



The Dagmar

www.rmrlc.com

August 2008

Special Event for August Meeting by John Serfling



Instead of a burger run, how about an East West Asian Fusion Run to Elephant Bar and Restaurant in Belmar? The place has a good atmosphere, good food, and good value for the dollar. There is plenty of parking, too. The meeting doesn't start until 7:00, but if you get to a table by 6, you can get drinks at happy hour rates. Just look for the club officers.

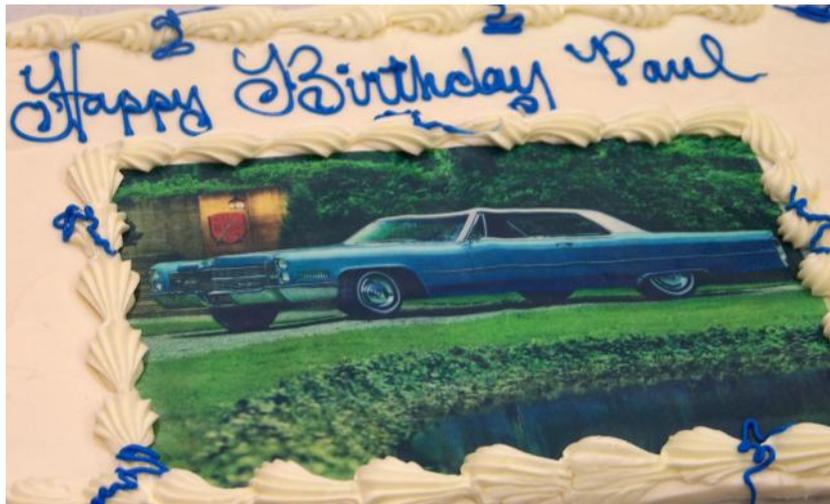
Elephant Bar and Restaurant promises a true dining adventure. It is a family friendly restaurant serving fresh sandwiches, salads, fish dishes and superb Pan-Pacific specialties. The menu, the atmosphere and the experience are unforgettable. Join us at 7:00 (or before) on Tuesday, August 12th at 7111 W. Alaska Drive in the Belmar Shopping Center (Alameda and Wadsworth) in Lakewood. Please call (303) 922-7907 if you need directions.

July Meeting High in Calories by Dave Leger

Members at the July meeting at Rickenbaugh were surprised when we had cake before the meeting proper. No

one was more surprised than Paul Whitlock, who's 50th birthday we celebrated.

Paul's cake was complete with his own Cadillac on top. We kept him busy cutting and serving, but eventually he got a piece of his own cake!



A Club Without a Home

The Director's Column by John Serfling



The July meeting turned out to be quite an event. We set up tables and chairs in the new car showroom at Rickenbaugh Cadillac. Prior to the start of business we drooled over a "Blue Chip" CTS and a "Light Platinum" XLR. Unbeknownst to me, the XLR was a previously owned automobile (there are no "used" Cadillacs at Rickenbaugh). It looked brand new. Blaise told us it was priced at "only" \$49,000, which is quite a savings. Sadly, I didn't have my checkbook with me. Also prior to the start of business, we celebrated the big 5-0 for Paul Whitlock. The cake even had an edible picture of Paul's Eldorado on it. Thank you to Blaise Flaherty and Rickenbaugh Cadillac for helping us out in our time of need.

My thanks to John Washburn for his entertaining talk. John brought along props for a show-and-tell, which included

a failed fuse that didn't look failed, a squashed gas line caused by transporting the car, carburetor jets that were out of round and bolts broken by an over-zealous amateur mechanic. The stories that went with the props were great.

The search continues for a permanent solution to our meeting location problem. For those of you who attended the July meeting, I regret to report that the solution presented that night is no longer available to us, at least not for the foreseeable future. The Executive Committee continues to evaluate suggestions, none of which are ideal, but many of which may be workable. We were so fortunate to have the TDS-Brewer site for so long that we are now quite spoiled. I have recently received several suggestions that we alternate between north and south parts of the city with our meetings, to encourage more people to attend. I would appreciate hearing your thoughts on the matter. As you have seen on the front page the August meeting will be a special event: an East-West Fusion Run. It will include a little business meeting too, led by John Cullinan, since I will be at the Grand National.

Our Regional Event is coming in mid-September. The registration form was included in your last Dagmar. If you haven't availed yourself of the opportunity to register for it, please do so right away. These are always fun events and a great chance to see the prettiest cars our members have to show off.

Work on my cars seems to have ceased for the summer. Fortunately, there are no more pressing issues to deal with. The garage is too darn hot anyway, unless I get my sorry self out of bed too darn early in the morning. That isn't going to happen! I'm not working on the '63 CCP, I'm driving it instead. Several times a week we hop into it after dark and head toward Lik's ice cream store at 13th and Vine, near Cheesman Park. I'm saving money and avoiding calories this summer, however. The lines have been so long most nights that we don't bother to stop. I suspect it is related to the heat, which is why we are out so late anyway. I enjoy driving the car down 17th Street, through downtown Denver. I like looking up at the tall buildings while sitting at a stop light or driving very slowly. Since there are so few cars on the street late in the evening, there isn't too much danger of me hitting someone or something while staring up a few hundred feet.

Summer is always much too short, so get your car out and enjoy it while you can. Come to one of our events and show off a little.



The Tour That Was: Steamboat 2008 by John Cullinan

It was Sunday evening, the 22nd of June. My 56 Eldorado was running well as I stopped in Eaton, east of Fort Collins, and filled up my tank. With me was my old college friend, Bill Carter, who was visiting from Washington D.C. He had had joined us on the Steamboat tour this year, just as he had joined us on the Durango tour last year. When my tank was full, I calculated my miles per gallon and was pleased to see I had averaged 17 mpg from Steamboat, through Walden, over Cameron Pass, through the Poudre River Canyon, into Fort Collins. Bill and I had left the rest of our tour group in Fort Collins, where they departed for Denver, with my seniorita Roseann hitching a ride with the Olsons. Bill and I went on to Sterling, where I had a business appointment the next morning.

Four days before, we had all joined up early in the morning at Peaberry's at Colorado Mills. Departing for Steamboat, our Director, John Serfling, led us west on Colfax and we followed old Highway 40 most of the way to Floyd Hill, avoiding the speeding trucks and cars as we climbed through the cool pine forests. We were fortunate and had no road construction delays. All the cars performed well as we reached the Eisenhower Tunnel and let gravity pull us downhill to Dillon and Silverthorne. Some of us stopped for gas and a rest break in Dillon, others stopped in Frisco, but soon we were all on the

road and arrived at Vail right on schedule. We spent 90 minutes exploring Vail. Some of our group, such as Paul and Janice Olson, had never stopped in Vail before, so they made the most of it. Then we all saddled up and drove 20 miles further to Wolcott and headed north to 4 Eagle Ranch where we had lunch. The view of the valley to the east with Gore Range as a backdrop made for a breathtaking setting.

In the first line of this story I said my Eldo was running well during the tour and it was. But after lunch I noticed fuel seeping from the gas line that led into the glass bowl. With able help and guidance from Paul Olson, the seeping was stopped, at least until we got to Steamboat. The drive from 4 Eagle Ranch to Steamboat along state highway 131 is a scenic one. The

terrain is varied and the valleys were green from all the winter snow. Some of us stopped at the coal mining exhibit in Oak Creek where we were photographed standing in the 40 ton coal scoop. Oak Creek is the home to two mines that produce the majority of coal mined in Colorado. Diane McDaniels and Don Voloshyn were waiting to greet us as when we arrived in Steamboat. They had raced ahead in Don's '97 Eldo to catch an early afternoon performance by the Yampa Valley Boys, western music performers.

(continued next page)



(continued from page 3)

Around 3:45 the rest of us arrived at the Nordic Lodge on the main street in downtown Steamboat. The owners, Greg and Izabel, were ready for us we all were accommodated quickly and to our satisfaction. Greg and Izabel are immigrants from Poland. They are enterprising, efficient, gracious and helpful. Greg and his wife have been renovating the motel for the last 2 years and continue to upgrade it. We all stayed in the upgraded rooms, some of which had beautiful furniture made by Greg himself. The location was very convenient, and they provided us with a very good breakfast each morning. But Marv and Ramona Mueller also enjoyed the fine breakfasts at the café on the creek, just behind the lodge. Marv's pristine '62 coupe was one of the stars of the tour. What a low mileage beauty.

The evening of our arrival was the annual Spring Cruise for the Steamboat car enthusiasts. We joined them at the staging point and cruised with them through town to the Ski Village and back to town. As we drove through the ski area, I was reminded why I thought it better we stayed in town, close to the restaurants and attractions of old downtown Steamboat. The ski area is a collection of concrete condos packed together with little to recommend itself. On the return to Steamboat proper we parked in front of the courthouse so the locals and tourists could enjoy our cars. The CLC cars were the most impressive of the group and exceeded the number of the lo-

cal classics. The local cruisers were glad we had joined them.

When I went to my car on Friday morning, I was surprised to see a puddle of anti-freeze under it. So I topped up the radiator, drove to NAPA and picked up some Stop Leak. Then I went to Ace Hardware to find some gasoline line thread seal. When I got back to the motel I noticed there was no leaking so I did not add the Stop Leak, but I did coat the threads of the gas line and corrected my gas line leak problem. At 10 am we left for a drive to Steamboat Lake. And what an incredibly beautiful drive it was. The weather was perfect and the emerald green meadows and mountainsides were spring fresh. The ranches along the way are impressive. It is hard to describe how breathtaking a drive it is. I would say it is one of the most scenic drives in Colorado. The lake is 30 miles from Steamboat. At the lake we had lunch at the Steamboat Lake Outfitters lodge. The interior is a knotty pine delight, and the food was well above our expectations: a tasty meal in a pleasant setting.

After lunch most of us drove over to the marina at the lake to see what it looked like. The Lake was in such an awe-inspiring setting, we decided to stay a while longer. In fact, we stayed about 3 hours longer and rented two large pontoon boats. We cruised around the lake for two hours. The wildflowers were blooming and the skies were deep blue and crystal clear. I was at the helm of the boat that had a depth finder. The rental

people warned us that the lake had shallow spots and we were liable for any damage to the propeller on this brand new craft. Dirk was the captain of the other boat. But he had been told the lake was 30 feet deep. His boat had no depth finder. The lake was not 30 feet deep. In fact we could not find a place deeper than 14 feet, and some places were only 4 feet deep. Without knowing it, Dirk's boat was going through very shallow water, much shallower than what we dared enter. I assume he couldn't understand why we were staying so much farther from the shore than he was. Luckily no obstacles were hit and no damage was done. The boat ride along with the gorgeous 30-mile drive to the lake and the great lunch were the highlight of the trip for me. We had hit the weather just right. They had a snowstorm only the week before and 2 feet of snow still on the ground only 2 weeks before we arrived.

Every afternoon we were in Steamboat, Roseann, Bill and I headed to the Steamboat Yacht Club for happy hour. As we sat by the river kayakers and boaters came by within an arms reach. With about 350 inches of snow last winter, the river was well above normal height and flow rate. Friday evening half of our tour group walked over to the Rodeo Stadium to watch the Professional Rodeo Cowboys Events. Marv Mueller talked to the old cowboy who was guarding the entrance to the VIP seating area. When he returned he told us to follow him as he led us into VIP seating area. (continued page 6)



We were closer to the action than the saddle broncs were. I am pleased to report than no animals were hurt, and none of the cowboys had to leave on stretchers. But we almost lost Janice Olson when she took a tumble over an obstruction in the parking lot on they way home. Luckily she was not seriously hurt. But it was a scary fall.

Saturday morning we were all on our own. Some went to the ski area and took the gondola to the top of Mt. Warner for a panoramic view that stretched 100 miles. Others went to the Farmers Market and bought some local delicacies. Then a few of us drove up to Fish Creek Falls. The Falls were at record force due to all the winter snow. Later some of us hit the downtown shops. But as the evening approached we all went to the Ore House at Pine Grove for dinner. The meal was very good and we all had a good time. We all said goodbye to our fellow travelers from Kansas, the Millers, who had joined us in their '59 Cadillac Flat Top Sedan. They were going to visit other friends on Sunday and took a different route home.

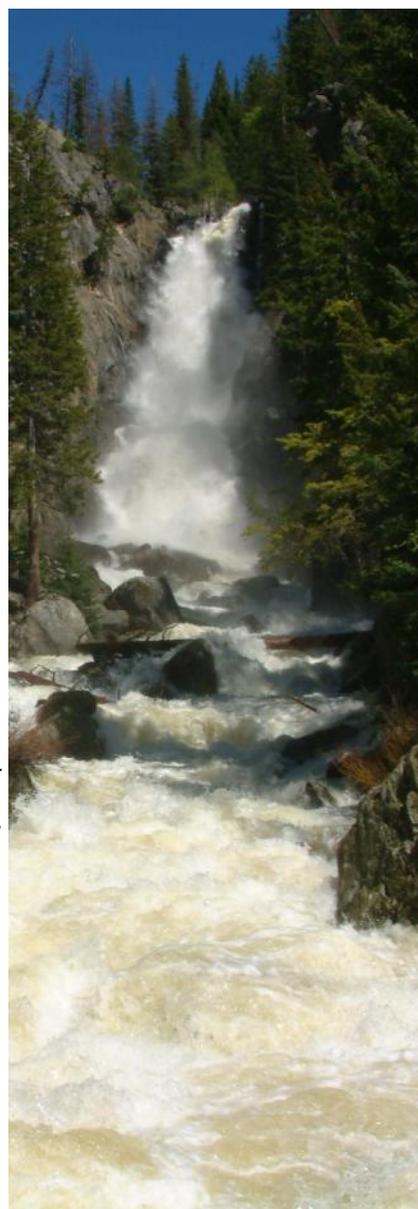
After breakfast at the Nordic Lodge, we fired our chariots up and headed out of Steamboat, climbing up Rabbit Ears Pass on our way to Walden. We arrived in Walden just before their local Rodeo was about to begin. The streets were full of local ranchers in the cowboy hats and boots. Our cars were a hit with many of them. On the way to Walden we were tailed by a group of Bikers and their Ladies. Nancy Tucker and her friend

Lee overheard some of them complaining about the Old People who had held them up and slowed their arrival. I am glad they did not hear what we said about them.

After enjoying some very good malteds in Walden, we headed East toward Gould and Cameron Pass. The country turns from wide-open treeless high plains to pine forests. No sign of the pine beetle damage was seen. Although this is moose country, we didn't see any. But we did see a stuffed one at the Moose Interpretative Center. As we headed up Cameron Pass and dropped into the Poudre River Canyon, we passed old log cabin resorts and lodges. Fisherman and kayakers started to fill the river. Neil and Marti Ricklefs split off from our caravan and took a back road home to Estes Park. Their '56 Eldo had performed beautifully. And I am pleased to report that my '56 Eldo suffered no more leaks the rest of the way home. When we arrived in Fort Collins, the remaining members of the tour headed back to Denver. Bill and I headed on to Sterling. Monday afternoon we drove back to Denver via Boulder. Bill works for the State Department and has spent the majority of his working years living outside of the USA. In Boulder we visited one of his friends, a retired Foreign Service Officer, and his wife and newly born twins. Bill' friend is 70 years old. His wife is from Burundi, Africa and is 28 years old. The difference in their ages is more than the age of some of our cars. Bill's friend is a brave man; so brave that he is thinking of accepting another

post in Africa at age 70.

My thanks to all the tourers: Dirk and his son John, David, John S, Nancy and Lee, Marv and Ramona, the Ricklefs, the Millers Diane and Don, and Janice and Paul. I hope they all felt as Janice did when she said, "This is a real fun tour". Let me know if you have any recommendations for places to tour to next year.



Thanks from a Grateful Nation! by Cyndy Whitlock

July 4, 2008 kicked off with a BANG of a good time at the Annual Georgetown Parade. Several club members, Paul and Cyndy Whitlock, John Serfling, John Cullinan and Rosanne Kaffer, and John and Jody Henry met at Peaberry's Coffee for a pre-parade caffeine bracer, and convoyed up the hill along the scenic route to Georgetown.

Aside from the pleasure of driving vintage Cadillacs up into the Colorado Rockies on a hot summer day, this group of intrepid travelers journeyed to Georgetown to provide classy parade rides for 10 retired members of the United States Army, Navy and Marine Corps. The service members were veterans of World War II, Korea, and Viet Nam. Peggy and Larry Lawler hosted the event at their cabin "getaway" in Georgetown where they provided cool libations for all prior to the lineup.

John Serfling in his 1963 Cadillac convertible led the pack, followed by John and Jody Henry in their 1967 Cadillac Coupe DeVille, Paul and Cyndy Whitlock in their 1965 Cadillac Eldorado and John Cullinan and Rosanne Kaffer in John's 1937 LaSalle convertible. Other club members who participated in the parade included Brenda and Skip Gorman, Dirk and John Biermann, Tim Coy and his friend, Cindy, Jim Salme, Harry Tiffany and his daughter Jean, and Marv and Ramona Mueller.

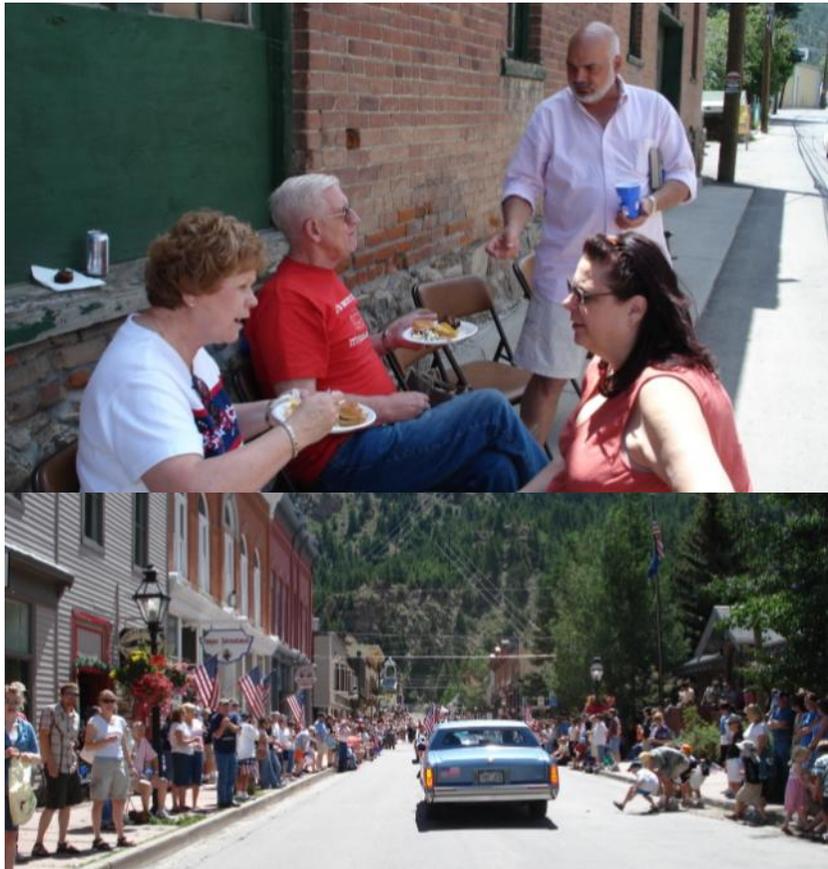
The lineup led the group along the back streets of Georgetown, and at the club's assigned lineup waiting area, the honored veterans were allowed to choose the cars in which they were to ride. After a short wait, the parade began, and what a parade it was! Hundreds of people lined the main thoroughfares of the town, cheering our veterans and waving Old Glory. Children perched on the shoulders of their fathers, and moms with young ones supervised as their children clamored to gather the candy that the veterans tossed to both sides of the street.

One veteran exclaimed that he had not seen this many people at a 4th of July celebration in years! "This is incredible," he

said. "I wish we could attract this many patriotic citizens to attend the annual Memorial Day Parade in downtown Denver every year! This is great!"

After the parade, participating members of the RMRCLC gathered in Idaho Springs at the business location of Skip and Brenda Gorman for a good old fashioned 4th of July BBQ complete with hotdogs, coleslaw, chips and dip. Bonnie and Jerry Pache joined the festivities there and enjoyed the food and camaraderie.

Thanks to John Cullinan for organizing this wonderful club event and a BIG THANK YOU to Peggy and Larry Lawler and Skip and Brenda Gorman for rounding out the day with fun, food and relaxation for all.



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



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Monthly Meeting:

See Page 1 for details on the July meeting. Following meetings are yet to be scheduled, as we have lost our long running meeting location.

The Dagmar:

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LaSalle Club.

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Deadline:

Is the 25th 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.

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

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

**John Washburn
Provides Show & Tell
at the July Meeting
By Dave Leger**

John joined us at Rickenbaugh and provided an interesting talk. His topic was those items which had caused him grief in diagnosing a car problem, but then were obvious once you knew where to look. For example, a car which would idle ok but had no power and ran badly on the road. After looking into

things electrical and carburetion John found something had impacted the fuel line below the car, crimping it nearly shut.

Another example came from a Carter carburetor. Most carburetor rebuild kits do not provide jets. On this Carter metering rods move up and down in the jets. Over the years these had worn the

jets from round openings to ellipses. This assured that even with all the other parts replaced, the carburetor would not function well. John actually brought all these parts along and the group enjoyed handing them around inspecting the evidence.



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**Cadillac at the
Mountain Mania
Car Show
Buena Vista, 6 July 2008**

by Michael Brittan

This year marked the 25th anniversary of the annual Mountain Mania Car Show in historic downtown Buena Vista. A bumper gathering of over 100 entrants filled East Main Street for this festive occasion. The display was graced by a single Cadillac – a 1966 Calais. The show is hosted by the Arkansas Valley Car Club. Proceeds from the show help fund college scholarships for Buena Vista high school students.

Figure 1. 1966 Cadillac Calais owned by Jay Evans of Colorado Springs on display at the 25th annual Mountain Mania Car Show in Buena Vista.

Figure 2. Camaro and MG provide a backdrop for the original interior of the author's 1964 Corvair Monza.

Figure 3. A stunning 1940 Chevy pickup seen at the Mountain Mania Car Show. This truck was restored to perfection by the son of the original owner.



Cars & Parts or Sale

1949 Cadillac Coupe Sedanet. Complete car except for interior and drive train. New glass still in boxes, new gas tank, some new chrome and all stainless in good shape. One complete extra trunk and trunk lid. Will sell as parts but prefer to sell all as a package. Best offer. Tom Musson, 714-777-5959 (August)

For Sale: 1938 60 Special doors, 4 fenders and bumpers. 1941 62 series 4 door, 8 doors and trunk lid, some fenders, plus various mechanical parts. 1949 Cadillac Series 62 4 door, 4 doors, 4 fenders blasted to bear metal, trunk lid, dash, and front shroud, plus various mechanical parts, including engine or bear block. 1953 Cadillac front fenders and hood, front and rear bumper. 1956 Hood, front bumper. Motivated seller, call me and we can chat about price. John Washburn Home phone: 303+646-6105 or Cell: 303+885-3545 (August)

For Sale: One good 6:50 x 16 whitewall tire, great for spare. Offer?
Four good tubes from 6:50 x 16 tires. Buy one or all. Offer?
Jim Bahrenburg 303 940-1111 (August)

Official List Of RMRCLC Sponsored Functions

August 12—16, 2008 Cadillac & LaSalle Club Grand National, Cherry Hill New Jersey. Join everyone for the 50th anniversary of the Cadillac & LaSalle Club—see <http://www.vfrclc.org/GN08.htm>

September 13, Saturday, Annual regional show, at McCaddon Cadillac in Boulder.

September 20, Saturday, Colfax Cruise

September 27th, Saturday: Arboreal Autumnal Splendor (aspen) Tour. Route to be determined.

November 8th, Saturday, Veteran's Day Parade with the lady Marines.

Other Events

August 23 -- OCCC 40th Mountain States Swap Meet, AdamsCounty Fairgrounds, 9755 Henderson Road, 303-886-7923

August 24 -- Hot Times-Kool Cars Benefit Show, Arvada Center 10:00 to 4:00, music, food, and lots of cars, information at www.hottikeskoolcars.org

September 6 -- Front Range Airport (Watkins) Aircraft and Car Show, free prostate cancer screening using new finger blood sample technique, food, vendors, many displays, no charge,

Rocky Mountain Region

Cadillac and LaSalle Club

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