



# *The* Dagmar



*The monthly newsletter for the Rocky Mountain Region Cadillac & LaSalle Club*

APRIL 2014

**Someone had waaaaaaay too much time on their hands!**



**This 1949 Cadillac, is completely covered with 38,295 pennies! The pennies were adhered one by one using silicone. They added over 200 pounds to the weight of the car. The entire project took 6 weeks. The pennies are American. They include a 1817 "Big Cent", two error pennies and four 1943 steel pennies.**

# The *Dagmar*

The monthly newsletter for the Rocky Mountain Region Cadillac & LaSalle Club

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## MONTHLY MEETINGS

Regular business meetings of the Rocky Mountain Region Cadillac and LaSalle Club are held on the second Tuesday of each month. We meet at the Elks Lodge at 2475 W. 26th. Ave. in Denver. The meetings begin at 7:00 PM with a dinner served beginning at 6:00 PM for those interested. The meetings are open to the entire membership.

## THE DAGMAR

The *Dagmar* is published monthly except December and mailed First Class to all RMRCLC members on the current roster. The *Dagmar* is copyright ©2013 Rocky Mountain Region Cadillac and LaSalle Club. Other CLC Regions may reprint articles without permission as long as attribution is given. The deadline for submission is the 25th day of the month prior to issue date. ALL RMRCLC members are encouraged to submit articles, letters and photos to the Editor for publication.

## ADVERTISING

Display ads are \$15 per issue or \$125 per year prepaid for a business card size ad. Larger ads are available (contact the Editor for more information).

## CLASSIFIED ADS

ALL CLC members are welcome to submit Cadillac and LaSalle related ads. The ads are FREE for Rocky Mountain Region members for three months and are \$20 prepaid for non-members for three consecutive months.

## WEB SITE

Be sure to visit our web site at [www.rmrclc.com](http://www.rmrclc.com) and the national site at [www.cadillaclasalleclub.org](http://www.cadillaclasalleclub.org).

## FROM THE EDITOR:

### Copper penny covered Cadillac...

The cover pictures say it all. I guess this car would fall under our "Modified" classification! It is unique and very well done in my opinion, but I don't think I would do that to any car unless it was already a 'rust bucket'. 



John Henry, our webmaster, has told us to check out our web site at [www.rmrclc.com](http://www.rmrclc.com). There are lots of beautiful cars, people, places and things in the slide show from last year. There is also a cool video from Cadillac showing various Cadillac crests over the years. 



Director, Brad Bauer, writes in his column this month about the redesigned Cadillac emblem. I have, in the past, highlighted the Cadillac Dagmars and rear tail lights and fins. It was my intention someday to highlight the Cadillac emblems. Because of Brad's column this month and John Henry's information on our website, I made the decision to do it sooner rather than later. On pages 8 and 9 you will find my attempt in researching the evolution of the Cadillac emblem. Some emblems were used for more than one consecutive year and some were not found in the limited time I spent in my research. Speaking about what I found...does anyone recognize the image below? I know it's not very clear. 



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**DIRECTOR'S COLUMN  
FROM BRAD BAUER**

**CADILLAC DROPPED THE LAUREL WREATH IN THEIR LATEST CREST REDESIGN**

What do you think about the new Cadillac emblem for 2015? If you're like me, it will take some getting used to. For Cadillac to remove the famous (WREATH) is shocking to me as I have grown up with this famous symbol. I remember when I purchased my first new Cadillac in 1994 it was the famous hood ornament, the crest surrounded by the wreath, that was so impressive to me. Looking out over the hood and seeing that gold hood ornament going down the highway, I felt like I had truly achieved success. It was such a stately part of the car that demanded attention from everyone who rode in it. It was a sad day for me when Cadillac removed the hood ornament, but to me they made up for it by increasing the size of the crest and wreath applied directly to the grill. It took some getting used to, but with time it was part of the norm. I still get a bit jealous when I see a Mercedes or Jaguar sporting its stately hood ornament. Mercedes is more popular than ever and they still have hood ornaments. If Cadillac removed theirs

due to customer demand, maybe they should consider bringing the ornament back. I'm guessing that the hood ornament was removed due to theft and vandalism to the car. Whatever the decision, it was a sad move.

SO NOW WITH THE REMOVAL OF THE WREATH. We noticed this past summer that the Cadillac Emiraj didn't have the laurel wreath around the crest, and we knew that a change was coming. Now Cadillac has made it official with the unveiling of their new crest design. The updated crest is stretched wider like the crest of 1957 and it still features the color scheme of the previous design, but the missing laurel is going to take some getting used to. According to MLive, the crest has changed 38 times in the past 110 years. It's not a big deal, but people can't just forget something that they've come to love for 14 years.

At the Detroit Auto Show, the new crest was debuted on the 2015 ATS Coupe, with more rides set to wear the new badge soon. How do you feel about

the WREATH being removed? My feeling is that it decreases the formal look of the car and has somewhat made the grill look like a basic Chevrolet or a Ford. Come on Cadillac bring back your famous WREATH.

As we enter into April, we are looking forward to our first outing of the season which is the trip being planned by John Cullinan and Don Braden to Colorado Springs to visit the World War II Museum. It will be a full day of activity and a chance to see an important part of our history. Thanks, gentlemen, for planning this trip.

If any of you have an idea for the summer, please let us know so we can work it into the activity calendar. Please email myself or bring it to our next meeting for further discussion.

Until then, keep it between the lines and have a great month, Cadillac Style. 

Brad Bauer



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The Families First Charity, that we considered as one to contribute to, used John Cullinan's 1938 LaSalle as the backdrop for the photos taken of the attendees at their annual formal fund raising Ball.





**SECRETARY'S MONTHLY MEETING MINUTES  
FROM LISA WHITE**



**ROCKY MOUNTAIN REGION CADILLAC & LA SALLE CLUB  
MONTHLY MEETING MINUTES**

**No secretary minutes from the March meeting as Lisa was absent.**



**IF YOU HAVE NEVER DRIVEN A 1964 CADILLAC**

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pled with the new Cadillac transmissions—either the improved Hydra-Matic or the new Turbo Hydra-Matic—it sets a totally new standard of response and performance. Just give your dealer a call. He will put you behind the wheel—and show you why the 1964 Cadillac is more tempting than ever! And just wait till you drive it!



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**ACTIVITIES  
FROM JIM SALMI**

**Rocky Mountain Region CLC**  
**2014 Proposed Activities**

( as of April 1)

<b>Planned Activities:</b>	<b>Leader:</b>	<b>Date:</b>
Colorado Springs/WWII Museum Tour	Don Braden (303.744.8848) John Cullinan (303.738.3982)	Apr 19
Abbey Car Show	??	May 17
Rosie's Diner Get Together	Brad Bauer (303.791.1516)	May 18
Memorial Day parade	Jim Salmi (303.758.8930)	May 24
Sheplers BPOC Show	Brad Bauer (303.791.1516)	May 31
Summer Day Tour	Bob Lyons (303.337.7319)	June 8
Highlands Ranch Car Show	Brad Bauer (303.791.1516)	June 14
Cruizin' Havana	??	June 14
Fathers Day Show (possible)	??	June 15
Canon City Tour	??	June ?
Grand National	N/A	July 8-12
Johnson Garage Tour	Leonard Johnson (303.438.6632)	July 20
Front Range Air/Car Show (verify)	??	Aug. 16 ??
Louisville Labor Day parade	??	Sept. 1
Mt. Rushmore Driving Tour	J. Washburn (303.646.6105) Jim Salmi (303.758.8930)	Sept. 18-21
Veterans Day Parade	Jim Salmi (303.758.8930)	Nov. 8

<b>Proposed Activities:</b>	<b>Leader:</b>	<b>Date:</b>
Medved Cadillac Car Show	Brad Bauer (303.791.1516)	??
BBQ Party	Lisa White (303.989.3838)	??
Canon City Tour	??	June ?
Simms Happy Hour	Nancy Tucker (303.394.2557)	??
McCaddon/Regional meet	Leonard Johnson (303.438.6632)	??

N/A = Not Applicable  
?? = To be determined

**OTHER 2013 CAR RELATED ACTIVITIES (Non RMRCLC Events)**

Other car related activities, as published in Old Cars Weekly, Hemmings, CCCC, Denver Post or from other sources. Please verify accuracy before attending.

1<sup>st</sup> Sat ~ Lafayette, CO Cars and Coffee, 95th & Arapahoe Road, 8:00am to 10:00am

1<sup>st</sup> Sat ~ Boulder, CO Informal car show, S.W. corner of Hwy 42 & Arapahoe, 8am-12pm on the first Saturday of the month.

1<sup>st</sup> Sat ~ Golden, CO Golden Cruise

2<sup>nd</sup> Sat ~ Littleton, CO Cruise Littleton, 5301 So. Broadway, Noon

April 5 ~ Golden, CO E-Days Car Show, Schools of Mines, 18th & Arapahoe, [www.vanjeffriesmobilerockandroll.com](http://www.vanjeffriesmobilerockandroll.com)

April 9-13 ~ Denver, CO Denver International Auto Show, Colorado Convention Center

April 26 ~ Loveland, CO Poudre Valley Lions Spring Car Show, 3800 Clydesdale Pkwy. Exit 259 (I-25 & Crossroads Blvd.) 970-222-6503

May 4 ~ Golden, CO Great Machine Car Show, 44th & Indiana Ave. [www.rockymountainnovaclub.org](http://www.rockymountainnovaclub.org)

May 10 ~ Littleton, CO Cruise Night at Woodlawn Shopping Center, 1500 West Littleton Blvd.

May 17 ~ Lochbuie, CO Lochbuie Highplains Car Show, 201 Bonanza Blvd., [nick@flatlinerrodshop.com](mailto:nick@flatlinerrodshop.com)

May 18 ~ Castle Rock, CO OutRock Car Show, Outlets at Castle Rock

May 30-31 ~ Denver, CO Superior & Collector Car Auction, National Western Complex, 4655 Humboldt, [www.superiorcollectorauctions.com](http://www.superiorcollectorauctions.com)





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## COLORADO SPRINGS/WWII MUSEUM TOUR FROM DON BRADEN AND JOHN CULLINAN

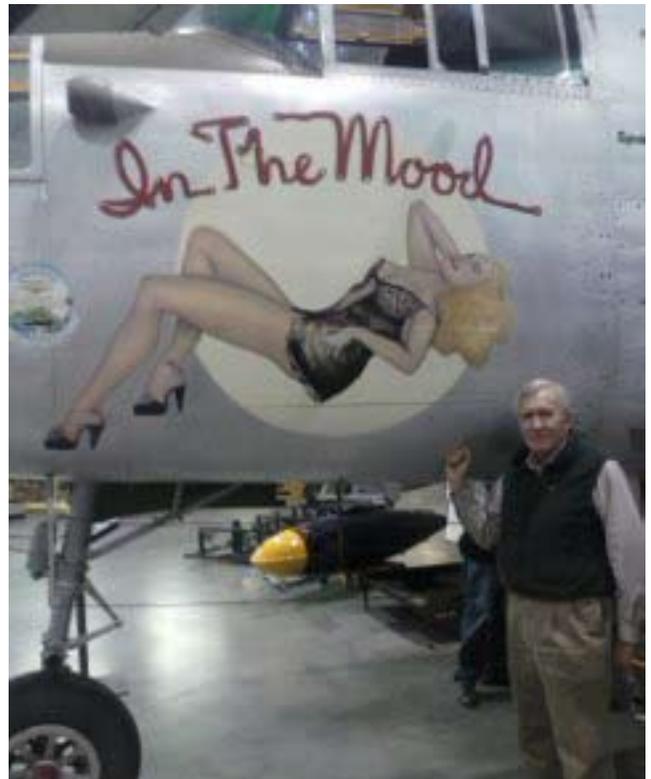
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Our club tour and lunch to Colorado Springs, featuring Rock Ledge Ranch and the National Museum of WWII Aviation, is on for Saturday, April 19 (Easter Weekend). Lunch and fees are on your own. We meet at 8:15 in the parking lot in front of the Starbucks in the Aspen Grove Shopping Center, 7301 South Santa Fe Drive, Littleton, (just north of South Santa Fe Drive and West Mineral). At 8:30 we start down Highway 85 to Sedalia and onto Highway 105 at Sedalia, the scenic route to Palmer Lake and Monument, then down I-25, turning west at Garden of the Gods Road (Exit 146) to our 1st stop:

10:00 a.m.—Rock Ledge Ranch Historic Site—Located along a short, dirt road, due south of the entrance to the Garden of the Gods itself on 30th Street, it's an educational, non-profit living history farm and museum, maintained by the Living History Association, depicting life in the Pikes Peak region in four time periods: American Indian area in 1775; 1860's Galloway Homestead; 1880's Chambers Home and Ranch; 1907 Edwardian Country Estate (General Palmer's House). Recent history includes flood recovery following the 2012 Waldo Canyon fire. We will be there on Earth Day, the only time before summer when all the buildings are open. Fees: Adults (18-54)--\$8; Seniors (55+)--\$5; Students (6-17)--\$4; Children 5 and under—free.

Noon—The Airplane Restaurant—South on I-25 to Exit 139, we “puddle jump” across town to Fountain Avenue and Powers Blvd., where we have lunch in a real Boeing KC-97 flight-refueling tanker, featuring steaks, sandwiches, fresh fish, burgers, pasta and salads (approx. \$8.99-\$14.99). You eat inside, in either the reconstructed fuselage or under the left wing.

2 p.m., sharp—The National Museum of World War II Aviation— Relocated from California in October and situated just a few blocks north of the restaurant, this is where we “suit up and buckle in.” This place has it all, including vintage aircraft fly-ins later this summer. Our docent on this “mission” will be waiting to take us on a tour of WWII aviation, featuring 2 hangars of history, pictures and memorabilia of the time and the home front, including fighters, trainers and bombers. School children from across the state visit to learn about this period in our history. The 3rd hanger is where the actual restoration of these beauties takes place. You'll see real “war birds” of the period, including a vintage P-38 undergoing restoration, rescued from the jungles of New Guinea, to fly once again. You will find out all about “Nose Art “ (just ask John Cullinan). The gift shop will be glad to help you remember your visit. Fees: WWII Generation (retired Veterans)—no charge; Adults --\$10; Children (4-12)--\$6; Seniors, Retired & Active Duty Armed Forces, w/ID--\$8.



Please RSVP by 4/8 (next meeting), with the number of people and cars going to Don Braden at 303.744.8848 or (dkbraden91@msn.com) or at the April meeting. 🚗

Don Braden and John Cullinan





## **Did You Know? THE CADILLAC SEVILLE ~ 1976-1985**

**That** the name Seville was first used in the Cadillac lineup in 1956? The Eldorado Seville was the hardtop version of the convertible Eldorado Biarritz.

**That** the name Seville was not used between 1961 and 1974?

**That** the main reason for Cadillac to introduce the Seville was to compete with Mercedes-Benz?

**That** the corporate X-body was used as a basis for the Seville because of budget restrictions imposed by the GM management?

**That** the changes to the X-body were so drastic that an all new designation was given to the body: the K-body?

**That** the Seville that was introduced in 1975 was 27" shorter, 8" narrower and 800 lbs. lighter than the regular de Ville?

**That** the Seville that was introduced in 1975 featured Oldsmobile's proven 350 cid V8, but was now equipped with electronic fuel injection, an industry first in the American market?

**That** the Seville in 1975 was the smallest Cadillac, but at a list price of \$12,479 it was the most expensive too (except for limited production Fleetwood 75 Series)?

**That** in 1977, the Seville received its much asked for rear disk brakes?

**That** the second generation of Sevilles was in no way a in-between car? Those who loved it, loved it tremendously, those who hated it, hated it as much.

**That** the second generation of Sevilles had many improvements over the first generation? E.g. front wheel drive and independent rear suspension.

**That** in 1979, the Seville became available with a diesel engine? Unfortunately these 350 cid V8's were soon renowned for being troublesome and unreliable.

**That** the V8-6-4, as introduced in 1981 seemed a very good idea on the drawing board, however in practice it was a disaster. Many owners cut two wires to override the computer, so that the engine would always work in the 8 cylinder mode.

**That** the first Sevilles produced between April 1975 to the close of the 1976 model year (a total of 16,355) were the only Cadillac's to use the Chevrolet passenger car wheelbolt pattern (5 lugs with a 4.75 in bolt circle)?

**That** the Seville was manufactured in Iran under the brand of "Cadillac Iran" during 1970s and 1980s, by Pars Khodro, which was known as "Iran General Motors" in 1970s?

**That** the Oldsmobile 350 cid V8 produced 180 hp and performance was restrained with the 60 mph sprint taking 11.5 seconds?

**That** as of 1978, the Seville was available in the Elegante version? Only 5,000 or so Elegantes were build this year but the special edition would remain for future seasons. 



**THE EVOLUTION OF THE CADILLAC CREST**  
**FROM WAYNE SHMITKA ~ ARTICLE BY YANN SAUNDERS**



In a brochure celebrating the 25th anniversary of the Cadillac Motor Car Company, it is said that Antoine de la Mothe Cadillac, founder of Detroit (after whom the Cadillac automobile was named in 1902), possessed a pioneering, roving spirit. There was a description also of the Cadillac crest, said to have been designed four centuries before Columbus discovered America. It was asserted also that Cadillac was descended from the old counts of Toulouse, who in turn were affiliated with the Royal French stock. History tells a different story!

Most sources now agree that Cadillac borrowed the name and probably designed the crest himself, around the time he married, in 1687. Indeed part of the crest resembles closely the authentic coat of arms of an old neighbor of his, Baron Sylvester of Esparbes [or Esparbès] de Lussan, Lord of Lamothe-Bardigues.

The self-styled Lamothe-Cadillac was in fact of modest origins. He was born Antoine Laumet on March 5, 1658 at St. Nicolas-de-la-Grave, in France's Tarn & Garonne Department. When he wed in 1687, not only did he knock four years off his age (stating it to be 26, instead of 30) but also he invented for himself a noble ancestry. He asserted that his (late) father was one Jean de Lamothe, sieur de Cadillac, Launay & Semontel, a Counselor to the Parliament in Toulouse. He identified his mother as a noblewoman by the name of Jeanne de Malenfant. However, his official birth certificate identifies his father as Jean Laumet, an assistant magistrate in the court at St. Nicolas-de-la-Grave. His mother was Jeanne Pechagut, a modest homemaker.

It was in 1682, at the age of 24, while allegedly serving in the military at Thionville that Laumet began calling himself Cadillac; it was customary in those days, for aspiring young officers to adopt a so-called "nom de guerre" (name of war); "Cadillac" had a good ring.

In 1683, Laumet set sail for the New World and in 1687, in Quebec (which was New France at that time), he married Marie-Thérèse Guyon, niece of French-Canadian privateer, François Guyon. They had met at the Governor's ball at Quebec's Château St. Louis, when she was just seventeen. He signed the marriage register as "Lamothe Launay" and named his mother as Jeanne de Malenfant. The French particle "de" implies noble birth. However, if taken separately, the French words "de mal enfant" literally mean "of the evil child". Was Antoine attempting to be coy by admitting that, in fact, he was "Mommy's bad boy"?

It was relatively common for adventurous Frenchmen emigrating to the New World in those days to usurp the noble title and armorial bearings of true, blue-blooded noblemen back home who - it was assumed - would never find out about it. Laumet was no exception; he borrowed the name Lamothe, possibly on account of its consonance with Laumet. He also took over the noble ancestry associated with the Lamothe name as well as the coat of arms of Baron Sylvester.

The late Harry Pulfer, who researched the Cadillac coat of arms in America, said that its origins were less known although he did assert that the armorial bearings of the Cadillac family had been "set down in French heraldry". I assume he was referring to the records of Canada's Drouin Institute of genealogy. In reality, however, there is no noble Cadillac family to which Antoine Laumet might be connected, nor any crest like the one used on Cadillac motor cars since 1906. The closest such crest is the one belonging to the real Lamothe family.



The Cadillac coat of arms is a believable montage of bits and pieces of authentic heraldry that Antoine Laumet put together to serve his own purpose. Even though it was duly and officially registered and recorded, circa 1687, by the heraldic authorities of Quebec in New France (now Canada), the only authentic parts of the Cadillac crest are the first and fourth quarterings featuring the legless birds; in heraldry these are known as martlets [merlettes in French]. They are the heraldic adaptation of the martin.

The crest that Laumet “borrowed” still graces the imposing wrought-iron gates of the Château de Bardigues, near Castelsarrasin; he merely changed the colors. He added in the 2nd and 3rd quarters the additional coat of arms of either Virès, in France’s Languedoc region, or Albret in Gascony [Source: Report on Canadian Archives, Ottawa, 1911].

The Cadillac family crest is recognized by Canada’s Institut généalogique Drouin [the Drouin Genealogical Institute] simply because that crest was duly recorded in Quebec by Laumet-Cadillac himself. As a result, that questionable crest is described also in Tome 1 of the 1951 Belgian Armorial Universel, on p.255 (the entry being cross-referenced “I.G.D.” = Institut généalogique Drouin).

There is no record in France of any Lamothe-Cadillac family or crest, other than the one “invented” by Antoine Laumet when he was in the New French Territories.

In 1999, Cadillac announced the first change in its shield-and-crest emblem since 1963. The new, cleaner design was used in company advertising, starting in 1999, and on Cadillac cars beginning in 2002. The crest remains but the crown over the shield is gone, as are also the merlettes.

In the words of writer-historian, Annick Hivert-Carthew, “Wrapped in a cloak of assumed identity and origins ... Cadillac emerges victorious. He has accomplished what many of his detractors have not: a lasting masterpiece -- the city of Detroit. He has achieved immortality.”

GM Family crest of Le Sieur Antoine de la Mothe Cadillac adopted for use on Cadillac motorcars in 1905. Registered as a trademark on August 7, 1906. 

*Yann Saunders*  
*Compiler of the Cadillac Database*  
[www.car-nection.com/yann](http://www.car-nection.com/yann)



## Cadillac & LaSalle Classifieds

**For Sale:** UNIQUE SURVIVOR! 1982 Cadillac Eldorado Convertible. That's right Cadillac didn't make a convertible in 1982 but, Global Coach of Orlando, Florida did. This vehicle was customized direct from the factory by this quality car builder and customizer. The attention to detail is top notch. It is a one owner, 17,000 mile cream puff with great provenance. This unique car needs no restoration, it is in pristine original condition. The exterior is colonial yellow with midnight blue metallic accents. Interior is dark blue leather in pristine condition. Top is dark blue. Car has been garaged and professionally maintained its entire life. The car is an original numbers matching car. Call Tom at Motorworks Denver, 303-916- 9815, for further information and photos.



**For Sale:** Over 1000 model cars including more than 90 Cadillacs. Some notable Cadillacs still available are a 1910 Roadster (Franklin Mint), Joan Crawford's 1933 Towncar, Al Jolson's 1933 All Weather Phaeton, Al Capone's 1930 Armored Limo, Allan Ladd's 1959 Eldorado and Jane Mansfield's 1958 Eldorado. A very rare model (both model and actual car) is a 1960 Eldorado Braughm.

Many other makes of cars are also available including Chevrolet (over 450 examples), Pontiac, Oldsmobile, Buick, Ford, Lincoln, Mercury, Edsel, Thunderbird, Chrysler, Plymouth, Dodge, DeSoto, Hudson, Packard and many more American makes.

Also available are several foreign makes including Rolls-Royce, Bentley, Mercedes Benz, Mayback, Honch, Jaguar, Ferrari, Lamborghini, Maserati and others including one built in the USSR.

Contact Larry Dilts at 303.795.1673 for details.

**For Sale:** 1961 Cadillac Fleetwood. 91748 original miles. Color is white, interior tan, no rust and very clean. The front windshield is cracked and the right front fender is missing the Fleetwood emblem. All is in working order and runs well. Priced at \$7800.00. Contact Mike Mulligan in Parker, CO. at 303.805.7956 MEM4439@Q.com



**For Sale:** 1976 Cadillac Eldorado Convertible (\$15,000 in restorations). Asking price \$35,000 OBO. Legendary design, styling and engineering! Mint condition! WHAT CAN YOU BUY FOR THAT PRICE TODAY? 500 cubic in. engine with 40,000 miles. New Red-Burnt Orange - (factory color) paint with new front and rear fillers. New tan top and interior. New tires. All emblems and wheel covers refurbished. New battery and electrical system updates. AM-FM-8 track Audio System. Original owners manual. YOU ARE "RIDING CADILLAC STYLE" BABY!! Contact Mark Nelson at 303.552.1267.



**For Sale:** 1965 black Cadillac Coupe de Ville. Elegant, majestic and impressive. It is all original: seat hides, engine, exterior paint, black interior. I am the third owner over the time. I have been driving it weekly throughout the years. Battery is on battery tender when it is not driven. There are about 5000 miles on the white side wall tires at this point. It is low mileage for the age. Asking \$8000 or best offer. Interested parties may contact Daniel Staffieri at 303-766-4892 after 10AM. Location is Denver Metro area.



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