



The *Dagmar*

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October 2010



Labor Day Parade By Tim Coy

The RMRLC turned out 11 cars and 20 members and guests for the 75th annual Louisville Labor Day Parade, considered to be the largest Labor Day parade west of the Mississippi River, on Monday, Sept. 6.

Beginning at 8 a.m., members gathered for breakfast at my home, approximately three blocks from the parade lineup spot. After being refreshed with muffins, fruit and drinks, the members drove to the lineup spot, where John Hick-enlooper, the Democratic candidate for governor, greeted some of us.

Once we got started by about 10:30 a.m., it was slow moving down Louisville's Main Street past hundreds of folks lined up on both sides. The parade attracted a huge crowd

and the route was extended three blocks. Fortunately, due to the cool, crisp morning weather, no one's car overheated or had any trouble. Several members threw candy to the kids ready to scoop it up along the curbsides.

Those in attendance included our director, John Serfling, in his 1963 Series 62 Convertible; Jim Salmi; Jerry and Bonnie Pache in their 1975 Calais

Coupe; Marv Mueller and Patty Elen in his 1962 Series 62 Coupe now with a little over 18,000 original miles; Brad Bauer in his 1961 Series 62 Sedan; and Todd and Julie Ohlheiser in their 1955 Coupe de Ville. Also participating in the parade were Nancy Tucker and her 1993 Allanté; Bob and Marty Lyons in their 1976 "Cadillac Ranch" Eldorado Convertible, Cynthia Rutledge, Paul and Janice Olson and their 1966 Sedan de Ville, Bob and Beverly Monk in their 1941 Series 61 Sedan, John Evans in his 1959 Sedan de Ville, James Sears in his 1965 Deville Convertible and yours truly.

Thanks to all participants and let's continue this Labor Day tradition again next year!





Director's Column
By John Serfling

September was an exciting month for the club. The Colfax Cruise and the Regional Event were the highlights for me, but I also enjoyed the Louisville Labor Day parade. Those who drove to Akron for its annual air show were not disappointed. You can read about these events elsewhere in this issue or in the next issue.

A very successful summer of activities for our club has come to an end. During September I had several phone calls about our club. Some of them were from members of the national club who live elsewhere and have a friend in our region who is considering joining. Others were prospec-

tive members. They wanted to know if we are an active region. I'll say we are active. We will have had nearly 20 events by the end of this year and 12 monthly meetings. All of you are to thank for the successful year. It is your support and attendance that makes the club great.

As we near the end of the year it is time to elect officers for next year. One of the Director's duties is to introduce the nominating committee at the October meeting. Please let me know if you are interested in helping with that committee. Its job is to find replacements for all of us who have been serving for several years now. Please let any of the officers or me know if you are interested in a spot on our board of directors. Any and all positions are available.

We have a new Regional Vice President by the name of Phil Terry. Phil lives in Arizona, but was kind enough to fly to Denver with his wife to attend our Regional Event. It's always nice to know that the national club cares about those of us in the Rocky Mountain Region. I'm sure Phil was impressed by the turnout and enjoyed meeting the members who attended the Regional.

Articles have appeared in the

Self Starter telling us about the new site for the Cadillac & LaSalle Club Museum and Research Center (MRC). A video has been prepared by the MRC and uploaded to YouTube. Please visit our regions web site and look for a link to the video under the "About Us" tab. In the coming months we will be discussing a regional contribution to the MRC for its capital campaign.

September 17th was an important day for me. I decided to drive my '63 convertible to Fairplay for lunch, both to see the golden aspen leaves and because the car would roll past 100,000 miles on the trip. I was able to pull into the parking lot at The Fort restaurant when the odometer displayed "00000" for a photo shoot. Below is a picture of the odometer at 100,000 miles.



Ten West A Success By Jim Salmi

On Friday afternoon, August 27, five members of the region went up to Westminster for a free lunch (the best kind) courtesy of CBRE, the real estate firm for which Laura Fenton, Gene's granddaughter, works. The little show and outside barbeque was hosted by the management company for the Ten West tenants, and our cars provided the "street furniture".

Attending were our fearless leader, John Serfling, with his '63 convertible, Larry Dilts with his '60 Impala flat-top 4-door, Jim Bahrenburg and his '41 Chevy 2-door sedan, and yours truly with the '52. Of course, Gene was there with his pretty blue '50 coupe. He has been recovering from some hernia surgery, but was looking fit and said he feels better every day. We even got to see the scar-an added treat.

The show was not a Cadillac-themed event as such. In addition to the two Chevys of our members', there was an early '60's Corvette, a '66 Mustang mildly customized, and even a little Nash Metropolitan convertible, brought by other friends of Gene's. Burgers and brats were the food fare, and a pretty good band provided music. There was even an air show at Jefferson County Airport to the north, which added some additional excitement. The weather was hot, but afternoon clouds rolled in and furnished relief.

It was good to see Gene again, and hopefully we'll be seeing



more of him in the future. All went according to plan with the exception of our leader forgetting his wallet and driver's license. His '63 running on empty necessitated a short-term petrol loan from the activities director, or otherwise he might still be up there.



Anxiety in Akron By John Henry

It was a nice 2 hr drive out to Akron Saturday morning. I arrived close to 10am, the closing time for registration to get into the car show. After getting registered, I got back into the car to go onto airport property, Grrr, click, click... click, nothing. The Caddy wouldn't start! I checked the battery. The lights did not dim while trying to start. I had no tools. A man there loaned me his tool box. People gathered around with helpful suggestions. I tried shorting the solenoid, nothing. I tried banging on the starter while a helper turned the key, nothing. I tried a jumper cable directly from the battery to the starter, nothing. At least there were no stickers in the dirt I was working in! Jerry Coleman, a long time car dealer in the area, offered to tow me into the show. So, I got a special spot that allowed people to go all around the car during the show. Soon the air show started but I was distracted. Where is John Cullinan? I walked up and down the rows of cars, nice 61 Corvette. There were a couple other Cadillacs there. I wondered if the starter in that '68 would fit. I stood in line to get a burger. I don't have time for this I have to find a starter! I left the line. I found a staffer, Cert, to help with auto parts dealer phone numbers. He helped a bunch, eventually finding a starter in Ft. Morgan. Wow, look at that wing walker! Where is John? I went up on the announcer's stand. He called out "John Cullinan, come to the announcers stand". Up popped John out of

nowhere. He was watching the air show. Wow, where did that F-16 come from? John got to the show in a '95 Jag driven by his friend Walt. That Jaguar was a smooth runner as we went to Ft. Morgan for the starter. Over an hour later we got back and I got to work on the car. The show was over and people were going home. I told John I would have her up and running in 10 minutes. We jacked up the front bumper a little and I pushed the spare under the side. John handed me tools. I had the old starter out in 10 minutes or so but when I tried to bolt up the new one it wouldn't fit! Oh crap! By then Tyler was there offering to help. He has a body shop in town called "Tyler's Smash Shop". He offered to fix the car but it might be Wednesday before it was done. I was ready to give up and call it a day. I had

grease up to my elbows, dirt and straw down my back and dirt on my face. Tyler towed me a few blocks to his shop. Tyler, Cert and I had to push real hard to get it over the door lip into the garage. Tyler's place had some neat stuff inside, '48 Mercury coupe, '51 Chevy, '52 Studebaker pickup he was restoring frame up and a '38 grain truck he just got in. I'm real thankful for the helpful people of Akron and for Walt and John to get me home. It's just a car, why am I so worried? Monday morning Tyler called saying the Caddy was already fixed. He put the new motor and solenoid on the old casting. Jody and I spent 5 hrs retrieving the Caddy that evening. It sure spins and starts fast now! How slow is your starter? Makes you think. Everything is in its place. Now I can get a good night sleep.





Colfax Got Cad-Cruised By Jim Salmi

Saturday, September 18, provided almost perfect late summer weather for the annual Colfax Cruise put on by the Old Car Council of Colorado, and our region made a good showing. The cruise is an annual event running along Colfax from Aurora to Lakewood. The purpose, in addition to the obvious entertainment motive, is to generate some positive publicity for sponsors, car clubs, the OCC, and the old car hobby in general.

While the cruise officially goes from 2 to 8PM, we continued our tradition of staking out a spot under the trees along the west side of the Esplanade running along the west side of East High School (got those directions straight?) for a picnic lunch. Taking over from Dirk Biermann this year, Brad Bauer arrived there before noon along with Nancy Tucker and others to “reserve” (read: commandeer) spots and set up food tables. Bob Lyons picked up the food, which included fried chicken, potato salad, macaroni salad, and a couple kinds of dessert. Nobody starved. The weather was clear and in the seventies, but a mild breeze encouraged most of us to move out to a sunny roost in the median strip for the serious car and people watching. We set up a tent and put up the Cadillac LaSalle club banner, Paul Olson handed out some membership information (we got a new member), and we just sat and watched. Definitely a variety of cars, from early teens to late-model muscle. And, some of the vehicles were of



the very bizarre rat-rod variety. Words escape me. I heard a count of 22 Cadillacs (no LaSalle that I recall) that were brought to our little corner of the world. More passed by but didn't and/or couldn't park with us because our area was filled. The Esplanade has to be the most desirable location on the cruise, and it's almost a wonder we are able to get it every year. Cadillacs rule the roost!

In addition to gawking, five of us had volunteered to help the OCC with traffic and the poker run. Anything for a free T-shirt and a Friday evening orientation hotdog dinner. As luck would have it, our assigned area was none other than East High, so we got to stay together for the duration. Our shift was from 5 to 7PM,

taking over from the Pontiac club. As things turned out, several of the other clubs' volunteers stayed on, and we had it easy. Marty Lyons probably had the most responsible job, taking charge of the poker run table. Bob directed traffic at the Colfax entrance, Don Voloshyn and I waved checkered flags, and Diane McDaniels handed out cruise programs. The work was well within our skill set.

The cruise is a nice, nostalgic kind of event as we get toward the end of the old car season. My thanks to Brad, Nancy, Diane and Don (her driver), Bob and Marty and all the members who participated. Hope to see more of you at next year's cruise.



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Club Christmas Fund Grows

We have been passing the hat around each club meeting, and to date we have collected almost \$1,200 to donate to charity at Christmas. If you can't make it to a meeting, and would like to help, donations may be sent to our treasurer, Leonard Johnson (see page 10 for his address). Please mark your donation as being for the Christmas Fund.



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

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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 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>

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.

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Official List Of RMRCLC Sponsored Functions

Rocky Mountain Region CLC **2010 Proposed Activities**

Exotic Car Garage Tour	Bahrenburg/Salmi	TBD, details via email or contact organizer
Wildlife Experience (I-25 & Lincoln)	Jeanne Tiffany	TBD, will be announced via email
Veterans Day Parade	Jim Salmi	Nov 6

Other Events

Rocky Mountain Region

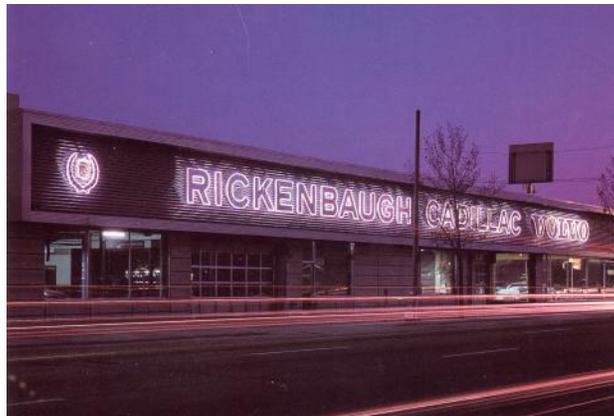
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