



STANDARD OF THE WORLD

Cadillac LaSalle Club

North Texas Region

web site: www.clcntx.com

November 2015

Awarded Best CLC Regional Newsletter 2007-2008

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

Saturday, November 14, 2015

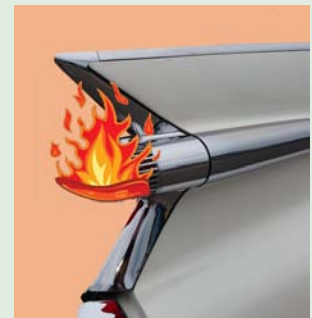
John's Cadillac Ranch, 12603 W FM 407, Justin, Tx. 76247 (Three miles west of Justin)

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

See map on page 8 for easy directions.

Note: If you are not cooking, then bring an appetite, 'cause it is going to be great.



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

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





NTXCLC 31st Annual Regional Meet



David Kanner 53 Fleetwood
1st 50's and Best Of Show



Jeff Podmers 39 Opera Coupe
1st 30's and Best LaSalle



Bill Sime 78 Coupe Deville
1st Place 70's



Lenny Zimmerman 84 Coupe Deville
2nd Place 80's



Ron Fishell 93 Allante
Streetside Choice



Bob Musser 93 Allante
2nd Place



Jim Hanson 93 Allante
1st place



Bill Haesslein 67 Coupe DeVille Conv
1st Place 60's



Karen Phillips 97 Eldorado
2nd place 90's



Dara Warren 12 CTS Wagon
1st place 2000's



Larry Freeman 93 Eldorado Conv
1st 90's and Best Caddy



W.G. Horts 89 Brougham
1st Place 80's



Bill Kaufman 54 Sport Coupe
2nd Place 50's, and Lady's Choice

October was a good month for showing off your car and here we had twenty five members and thirteen fine Cadillacs and LaSalle that came out for the fall Regional meet at the Streetside showroom in Ft. Worth Texas. What a delight to welcome four new members and one that has been in attended in about ten years. NTX welcomed the New Members Lenny Zimmerman and granddaughter Danielle with their 1984 Coupe DeVille. A big thanks to Streetside Classics for hosting our event.

This event is a great social and car event for all members and families of the NTX club. Beside a fine lunch, there was an abundance of car talk, and general conversation by the attendees.



NTXCLC

31st Annual Regional Meet
Car Show Winners And Trophies



Bill Kaufman awards David Kaner the Best Of Show for his 53 Fleetwood



Jeff Podmers Best LaSalle



Bill Sime 1st place 70's



Lenny Zimmerman 2nd place 80's



Streetside Classics Special Judge awards the Streetside Pick to Ron Fishell



Bob Musser 2nd place Allante



Jim Hanson 1st place Allante



Bill Haesslein 1st place 60's



Receiving 2nd place 90's award for Karen Phillips is Richard Cross



Dara Warren 1st place 2000's



Larry Freeman gets his Best Caddy award from Danielle Zimmerman



W.G. Horst 1st place 80's

Others attending:
Mark Anderson, Chris and Carol Cohen, Johanna Gullet, Chad and Mona Hannah, Judy Hanson, Pauline Johnston, Carole Davis, Jennie Kaufman, Mark McCay, Justin Burgess, Randoll and Joyce Reagan, Elfriede Russell, Mike Nesbitt, Jim Warren, Judy Zimmerman



Bill Kaufman has the Lady's Choice award

Photos by Ruby

Trophies courtesy of Jim Warren and Ray Hershey

Activities Director's Calendar

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

November 7 The Cadillac LaSalle Club Is Invited To the Classic Car Club of America's North Texas Region's 13th *Not-So-Grand Classic & Debutante Picnic* At the home of Mike and Joy Ames, 11:00 AM, 3522 Calender Road Arlington, Texas . See page 7 for details. You must sign up by November 5, 2015. **Map page 6**

November 14 Chili Cook Off Real cook off on site at John Foust's Caddy Corners with prizes and games. See page 1 or details, and map on page 6

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

January 3 NTXCLC Christmas Holiday Dinner. See page 14.

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

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

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

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

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



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

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

RUBY

Name correction for Crusin' For
The Cure award



Bill Kaufman'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.



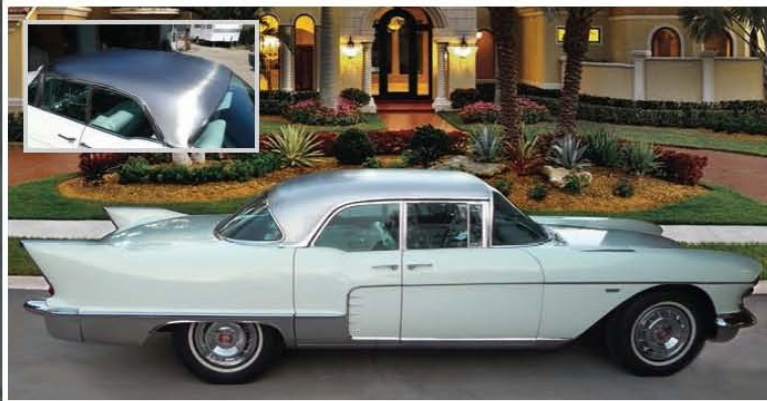
JOIN THE SEVENOAKS FOR

Dallas Fall 2015



COLLECTOR CAR SHOW & AUCTION

November 20, 21 & 22 • Dallas Market Hall



1958 CADILLAC ELDORADO BROUGHAM SEDAN



1993 CADILLAC ALLANTE



2006 CADILLAC ESCALADE AWD ESV



1950 CADILLAC SERIES 62 CONVERTIBLE



1941 CADILLAC SERIES 62 CONVERTIBLE



1955 CADILLAC ELDORADO CONVERTIBLE



1940 CADILLAC 60 SPECIAL FLEETWOOD TOURING SEDAN

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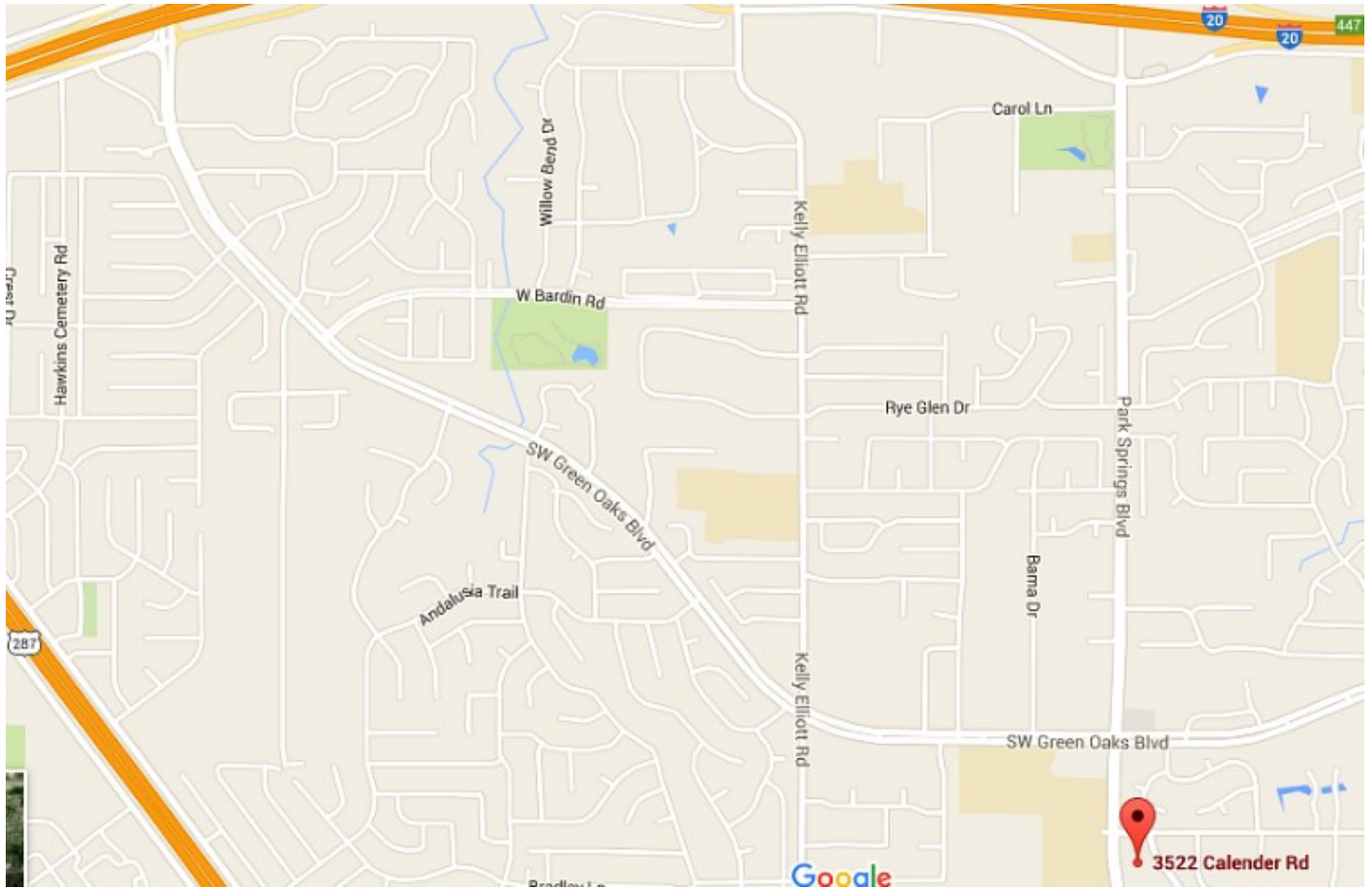
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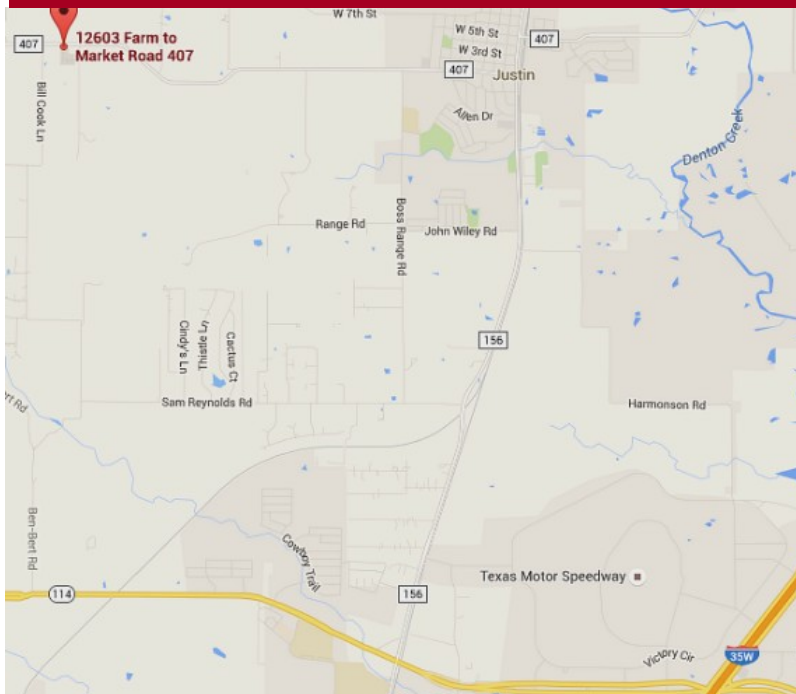
LeakeCar.com • info@Leakecar.com

SAME DAY
PAY

Not-So-Grand Classic & Debutante Picnic



John's Cadillac Ranch, 12603 W FM 407, Justin, Tx. 76247 (Three miles west of Justin)



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

Classic Car Club of America 's
North Texas Region's 13th
Not-So-Grand Classic & Debutante Picnic

The Cadillac LaSalle Club Is Invited To the Classic Car Club of America
North Texas Region's 13th *Not-So-Grand Classic & Debutante Picnic*

At the home of Mike and Joy Ames, 11:00 AM, November 7

3522 Calender Road Arlington, Texas

Name_____

Number attending_____

I am enclosing \$_____ for ___ Box lunches @ \$15.00 each

Please indicate on the space below the number of the following box lunches you are ordering.

___ Oven Roasted Turkey Breast on Whole Wheat Bread

___ Freshly Made Chicken Salad w/Almonds and Pineapple on Whole Wheat Bread

___ Roast of Beef on Rye Bread

Box Lunch includes Chips, Pickle Spear, Fresh Tomato, Lettuce, Mustard & Mayo packets and Giant Cookie. Soft drinks, Iced tea and Water provided.



Please complete this form and return along with your check, payable to NTR, to: Joy Ames, 3522 Calender Road, Arlington, Texas 76017

SIGN-UP DEADLINE: Thursday, November 5, 2015

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

Thank you NTX Members helping us celebrate our 31st Regional at Streetside Classic 25 members attended. We have four new members.

Dear members, our year is coming to its end but we have several really important events You should make every effort to participate:

Nov 14th: Our Chili Cook Off at Honest Johns Caddy Corner.
Dec 12th: Toys for tots open your trunk at Frank Kent Cadillac. Our community Project.
January 3rd: Our fun and dress up time Christmas Party. See page 14.
March 12th 2016—Pate Swap Meet Prep and Tile Party (March 19th Rain Date).
April 23th 2016—Pate Swap Meet Set up Party 8-9 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.
September 17th 2016 Cruisin' For The Cure, Downtown Ft. Worth, TX.

At this time we also face important issues. Consider your board - volunteer and help or join the board. Then you have a voice in the governing of what you do for the upcoming New Year.
Such as:

- 1: Need to consider raising the dues \$5.00 due to rising cost of the newsletter as mailings, and stamps.
- 2: Volunteer for a Committee or if you do not, the Board may assign everyone to a committee.
- 3: We need a couple to volunteer each month to sponsor and assist the Activities Director.

At the Streetside Regional you as members had to elect and install a new treasurer due to Neil Jefferson resigning to a move from Texas to Wisconsin.

As members you need to recruit new members so we have availability of you all considering being elected to new board. We need new ideas and new board members.

This is your Club Vote, Your value Your Voice Your Opinion.

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,
Ruby Mae

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

Story and photo by Richard Dormois

My grandfather, John Tabler Dormois, lived in Kansas for a hundred years and never owned or drove a motor vehicle. He regarded his Belgian draft horse more dependable on his United States Postal Service rural mail route. My dad, Richard Clinton Dormois, never owned or drove a motor vehicle until he was thirty-five years old when he got tired of hitchhiking to work during an extended Saint Louis bus strike. One morning, he just got up early, upsetting the household, and announced he was going downtown to buy a "machine". Mother emotionally reminded him he didn't know how to drive a machine. He said "They have them now you don't have to shift and I can learn to drive one." Daddy drove home that night in the most beautiful slate gray 1947 Cadillac sixty two series Club Coupe I have ever seen to this day. It really didn't need it, but the factory dual spot lamps really set it off. He had purchased it from a Pierce Arrow collector in Saint Louis and his hired man taught daddy how to drive it.

My father was somewhat reluctant to teach my mother to drive and she became impatient and chose to teach herself to drive when daddy was asleep....After all...She had driven the tractor down on the farm in the Ozarks when she was ten! Mother backed the Cadillac out of the driveway with a little more acceleration than intended and into the fire plug on the corner of Cutter and Plateau and sent "Old Faithful" higher than the Mueller's three story Victorian across the street, which summoned emergency vehicles from far and wide. I don't know if mother was more embarrassed at hitting the fire plug or daddy running out of the house clad only in his white boxers. Over the years daddy got many compliments on such a beautiful car and he would always answer. "Yea.....But it costs five dollars to fill the blame thing up." From there on, it was a succession of low mileage Cadillac motorcars and to my knowledge, my father has never been behind the wheel of another marque!

With such exposure in my formative years, it is no surprise that I should seek a "machine" such as "The Standard of the American Road" as I approached an age when I might convince my parents I needed a driver's license. As I hitchhiked to work each day at the Saint Louis Municipal Airport, I passed Woodson Motors in Overland, Missouri, a thriving Saint Louis suburb. A two tone green 1941 Cadillac, Sixty Two series, four door sedan, languished on the back lot behind the clapboard office, almost in the trees. It was actually out of site of those passing on Saint Charles Rock Road, the main road connecting that end of the county with Saint Louis proper. I became enamored at first site and seized the first opportunity to visit the office and inquire about the Cadillac though I was just fifteen. The salesman said it ran well, the glass and body were good, it had a clear title and they would take a hundred and fifty dollars for it. It had been there for awhile, but several had looked at it. I decided that green Cadillac would be my first car and, like daddy, I would find someone to teach me to drive it. It was a V8 car with a three speed stick on the column and the salesman let me sit in it and go through the gears making revving RPM sounds with my throat. I never started it. I worked full time and went to school full time when I was fifteen and pretty much sustained life at ninety five cents an hour as a flight caterer, so I had a decent savings account. Without mentioning anything to my parents, I drew out a hundred and fifty dollars and carried that hundred and that fifty around with me in case I had to do something drastic to prevent "my" Cadillac from being sold to someone else....You see....My father had never said anything about my getting a driver's license, let alone buy a car. I could be seen frequently going through the gears revving that V8 that wasn't running. The salesman told me once. "You can wash it up if you want to." I declined and he laughed. I didn't want "my" Cadillac looking too spiffy to anyone else. *(continued page 10)*

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

(From page 9)

By that time daddy had taught mother to drive and she had a 1949 dove gray sixty two series Cadillac four door sedan with a Hydra-matic Transmission. I took my driver's test in that Cadillac the morning of June 21, 1954, my sixteenth natal day with my mother in the car. I passed with a ninety percent as I got up to twenty-six in a twenty-five going down a steep hill in a residential district. The examiner told my mother I was a good driver but I had a heavy foot....

I don't know how I did it, but I talked mother into going over to Woodson Motors to look at that 1941 Cadillac sixty two four door sedan. My salesman came through like a champ, but did not sell my mother on that car. He sold her on what a fine job she had done raising me. He said her son made good grades in school, went to church, hitchhiked to work every day and really needed a car so he could get home earlier and get more sleep. Mother asked him how much he wanted for the car and he said it had been more, but he wanted me to have it for a hundred and fifty dollars. She grinned and said "I don't think Dick has that kind of money." I clearly recall the look on her face when I took my hundred and fifty out of my pocket and handed it to her. She looked at it and handed it to the salesman. At no time did we ever give any thought to how much trouble we would be in with daddy. We got in the car with the salesman and took a short drive down Saint Charles Rock Road. I shifted into second just like I had practiced and turned around at the first median opening and went back to the lot. We went to A & W and celebrated with a root beer float. I bought...Mother had only limited knowledge of rolling stock but she thought the white cord showing through on all four tires might not be a good thing. She bought me four used sixteen inch Goodyear Double Eagles and tubes for my birthday, I think from Al's Garage. I went straightway to the Hudson Oil Company Station on Saint Charles Rock Road and filled up with regular at 10.9¢. I know some of you have trouble with that, BUT if you know anyone who was around Saint Louis, Missouri in June of 1954, they will remember that crazy gas war that lasted over a month. On payday, I would fill up with Super Shell ethyl at 19.9¢. Sure ran better on the Super Shell. Only one legal driving day under my belt, I got stopped for speeding on Charlack by "Red" the sergeant on the Overland Police Department. "I'm not going to give you a ticket but you have to hold it down. Brownie told us to watch out for you in that old Cadillac" ...I caddied for our Overland Chief of Police, Browne Hargrove, on the weekends. I was more concerned about my father finding out than anything. Official discipline paled into insignificance compared to what my father might do...Red never told my dad who he had coffee with about every night around midnight.

Growing up we were not an affluent family by any means, but we were a three Cadillac family. Daddy worked swing shift in the composing room at the Saint Louis Globe Democrat and got off at 11:00 PM and then put in eight hours at his machine shop, Acme Machined Products in Overland, Missouri. Mother worked in the cafeteria at my school. I worked for Schneithorst Catering service full time as a flight caterer at Saint Louis Municipal Airport and caddied on weekends.

That Cadillac could get off the line smartly and carry on with the best of them winding out in second which I just left it in.....Then came 1955 and I was seeing a lot of Chevy tail lights and my reaction time wasn't as good as it was on the back lot at Woodson Motors. *(continued page 11)*

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

(From page 10)

I think we all had an event or circumstance with our first car the memory of which will simply never go away. One night as we finished our swing shift at the airport servicing such carriers like TWA, Eastern, Braniff, American and Ozark Airlines, my buddy Gale Wilfong, suggested we head out to Flat River, MO where there were some girls who might like to meet us. I had the biggest car, so six of us took the '41 Cadillac and headed south. Just north of Flat River she gave up her head gasket. Everybody in the car knew what it was right off. Made it to Flat River where Gale Wilfong's uncle had an auto repair shop. It is midnight and we are pretty far from where we needed to be at three p.m. the next day. We took the car to the shop and got a ride over to the "Country Kitchen" open all night. Sure enough, there were several nice ladies there, I remember being a little older than we sixteen and seventeen year old high testosterone youth.....This was in 1954 mind you, and we had not heard of this boy on the juke box, but the first six songs on that Seaburg selector in each booth, were by the same singer and they played six for a quarter. *Mystery Train....Milk Cow Blues Boogie....Laudy Laudy Laudy Miss Claudy.....Good Rockin' Tonight....Blue Moon of Kentucky.....That's All-right (Mama)....*I don't think any of us could tell you what else was on that juke box that night, but six of us with a lotta quarters probably will never forget every word of every one of those ELVIS PRESLEY songs.....All night long.....I have enjoyed seeing that boy in Las Vegas, Nevada and South Lake Tahoe, Nevada in the flesh, but nothing will replace that night in Flat River, Missouri when my 1941 Cadillac took us there.....Barely.....Gale's uncle's shop pushed a 1940 Brown Nash aside and jumped on my Cadillac and with not much sleep, we all made it back to the airport to service our flights with no delays.....

That was just sixty one years ago and I wonder what ever happened to my first car.

Stay tuned. This is the first of a six part series on how these wonderful Cadillac motorcars have taken our family on some great trips all over North America...."THAT'S MY STORY AND I'M STICKIN' TO IT" Be safe.



THE NORTHSTAR ENGINE

Bill Levy

(Continued from October Issue)

NORTHSTAR PROBLEMS

Few rebuilders overhaul Northstar V8s because the Northstar V8s are such expensive and complex engines. Cadillac has no remanufacture program for Northstar V8s (if one fails, it is replaced with a new one). Certain critical internal parts are unavailable (such as oversize crankshaft bearings). The cylinder liners can't be replaced or overbored and it doesn't leave much to rebuild.

Cadillac says that the heads are throw-aways. If the valve guides are worn, the cylinder heads need to be replaced. The heads have hard powder metal valve guides however, some think that the guides can be replaced with new ones or repaired with bronze or cast iron guide liners.

Cadillac service bulletin 01-06-01-011 deals with oil burning on 1996-'99 Northstar V8s. The cure, says Cadillac, is to do a ring cleaning procedure. Cadillac recommends using GM cleaning kit (P/N 12378545) and Kent-Moore J-45076 induction/evacuation tool to do the job. The cleaner is added into the cylinders through the spark plug holes and allowed to soak the rings for two hours. The cleaner and dissolved crud is then vacuumed out of the cylinders through the spark plug holes, followed by an oil change. Cleaning the throttle body and EGR valve is also recommended.

On 2000-'01 Northstar V8s, a buildup of carbon deposits in the combustion chamber can cause a cold knock condition. Bulletin 99-06-01-101A says to use top cleaner to remove the combustion chamber deposits.

No oil pressure on a 1993-1994 engine? Debris between the oil pressure relief valve and its seat will prevent oil pressure buildup. The cure here is to clean or replace the pump (P/N 3543258), which is located on the front of the engine.

Oil leaks around the rear main crank seal have been a problem on some 1996-1999 engines, so GM has developed a new rear main oil seal (P/N 12556107) that should cure this problem. It's a press fit seal that takes a special tool (J-42482) to remove and install.

In 1995, GM revised the original crankshaft balancer to provide smoother operation and longer durability. If the balancer is removed from the crankshaft for any reason, GM recommends installing the newer, improved balancer (P/N 12552437 or 12552436, depending on the engine).

From the Cadillac Owner's Forum the following information regarding oil consumption: Remember one special point about the Northstar: it holds 7.5 quarts of oil, but does much better when it has 7 quarts. The best way to minimize oil consumption in a Northstar is to keep the sump filled slightly low by only checking the oil level when hot and only filling the sump with 7 quarts of oil (7.5 with a dry filter at a change.) And drive the engine out frequently. It likes to be used and red-line upshifts at wide-open throttle help promote clean combustion chambers, exercise the piston rings to keep them free of carbon buildup and keep them mobile and to ensure the engine is broken in and maximum sealing is obtained. The Northstar does not like to be babied around. It likes to be run hard frequently with a WOT blast in merging or whatever. Even engines reported to use 1 quart per 1500 miles tend to improve to 2500 miles per quart or better when subjected to a regular schedule of use and "abuse".

DIAGNOSTICS (for 2004 and earlier cars) [Courtesy of General Motors Corp.]

For drivability and emissions problems, you can access trouble codes and sensor data the usual way with a scan tool, or you can read the information through the Climate Control Center. To enter the built-in diagnostic service mode, press the OFF and WARMER buttons simultaneously and hold until all the segments on the display panel light up. If there are any engine or other trouble codes in memory, they will be displayed.

On the 1993-1995 models (pre-OBD II), trouble codes have a letter prefix, three-digits followed by a "C" for current or "H" for history code. On the 1996 and newer cars with OBD II, the prefixes are somewhat different and the codes are four-digit numbers.

On the earlier cars, engine codes have an "E" prefix. On the later OBD II cars, "P" is the prefix for power train. Other codes on the earlier cars include "I" for instrument panel, "A" for the A/C system, "R" for the air bag system, "T" for ABS/traction control, and "S" for the electronic suspension. On the newer OBD II cars, the prefixes are different. You'll see "IP" for the IPC instrument panel, "AC" for air conditioning module, "TC" for traction control, "RS" for the road suspension system, "SD" for the air bags, "PZ" for the body control module, plus other codes for other accessories such as "CC" for the cell phone or "RF" for the integrated radio.

If there are no engine/powertrain codes in memory, the display will read "No E Code" or "No P Code" depending on the model year.

To check for other system codes, press the WARMER button to scroll ahead (or OFF to scroll backward). If the PCM can't communicate with a particular system, the display will read "No X Data" where X represents the letter(s) of the system.

To clear an engine code, choose PCM mode after any codes have been displayed, then scroll to CLEAR CODE, press the HI button to select, then press the HI button again to erase the code(s).

To exit the service diagnostic mode, press the AUTO or DEFOG button, or simply turn the ignition off. This does not erase any codes.

(cont page 11)

THE NORTHSTAR ENGINE

(From page 12)

AFTER 2004

The Northstar continued to be Cadillac's main engine after 2004 with many refinements. The bolt thread design was improved that removed most head gasket and overheating issues. The engine was also used in the Pontiac Bonneville GXP and Buick Lucerne CXS.

A substantially modified engine in 2004, LH2, was for longitudinal rear and all-wheel drive applications in the STS, SRX and the XLR. This included continuously variable valve timing on both intake and exhaust valve cams. The NorthStar now produced 320-hp and 315-lbs of torque, and had a 10.5:1 compression ratio.

A supercharged, hand-built version, LC3, was provided for the STS-V and XLR-V. It was a reduced bore (4.4L) to strengthen the block with heavier webs and improved head gasket sealing. The horse power was increased to 469 and the torque at 439 with 9:1 compression ratio. There was also a 650-hp version of this fabulous engine featured in the Cadillac-Northstar LMP02 race car.

The Northstar engine ceased production in July, 2010.



Cadillac-Northstar LMP02

I hope this article got Standard Of The World readers interested in Cadillac Motor Division's finest V-8 product. There is miles of data and information of the web about this engine and way more interesting detail than I had room for. One excellent source of information for this and all Cadillac cars and power trains is the Cadillac Owners Forum (<http://www.cadillacforums.com>), Classic-Cadillacs (<http://www.classic-cadillac.com/forums>), Caddy Info (<http://caddyinfo.ipbhost.com/>), and many others.

Remember, if you are not Caddying, you are lacking.



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



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

RESERVATION FORM
2016 Christmas Party
 North Texas Region Cadillac & LaSalle Club

SUNDAY January 3, 2016
 Doubletree — 8220 Esters Blvd, At Highway 114, Irving, TX 75063
 Time: 3:00 to 8:00 PM
Food, Friendship, Fun, Door Prizes

MEMBERS NAME & SPOUSE _____

ADDRESS _____

Phone _____ E-mail _____

Member	\$25.00	_____
(PATE Worker = Free)		
Spouse	\$30.00	_____
(PATE Worker = Free)		
Children under age 6 - each	\$10.50	_____
Non-member Guests - each	\$32.00	_____
Fish Dinner Additional, each	\$ 7.00	_____
Total Due-	\$	_____

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

Denote how many -

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

Please respond early

No later than December 30th, 2014. NO WALK IN' S ACCEPTED

Dues Notice

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

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

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

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

Name _____

Check Number _____

Changes:

Address _____

Email Address _____

Phone Numbers _____

Spouse Name _____

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



Remove Page Here

1st Class Postage Required

First Class Mail

Bill Haesslein
5744 Caracas Drive
North Richland Hills, TX 76180

TAPE

TAPE

TAPE

SUNSHINE REPORT: Rubye Musser

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

We would like to have a committee telephoning each month to remind of up coming activity and health of members.

Praying for those in less then good health:

Pauline Ofstead-has been in the hospital with leg infection

Bruce Sapp-Recently lost his mother. He is in Canton Ohio with his father.

Leon Hannah passed away, his is the brother of Ned & Chad Hannah.

Karen Hannah, is receiving treatment.

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.

Robert Trost fracture leg.

Bev Podmers is ill.

Mark Schmitz is recovery from lung transplant.

Cecil Thompson and **Rudy Bedrick** need prayers.

Rubye Musser recovering from eye surgery.

Birthday:

Neil Jefferson, belated.

George Smith ..November 16th.

Love to All. GOD BLESS EACH ONE

Rubye

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- Vice President: **Jim Warren**
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- Treasurer: **Jim Hanson**
Jam_Han@msn.com
Neil Jefferson (closing out)
- Webmaster: **Minnie Bedrick**
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- Newsletter & Distribution: **Bill Levy**
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- Directors: **Minnie Bedrick, Ron Fishell**

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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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MEMBERSHIP REPORT: Bill Haesslein

Welcome New Members:

Douglas Ashby, Dallas, TX
 Bill Sime, Dallas, TX
 Leonard H. Zimmerman, Savannah, TX
 Greg Cashen, Lantana, 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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November 2015



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Bill Levy (lifer@writeme.com)
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DRIVE, SHOW, CHROME, BUMPER BULLETS, TAIL FIN



NTXCLC

Calendar

See Page 4 for details

November 7 North Texas Region's 13th *Not-So-Grand Classic & Debutante Picnic*. Page 8

***November 14** Chili Cook Off page 1

***December 12** Toys For Tots

***January 3** NTXCLC Christmas Holiday Dinner.

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

***April 23th 2016**—Pate Swap Meet Set up Party

***April 28-May 1, 2016** — Pate Swap Meet

***May 1st 2016**—Pate Swap Meet Tear Down Party

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

Nov 7, Dec 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.



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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

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