



STANDARD OF THE WORLD

Cadillac LaSalle Club North Texas Region

web site: www.clcntx.com

March 2016

Awarded

1941 Cadillac Convertible

Owner and Story by

Jim White

Photos By Jim White, and Lifer



I was asked if I would do an article about my 1941 Cadillac series 62 Convertible Coupe. Since it is now cold outside and I can't go out to play with my cars, I thought this would be a good time to write this article.

It has an interesting history. Don Woods bought this car from Charles Babcock in Indianapolis, Indiana, and drove it back to Dallas. From there he sold it to Don Auerbach, who is a very good friend of mine. I traded in a 1959 Edsel convertible and ended up with the Caddy. I always thought the car came from Indiana, but later on I learned the history of the car through the GM Historical Division. To my surprise, I discovered that the car was delivered new to Lone Star Oldsmobile & Cadillac, 2301 Ross Avenue here in Dallas. (Lone star was once Prather Cadillac - the Prathers were the original Cadillac people in Dallas. Originally located on Main St. back to back with Stutz Motorcars which was located on Commerce St. - you can still see the Stutz script
(cont page 2)



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

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



1941 Cadillac Convertible

painted on the brick of the building. They moved over to Live Oak, and finally to Ross Ave as Lone Star Cadillac, where they were a fixture up until the 1980s. Massey Cadillac bought out Lone Star and moved the dealership out of downtown, first to NW Highway, and finally to the current location on I-635.) From there it was trucked to Little Rock, Arkansas. It then made the rounds and now has finally come back home.

A couple of years ago I decided to restore the car. What an adventure that turned out to be. I stripped it down to the bare shell, and then took it to Master Craft, Ovilla, TX, to do the floor pan and the inner and outer rocker panels. They installed the wrong panels to the floor pan that did not match the original beads. I ordered the correct ones and had them redo the work. I was charged both for their error and for doing it correctly, so, I just wanted to pay them off and get my car out of there. I got it back home and had to do everything over again myself.

I was under the car working on the floor pan and noticed that the bottom of the fenders did not fit to the outer rockers correctly. So I then took the car to Don Scott to do it right and ended up buying new rockers over again. After I got it back home I did some Bondo to the rockers and fenders and some block sanding and then took the body and pieces to Jerry Shelton to finish, then paint. Jerry did a good job. I picked the pieces up and took them home again. I painted under the fenders to match the outside, with no undercoating. In doing this and putting everything back together, pieces got scratched and damaged. As it ended up, I repainted everything over again. So, now I can claim that I painted 85% to 90% of the beautiful Cadillac myself.

From there I took it to Gordon Burk in Arlington to do the interior. The GM history said that the interior was red with tan inserts, which I decided to retain. Gordon got the car New Year's Day and told me it would be done by the end of January. I gave him a \$2,000 deposit to start the work. Over the month he failed to answer or return my phone calls. I found out he was working on a friend's car, doing the back seat and top. Then he said the car would be done at the end of February. Again I could not get in touch with him, until finally he answered and said he was putting a top on a car. We had a heart-to-heart talk and finally he promised to have the car done by the end of March, and I would not have to pay him the remaining balance. He did the two door panels, the two back panels, and the back seat, and then said I owed \$1,200 for the work he did. I refused to pay him the \$1,200 and he said he was not going to work on the car for nothing. So, I got my car back, losing \$800 of the \$2,000 I had already paid.

From there I ended up taking my Cad to Alfonso "George" Camberos who did some work for me before – I should have taken it to him in the first place. He did what I consider to be a good job finishing the interior.

Oh, for the love of old cars and what we have to go through. Then, after all this, we are willing to do it all over again.

1941 Cadillac Convertible—346 cu in (5.7 L) flat head V8.
 150 hp at 3400 rpm.
 7.25:1 compression. 3-speed LaSalle manual transmission.
 0-60 mph in about 15 seconds.
 126 inch wheelbase 216 inches long.
 3,100 Built. Base price \$1,645
 Original paint—Gold—\$60 extra

Accessories in 1941

Fender skirts	\$17.50/pair
Radio	\$69.50
Heater	\$59.50 - 65.00
Seat covers	\$8.75/seat
Spotlight	\$18.50
Fog lights	\$14.50
Backup light	\$7.50
Windshield washer	\$7.50
Wheel discs	\$4.00 each
Trim rings	\$1.50 each

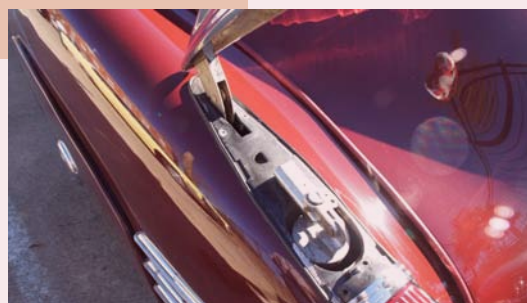
1941 Cadillac Convertible



Jim's '41 has a nicely optioned interior with the colors based on the original. Note the traffic light finder on the left side and the dual Appleton Electric Company -Lorraine 16 spot lights. The front fog lights are Appleton, also.



This is a rare locking gas cap accessory under the left tail fin. Research failed to find a reference or maker.



Activities Directors Calendar

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

March 19th, 2016 Driving Tour to John Bunker Sands Wetland Center, 655 Martin Lane, Seagoville, Tx. The directions will be coming, and we may possibly have another club join us. We will meet at the McDonalds —Walmart parking lot on Route 80 and N. Beltline, leaving at 9:15 a.m. 1817 N Belt Line Rd, Mesquite, TX 75149 **See map Page 13**

March 5th 2016—Pate Swap Meet Prep and Tile Party (March 12th or 26th Rain Date). 9:00 a.m. **See page 10.**



April 23rd 2016—Pate Swap Meet Set up Party 9 am—2 p.m. Lunch provided.

April 28-30, 2016 — Pate Swap Meet. Tent personnel required 8:00 am to 5:00 p.m. daily.

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

May 13, 14, 15 Inter-regional Meet Gulf Coast, NTXCLC, Huntsville. Make plans. **See Page 12**

June 4-5 Possible Tri-State Meet w/ New Mexico and Colorado chapters in Amarillo—more details later.

June 11 Possible Garage Tour and Meal at Charlie Gambolus in Waxahachie.

July 4th Parade Arlington, TX. Need minimum 8 Cadillacs and LaSalles.

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

End of Sept or Oct Regional Meet at Southfork Ranch, Parker, TX TBA

So come on and get in the groove for the exciting times ahead. Don't hesitate to volunteer—you are among friends. **See page 9.**

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.

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

RUBYE

For those of you interested, here is a link to a 36 page booklet in PDF format. *General Motors Proving Ground 40th Anniversary 1924-1964* presents the evolution of GM vehicle testing procedures, equipment and facilities from the Roaring '20s to the Swingin' '60s and it's certainly worthwhile reading for any GM history fan.

www.gmheritagecenter.com/gm-heritage-archive/GM_Proving_Grounds/GM_ProvingGround_40thAnniversary.html



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

Story By Richard Dormis

In this fifth segment of the series on how Cadillacs have impacted our family we get a bit far afield but the "Forty nines" seem to take center stage as they were the primary platform for two very important periods.

Upon rotation from Dhahran Air Force Base in Saudi Arabia, I had no recollection of ever hearing of my next permanent duty station, Beale Air Force Base, California, but my NCOIC assured me it was the largest SAC (Strategic Air Command) base in the world with a fully operational long range bomb wing and support units. Upon arrival, I found an 86,000 acre, decommissioned, U. S. ARMY Camp Beale, upon which the U.S. Air Force was to construct a viable Strategic Air Command installation, integral in the defense of our Country. It was our mission as the 4126th Combat Support Group, to build the infrastructure for a Boeing B-52 Stratofortress, Long Range Bomb Wing, a Boeing KC-135 Stratotanker Refueling Wing, and the Lockheed SR-71 Blackbird 9th Strategic Reconnaissance Wing.

I was the twenty-sixth permanent party on the base. Upon arrival, I observed a Beechcraft C-45 Expeditor moving on a taxiway and my driver said, "I think that's te Colonel's plane. That's all we got so far." I signed in with the CQ (Charge of Quarters) at the BOQ (Bachelor Officer Quarters) Q and reported to the OD (Officer Of The Day) who pointed out the chow hall next door which served as the Officer's Club, The NCO Club and the Airman's Club. We just called it the "Service Club" and primitive as it was, it was what we had and we made the best of it. It was not unheard of, to sit down at an empty table, in civilian clothes for supper and be joined by a visiting Airman in civilian clothes and visit for several minutes, never using the word "sir", to learn he was a commissioned officer, maybe with rank as high as General... no apology necessary!

Your initial graveyard shift patrol duty was likely to turn up an anomaly not usually seen on a military base. It was a most unsettling observation to drive into a dormant World War II German Prisoner of War Internment Camp where hundreds had been detained decades before, now quiet and kind of eerie at three in the morning. That German Internment Camp, extant today, is a significant part of Beale Air Force Base history and of our country. Not far away, a large herd of Hereford cattle graze quietly as part of a deal with cattlemen who owned the land before World War II. During my deployment at Beale Air Force Base, we held an auction, where those cattlemen and their decedents bought their grazing land back.

About three a.m., nestled in my comfortable bunk in the BOQ on my second night at my new base, I was shaken awake by the CQ, who shouted that we had a highly violent psychopath who had to go to the Travis Air Force Base Hospital and I was the only one on base licensed to drive an ambulance. I jumped into my fatigues and found a 1949 faded blue Cadillac ambulance outside rocking and emitting sounds of an altercation. A rather large Airman Third Class, just assigned to us, apparently under the influence of something had flipped out. Although he was attended by a corpsman and strapped to a gurney inside the Cadillac, things did not appear secure.



I took off on my eighty-three mile emergency trek to Fairfield, California and Travis Air Force Base, quickly learning that the Cadillac had very little power and later learned that it had not been run since being inherited from another Air Force Base which had retired it. Gauges did not work, but I felt the coach would not attain fifty miles an hour. It bogged down when the red light was turned on and the siren was actuated by mashing a button on the floor... however, the "emergency equipment" wasn't really needed because while moving "Code Three" south on what is now Interstate 80, civilian cars were passing our Cadillac "emergency vehicle." I think I can say, without equivocation, that this trip was the most harrowing experience of my twenty years on Earth or since. The gurney "holding" my patient had broken away from its moorings, my Cadillac ambulance was rocking and sometimes I would not hear from the corpsman for several minutes, only the sick one screaming, he was going to kill us both when he got loose. I did not doubt him, only hoping we got to Travis before he managed to get loose.

Upon arrival at Travis Air Force Base, two MP (Air Force Military Police) vehicles escorted us "Code Three" to the psych unit of the base hospital, where two additional Air Policemen and two medical personnel were waiting to assist us with the violent one we had brought from Beale Air Force Base in our 1949 Cadillac Ambulance. After a gang of six got our patient fitted into a secure jacket, I asked our new found friends if there might be a chow hall or motor pool open at this hour. It was almost day shift by that time and we were well fed and a motor pool staff sergeant said, "Where did you

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

get this thing?" There was more wrong with it than he could fix in a day, but he said he would depend on it for transportation back to Beale Air Force Base. "Oh... and you were out of gas" The sergeant put a Band-Aid on our Cadillac and we drove it back to our base. It never came to mind then, but the Cadillac would be a pretty neat thing to have in a collection now, simply because it was a significant piece of history, back in the day. All our rolling stock at that time was hand-me-downs from other Air Force bases where the machines had been retired. We had no motor pool at Beale to maintain them - not fun.

We were isolated on Beale Air Force Base with no shuttle service to the surrounding towns of Rough and Ready, Wheatland and Marysville and so we had virtually no social life. There was one girl assigned to the nurse corps, and she was quickly swept up by my newly assigned Admin Officer, Second Lieutenant Larry Runge. My partner Tom Ross and I conspired with a few others to have a "dance." Not much to offer, but we did have "The Service Club" with a kitchen, and tables could be pushed against the wall for a dance floor, and a trusty Wurlitzer juke box, with some pretty good stuff on it. Including some ELVIS numbers released while I was in Saudi Arabia. Several said this was a crazy idea and would never work. Our Commander, Colonel Robert Hurley and Provost Marshal Captain Carson Crabtree gave their blessing to our scheme. We placed an ad in the *Appeal Democrat* and promised to have the ladies back to Marysville by midnight. Our detractors were still somewhat skeptical. We sent a tired Blue Bird school bus in to Marysville to pick up the girls... if there were any. Our driver radioed back, "Ya all better send another bus. Mine's plumb full." We did.



About forty airmen waited patiently at the bus stop in front of the chow hall. Kind of like livestock at a trough. The first girl off the bus was an attractive eighteen-year old blond lady named Marilyn. She became the mother of Tom Ross' two children. The second girl off the bus was a pretty seventeen-year old brunette called Carole who became the mother of my three children. The children of those two couples raised their children right there in the Marysville area and are still there today. In retrospect, I guess you could say "the dance" was a pretty good idea.

Things transpired pretty fast after that. Colonel Paul K. Carlton, commanding the B52G Long Range Bomb Wing, arrived and shortly thereafter commanded the KC 135 Refueling Wing. Being "The New Kid on the Block," we routinely received a host of ranking airmen. It was not uncommon to be given a "heads up" to the likes of generals Archie J. Old, Jr. and Curtis Lemay and the 12th Air Division brass dropping by to see how we were doing.

Serious dating for the first time on a military base far from town, required wheels of some sort. I bought a grey four cylinder



Henry J Corsair two door for a hundred dollars and found it adequate to call on my girl in Marysville. Quite by chance, while downtown,

I think shopping for rings, we saw a French Grey over Lucerne 1949 Cadillac Sixty-Two four door sedan on the front line of a used car lot just off D Street. We agreed that if we could get enough for the Henry J on trade, maybe we could afford the payments. We loved the test drive around town in the absolutely immaculate forty-nine Cadillac and the salesman offered us two-hundred dollars for the Henry J if we would keep it. We bought the Cadillac and kept the Henry J. I took a lot of chiding and teasing at the base. It seemed



1949 Cadillac Series 62
A car I remember most fondly

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

Carole and I wed later in 1959 as did Tom and Marilyn Ross and were each other's best man. Later that year, I got a call at the base from the used car salesman who said he had just taken in a car that he knew we would like and he could make us a terrific deal on it if we would trade in the forty nine Cadillac sedan. We took a Saturday afternoon "test drive" and visited everyone we knew in a most beautiful 1955 Alpine White Cadillac DeVille which we fell in love with. Upon return the salesman said he had a buyer for our Forty Nine and he would give us what we paid for it on trade for the Fifty Five. There was absolutely "no way" with my meager salary and our first babe on the way. Better judgment prevailed and we left the beautiful De Ville which had been a fun fantasy for a few hours and drove home in our "almost paid for" Forty Nine Sixty Two Cadillac Sedan.

I was appointed Provost Marshal Clerk, an eight a.m. to four p.m. job with weekends off and got a job at the new "JOLLY CONE" at Beale Road and Hammonton Road in Marysville from five p.m. to ten p.m. where I parked my 49 Cadillac thinking it would attract business to the new Drive In. My boss, Fritz Ruff, said he didn't want it parked there because it gave an impression of prosperity he didn't want. So, I came to work in my Henry J that didn't attract any attention at all. Later on, we had a need to buy our first infant car seat fitted to our French Grey over Lucerne Cadillac Sixty-Two Sedan, the car we remember the most fondly, as it was son Richard's first ride.

By that time, we had enough Air Policemen assigned at Beale Air Force Base to have four shifts (Flights) and a jail of sorts and a Pass and Registration section. We had our first General Court Martial with a brand new Judge Advocate presiding. The young airman charged was found guilty of Mail Tampering, Auto Theft and Desertion and sentenced to twenty years at the United States Disciplinary Barracks at Fort Leavenworth, Kansas. My ranking NCO and I were assigned to deliver the prisoner to Ft. Leavenworth by train, leaving from Roseville, California. Although now new patrol vehicles were received, the 1949 Cadillac ambulance was dispensable and was used for the trip to Roseville. It ran quite a bit better than when I first drove it and on a much shorter peaceful trip.

Discharged from the Air Force meant getting serious about a civilian career and further education, now that I was a family man. Tom Ross and I had aspired to be California Highway Patrolmen and he realized his dream and rose through the ranks and retired as Deputy Chief of the California Highway Patrol. I did not pass the physical because the minimum height requirement was five foot nine and I was measured at 5-8 and 7/8 inches. I was hired by the Los Gatos Police Department and my first patrol vehicle was a 1958 Fiat, right hand drive, four door, four speed on the column. It took some getting used to but it was a great utility vehicle used in the daytime for parking control and at night for security purposes. Our supervisor's patrol unit was a 1958 Edsel Ranger.



**1975 Miller Meteor Cadillac Criterion ambulance
by Robert Shepard**

Emergency services were provided by Los Gatos Ambulance Service, a division of Place Funeral Home. When an emergency arose at night, the patrol officer radioed our dispatcher, who then woke George Place at home. He got up and donned his white starched tunic, trousers, and white leather hat, and responded to the "Ambulance Shed" on Victory Lane, where he mounted the 1957 Dove Grey Miller Meteor Futura Cadillac Ambulance and responded to our emergency. George Place and staff provided the service until he retired and the ambulance service was subsequently bought by eighteen year old entrepreneurs Robert Shepard and Tom Bellew. Although retired from emergency services, Mr. Shepard can be seen today attending various collector car venues in Maricopa County Arizona in his beautifully restored 1975 Miller Meteor Cadillac Criterion ambulance. Upon the retirement of George Place, the landmark funeral home on North Santa Cruz Avenue lay dormant for some time and has become an upscale Chart House Steak House with luxury dining in each of the viewing rooms.

My mentor at the police department, Clarence Young, drove a glade green 1957 Cadillac Coupe de Ville and my beat partner Roger McLean, a journeyman auto mechanic and title holding Jaguar XK140 race driver, had a particular penchant for the Cadillac Marque and owned a 1963 Coupe de Ville; 1964 Cadillac Two door; 1966 Cadillac Coupe de Ville; 1973 Eldorado; 1978 Fleetwood Brougham and a 1978 Eldorado Biarritz.

Looking forward to our last sequel of this little tale in April.

Be safe.

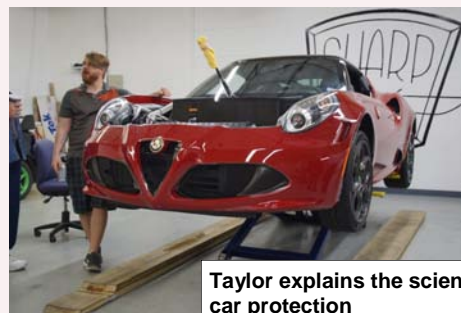
THAT'S MY STORY AND I'M STICKIN' TO IT." *(to be continued)*

President's Message-Cruise, Chrome, Bumpers, Fins



Steve and Taylor demonstrate the material used.

Our February meeting at Sharp's Auto Paint was a great tech meet and very productive—two new members, the Sharps—Steve and Taylor, joined NTX and also two new members came, their first meeting. We had a great time and learned all about fabulous coating to protect a car, plus we had a delicious lunch.



Taylor explains the science of car protection

Well, we are coming in to Spring, buds and flowers peeping through, and the roads are open for you to roll your cars out for a nice drive. So, on March 19th, ready yourself for a very enjoyable drive and sightseeing visit to the John Bunker Wetlands to walk on a boardwalk, view all the birds flying to set up their nests, and then learn about the way the water is filtered and sent on to places for drinking water.

Your Board has the new budget, presented by our new treasurer, Jim Hanson. Now the 2016 Board is looking for volunteers to be mentored. However, if you don't volunteer to help one board member, then they will be choosing you. We want members to select the Committee they would prefer to work on. Such as **Phone Committee**, as this is a real need, monthly we need **greeters** at each meeting, for we have 13 new members to acquaint members with, a **committee to help or assist with restoration** suggestions and acquire a list for us to publish. We need a **Committee for Legislation** to bring to members, a Committee to **assist with ACTIVITIES** each month. Member to assist with merchandise sales at some meetings. A committee **for acquiring new ADS** For the newsletter. So what do you wish to do? Come forth with what project you want to work on, or with to improve the club communications. Call or write your Board members.

Next we have to get together to work on our **money making project**—PATE Swap Meet. Coming up are work days for tile repair, tile lay out and tent managers. So watch the calendar. Cut it out and place on your Refrigerator. Look at Page 10 for more information.

Our calendar for the year is filling up for your participating in an activity. See page 4. May 19th we have our annual Interregional get together with our other regions. Gulf Coast is hosting this year, and of course with Duane Medley heading, it will be a superb, fun, reasonable trip. Then June 4th and 5th we are going to have a first attempt a get together with our friends in New Mexico, and Colorado mostly plus Kansas and Oklahoma in the Panhandle. Watch the newsletter. For July 4th ready your car for the Big Parade in Arlington, TX. We need at least 8 cars. Then we are planning a new venue for the Regional at Southfork Ranch, and then there will be the very popular John Foust Annual Chili fest.

Consider writing your car story for the newsletter. Brag on your prize possession. NTX members would love to know you and your car better.

God Bless all that have been under the weather.

On the Road Again,

Rubye

PATE Schedule 2016

The Pate Swap Meet will be upon us SOON! This is important to us since this is the primary source of club revenue. As many of you know, we are part of 16 Texas car clubs that represent membership in Pate. This is the largest swap meet west of the Mississippi, now listed as the second largest in the country, and soon to be the largest swap meet in the United States. To operate this event requires many volunteers from each club, with many different assigned tasks. Lots to do for lots of vendors and a whole lots more visitors and customers.

Here is what WE need to do. We need you to please consider volunteering for each and every activity that NTXCLC contributes to for the overall success for this swap meet.

Saturday March 5th (rain date March 12th or 26th) 9 a.m. Meeting at the Alliance Raceway Storage Center, 17176 FM 156 S, Justin, TX to replace missing vendor space tiles and put them in numerical order. We need as much help as possible and generally we finish before noon if there is enough help. See map below. Gate code: 2114* Space E22

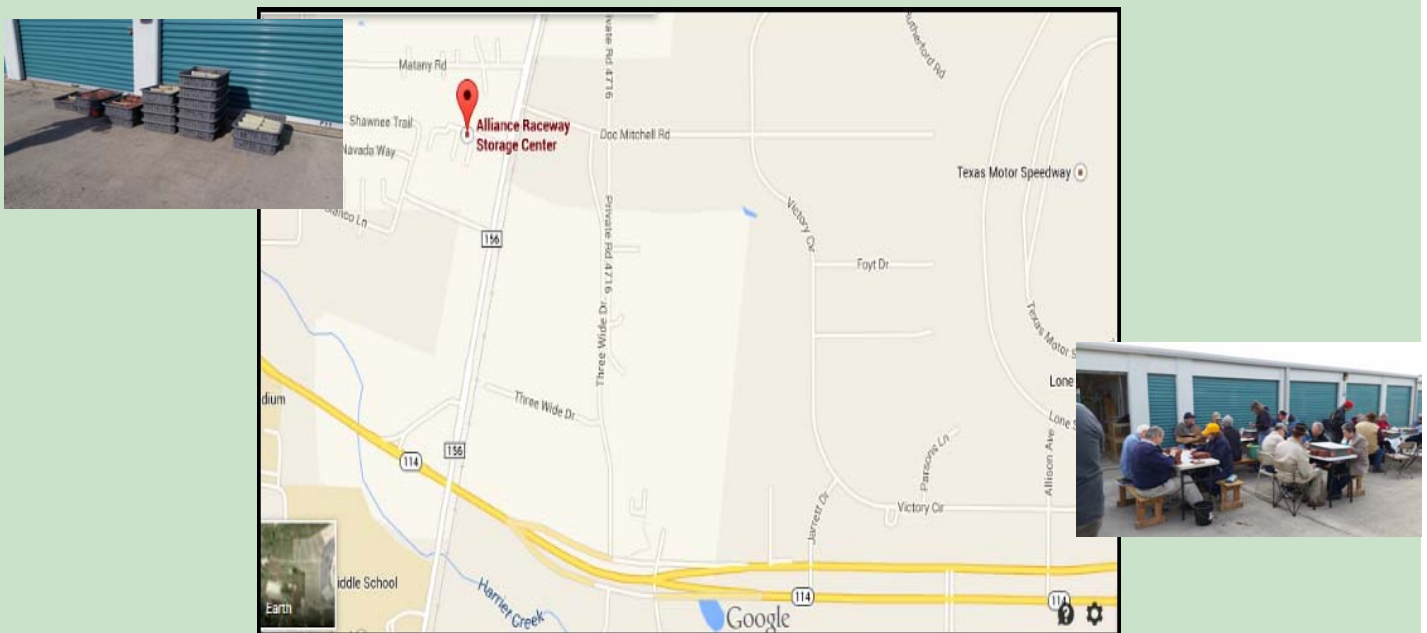
At the Texas Motor Speedway:

Saturday, April 23rd 9 a.m. Gate 4 We place the vendor space tiles in the parking lot. We also put out concrete sign bases, poles, and street signs. Snack and lunch will be provided. The more volunteers, the better and faster we can finish.

Thursday April 28th—Saturday April 30th is the official days of PATE. The NTXCLC has a tent on our spaces, room for a few member's Cadillacs and LaSalles to be shown off, and a private locked porta-potty. Here our club can really promote our club, meet old friends, visiting members, and new prospective members. We need volunteers (Tent Managers) to man the tent during swap meet hours—around 8 a.m. to 5p.m. each day. ALL efforts will be appreciated.

Sunday May 1st 9 a.m. We pick everything up—tiles, bases, poles, and signs. Everything we put out April 23rd. With enough volunteers we also begin to put the tiles in order. Lunch is provided. WE NEED YOU!

If you have been out on these PATE work events before, you know what to look forward to. If you haven't, we sure could use your help.



Map showing the location of the Alliance Raceway Storage Center. Be there **Saturday March 5th** (rain date March 12 or 26) 9 a.m.

SIXTH ANNUAL CADILLAC LASALLE CLUB MUSEUM AND RESEARCH CENTER AUCTION

Long time Cadillac - La Salle Club Museum and Research Center monetary supporter JERRY R. MORRISSEY of Camp Verde, Arizona has chosen to increase his philanthropy by donating his 1993 Cadillac Eldorado Convertible to the Sixth Annual CLCMRC Benefit Auction to be held in the Ballroom of the Suncoast Hotel and Casino in Las Vegas, Nevada, Wednesday evening, April 13, 2016 at 8:00 p.m., in conjunction with the Welcome Reception of the Cadillac - La Salle Club 2016 Grand National Meet.



I have had the pleasure of being with Mr. Morrissey and the Eldorado Convertible this week on a four hour test cruise and I can say without hesitation, this is one of the finest motorcars I have experienced. The appearance is impeccable. The carmine red finish is without flaw or blemish of any kind. No scratches and not even the smallest dent or imperfection. The bright work all over the car has no imperfections or brush marks of any kind. No pits, no prints and certainly no rust. The white leather upholstery front and back looks and feels like no one has sat in it. Everything about this car looks, smells, feels, rides and sounds like a new motorcar. It gives no clue of its thirty seven thousand plus miles. I have photographed its 4.9 liter V8 engine for this article to show you how pristine it is. It looks new and the car had not been detailed for my arrival. I felt so proud to be in a car that caught attention and snapped heads in all of the five towns we drove through, the highways we traversed, and the places we stopped.

As you may expect in a conversion built by Coachbuilders of Tampa, Florida, this magnificent automobile is loaded with every option and standard feature available, but I want to review what I saw: 4.9 liter V8 with aluminum block and cast iron heads, new tires, Truespoke Wheels, PowerTop, Vacuum Emergency Brake, Auto Air Conditioning, Power Windows, Power Door Locks, Power Steering, Power Brakes, AM-FM Casette Radio, Heated Lumbar Seats, Defroster, Heater, Windshield Washers, Electric Trunk Lid Pull Down. I don't think I have gone overboard with detail. I just want to convince you with this note and these images, that this beautiful Cadillac Eldorado Convertible is as close to new as we will ever see.



There are no drawbacks to this car and you can surely become a multiple winner by getting a fine car and supporting the Cadillac- La Salle Museum and Research Center in retiring our debt; endowing for our future, financing our educational programs, and facilitating the future expansion of our state of the art structure at the Gilmore Car Museum at Hickory Corners, Michigan.. Come to the auction Wednesday evening. Have a great time and drive home in a fine investment quality Cadillac. Be Safe!

Richard Dormis

19TH ANNUAL TEXAS INTER-REGIONAL MEET

GULF COAST REGION CADILLAC & LASALLE CLUB 19TH ANNUAL TEXAS INTER-REGIONAL MEET HUNTSVILLE, TEXAS ----- MAY 13 and 14, 2016

REGISTRATION

Name (Print) for name tag _____

Spouse or Guest _____

Address _____ City _____ State ____ Zip _____

Contact Phone _____ (whichever you will answer)

Registration Fee (ea) under 12 free @\$47.50 How many _____ \$ _____

Registration fee includes: Our hospitality room, hospitality food & beverages (wine and beer), door prizes

Full refunds IF canceled BEFORE 5/1/16

Full registration includes admission to the Texas Prison Museum, the Veteran’s Museum of Texas, the Ironwerks Restoration Shop, the Tony Gullo Collection, and the Sam Houston Statue.
Friday – Driving tour, Texas Prison Museum (guided tour including “Old Sparkey”), Veteran’s Museum, Sam Houston Statue

Saturday – Ironwerks Restoration Shop, Tony Gullo Collection

All meals, including the banquet, are at your own expense. Banquet will be held at the Golden Corral.

HOST HOTEL: Day’s Inn, 160 IH-45 South, Huntsville, TX 77340. Ph. 936-438-8400
\$69.99 per night Mention Cadillac Inter-regional

YOU MUST CALL & MAKE YOUR OWN RESERVATIONS.

Full breakfast with eggs, sausage and gravy.

The Ironwerks has about a dozen of the finest cars in progress, including Deussenbergs, Stutz, etc. The Gullo Collection occupies 52,000 sq. ft. (heated and air conditioned) and has 225 vintage vehicles, a 1950’s soda fountain, a barber shop, a car drive-in, used car lot, and a 1950’s style Mobil Service Station.

Send this form and check to: Frank Koller, 12061 Maverick Drive, Willis, TX 77378

Checks payable to: Cadillac & LaSalle Club, GCR

Questions: Duane Medley, Tour Chairman, 713-725-2707

Sunshine Report: Rubye Musser

Karen Hannah	Chemotherapy
Steve Overby	Chemotherapy
Rudy Bedrick	Heart cath, possible ear surgery
Minnie Bedrick	
Doug McClain	Nevada, very ill—in hospice. Rubye’s nephew
Mark Schmitz	Recovering from lung transplant
Tony Yates	Enjoys phone calls and visits (940) 368-8678
Buddie Walton	Enjoys phone calls (817) 738-2363
Bev Podmers	
Joyce Reagan	

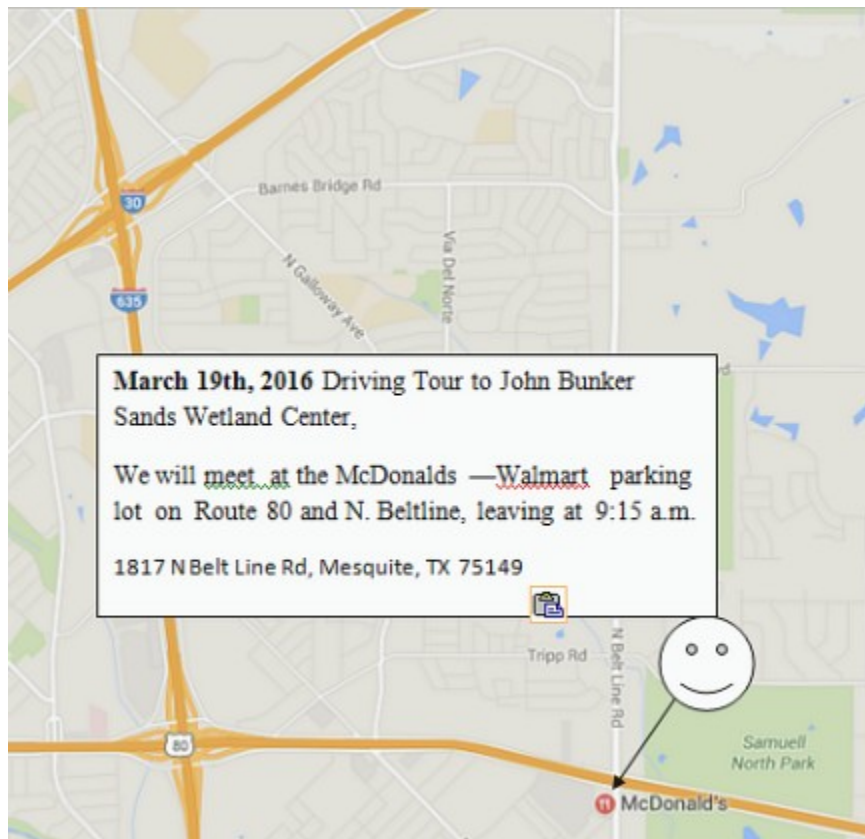
Pray and call those less fortunate and in less good health and thank God for your health.

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

Love to All. GOD BLESS EACH ONE

Rubye

NTXCLC Board Meetings 3rd Sunday of even months, 4:00 p.m. at Willhoite’s in Grapevine, TX.
Next meeting March 20th, 2016



Contact Greg for all your printing needs!

Greg Nieberding 469-556-4792 D3GTN@aol.com

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(214) 563-1033 lifer@writeme.com
- Pate Director: **Bill Levy**
- Pate Director Assistant: **Jim Warren**
- Historians: **Randall and Joyce Reagan, John Foust**
- Directors: **Minnie Bedrick, Ron Fishell, Dave Eckberg**



Local Club Dues – National Dues

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

Checks for National Dues should be made payable to **CLC, Inc**, and mailed to Cadillac & LaSalle Club, Inc., PO box 360835, Columbus, OH 43236-0835. Do not send this check to Bill Haesslein.

The NTXCLC local club Dues continue to be \$20.00, due each January 1st except new members, which is then due again after the first full year of membership (example: if you joined in 2015, your dues would be due in Jan 2017). Make Dues checks payable to NTXCLC and mail it to Bill Haesslein, 5744 Caracas Dr. N. Richland Hills, TX 76180



RENEW OR RENEWALS Now

PROBLEM:

1. Remind members in our Region or Chapter who's membership has expired.
2. Reach out to them to renew. Check your membership or call Bill Haesslein membership chair

Thank you for your help in keeping your membership current!

Please let our advertisers know that you saw their ad in the *Standard Of The World* newsletter of the north Texas Region of the Cadillac & LaSalle Club

Classifieds

CARS FOR SALE

+++++

1938 LaSalle 2 dr coupe

Frame-off rest (modified) in 95/96. Org drive train w/ 425ci motor & TH400 from 77 Cad donor car. Afrmkt A/C added.



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

Classified Ads – for 3 months Members: free, Non-members -\$35 for three lines for three months. \$50 for ad with photo. No credit for early cancellation. For additional rates

1993 Cadillac Allante

Red w/ tan interior 53K mi. Came from a Cadillac dealer's private collection - was well taken care of. Clean underneath as is exterior and interior. Runs great, nothing to do but put key in and drive it. \$9,999.00 obo Ron Fishell 214-952-4226 (Mar)



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

1993 Cadillac Allante, runs & looks great, 102K miles. \$5,000 obo Ph 817 795-2032 or email bob8372@att.net . Bob Musser, Arlington, TX (Mar)



Membership Report: Bill Haesslein

Welcome New Members:

John G. Terlingo, Jr. Dallas, TX
Steve Sarp, Carrolltonj, TX

Taylor Sharp, Carrollton, TX



There are 16 car clubs that manage the Pate Swap Meet each year. If every member of the North Texas Region Cadillac & La-Salle club recruited just one new member each, we would be the biggest club in the swap meet. Remember, the member count, besides meaning a more fun and interesting club, gets the club a bigger share of the Pate income.

For membership information— Contact Bill Haesslein at billhsln@airmail.net

COMMERCIAL ADVERTISING PRICES

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Your business will be advertising to car lovers and enthusiasts across the United States, Europe, Asia, and Australia.

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\$75.00 – 1/8 page, \$125.00 – Quarter page,
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If you have a special request contact us for rates. Contact Rubye Musser (rubyemusser@gmail.com) or Bill Levy (lifer@writeme.com) for an application or special request.



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2014**

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Merit Award 2013, 2014,
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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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DRIVE, SHOW, CHROME, BUMPER BULLETS, TAIL FIN'S

NTXCLC

Calendar

See Page 4 for details

- *March 19th, 2016** Driving Tour to John Bunker Sands Wetland Center, Seagoville, TX.
- *March 5th 2016**—Pate Swap Meet Prep and Tile Party (March 12th or 26th Rain Date)
- *April 23rd 2016**—Pate Swap Meet Set up Party
- *April 28-30, 2016** — Pate Swap Meet
- *May 1st 2016**—Pate Swap Meet Tear Down Party
- *May 13, 14, 15** Interregional Meet Gulf Coast, NTXCLC, Huntsville. Make plans. Page 12
- *July 4th 2016**—Parade, Arlington, TX
- *September 17th 2016** Cruisin' For The Cure, Ft. Worth

Mar 5, Apr 2 Cars and Coffee, 7 a.m. – 11 a.m.. Gates open at **6:30 a.m.** Be in place by 7:30 for a reserved spot on **Cadillac Row** as the big lot fills up very fast. So get there early. 6800 Dallas Parkway, Plano TX 75024. Email lifer@writeme.com if you have any questions.



COMING UP:

- Apr 12-16 2016 CLC** Grand National Las Vegas, NV
- July 6-9 2016 CLC** National Driving Tour Connecticut and southern New York-Lower Hudson Valley Region
- June 25-July 1 2017 CLC** National Driving Tour Illinois Route 66—Chicago to St. Louis.
- July 31-Aug 5, 2017 CLC** Grand National McLean, VA
- 2018 CLC** Grand National—TBA.

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