



# STANDARD OF THE WORLD

## Cadillac LaSalle Club North Texas Region

May 2023



*Awarded Best CLC Regional Newsletter 2008, 2020*

# PATE SWAP MEET 2023



The weather was a bit squirrely at the 203 Pate Swap Meet held at the Texas Motor Speedway, but as our largest ever, we had plenty to sunshine and lots of visitors shopping the 1,734 vendors that signed up for 82% of the available 11,497 spaces. Our enlarged grass area to the west brought many newer vendors and a lot of activity. The North Texas Region Cadillac & LaSalle club, with three additional member clubs did a set up the meet area and final tear down, both in record time. In talking with many of the vendors, they expressed positive comments to the sales and to the new orange cone street signs. As always we are looking forward to next year's swap meet, the largest west of the Mississippi River.

web site: [www.clcntx.com](http://www.clcntx.com)



*Winner CLC Web Site Merit  
Award 2013, 2014, 2015 2016,  
2017, 2018*

*Winner Old Cars Weekly  
Golden Quill Award  
2012, 2013, 2014, 2015,  
2016, 2017, 2018, 2019, 2020, 2021, 2022*

# NTXCLC First Saturday Breakfast

Our 1st Saturday get-togethers are a relaxed fun social event with a group of classic cars in the parking lot . The gents share thoughts on old cars, collector cars, and just cars, and the spouses enjoy things that are just not automobile related. Part of the car club experience is friendship, with those who have similar interests, and these friendships can grow and last for years. So, if the timing of the 1st Saturday meets your availability, come on in and break bread with us for a while. Bring your collector car, weather permitting. You will have a good time and food is good. Your spouses are invited. Next meeting May 6th at 9:00 a.m.



At the men's table, discussing Cadillacs and other GM Cars: Jim Hanson, Neil Polan, Jeff Pendleton, Doug Ashby, Steve Overby, Alex Beloff III, Bill Levy and Ron Fishell.



At the ladies' table, deep in conversations of "not cars,,"; Judy Hanson, Connie Beloff, Linda Polan, Kathleen Ashby, Debbie Overby, and Marcia Pendleton

## Night Out at the Theater

A group of NTXCLC members and spouses ventured out on a beautiful spring evening to downtown Carrollton, Texas for a family style dinner at Babe's Chicken Dinner House and the a popcorn-throwing evening of lively comedy entertainment at the Pocket Sandwich Theater's play of *Captain Phantasm vs The Nefarious Dr. Noir*. Everyone had a good time. It was great to get out together for some fun after the past months of the Pandemic.



Seated at the dinner table: Kathleen Ashby (this night out was her idea), Steve Overby, Debbie Overby (assistant planner), Bill Levy, Linda Polan, Neil Polan, Harriett Levy, Judy Hanson, Jim Hanson, and Doug Ashby.





PATE  
SWAP  
MEET  
2023



Organization and management of 11,000 plus vendor space marking tiles is a yearly challenge



We used 22 golf carts to complete the setups and tear downs of the swap meet. Not to mention a number of pickup trucks, too.



Chris Jessen put up four banners around the hospitality tent.



Often vendor space marking tiles have to be created on the fly. Bill Levy with his trusty Magic Marker

# Sunshine Report

We at NTXCLC are scheduling somethings for next couple of months so as to see one another! watch your emails.

**May Birthdays: If your birthday is in May let us know.**

- Alex Beloff III 5/18
- Greg Nieberding 5/24
- Linda Polan 4/30

Please inform me of members that were missed on the list.



# CLASSIFIED

**For Sale:** 1986 Fleetwood Brougham, owned by my mother. Red interior, lots of options. AC converted to R134, 4 new tires, new headliner, intake manifold and vacuum lines..etc. Cruise Control repaired. Books, brochures, records, manuals, keys, even has metal license plate frame from the dealer. Nice car to drive. Decent MPG.... \$9,240.00 firm. Richard Cross 817-472-4260



*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 contact Bill Levy @ (214) 563-1033*

# Activities Calendar

2023

- May 7th NTXCLC First Saturday Breakfast Social.
- June 3rd NTXCLC First Saturday Breakfast Social

**PATE DATES—2024**  
**Please plan accordingly**  
 March 23rd Tile Party  
 April 20th Setup  
 April 25-27 Pate Swap Meet  
 April 28th Tear Down



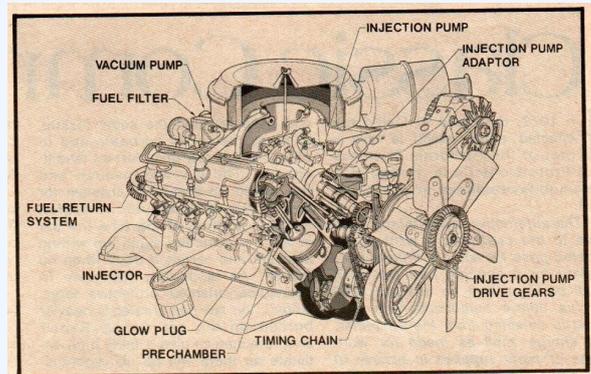
**NATIONAL:**  
 2023 June 20-June 24 CLC Grand National Albuquerque, NM.  
 2024 January, Irving, Texas National Board Meeting.  
 2024 CLC Grand National Gettysburg, PA.



**REST OF THE STORY ON ORTHODOX DIESEL ENGINES**

Story and Photos by Alex Beloff III except where noted as GM archives, GM photographic and Cadillac Motor Car Division and Motor Trend 1981

**The** (RWD) rear wheel drive 1978 through 1992 timeless style Cadillacs are immediately recognized and revered from a block away. Since most older vehicles are not pristine or flawless or show quality, my experience reveals some truths. First in trouble shooting most internal combustion vehicle engine problems, no need to grind the valves if new correct spark plugs, wires, distributor and re-built carburetor is the less expensive, time saving corrective action. Second, it can be dangerous to make a proper diagnosis by observing a nasty, dirty, neglected engine compartment hiding volatile fuel, oil, and coolant leaks, worn or blown gaskets, and deteriorating belts, EGR valves, filters, hoses, clamps, electrical wire components plus missing or damaged linkage. Remember, a filthy engine and compartment including a badly soiled toxic caked engine hood pads harbors heat, is the greatest destroyer of engine efficiency.



So we professionally clean and detail the engine compartment thoroughly. Now detailing the engine and not the entire vehicle afterwards is like taking a hot dog to a banquet. I will spend \$200 to have the entire vehicle professionally detailed. I pay someone to thoroughly hand wash the exterior. Before detailing, have every inch of lacquer, painted surfaces, moldings, bumpers, grills, wheel well moldings rubbed down with strong tar remover, hand washed again and dried. Oil base tar road film will dissolve buffer pad wax and polish resulting in “swirl marks”. Remove all personal items from vehicle including items in glove box, tapes, CD’s, under seats and trunk. Discard worn diesel smelling carpeted floor mats and order new ones. Remove the impressive looking stainless steel and rubber accelerator pedal. Most all RWD accelerator pedals merrily rest against the throttle linkage rod. Pull off the pedal for cleaning. After detailing, a hard hand palm-pressure against the base of the pedal reattaches it on to two round floor prongs. Next with plastic gloves, carefully remove and properly discard the nasty toxic laden oil saturated hood pad. Use caution removing little round black plastic hood pad retainers for cleaning and reinstalling new hood pad. Order all new cigarette lighters and small ash trays. Remove Cadillac deck lid script before buffing. Remember, Original Parts Group, or Rock Auto, your best choices, has authentic looking script emblems and parts as needed cheap and fast. Alert professional detailers for special attention cleaning undercarriage, engine pan, transmission housing, suspension components, fuel tank, fuel and brake lines.



## REST OF THE STORY ON ORTHODOX DIESEL ENGINES

Now with professional detailing complete, all admiring your like new to you Cadillac, you and your chosen seasoned experienced diesel technician check your operating diesel for worn head gaskets, intake manifold sucking air past worn seals and obvious worn belts, hoses, clamps and electrical connectors. Be ever mindful of fuel leaks. Never nurse a weak or dead battery. Get a new one! If you do not have enough voltage to the secondary circuit of the ignition system, most older gas Cadillacs won't start properly especially in cold weather.

Water in diesel fuel . . . or any fuel . . . can be a killer. It is serious. Moisture and blizzard-like conditions causes constant freezing of fuel lines, gelling hydraulic fluid, stressed batteries, and severely restricting special tools and operation. You cannot chemically or mechanically compress water. When you try, you bend components.

Water seeks its own level settling paraffin wax to form in fuel tank bottoms, bends in fuel lines, float bowls of gasoline carburetors, causing partial blockage, corroding and corrosive eroding of vital operational components including pumps, creating a real mechanical nightmare! I am presently restoring a 1975 Pontiac last year RWD Grandville Brougham convertible complete with new fuel tank, all new fuel and brake lines and all wiring. Highly recommend especially in the rust belt original vehicles.

Some years ago, I purchased a gorgeous one owner 1970 RWD San Mateo red, white leather, factory air Cadillac convertible. A rust free under carriage with no visible corrosion. Cruising Grapevine, the power brake failed depressed to the floor, brake lines bursting from rust! The excellent appearing power steering belt broke when enroute to a CLC breakfast. Advanced preventative maintenance is strongly encouraged.



As Massey Cadillac Detroit sales manager, I had the RACOR water/fuel separator installed on all new 1981 RWD diesel Cadillacs - inline before fuel entering the engine pump. This eliminates 100% of water and fuel containment down to one micro in size. Today with modern technology, I'm confident there is a similar device of superior quality.

In 1981, the factory fuel tank mounted separator consists of a woven "saran sock" that surrounds the fuel pickup. This is designed to pass fuel much more efficiently than water. The saran sock becomes coated with residue and contaminates. Restricted operation can cause inadequate function especially in harsh environments. By the time the dash mounted "water-in-line" warning light turns on, it may be too late! Too many domestic owners ignore the warning lights including the "wait to start" amber light cooking the twin starters and batteries.

Diesel engines do not produce the vacuum required to operate conventional brake-boosting systems, so some have an engine driven hydraulic pump that assists the brakes. A system that in 1981 needed a bit more refinements. Check yours!

## REST OF THE STORY ON ORTHODOX DIESEL ENGINES

The most prominent changes is a modulated “EGR” valve. The roller lifters (like drag racing cars) remove wear on the camshaft lobes, longer oil and filter changes that I do not recommend past 3,000 miles. The crankcase of a diesel is slightly pressurized when the engine is idling, a factor that contributes to oil leakage. The crankcase pressure regulator valve for 1981 decreases the internal pressure at idle and prevents oil pull-by under acceleration. In 1981, I counseled with a Massey Cadillac senior diesel technician who strongly advised servicing the EGR system with every 3,000 mile oil filter servicing. That was some 42 years ago.

Note: Diesel power even back then was a reality and the distillate burning engine serves Benz well. Diesels comprised 67.5% of all Mercedes cars sold in 1979. Diesel pistons can resemble normal parts at a glance, but a closer examination shows repositioned and beefed-up ring lands, plus stronger internal structure. Wrist pins were made larger in diameter allowing float in the piston with bronze bushing in the rod big end, which also has a hole to admit oil. The shank of the connecting rod was strengthened. Oil contamination from the carbon by products of combustion continues to be one of the diesel engines problems. This reduces the effectiveness of wear reducing additives used in oils. To counter this, Cadillac diesels may have a 7 quart capacity. A “collar” under the oil filter could provide oil flow paths to a cooler, an oil/water heat exchanger located in the right hand radiator header tank. That’s why oil changes at 3,000 mile intervals are required! On a Benz, strict servicing is mandatory - not discretionary. Be sure to check for a crank case filter.

Again hydraulic valve lifters are used in diesels. However, could they be allowed to reach pump-up speed? Because of a cramped combustion chamber, a valve that lifts when it shouldn’t is sure to be “bent” by the rising piston. For this reason, there’s an automatic fuel shut off built into the injection pump that holds peak engine “revs” to 4000 rpm and the automatic transmission (the only kind offered) is set to up-shift at 3800 rpm while peak torque of 220 lb. ft. is reached at 1800 rpm. Any other reasons to keep water/contaminants out of injector pump?

Automatic transmission diesel GM vehicles are designed not to creep forward at stop lights. It’s ok! Large -over-the road 18 wheeler tractor trailer diesels are most efficient at idle. Not so of a diesel powered car. The truck diesel engine is specifically designed for heavy duty tasks. Its large, heavy, complex, and very expensive. Use caution regarding diesel vehicle driving habits. 0-60 mph acceleration times go from around 8-10 seconds in gas powered Cadillacs; however, 16-19 seconds in the diesel Cadillac. Pay strict attention when entering fast moving freeways as you may not have the neck snapping acceleration to blend in. Enjoy many potential 700-800 mile trips on one tank of diesel fuel. Prepared and maintained properly, you could have many years of prideful, relaxing ownership.

What’s your hurry anyway? Feel the “**Cadillac look**”! In my view, styling around in your stunning spectacular classy era Cadillac is one of life’s rare pleasurable prideful moments matched by no other car!

May God bless the trails you ride. *Alex*



# PATE SWAP MEET 2023



**Members who made it all possible. Thank you.**

<u>AACA</u>	
Clair	Clayton
Cole	Clayton
Kathy	Clayton
Philip	Clayton
Zeb	Clayton
Mike	Elliott
Jusiu	Firrer
Doug	Freckn
Carey	Frisby
Sue	Frisby
Charles	Gambulos II
Nichole	Gambulos
Charles	Gambulos III
Judy	Guysugm
Ira	Hester
Toby	Hester
Naris	Hester
Gordon	Hofstra
Scott	Hogue
Mike	Hrehocike
Terry	Hrehocike
Kim	Keith
Neely	Kerr
Ken	Kerr
Judy	Kerr-Guysinger
Kassie	Knight
Steve	Knight
Larry	Kollie
George	Lang
Debra	Lankenaiy
Kip	Lankenaiy
Kaiden	Lenners
Paul	Lester
Jeff	Podmrrers
Larry	Priest
John	Richardson
Lynn	Richardson
Andy	Riemitis
Doug	Siminoe
Susie	Siminoe
Jerry	Smith
Linda	Smith
Chris	Stathopulo
Linda	Stathopulo
John	Velde

<u>DAPA</u>	
Hank	Crosby
Henry	Crosby
John	Dutton
Ladonna	Dutton
Dan	Grace
Scott	Hogue
Tony	Hromadka
Caryl	Hugdahl
Tom	Krey
Ken	Maclane
Ricky	McClendon
Mark	Morgan
Margaret	Reaves
Thou	Reaves
Joe	Schafers
Robin	Schafers
Merle	Schwalen
Myra	Schwalen
Tom	Smith
John	Ustica
David	Willenborg

<u>LST</u>	
Ken	Begley
Steve	Bourgeois
Steve Jr.	Bourgeois
Susie	Bourgeois
Betty	Dawson
Marc	Engel
Noah	Engel
Sam	Goforth
Dan	Hays
Gary	Hengst
Candy	Jebavy
Robert	Jebavy
Joey	Mackery
Frankie	Mackey
Tommy	Mackey
Ric	Mann
Ric	Martin
Fran	McGunn
Bill	Peterson
Bill	Peterson
Judy	Peterson
Teresa	Rafidi
David	Rosenow
Don	Stevenson
Jeff	Terry
Mary	Terry

<u>NTXCLC</u>	
Doug	Ashby
Minnie	Bedrick
Jim	Hanson
Judy	Hanson
Chris	Jessen
Bill	Levy
Harriett	Levy
Steve	Overby
Debbie	Overby
Marica	Pendleton
Jeff	Pendleton
Mark	Waterman
William	White

Below—Laying tiles in the Grass Zones, and 49 tubs of Vendor



## *Membership Report*

### Welcome to our New Members:

Clint Lee, Wichita Falls, TX 1937 LaSalle

Allen Guillory, Tyler, TX 1941 Cadillac 60Special

Jeff Podmers, River Oaks, TX 1939 LaSalle series 5027

There are 14 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 could 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@att.net](mailto:billhsln@att.net)

### **COMMERCIAL ADVERTISING PRICES FOR NTXCLC NEWSLETTER "The Standard Of The World"**

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

**For one full year,  
12 issues — \$50.00 – Business card size,  
\$75.00 – 1/8 page, \$125.00 – Quarter page,  
\$250.00 – Half page, \$500.00 – Full page.**

If you have a special request contact us for rates. Contact Bill Levy ([lifer@writeme.com](mailto:lifer@writeme.com)) for an application or special request.

# North Texas Region

**Jacket** **\$75** + \$10.95 S&H U.S.

**Goddess Shirt** **\$25** + \$6.95 S&H U.S.

**Hatband** **\$10** + \$4.95 S&H U.S.



Jacket available in adult sizes (S, M, L, XL). These can be special ordered in sizes 2X, 3X, or 4X at an additional cost.

Goddess shirt available in sizes M, L, XL, and XXL, in white, black, red, and aqua.



If outside the United States, please email Rubye at [rubymusser@gmail.com](mailto:rubymusser@gmail.com) for information on shipping charges.

Make checks payable to NTXCLC  
(North Texas Region Cadillac & LaSalle Club)

Send your orders to:

**Rubye Hubbard**

325 Crosstimber Drive, Hurst, TD 76053

# Officers

**President: Bill Levy**  
(214) 563-1033 [lifer@write.com](mailto:lifer@write.com)

**Vice President: Bill Ische**  
[ische.tx@gmail.com](mailto:ische.tx@gmail.com)

**Secretary: (open)**

**Treasurer: Jim Hanson**  
[Jam\\_Han@msn.com](mailto:Jam_Han@msn.com)

**Webmaster: Minnie Bedrick**  
[minniebedrick@gmail.com](mailto:minniebedrick@gmail.com)

**Membership: Bill Haesslein**  
[billhsln@att.net](mailto:billhsln@att.net)

**Assistant Membership: Rubye Musser**  
(817) 996-8066 [rubymusser@gmail.com](mailto:rubymusser@gmail.com)

**Assistant Activities: (open)**

**Sunshine: Rubye Musser**  
[rubymusser@gmail.com](mailto:rubymusser@gmail.com)

**Newsletter Editor & Distribution: Bill Levy**  
(214) 563-1033 [lifer@write.com](mailto:lifer@write.com)

**Newsletter Printer: Greg Neiberding**

**Pate Director: Bill Levy**

**Pate Director Assistant: (open)**

**Historians: Alex Beloff III**

**Directors: Richard Cross**

**Calling Post: Karen Phillips**

digital **3** printing

Contact Greg for all your printing needs!

**Greg Nieberding 469-556-4792**

[greg@digital3printing.com](mailto:greg@digital3printing.com)

2730 N. Stemmons #740W

Dallas, Texas 75207

CUSTOMER'S 1933 CADILLAC

AT GERMAINE LEXUS IN

NAPLES, FLORIDA 2003



ALEX BELOFF III IS PLEASED TO SHARE THIS PHOTO FROM HIS PERSONAL ARCHIVES!

See more Cadillac memories at [www.alexbeloff3.com](http://www.alexbeloff3.com)

Read the stories and see the photos of the 159 cars Alex has owned!

Enjoy the past NTX CLC Beloff articles on his website!

Biarritz . . . Topless Cadillacs . . . Vapor Lock . . . L.O.F. glass for Cadillacs

May 2023



**STANDARD OF THE WORLD**

Bill Levy (lifer@writeme.com)  
Editor, North Texas Region CLC  
16734 Lauder Lane  
Dallas, TX 75248

*Awarded Best CLC Regional Newsletter 2008, 2020*

*Awarded Old Cars Weekly Golden Quill 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022*

*Awarded CLC Web Site Of Merit Award 2007-2008, 2013, 2014, 2015, 2016, 2017, 2018*

**First Class Mail**

*The Standard Of The World* is published monthly and mailed First Class or emailed to all NTXCLC members on the current roster, member of the CLC, and selected others. Copyright © 2022 North Texas Region Cadillac & LaSalle Club. Other CLC Regions may reprint articles without permission as long as attribution is given. The deadline for submission is the 20th day of the month prior to issue date. ALL NTXCLC members are encouraged to submit articles, letters and photos to the Editor for publication. Cadillac and the Cadillac Wreath & Crest are registered trademarks of Cadillac and General Motors.

*Drive, Show, Chrome, Bumper, Bullets, Tail Fins*

**NTXCLC**

**May 7th** NTXCLC First Saturday Breakfast Social  
**June 3rd** NTXCLC First Saturday Breakfast Social

**PATE DATES—2024**  
**Please plan accordingly**  
**March 23rd** Tile Party  
**April 20th** Setup  
**April 25-27** Pate Swap Meet  
**April 28th** Tear Down

**2023 June 20-June 24** CLC Grand National Albuquerque, NM.  
**2024 January**, Irving, Texas National Board Meeting.  
**2024 CLC Grand National** Gettysburg, PA.



**Pate Swap Meet**

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

**web site: [www.clcntx.com](http://www.clcntx.com)**