with white interior. Only option is the trunk mount CD changer. \$2650.00 FIRM Richard (817-472-4260) (APR)



For Sale: **1939 Cadillac LaSalle Coupe** Redone, pretty much complete interior and outside. \$12,500.

Also, **1940 Cadillac LaSalle Sedan** with '38 Cadillac engine, original condition. \$1,500. Also, four Cadillac chassis and parts, starters, jacks, chrome, running boards, motors, hood, doors, fenders. Weston Ware (214)924-4860

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Under The Editor's Bonnet By Lifer



As the NTXCLC Pate Swap Meet Director, I wish to extend a super THANK YOU to every one that helps set up, participate, and tear down the swap meet. This includes the members on this club, the Lone Star Model T Ford Club members, and the North Texas Region HCCA club members. It's hard work, with no pay, but the effort supports the clubs and that is what is about.

I also want to thank Pate President John Anderson, and Coordinator David Anderton for their help and advice when we needed it.

Sunshine Report

Thomas Reagan — suffering with pancreatitis son of Randoll and Joyce.

Dave Eckberg—another treatment in Houston

Cecil Thompson
Mary Ruhling
Reagan Hammett

Tony Yates said Hello to all. Minnie and I went by to visit Tony after our tour Sunday.

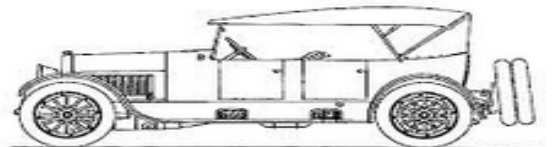
Say a prayer for each and call or send card

Please let me know of anyone having health problems

Ruby 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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Officers

President: **Ruby Musser**
(817) 996-8066 rubyemusser@gmail.com

Vice President: **Bill Ische**
ische.tx@gmail.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

Assistant Membership:
Activities : **Ruby Musser**
(817) 996-8066 rubyemusser@gmail.com

Assistant Activities:
Sunshine: **Ruby Musser**
rubyemusser@gmail.com

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

Newsletter Printer: **Greg Neiberding**

Pate Director: **Bill Levy**

Pate Director Assistant:

Historians:

Directors: **Jeff Podmers, Richard Cross**

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Looks like pillow, but with handles

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NTXCLC Board Meetings 3rd Saturday of even months, 1:00 p.m. at Willhoite's in Grapevine, TX.
Next meeting April 21th 2018 1:00 p.m. at Set Up at the Texas Motor Speedway.

April 2018



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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 75019

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NTXCLC

Calendar

June 5—June 9, 2018 CLC Grand National—San Marcos, Texas. Embassy Suites by Hilton

August 3-10, 2018 CLC National Driving Tour—Central California Coast.

2019 CLC Grand National— Louisville, KY

2020 CLC Grand National—Overland Park, KS

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April 23, 2018 PATE Tent Set Up Day

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

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

Cars and Coffee, April 7th, Mazy 5th 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.

Note: We eat breakfast at Café de France, 17370 Preston Rd #505, Dallas, 75252 after Cars and Coffee, @9:00 a.m. Join us.



COMING UP:
August 3-10, 2018 CLC National Driving Tour—Central California Coast.

2019 CLC Grand National— Louisville, KY

2020 CLC Grand National—Overland Park, KS

2021 CLC National Driving Tour, Amarillo, TX

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

web site: www.clcntx.com