



The Dagmar



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

FEBRUARY 2014



1948



1949



1950



1951



1952



1953



1954



1955



1956



1957



1958



1959



1960



1961



1962



1963



1964

THE EVOLUTION OF CADILLAC'S FINS AND TAIL LIGHTS FROM 1948 TO 1964

(Photos are compliments of the internet)

Visit us on the web at www.RMRCLC.com

The Dagmar

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

ROCKY MOUNTAIN REGION BOARD

REGIONAL DIRECTOR

Brad Bauer
720.261.4016
bradlee@msn.com

DEPUTY DIRECTOR

Bob Lyons
303.337.7319
catmansea@aol.com

ACTIVITIES DIRECTOR

Jim Salmi
303.758.8930
jcsalmi@gmail.com

SECRETARY

Lisa White
303.989.3838
tygger8@msn.com

MEMBERSHIP CHAIR

Linda Clubine
303.431.8021
lclubine847@msn.com

TREASURER

Leonard R. Johnson
303.449.3830
ljohnson@jk-cpas.com

EDITOR OF THE DAGMAR

Wayne Shmitka
303.690.1159
editor.RMRCLC@msn.com

CCCC REPRESENTATIVE

Tom Orton
303.964.8634
torton@mho.net

CLC NATIONAL REPRESENTATIVE CLC SOUTHWEST REGIONS VP

Tim Coy
303.673.0011
tim.coy@adtypeanddesign.com

INTERNET WEBMASTER

John Henry
303.469.6929
henryspl44@gmail.com

MONTHLY MEETINGS

Regular business meetings of the Rocky Mountain Region Cadillac and LaSalle Club are held on the second Tuesday of each month. We meet at the Elks Lodge at 2475 W. 26th. Ave. in Denver. The meetings begin at 7:00 PM with a dinner served beginning at 6:00 PM for those interested. The meetings are open to the entire membership.

THE DAGMAR

The Dagmar is published monthly except December and mailed First Class to all RMRCLC members on the current roster. The Dagmar is copyright ©2013 Rocky Mountain Region Cadillac and LaSalle Club. Other CLC Regions may reprint articles without permission as long as attribution is given. The deadline for submission is the 25th day of the month prior to issue date. ALL RMRCLC members are encouraged to submit articles, letters and photos to the Editor for publication.

ADVERTISING

Display ads are \$15 per issue or \$125 per year prepaid for a business card size ad. Larger ads are available (contact the Editor for more information).

CLASSIFIED ADS

ALL CLC members are welcome to submit Cadillac and LaSalle related ads. The ads are FREE for Rocky Mountain Region members for three months and are \$20 prepaid for non-members for three consecutive months.

WEB SITE

Be sure to visit our web site at www.rmrclc.com and the national site at www.cadillaclasalleclub.org.

FROM THE EDITOR:

HAPPY VALENTINE'S DAY TO ALL OF YOU CADILLAC LOVERS OUT THERE.



*Squeeze Your Squeeze!
Valentine's Day
February 14th!!*



Linda Clubine has mailed the membership dues notices. Please pay your dues to keep your membership current. Don't forget that you must maintain your membership with the National CLC to have membership in the RMRCLC. 



UPCOMING CLUB ACTIVITIES: Our Membership Dinner is scheduled for February 9th. It will be held at Simms Steakhouse (same place as last year). Our activity list is growing each month. Please read the up to date list on page 5. 



The Story of the 'TAILFIN': The front cover has 17 images of the evolution of the Cadillac fins and tail lights from 1948 to 1964. Page 9 has an informative and interesting article describing the 'whys and wherefores' of this evolution. 

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DIRECTOR'S COLUMN FROM BRAD BAUER

Happy Valentines Day Cadillac Lovers! February is a month of Love. What better way to celebrate it than going to dinner or whatever event you may have planned in one of your wonderful rides by Cadillac. However you spend your special day, don't forget to Love the one that took you there, and that is your Cadillac..

Our January meeting was lightly attended most likely due to the snow storm of the day. I want all of you to know that if you were not there you were truly missed. I always look forward to seeing my friends each month. It was great to see those who were there and I look forward to February when those who missed the January meeting join us again. We had a very productive meeting finalizing many of our activity plans for the upcoming season. Please make sure to let me know if there is an event that you would like to see us work into the

schedule or if there is any event that you would like to host. Our goal this year is to get each member to host one event no matter how small it is. This summer will prove to be one of the best ever, if we can pack it full of interesting things to do.

We had a couple of guest visitors who attended the meeting and were very impressed with all the fun that our group is involved in. Both visitors came up to me after the meeting and said how much they enjoyed our club and how friendly everyone was to them. So, Thank You All for your extra efforts to make our visitors feel so welcome. One of the guests who came had a beautiful 1989 Eldorado Biarritz which just turned 80K miles on the way to the meeting. The car's owner is looking for a new home for the car and wanted our club to see it, hopefully to find it a new home. It is a one owner car and looked to be in

excellent condition. Lisa will be posting the contact name and number in her meeting minutes. The owner made mention that Ken Hoyer at Don Massey Cadillac has been the service advisor for this car its entire life. You can visit with him as to his professional opinion if interested. Unfortunately, my stable is full at the moment so no new additions will be added at this time for me.

Don't forget that our Membership Brunch will be held Sunday February 9th at 11:00 a.m. This will be our first event of the season and is always a great event. Lets look forward to a sunny day in Colorado so we can bring our cars out for the day.

Until next time, have a great month and I look forward to seeing everyone at the next meeting. 

Brad Bauer

Former Indianapolis Colt and now Denver Bronco, Peyton Manning is a Cadillac fan and a family man, which explains why he owns two Escalade SUVs and the smaller SRX crossover. But it doesn't explain why Manning, who holds a record four NFL MVP awards, doesn't drive a Buick, since he's a spokesman for the brand. But at least he chooses vehicles within the GM family.





**SECRETARY'S MONTHLY MEETING MINUTES
FROM LISA WHITE**

**ROCKY MOUNTAIN REGION CADILLAC & LA SALLE CLUB
MONTHLY MEETING MINUTES**

January 14, 2013

CALL TO ORDER: The Meeting was called to order at 6:49 p.m. after a chicken dinner.

DIRECTORS WELCOME: There were three visitors; Louie Medina, and Gary and Lucy Pret.

SECRETARY'S REPORT: Minutes are posted in *The Dagmar* and on the RMRCLC website.

TREASURERS REPORT: Leonard Johnson gave the report stating that the club gave \$1350.00 to the Christmas Crusade for Children, which was a new record. He added that advertising for the new year is open.

MEMBERSHIP REPORT: Linda Clubine stated that there was nothing new to report. Renewal memberships for 2014 would be mailed out.

CCCC REPORT: There was nothing to report.

CHRISTMAS CHARITY DONATIONS: The hubcap was passed around and \$47.00 was collected. Ideas for this year's charity were the Fisher House, Christmas Crusade for Children, Tennyson House and Shining Star. Ideas for a charity will be sent out before next month's meeting on February 11, 2014 and a vote will occur at that meeting.

OLD BUSINESS/NEW BUSINESS: Brad Bauer said that he has typed up letters in order to recruit new members. He did one for *The Self Starter* and one for the local dealerships to provide to new Cadillac owners.

PROPOSED ACTIVITIES AND EVENTS: An up to date list of activities is on page 5.

- a. Membership brunch at Simms Steakhouse. Sunday February 9, 2014 11:00 a.m.
- b. Rosie's Diner Sunday Brunch. Proposed date May 18, 2014 12:30 p.m.
- c. Leonard Johnson's garage tour. Proposed date July 20, 2014.
- d. BBQ Party at Lisa White's house. Date to be determined.
- e. Medved car show in September.
- f. Colorado Springs Peterson Museum tour. Date to be determined.

MEETING ADJOURNED: The meeting was adjourned at 7:58 p.m.

Respectfully submitted,
Lisa White, Secretary





**ACTIVITIES
FROM JIM SALMI**

**Rocky Mountain Region CLC
2014 Proposed Activities**

(as of February 1)

Proposed Activities:	Leader:	Date:
Membership Brunch	Nancy Tucker (303.394.2557)	Feb. 9
Rosie's Diner Get Together	Brad Bauer (303.791.1516)	May 18
Memorial Day Parade	Jim Salmi (303.758.8930)	May 24
Mt. Rushmore Driving Tour	J. Washburn (303.646.6105)/ J. Salmi	??
Cruizin' Havana	??	June 14
BBQ Party	Lisa White (303.989.3838)	??
Grand National	N/A	July 8-12
Summer Day Tour	Bob Lyons (303.337.7319)	??
Johnson Garage Tour	Leonard Johnson (303.438.6632)	July 20
Colo. Springs/Peterson Museum	Don Braden (303.744.8848)	??
Simms Happy Hour	Nancy Tucker (303.394.2557)	??
Front Range Air/Car Show	??	Aug. 16
McCaddon/Regional meet	Leonard Johnson (303.438.6632)	??
Louisville Labor Day parade	??	Sept. 1
Medved Cadillac Car Show	Brad Bauer (303.791.1516)	Sept. ?
Veterans Day Parade	Jim Salmi (303.758.8930)	Nov. 8

N/A = Not Applicable
?? = To be determined

**Membership Brunch
at Simms Steakhouse
February 9th.**

MARK YOUR CALENDARS

for Sunday, February 9, 2014 at 11:00 a.m. for our annual Membership Brunch.

Your reservations and monies were due to Nancy Tucker by Thursday, January 30th.
as noted in the January issue of *The Dagmar and Jim Salmi* via email.

Hope to see all of you there for great food and friendship!





**CLC'S BOARDS GET THE BUSINESS DONE QUICKLY IN ARIZONA
FROM TIM COY ~ CLC SOUTHWEST REGIONS VICE PRESIDENT**

The skies were sunny and the weather was warm, but what else do you expect from a week in the Phoenix area in January?

The officers and boards of directors of the national Cadillac & LaSalle Club and the CLC Museum & Research Center got together Jan. 15–18 for its twice-yearly meeting. You all remember the Rocky Mountain Region hosted these meetings a year ago at the Westin Westminster. CLC Western Regions VP Phil Terry and his wife, Sandi, along with the Sonoran Desert Region were this year's hosts, and everyone stayed at the Scottsdale Cottonwoods Resort & Suites in Scottsdale, Ariz.

The schedule was full and was a day longer than last year's. Over 60 attendees clambered onto the bus Wednesday, Jan. 15, and the first stop was Arizona Vintage Parts, near downtown Phoenix. The name is misleading, as this parts yard has nothing but Cadillacs, so that made it easy for all of us to pick through the parts searching for that elusive piece to finish our cars.



We lunched at Phil's favorite restaurant called Manuel's, and continued on to view the collection of Neil and Patricia DeAtley, who live on a large horse property in Scottsdale. This writer



counted 25 garages onsite, which contained cars from British heritage to one with all Cadillacs, plus another with all Mercedes-Benzes. There were other garages containing motorcycles, Packards, Buicks and other makes, and a couple with cars under restoration. For full photo coverage, see the photos in The Self-Starter's March issue.



Thursday, Jan. 16, took us to the Russo and Steele and the Barrett-Jackson collector car auctions. Your national



club has a booth at Barrett-Jackson, which attracts many folks to sign up for memberships. Copies of past issues of The Self-Starter are given to folks, and if they say they are from Colorado or Wyoming, they will be shown information on the Rocky Mountain Region.

Friday, Jan. 17, took the group to the Heard Museum, which contains American Indian art and history; and the Martin Auto Museum, displaying many vintage automobiles. The CLC Museum's board met that afternoon, and discussed that the construction of the building in Hickory Corners, Mich., is well under way, with a June 30 targeted completion date. "Like" the CLC Museum on Facebook and view construction photos posted at least weekly.

The grand opening of the new CLC Museum & Research Center is scheduled for Sunday, Sept. 28, during the 2014 Cadillac Fall Festival. This is a once-in-a-lifetime opportunity to attend the opening of the museum, of which some of us and the Rocky Mountain Region generously contributed seed money for construction.

Dinner that evening was hosted by the CLC, and included a surprise appearance by Scottsdale Mayor Jim Lane, who made a few remarks.

Saturday, Jan. 18, the CLC national board met and the business was completed in a record time of only four hours! Among the issues discussed was the formation of a new Chapter recognizing Eldorados from 1953 to 1962. The national Judging Manual is now in PDF format and is completely searchable. It is posted at cadillaclasalleclub.org/images/CLC_Judging_Manual_20130601.pdf.



OIL FOR YOUR CLASSIC: WHAT YOU NEED TO KNOW FFROM CARL HEIDEMAN

An electronic CLC membership directory is being studied. It will not completely replace the printed copy all of you receive every year, but will allow a member on the road to bring it up on their smartphone and get another member's contact information. An agreement was approved with Hagerty Insurance that will benefit both organizations with cross-promotion and information sharing.

Because CLC membership has dropped a bit this year, incentives will be put into place to attract folks who have dropped out the past couple of years. National Chief Judge Carl Steig is looking for more folks to take the judges' certification exam to determine the level you qualify for as a judge.

The board voted to raise fees a modest \$5 on display-only cars and modifieds at the Grand National. This was done to better cover the cost of awards. A single registration form for the 2014 National Driving Tour and the Cadillac Fall Festival will be studied, as the Driving Tour concludes at the Fall Festival site.

The National Driving Tour and the Grand National are available for Regions to bid on for 2017 and beyond. Next year's winter board meeting is scheduled for January 14–17, once again in Scottsdale. The 2016 meetings are scheduled to be held in St. Petersburg, Fla., hosted by the Florida Suncoast Region; and the 2017 winter meeting is scheduled to be hosted by our friends to the south in Albuquerque, the New Mexico Region.

It's a common misconception that these meetings are open only to CLC officers, board members and their guests. Not true! Any CLC national member is welcome to attend the meetings and tours and learn more about how the Club operates. There were several folks who attended this year's meetings that do not serve on the board. Call it a mini-Grand National without all the cars! 

If you've spent any time reading or listening to stories about changes in oil over the past decade, you're probably confused, scared, or both. The issue is that changes in oil formulation have reduced the amount of a Zinc additive (zinc dialkyldithiophosphate, ZDDP) and often increased the amount of detergent in modern oils. For awhile there were few oil products available for classic cars, but today, several companies have come out with products specifically designed for older cars.

The primary issue is that the phosphorus in ZDDP is hard on catalytic converters, and exhaust gas recirculation (EGR) systems perform better when there are more detergents and dispersants in the oil. So ZDDP has been reduced, while detergents and dispersants have been increased in modern oils.

For our classic cars, these changes can have a compounding effect. ZDDP is added to oil to coat and protect high-wear surfaces, like the solid-lifter valve trains featured in many classic cars. Increased detergent levels tend to wash away the little ZDDP that is still attempting to protect our valve trains. Finally, modern oils have more friction modifiers to increase fuel efficiency, which can lead to reduced oil film strength and damage parts.

When these oil changes first started occurring, the primary alternatives were diesel oils or racing oils, which contained higher levels of ZDDP than conventional oils. Each of these presented their own problems. Diesel oils have plenty of ZDDP, but unfortunately even higher levels of detergents than conventional oil. Race oils have a good balance of ZDDP and detergents, but lack the anti-corrosion additives that are critical to keep internal corrosion low in little-used classics.

Today, several specialist oil companies have come out with oils formulated for classic cars. These oils balance the ZDDP and detergent levels adequately and include appropriate corrosion inhibitors to keep our engines from damage whether they're running or in storage.

While each specialist company has its own reason for getting into the classic car oil business, one of interest is Classic Car Motor Oil. The development of this product was driven by the Indiana Region of the Classic Car Club of America. Club members approached the D-A Lubricant Company near Indianapolis about the problems of modern oil in classic cars, and D-A worked with them to develop and co-market a specific blend of oil for Classics. Classic Car Motor Oil is now available in sizes from the quart to the case to the 55-gallon drum for enthusiasts with classic cars. The work from this club and this company show that grassroots efforts can yield great results.

While there still may be some confusion about oils these days, it's reassuring to see that the marketplace is responding with products that will keep our classics living on. Make sure to consider your oil options next time you service your classic car.

Sources:

Classic Car Motor Oil Company
<http://www.classicarmotoroil.com>

Driven Racing Oil
<http://www.drivenracingoil.com/>

Brad Penn Oil
<http://www.penngrade1.com>

THE FEW, THE RICH, PININFARINA By MARSHALL SCHUON ~ Published: April 19, 1987 NYT



If there is one word that sets fire to the soul of a true car buff, it is the word Italian. For more than half a century, Italian design has been synonymous with flair, power and grace.

The design studios carry names that are familiar to anyone who has paid even scant attention to the automotive scene. Ghia, Bertone, Giugiaro are among the big ones. Their cars are Volkswagens and Volvos, Fiats and Fords, a whole array of brands and badges.

And then there is Pininfarina. This Pininfarina is Sergio, the 58-year-old son of the company's late founder and the current chairman of what has become Italy's preeminent design firm. He is sipping coffee in New York's Pierre Hotel, natty in a gray suit accented by a blue and green tie from Brooks Brothers. The conversation ranges from child rearing to management theory, from Italian artistic success to the things that make a luxury car. But right now he wants to talk about his tie. "You like my tie?" he asks. "This is American. I bought it yesterday. This means that good taste is the same in New York or Torino or Paris or London. It is a lovely tie. But this is all I can say about a tie. Lovely or not lovely, nothing else. A tie is another mentality. That's why I don't do ties."

What he does do is complex things with lots of moving parts, most of them swooping and expensive automobiles. All Ferraris carry Pininfarina bodies. The Rolls-Royce Camargue is his. So is the Peugeot 505 and the Fiat Spyder. His latest project is Cadillac's 1987 Allanté, and its launching has brought him to these shores from his home in Turin. Everything but a Phone

The Allanté is a \$54,700 roadster that is meant to compete with the Mercedes-Benz SL series and the new two-seater that is a joint venture of Chrysler and Maserati. The bodies are built in Pininfarina's factory and flown to Detroit, where they are mated with the General Motors powertrain. The finished product is a large car with a V8 engine mounted sideways that drives the front wheels, and only one option, a cellular telephone.

"They said that Allanté had to be easily recognizable as a Cadillac," Mr. Pininfarina said. "That was the only design limitation.

But we had some difficulties, because we are accustomed to smaller surfaces than this. The difference in size is less than it was 10 years ago, but American wheels are still bigger, front suspensions are still taller than in Europe. So in the beginning, we had a certain embarrassment in seeing our lines translated into panels as large as these."

Despite the car's size, 56 bodies fit into a Boeing 747 for transport to Detroit. The cost is high, but Mr. Pininfarina says that, as a percentage of the Allanté's sticker price, it is bearable.

But why not design and build the bodies in the United States?

Mr. Pininfarina smiles and nods. "The Allanté could have been designed by General Motors," he says. "But they wanted to offer something from Europe. It's a different flavor. If you want to compete with the imports, I think you want to offer American technology and Italian design.

If you think of painting, if you think of sculpture, if you think of architecture, Italian people have always been famous for arts - not very much for war. And I'm happy for that. I'd like no more wars, so the generals are useless. I think there is an artistic inclination certainly in the life of the Italian people.

Perhaps that is why coachbuilding was an Italian success story even before the automobile came along", he says. His father, Battista Farina, nicknamed Pinin, opened shop in May 1930, and one of his first commissions was to design the 1931 Cadillac. Renamed by Decree.

In succeeding years, the studio turned out a number of landmark cars, including the Cisitalia, which has been displayed as an example of moving sculpture at the Museum of Modern Art in New York. The company took its current name in 1961, when a decree by the Italian president combined nickname and surname in formal fashion.

He is reminded that he once said life would be less pleasant if he had to work for General Motors, if he had to please hordes of customers instead of a relative few. That brings a laugh, and he says: "Imprudent of me. But up to

now, I have always been totally free, and the people follow. Certainly when you design a Ferrari, or when you design an Allanté, you are entirely free.

When you design an automobile that you must sell to millions of people, the investment is terrific. That is the origin of the clinics, where you make a new car and you invite a dozen people, a dentist, a sportsman, a lawyer, a prostitute. And you say do you like this, do you prefer that? I accept it, but I am not an enthusiast, and I'll tell you why. It is not because I am super. But I am looking to the future and these people are accustomed to the past. That can be very misleading."

But what of those cars that are sold by the millions? In an era of homogeneous technology, are they not built as well? Don't they have power windows and other gew-gaws? And if so, what constitutes today's luxury car?

Again a nod. "The progress in construction has been so important that even in a low-priced car you have near-perfection. But you haven't all the comfort. In a deluxe car, you have all this. And the materials. Leather is very distinctive. Another factor is the ratio between the volume of the car and the volume of the occupants.

I'm exaggerating to make you laugh, but if you take an economy car, you have more space on the inside than the outside. You see the whole family in a very small car, and everything is full of people, full of animals. In a deluxe car, you don't care much about space, because you are looking for silence, for roominess.

I remember one day, a very rich man wanted me to make a Ferrari for him, and he said he wanted it to be very light. Well, the engine is heavy, the wheels are heavy. I can't reduce the wheels. So we started to cut weight. Two doors are better than four. Plexiglas instead of glass. Trunk lid? He says he doesn't use a trunk lid. I said, 'Where do you put your bags?' He said, 'I tell the chauffeur to carry the bags in another car.'

That is what we are talking about. When to reduce the weight, you have no trunk lid and you have another man bring your bags, this is luxury. This is the difference." 





THE STORY OF THE 'TAILFIN'

FROM WAYNE SHMITKA ~ As told by Wikipedia, the free encyclopedia

The tailfin era of automobile styling encompassed the 1950s and 1960s, peaking between 1957 and 1960. It was a style that spread worldwide, as car designers picked up styling trends from the US automobile industry where it was the golden epoch of American auto design.

General Motors design chief Harley Earl is generally credited for the automobile tailfin, introducing small fins on the 1948 Cadillac. Harley credited the look of World War II fighter aircraft for his inspiration, particularly the twin-tailed P-38 Lightning. As jet-powered aircraft, rockets, and space flight entered into public recognition, the automotive tailfin assemblies (including tail lights) were designed to resemble more and more the tailfin and engine sections of contemporary jet fighters and space rockets.

Plymouth claimed that the Tailfins were not Fins, but “stabilizers” to place the “center of pressure” as far to the rear as possible and thus “reduce by 20% the needs for steering correction in a cross wind”.

Some sub-models of the 1937 Cadillac Fleetwood, which predates the P-38, also contained hints of tailfins via projecting tail-light “paddles”, although it is unclear if this influenced later fin designs. The 1941 Cadillac Series 63 4-Door Sedan also had a form of jutting tail-lights, although milder than the 1937 Fleetwood. Even though the 1948 model was the first conscious effort at fins, the earlier partial occurrences may have made the concept more acceptable to consumers and designers. (World War II produced a gap of Cadillac model production between the early 40s and late 40s as factories turned to military goods production, interrupting the development of the fin concept.) The Cadillac 1948 fin styling proved popular and its use spread to other

models in the General Motors family of brands. Soon it was adopted by other manufacturers; Chrysler’s Virgil Exner in particular took the tailfin idea on board. As confidence grew in the styling trend, the fins grew larger and bolder.

The most extreme tailfins appeared in the late 1950s. The fins on the 1959 Cadillac Eldorado were the largest and most outrageous ever fitted on a production car. Those fins were too much for many customers, however, and the tailfins shrank after that point. Within a couple of years, tailfins had become much less prominent, and by the mid 1960s, they were gone on many models. Vestigial tailfins remained on American cars into the 1980s, with the sides of the quarter panels often being raised above the trunk lid and the corner sharp-edged, or at least raised, such as the first generation Lincoln Town Car. Cadillac was one of the last makers to phase raised edges out, with vertically-arranged tail-light assemblies as well, on all of their products (except the Allanté) all the way to the early 1990s.

Mercedes used something similar to tailfins (nicknamed “Heckflosse” in German), but they claimed that these were not tailfins but “sight lines” (Peilstege) to make it easier to determine the corners of the vehicle. In 1997, Lancia introduced the Lancia Kappa Coupé with similar rear “sight line” augmentation.

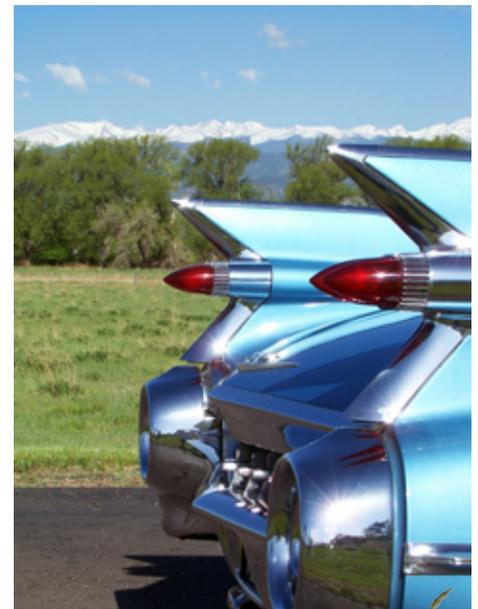
In 2010, the Cadillac SRX styling incorporated the trademark vertical taillights sculpted into tiny tailfins projecting from the rear.

Tailfins have been criticized as a safety concern, even as a parked vehicle. In *Kahn v. Chrysler* (1963), a 7-year-old child on a bicycle collided with a fin and sustained a head injury. A case of the same era, *Hatch v. Ford* (1958), is

also prominent in the study of personal injury from parked vehicles. In both of these cases, children were injured by sharp protrusions on parked cars. 

Examples of tailfin styling:

- Buick LeSabre, 1959–1963
- Cadillac Eldorado, 1948–1964
- Chevrolet Bel Air, 1955–1960
- Chevrolet Impala, 1958–1960
- Chrysler New Yorker, 1956–1961
- Chrysler Windsor, 1956–1960
- DeSoto Fireflite, 1956–1960
- Dodge Coronet 1959
- Dodge Lancer, 1955–1959
- Edsel, 1960
- Ford Fairlane, 1957–1963
- Ford Galaxie, 1959–1961
- Ford Thunderbird, 1957–1963
- Ford Zephyr, 1951–1966
- Imperial, 1955–1961
- Lincoln Capri, 1955–1957
- Lincoln Continental, 1957–1960
- Mercury Comet, 1960–1964
- Mercury Meteor, 1961–1963
- Mercury Monterey, 1957–1964
- Plymouth Fury, 1956–1960
- Studebaker Hawk, 1957-1961
- Studebaker President, 1957-1958
- Studebaker Commander, 1958



Cadillac & LaSalle Classifieds

For Sale: 1956 Cadillac 60 Special Fleetwood, 113K miles, original Denver car. Engine and Hydramatic rebuilt. Car runs and drives flawlessly. PS, PB, P windows, P seat, Autronic Eye Headlight dimmer. 2 owner car. Asking \$15,000.00. Contact, Ken Fehr H. 303-770-1778 or C. 303-898-2880



1989 Cadillac El Dorado Coupe Biarritz, 71,000 Miles, New Motor on 12/2004 with 67,333 Miles, Light Sapphire Blue with Black Sapphire Metallic Roof, Dark Blue Leather Interior, Electronic Digital Instrument Cluster. Standard Equipment includes: 4.5 L V8 DFI Engine, 4-Speed Automatic Overdrive Transmission, Front Wheel Drive, Electronic Climate Control and Level Control, Computer Diagnostics, Driver Information Center, AM-FM-Cassette with Digital Display, Power Seats, Power Door & Windows, Power Antennae. \$7,500, 218-839-3717, Minnesota.

For Sale: UNIQUE SURVIVOR! 1982 Cadillac Eldorado Convertible. That's right Cadillac didn't make a convertible in 1982 but, Global Coach of Orlando, Florida did. This vehicle was customized direct from the factory by this quality car builder and customizer. The attention to detail is top notch. It is a one owner, 17,000 mile cream puff with great provenance. This unique car needs no restoration, it is in pristine original condition. The exterior is colonial yellow with midnight blue metallic accents. Interior is dark blue leather in pristine condition. Top is dark blue. Car has been garaged and professionally maintained its entire life. The car is an original numbers matching car. Call Tom at Motorworks Denver, 303-916- 9815, for further information and photos.



For Sale: Over 1000 model cars including more than 90 Cadillacs. Some notable Cadillacs still available are a 1910 Roadster (Franklin Mint), Joan Crawford's 1933 Towncar, Al Jolson's 1933 All Weather Phaeton, Al Capone's 1930 Armored Limo, Allan Ladd's 1959 Eldorado and Jane Mansfield's 1958 Eldorado. A very rare model (both model and actual car) is a 1960 Eldorado Braughm.

Many other makes of cars are also available including Chevrolet (over 450 examples), Pontiac, Oldsmobile, Buick, Ford, Lincoln, Mercury, Edsel, Thunderbird, Chrysler, Plymouth, Dodge, DeSoto, Hudson, Packard and many more American makes.

Also available are several foreign makes including Rolls-Royce, Bentley, Mercedes Benz, Mayback, Honch, Jaguar, Ferrari, Lamborghini, Maserati and others including one built in the USSR. Contact Larry Dilts at 303.795.1673 for details.

Rocky Mountain Region New Members

No new members in January



Ad Type & Design

graphic design • publishing

tim coy

principal

tim.coy@adtypeanddesign.com

adtypeanddesign.com

203 short place

louisville • co • 80027-1646

phone/fax 303 • 673 • 0463

cell 720 • 254 • 7184

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