



November 2018

DAGMAR: NEWSLETTER OF THE ROCKY MOUNTAIN REGION CADILLAC AND LASALLE CLUB



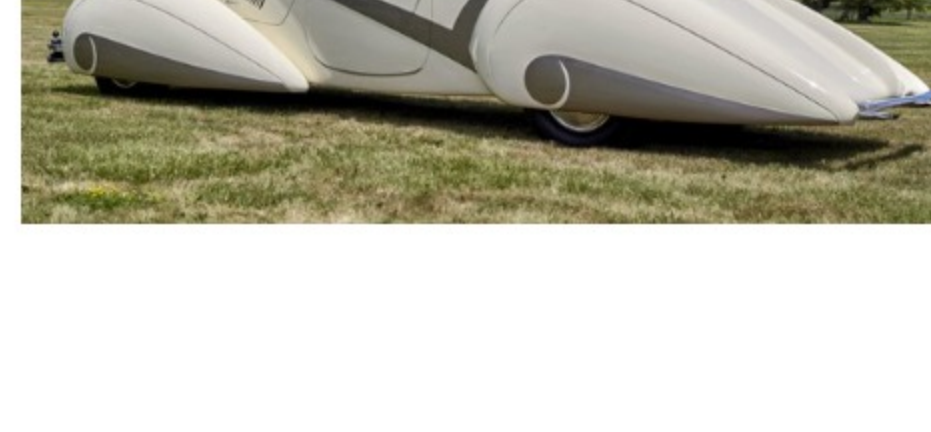
Editor's Comments:

Thanks to Michael Brittan, Jim Salmi, Leonard Johnson and Bob Lyons, I am finally getting a new addition of the Dagmar out to you, our loyal members. Bob Lyons and I hope to have more car stories from other members so we can put out more editions of the Dagmar.

What is that strange but interesting looking car in the photo above and below? If it looks like another product of those over the top Euro Custom Body Builder, you are correct. The body builder was Hartmann of Switzerland. The car was ordered by a man from Lausanne, Switzerland. Since Lausanne is in the French part of Switzerland, it was fitting that the owner of the car wanted a chassis and drive train with a French name. So he ordered one from a company with a French name and a great V-16: Cadillac. The car came to the USA in the 60's and was restored then stored at the Blackhawk Museum. Three years ago it was purchased by Jim Patterson of Louisville, Kentucky. He ordered a full restoration from RM Auto Restoration in Canada. General Motors provided the original build sheets. In August it was shown at Pebble Beach where it won Best of Class in the C-1 American Classic Open category.

New: Monthly Meeting address: Olive Garden Italian Restaurant

Second Tuesday of the month at 6:30: 7655 W Alameda Ave - (303) 231-0083



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Story: Happy Birthday Leonard by Leonard and Nancy Johnson

End of Summer Tour Recap by Jim Salmi with Photos

Photos and Text from Mike Brittan

Notes from the Director:

The last few meetings we experienced lean attendance. At our August meet, along with a straw poll mail out to our non-computerized members, it was determined that we would go back to Tuesday evenings, starting with the September 11th meeting. The turnout for the meeting had a bit better attendance. For our following month's meeting, however, we needed to move from Al Agusalientes meeting place. John Cullinan discovered that Al Agusalientes failed health code inspections. John volunteered to quickly locate a meeting place. The new meeting place is now at The Olive Garden at 7655 W. Alameda Ave. Very nice accommodations. Also, we hosted a guest speaker, Dick Thompson of the CCCC, who gave a very informative meeting on a few important topics. A situation that all car clubs seem to be experiencing is how to increase new memberships. Suggestions from this meeting, will be covered at future meetings, where we can involve our members to offer their suggestions. Hopefully, as a result of our discussions, we can implement some actions to increase our membership. It will involve some volunteering from our members, but it shouldn't require anything difficult for any of us.

Ford's Dogged Determination:

It seems all car enthusiast love to talk about and hear stories on various makes of cars, no matter their car of preference. One such story is about Ford and what lead up to him building a race car to challenge famed race leader Ferrari at La Mans:

In 1963 145 year old CEO Henry Ford 2nd heard Enzo Ferrari wanted to sell his high end race car company. Ford scurried to buy out Ferrari, both for successful prestige and market value. Stocks in Ford Motor Company soared with news that ford is interested in buying out Ferrari. After both men negotiated for days, Enzo decides to back out of the deal. Ford was very furious and would not let this destroy his goal for having a prestigious race car. He made the conviction "If you can't join them, then let's beat them." Henry Ford declared a challenge of Enzo Ferrari to a race at La Mans. This is a

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The annual driving tours we do are usually the highlight of our region's events, and it was true again this year. John Cullinan organized this year's tour to southern Colorado and a little bit of northern New Mexico, and he did a great job as he usually does. Club participants consisted of Jim Salmi, Don Braden, Leonard Johnson, Jerry and Bonnie Pache, Art Cutler, Michael and Elizabeth Brittain, and of course the wagon leader Mr. Cullinan (and Roseanne). In addition, John brought seven guests, so we had a good sized group. John drove his '68 DeVille convertible, Michael Brittain drove his 1967 Volvo (bought new by him in South African with right hand drive), Leonard drove a 1957 Eldorado Seville (Corvette engine no less), and Art piloted his 1941 Cadillac coupe. The others drove in their modern chariots.

We met up in Conifer on Wednesday morning in Conifer (September 12), and took US 285 down through Fairplay and on into Salida, where we had lunch at Amica's in the historic downtown area. After lunch, we spent a little time walking around and then it was on to Saguache (pronounced like 'sa' watch'). The Saguache County Museum was our destination, occupying an adobe house dating from 1870. Alferd Packer's jail cell was replicated, and also included is the county jail from 1908. Alferd, as any Coloradan knows, was convicted of murdering and eating five companions of a prospecting party (burp!). After that, we headed for the Colorado Gators Reptile Park off CO 17, one of the more unlikely attractions for this part of the country. If you like reptiles, it's the place to go. While it is actually a Tilapia fish farm, we were told that the operators only break even on the fish and maintain the fish farm in order to keep their water rights which are for agricultural uses only. The gators, lizards, turtles, snakes and such are the real reason for being, and tourist visits are what generates income. Future plans apparently include a lagoon for scuba diving. Scuba diving in Colorado! After we were refilled out, we headed for our accommodations in Alamosa and dinner.

Thursday morning, we headed down through Antonito and into Chama for our scheduled ride on the Cumbres and Toltec narrow gauge scenic railroad ride. It is a joint venture between Colorado and New Mexico state governments, and together with the Durango and Silverton train, it is the last remnant of the Rio Grande narrow gauge section built in 1880. The railroad offers different itineraries for the route, which runs between Antonito, CO and Chama, NM. We selected the option to go from Chama to the lunch stop, and to ride their motor coach back to Chama. Lunch is included in the ticket price and it was a very good turkey dinner feed. The weather was spectacular, as was the scenery. Most of us spent most of the ride in the open air gondola car (stand up only), and we got a good bit of fresh air and a little coal smoke from the hundred year old steam locomotive from time to time. It was probably the highlight of our fall tour. By the time we ended the excursion and drove on to Pagosa Springs for the night, the day was pretty well consumed.

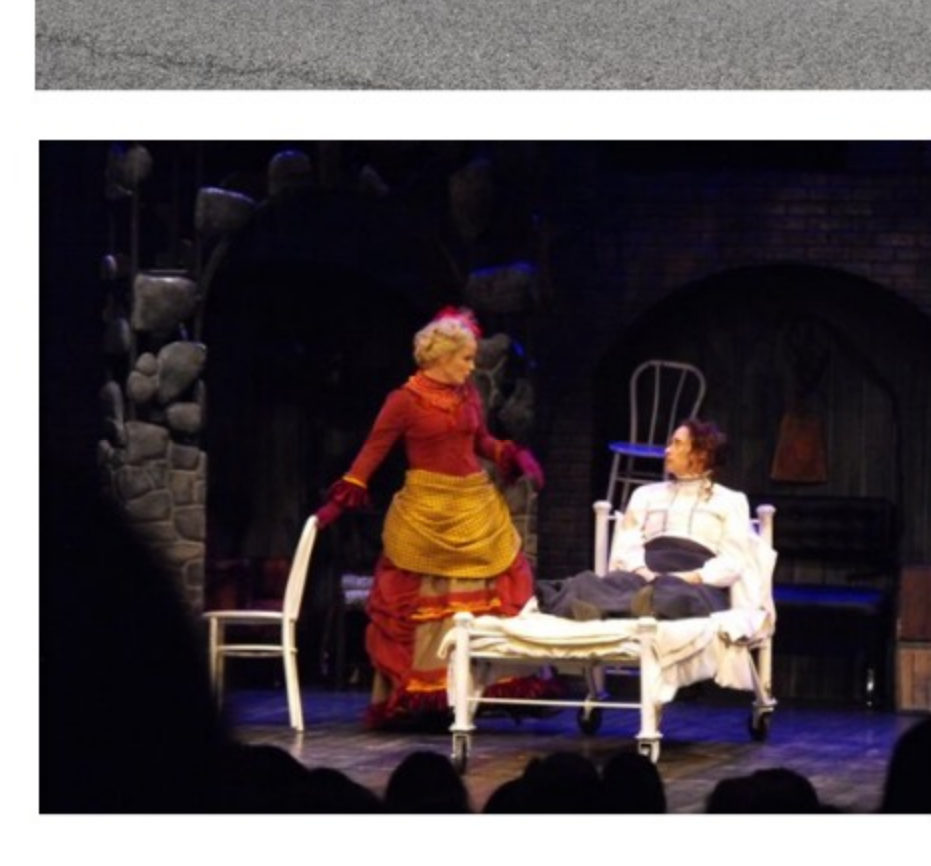
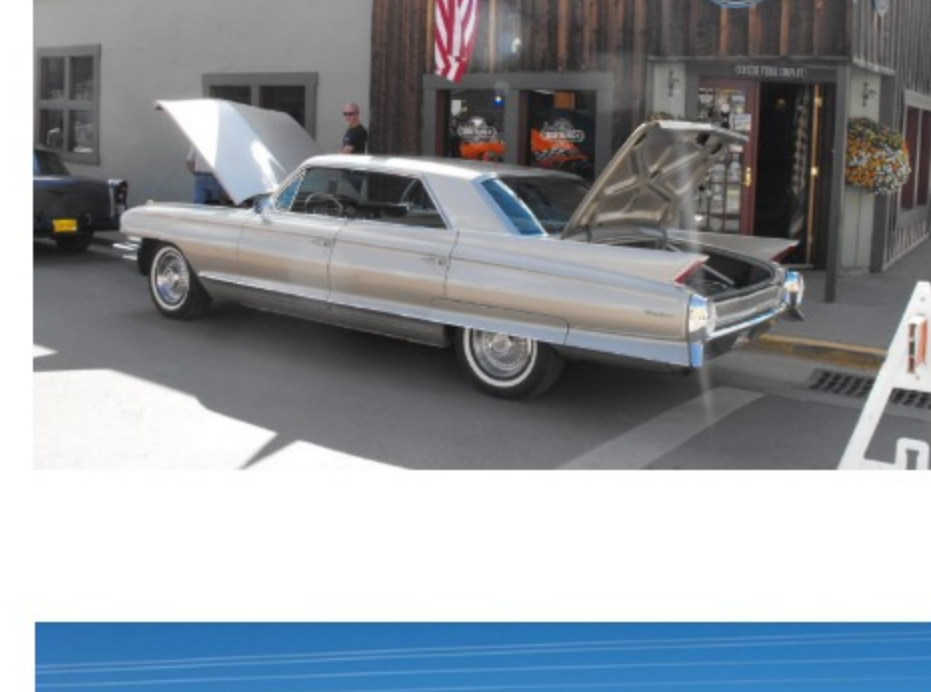
Friday was reserved for a "free" day so folks could do whatever caught their fancy. Don Braden, Art Cutler and I decided to check out the springs and then to go on the guided hike up to the ruins at Chimney Rock National Monument. These are 1,000 year old remnants of the Chacoan civilization.



We were surprised at the extent and sophistication of this civilization and their ability to communicate all the way down to Chaco Canyon in New Mexico. The hike required a little effort, but the view and experience was well worth. We have photographic proof of our successful climb. Then, it was back to Pagosa Springs for our second night.

Saturday, the caravan continued over Wolf Creek Pass up to Creede. We toured the Underground Mining Museum, which featured step-by-step displays and life sized diaramas explaining the mining process and history of this area. After the museum, it was a short walk to lunch at Arps, and then to the Creede Repertory Theater next door for "Miss Holmes". The play is Sherlock Holmes inspired, and deals with mysterious letters and murders while giving us a glimpse of the case if Holmes and Watson were women. An interesting take, beautifully acted, and it was thoroughly enjoyed by our entourage. An unexpected surprise in downtown Creede was a nice local car show, which we partook of after the play. The historic downtown and mountains made a beautiful setting. The group then motored to South Fork for the night's stay and our final dinner at the Old Firehouse Restaurant.

All in all it was a great little mini-vacation. There were no car breakdowns, dented fenders or personal injuries this time, although Leonard did manage to run out of gas. He was quickly rescued by John Seggeron (John Cullinan's brother-in-law). Sunday's drive back to the Denver area was slow going through Fairplay (leaf peepers) but the weather and scenery was beautiful for the entire trip. A great trip!



Classic Cadillacs Collect in Creede Colorado

by

Michael Brittan

(Photographs by the author)

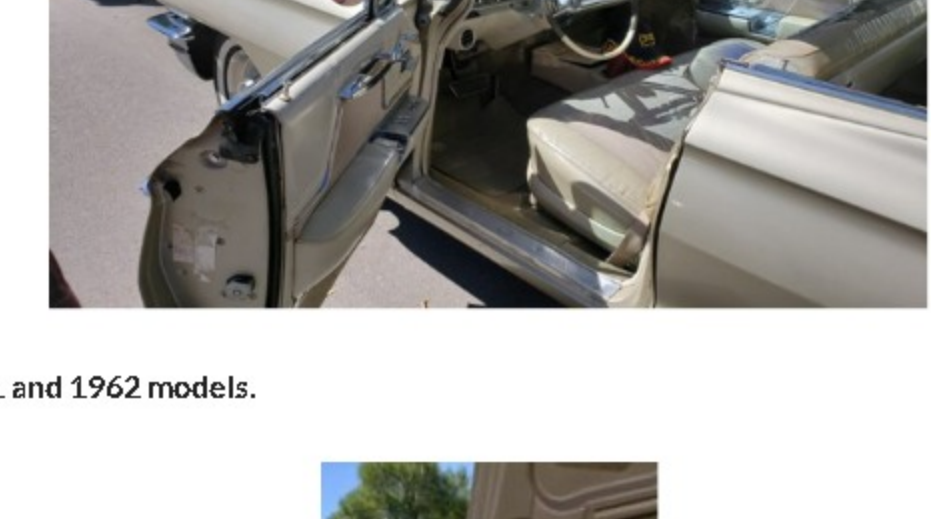
Classic Cadillacs Collect in Creede Colorado - a title which outdoes any alliteration so beloved of *Hemmings Classic Cars*. I am here not referring to the cars of the CLCRM which spent a day in Creede as part of this year's driving tour. Yet another memorable tour put together by John Cullinan, this year's excursion took in southern Colorado, spilling over the border into Chama, NM. The visit to Creede on September 15th had scheduled visits to the fascinating Creede Mining Museum and to a delightful performance of *Miss Holmes* at the acclaimed Creede Repertory Theatre. Some members of the group also spent time at a Quilting Exhibition which showcased some of the remarkable quilting talents of the locals.

An unexpected bonus to the day in Creede was a classic car show. This show was in full swing in the main street by the time our tour group had completed the Mine Museum tour and was wandering down to lunch near the theatre. Three diverse Cadillac entries graced the show, documented in the accompanying photographs.

1: Intrepid leader, John Cullinan, investigates a 50,000-mile original 1962 Cadillac Park Avenue.



2: What could be more sumptuous than the interior of a high-end '62 Cadillac?



3: Fins and skegs - hallmarks of the 1961 and 1962 models.



4: A 1990 Allante highlights Italian-American cooperation in the luxu-sporty automobile field



5: Harbinger of Halloween - a 1970s Cadillac hearse, replete with all the ghoulish accoutrements



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