

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



The *Dagmar*

www.rmrlc.com

October 2011



Labor Day Parade By Tim Coy

The weather cooperated and the politicians were nowhere to be seen. That made a recipe for a great day in Louisville, as 11 RMRCLC member cars participated in the September 5 Labor Day Parade, which followed continental-style breakfast at my home.

Sure, there were many more Model As and Thunderbirds from those respective clubs, but the RMRCLC turned out Cadillacs from Bob and Beverly Monk's 1941 6109D Sedan to Nancy Tucker's 1993 Allante convertible. Leonard Johnson was there with two of his finned beauties, but unfortunately, his 1955 Eldorado convertible suffered from

vapor lock in the slow-moving parade down Main Street and had to be pushed to the end by several generous parade watchers.

Other members showing up were Greg Murphy and Patti Christianson, Todd Ohlheiser, John Serfling, Cynthia Rutledge, Jerry Pache, Paul and Janice Olson, John Evans, Wayne Shmitka and our sign guy, Jim Salmi. My 6-year-old grandson Gabriel also had a great time throwing candy out of Leonard's Eldorado to the kids along the parade route. To continue this event in future years, several members expressed a desire to skip breakfast and go out to lunch as a group following the parade. Starting in 2012, that's what we'll do and then you don't have to get up as early. The parade lineup will still be at 9:30 a.m. for a 10 o'clock start.

(additional photo on page 3)





Director's Column By John Serfling

Get ready for the regional event! I'll see you at McCaddon Cadillac in Boulder on Saturday, October 8th. I enjoy this event every year. Details were included in the September Dagmar. If you need a refresher, visit our web site to see the article. There will be free food and lots of friendly people. What could be better?

Elections for the club board of directors will be held at the December meeting. Now is the time to let it be known that you want to help out. As I have said many times, all positions are available. All but one incumbent has agreed to continue serving, but it really is time for all of us to be replaced. Please call me to express your interest. We have found a candidate for the position of Dagmar editor. Wayne Shmitka has re-joined the club and will be the editor, if you elect him. I would like to thank Wayne for his willingness to help the club. He has worked in the publishing industry for 45 years, so he should be a qualified replacement for Dave Leger. I would also like to thank Dave for his years of service. He has done an excellent job!

The Labor Day parade was the usual good time thanks to the efforts of Tim Coy and John Evans. Tim provided us with break-

fast and John arranged for our participation in the parade. Please read the article about the parade and enjoy the photos. Feel free to call Leonard Johnson and harangue him into putting electric, auxiliary fuel pumps into any car he intends to bring to this parade. For the second year in a row one of his beautiful Eldorados vapor locked. Men and women jumped out of the crowd to push the car twice. Once was up an incline. What great people!

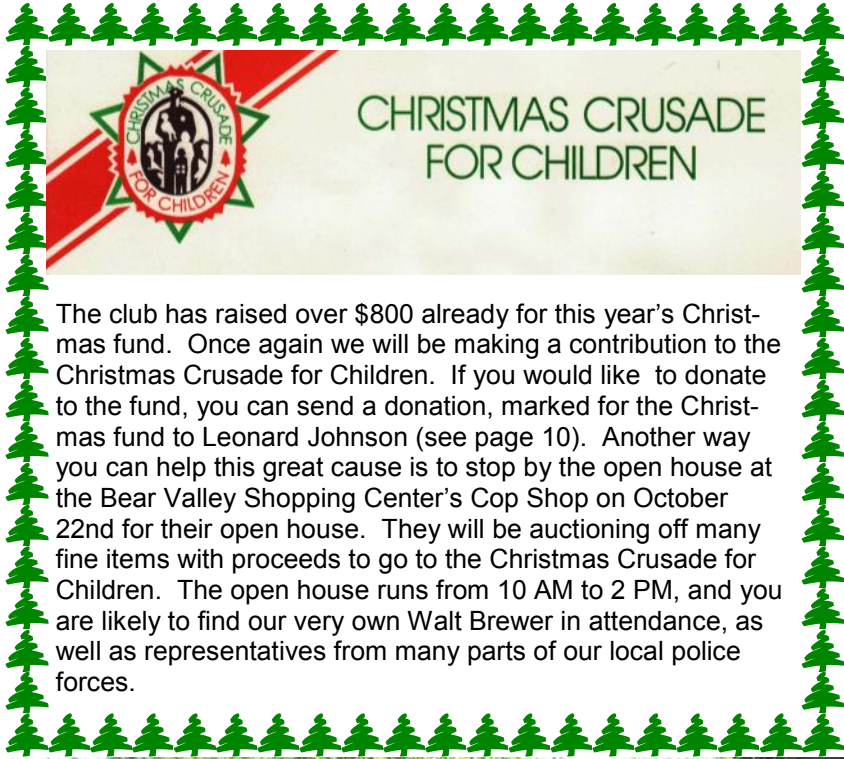
Speaking of vapor lock, my '63 convertible had an episode of it this month. It is the only time all summer that I have had a problem, but it was a good one. We frequently drive to Genesee Park at the top of Mt. Vernon canyon, but we never take I-70. We prefer to stay on old US 40. We were in a hurry that afternoon, to catch the rising of the full moon from the top of the mountain. Just as I merged from the 6th Avenue freeway onto I-70 I vapor locked. I was able to pull over, just past the exit to C-470, but I still had to get to the Morrison exit to escape. As I pulled back onto I-70 a heavily laden big rig pulled up behind us. Since he couldn't go up the steep hill any faster than we could he acted as a good blocker of any potential fast cars that might have been a danger to us. The incident ended well and the car has run well since then. It must have been the full moon

that caused the problem. By the way I do have an electric, auxiliary fuel pump. I guess it just couldn't push the vapor through the carburetor.

I hope you enjoy Jim Salmi's article about the Colfax Cruise. I do believe that a good time was had by all. The highlight of the day for me was when I commented about something and Larry Dilts agreed with me. Larry has always tried to make sure that wouldn't happen, but he just couldn't help himself that day. I don't even remember what the issue was, it was so unimportant. Larry, like most of the club members, usually treats me with the respect I probably deserve instead of the respect I would like. Oh, well! Thanks go to Brad Bauer for making arrangements, Bob and Marty Lyons for bringing all of the food and to all of you who showed up really early to save places for those who came along at a more reasonable time. Brad set us up in a spot with shade for the entire day, which was really appreciated, since the temperature was 85 degrees and there wasn't a cloud in the sky. We can only hope to have such nice weather again next year.

As the activity season winds down, please remember to come to the Regional Event and drive your car in the Veterans Day parade. These two events will conclude our 2011 season. I'm already looking forward to the 2012 driving season!





CHRISTMAS CRUSADE FOR CHILDREN

The club has raised over \$800 already for this year's Christmas fund. Once again we will be making a contribution to the Christmas Crusade for Children. If you would like to donate to the fund, you can send a donation, marked for the Christmas fund to Leonard Johnson (see page 10). Another way you can help this great cause is to stop by the open house at the Bear Valley Shopping Center's Cop Shop on October 22nd for their open house. They will be auctioning off many fine items with proceeds to go to the Christmas Crusade for Children. The open house runs from 10 AM to 2 PM, and you are likely to find our very own Walt Brewer in attendance, as well as representatives from many parts of our local police forces.



Cruising Colfax Again **By Jim Salmi**

Beautiful early autumn weather in the low eighties prevailed as about thirty-five of us enjoyed the Colfax Cruise and Poker Run again this year. The cruise took place on Saturday, September 24. This is an annual event spearheaded by the Collector Car Council of Colorado to benefit D.A.R.E., with wide sponsorship and sites along Colfax from Aurora to Lakewood. It's not as huge as the famous Woodward Avenue Dream Cruise in Detroit, but we try our best.

A number of our group got to our picnic site by 8:00am to "reserve" our traditional spot along Esplanade, on the west side of East High School. This the best spot of the cruise, since we have trees to shield us from the afternoon sun, and lots of green grass for picnicking and car/people watching. Other clubs eye this site,

and it's probably going to get harder to hang on to with each passing year. The place fills up fast. After parking, there was little to do but sit and watch the world go by until the cruise got going. Although the poker run doesn't begin until 3:00pm, the cruising was underway by mid-morning, and really got going after lunch.

There is no point in trying to describe the vehicles we saw, other than to say there was something for everyone, from Rolls Royce to rat rod. Anyone doubting that the old car hobby is diverse has not done the Colfax Cruise.

Brad Bauer and Bob Lyons coordinated picnic supplies, which included chicken, potato salad, beans and other treats. It was a good feed, and we were able to take in the show without any hunger pangs. Bob brought a tent, and about half of us moved it to the median strip to watch cars coming from both sides. Once

again this year, we were the only ones who did that. You would have thought they would catch on by now.

I signed up to volunteer on the 5-7pm shift, and ended up waving my little checkered flag at the turn-in from Colfax. Volunteering to help out gets us our ad in the official program, so hopefully we'll get a little exposure for it. And, it even netted an event T-shirt and a picnic dinner the night before, put on by Quaker Steak and Lube.

This event remains a popular one with our club as the season winds down. Thanks go to Brad for staking out our spot (he's an excellent valet) and also to Bob and Marty Lyons for picking up the food and bringing tables, tents, etc. Hope to see more of you at next year's cruise. It's about as American Graffiti as Denver gets these days.





Columbus Discovered At Grand National

By Jim Salmi

Clear skies and comfortable summer weather prevailed at the 2011 Grand National, which took place from August 10 thru the 13th in Columbus, Ohio. It was a most relaxing event and we avoided high heat and humidity, with only a very early morning light shower on show day. The Central Ohio Region was our host, and they deserve kudos for a Grand National well done.

The meet totaled some 880 attendees from thirty states and four foreign countries, and there were 272 cars (261 Cads and 11 LaSalles) for our viewing enjoyment. This seemed a surprisingly large turnout, probably due to the fairly central location. Columbus was able to draw from good-sized population centers in adjoining states like Illinois and Pennsylvania, and the whole northeast part of the country was only a day's drive away. The poor state of the national economy didn't seem to be much of a factor.

The selection of cars represented a good mix of years, ranging from a 1905 touring car to a 2011 CTS-V, with almost all years represented (no '52's unfortunately). I even counted five '58 Eldo Broughams. A few modifieds were also on hand, so there was a little something for everybody. The swap meet also seemed a little larger than last year, although if there was a car corral, I missed it.

Our region only fielded five members (me, Tim Coy, Cynthia Rutledge, George Dameron and James Sears), but we brought home two awards. We only had two cars there! George won first place in the Senior 10 Class ('77



to current) for his '84 bustle-back Seville, and James won third place in the Primary 28A Class ('85 to '99 excluding Eldo and Seville) for his '88 sedan. They had to break up that class into two sections because they had so many entries. The judging apparently went well, and the awards were announced and handed out quickly at the Saturday banquet, in the interest of time. In past years, it has sometimes ground on too long, so this was a definite improvement.

An auction was held for the benefit of the Museum and Research Center, and various items were sold including a '96 Fleetwood, fetching \$9,700. Something

around \$10,500 was raised, so the campaign is moving along. Given the successful turnout for this GN, our club is still alive and well, so let's get our pledges in and get this thing built!

Tours included a trip to the S&S Coach facility, a Discover Columbus tour, a Cars and Sweets tour, and a trip to the National Museum of the U.S. Air Force. At the S&S tour, we saw how professional car bodies (mainly hearses and limos) were retrofitted onto new Cadillacs delivered from the factory. The company dates back to the 1870's, and they have a beautiful facility. It was quite a little drive to get there, but well worth it.





The Air Force museum tour was the highlight for me. It is located on the grounds of Wright Patterson AFB in Dayton, and it spreads out over five enormous hangar buildings. Three of the hangars are connected together to display aircraft and missiles from the pre-WWI era through the end of the Cold War. Apparently, there are over 300 airplanes on display, and you can't comprehend the size of it. The collection includes the B-29 that dropped the bomb (Fat Boy) on Nagasaki. There was also a B-2, a B-52, a B-36, a B-58, and more WW2, Korean War and Vietnam era planes and helicopters than you could count. You walk around, past and sometimes under the planes, and it's easy to get lost. Located in a separate two-hangar

facility across the field, served by a shuttle bus, is the presidential aircraft collection. It has the personal airplanes (think Air Force One) used by the presidents from Roosevelt through Nixon. My understanding was that Air Force One actually refers not to a specific plane but was the term used for whatever aircraft a president happened to be flying on at the time. Now, of course, it has become a semi-official name for the primary personal aircraft. You can walk up the stairs and go through them, and see them as they were used by the presidents. The Eisenhower plane was the one used from 1954 through 1961, and was named the Columbine III (there were two others) after the state flower of Mamie's native Colorado. This plane was replaced by a Boeing 707 that became Air Force One until the end of Nixon's first term in 1972, when it was replaced by the Boeing 747 used today. The configuration of the 707 was changed by Nixon, but you can walk through it and stand in the spot where Lyndon Johnson stood as he was sworn in as President on November 22, 1963. We all remember the famous photograph of him with his right hand raised, a stricken Jackie Kennedy by his side. Talk about seeing American history up close!

Next year's Grand National will take place June 13-17 in St. Augustine, Florida, the first city in America. It is planned to include tours of the early fort and dungeon of Castillo de San Marcos, Anastasia Island, the Lightner Museum, an alligator farm, and last but not least a trip to Daytona International Speedway. The Speedway event may include a photo shoot of our cars on or near the track, and even a ride around the track in a race car driven by a professional race car



driver. Sounds like another great GN in the making.

P.S. Don't forget your CLC Museum and Research Center pledge!!



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A Note from the Editor

Hi folks,

I wanted to let you know about the discussion I had with one of our former members. Wayne Shmitka has expressed interest in returning to the club and acting as your next newsletter editor. Wayne has extensive experience in printing and graphics. I think he'd make an excellent choice for your next editor. Remember, club elections are just around the corner.

Dave Leger

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OTHER CAR RELATED ACTIVITIES (Not RMRCLC Events)

Other car related activities, as published in Old Cars Weekly, Hemmings, CCCC, Denver Post or from other sources. Please verify accuracy before attending.

Oct 15 Loveland, CO Specialty Auto Auction, Larimer County Fairgrounds
The Ranch, www.saaasinc.com

Nov 25-27 Denver, CO Crème de la Crème R.M. Rod & Custom Car Show, Colorado Convention Center, 303-987-1377

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Monthly Meeting:

2nd Tuesday of each month at Elks Lodge at 2475 W. 26th Ave. in Denver at 7:00 PM. Dinner at 6 PM prior to the meeting for those who wish to join us.

The Dagmar:

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Deadline:

Is the 25th of each month.

Advertising:

Classified Ads:

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.

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.rmrlc.com

and the national site at

<http://www.cadillaclasalleclub.org>

For Sale: Early model 2x4 setup for 55-61 Cadillac. Intake manifold, carb, linkage, fuel line, and air cleaner. Everything in excellent shape. Call Vern 928-727-8945

FOR SALE-1941 Cadillac-Inside reupholstered & exterior paint new. Some dings, all repairable. Original dash but needs work. \$12,000. Location Colby, KS. Buyer pays transport cost. Interested. Call 785-443-0935 or email gcf@st-tel.net. *Rides like a Cadillac!!*



Official List Of RMRCLC Sponsored Functions

Rocky Mountain Region CLC 2011 Proposed Activities

(as of September 25, 2011)

Proposed Activities:

Leader:

Date:

Regional Meet/McCaddon Cadillac
Veterans Day Parade

L. Johnson
J. Salmi

Oct 8
Nov 5

Other Events

Please see list on page 9 for Other Events

Rocky Mountain Region

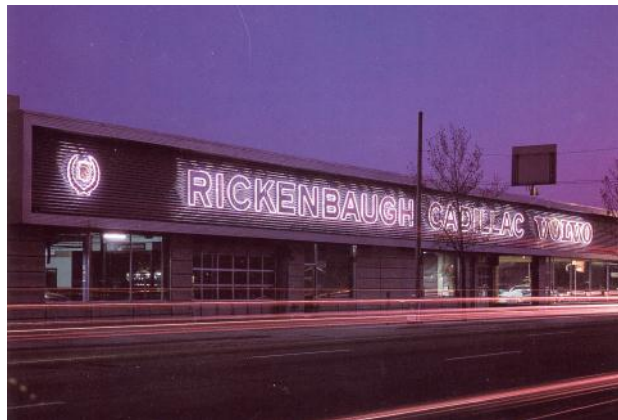
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