



STANDARD OF THE WORLD

Cadillac LaSalle Club North Texas Region

web site: www.clcntx.com

March 2020

Awarded Best CLC Regional Newsletter 2007-2008

March 14th Car Tour

Rubye Musser

On March 14th the NTXCLC will do a car tour to Nocona, Texas to visit the Horton Classic car Museum, have a nice lunch, If time allows, we will make a visit to the Blue Ostrich Winery.

Please RSVP by March 10th so we can make lunch reservations.

Rubye *817 996 8066

We will meet at Braums in Denton at 9:00 a.m. to begin the tour.



From there we will cruise up I-35 to FM1173 (2 miles), travel west to Krum, (@3.5 miles) then west and then north on 1173 to FM455 (10.7 miles) and then west to Slidell (@13 miles). Continuing on FM455 northwest to Forestburg (@16.5 miles) and on FM455 to Montague (14.5 miles). From there we will head north on route 175 to Nocona (@8.4 miles).



In Nocona head north on 175 to SR-82, short right turn to Clay Street, and the fourth street north is W. Walnut Street. Left to the Horton Classic Car Museum.

After lunch we will drive east on SR-82 to St. Jo (@14 miles), another 8.9 miles to Muenster on SR-82, and 12.75 miles on SR-82 to I-35. From there head south towards Home.

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

**Winner Old Cars Weekly
Golden Quill Award
2012, 2013, 2014, 2015, 2017**



The Seventh Cadillac

Text and photos by Mark Waterman

The seventh Cadillac I've owned is the 1973 Coupe de Ville several of you have seen at some of our NTX meetings. My acquisition of this fine motorcar is a story now submitted.

In the spring of 2017, I had some "car money" burning a hole in my pocket, having recently sold my red '92 Corvette. With the departure of that package of plastic trouble, I was anxious to get another Cadillac back in the fleet, and decided I needed a Coupe de Ville. My favorite years are 1949 to 1979, so I started searching for the nicest one I could afford, meaning I didn't want a project. I enjoy working on cars and was willing to do some minor repairs, but really prefer driving them and taking long-distance trips. After all, the open road is where Cadillacs really shine.

The first one that caught my eye was a metallic light green 1962 in Hallsville, Texas. I missed that one by two days. Then I saw a low-mileage 1974, also metallic light green, near St. Louis, Missouri. Soon, two more appeared. There was a white with red interior 1978 near Minneapolis that had come out of an estate in Missouri, and a yellow 1976 with khaki interior in Nebraska. Since we have family in Wisconsin, we decided to take a trip and make a big loop.

The '74 near St. Louis turned out to be more project than I wanted. It drove nicely and the interior was good, but the paint was faded and the plastic bumper extensions were cracked. The steering, brakes, and suspension were worn, too, so I passed on the car. We drove on to see family in Wisconsin. We'd spend a few days there in Madison, then go see the white car in Minneapolis, and from there to that long, low-mileage 1976 in Nebraska.

While in Madison, I scanned the internet and found a triple black 1971, but ignored it because the mileage was high and it had some rust. It also turned out the '76 in Nebraska had sold, but a 1973 popped up in Muskego, Wisconsin. It was light yellow, had no vinyl top, and was pictured without fender skirts, but with Truespoke wire wheels. Though suspicious of rust in any Wisconsin car, I called the farmer that owned it and learned that it had only 48,000 miles. Also, it had been collector-owned and garaged for at least 30 years, and was undercoated when new. Further, the original fender skirts, wheels, and wheel covers were included. And no, it never had a vinyl top so the roof and rear window were solid and intact.

So I said to my wife, "Lynn, wanna go over to Muskego and look at an old Cadillac?" "Sure" she replied, "let's go for a ride!" When we got to the farm, the car was already out of the pole barn that held the farmer's tractor collection, and the stock wheels and skirts were back on it. "Wow! No vinyl top, Mark. Just look at the beautiful lines on that car!" Lynn said as we drove up. Before we even stopped, she said "You better buy that one!" Now I ask, how many times in your life do you think you're going to hear that from a wife who knows you already have five vehicles? Well, the rest of it was just an informal dance where the Truespokes were, to my great relief, negotiated away. He didn't even have all my cash in his pocket before he was telling me about the tractors he was going to spend it on.

The lumps on the 21-year old tires made the Coupe de Ville shake its rear end like an overweight dancer, but happily, within ten miles, right there in downtown Muskego was a Discount Tire store that had a set of four P215/75R15 radial narrow whites that fit perfectly and calmed my nerves. On the way back to Madison I thought, "Boy, what a smooth ride! I've been too long without a Cadillac." I called Minneapolis and cancelled the appointment to look at the white car, then took my swell new ride to a trusted shop in Madison for a thorough check-up, lube-oil-filter, and new rear brake line. Now good to go for the 1000-mile trip to Texas.

Or so I thought. The first day and a half went real well. Eight hundred forty miles smooth as silk, stylin' all the way. Then, in Atoka, Oklahoma, it died...deader 'n a hammer. We coasted into a hotel parking lot. Lynn turned the starter key while I looked under the hood. The starter wiggled, not as much as the rear end had in Muskego, but still...starters aren't supposed to wiggle. Even so, the engine did turn over but just wouldn't fire. Four or five phone calls later to local repair shops revealed that my best offer was "Oh, maybe we can look at it next week, but we don't have anywhere to park it. And you know, those old cars are hard to diagnose, if you can find anybody who'll do it. And parts are even harder to find. Probably a few weeks, minimum. What did you say it was, a Continental Lincoln?" So, plan B was to call my friend Bill Sommers who has a Dodge Hemi pickup truck and a nice long trailer. When I asked him "What are you doing tomorrow?" he said "Nuthin'...what've you got in mind?" I said, "A road trip, 160 miles one way, to rescue my newest land-yacht, which is only slightly smaller than my house." "Sure, let's start at 8 a.m." came the answer that was music to my ears. Lynn and I drove the chase car back to McKinney, and got home by about 7 p.m.

Continued on page 3

The Seventh Cadillac

Bill arrived at 8 a.m. sharp the next morning. We were in Atoka by 11 a.m. and loaded before noon. The trailer winch had grunted, and Bill said he didn't recall hauling anything so heavy, but that Hemi just pulled like an ox, so we were back in McKinney before supper.

The next day, diagnosis revealed a no-spark situation. A different coil didn't change things, so I got a spare set of points and condenser from my garage. Figuring the condenser was easier to install and, unlike points, didn't need adjustment, I tried that next. The engine fired right off! Wow! I've never known a condenser to fail and bring the whole show to a stop, but that one did!

Next step was a few "minor details" to make the Coupe de Ville run and look perfect—nothing major, just quick repairs. Under-hood it got a starter, new battery and alternator. I also noticed the radiator had minor leaks, as did the valve cover and intake gaskets, and freon was needed for the A/C system, which kind of worked. With radiator removed, I decided the hoses and belts should be replaced, too. And did I really want to trust that old original water pump?



Then I realized the heater control valve was leaking, and figured the heater core was probably just as old as the radiator, so what better time?

Besides, I was going to have to tear the dash apart to diagnose the A/C system, anyway. Also, the fluid lines looked a little iffy to the critical eye, so those for power steering and trans cooler got replaced, as did fuel lines, the last of which twisted off in the fuel pump. Well, might as well replace the fuel pump, too.

Gosh, with all these new parts in place, I might as well paint the engine and engine room. I may never get a better chance. This is called "project creep" and if it hasn't happened to you then you probably don't appreciate the humor of it.

"How about that A/C system?" you ask. Here's more humor. Remember the leaking heater control valve? Apparently, the vacuum hoses pulled antifreeze fumes and residue into the A/C control head, so it was all gummed up and plugged and needed cleaning. Also, some of the temp senders and sensors had been disconnected or by-passed. After all that was fixed, the A/C system ran perfectly for at least two hours. Then the compressor howled like a banshee, and locked up tighter than Harold's hatband. Funny, huh?

That wasn't near as funny as the brakes that arbitrarily decided to lock-up on one side and fail to operate on the other. Excitement comes in many forms, but you know, in the larger scheme of things, a full brake job isn't that expensive or complex, and now I've got the receipts to prove it.



Another thing that's a lot of fun is completely washing, polishing, buffing, waxing, and detailing a car that's 228.5 inches long and 79.8 inches wide.

Well, I'm here to tell you I enjoyed almost all of it—nearly as much as I do driving this beautiful motorcar, the 1973 Cadillac Coupe de Ville!

Happy motoring, Mark Waterman



Pate Swap Meet Tile Party

The Pate Swap Meet will again be upon us SOON! This is important to us since this is our primary source of club revenue. As many of you know, we are part of 16 Texas car clubs that represent membership in a limited partnership known as 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. Pate Director Bill Levy has made a great effort to make the work easier (well, it's never just easy...), and we look forward to your participation.

Saturday March 28 10 a.m. Meeting at the Anderton Paint & Body Shop, 3305 Avenue B, Ft. Worth 76105 to update vendor space tiles and put them in numerical order. The method is to inspect each vendor's space-marking tile and each tile tub.



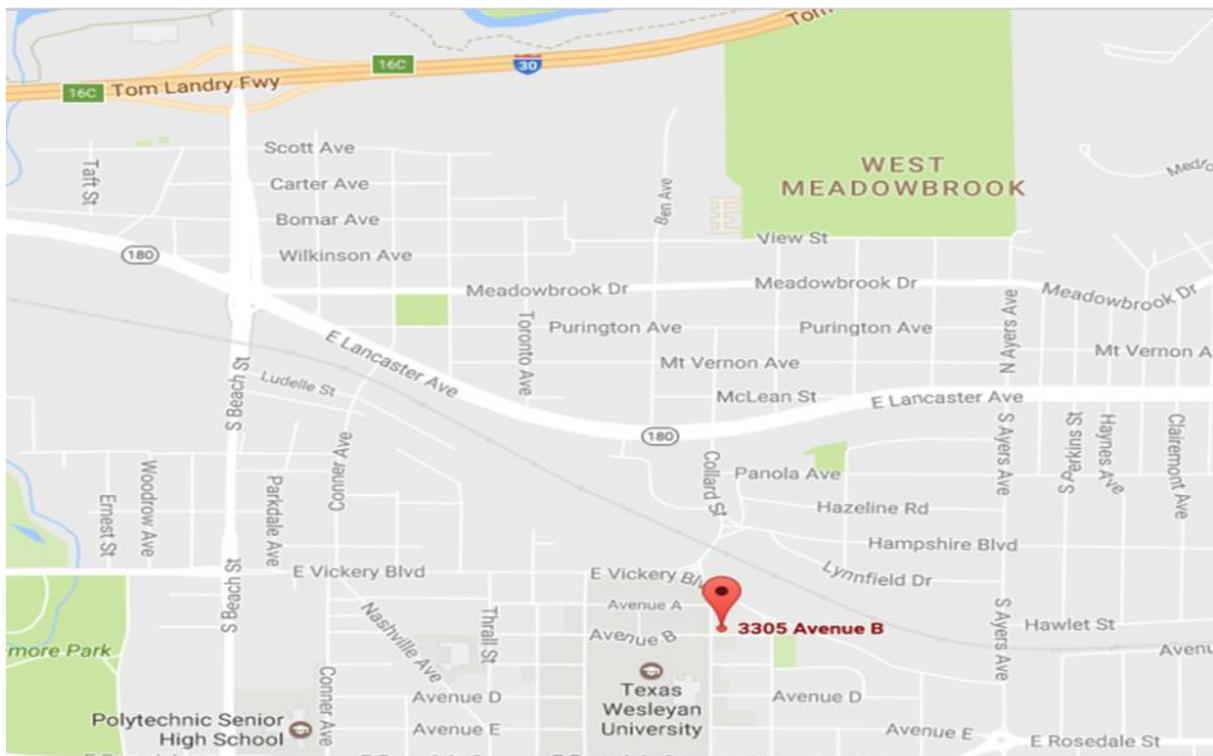
Each tub has a laminated map of the zone and the blocks assigned for that tub. We place the tiles in the correct tub, in numerical order by blocks (even numbers in one stack and odd numbers in second stack). Each stack gets a big rubber band to secure it. Missing tiles or unreadable tiles are replaced, using the vinyl film from the printed rolls to make the replacement



tile. There are over 9,000 tiles, but the work goes fast and we have fun with the get-together of club members.

We need as much help as possible and generally we may finish before 2 p.m. if there is enough help. Lunch will be provided as well as a morning snack and coffee. See map below. Bring a folding chair if you can.

South off I30 on S. Beach Street, east on Est Lancaster and south on Collard Street.



NTXCLC Saturday Breakfast Social



Pictured enjoying our First Saturday Breakfast Social are: Lenny Zimmerman, Ron Fishell, Dan Harrison, Alex Beloff III, Connie Beloff, Debbie Overby, Steve Overby, Doug Ashby, Kathleen Farland, Judy Hanson, Jim Hanson, Marvin Block, Jeff and Marcia Pendelton, and Mark Waterman.

Each First Saturday the members of the North Texas Region get together for a friendly social breakfast at BIC's.

When the weather allows it the collector cars are brought out for a small car show in the parking lot where members and passers by get to view and enjoy them.

At this breakfast Alex Beloff handed out some salesman's pictures of various Cadillacs from the sales book, and gave away some Matchbox Cadillac cars. It was very interesting.



Activities Calendar

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

2020

March 7th Once again our breakfast social is attracting more of our club membership for a relaxing meal and great social interaction. We meet at BIC'S Restaurant, 2245 Midway Road, Dallas, TX 75252, each first Saturday, at 9:00 a.m. If the weather is nice we view the classic Cadillacs we brought. Our next breakfast social is March 7th, so see you there.

March 14th Car tour to Nocona, Texas to visit the Horton Classic car Museum, and lunch, If time allows, a visit to the Blue Ostrich Winery. Please RSVP by March 10th so we can make lunch reservations. **Rubye *817 996 8066**

April 11th In planning. Save the Date.

May 22, 23, and 24 Inter-regional Meet. Looking at the Texas State Railroad Train Ride. The Palestine Round Trip.

June 20th Something in our area.

July 4th Arlington 4th of July Parade.

September 20th Regional Meet Cavanaugh Flight Museum in Addison.

October or November Depending on nature— a driving tour to see the autumn leaves.

December 12th Either the Ronald McDonald house or a children's organization. Our Charity Toy event.

January 3, 2021 Christmas Party.

NATIONAL:

August 22-28 CLC Driving Tour of the Great Pacific Northwest. (See page 9)

2020 CLC Grand National, June 9-13 Marriott Kansas City Overland Park—Overland Park, KS.

2021 National Driving Tour TBA

2021 CLC Grand National July 13-17 Marriott Pyramid Hotel- Albuquerque, NM.

2022 CLC Grand National, Chicago, IL.

2022 National Driving Tour- a tour to cover several southeast states.

Rubye 817 996-8066

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April 25th Pate Swap Meet Set-up day, Texas Motor Speedway.

April 30th-May 2st Pate Swap Meet Hospitality Tent, Texas Motor Speedway.

May 3rd Pate Swap Meet Tear Down, Texas Motor Speedway.

If you are currently receiving your newsletter, The Standard Of The World, by mail, and would like faster service by email, please let the editor know (lifer@writeme.com). Email newsletters are emailed on the first day of every month, where snail mail takes sometimes a few days longer. Thank you.

Classifieds

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

Would you like to see your Cadillac on the pages of the NTXCLC newsletter? This small, but deluxe publication gets circulation, not only in our region, but is sent to many of the CLC clubs across the nation and world. By appearing here your story can become part of Cadillac history. **I need your story and your pictures.** It could be a story about the vehicle as it is now, or it can be a restoration article, or a funny, interesting, or even a sad story. But it's about your car, and this means it is about you, too. If you feel you can't write well enough, send me the basics and I will help you write the story. I have many pages to present monthly, and I have room for you in them. So, don't feel embarrassed—email me, or call me, or see me at the NTXCLC outings and let's make history.

lifer@writeme.com

Under The Editor's Bonnet



By Lifer

Check out NTXCLC on our new FACEBOOK group.

Jeff Podmers forwarded this link that is fun to watch.

<https://www.macsmotorcitygarage.com/video-the-rise-and-fall-of-cadillac/#more-75937>

If you would like to receive the Pate Swap Meet Newsletter, sign up at <https://pateswapmeet.com/mailling-list-request-form>.

- 1. Back in 1900, a new car company named Horch appeared in Germany, founded by former Benz engineer August Horch. He didn't get along with his directors and, when he left nine years later, the company took legal action to prevent him from putting his name on any new automobile. Horch roughly translates to "listen," so he used the Latin version: Audi.**
- 2. The MacPherson strut is a spring/shock absorber combination used on the front suspension of most of today's front-wheel-drive cars. It was invented in 1947 by Chevrolet engineer Earle S. MacPherson for the rear suspension of a planned compact model called the Cadet. The car was never built, and a disappointed MacPherson left GM and moved to England to work for Ford.**
- 3. From 1956 to 1959, you could order your Chrysler with a record player. You got six discs with the car and could buy more from the dealer, but your choices were limited to artists signed with Columbia, which made the unique records that worked with the player. They tended to skip over bumps and didn't work very well, and disappeared for 1962.**
- 4. The first Chevrolet Corvette, introduced for 1953, didn't have any outside door handles. It was a soft-top roadster that also lacked side windows, so you simply reached inside to unlatch the door.**
- 5. Henry Ford started two unsuccessful companies before hitting his mark with the third, the one that exists today. His second company was taken over by its board and run by director Henry Leland, who renamed it Cadillac to build cars of his own design. After selling Cadillac to General Motors, Leland started Lincoln, which Ford eventually purchased.**
- 6. Studebakers were built in Hamilton, Ontario, Canada for two years after the automaker closed in South Bend, Indiana, in 1964. Because the government now considered it a Canadian automaker, it could import cars duty-free. To make extra money, the cash-strapped company bought Volkswagens in Germany and sold them to VW Canada. Even with Studebaker's mark-up, the cars cost less than what VW would have paid to bring them in. Studebaker also tried to distribute Japanese cars but the deal fell through, partly due to a Studebaker board member on the advice of his law partner: future U.S. president Richard Nixon.**
- 7. Charles Rolls, co-founder of Rolls-Royce, was the first Englishman ever killed in an airplane and the 12th person worldwide when the Wright Brothers biplane he was flying at an air show in Bourne-mouth, England, in 1910 snapped its tail and crashed. Henry Royce ran the company after his partner's death, mailing instructions to his employees when deteriorating health confined him to his home.**
- 8. The first production Ford Mustang went on a tour of the U.S. and Canada in 1964, and was eventually sold to airline pilot Stan Tucker in St. John's, Nfld. Two years and some 16,000 kilometres later, Ford realized the car's significance, swapped Tucker a brand new 1966 Mustang for it, and donated it to the Henry Ford Museum in Michigan.**
- 9. The tow truck dates to 1916, when Ernest Holmes of Chattanooga, Tenn. was asked to help pull a crashed Ford Model T out of a creek. It took 11 men almost a day to do it with ropes and blocks. Figuring there had to be a better way; Holmes bolted three poles to a 1913 Cadillac chassis, added a pulley and ran a chain through it, which provided leverage to lift vehicles. He also built up a truck body on the chassis for tool storage. His patented design became the standard for vehicle recovery.**
- 10. BMW started as an aircraft company, moved into motorcycles and truck engines, and in 1928 built its first car, the Dixi, a licensed version of the British Austin Seven. Bigger and better models followed, but the company fell on hard times after World War II. It was saved in 1955 by the Isetta, its version of a tiny Italian model. It used a motorcycle engine and its single door was the car's front end, but its low price resounded with buyers, and its success put the automaker back on track.**

CLC Driving Tour of the Great Pacific Northwest

AUGUST 22 - 28, 2020

It might seem like a long ways away, but the 2020 CLC National Driving Tour will be here before we know it. Now's the time to mark your 2020 calendar and start planning your schedule and trip to the Great Northwest!

The 2020 tour is being hosted by the Mt. Hood and Pacific Northwest Regions and will be based out of Portland and Lincoln City, Oregon .

If you've never been to the Pacific Northwest before (and even if you have) this is one tour that you don't want to miss. This event is a two spoke and hub tour with drives to the Mt. St. Helen's volcano, Mt. Hood's famous Timberline Lodge, and the scenic Columbia River Gorge. Then we head off to the beautiful Oregon Coast driving through some of the world renown Oregon wine country and the Evergreen Air Museum - home of the famous Spruce Goose. At the coast you will have an opportunity for whale watching, lighthouse tours, marine aquariums and fabulous PNW seafood.

You will be visiting the Northwest at the time of the year when our weather is at its best.

Look for registration information in upcoming issues of the Self Starter and visit our website at mthoodregionclc.com for additional information. You can also contact the Tour Director Richard Fabbro at (360)915-4689, fabbrofour@hotmail.com.

LODGING AUGUST 22 - 25 RED LION JANTZEN BEACH PORTLAND OREGON 909 N Hayden Island Dr, OR 97217 503-283-4466 MENTION CLC DRIVING TOUR WHEN BOOKING <https://www.redlion.com/red-lionhotels/or/portland/red-lion-hotel-riverjantzen-beach>

LODGING AUGUST 26 - 27 CHINOOK WINDS HOTEL & CASINO LINCOLN CITY, OREGON 1777 NW 44th ST. Lincoln City, Or. 97367 (877) 423-2241 MENTION CLC DRIVING TOUR WHEN BOOKING <https://www.chinookwindscasino.com>



Sunshine Report

Betty Hammett
 Martha Smith—to have knee surgery
 Pauline Johnston
 Frank Koller
 Gordan Fenner—Longview
 Bob Musser
 Tony Yates
 Mary Lou Ruhling
 Dave Eckburg
 Terry Graham—improving in PT and on a walker

Hope y'all are free of Flu

May God Bless each of you and have a speedy recovery

Let me know if we must add someone to our prayer list or assistance.

Ruby 817 996-8066

Membership Report



Welcome New Members:
Beth Mason, Plano, 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.

If a member obtains 5 or more new members to the NTXCLC they will receive a free Club Shirt at the annual Christmas dinner.

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Pate Director Assistant:

Historians: **Alex Beloff III**

Directors: **Jeff Podmers, Richard Cross**

North Texas Region




Goddess Shirt \$25

Jacket \$65 + \$9.95 S&H

Jacket available in adult sizes (S, M, L, XL). These can be special ordered in 2X, 3X or 4X at an additional cost. Goddess shirt available in sizes M, L, XL and XXL, in white, black, red and aqua.

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NTXCLC Board Meetings usually 3rd Saturday at 11:30 a.m. of even months
Next Board Meeting Sat, April 25 at Pate Swap Meet Setup Day.

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First Class Mail

STANDARD OF THE WORLD

**Bill Levy (lifer@writeme.com)
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Dallas, TX 75248**

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Kansas City CLCGN Hotel is the Marriott Kansas City Overland Park. Call 800 228-9290 and ask for Cadillac LaSalle Club reservation. June 8—June 14. Room rate is \$117 + tax. A deposit of one night will be charged ahead. Can be cancelled 30 days prior to arrival.

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

web site: www.clcntx.com