



The
Dagmar

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

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September 2017

Notes From the Director

by Bob (Cadi Man) Lyons

Welcome to the new on-line "Dagmar." Thanks to John Henry (Web Master) and John Cullinan (Dagmar Editor,) for their hard work in developing a new program, where we can now enjoy articles, learn of events and check out advertisements. I will comment, in "Notes From the Director," on recent events and generally try to keep the membership updated on club activities. Our most recent and upcoming event is a tour and luncheon at the Colorado Railroad Museum. A "live steam" engine will be featured on our tour day, with a catered luncheon in an air conditioned vintage dining car. This will be a good opportunity to learn some things about the railroad by asking questions of our railroad tour guild on specifics of railroading. There will undoubtedly be some interesting stories.

The editor does appreciate and asks for stories, articles and perhaps even some jokes that can be submitted to the Dagmar. E-mail John Cullinan with items you would like to have published. We are looking forward to your contribution.



Business Meetings

Regular Business meetings of the Rocky Mountain Region Cadillac & LaSalle Club are held on the second Saturday of each month. We meet at El Aguascalientes, 4105 Wadsworth Blvd, Wheat Ridge. The meetings begin at 9 AM with lunch or breakfast. The meetings are open to the entire membership.



Editor's Corner

Dear RMRCLC Members and Friends:

John Henry, Our Website Master, and I are trying to revive the Dormant Dagmar Newsletter. Thanks to all our previous editors who carried the torch for so long: David Leger, Tim Coy, Paul Olson and others. In this issue we have an article from David Leger which he had hoped to have published in the Self Starter some years back. They either declined to or forgot to publish it. Thanks David. We also have the first installment of an article by Herb Potthoff. We hope he agrees to let us publish the other installments. Yesterday, August 12, some of our members participated in the "Hops in the Hangar" event at the Wings Over the Rockies Museum on the old Lowry Air base. There must have been about 80 cars and 20 different microbreweries also there. Those who showed their cars received unlimited beer tastings and a meal for two for the participation fee of \$15. Although there was a band and a DJ who were trying to make sure we had to yell at each other to be heard over their so-called music, we still had a good time. Marti Lyons celebrated her birthday cake with we other RMRCLC members. On the cake was a photo of a Camaro who own in 1977 along with a photo of the car today. She still owns it. MAJOR UPCOMING EVENT: On September 2, we will have a special event at the Colorado Railroad Museum in Golden. We will have a catered lunch that day in the Union Pacific Dining Car which we have rented for 2 hours. It is air conditioned and has easy access for we older members. The club is picking up a good portion of the car rental and the meal. But we will still ask you to pay a minimal amount that will cover the Museum Entrance Fee and part of the meal cost. Look for details in your email inbox from Salmi in the next week. If you have any information or articles you would like to see published in the Dagmar, please forward that to me at juancull@aol.com or by fax to 303-738-3982.

John Cullinan

Acting Editor

First Timer's Follies

By Herb Potthoff

And The Folly Begins

Hi. My name is Herb and I'm a first-time vintage car owner and new RMRCLC member.

I'd like to tell you a little story, or perhaps not so little and in several parts, about my family and I as we work our way along the narrow, winding streets and broad, canopied avenues of vintage car ownership. During our journey sometimes we go fast, sometimes we go slow, and sometimes we wait on the side of the road for the big truck with "AAA" written on the side...but I digress. Let me take you back to the beginning so you have some frame of reference for my particular affliction.

Like most, I think, I had a car or two in my youth which I tinkered with, wrenched on, and hurled insults at (but only on the rarest of occasions I assure you). One, in particular, was my favorite; a late-60s muscle car convertible. With the top down, a good wash, and a proper tune up, it was a lot of fun to drive and always brought the kind of attention college-age youth are looking for. Many, many hours were spent in the college auto shop adding, tweaking, tuning, and customizing my ride to get it juuuuuust right. Then I graduated, got a job, married, and drove it less and less. One day I finally decided that a life just sitting in the garage wasn't a proper end for that fine ride and so I sold it...to my brother...so it could sit in his garage. Sigh...Perhaps I'll finally have to develop those pictures from "that party" many years ago and coerce him into selling it back to me. .

Anyway, Life happened, as fortunately it usually does, and fast forward a couple of decades and here we were with a high-school age son working toward going off to college and I thought to myself, "Self, maybe it's time to get another car to play with". I talk to myself a lot, by the way, and am constantly amazed at the variety of responses I get from the voices in my head. To date I have never lacked for advice from the voices...good, bad, or otherwise. I try and temper the "otherwise" opinions as they usually end up violating local, State, and Federal statutes of some kind. Fortunately for me, my wife usually sounds off before that happens...usually. But, cars are a passion that is not easily forgotten. Try as I might, the look of a well-turned fender and the sound of a nicely-tuned engine always brings my focus back to something other than the SUV or the wife's daily driver (I got myself a Mercedes-Benz a few years ago and now it's her daily driver...go figure).

So, back to the car.

Well, onto the Internet I went to find "the" car. The Internet is a wonderful thing. By "wonderful", of course, I mean it is a seemingly endless and information-rich jungle of infinite variety and questionable veracity facilitated by people of all persuasions and degrees of larceny with the intent of redistributing information and wealth to and from the viewer and the viewee at nearly the speed of light and by the simple act of clicking your mouse button. However, with careful effort and the proper application of a sharp machete, sometimes you can find a few hidden gems lying about amongst the rubbish. I found a couple, actually, and began the process of doing my due diligence to determine if one was going to be a good fit. Eventually I did find a car I thought was going to work out; a 1940 LaSalle 4dr Touring Sedan. The 40's is my wife's favorite era, so this made things easier, and it has a large and comfortable back seat where she can relax and daydream while we toodle along in this 17-foot long behemoth hither and yon over the hills and dales of our home State and, perhaps, beyond. We'll awaken from this dream someday...perhaps...but for now we're stickin' to it. 😊

The car was located in the far away land of lakes and lutefisk called "Minnesota", and after a few conversations with the sale agent I started working on just how to inspect and confirm that what was in the descriptions provided by the agent and on the pictures was, in fact, something close to the truth. Traveling there myself seemed the inevitable path.

Enter a good friend and fellow car buff who just happened to recently move to this far away land of the late artist Prince and "Jesse the Governor" and was only 30 min or so away from the car. I trust Rick, and he and his lovely bride spent the better part of an afternoon crawling over and under, inside and outside, driving, watching, listening, touching, feeling, probing, prodding, inspecting, smelling, and generally giving the car an annual-type physical. The results were in and Rick reported very good test results, and then he kindly asked me to step aside so he could buy it. Heh, no way, friend, and thanks. The result: we closed the deal and the car arrived in a great big truck, directly to my door, and the condition was as expected. "Expectations" HA! There's a good one...

Could it be true? Could this Internet skullduggery have actually resulted in a satisfactory experience? Does the car run? Does it drive? Does the radio work? Does it drop a quart of oil every evening onto the garage floor? Did we ask ourselves, "We just bought a car that is older than most people on the planet and what, in the name of all that is holy, have we get gotten ourselves into"?

Tune in next time or, perhaps, the time after that when the answers to these and other questions will be revealed...eventually.

Wave at us as we go by. Or, if you see us parked on the side of the road awaiting the big flatbed tow truck, stop and chat...Cheerio!



An Electrifying Cadillac

By David Leger

Back in 2009, Cadillac announced the Converj concept car. This was a stunning coupe based on the Voltec drivetrain from the Chevrolet Volt. I was immediately impressed with the car, and had been watching with interest as the fledgling electric car industry came to life. Sadly the production version of the Converj, the ELR, would not be released until late 2013 as a 2014 model. When the ELR did come out, it stayed very true to form to the Converj. True, it did not have TV cameras instead of side view mirrors (something showing up on a lot of concept cars these days, but not yet street legal everywhere). It does not have the glass roof of the concept, or the ultra-modern glass console and thin profile leather seat interior. It does have the same lines, solid grill, no tailpipes, all LED lighting and what is one of Cadillac's most attractive interiors in production. 3 interiors offer choices of leather with suede and choices of gloss or flat finished woods, and carbon fiber or piano black trim. The dash uses a digital display with a fixed physical ring and 4 varieties of displays that you can choose from. Along with that, there are numerous displays you can choose for the center area. The ELR uses the Cadillac CUE touch screen system for audio, climate, phone, etc. I was at the dealership for a service visit and saw my first ELR in the flesh. I wanted one, but when I saw the sticker at over \$79,000, I just didn't see the car being a fit for me at that price. There was a lot of bad press reviews about the car, primarily about the sticker price. At that price, you could buy 2 Chevy Volts. Some of the reviews were unfair. The ELR is more than a fancy package around a Volt. The drivetrain has been modified (largely through very sophisticated programming) to raise the horsepower from 159 to 217 horsepower, and from 273 to 295 ft-lbs of torque. The car is longer, wider and lower than the Volt, and very close to the CTS coupe dimensions. The rear suspension uses a multi-link Watts system and the magnetic ride system Cadillac developed, which is used on the Corvette and leased by Ferrari. A HiPer strut front end eliminates the torque steer normally associated with front wheel drive. The sound system is a 10 speaker Bose system with sub-woofer and noise cancellation for the entire interior (much like noise cancelling headphones). I have friends with electric vehicles, each with a Tesla. One friend drives the 2 seat roadster, and 2 others have S model sedans. The Tesla is a beautiful car and very fast, but I tend to like 2 door designs, not sedans. If I had a family to transport, I'd probably be more inclined to the Tesla S. This being Colorado, I also tend to like either all wheel or front wheel drive for our winters. Mind you Tesla has an all-wheel drive version of the S now, but at an even higher price point. I looked at a Tesla S sedan, rear wheel drive, with the leather interior, adaptive suspension, high end audio, etc. comparable to an ELR, and it priced out at \$98k. With a full electric vehicle, when you run out of charge, you are stuck. Tesla has been building Super Charger stations to allow long trips. With the ELR, when you run out of electricity the gas motor starts and generates electricity to run the car. This happens seamlessly. Unless you are watching the dash display, you will likely not notice. Unlike the range extender on the BMW I3, the ELR (and Volt) can operate at their full speed and power while on the gas motor. The ELR has a top speed of 106 miles per hour. I had resigned myself that the ELR was not to be. Apparently so did most everyone, as sales were extremely slow. At one time media sources claimed GM had a 2 year backlog. I started hearing that GM had offered dealer incentives which were lowering the price. At this time they had been out for a year. My local dealer had gotten 4 of them, and in a year had only sold 1. I went and took one out for a short test drive, and liked the car. I estimated that with the factory spec range of 37 miles on a charge, I could just manage my 35-38 mile daily trip on electricity, using very little gas. The car gets 31 - 35 mpg when running on the gas engine and generator, once the electric battery charge runs out. I continued to watch what happened with the incentives from GM. At the same time it was announced there would be no 2015 ELR. I finally learned that incentives had reached \$25k, in an effort to sell inventory.

To be continued...

