



The Dagmar

www.rmrlc.com

June 2007

Auto Clinic a Success By John Washburn

The clinic went extremely well. Liz Coy says we had 22 folks who participated. Paul Whitlock (The Canary) brought doughnuts and coffee, they did not last long. We started work on Pat Perlinger's 49 Cadillac. We found out that the fuel pump was bad. I had a good one so Blaise and Whit Otis removed the old one and installed the new one (this was not expected and took more time than we thought). I worked on an electrical short in the dome light. But eventually found the problem. This took longer than expected. We did a compression test, found everything ok. The plugs were fine so we reinstalled them. Pat had some shifting problems so we had to adjust the shifting linkage and the idle speed (more than once) to get it to shift properly.

Pat brought some homemade sausage that were enjoyed by all. Walt Brewer provided adult supervision during this project. Brent Hladky assisted in all operations, collected the money, and advised folks on serious matters. Plus took pictures using my camera and his own. Liz and Tim Coy were in attendance and took pictures

for an article in the Self Starter.

The other team, Bill Woodman, Paul Whitlock, and Brent Hladky started work on Dirk Biermann's 72 Cadillac. The distributor was pulled, new parts installed. New plugs were installed. Vacuum lines were changed. More time was spent on the choke adjustment than expected, since parts were very hard to re-install. Dirk's car ran better, I think, but we (Woodman and Washburn) believe the carburetor needs work. Whitlock and Woodman did a lot of work on Dirk's 72.

Lunch was next and proved quite successful, thanks to Dirk. The Washburn, Whit Otis, and Blaise Flaherty team then begin work on Don Braden's 41 Cadillac. The distributor was in desperate need of rebuilding. This was not planned, but since I had the parts we repaired the distributor. Then we set the distributor up correctly using a SUN Distributor machine (this took a long time since I work slowly). Blaise and Whit removed the plugs, which were fine, and did a compression test. We got it all back together, adjusted the shifting arms, and the Don took it for

a test drive. Art Cutler and Whit Otis converted Don's oil bath carburetor filter to the new dry fiber type used on today's cars. Seems all went well and Don was happy with the results.

Once the Woodman team was finished with Dirk Biermann's car Paul Olson brought his 66 Cad into the bay. The problem, as reported by Paul Olson, was the Carter AFB carburetor. Woodman had the carb apart in minutes. New parts were installed. Problem still evident. More diagnosis, more pondering, more adjustments. We then decided to take it apart one more time. Adjusted the floats to allow more gas in the carb fuel bowl. Seems the problem was resolved. Our membership chairman was happy.

Tim Coy had a bad vacuum activation unit on his Cadillac, we provided the correct glue to put this back together, since he could not find a replacement unit. Hopefully his air conditioning will now blow cool.

(see photos on page 6)

Picking Up The Pace

The Director's Column By John Evans



Wow! what a great show of support from our members for our May meeting. It was a super get together. We've wasted no time exploding into the Spring driving season with well attended events, and loads of fun. John Washburn's Auto Clinic was a huge success, and the Vintage Aero Flying Museum, scheduled for the same day was well worth the long drive. By the time you receive this edition of The Dagmar, I'm certain that our planned Memorial Day Parade will have been a rousing success. With May behind us, I'm very much looking forward to the June Gateway Museum tour as well. Let's not forget those memorable burger runs (to be announced). With tons of new functions planned for this summer and autumn, take some time to look over the list and plan to join us for one or

more club events. Also plan to attend our June meeting, as we have a special surprise planned.

For those of you that wish to see your car on our RMCLC website, take a few minutes to burn a CD for Brent Hladky, and please check our May Dagmar for Brent's photo tips. This is a great opportunity to show off your car to a wide audience of car lovers. In case Brent is unavailable at our next meeting, you can give the CD to any of our officers, and we will see that he gets it.

I'd also like to extend my gratitude to Dave Leger, whose tireless volunteer efforts and creativity have made The Dagmar an outstanding publication and a wonderful source of information, reference, and entertainment. Thanks for all your hard work Dave, I always anxiously anticipate seeing the new copy of the Dagmar in the mailbox each month. Many thanks too to our other officers who keep our club humming along in fine form, believe me, your efforts do not go unnoticed. I consider myself very fortunate indeed to be a part of this great group of folks.

I hope to see you all at our June meeting, and why not drive one of your Cadillacs or LaSalles to show, we'd absolutely love to see them. Until I see you all again, safe and happy motoring!

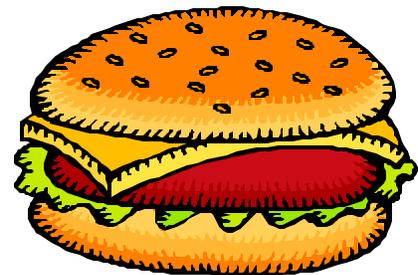
JUNE BURGER RUN

By John Serfling

The first Burger Run of the season will be on Wednesday, June 20th at Gunther Toody's in Arvada. Feel free to start drooling over the thought of those thick, juicy hamburgers, hot French fries and thick, chocolate malts.

Start gathering at Gunther Toody's at 6:00. We'll socialize in the parking lot for a while before going in to dinner. Park on the north side of the building near Wadsworth in the lot of the office building next door to the restaurant. No one else parks in that lot, so we will look like we are having a car show. Last year this brought several visitors our way, some of whom even joined the club.

Gunther Toody's diner is located at 7355 Ralston Road, which is essentially 58th Ave. and Wadsworth Blvd. Meet the rest of your Cadillac and LaSalle buddies at Gunther Toody's for a real good time.



Georgetown's Old Fashioned 4th of July Celebration

The Cadillac Club has once again been asked
to escort and provide rides for the
Survivors of "Iwo Jima"
in the 4th of July Celebration Parade

The club will meet at 10:00 in front of
the Georgetown Mountain Inn Motel
1100 Rose St. and bring lots of candy

After the Parade there will be lots of
"Old Fashioned Fun"
in Georgetown.

11:00 a.m.	4th of July Parade
11:30 a.m.	Smoked BBQ in City Park
2:00 p.m.	Bucket Brigades
5:30 p.m.	Cowboy Poetry
6/7:00 p.m.	Bingo
7:00 p.m.	Cowboy Poetry
Dark - thirty	Fantastic Fireworks

or you may choose to visit Idaho Springs for Fireworks

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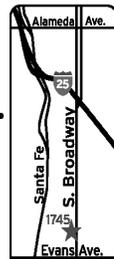
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**Annual Biermann/
Russell Hill Climb
Scheduled for Sunday
July 1.**

By Dirk Biermann

The Rocky Mountain Cadillac LaSalle Club will be celebrating Independence Day with another flag waving tour of the foothills of Jefferson and Gilpin Counties before arriving at Dirk and Drake's "Ranch" for the annual Hill Climb, Cadillac round up and bar-b-que.

We will meet again at the Colorado Mills main parking lot, north side, across from the Chipotle Grill and Peabody's on Sunday July 1, 2007 at 11:30 a.m. From the Mills we'll head west, on Colfax to Old Golden Road and we will drive through downtown Golden, turning left from Old Golden Road at the first light past the Safeway and then right onto Washington. At Washington's end, we will turn right onto Highway 93 and then left on Golden Gate Canyon Road. We'll travel for about four miles up the canyon and turn right on Crawford Gulch Road and follow it past White Ranch Park and through the rear entrance to Golden Gate State Park and back to Golden Gate Canyon Road. Turn left (east) back on Golden Gate Canyon Road for about three miles to Robinson Hill Road and proceed one-half mile to 30229 Robinson Hill Road and turn right on to what we affectionately call "Four Wheel Drive".

The scenic drive should take a leisurely hour. The hill is in much better shape this year as

our road base has been packed down with a winter's worth of Colorado snow. However, Serfling says that Cadillacs are built to handle an 18% grade and ours is about 24%. The standard shift older vehicles seemed to have the most trouble last year.

We'll have plenty of bar-b-que, buns and baked beans and beer and drinks. If your Caddy was built before 1960, bring a dessert to share. If your Caddy was built after 1959 but before 1975 bring a salad or a side dish. If your Caddy was built after 1974 bring chips or an appetizer. Or just bring what you do best!

RSVP by June 23, 2007 to dtb@benningtonjohnson.com or 303-271-0167. Indicate if you will tour or only bar-b-que and the year of your car.



The RMRCLC has been invited to help celebrate the 75th anniversary of the Central City Opera. Activities on Monday, July 16, will be all day, but whenever the cars could be out front would be greatly appreciated. For more information, contact Dave Gloss



Durango Tour Update By John Cullinan

Thanks to those who contacted me and let me know they are coming on the tour. We are getting closer to our departure date, August 23, 2006. Joanna and Allen Logsdon and Greg Kemp have provided more information to me that will help make your stay in Durango and Mesa Verde more enjoyable.

We are planning on leaving from Conifer at 8:30 so we will be able to make a stop in Salida, before driving on to lunch in South Fork. Salida will be a good place for us to fill our gas tanks and South Fork will be a good place for us to fill our stomachs. South Fork is at the foot of Wolf Creek Pass, so our cars will have a chance to cool down before we start the climb. Wolf Creek is a steep, but wide and smooth pass that will present you with awe inspiring views of the valley north of Pagosa Springs. To get better gas mileage (not that any of us are concerned about the cost of gas), you might want to wait until cross-

ing the pass to fill up again.

We hope to get to Durango no later than 4:30. After a little rest, we will drive out to Allen and Joanna's house to see their car collection and have drinks and snacks before going off to dinner. Tour participants will be free to have dinner where ever they wish.

On Friday some of us will be driving out up to the Vallecito Reservoir for lunch and to enjoy the scenery. Others will be taking the train to Silverton. There will be no planned activities for the group until later in the afternoon, when we drive out to see the cars and workshop of the gentleman who used to service the cars in the Nethercutt Collection in California. From there we will go to see the site of the famous jump scene from "Butch Cassidy and the Sundance Kid" before ending up at the Bar D Ranch for dinner and a lively, fun show.

Saturday we will leave early to get to Mesa Verde, where Greg Kemp has arranged a tour and lunch for us. He may have some archeologists available to give us detailed information

on what we will be seeing. Those who want to stay longer, may do so. But most of us will be returning to Durango after lunch so we can enjoy the festivities at the Rail Fest. There should be some interesting steam engines and the Galloping Goose from Telluride may also be running. It is powered by a Pierce Arrow engine.

Saturday night will be an open night with no group activities. Sunday most of us will be leaving for Denver. Well before the tour starts, I will confer with participants to see which way they want to return to Denver. The Silver Dollar Highway to Ouray and on to Montrose and Gunnison may be the way we can go. This route will take us back to 285 and on to Denver. A stop at the new National Park in Gunnison, may be on the agenda.

Those of you who have not contacted me regarding your participation in the tour, please do so. And those coming from Colorado Springs and Pueblo, let me know where you will meet up with us on Thursday morning or early afternoon.



The Auto Clinic



Those Magnificent Men in Their Flying Machines

By John Serfling

Harry Tiffany and son, Don Voloshyn and Diane McDaniel, Bob Runge, John Evans and Bob and Marty Lyons attended the Grand Re-Opening of the Vintage Aero Flying Museum. By showing up at the airfield around 8:00 AM they enjoyed a pancake breakfast as some of the 200 planes flew in. After breakfast a jet made several passes, leaving trails of smoke. The group also enjoyed watching Fokkers, SE5s, an A-7 and a triplane take off and fly around. The pilots provide good photo ops for the crowd that had gathered to watch the old planes fly.

A "shuttle" took our intrepid flying fanatics from the airfield to the museum. This "shuttle" was a 70's vintage Chevy pickup pulling a flatbed with church pews. Inside the museum, the club members saw lots of memorabilia. The museum prides itself on its collections of uniforms, medals and other memorabilia from both WWI and WWII. There were also members of the Model T club who showed up with their cars.

A bar-b-que lunch was also enjoyed by all while they were watching the planes.

Harry Tiffany said the day was well worth the drive out into the country. He obviously enjoyed himself very

much. They couldn't have had a more wonderful day to watch the planes and enjoy the country air.

A fun way to spend a few hours on a Saturday to be certain.



The Dagmar monthly news-
letter of the Rocky Mountain
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LaSalle Club**



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Monthly Meeting:

Regular business meetings of the Rocky Mountain Region Cadillac & LaSalle Club are held the second Tuesday of each month, starting at 7:30 pm. We meet at the TDS/J.W. Brewer Tire Co. 11900 W. 44th Ave., Wheat Ridge, CO. This is near the Ward Road and I-70 exit.

The Dagmar:

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Deadline:

Is the 25th of each month.

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.

Advertising:

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 Web-site at:

www.rmrclc.com

Memorial Day Parade With The Women Marines

By John Serfling

Nine members of our club and twelve members of the Association of Women Marines met Saturday morning, May 26th for a slow ride through downtown Denver in the local Memorial Day celebration. For years these ladies have walked or driven their own cars in this parade. Last March their president just happened to talk to John Evans at the St. Patrick's Day parade. He offered them rides in the Memorial Day Parade. Nine of those minions showed up in six cars. The ladies were thrilled, especially the 90 year old sweetheart who rode with Dave Leger. Paula, the National President of the Women Marines rode with the author. During the parade, she said she was kicking herself for not having thought to do this years ago. By that time, we

had all had such a good time that your Vice President of Fun volunteered the services of the club for next year as well as for the Veteran's Day Parade in November.

The highlight of the day for the drivers was an invitation to have lunch with the ladies. This was their way of telling us thank you. A fun time was had by all at the Blue Bonnet

Café. The Corvette Club had reserved a table for twenty, but only five showed up. Just as the staff started to tear down the big tables, we showed up. It worked out well for all concerned, since there were nearly twenty of us.



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Cadillac Offered An Alternative Fuel Pump To Reduce Vapor Lock In Our Early Flathead V-8's...

By John Washburn

Why are there two types of fuel pumps for Cadillac & LaSalle engines, 1936 through 1948? Which fuel pump is best?

Somehow I ended up with The Cadillac Serviceman, July-August, 1944 open in front of me. As you are aware, The Cadillac Serviceman was issued monthly, except during WWII, to update the service personnel to changes, new repair procedures, and other items they needed to know.

The article my eyes landed upon was titled "Many Factors Must Be Given Consideration When Diagnosing and Correcting Vapor Lock". I was hooked so I read the article. The interesting part of the article, to me was:

"The fuel pump used on 1940 and later series cars is different in design from the pump used on 1936 through 1939 V-8 engines. The later pump has a higher output and better cooling and vapor handling characteristics, and in most cases can be installed on earlier series cars by making special lines. It is recommended that this be done when vapor lock cannot be corrected by using normal methods."

The article described how the newer pump (1940-1948) has better cooling and vapor handling characteristics. I've attached a picture of each

pump. The early pump is an AC #480, while the later pump is AC #575, or #2575 when rebuilt. The pump for the 575 may be stamped 9089, which is the manufacturer number. If you look at the pumps it just seems that the later one is better.

I was not comfortable with the fuel pump outputs that were listed in the article. It looks like the newer pump has a quarter to half pound more pressure (depending on what source you use). The higher output pressure, while minimal, will still help in preventing vapor lock.

It is interesting how an old article can tweak one's interest and provide an excellent source of information. Now I need to go check both the 1937 and 1938 to see which fuel pump I put on them. You might consider doing the same especially if you have

problems with vapor lock.



Cars & Parts or Sale

For Sale: 1975 Eldorado, 500CI engine, Colo Car 2nd owner, 52,000 actual miles, Sold new at Jack Kent Denver, No rust, dings, dents, never wrecked. Garaged, well maintained, runs and looks good, chrome is excellent. Bronze/copper Color \$5,500 Longmont, Co. Daryl 303-776-4132 call for pics (May)

1992 Fleetwood Brougham d'Elegance. My Daddy's Caddie. Purchased new; 61K original miles; loaded with equipment; dark burgundy with matching leather interior. Very nice condition. If you appreciate nice Cadillacs, this is the one for you. Asking \$7,000. (303) 969-8264. (June)

Official List Of RMRCLC Sponsored Functions

Gateway Museum trip-Friday through Sunday, June 8 through 10

Georgetown Parade-Wednesday, July 4th

Biermann Hill Climb-Sunday, July 1

Cook Out, club meeting and viewing of Rod Brewer's collection-Tuesday, July 10

Summer splendor drive-Sunday, July 15

Luau-Saturday, July 21st

Burger Run-Wednesday June 20, 6:00 pm @ Gunther Toody's

Burger Run-Saturday July 28, 11:30 am @ Johnny's

Regional Meet-Saturday, August 11, McCaddon Cadillac in Boulder

Keenesburg Parade-2nd or 3rd Saturday in August

Burger Run-Wednesday, August 15, 6:00 pm

Anasazi Adventure Durango Trip-Thursday through Sunday, August 23 through 26

Louisville Labor Day Parade-Monday, September 3, Breakfast @ Tim & Liz Coy's Lowry

Retirement Community Car Show & BBQ-Saturday, September 15

10 to 2:30 PM, contact Blaise Flaherty at (303) 302-5768 for information OCC Colfax

"Cruise the Fax" is tentatively scheduled for Sept 22 4 - 8 PM Kool 105 is involved, and they plan on having 3 Festival sites, 1 in Aurora, 1 in Denver, and 1 in Lakewood. Car Clubs are wanted to host the festival sites and they could promote their club and sell T shirts, there would also be food vendors at the sites and car show.

Leaf Peeping drive-Saturday, September 29

Denver Veteran's Day Parade-Saturday, November 10

Other Events

June 23, 6th Annual Firecracker Bonanza Car Show at First Assembly of God church parking lot, 3000 W. 16th St. in Greeley, for more information call 970-351-0048

July 11th, 15th Annual Craig Hospital Motorsport Day 2425 S. Clarkson, Denver—arrive between 5 AM and 9 AM, show is 9 AM to 1 PM. No registration fee.

August 5, All GM Fun Day and Car Show at Heritage Square. \$10/vehicle. Ms. Kay Yates 303-378-5461

Rocky Mountain Region

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