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Cadillac LaSalle Club North Texas Region

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August 2016

Awarded Best CLC Regional Newsletter 2007-2008

1980 Cadillac Eldorado Paris Custom Coupe



Photo by Eifer

In this issue we discuss custom and modified Cadillacs. Above is the beautiful 1980 Cadillac Eldorado Paris Custom Coupe built by American Custom Coachworks of Beverly Hills, CA, and owned by NTXCLC members Tod and Elena (and Katrina) Moore. Tod sent me the following:

Custom coach builders have been a part of the automotive world since its introduction, and in fact, they pre-date the automobile. Many coach builders got their start doing just what the title suggests – custom building stage coaches to order. These companies continued their work as the automobile was introduced, modifying production vehicles to specific uses as requested – limousines, hearses, ambulances or other variations of vehicles. Some of these companies targeted vanity customers – people who just wanted to stand out or show their status, such as movie-stars and other celebrities, who had to have a car that was different from everyone else's. There were enough of these customers to keep many Coach Builders in business over the years.

One such company was American Custom Coachworks of Beverly Hills, California (ACC). They got their start over 50 years ago, primarily customizing production vehicles to limousines for local livery companies, and doing custom work for individual customers such as adding a bar or TV to a personal car, or specific modifications for sports cars, and convertible conversions. They quickly became the go-to company for many Saudi customers who had money to spend on exotic vehicles. In the early 1970s, they came out



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

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



1980 Cadillac Eldorado Paris Custom Coupe

deVille frame that was a hit – selling some 80-100 units per year. These Cadillac station wagons were the equivalent of today's Cadillac SUVs – big, roomy, status symbols. During this period, American Custom Coachworks was the largest custom coachbuilder in the country.

In the late 1970's and early 1980's, Texas Oil was at the peak of production, and the money from those oil wells had to be spent. Many oil well owners would choose to show their success by ordering customized cars to let everyone know they had money, and one popular customization of the era was the "Six Wheel" Cadillac – a Cadillac modified with dual side mount spare tires on the front fenders – a throw-back to Cadillacs of the 1930's. Many coach builders came up with their own designs for these cars such as the Grandeur Opera Coupe on the Seville platform, and Glamour Coupe by Regal Coaches on the Eldorado frame. American Custom Coachworks designed their own "Six Wheel" Eldorado as well as an El Camino styled pick-up conversion of the Eldorado, and sold these vehicles as "Paris" conversions. Both of the cars were hits, and many of them made their way to Texas where successful buyers could show off.

When oil production went bust in the mid 1980's, many fortunes were reversed and the market for these customized vehicles went soft. ACC stopped production of their Paris conversions in 1980. It was during this period that my father bought a Seville Grand Opera Coupe in like-new condition, and I fell in love with it. I went on the hunt for my own car, and soon found a twin to his Opera Coupe located in the Austin area in 1993, and bought the car. It wasn't really an antique, but it got lots of attention.

In 1994, my father was approached by a neighbor who knew about an American Custom Coachworks "Paris" coupe conversion that was stored and likely for sale. My father looked at the car – it only had 25K miles on the odometer and was in outstanding condition, so he bought it on the spot, and drove the car on many interstate trips. Within a couple of years, my wife and I had a baby, and making trips and going to club meets in the Seville was a problem – it was only a two-seater. So, I approached my father about buying his Eldorado "Paris" and in 1997, we made a deal – now we had plenty of room for family and friends.

To create the Eldorado "Paris" coupe, American Custom Coachworks started out with an Eldorado coupe. In the case of my car, they used a California production 1980 Eldorado, with the Oldsmobile 350 cubic inch electronic fuel injection option (standard for Federal cars in 1980 was a 368 c. i. carbureted car that could not meet CA emission standards). The frame was cut just forward of the firewall, and lengthened by approximately 18 inches. The wiring harness, throttle controls, shift linkage, vacuum tubing, air conditioning hoses, brake lines, exhaust etc. were also lengthened. Custom body panels were fabricated from the windshield to the hood, and from the front door to the wheel wells. "Dummy" side mount spares were created on these panels, and fixed in place with matching wire wheel covers. The rear side windows were deleted, and a custom vinyl top with brushed stainless steel trim was added, along with chrome landau bars, with a backlit Cadillac crest in the center. The interior headliner and sail panels were modified to accommodate the deleted rear side windows. The car was delivered from the factory with sunroof and all of the other Cadillac features.

Extending the wheelbase of the car makes for an extraordinary highway ride. It also makes parking a bit of a challenge, but gave me a good reason to build a new, deeper garage at the house! We love the car, and look forward to Sunday drives, and the occasional club meet. We now have over 70,000 miles on the car, and it still retains a nice, tight, quiet ride.

American Custom Coachworks continues to stay busy. They are now named American Limousine Sales – they continue to customize and sell directly to corporations, casinos, hotels, companies, limousine services, private individuals, heads of state, royal families, movie studios, celebrities, and transportation companies, however, their custom vehicles are now limited to one-offs and individual orders.

The next time you see us at a meet, please take the time to come over and inspect the car – we love to show it off!

Tod and Elena (and Katrina) Moore



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President's Message

Our first General Meeting for this year was very fruitful. We met our special guest and visitor from South Australia, Michael Augustino, who is VP of his Cadillac club at home. Each of the clubs shared news of events and the workings and duties of each club's directors. Earlier in the week both Michael and his wife Corrine visited in our home in Arlington, Texas, and also visited John (Honest John) Foust at Caddy Corners, Justin, Texas.

Here is a synopsis to keep our members up to date on the workings of the club's past events:

Pate: we will not know the total amount of our check from earning in 2016 until September. Once we know, it will posted. Again we wish to thank all for your hard work. Thanks to Bill Levy, Jim Warren, and to Ned Hannah for use of his truck. We learned at the meeting that Bill Levy went out to the Pate storage (he calls it the "Barn") recently and found our area in a huge disarray. So he spent the day straightening out the tipped over tile tubs, and chairs and tables and other stuff. A huge thank you to Bill Levy. Also, John Foust has donated a huge locking metal storage cabinet to store our club items in. We thank John for this donation and all that he does to help the club. Bill Levy has redone some Pate maps and presented a list of items that will be reviewed by the Board for purchase with the intent to make our jobs easier on setup and tear down days. He covered items to be considered for the future, like golf carts, walkie talkies, etc. This took time and study. Thanks Bill.

For the Nominating Committee, we need several volunteers to help on the committee, or you will be asked to assist. Minnie Bedrick is the Chairman.

EVERY DIRECTOR NEEDS VOLUNTEERS to help with their job.

We need volunteers for:

- Help with advertising for the newsletter—ask wherever you trade or buy things, not just car items
- Phone committee: Call members when there is a meeting or change to events.
- Help with activities each month; you pick a month.
- Assistance with membership

We are also going to help with a charity —Greg Nieberding suggests the Community Partners of Dallas.

So make suggestions, or get on a committee, or make suggestions as to what you think will help the club and help you as a member. What do you want out of the club? How can you help the club grow and be fun and help with what you want or expect the club to do for you.

We have had a good year so far, but we can always improve and be the Best Club in CLC. This is the time of the year to speak up or volunteer.

By the way, OOPS- sorry for the mistakes made on the last newsletter regarding cars, years, and names. And the official name of this wonderful event was "Cadillac Ranch Inter-Regional.

Your President, **Rubye**

ACTIVITIES DIRECTOR'S CALENDAR

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

August 13 Ice Cream Tour—See page 9.

September 17th 2016 Wheels For Wellness, Downtown Ft. Worth, TX. See Page 11

October 2nd Our biggest event —show your car for judging and awards. Regional Meet at Southfork Ranch, Parker, TX. See Page 12.

November 12, John Foust Fintastic Chili Cook Off and Car Show,, Justin, TX. Make your plans for this fun family event. See Page 10

December 10, TOYS for TOTS Frank Kent Cadillac Ft Worth , TX. Open your trunks, show your car, and see the new Cadillacs.

Planning:

October 14-16 2016 Cadillac Nationals "Sweet Meet" Whangari, New Zealand [ron.melville@eves.co.nz]

March 11, 2017 PATE Tile Cleanup Party (alt 18th)

April 22, 2017 PATE Setup Day

April 27-April 30, 2017 PATE Swap Meet

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

2018 CLC Grand National—San Marcos, TX

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

AND: **2019** CLC National Tour, Amarillo, Palo Duro Canyon.

See & meet you on the Road, **Rubye**

MODIFIEDS AREN'T FOR EVERYONE

TEXT BY RICHARD DORMOIS IMAGES BY TERRY WENGER, JOHN MCDONALD, RICHARD DORMOIS

I would like to commence this article by crediting those who helped me put it together; The Cadillac & LaSalle Club Chief Judge Bill Anderson of Gambrills, Maryland; Terry Wenger of Ferguson, Missouri; John McDonald of Fairbanks, Alaska; and Art Downs of Laveen, Arizona. Thank you.

The complexion of our collector car culture is changing. Most recently, the word that four classes of modified Cadillacs and LaSalles will be judged at the 2017 Cadillac & LaSalle Club Grand National Meet in McLean, Virginia, was a pleasant surprise to most. Some surmise that this change will encourage more youth to become involved in the Cadillac LaSalle Club, but generally, I see a dramatic overall increase in the number of entries on the show field Saturday. There are scores of the Cadillac faithful, in and out of CLC who don't bring their cars to our meets simply because there has been no judged class for them. Of course, CLC does not discourage members with modified cars, but class them as "display only" vehicles not to be judged. We may not see a great big ramp up in numbers in Virginia, as it is the first year, but watch what happens in San Marcos!

As a small, but relative sample suggests, last week at the Studebaker International Meet in Warwick, Rhode Island, the judging team judged a hundred high quality Studebakers on the 400 point system. My partner and I judged 28 modified examples.....Ten years ago I judged eleven.

As you read this, we have one year and three days to get ready. Not a long time really, to plan and prepare a motorcar for competition, but we don't have to be concerned about authenticity. Please allow me to briefly relay descriptions of the four modified classes to be presented in McLean, Virginia and amplified upon by Bill Anderson at his seminar at 8:00 PM, Friday, September 23, 2016 at the Sheraton Hotel in Kalamazoo, Michigan. If you are interested in this, you should go.

"HOTRODS are any 1940 and earlier bodied cars constructed with an emphasis on improving speed, handling and appearance. If the car body is not a Cadillac or La Salle, the car's engine must be a Cadillac or La Salle."

"RESTOMODS are any Cadillac or La Salle constructed in 1960 and years before which have been modified to incorporate a modern chassis, driver/passenger convenience items e.g power steering, air conditioning, power windows, etc., and/or improved sound systems. These cars may be powered by any engine. The exterior appearance will be the same as a factory produced car of the same year and model. There will be no chopping, channeling, sectioning, or other modifications that would alter the stock appearance."

"MILD CUSTOMS are any Cadillac or La Salle with minor changes to the body, interior or changes to upgrade performance or (appearance to the stock engine) installation of air conditioning and sound systems are allowed, along with changes to the exhaust system, brakes, wheels and tires."

"RADICAL CUSTOMS are any Cadillacs or LaSalles that have had major body changes, chopped, channeled, bumpers removed and/or major changes to the interior, engine and suspension changes."

There will be awards for first, second and third places in each class depending on points earned. There will be no "BEST OF SHOW" Modified. In the event of ties, duplicate awards will be given.

It should be made perfectly clear that the MODIFIED DIVISION is not intended for cars that have been modified by incorporating modest changes that the owner desires, but generally do not alter the manufactured condition of a stock Cadillac or LaSalle. Examples might be radial tires on a car that would normally be equipped with bias ply tires. If you can live with those point deductions and wish to have your car judged in a Primary class, that is your choice.

On a related topic, the CLC Judging Committee, in its wisdom, has chosen to have Senior, Senior Wreath and Senior Crown cars judged in the Primary class, beginning with the 2017 CLC Grand National in McLean, Virginia.

MODIFIEDS AREN'T FOR EVERYONE

It is apparent that, as the Cadillac & LaSalle Club enters into these uncharted waters, there is much to be interpreted. Some definitions may not be precisely the same as other clubs or judging standards to which you have become accustomed. The judging seminars and workshops Bill Anderson puts on across the country become even more valuable to us with these four new classes. As Phil Terry utters "I learn something new every time I go." Be alert in your newsletter and the Self Starter for invitations to future seminars and workshops and if you have pressing concerns or questions, the landline and the email address of the Chief Judge are public knowledge.

The following Cadillac examples stand out as true engineering marvels and works of art by technicians who, for the most part, have accomplished the work alone. These are not intended to be placed in any particular modified class, but you can use your imagination!

ART DOWNS, a retired United States Army Colonel and Lions Club International District Governor, lives in Laveen, the high yield, cotton producing area of Northern Arizona. He had a plan to create a classic Cadillac sedan to drive daily and share with others at local shows. He acquired a suitable 1938 Cadillac Sixty Special Four Door Sedan on an eBay auction after it had enjoyed life in California. Art chose to do the restoration himself, confident in his ability and tools on hand after recently completing a high end 1933 Ford street rod and 1967 Chevrolet C10 pickup truck which share the stable with the '38 today. Somehow, wife JOETTA's 2011 Cadillac DTS squeezes in there. Art was bent on his Cadillac possessing all the creature comforts found on most luxury motorcars today. The devotion of six years has produced the finest custom 1938 Cadillac Sixty Special I have seen. It has been on the street for two years now and snaps heads wherever it travels. At several exhibitions in Northern Arizona, Art takes time to answer questions about his car from young and old.

Top to bottom: Art calls the color he mixed and applied, Chocolate Diamond with just a fleck of metal which contrasts beautifully with the Bell Peanut Butter leather and crushed velvet interior with matching Cadillac seat belts. The Cadillac 4.6 liter Northstar 5L50E is matched with the Cadillac automatic transmission. The car is complete with a keyless electrical system, front and rear Vintage Air heat and air conditioning, power trunk release, power windows, power door locks, power steering, four wheel disc brakes, air ride suspension, back up camera, steel lines, back up light, tilt telescope steering wheel, fifteen inch Vogue tires, custom fabricated dual exhaust, and custom wire wheels. Close examination of this machine reveals amazing attention to detail and it is immaculate top to bottom. End to end. This Cadillac is a true work of Art.



During a twenty-one day odyssey from Concord, California to Fairbanks, Alaska taking the ALCAN highway both ways, in a 1946 Studebaker Champion Business Coupe, we endeavored to take in all the geography, tourist attractions and collector car venues extant. The highlight of this adventure was a visit to JOHN DEE MC DONALD, retired operating engineer who resides with his mixed breed pal WILLIE atop a mountain with an address of North Pole, Alaska, a "suburb" of Fairbanks. He is a native. The modest A Frame home, in which he has lived for thirty years, was built in 1940 and surrounded by out buildings shingled with Alaska license plates, containing a variety of rolling stock. John's only neighbors are moose who visit frequently. A good winter produces three feet of snow. John has built and restored more vehicles than he can remember and most have been unusual. Upon our visit, projects included a Clarion road grader, a vintage '48 passenger Flexible bus, a 1937 Studebaker Coupe, a behemoth Federal tractor and a 1953 Cadillac DeVille half ton pickup truck. John particularly enjoys this time of year as he still has plenty of sunlight to work outside until 10:30 at night.

MODIFIEDS AREN'T FOR EVERYONE

John speaks of building this 1953 Cadillac Deville pickup commencing in 1982 when he found most of it at Andy's Wrecking Yard in Fairbanks. He recalls the fabrication going pretty slow and later getting to the upholstery on his wife's sewing machine. He speaks of the build as an "amateur restoration" but the fabrication of various parts and the script on the tailgate look pretty professional to me. The truck has stock Cadillac power train, chassis and suspension. John may still be searching for that 1953 Cadillac rear bumper. A rare trip to town will likely still garner a local car show award.



TERRANCE WENGER, researcher, historian and automotive technician par excellence is a retired design engineer residing in Ferguson, Missouri. It is not surprising that, although he has been planning, creating and restoring classic motorcars for fifty years, he does not recall precisely how many. In addition to creating masterpieces for a half century, Mr. Wenger is lauded as one of the foremost automotive journalists of our generation. He is the worthy recipient of the Maurice Hendry and the Henry Leland awards for his selfless dedication to the Cadillac & LaSalle Club. The 1941 Cadillac Sixty Special Four Door Executive Custom shown here is likely familiar to you as it has recently been featured in the Self Starter. It fit well in this article as well. You may recall feature articles about the 1938 Cadillac V16 Town Sedan, Mr. Wenger created which has found its way to Switzerland and the Celadon Green Metallic over Arlington Green Metallic 1955 Cadillac Coupe deVille.



These two views of the 1941 Sixty Special provided by Mr. Wenger expose many of the details he imagined when planning this unique custom Cadillac. Research for the project included studies of former GM customs produced in the thirties and forties for senior executives as well as production records. The motorcar is Empress Blue Poly Base Coat Clear Coat as mixed by TCP Auto Color Library in California with the black vinyl top. The custom rear window fabricated by Terry, a staple of most formal sedans, really sets the car off. The interior blue cloth and color coordinated leather matching the blue steering wheel is a very special touch indeed... oh, yes... it also matches the trunk and trunk lid upholstery. It took two years of dedicated attention to complete this absolutely amazing motorcar for the seventy-fifth anniversary of the birth of this 1941 Cadillac Sixty Special Icon.



I encourage you to enhance your knowledge of our new Cadillac LaSalle modified judging classes at the Judging Seminar Friday, September 23, 2016, 8:00 PM in the Four Points Sheraton Hotel, 3600 East Cork Street Court, Kalamazoo, Michigan 49001, and to see the plan implemented August 5, 2017 at the Hilton Tysons Corner Hotel in McLean, Virginia.

"MODIFIEDS AREN'T FOR EVERYONE" but the creativity and engineering in some may rival the finest original examples. BE SAFE.

My brief foray in SCCA sports car racing in 1969 to 1972 coincided with the hey-day of the Trans-Am Series that saw all the major car manufacturers competing hammer and tong to be top dog and the unlimited cars of the Can-Am series. It was during this time period that the label *unfair advantage* was affixed to Roger Penske and the cars he fielded; developed and driven for the most part by Mark Donohue. In 1968, the Penske/Donohue combo won most every Trans-Am race with a Camaro. The team won the series championship again in 1972, this time with an AMC Javelin. In 1972, with unlimited Porsche money, their Porsche 917 devastated the Can-Am competition. If that was not enough, Penske/Donohue also won the 1972 Indy 500.

All that success had many in each series complaining about Penske's *unfair advantage*. I had a chance to see the *unfair advantage* in person and up close. While Penske had access to resources, back then he was not the billionaire he is today, and many of his competitors spent more money. Penske's *unfair advantage* was really simple and available to all. It combined comprehensive research, thorough preparation, across the board professional appearance – cars, personnel, equipment, and attention-to-detail; all of which required hard work.

What does Penske's *Unfair Advantage* have to do with CLC judging in 2017? Penske was a careful reader of the rules in every type of race in which he competed and kept up-to-date with the many changes as they occurred. There are many changes in CLC Judging Rules that will first apply at the 2017 Grand National in Washington. Highlights of these changes follow.

There will be no Senior Division or Senior Classes in 2017. Cars that have received a Senior or higher award in prior events will be judged with the cars in the Primary Division using the Primary Division Classes. But, there will be Senior, Senior Wreath and Senior Crown awards. The Primary Division remains for cars 20 years old or manufactured in 1999 and before.

The Classes used in the Touring Division will be the same as the Primary Division Classes; the current Touring Divisions Classes have been abolished for 2017. Cars 10 years old and older (2007 in 2017) can be entered in competition for Touring Prizes.

The Judging Form has been increased in the number of items scored. This will permit more accurate judging. One Judging Form will be used for cars from 1903 to 1966 and another for cars manufactured and assembled after 1966. The new forms have about 560 points compared with the 200-point form now in use. Although there are many more points, the scores used to award prizes will remain based on the current hundred point scale.

Currently, the final score is determined by dividing the points deducted by 2 and subtracting that number from 100. With the new form, the final score will be divided by about 5.6 and subtracting that number from 100.

The current score requirements for first, second and third place trophies in the Touring Division remain the same. However, any car meeting the score requirements will be awarded the prize earned, even if multiple cars earn the same award.

The prizes and associated scores in the Primary Division are: Senior Crown – 99 to 100 points; Senior Wreath – 97 to 98.99 points; Senior – 95 to 96.99 points; First Place – 90 to 94.99 points; Second Place – 80 to 89.99 points; Third Place – 70 to 79.99 points.

NEWS FROM THE CHIEF JUDGE

A car achieving any of the Senior prizes can do so on its first showing. And, like the Touring Division, any car meeting the score requirements will be awarded the prize earned, even if multiple cars earn the same award.

A new Division, Special & Unique Cars, has been created for cars like the 1953 Cadillac Elegante and other specialty cars. I will provide a complete list of the Classes and cars included in this Division later. The important point for this Division is that the car owner/entrant must supply a complete list and description of all the unique features of the car as part of the car's entry. The owner-supplied information will supplement that contained in CLC records. These features will be used when assessing authenticity of the car's components during judging.

Modified cars will be judged. There are four classes: Hot Rod, Restomod, Mild Custom and Radical Custom. I will supply more details on the procedures used to enter, judge, and award prizes to such cars in a later column.

There is no change to Preservation Division Rules. Cars may be entered in one of the other Divisions and also the Preservation Division.

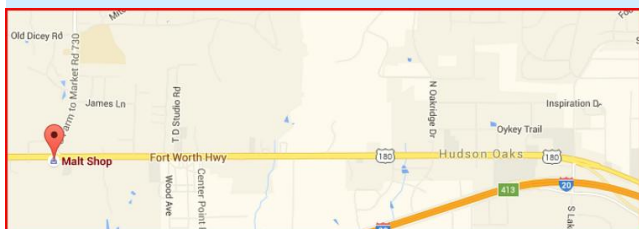
All cars entered in a Grand National or other CLC judged event, either judged or display only must meet the four following rules:

- **CLC Membership** – The car owner must be a current CLC member.
- **Confirmation of Entry** – This document, issued by the car registrar, must be presented at registration.
- **Proof of Insurance** – A currently valid insurance certificate or similar document establishing that the car to be shown is insured must be presented at registration.
- **Fire Extinguisher** – A UL approved fire extinguisher, at least 2.5 pound, must be placed alongside the left front wheel. This standardized position assures that it can be readily retrieved in an emergency.

The Judging Committee is working to complete preparation of a new CLC Judging Manual. It is planned to have this document completed and published by the late fall of 2016 so that all potential entrants can have time to prepare for the 2017 GN and Fall Festival. If you have any questions about any of the new judging rules before the new Judging Manual is published, you are welcome to contact me.

NTXCLC Ice Cream Tour

August 13 We will meet up at 10 a.m. at the Kroger parking lot, 9114 Camp Bowie Blvd W, Fort Worth, just north of a car lot on the corner off Hiway 80 and 820, and leave promptly at 10:30. We are going to drive west to Weatherford for an ice cream cone at the pink-colored Malt Shop, 2038 Fort Worth Hwy. There you can have a hamburger or sandwich on your own. Then the NTX club will buy you an ice cream cone. It is outside with awnings and tables, so wear your hat. Then we will go visit Terry Mann's new place, Vintage Grill and Car Museum, 202 Fort Worth Hwy, for some auto memorabilia, and you can visit or shop downtown.



Honest John's 11th Annual Fintastic Chili Cook-Off And Car Show

Saturday, November 12, 2015

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

Come join us in Justin, Texas, for Honest John's 11th annual "Fintastic" Chili Cook-off.

Saturday, November 12th, 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 Exotic
- (4) Honest John's Choice award

RULES:

All chili must be made from scratch on site, any meat you choose, **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



Chili Cook Off and Car Show Trophies



2015 Chili Cook Off Winners and This Year's Defending Champions—
Robert and Maureen Goodrick, Vancouver BC.

WHEELS for WELLNESS

Last year this show was called Cruisin' For A Cure and was the largest show and most successful in all of the 14 years of the Ft. Worth shows. There were over 500 cars on the streets of downtown Ft. Worth, looking good and supporting a major important cause—prostate cancer.

This year the name is changed to Wheels For Wellness and the fee is \$35.00. Entry gates will open a 7:30 a.m. (Due to construction in the downtown, spaces are reduced and limited.)

So, in order to help ensure this year's show to be a success, we want to get commitments early. The NTXCLC wants one curb on a side street (hopefully empty with no overnight leftovers like last year) with 12 to 14 cars. Last year we had four winners.

Preference is requested that all members of our club that want to participate please register with the NTXCLC club as a unit—that is, by sending to Bill Levy, 206 Turnberry Lane, Coppell, TX 75019 your registration (**name, address, car, T-shirt size, and \$35.00—make check payable to NTXCLC**). This must be done by August 1, 2016.

So mark your calendar for **9/17/2016**, write out that check, and let's get it in the mail now!



Regional Meet at Southfork Ranch



The NTXCLC Regional meet will be held October 2nd at the famous Southfork Ranch in Parker, Texas.

Show cars will enter through **Gate 3** and will have a street of display in a picturesque setting. There should be room for 40 -50 big Caddys. There will be judging and awards.

Times: Arrival beginning @ 9a.m. Lunch 12:30 TO 2 p.m. Cars must be gone by 3p.m.

Lunch: based on Bobby's Barbecue -- two meat meal -- Mesquite Smoked Choice Brisket and /or Barbeque Chicken, Potato salad, cole slaw, ranch-style beans, garnish tray, pickle spears and onions, corn bread muffins, and either a hot peach or strawberry cobbler with whipped cream, or fruit dessert. *Beverages are not included.*

(Private beverages are not allowed – beverages can be purchased individually from their concession)

Our dining area in the main house will be exclusive to us, with access to the facilities on the ranch. The car show will be available to the public that tours the ranch.

Registration: *NTXCLC Members and spouse free registration.* –

Non- members, per person _____ X \$20.00 = \$ _____

Lunch: all, per person _____ X \$30.00 = \$ _____

Make checks payable to NTXCLC TOTAL = \$ _____

Name: _____

Guests: _____

Phone or Cell: _____ Email Address: _____

Car(s) _____

Please register by September 15th.

Send reservations and non-member payment (checks made out to NTXCLC) to Jim Hanson, 2622 Chevy Chase Dr., Irving, TX 75062. If you need assistance with hotel information, call Bill Levy at (214) 563-1033.

Sunshine Report

Leonard Zimmerman —fractured foot
 Mark Schmitz —recovering from lung transplant
 Cecil Thompson —home shingles
 Joyce Reagan —much improved recovery from surgery
 Karen Hannah —chemo therapy holding own
 Tony Yates —nursing home call cards visit 940 368 -8678

Rejoice with Steve Overby, now cancer free
 also he and Debby celebrated their 30th anniversary

Jo and Cecil Thompson are enjoying their entire family on an Alaskan cruise

Pray and call those less fortunate and not in 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

ELECTIONS

One of our club's requirements is that we hold elections once a year for the club officers, and this is done at our regional meet. This year our regional meet is at Southfork Ranch and we hope to have a good-size turnout. The rules, according to our club's constitution are: 1. Any member in good standing shall be eligible to be nominated and elected. Nominations shall be made by a nominating committee (currently headed by Minnie Bedrick,), 2. The nominating committee shall give a list of the candidates to the Board one month before the election. A list of the candidates shall be published in the Region's newsletter prior to the election meeting, and 3. each NTX club member in good standing is entitled to one vote in the election.

Our officers consist of a **President, Vice President, Treasurer, Secretary, Membership Chairman** and **Activities Director**. See page 14 for a list of the current officers. Each position is open for elections, and the VP and Membership chairs are vacant.

So, we want you to jump in and shoulder some of our responsibilities and add your own personality to our fantastic club. You can send an email or letter to Minnie, 8363 Shaw Road, Sanger, TX (940) 482-5930 [Cell: (940) 231-3169] [rudminbed@centurylink.net] or me, 3148 Waterside Drive, Arlington, TX 76012 [Rubyemusser@gmail.com], or Virginia Andrews, (817)-268-6512, or Pauline Johnston, (817)-282-2035 with the names of the person(s) you wish to nominate and for which position(s), and you can even nominate yourself.

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Make checks payable to NTXCLC
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Officers

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

Vice President:

Secretary: **Terry Graham**
tzgraham@flash.net

Treasurer: **Jim Hanson**
Jam_Han@msn.com

Webmaster: **Minnie Bedrick**
rudminbed@centurylink.net

Membership, Activities and Sunshine: **Ruby Musser**
rubymusser@gmail.com

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

Newsletter Editorial Staff: **Dave & Kathy Eckberg**

Pate Director: **Bill Levy**

Pate Director Assistant: **Jim Warren**

Historians: **John Foust**

Directors: **Minnie Bedrick, Dave Eckberg**



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

Next meeting August 21th, 2016

Cassifieds

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+++++

1957 Eldorado Seville, factory A/C, twin 4 barrel carbs, Saber wheels. **1970 Deville conv.** new leather interior, radio & speakers. **1993 Allante**, with opt hardtop, 37k miles, keyless entry & remote start. Additional infor. and photos at www.caddys4sale.com. Contact Jerry Duvall at jerry-duvall44@gmail.com or 903 815 1351.



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July)



OBITUARY

Rudolph "Rudy" Jerry Bedrick, Jr., 76, of Sanger, TX passed away Wednesday, June 22, 2016. He was born October 31, 1939 in Pilot Point, TX to Rudolph Jerry Bedrick, Sr. and Lillie Orsak. Rudolph married Joyce Hampton in the early 60's. Joyce preceded him in death and he later married Minnie Doran in Pilot Point, TX.

Rudolph is survived by wife, Minnie Bedrick of Sanger, TX; two daughters, Tammy Burch and Tina Fipps, both of Denton, TX; sister, Lucy Greenwood and husband Terry of Pilot Point, TX; four grandsons, Michael and Matthew Burch, Timothy Hill, and Justin Fipps; and one great-granddaughter, Iris.

He was preceded in death by his parents; son, Timothy Bedrick; mother of his children, Joyce Bedrick; brother, Danny Bedrick; and sister, Dianna Bedrick.

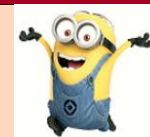
A graveside service was held June 24, 2016 at Belew Cemetery in Aubrey, TX with Brother Ritchie Johnson officiating. Online condolences may be shared at www.slaymemorialfuneralhome.com.

Services were under the direction of Terri Slay and Slay Memorial Funeral Center.

Membership Report

Welcome New and Renewed Members:

Howard O'Shell, Collyville, TX
Robert J. Broselow, Slanton, 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, besides meaning a more fun and interesting club, gets the club a bigger share of the Pate income.

For membership information— Contact **Ruby Musser (rubyemusser@gmail.com)**

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August 2016



**Awarded Best CLC
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2007-2008**

**Awarded Old Cars Weekly
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2014, 2015**

**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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NTXCLC

Calendar

See Page 4 for details

- *September 17th 2016 Wheels For Wellness, Ft. Worth.
- *Oct 2nd 2016 Regional Meet Southfork Ranch, Parker, Texas.
- *Nov 12th 2016 John Foust Frolic, Justin, Texas.
- *Dec 10th 2016 Toys For Tots, Frank Kent Cadillac, Ft. Worth, TX
- *March 11, 2017 PATE Tile Cleanup Party (alt 18th)
- *April 22, 2017 PATE Setup Day
- *April 27-April 30, 2017 PATE Swap Meet

August 6, September 3 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:

- October 14-16 2016 Cadillac Nationals "Sweet Meet"** Whangari, New Zealand [ron.melville@eves.co.nz]
- 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 August 2016.)
- August 23-27 Grand European**, Copenhagen, Denmark
- 2018 CLC Grand National**—San Marcos, TX
- 21-26 March, 2018 Australian Grand National**, Renmark SA
- 2019 CLC National Tour**, Amarillo, Palo Duro Canyon.

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

web site: www.clcntx.com