



*The* **Dagmar**



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

**JANUARY 2014**

**HAPPY NEW YEAR**



**2014**

Visit us on the web at [www.RMRCLC.com](http://www.RMRCLC.com)

# The Dagmar

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

## ROCKY MOUNTAIN REGION BOARD

### REGIONAL DIRECTOR

Brad Bauer  
720.261.4016  
bradlee@msn.com

### DEPUTY DIRECTOR

Bob Lyons  
303.337.7319  
catmansea@aol.com

### ACTIVITIES DIRECTOR

Jim Salmi  
303.758.8930  
jcsalmi@gmail.com

### SECRETARY

Lisa White  
303.989.3838  
tygger8@msn.com

### MEMBERSHIP CHAIR

Linda Clubine  
303.431.8021  
lclubine847@msn.com

### TREASURER

Leonard R. Johnson  
303.449.3830  
ljohnson@jk-cpas.com

### EDITOR OF THE DAGMAR

Wayne Shmitka  
303.690.1159  
editor.RMRCLC@msn.com

### CCCC REPRESENTATIVE

Tom Orton  
303.964.8634  
torton@mho.net

### CLC NATIONAL REPRESENTATIVE CLC SOUTHWEST REGIONS VP

Tim Coy  
303.673.0011  
tim.coy@adtypeanddesign.com

### INTERNET WEBMASTER

John Henry  
303.469.6929  
henryspl44@gmail.com

## 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:

**HAPPY NEW YEAR TO ALL!** Yes, another year has passed. Here's hoping everyone has a happy, healthy and prosperous 2014. What better way to start the new year than to have a 2014 CTS-V Coupe grace our front cover and to have an article about the new CTS Vsport on page 9. By the way, the cover car belongs to my son, Jared. This particular car is equipped with the rare 6sp. manual transmission, Black Diamond Tricoat paint, Recaro seats, upgraded black wheels and color coordinated yellow painted brake calipers. For some us "older generation" folks, it's hard to imagine that vehicles such as this will become the collector's choice of the future just as the 80's and 90's have become. 



**PLEASE NOTE:** Only one board member was replaced (her choosing) for the year 2014. Lisa White replaces Cynthia Rutledge as secretary. Lisa's contact information is listed in the far left column of this page. Welcome aboard Lisa, and thank you, Cynthia, for your club contribution. 



**UPCOMING CLUB ACTIVITIES:** Our Membership Dinner is scheduled for February 9th. It will be held at Simms Steakhouse (same place as last year). Please read the details on page 5. 



On page 3 is a convenient order form to purchase the 2014 CLCMRC calendar.

## INSIDE THIS ISSUE

Chapter Information.....	2
From the Editor.....	2
Director's Column.....	3
Secretary's Meeting Minutes.....	4
Upcoming Activities.....	5
Membership Brunch Information.....	5
Veterans Day Parade (Recap).....	6
A Nine Year Love Affair.....	7
Vanity (PRIDE) Plates.....	8
2014 CTS Vsport.....	9
Classifieds & New Members.....	10
Contributor's ads.....	11





**DIRECTOR'S COLUMN  
FROM BRAD BAUER**

**H**appy Holidays to the Rocky Mountain Region Cadillac & LaSalle Club! It is hard to believe that another year has passed so quickly. I have to take a moment to reflect on the many successes that we have experienced and shared over this past year as we prepare to enter 2014 for our club.

We started last year with the wonderful and well attended Member Appreciation Dinner held at Simms Landing. Then onto the numerous car shows held throughout the summer. Starting with the always awesome Sheppler's Car Show hosted by the Oldsmobile Club followed by The Highlands Ranch Community Association Car Show and Cruise Havana (on the same day), McCaddon Regional Meet, Castle Rock Country Club Show, and ending our summer with The Medved Car Show. Our club also was honored by our editor, Wayne Shmitka, being awarded The Golden Quill award and our Web Master, John Henry, being awarded the Web Site Merit award. The club enjoyed two tours this summer, one going to the Cherokee Ranch in Castle Rock the other going to New Mexico. We also had many of our member's cars on display at the Forney Museum for much of the summer. And don't forget the burger run to Rosie's

Diner. We also raised over \$1,200 for The Christmas Crusade for Children.

So, as we head into 2014, I felt it important to take time during our November meeting to discuss the direction for our club in the new year. It was exciting to see the great ideas that came out during the discussion as to how our group can improve and continue to grow our club. It was very encouraging to see so many people stepping up to host an event. I am looking forward to putting these ideas into play for the upcoming year. Our club is fortunate to have so many talented people. If each month one member could step up and help host an event, we could have a minimum of two club events a month. We discussed new ideas of different ways of recruiting new members. These possibilities include getting our local Cadillac dealerships to offer a one year membership to our club with each new or used Cadillac car sale, inviting Sales People and Service Tech's from each dealership to our club events so that we can get to know them, or maybe, even touring their service departments, etc. Another idea is to have our Membership Director send invitations to the new National Members that are posted each month in the Self Starter. These are just a few of the ideas that

came out. We want to continue to expand on those ideas and encourage everyone to offer any thought that they may have. Leonard Johnson and I have committed to put together our own club Car Show as a money making event and another way of getting our name out to recruit new members. Someone mentioned teaming up with other car clubs on our tours and club events because many of these people may have Cadillacs, or have friends who have Cadillacs who may be interested in joining. Remember you do not have to own a Cadillac to join, you must just simply have an interest in them. So, that being said, I am looking forward to 2014 as a great year for our club.

Our December meeting was a success. We had a wonderful pot luck dinner with great participation by attending members. This was followed by our business meeting including election of officers. All incumbent officers were re-elected with the exception of our secretary as Cynthia Rutledge had decided to step down. Lisa White replaces Cynthia as secretary. Our incumbent Deputy Director, Bob Lyons, won out over challenger Paul Olson.

Until we see one another at our January meeting, as always, keep it between the lines and the shinny side up. I hope that each and every one of you enjoyed your Holiday Season. 

**2014 Cadillac-LaSalle Club Museum Calendar Order Form**

Please send check or money order (sorry, we're unable to accept credit cards) made out to the CLC Museum & Research Center, Inc. (U.S. funds only), indicating quantity desired to:

**CLC Calendar Sales  
PO Box 6447  
Plymouth, MI 48170-8447  
USA**

Copies of the order form are accepted  
Calendars will be shipped in early December  
Order inquiries: Contact s\_pash@charter.net

**Proceeds benefit the CLC  
Museum & Research Center**

Still only **\$15** each

**SHIPPING FEES**

United States	\$2.50 for one calendar \$3.50 for two, \$5.15 three to five
Canada/Mexico	\$3.25 U.S. for one calendar \$4.50 U.S. for two
All other countries	\$6.50 U.S. for one calendar, \$10.00 U.S. for two

_____ Calendars x \$15 each	\$ _____
Shipping fees	_____
<b>Total</b>	<b>\$ _____</b>

\_\_\_\_\_ name

\_\_\_\_\_ address

\_\_\_\_\_ city

\_\_\_\_\_ state

\_\_\_\_\_ zip/postal code

\_\_\_\_\_ country





---

**SECRETARY'S MONTHLY MEETING MINUTES  
FROM CYNTHIA RUTLEDGE**

---

**ROCKY MOUNTAIN REGION CADILLAC & LA SALLE CLUB  
MONTHLY MEETING MINUTES  
December 10, 2013**

**CALL TO ORDER:** The meeting was called to order at 6:55 pm after a delicious potluck dinner.

**DIRECTOR'S WELCOME:** There were no guests at our last meeting for 2013.

**SECRETARY'S REPORT:** Minutes are posted in The Dagmar and on the RMRCLC website.

**TREASURER'S REPORT:** No report, as Leonard Johnson was not present.

**MEMBERSHIP REPORT:** Nothing new to report for December. First of the year renewal memberships will be mailed out.

**CCCC REPORT:** Colorado Legislation is not sure what 2014 holds yet as discussions will be held.

**CHRISTMAS CHARITY DONATIONS:** The hubcap was passed around and \$98 was collected. It was decided and discussed that a new charity will be chosen for 2014. Bring an idea of a charitable organization to next meeting and be prepared to vote on one. Tom Orton suggested Tennyson Center for abused children, John Serfling suggested Shining Stars Foundation for kids with cancer and Brad Bauer suggested Fisher House. You can also look at the website [www.newchairtable.org](http://www.newchairtable.org).

**OLD BUSINESS:** How to improve our direction for 2014. Lots of ideas were thrown out on how to implement some spunk into the club. Brad suggested that every member host one function/event.

Tim Coy announced at the meeting of the upcoming winter board meeting in Scottsdale, AZ in January. Asked if anyone had any questions or concerns. He also announced that Mary Barra is the first woman appointed CEO by General Motors.

The ballots were passed out to members to vote on new officers.

**NEW BUSINESS:** Election of officers for 2014

- a. Brad Bauer for director
- b. Bob Lyons for deputy director
- c. Lisa White for secretary
- d. Linda Clubine for membership
- e. Leonard Johnson for treasurer
- f. Jim Salmi for activities director
- g. Wayne Shimitka for editor

**PROPOSED ACTIVITIES AND EVENTS:**

- a. Membership lunch at Simms Landing, Sunday February 9, 11:00 am. The brunch is same as last year.
- b. Rosie's diner for lunch and car show.
- c. A happy hour during the weeknight at Simms.
- d. Lisa White spoke of hosting an event at her house with Mike Jeffries grilling.

**FAREWELL MESSAGE:** In my closing term as secretary for 2013, I would like to say thank you for a wonderful year. I've enjoyed being your secretary; however, I'm passing the torch to a new volunteer for 2014. I wish you all the best for a wonderful and great 2014.

**MEETING ADJOURNED:** The meeting was adjourned at 7:40 p.m. A Merry Christmas to all and to all a goodnight!!

Respectfully submitted,  
Cynthia Rutledge, Secretary





**ACTIVITIES  
FROM JIM SALMI**

**Rocky Mountain Region CLC  
2014 Proposed Activities**

( as of January 1 )

<b>Proposed Activities:</b>	<b>Leader:</b>	<b>Date:</b>
Member Brunch	Nancy Tucker (303.394.2557)	Feb. 9
Memorial Day Parade	Jim Salmi (303.758.8930)	May 24
Regional Meet (McCaddon)	Leonard Johnson (303.438.6632)	??
Medved Cadillac Car Show	Brad Bauer (303.791.1516)	??
Cruizin' Havana	??	June 14
Louisville Labor Day Parade	??	Sept. 1
Veterans Day Parade	Jim Salmi (303.758.8930)	Nov. 8

N/A = Not Applicable

**Membership Brunch  
at Simms Steakhouse  
February 9<sup>th</sup>.**

**MARK YOUR CALENDARS AND MAKE YOUR  
RESERVATIONS**

**for Sunday, February 9, 2014 at 11:00 a.m. for our annual Membership Brunch.**

Back by popular demand.....we'll celebrate at Simms Steakhouse at 6th Avenue and Simms/Union in Lakewood. We will again dine in the private scenic room with large windows overlooking the distant downtown Denver skyline. The brunch menu includes made-to-order omelets, waffles, and Eggs Benedict along with salad, shrimp and crab legs, pastries, fruits, cake and all of the usual breakfast standards. Save room for dessert, including the churning chocolate fountain dessert.

Cost is the same as last year - \$32 for adults and \$26 for seniors (age 65 and over), including tax and gratuity. (Alcoholic beverages not included, but individually available)

Reservations and monies are due by Thursday, January 30. Make your checks out to Nancy Tucker and send directly to her at 441 Garfield Street, Denver, CO 80206.





## Veterans Day Parade ~ November 9, 2013

FROM JIM SALMI PHOTOS PROVIDED • JIM SALMI

Warm, sunny, autumn skies greeted eight volunteer cars and drivers for the downtown Denver Veterans Day Parade on Saturday, November 9th. The weather was a definite improvement over last year, which was cold and miserable.

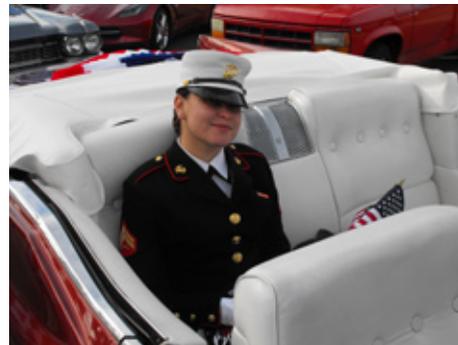


We drove members of the Women Marines Association and Gold Star Wives again this year, which has been our tradition. As always, they were grateful for our help and our volunteers were happy to provide it. The crowds downtown were also a little larger than in some past years.



Our volunteers included Michael Brittan (and delightful granddaughter) in his gorgeous '57 convertible, Brad Bauer with the red '70 deVille ragtop, Don Braden and his '50 sedan, Tim Coy and Cynthia Rutledge with the long-suffering but now "done" '63 Sedan deVille, Leonard Johnson with a black '63 convertible, John Evans with the big blue '59 six-window SDV, Don Herbel driving his beautiful white '58 Coupe deVille, and John Serfling and his trusty '63 convertible. A nice

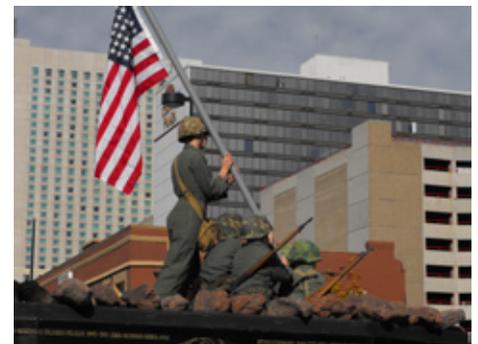
mixture of vintages and open versus closed bodied cars. The spectators along the parade route enjoyed the show, I'm sure.



We met at Albertson's parking lot at Alameda and Broadway and drove as a group to 13th and Bannock to await our turn in the parade. Things were a little more confused than usual due to some building construction taking place in the block, but it all worked out. The parade route ran from the Civic Center area down 15th Street to Welton, then along Welton to 17th, and back up 17th to Broadway past the reviewing stand

in front of the state capitol building. It is a short route, which allowed us to be done and back at Albertson's by lunch time. Several of the riders and volunteer drivers capped off the event with lunch at the Blue Bonnet restaurant courtesy of Leonard, who had sold a truck DURING the parade if you can believe it! He was in a celebratory mood. Thanks, Leonard!

The day's events actually began at 8 o'clock with a 5K race on the Auraria campus to benefit the Cadet Community Leadership Association and the Russell B. Rippetoe Foundation. Concluding ceremonies at the Colorado Tribute Veterans Monument included the reading of names of those veterans who made the ultimate sacrifice in Iraq and Afghanistan. Afternoon celebrations featured food, music, a color guard presentation and fireworks on the Auraria campus. All in all it was a day of pride and patriotism that our region is always happy to support.





## A NINE YEAR LOVE AFFAIR FROM JOHN SERFLING

I found her in a salvage yard, sorry, an antique car dealership, early in 2003. In January 2004 I purchased her. The asking price was \$2500 until the owner of the yard found out that she could not be titled in Colorado. It seems that we have a strange law concerning car titles. One can have a clear title, salvage title or junk title. If one has the latter, the title cannot be reinstated under any circumstances. Isn't that inconvenient? I'm sure the law exists to protect fools like me. Being clever, I asked what the price would be if I took the risk of not being able to title her. I paid \$1000 for a mostly straight car. Prior to consummating the sale I checked with a friend in Cheyenne to see if I could use his address as my own to title her in Wyoming instead of Colorado. This worked for the 9 years that I owned her and used her as my daily driver.

When I took possession of her I was afraid to drive her any farther than the nearest tire store. While fitting it with new rubber, the chief mechanic and I looked at everything that we could think of to determine if she could make it the 85 miles to Cheyenne, then home. We pronounced it fit and off we went. After a VIN verification and payment of not much money, I had the title in hand and license plates on her. I successfully made it home in my new treasure.

She was dirty, as you can well imagine, so I drove her to a car wash, cleaned her and then headed home. The next time I started her, the hood was up and sunshine was beaming in through the garage window. As the engine fired a lovely mist gleamed in the sunshine. Her water pump seal had failed, at just the right time. At least I now knew what my first project would be. The second project was to install a block heater in one of the freeze plugs. This was important, because I only lived 1.3 miles from work. The heater would automatically

turn on when the water temperature reached 130 degrees. This wouldn't happen within that 1.3 miles because of the mass of iron in her 500 cubic inch engine. When she was completed I would plug in the heater every winter night using a timer. The block heater would turn on 2 hours before it was time to go to work. I had heat 3 blocks after I pulled out of the garage!

Most of my time restoring her was spent on the interior. Very little was required mechanically. I used the SEM elastomeric coating to dye the entire interior a slightly different shade of brown. I removed the headliner, re-sewed all of the seams and reinstalled it. The interior panels and dash cover all had to be removed from the car in order to dye them. Only one small piece of leather on the edge of the driver's seat had to be replaced.

I noticed as soon as I got her that the CV joint boots were split and throwing grease. I knew just enough about this condition to know that it would be prudent to replace them and probably have the joints rebuilt before any more damage could occur. Removing the final drive shafts was one heck of an introduction into being a mechanic. Fortunately, I follow directions well, if I can understand them. It took a bit for me to figure out what the manual was trying to tell me, but I succeeded in removing and reinstalling the shafts, four times over the nine years that I owned her (I had to replace just the boots three more times).



The single most expensive part of the restoration was having her repainted and a new vinyl roof installed. I was never happy with the results of the repaint but most people who commented on her told me that she was beautiful. Obviously, they weren't looking at her as critically as I was.

Once restored, she was a joy to drive. For nine years I marveled at how pretty she was every time I walked up to her. To my mind she is the best looking car produced during the 60s & 70s. By the way, she is a 1970 Eldorado. As my daily driver we went everywhere together, but not on too many long trips. This girl was not a cheap date (at 12 mpg on the highway), but she was a fun date. I also have a 1963 Cadillac convertible. The Eldorado is much nicer to drive. Her ride is smooth, but not floaty like the '63, the steering is precise and of course she has more than enough power.

Eventually, I retired, which gave me more time to work on her, but less money with which to keep her pretty and full of gas. Finally, the time came when we had to end the relationship. A young man in Ft. Worth, TX has now fallen in love with her, much as I did. He has the resources to improve her beauty and enjoy her company. He promises to send photos. If I ever get to the Dallas area again, I'll visit the old girl to make sure she is being kept as lovingly as I kept her. 



## VANITY (PRIDE) PLATES FROM WAYNE SHMITKA

Reading Tim Pawl's "TALES FROM THE VAULT" in the November-December issue of THE SELF-STARTER reminded me of my fascination with license plates I've had since childhood.

I grew up in Minnesota, the "LAND OF 10,000 LAKES", and such was the motto on our plates and still is today. Each year dad would purchase new plates. As a youngster, probably younger than school age, I couldn't wait for him to bring them home. Of course back then there wasn't any such thing as "vanity plates".

Most every year we would take a road trip vacation. Before each trip I would prepare a list with all 48 states in alphabetical order. Yes 48, as this was somewhat before the United States acquired Alaska and Hawaii. I also had an interest in geography which helped in identifying where other people lived. During these road trips, I would look for license plates from other states and record them on my list. My goal was to find all 48 in a single trip. After we secured a motel room for the night, I would walk through the parking lot looking for states that I needed to fulfill my quest. Can you imagine the ruckus a youngster would create in our society today if he were seen writing down license plate numbers at a motel? I was sometimes rewarded by finding all 48 states, plus a few Canadian plates as well, but more times than not, I would be missing a few when we returned home.

In 1962 I began my first career job working for 3M Company in St. Paul, MN. The company annually offered an application for their "special plates" (probably the forerunner of the vanity plate). At the time, Minnesota had a plate configuration of two letters and four numbers. As an employee, one

could apply for a "MM" plate designating that you were an employee of Minnesota Mining & Manufacturing Company. Of course I had one of those!

The years have passed and I have seen many vanity plates on the

road, often getting a chuckle from their meaning. As a Ham Radio Operator I have had FCC call sign plates on a few of my vehicles but not any vanity plates.

More years have passed and now we live in Colorado which is often said to be the state with 10,000 license plate choices. You can have a plate for just about any affiliation imaginable.

My wife, Vonnie, and I purchased a 1992 Cadillac Allanté in late 2001. I knew then that it would have a vanity plate. We joined the Cadillac & LaSalle Club and the Rocky Mountain Region chapter in 2002. It hit me that the vanity plate on the Allanté should be RMRCLC! I pursued that desire with the Colorado DMV and discovered that plate had never been used. Needless to say, it is mine now and forevermore. Personally, I don't think of it as a vanity plate but a declaration of PRIDE. We are proud to be members of both the national and regional organizations so why shouldn't we proclaim that pride with a license plate on a car of which we are also proud. Many people, outside of the Cadillac & LaSalle Club family, have asked for an explanation of the letters. When I drove the car



to the Gilmore Museum in August 2012, Paul Ayres and Art Riley knew instantly what RMRCLC represented and commented on the uniqueness of the plate. 



---

**SUBMITTED FROM MARK McCADDON**

**WRITTEN BY JONATHAN WONG ~ AUTOWEEK 2014 CTS VSPORT DRIVE REVIEW**

---

## What is it?

When the third generation of Cadillac's CTS debuts for the 2014 model year, it will have a much more defined spot in the product lineup. No longer will it have to serve as Caddy's dual-purpose vehicle tasked with battling smaller vehicles like the BMW 3-series and Mercedes-Benz C-class and bigger vehicles like the 5-series, E-class and Audi A6. The arrival of the ATS last year to handle the compact opposition unchains the CTS to grow into a proper luxury midsize entry.

The growth spurt of the new CTS begins with an additional 5 inches in length with 1.2 inches coming from a stretched wheelbase when compared to its predecessor. Usually a bump up in size is accompanied by added weight, but Cadillac went to great lengths to make sure that wasn't the case. Instead, Caddy claims that the CTS will be the lightest vehicle in its segment coming in not only lighter than the outgoing CTS, but being roughly 200 pounds lighter than a BMW 528i.

Helping to shave weight from the new car are features like aluminum doors, which is a first for GM in a production car, and that alone cuts 55 pounds. The front cradle is now also aluminum in place of rolled steel to trim 36 pounds. The front shock towers, front and rear bumper beams and IP structures are among other items that are now constructed of aluminum to slash efficiency-sapping weight. Another noteworthy result of all the weight reduction work is the latest CTS' near 50/50 weight distribution for sharper handling performance.

On the engine front, the CTS will launch with three options ranging from a 2.0-liter turbocharged four-cylinder with 272 hp, a direct-injected 3.6-liter, 321-hp V6 and an all-new 3.6-liter twin-turbocharged V6 churning out 420-hp and 430 lb-ft of torque. Of particular interest is the force-induced V6, which is the first twin-turbo engine ever offered by Cadillac, that will power the new CTS Vsport model.

In the previous generations of the CTS, there was a sizable performance divide between regular CTS versions and the supercharged beast that is the CTS-V. With that in mind,

Cadillac set out to fill that void with the result being the new Vsport. In addition to the twin-turbo V6 and eight-speed automatic transmission, the Vsport is decked out with 18-inch wheels wrapped in high-performance Pirelli PZero tires (245/40 R18 front, 275/35 R18 rear), quicker steering ratio, Brembo brakes with more aggressive brake pads, upgraded cooling system, a track mode with an exclusive steering and magnetic ride control calibrations, and an electronic limited-slip differential.

Like any responsible carmaker does, Caddy has logged plenty of miles around Germany's Nürburgring for development and was able to log a best time of 8 minutes, 14.10 seconds around the green hell, which the company likes to point out that it's almost 6 seconds quicker than the first-generation CTS-V. So that's not too shabby.

## How does it drive?

Unfortunately, we weren't able to join the Cadillac development team in Germany to have our first crack at the CTS Vsport, but were invited to GM's proving grounds in Milford, Mich., to perform some quick instrument testing and to take a few laps around the road course. After the brief sampling of the Vsport, we were quite impressed.

Around the road course, it's involving from behind the wheel, which indicates to enthusiasts that Caddy is surely trying to entice with the Vsport. After every session, we got out of the car thinking that we had just piloted a much smaller car around a track that's littered with a variety of corners and bends that range from downhill, off-camber portions to quick chicanes that GM placed on the track's long back stretch to prevent us from killing ourselves.

Through the chicane and quick transitions, the Vsport feels nimble with good bite on turn in. Credit goes to the stellar magnetic suspension system that kept the car comfortably planted with an acceptable amount of dive under hard braking. The car also handled crests well, and rolling onto the throttle early out of corners is easy thanks in no small part to the electronic limited-slip.

The electric steering in track mode is communicative letting you know exactly

what the front tires are doing. The Brembo brakes were pretty good, but the brake pedal did start to get softer as the afternoon wore on.

It takes a tight, off-camber, downhill turn to get the front end to wash out, meaning the Vsport will be plenty of car for spirited, long-way-home drives after work.

Backing the stellar chassis is the potent drivetrain that's got plenty of midrange guts with all 430 lb-ft of torque available between 3,500 and 4,500 rpm. Power does taper off a smidge as you approach the 6,500 rpm redline, but that's just a small quibble. The automatic transmission performed best when left in full-auto mode, letting the computer do all shifting for you. It holds gears longer before upshifting, and downshifts are well timed to again help get out of corners efficiently. We played with the manual shift mode using the steering wheel paddles, which felt sluggish carrying out shift commands.

We also have to admit that things sound pretty good in the cabin. The engine noises being piped in by the Bose audio system sounded mean for a turbocharged V6 in track mode. There are audio enhancements taking place to make those glorious engine noises sound so good, which to some may be cheating a bit -- but we're OK with it.

## Do I want it?

If fuel economy is a little bit of a concern to you but you still like a healthy dose of performance, then the CTS Vsport should be on your shopping list. The main takeaway after spending an afternoon with the car is that it's probably the most involving car in the class when you compare it to the Mercedes-Benz E-class, Audi A6 and, yes, the BMW 5-series. It's actually a fun car to throw around, with great steering feel and performance and more than respectable handling reflexes. Throw in the strong turbo V6 and you have yourself a luxury midsize sedan that's tailored for drivers.

As for the other CTS models, we'll have to see how those behave when we drive them later this week. Stay tuned for driving impressions of the rest of the new CTS lineup in the days ahead. 



## *Cadillac & LaSalle Classifieds*

**For Sale:** 1956 Cadillac 60 Special Fleetwood, 113K miles, original Denver car. Engine and Hydramatic rebuilt. Car runs and drives flawlessly. PS, PB, P windows, P seat, Autronic Eye Headlight dimmer. 2 owner car. Asking \$15,000.00. Contact, Ken Fehr H. 303-770-1778 or C. 303-898-2880



1989 Cadillac El Dorado Coupe Biarritz, 71,000 Miles, New Motor on 12/2004 with 67,333 Miles, Light Sapphire Blue with Black Sapphire Metallic Roof, Dark Blue Leather Interior, Electronic Digital Instrument Cluster. Standard Equipment includes: 4.5 L V8 DFI Engine, 4-Speed Automatic Overdrive Transmission, Front Wheel Drive, Electronic Climate Control and Level Control, Computer Diagnostics, Driver Information Center, AM-FM-Cassette with Digital Display, Power Seats, Power Door & Windows, Power Antennae. \$7,500, 218-839-3717, Minnesota.

**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.

## *Rocky Mountain Region New Members*

**No new members in December**



# Ad Type & Design

graphic design • publishing

**tim coy**

*principal*

tim.coy@adtypeanddesign.com

adtypeanddesign.com

203 short place

louisville • co • 80027-1646

phone/fax 303 • 673 • 0463

cell 720 • 254 • 7184

*designing your success since 1995*

# Cadillac Drive

LLC

**CLASSIC CADILLACS AND PARTS**

LEONARD R. JOHNSON

2300 BROADWAY

BOULDER, CO 80304-4145

(303) 449-3830

FAX (303) 449-3889

LJOHNSON@JK-CPAS.COM



**Kathy Palm, Owner**

## XTREME CHROME

THE NEXT GENERATION OF CHROME

Pot Metal • Steel • Plastic • Ceramic  
Stainless Steel • Aluminum • Fiberglass • Carbon Fiber

100 S. Bowen Cir., Unit C  
Longmont, CO 80501

720-340-0328

# DON'S garage

393 E. 55th Ave.  
Denver, CO 80216



303-295-2448

Toll: 1-866-524-1178

Fax: 303-295-1867

**Rebuilt Transmissions New, Used & Rebuilt Parts**

**1946-Present**

# Signal Graphics.

*From Digital to Print* ®

**Phil and Amy Cavanaugh**

303.220.5460 • FAX 303.220.8068

9692 E. Arapahoe Road

Greenwood Village, CO 80112

Email: signal29@rmi.net

Website: <http://www.signalgraphics.net/29/>



**AUSTIN HARDWOODS  
OF DENVER, INC.**

Hardwood Lumber, Plywood  
Mouldings & Millwork

**Don Herbel**

975 W. Mississippi  
(303) 733-1292

1-800-692-9663

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

Denver, CO 80223

FAX (303) 744-8604

# McCADDON

The name people trust. Family Owned and Operated Since 1958.

## 303-442-3160

**48th & Pearl Parkway • Boulder**

Just off Foothills & Pearl Parkway

**[www.mccaddon.com](http://www.mccaddon.com)**



*Cadillac*

**GMC**



**BUICK**

Visit us on the web at [www.RMRCLC.com](http://www.RMRCLC.com)





*Rocky Mountain Region Cadillac & LaSalle Club*

RMRCLC  
2300 Broadway  
Boulder, CO 80304-4145

Recipient 2012 *Golden Quill*  
Awards



**Rocky Mountain Region Cadillac  
LaSalle Club** is now on Facebook at  
<https://www.facebook.com/RMRCLC>.



*Denver's downtown dealership...since 1944*  
**RICKENBAUGH**  
*Cadillac* **VOLVO** **FISKER**

Broadway & Speer

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

303.573.7773



10% Off Service and Parts to all Rocky Mountain Region Members of  
The Cadillac and LaSalle Club, maximum of \$200.  
Show this ad at time of service write up or parts purchase.

Blaise Flaherty - Service Manager