



# The *Dagmar*

www.rmrlc.com

## April 2009



### Give Me Sanctuary! By Jeanne Tiffany

On May 2nd which is a Saturday we have made arrangements to visit the Wildlife Sanctuary in Keenesburg, Colo. The sanctuary has been around for 20 years and is on approx 160 acres with over 150 animals that were either abused or abandoned. Here are the details.

**Where:**

The Wild Animal Sanctuary,  
1946 WCR 53, Keenesburg Co.  
(303-536-0118)

**When:** May 2nd, 2009

**Time:** Tour starts at 12:00 PM  
in the visitor building ( Note:

Please get there at least 15 min early so we can meet in the parking lot and go in as a group). Tour is a self guided and should take approx. 1 hour to walk thru.  
Cost: \$10.00 per person ( Donations are greatly appreciated as well.)

***DONT'S - NO CELL PHONES !!!! or SMOKING ON TOUR***

***DO'S - BRING YOUR CAMERAS!!***

FYI: As you probably already know you will be traveling on dusty dirt roads to get to the sanctuary.

We also thought it would be nice to have lunch together at the Pepper Pod, Loves, Subway or Carls Jr which are all located right at the exit ramps where you get on & off the highway to go to the sanctuary.

To get more information on the sanctuary they have a great web site that gives you more about them who they are and what there all about and how they receive these beautiful animals, how to make donations, animal adoption programs, directions, maps & phone numbers if you are in-

terested!

The sanctuary is asking us to call the week before we are schedule to come to let them know how many people are coming so that they can be prepared for us. Please contact me at tiffanyx166@earthlink.net to RSVP.

Hope to see you there it should be fun and educational!!!

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### St. Patrick's Day Parade

By John Cullinan



There was a time when most of our members reluctantly participated in parades, and the St. Patrick's Day Parade was one of those we were never too thrilled to be part of. The gathering point near the Mint and the Court House was a jumble of floats, cars, horses and confused parade organizers, and no leaders, but things have changed and so has the parade route.

*Continued page 4, pictures pages 6 & 7*



**Director's Column**  
**By John Serfling**

There is no doubt that spring has sprung, with a vengeance. Every year I spend the middle week of March in Aspen teaching teenagers with cancer how to ski. It is a wonderful week in the mountains, although it is emotionally draining. Many of the kids won't be around next year to ski with us again. This year we definitely had spring skiing conditions, but that was nothing compared to what I saw when I got back to Denver. Across the street from my house a Bradford pear tree is in full bloom. Down the block there is a plum tree in bloom. It has an incredibly sweet fragrance. My forsythia are a brilliant yellow and the white crab apple tree in my back yard is about ready to pop into bloom (of course it is supposed to snow in two days). What a difference a week away from home made! By the end of this week I need to have the brakes fixed on my '63 convertible, so that I can start driving it. Convertible season is definitely here.

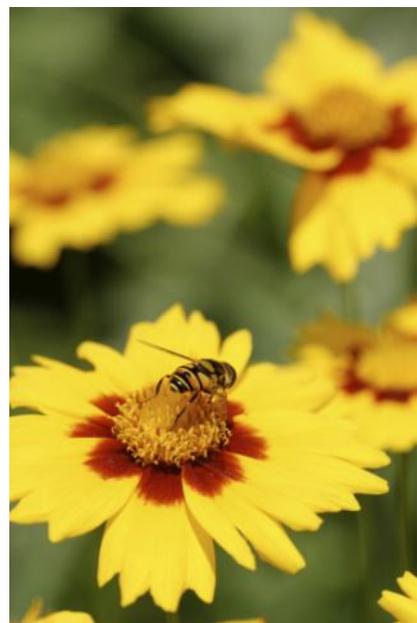
The one disadvantage of spending a week in Aspen is that I always miss the St. Patrick's Day Parade. I have driven in it once and even had the privilege of having the Grand Marshall and her children in my car. I would like to thank all of you who participated in the parade this year for your attendance. John Cullinan worked hard to make it a success.

My chief mechanical advisor, John Washburn, tells me that he is scheduling another of his car clinics for late spring. See the article elsewhere in this Dagmar. He is timing it so that those of us who are driving to Las Vegas can have our cars in tip-top condition for the drive. This event was a big success the last time it was held. You don't want to miss it.

Our VP of Fun, John Cullinan, has scheduled other events for May, too. You will have plenty to do that month. April is a little light on activities, however. John is working on the first Burger Run of the season for April 18th, but details haven't been finalized as of this writing. Those details will be provided at the April meeting, so be sure to attend.

Finally, if anyone has a spare \$3.45 million lying around, we have the opportunity to purchase our own luxury club house. At 970 Yuma, there is a high security warehouse that is being remodeled into a fabulous meeting space. There will be storage for classic cars, a shooting range with gun storage, and archery range, a full catering kitchen,

DJ booth, dance floor, offices, etc. Part of the building is even bullet proof! It sounds like everything we don't need, so maybe we'll stick with the Elks Lodge for the time being. I hope to see you there on April 14th.



## A Letter from the Old Car Council of Colorado regarding Changes to Vehicle Registration Fees

OCCC members,

Senate Bill 09-108 the Transportation Funding bill which has everyone's attention has been passed by the Senate and the House and will be signed by the Governor on Monday 2/2/09. Leo Boyle, our OCCC lobbyist, has been working very hard on this bill to make certain that all of the sponsors understand the potential impacts that certain sections of the bill may have on the car collector community. Many of our members have written and contacted their representatives expressing their private concerns also. From the beginning the sponsors (Sen Dan Gibbs and Rep Joe Rice) have listened to our concerns and promised to work with the OCCC to protect our hobby. A number of our members suggested that we should oppose this bill. However, Leo has consistently counseled us to remain engaged with the sponsors and allow them an opportunity to mitigate the impact. The OCCC Board discussed this bill when it first appeared in the Senate. We decided, without dissent, that we should support the effort to repair our CO transportation infrastructure and that a user based fee is an inherently "fair" form of taxation. Therefore, the OCCC went on record as an early supporter of SB108. I have copied the introduction to the finished bill to the bottom of this email to give you an idea of its scope and intent. It consists of 67 pages. If you are interested in reading all of them the document can be downloaded from the Colorado General Assembly web site at: [www.leg.state.co.us/](http://www.leg.state.co.us/) click under SENATE on Bills then find SB09-108 on the proper page.

I will list here our specific concerns with the original bill and what the sponsors did to accommodate car collectors in CO:

SB108 will raise approximately \$250 million per year for road and bridge repairs by adding two surcharges (based on vehicle weight) to vehicle registration renewals. Together they will amount to \$41 for a vehicle weighing between 3000 and 4000 lbs. Our concern was that our collectors who own and register a large number of collector vehicles ( 10 to 100+) will face an enormous financial impact and in response may begin selling their vehicles out of state thus depriving CO of its pool of vintage and antique automobiles as well as our (and our grandchildren's) future restoration projects. Additionally, the citizens of CO may never be able to see their automotive heritage on the streets again. In response the sponsors specifically exempted the Horseless Carriage registration (vehicles 50+ yrs old) from both surcharges. They also instruct the bills language to specify that surcharges on collector registrations will apply only once at the time of the 5 year renewal. That means that a collector registration that pays 5 years of fees will only have to pay for 1 surcharge at renewal (\$41).

SB108 added a new fine for people moving into the state of CO who do not change their vehicle registration within the 30 day grace period. This fine was \$25 per month with a \$100 cap. The original wording was indistinct and raised the possibility that anyone who let their registration lapse would face that fine. The intent was to scare newcomers into complying with the law rather than hanging onto their out of state plates until the tabs expired (Oregon, for example, has two year plates). The sponsors added language that extends that grace period to 90 days for new arrivals and makes it clear that lapsed CO registrations do not fall under that fine. A lapsed registration fine is a one time \$10 fine (as it has been for years). Additionally, if we wish to remove a vehicle from street use for an extended period we can simply return our plates to our county clerk. The vehicle can be registered at a later date without penalty.

So, to recap:

Horseless Carriage plates are exempt from the SB108 surcharges.

Collector plates will only pay 1/5 of the surcharges per year.

The \$25 per month fine does not apply to vehicles with a lapsed CO registration.

Vehicles can be un-registered at any time and registered again later without penalty.

I spent quite a bit of time with Leo at the state capitol (as did Harold Naber) attending committee meetings. Leo spoke with SB108s sponsors on a daily basis and helped them to fully appreciate our concerns by bringing technical legal writers to meetings with them in a effort to point out potential problems with interpretation that we were having. I have always thought that Leo works hard representing the OCCC but the time and effort that he invested in this bill was truly exhausting to be certain. To place his effort in perspective we need only to look at the number of special interest groups asking for exemption and the amendments that the sponsors accepted. Bear in mind that the entire Republican Party wanted to kill the bill. The trucking lobby (we are talking big money here) was desperate to be exempted from weight fees. The rental car industry was especially nasty in their bid to get rid of the \$2 per day fee. These people all fought against the bill and got nothing. We were very cautious not to offend anyone and got some concessions that will help our collectors keep their collections through these tough economic times. Also, we supported a bill that will get the repair of our roads and bridges back on track and create a few good paying construction jobs (5000 is the claim). I think that we can feel pretty good about this and let us not forget to thank Leo who directed a successful strategy for us - again.

Keith Hall  
OCCC VP

*Continued from page 1*

The new staging area in the parking lots north of Coors Stadium is an ideal one for handling the hundreds of entries. The staff is very well prepared and participants actually get to see the other floats and groups who are part of the parade. Lucky for the RMRCLC, we are always in the 1st Division and get an early start down the parade route. Others have to wait 2 to 3 hours. The route down Blake to 17th, then down to the Depot and back to Coors Stadium is a much better one and the crowds are many times larger than the old route drew.

As we have for a number of years, we escorted the 1st Marine Division and the Iwo Jima Vets. Don Braden contributed his '41 60 Special to the parade. David Leger had his newly painted '47 coupe. Peter Luce's '38 four door convertible made the Vets think of FDR's parade car. John Evan's brought his '59 Blue Beauty. Pat Perlinger had his '49 Sedan, and Paul and Janice drove their '66. Dirk Bierman added his '96 Eldo Custom Convertible. Jim Salmi made his usual essential assistance by being the keeper of the magnatized RMRCLC signs we put on the side of the cars to let the crowd know who we are.

I had an Iwo Jima Vet in the rumble seat of my '38 La Salle. Before the parade started he said, "I doubt many of the spectators will know what or where Iwo Jima was". But within moments of

turning on to Blake Street he learned that many of them did. The applause and thanks expressed by the crowd surprised him. That applause and thanks continued on for the length of the parade. The crowd was a very lively one, the weather was good, and we all had fun.

Let me close with the story of the Iwo Jima Vet in Peter Luce's Car. He had been a flame thrower during the battle. The average survival of a flame thrower was 2 hours. He survived all 36 days. And what did he do for a living after he returned

home from the war? He became a Roller Derby competitor. After surviving Iwo Jima, the Roller Derby seemed like a slow stroll in the park.

The Iwo Jima Vets are awaiting permission from the Japanese government so they can return to the island with a documentary crew from the BBC, but the Japanese government has been dragging its feet. I recommended to the Vets that they take the island again and don't wait for permission.

*See pages 6 & 7 for additional photos*



**The Dagmar** monthly newsletter of the Rocky Mountain Region **Cadillac and LaSalle Club**



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**The Dagmar:**

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**Deadline:**

Is the 25<sup>th</sup> of each month.

**Advertising:**

Display ads: \$15.00 per issue, \$125.00 per year prepaid for a business-card-size ad. Larger sizes available at a discount. Contact the Editor for more information.

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**Classified Ads:**

First three months free for Club Members (RMRCLC), after that normal rates apply. \$20.00 for three consecutive issues prepaid for nonmembers. Cadillac and LaSalle related ads only; there is a 50-word limit on each ad. Classified ads also appear on our web site at:

**Check out the RMRCLC Website at:**

[www.rmrclc.com](http://www.rmrclc.com)

and the national site at  
<http://www.cadillaclasalleclub.org>

**Monthly Meeting:**

2nd Tuesday of each month at Elks Lodge at 2475 W. 26th Ave. in Denver at 7:30 PM. Dinner at 6 PM prior to the meeting for those who wish to join us.

# St. Patrick's Day Parade 2009





## LaSalle Electrical Cutoff Switch By John Washburn

The restoration of the 1937 LaSalle coupe began in 1996, and was finished a couple of years later. There are always issues once the restoration is completed that need to be addressed. One of the issues was the electrical system. The car ran fine, it started fine, but the horn sounded really lame until the rpm's reached 1500. The amp meter needle would show it trying to charge, but it would bounce back to zero, then try and charge again. This seemed to be a minor nuisance, so it was ignored. I had an original 5 post positive ground voltage regulator that did not work but found a vendor who would rebuild it. I gave this a try, but it made no difference. So again I ignored the signs that something was not quite right.

Now it is 2008, and I am really tired of the horn, amp meter, and my radio not working properly. I find a vendor who will convert the 5 post Voltage Regulator to solid state. I quickly send him the voltage regulator and make a minor change to the generator to support the change in the voltage regulator. I then decide to purchase an Optima battery, when the old battery dies, and for good measures have the ignition switch rebuilt.

I install the new parts, start the LaSalle up, drive it around town, and the old girl performs great. The horn works splendidly, the amp meter charges without bouncing,

and the radio does not fade when I come to a stop. Life is good.

Then I have to take it into Denver for some upholstery work, another small glitch in the original restoration. About half way to Denver the amp meter stops working. Joy. Seems the armature shorted out. I find another armature start the car up and next thing I know both new halogen tail lights are burnt out. We check the generator output and find it is extremely high, way over limits (9.5volts and higher). I converted the car back to the original generator and voltage regulator, and it still does not work properly. So now I am down two armatures, two voltage regulators and no idea how this can happen. Life then rears its ugly head. I have carpal tunnel in both hands and have each operated on. So the LaSalle is put on the back burner for the next 5 months.

In early December of 2008 I am on the Cadillac LaSalle Web Site, can't do any wrenching, and notice a posting from Tony Zappone. He is discussing the amp ratings of a cutoff switch which matches mine exactly (picture included). He states there is a \$25.00 one, which has a 200 to 225 amp rating, but his car needed the \$75.00 switch which had an 800 amp rating. Now I wondering what switch was installed in my LaSalle???

A few days later I went to my local NAPA parts store and we found that they had two of these switches in stock. The boxes did not have an ampere rating on them, but we were able to look the ratings up.

Seems the \$25.00 switch was rated a 20 amps continuous and 200 + amps intermittent. The \$75.00 switch (SW 16 Switch / Commateur / Interruptor) was rated at 175 amp continuous and 800 amps intermittent.

I bought the \$75.00 switch and installed it. The LaSalle now has the original generator and old type, replacement, 3 post replacement voltage regulator on it (had to have a friend install the generator). Guess what, now all works well, even on a trip to Denver. Next step is to convert it back to the 5 post solid state voltage regulator.

I don't believe I would have diagnosed the problem by myself. I thought a battery switch was engineered to handle the load, not restrict it. The generator output on the LaSalle, maximum is 30 amps, so the switch restricted the charging circuit, causing my problems. Rebuilding the old ignition switch and adding the Optima battery moved the minor nuisance to a major problem. Thanks for the tip Tony



## 2009 Tune Up Clinic By John Washburn

Folks, we are planning a tune up clinic in scenic Elizabeth on May 30th, Saturday.

Whit Otis, renowned pipe organ recitalist, will show one and all how to properly rebuild Cadillac/LaSalle water pumps (1936-1948) using new lip seals. He will demonstrate the proper techniques for rebuilding these pumps using the new lip seals. No participant pumps will be rebuilt; this is a demonstration on how to do it yourself.

John Washburn, host of this second tune up clinic, will discuss the rebuilding of distributors. Participants will need to contact John so we can find a distributor in need of rebuilding (this is for Cadillac/LaSalle 1936 through 1955).

Others who might need help on tune ups need to contact John to see if we can provide a technician to help in this self help seminar. Remember we are not here to fix all your cars problems – the goal is to help you master how to tune up your Cadillac or LaSalle.

This seminar is open to all to watch, we just need you to RSVP by the end of April so we can have enough refreshments to keep you cool during this exciting event.

Those who have their car worked on will have to pay a small fee to cover dinner for the dedicated individuals who will do their best to make your car run smoothly.

Contact John at:  
john.washburn@attmail.com  
concerning the particulars of this event – we want to make sure folks are interested in having technicians help them learn how to work on their

cars.

John Washburn  
Shoe Phone: 303+885-3545



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## **Official List Of RMRLC Sponsored Functions**

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Saturday	16-May	VFW/Lafayette Car Show/Cookout
	??May??	Memorial Day Parade
Sunday	31-May	Rossi Tour (or viewing & breakfast)
Saturday	June 13 -	Drive to Grand National
Saturday	20-Jun	Havana Cruise/picnic
	??	Pig roast at Caddy Shack
	??	Wild Animal Sanctuary/Keensburg & lunch
	??	Grand Lake pontoon boat ride/lunch
Thursday	Aug. 13-16	Gunnison/Crested Butte Driving Tour
Saturday	Sept. 12	Regional Meet/McCaddon
Saturday	Sept. 19	Colfax Cruise/picnic @ East High school
	??	Intrigue Detail/car detailing workshop

## **Other Events**

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Wednesday April 1 through 5, Denver Auto Show

May 2, CO, Brighton. Ye Olde Auto Club in Brighton 32nd annual swap meet. 18551 E. 160th Avenue, Brighton, CO. Swap meet begins at 6:00 a.m. Call Maurice Mertens at (303) 622-9634; [www.freewebs.com/yeoldautoclub](http://www.freewebs.com/yeoldautoclub)

Saturday, April 11th—Miss Wheelchair Colorado show, 72nd All MVs, \$20/ veh; setup 10:00, show N-4 PM; at Westminster Senior Ctr, N on Federal fr I-70, W on 72nd Ave. to cor Hooker St. Call Fred Criswell at 303.393.8014

Saturday, June 20th - The 2009 Havana Cruise 3-9PM

Sunday, July 19th—Annual Pikes Peak Hill Climb

August 22-28, AACA/VMCCA Glidden Tour for pre-war vehicles (1942 and earlier)

Saturday, September 19th - The 2009 Colfax Avenue Cruise

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