



# The *Dagmar*

www.rmrlc.com

**February 2009**

## **Membership Dinner This Month By Bob Lyons**

What is becoming a fine tradition of The Rocky Mountain Region of The Cadillac-LaSalle Club, is the hosting of the Annual Membership Dinner, to be held at the Mt. Vernon County Club. Harry Tiffany graciously stepped, up once again, to arrange the dinner with the help of Bob Lyons. The festivities are to take place on a Saturday, February 28th, at 6:00pm. We will enjoy a wonderful banquet of Prime Rib, Crab Legs and numerous other delicious entrees and desserts fit for kings. The price for all these delights is \$20.00 per person which covers dinner, non-alcoholic beverages, and loads of good times.

Gentlemen must wear jackets and the ladies, be you gorgeous selves, as always. Send check made out to "Rocky Mountain Region Cadillac-LaSalle Club" or "RMRCLC" and mail to Bob Lyons at 17850 E. Louisiana Ave., Aurora Colorado, 80017. Checks must be in by February 20th to guarantee a place at the table. We look forward to seeing everyone at this wonderful event.

**Directions to the Mount Vernon Country Club:** From Denver, take I-70 west to Lookout Mountain Exit 256. Turn right at the top of the exit ramp

As the short road ends, turn left. You are now on U.S. 40 West bound to Lookout Mountain road (approximately 1.5 miles). Turn right ( going north ) onto Lookout Mountain Road. When the road begins to curve, look to the left for the "Mount Vernon Country Club" sign and gate entrance. Turn left onto the Mount Vernon Country Club road and proceed about ¾ mile, where you will see the country club just to your right. In the event you become lost, phone the country club at 303-526-0616.

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## **Summer Driving Tour to Crested Butte By John Cullinan**

This year's driving tour will take us to Crested Butte. Our hope is that participation in and enjoyment of the tour will exceed our past tours such as our tour to Taos in 2006, Durango in 2007 and Steamboat

in 2008. We have chosen August 13-16 as the dates for the tour so as not to conflict with the AACA Glidden Show and Tour taking place in Golden the following week.

Those of you who were on the Tour to Taos in 2006 will remember the effort and organization Brent Hladky and John Washburn put into making that tour a resounding success. With that fact in mind, I asked John to travel with me to Crested Butte on the 18th of January and check out the route we might follow and look into lodging and possible events for our 2009 Driving Tour.

I am very familiar with the route to Crested Butte, but it was John's first visit to most of the towns along that route. We traveled up route 285 into South Park past Fairplay into Buena Vista and Poncha Springs then west on Highway 50 over Monarch Pass and down into Gunnison before turning north for the 28 mile trip along the Gunnison River to Crested Butte. During the actual tour we will stop and have lunch in Salida.

(continued page 3)



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

The new meeting place is a hit! The Elk's Club was most appreciative of our presence in January and we were appreciative of having a new home. Most members of your board of directors meet for dinner prior to meetings, along with a few others. There were 25 people at dinner on January 13th. I had told the club to expect 5 to 10. The staff was overwhelmed, but rose to the task. A good meal and a good time were had by all, even those who had to wait a bit for their dinner. At \$3 a drink waiting isn't so bad. All 25 said they would come for dinner in February too. If you want to join us, but weren't at the January meeting, please call me to let me know, so that I can alert the staff to be prepared for even more people. A full meal of comfort food including soup and salad, the entrée with vegetable and potato and dessert sells for about \$10. Please join us. I would like to thank Harry Tiffany again for finding the location for us.

Speaking of Harry Tiffany, he will once again be hosting a dinner for us at the Mt. Vernon Country Club. Please see the article in this issue of the Dagmar. Because we have a lot of money left over from the 2001 Grand National, the club will once again be subsidizing the meal, so that members and guests only have to pay \$20/person. I would like to thank Bob Lyons for coordinating this event for us.

My thanks to Bob Lyons also for suggesting we create a list of events and a sign up sheet, which we will pass around at meetings for YOU to sign up to coordinate an event. A quickie version of that was passed around at the January meeting. Since then our Secretary, Nancy Tucker, has created a much better version, which we will keep circulating at monthly meetings until all events have been taken.

Enough of business, now for the fun stuff. My 1970 Eldorado isn't very pretty today. She needs a bath real bad, since she is coated with sludge from I-70. I drove the car to Keystone yesterday, knowing full well it would be a mess when I got home, but the poor, old girl hadn't been on the road in a while, so it was worth it. Besides, skiing is best when it is snowing hard. It improves the conditions and keeps the people out of the lift line. When we go skiing I am usually the passenger in Rick's Trail Blazer. What a difference it is to drive the Eldorado! I don't recall feeling the transmission downshift while racing up Mt. Vernon canyon. All it takes is

a lot of torque to pull over 5000 lbs. up that steep hill. Who needs extra gears? Even the final rise to the Eisenhower Tunnel was nothing for the car, in spite of being above 11,000 ft. Who needs barometrically compensated fuel injection? Let's just not talk about fuel efficiency. As soon as I opened the door in the Keystone parking lot, the questions started. It isn't often one sees such an old car at a ski area. Who, besides me, would be crazy enough to drive one in a snow storm?

The trip home was a lot slower than the trip up because of the idiot drivers on I-70. At 6:00, when I quit skiing (Keystone is lighted for night skiing), I-70 was closed both directions at the Georgetown hill. What's the hurry? After a little sustenance I decided to drive home over Loveland Pass. I hoped it would allow a little extra time for traffic to clear a bit around Georgetown. Wishful thinking on my part. The drive up Loveland Pass was like driving in the old days before 2 million people moved to the Denver area. I had the road all to myself, so I could go as fast or as slow as I wanted without worrying about kids in a hurry or a truck poking along. The road was snow packed, but the front wheel drive had no problem pulling the heavy car. I did choose to use first gear for the top portion of the downhill run because of the snow packed road. It is a long drop over the edge if you miss a turn.

*(continued page 6)*

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While we were in Gunnison John and I inspected a motel on the west part of town on a golf course. But after visiting Crested Butte, we determined that proximity to Old Town Crested Butte had more to offer than staying in Gunnison. We chose the Cristiana Guesthaus which permits us to walk into town via historic Elk Avenue where most of the shops, galleries and restaurants are located. See the details for booking rooms at the Cristiana elsewhere in this issue of the Dagmar.

Since our members are filling up the rooms we have at the Cristiana rapidly, I have designated the Old Town Inn as our alternative hotel when the Cristiana is full. If you have pets you will want to stay at the Old Town Inn. The Cristiana does not permit pets. Both lodges offer a free continental breakfast. The Cristiana can only give us priority over others through the 6th of February. Book early.

As we get closer to the dates of the tour, we will have more updates on activities we are considering, but plan to go to Gunnison on Friday the 14th to visit the Car Museum and

Pioneer Museum, with lunch at a local but well liked Cajun restaurant. I am looking forward to a big bowl of Shrimp and Grits. That same afternoon we are considering driving to the Curecanti Reservoir and Blue Mesa area to take a pontoon ride. The pontoon ride we took last year on Steamboat Lake was one of the highlights of last year's tour. We hope it will be so this year. The Black Canyon of the Gunnison National Park is in the same area, so have your National Park Pass ready. The Gunnison River is 5000 feet below the ledges we will be standing on. The views are impressive.

Saturday the 15th there are a number of things we are considering doing and I will give tour participants a list of things they can do as part of the group or on their own. Among these could be tours of the studios of three artists who make ceramics, stained glass, and hand crafted furniture. We could also tour the fish hatchery and take a drive to Gothic, a ghost town 8 miles north of Crested Butte with great views and a nature lab and research center. Of course, members would be free to walk around Crested Butte and visit the shops or

take the shuttle up to see the shops and hotels at the ski area.

Saturday night we would have our customary group dinner at one of two restaurants I am considering. One would offer us outdoor dining under a tent along the banks of the Gunnison River. The other is in Crested Butte and has nice views of the butte that gives Crested Butte its name. Either will give us a pleasant experience.

On Sunday, we will split up, with some returning together in caravan, others on their own, and some touring to other areas for extra nights. Please see details for reserving your room in the ad for the tour in the Dagmar and book as soon as you can.

The drive to Gunnison and Crested Butte is a scenic one. Don't miss out on the fun we are sure to have on this year's summer driving tour. If you want to learn what life was like in Crested Butte in the 1880's go to your library and check out "Doctor at Timberline" by Dr. Charles Fox Gardiner, an autobiographical account of his life as physician in Crested Butte.



## **Audrey: Only One Thing Matters To Husband**

***This article is written by W. Bruce Cameron and originally appeared in the November 22, 2008 Edition of the Rocky Mountain News. It is reprinted here with the Author's permission.***

*W. Bruce Cameron is a nationally syndicated columnist and the author of 8 Simple Rules for Dating My Teenage Daughter, which was the basis for the television show 8 Simple Rules on ABC, now syndicated nightly on ABC Family. He is also the author of How to Remodel a Man and is the two-time winner of the National Society of Newspaper Columnists Award for best humor columnist and the winner of the 2006 Robert Benchley Award.*

*Pick up a copy of Bruce's latest book: "8 Simple Rules For Marrying My Daughter" at your local or on-line bookseller. As Cameron explains, modern weddings are much like royal coronations, only more expensive. Aside from the writing of checks, there is not much fathers understand about them. Why can't guests successfully eat, drink, and dance unless the whole event is as carefully choreographed as a Broadway production? With his characteristic wit, Cameron captures the aspects of the wedding that are the most ridiculous to paternal eyes.*

*Having a 1968 Eldorado with a hood that is long enough to pass for a landing strip that could easily handle a Piper Super Cub, I found myself laughing out loud when I initially read the article. Dirk Biermann.*

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I am not a mechanic, but I do know that if your automobile suddenly shudders and bucks, you may have a problem, especially if these symptoms are accompanied by the unexpected appearance of a Cadillac bumper in your back seat. When this happened to me a few days ago, I quickly realized I'd been rear-ended.

I'm a pretty good driver, but I find a car crash to be something of a distraction. Deciding not to proceed through the intersection with a Cadillac in tow, I put my vehicle in park and turned on my emergency flashers to let other drivers know I knew how to turn on my emergency flashers. Within seconds, traffic virtually halted, drivers gawking because there is nothing more fascinating than a Dodge with an Eldorado in its trunk.

The car that struck me was built pre-OPEC, a brontosaurus of a machine with a front hood large enough to land a small plane on. It was meticulously maintained and polished, its gleaming metal scratch free with the exception of the part that was now residing inside the Dodge. The woman sitting behind the

wheel of this monster appeared to be in shock, staring at me with round, amazed eyes; she'd apparently never seen a professional humorist before. She looked to be in her 60s, a birdlike woman so tiny it was hard to believe she could possibly control her gigantic automobile. (And if you think about it, she couldn't). I opened the Cadillac's enormous driver's side door, blocking two lanes of traffic with the huge thing.

Her skin was so pale I immediately worried that she might be injured. I tried to recall my first-aid training, but unfortunately all I could remember at that moment was how to deliver a baby. Somehow I didn't think that particular skill was going to be needed here. "Hi, I'm Bruce: I'll be your accident victim today," I joked. The expression on her face indicated she felt she still hadn't met a professional humorist. "Are you OK?" I asked in a medically diagnostic tone, feeling it was amore appropriate question than "How far apart are your contractions?" "I'm dead," she responded dully. Well, no, you're not," I responded, feeling fairly confident on this issue. "Breathe," I advised her, still stuck in my first-aid training. She shook her head. "This car is his pride and joy. My husband's going to kill me when he finds out I ruined it. I tried to explain that she didn't so much ruin it as give it a Dodge hood ornament, but she was unconvinced. Soon we had police on the scene, proving endlessly mesmerizing to the gawkers.

*(continued page 6)*

"Look at that," I could imagine them saying to each other, "parked police cars! It's the most exciting day of my life!" The woman was named Audrey, and she readily admitted the accident was her fault. I suggested if she was going to drive a car that big there should be someone riding lookout on the front of it.

"Failure to stop," the officer explained to Audrey as he wrote out a ticket. This was hardly accurate; she had stopped, after all, just a bit later than circumstances warranted. "My husband's going to kill me," Audrey lamented. I found myself growing angry. Who was this bully, this jerk who would get mad at his wife for having an accident? Who

valued his battleship-size automobile so much he'd yell at a tiny person like Audrey, a woman who probably weighed less than the Cadillac's antenna?

Audrey's husband soon arrived, scowling, jowly fellow who looked like what you'd get if you crossed Winston Churchill with a bulldog. She began weeping. "Oh, honey," she wailed. "Your car!" His cold eyes surveyed the damage. I drew myself up, ready to defend Audrey against this monster.

He turned to his wife, his face softening. "Forget the car, darling," he murmured. "Are you OK? That's all I care about." He wrapped her in his

arms. I realized I'd misjudged him as much as his wife had misjudged her stopping distance. The gawkers might be interested in sheet metal, but as far as he was concerned, only one thing mattered.

Audrey.



### RMR Cadillac-LaSalle Club Balance Sheet As of December 31, 2008

	Dec 31, 08	Dec 31, 07	\$ Change
<b>ASSETS</b>			
<b>Current Assets</b>			
<b>Checking/Savings</b>			
<b>Cash</b>			
CD	14,057.28	16,255.09	-2,197.81
Checking	2,417.69	950.92	1,466.77
<b>Total Cash</b>	<u>16,474.97</u>	<u>17,206.01</u>	<u>-731.04</u>
<b>Total Checking/Savings</b>	16,474.97	17,206.01	-731.04
<b>Other Current Assets</b>			
Accrued Interest	0.00	22.16	-22.16
<b>Total Other Current Assets</b>	<u>0.00</u>	<u>22.16</u>	<u>-22.16</u>
<b>Total Current Assets</b>	<u>16,474.97</u>	<u>17,228.17</u>	<u>-753.20</u>
<b>TOTAL ASSETS</b>	<u><u>16,474.97</u></u>	<u><u>17,228.17</u></u>	<u><u>-753.20</u></u>
<b>LIABILITIES &amp; EQUITY</b>			
<b>Equity</b>			
Retained Earnings	17,228.17	17,663.31	-435.14
Net Income	-753.20	-435.14	-318.06
<b>Total Equity</b>	<u>16,474.97</u>	<u>17,228.17</u>	<u>-753.20</u>
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<u><u>16,474.97</u></u>	<u><u>17,228.17</u></u>	<u><u>-753.20</u></u>

## Our New Meeting Place!

***Come join us at the Elk's Lodge at 26th and Zuni for our meetings at 7:30, and if you wish for dinner at 6:00 PM***



*(continued from page 2)*

Once traffic on I-70 came to a complete stop, just above Silver Plume, I had the opportunity to observe how the Climate Control System works. The sensor string puts out a voltage, which a transducer converts into a vacuum signal. The system is controlled by this vacuum signal. Low voltage results in high vacuum, which provides cooling to the cabin. Conversely, high voltage results in low vacuum which drives the system to heat. As most of you have experience in your older cars, when you are idling, the voltage sags. You can see this as the headlights and dash lights dim, the turn signal slows down and the fan speed falls a bit. In the Eldorado the air distribution door moves from floor to dash (heat to cool) and the air delivery temperature starts to fall. I am painfully aware of all of this because of a voltage regulator failure a few years ago. The evidence, although I didn't realize it at the time, was an abundance of cold air even in the dead of winter. Knowing this relationship, it was interesting to notice the temperature fall at idle, but it recovered once traffic was moving again.

I try to drive the car skiing once a year, generally picking good weather days. I enjoyed myself so much that I may drive it more. Does anyone want to come along?

## A Matching Home and Car

By David Leger

As most of our readers know, I have a 1947 Cadillac Club Coupe. It was the art deco fastback lines of this car that drew me.

There is something about the designs of the late 40's and early 50's that I find hard to resist. This was a time of post war optimism and futuristic designs. It was the time of Raymond Loewy's modern industrial designs. Falling Water was a decade old, and the beginning of designs by architects such as Joseph Eichler. It should come as no surprise then that my home was built in 1949.

It was just after the war, and I believe the home was custom built for a faculty member from Colorado Women's College. My block sits nestled within the L-shaped campus. One day I returned home to find an elderly gentleman standing in the street staring at my neighbors home. I stopped to talk to him, and it turned out he'd lived there when he taught at the college. He agreed my home had been built for one of the professors.

For 1949, the house was state of the art, with radiant floor heating, a flat roof (lots of fun in Colorado!), huge windows (several 5x15') and soffit overhangs correctly sized for Denver's latitude such that the winter sun comes in, but the summer sun is blocked. The gutters are concealed inside the soffits. It even boasted an outside bell for the phone, so

you'd know when it rang even when out in the yard, That bell was long ago disconnected, but still sits on the back of the house.

It seems that cars weren't the only bits of modern engineering going on. Of course now such homes are known as mid-century modern, and have a devoted following. On several occasions I have had architects who have told me the house was at the limits of technology for its time, and they'd be hesitant to put such large single panes of glass in a residence even now.

The house has worn well. The only big problem was the radiant floor heating. In 1999, after 50 years, the pipes under the slab started to leak. Faced with having the entire slab jack-hammered up, I had the system converted to baseboard radiators. I do miss my warm floors. I don't miss the plumbers cracks that invaded my home for 30 days installing radiators!

The house has received some modernization, mainly in hopes of improving its energy efficiency. One year it was a finalist in the Excel energy

makeover contest. I'm not sure pride is quite the feeling when you know your home is one of the 100 least efficient in Denver. Having those huge windows with steel frames replaced with double pane argon filled windows in vinyl frames has made a big difference. While the boiler was replaced in the 1960's, a high efficiency unit is on my list (when I'm not spending my money on the Cadillac).

I like to think that my 47 looks at home in front of the house. It would have been 2 years old at the time the house was built, still in her prime. Who would have guessed that two items designed and built a decade before my birth would end up with such prominent roles in my life. I already know the history of my car. One of these days I would like to do some digging into the history of the house, and see if I can find out who the architect was, and the original owner who commissioned it. I can tell you one thing about the car and house, both were built to last!



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

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**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.

**The Dagmar:**

The Dagmar is published monthly (except December) and is mailed First-Class to all RMRCLC members on the current roster. The Dagmar is copyright©2009 Rocky Mountain Region Cadillac and LaSalle Club.

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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.

**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>

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## Write an Article—Tell Your Story

*By Dave Leger*

Hi folks. While we did well this month, we are often short on content for The Dagmar. Remember, content for this publication comes from you, our members. If you have a story to tell, please send it to me. Pictures to go with it are always appreciated as well. Some possible article types are:

- Technical tips and how-to articles
- Stories about memorable events involving your cars
- Stories about your cars:
  - Where did you find them?
  - What memorable trips have you taken in them?
  - Memorable events at shows or when out in them
  - Challenges you had restoring them
  - Cars you miss and wish you'd kept or the one that got away
- Memorable automobile related persons you have known
- Memories about years gone by in the automobile community in Denver or automobile history
- Humorous stories—did you pick up a parts car to find a bull snake in residence?
- Stories about automobile related collections

You can send me an article via email, type it out and mail it to me, write it out by hand and mail it to me, scribble it

on a cocktail napkin (or 5) and send them to me. I can work with most any type of input. I have a scanner and can scan your old photos.

Without your support you risk having to read my own ramblings month after month, and trust me, no one wants a steady diet of that.

Use your imagination, there are a thousand stories out there waiting to be told, and only you can tell them!

## Driving tour to the Las Vegas Grand National

Anyone interested in joining the caravan to Vegas, please contact Nancy Tucker, Paul Olson, Dirk Biermann or John Cullinan for more information.

Leave Denver Saturday, 6/13  
Visit Arches, Bryce, Capital Reef and Zion National Parks in Utah.

Arrive Las Vegas Monday 6/15

Leave Las Vegas Sunday 6/20

Choice of two routes home:

- fast, freeway return with one night in Richfield, Utah, or
- scenic two-night drive via Route 66, southern rim of Grand Canyon, Navajo reservation, and Monument Valley.

## E-Mail Update

If you haven't received an e-mail on club activities lately and would like to be included in any e-mail updates, send your e-mail address to Dirk Biermann at [dtb@benningtonjohnson.com](mailto:dtb@benningtonjohnson.com)

**SUMMER DRIVING TOUR**

**TO**

**CRESTED BUTTE**

Thursday August 13 - Sunday  
August 16

Lodging: Cristiana Guest Haus  
Tel: 800- 824-7899

Book Rooms by February 6th

Queen Bed Rooms: \$ 95  
King Bed Rooms: \$110  
Queen and Double bed  
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### ***Cars & Parts or Sale***

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## **Official List Of RMRCLC Sponsored Functions**

Saturday, February 28, Members dinner at Mt. Vernon Country Club—see article page 1

June, 2009— Caravan to Cadillac Grand Nationals in Las Vegas

## **Other Events**

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Saturday, April 11th—Miss Wheelchair Colorado show

Saturday, June 20th - The 2009 Havana Cruise

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

Saturday, September 19th - The 2009 Colfax Avenue Cruise

Rocky Mountain Region

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