

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



The *Dagmar*

www.rmrlc.com

January 2008



Veterans' Day Parade with the Women Marines Association By John Serfling

Thick clouds blocked the sun on Saturday morning, November 10th as 11 members in 9 cars gathered to drive the members of the Women Marines Association in the Veter-

ans' Day parade. The weatherman had promised warm, sunny skies, but we didn't get either until after the parade. This was only a minor inconvenience for the 2 women who chose to ride in the convertibles of James Sears and John Serfling. Velma was quick to seek out Dave Leger. She likes his '47 coupe.

Leonard Johnson brought 2 cars to the event: a '58 Sedan de Ville and a '60 Eldorado, which was driven by TJ Gudino. Larry Dilts joined us in his '90 Brougham. Jim Salmi rode along with Larry.

(continued on page 2)

Ring in The New Year

The Director's Column By John Serfling



Welcome to a new year of activities with the Rocky Mountain Region of the Cadillac and LaSalle Club. As you can see, the new year includes a new Director and a new Vice President of Activities. Over the past couple of years, the person holding the latter position became affectionately known as the VP of Fun. I am confident that John Cullinan will not just maintain, but increase the amount of fun we have with club activities. John has made significant contributions to club activities in the past, so he is not the novice that I was when I first tackled that job.

The rest of the Board members are continuing with jobs they have performed well for many years. Thanks to Nancy Tucker, Brent Hladky, Paul Olson and Dave Leger for continuing as Secretary, Treas-

urer, Membership Chair and Editor of the Dagmar, respectively.

I would like to extend special thanks to John Evans and Dirk Biermann for their contributions over the past year. Good luck to John with his new leadership role in the VFW. Even though Dirk won't be our Executive Vice President any longer, I am hopeful that he will continue to provide the club with his good ideas and enthusiastic help in all of our activities.

Last year, your VP of Fun (me) arranged for too many activities. As a result, attendance was good at some events and abysmal at one particular one. In an effort to boost participation at all events we'll have fewer of them this year, but they'll be good ones. John Cullinan already has good ideas in the works.

As always, the members of your Board of Directors value your input. Please let us know what is going well and what isn't. Was there a particular type of activity you really enjoyed that we should do again? Do you have a clever idea for a fund raiser, as some members have had in the past? This is your club, and we serve at your pleasure. We aren't what make the club successful; you do that through your participation. The more members that participate in activities, attend monthly meetings and volunteer to shop and wrap for poor families at Christmas, the more fun we will all have and the more enjoyment we will all get out of our memberships. Come on along for a great ride

in 2008 (pun intended).

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Jesse, a '96 Eldorado custom convertible was driven by Matt Biermann with proud papa Dirk riding along. Don Braden was wearing his Army Captain's uniform and driving his '41 Sedan. John Cullinan also joined in the drive to downtown in his yellow, '38 LaSalle coupe. Missing was our Director, John Evans, which was quite a surprise considering how active John is in the VFW.

With only minor tribulation we managed to find our place in line and eventually the parade got underway. With John Serfling in the lead, hosting the President of the Women Marines Association, we started down 14th Avenue and turned onto Bannock. Just as we made the turn, John Cullinan, who had become separated from the group, slipped into line behind John S. On Bannock we were told to double up and drive side by side. As we approached Colfax we were surprised to see a lovely, blue-green '59 Sedan de Ville waiting behind a policeman. John Evans had made it to the parade, but only because of the kindness of said policeman. He slipped into the line ahead of the two Johns. Talk about pulling rank!

(see page 7 for additional photos)

Election Results

Director: John Serfling

Executive VP: Vacant

Activities VP: John Cullinan

*Corresponding Secretary:
Nancy Tucker*

Membership Secretary: Paul Olson

Treasurer: Brent Hadky

Editor of The Dagmar: Dave Seger

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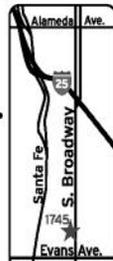
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'48 and '49 Design Differentiation

by Michael Brittan

The radical, post-WWII redesign in 1948 had established Cadillac's eminence in the area of luxury car styling. For the 1949 model year, the big news was the introduction of the ground-breaking OHV engine which vaulted Cadillac to the forefront of V8 engine technology. For '49, however, the chassis was largely a carryover from '48, and Cadillac saw fit not to meddle in any major fashion with the basic striking beauty of the '48 styling.

Yet, not content to rest on their design laurels, the stylists wrought some subtle changes as they contemplated the new 1949 model. ⁽¹⁾

For starters, the '48 grille (Figure 1, author's Series 62 Coupe) is more compact and less bold than the wider-mouthed '49 (Figure 2, Rod Brewer's Series 61 Coupe) version. It has three horizontal openings versus two on the '49. The bottom of the '49 grille is also framed by one of the three horizontal chrome bars, whereas the equivalent opening on the '48 connects directly to the valance behind the bumper. Apart from being broader, the '49 grille's horizontal chrome bars are thicker.

The park/fog lights on the '49 are integrated into side extensions of the grille. They wrap around the front of the fenders to the wheel openings. Those on the '48, although apparently identical to the '49

lights, are free standing. To allow for the merging of the park/fog light assemblies into the '49 grille sides, it became necessary to mount the lights lower in the fender front than was the case in '48.

Another ramification of the new grille is that it altered the profiles of the forward edges of the hood and front fenders, as can be seen from Figures 1 and 2. The '48 hood also has a raised bead at the leading edge which embraces the top of the grille. This bead is absent in '49.

While the Cadillac designers were at work modifying the hood for '49, they saw fit to push the upper nose forward, thereby lengthening the hood line by a small amount. This renders the front of the hood more upright than that of the '48.

All the front-end changes noted above dictate that the '48 and '49 hoods and front fenders are not interchangeable.

Another consequence of this design change is that the classic goddess hood ornament sits further forward on the '49 model. To provide for this, the stainless steel trim molding that runs along the top of the hood is longer in '49 (37-5/8") than it was in '48 (36-7/16"). These trim pieces are therefore not interchangeable.

Similarly, while the winged goddess is the same for both years, the base to which it is attached is different to accommodate the slightly altered hood profile.

Despite the more upright hood front, the profile of the hood under the ornament was deliberately retained the same as in '48 so that the goddess and the base to which it is attached would fit either year's hood.

Despite the differences in the prow, the V and cloisonné crest profiles are the same for both '48 and '49.

Moving to the rear of the car, Figure 3 shows the three characteristic chevron trim pieces which graced the '48 Series 62 rear fenders. They neatly filled the gap between the tail lights and the bumper ends. These chevrons were absent from 61 Series and Sixty Special cars in 1948, and were dispensed with completely in 1949. In their place, the designers added a trim molding immediately under the tail light lenses on all '49 61, 62 and 60S vehicles (Figure 4).

Technically, this means that the holes predrilled to accommodate the chevrons serve to distinguish the '48 Series 62 rear fenders from all other '48 and '49 rear fenders.

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1) This, of course, is aside from engine compartment "under-the-skin" modifications to accommodate the more compact and lighter '49 engine.



Fig 1. '48 Front End, Series 62 Coupe



Fig 2. '49 Front End, Series 61 Coupe



Fig 3. '48 Rear End, Series 62 Sedan



Fig 4. '49 Rear End, Series 62 Sedan



Fig 5. '48 Dash and Steering Wheel



Fig 6. '49 Dash and Steering Wheel

(continued from page 4)

During the course of the '49 model year, the rear deck lid on 61 and 62 Series sedans and the 62 convertible was given a squarer "bustle-back" shape (Figure 4), thereby altering the rear profile of the car and providing greater trunk capacity. The early '49's wore the same trunk lid and profile as the '48's. The Sixty Special and Club Coupe rear decks remained unchanged.

Because of these modifications the '48 Series 61 and 62 sedan and convertible rear V is interchangeable only on early '49 Series 61 and 62 sedans and convertibles. The rear V is the same on all '48 and '49 2-door Club Coupes ("Sedanettes").

Another rear-aspect difference between the two years lies in the reverse lights. The very late '48 and '49 models had the option of two back-up lights, one on each side under

the trunk lid (Figure 4), whereas, in most of 1948, just one was available mounted on the driver's side (Figure 3).

While the body changes for '49 were relatively minor, the interior was the subject of a more extensive makeover at the hands of the designers. The '48 dash turned out to be a one-off design, with its large, dramatic, half-moon instrument binnacle and convex "curve-dash" profile (Figure 5). The steering column and gearshift column were also hidden under sectional covers all the way down to the footwall. As had been the case in years prior to 1948, the steering and gearshift columns were again exposed in 1949. The instrument panel was completely redesigned as well for '49 (Figure 6), and the basic dash shape would be retained by Cadillac well into the 1950's.

The integration of the instrument panel with the front

doors in both years also determined that the '49 door panels would be significantly different from those of the '48 models. Thus, interior door moldings and trim are distinctive for each year. Accompanying these interior changes, modifications were also made to the upholstery patterns.

While the optional special steering wheel design apparently remained unchanged in '49, the horn ring was altered to a full circle (Figure 6). The '48 half-circle horn ring (Figure 5) was essentially a carryover from 1947.

For 1948, the footrest for rear passengers at the base of the back of the front seat, was also included in the coupe models, at least in the Series 62 version. This footrest was evidently dispensed with in '49 coupes.

The '48 and '49 Cadillacs remain a styling *tour de force* to this day.



Veteran's Day 2007



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Monthly Meeting:

Regular business meetings of the Rocky Mountain Region Cadillac & LaSalle Club are held the second Tuesday of each month, starting at 7:30 pm. We meet at the TDS/J.W. Brewer Tire Co. 11900 W. 44th Ave., Wheat Ridge, CO. This is near the Ward Road and I-70 exit.

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©2008 Rocky Mountain Region Cadillac and LaSalle Club.

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Deadline:

Is the 25th of each month.

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Check out the RMRCLC Website at:

www.rmrcl.com

and the national site at
<http://www.cadillaclasalleclub.org>

Hose Line Tip By John Cullinan

Last year John Washburn warned the C&LC members that they should switch from SAE 30R7 fuel hose to the enhanced 30R9, which is designed for fuel injected cars. He warned us that the new gasolines degrade traditional SAE30R fuel lines. I found that to be true. The fuel hose on one of my cars totally degraded and crumbled in my hands when I tried to change it.

But I found that the Gates 30R9 fuel hose was very hard to slip over the fittings. A heat gun was needed to soften it enough so it could be connected, but even then it took more effort than one would expect. It also was very expensive.

A few weeks ago I finally got around to changing the fuel hose on my '38 La

Salle. NAPA wanted \$8.00 per foot for their Gates 30R9. After doing some research, I found that Goodyear made a SAE30R9 hose that cost only \$5 per foot. The new Goodyear SAE 30R9 is compatible with a variety of fuels, including gasoline, diesel and ethanol. In addition, the SAE 30R9 can be used for sour gas and environmentally-friendly biodiesel fuel applications.

Besides the lower price, the Goodyear hose has a special blue liner that adds to resistance to the new fuels and makes it is very easy to slide over the fittings. I did not have to heat it, or muscle the hose over the fittings.

If you want to save some money and save some effort, try the Goodyear 30R9 fuel hose.

Membership Appreciation Dinner February 23

it's that time of year again when we start another season of fun for the RMRCLC by meeting for a great meal at the Mt. Vernon Country Club.

This year's dinner will be held on Saturday, February 23rd. Drinks are at 6 PM, dinner is at 7 PM. The cost to you is \$20/ person, with the club treasury picking up the rest of the tab in appreciation of your participation in the club. Please contact Dave Gloss at (303) 777-6940 for more information. We will need checks / reservations in to Brent Hladky by Feb. 9.

Either bring your check to the next club meetings or mail it to Brent at 958 St. Paul St., Denver, CO 80206 Many thanks to Dave Gloss for arranging this year's dinner and to Harry Tiffany for sponsoring this event once again!

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The Torch Has Been Passed

By John Cullinan

Our new Director, our former VP of Activities, John Serfling, has passed the torch to me as VP of Activities for 2008. At our December meeting the board and 2 members who braved the snowy weather discussed a prospective list of activities for this New Year. But first permit me to put forth our standards for the tours and activities to come. After listening to the comments, complaints and recommendations of some of our members, we have taken these into account and have come up with the following:

We want tours to be accessible to as many members as possible, to locations that are less than 4 hours away, and to areas most of us may not have visited before. Some will be day tours. Others will be 2, 3, or 4 day tours. On the longer tours we will try to find affordable accommodations that are also comfortable. The day tours may include lunch at restaurants we have not visited before and places many of you have not seen before. As for activities, they may not necessarily be auto related but will take us to unique places and exhibits, while giving us the opportunity to drive our cars.

Our first planned event will be the Member Appreciation Dinner which Dave Gloss and Harry Tiffany are planning. We hope to hear from them on this before our January meeting.

We have a number of items on our list of potential tours and activities. To name a few:

- A visit to the Washing Machine Museum (a Jerry Pache recommendation)
- A visit to the Seismic Center in Golden
- A visit to the Denver Art Museum Art Restoration Department and Private Collection
- A tour of Mt. Olivet Cemetery with a knowledgeable historian (not Tom Noel)
- A visit to the Littleton Historical Museum with its farm houses, farm animals, gardens and museum
- A day tour to Pine Colorado and Buffalo Creek, and the Little Chapel in the Hills.
- A day tour to Gold Hill and a meal at the Gold Hill Inn.
- A possible revival of the run from Loveland to Estes Park during one of the many festivals that go on there in the Spring and Summer.
- A tour to Colorado Springs to visit the original Van Briggie Pottery plant on the Colorado College and the new Van Briggie plant and shop in Colo-

rado City, combined with a tour of the Fire House Museum and shopping in Manitou Springs (we could include an overnight and the train to the top of Pikes Peak.

- A multi-day tour to Bent's Old Fort in La Junta and the Koshare Indian Museum, continuing on to Trinidad for an overnight and a tour of the sites there, combined with a drive west from Trinidad to the Stone Wall Valley and over Cuchara Pass to La Veta and back home.
- A multi-day tour up the Poudre River Canyon to Walden and north to Saratoga and Encampment Wyoming, with a return over the Snowy Range to Laramie to visit the Old Territorial Prison and back to Denver.

If any of you have any activity and tour recommendations, please share them with me. I can be reached at 303-738-3981 or at juancull@aol.com. Together we can all make this the best year of activities and tours ever.



Have a Story To Tell?

Contact your editor at dleger@ix.netcom.com. Articles for The Dagmar are always welcome! Tell us about a favorite trip in your car, about your car itself, a mystery problem you solved, cleaning tips, etc.

Cars & Parts or Sale

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Jack 303-794-2734 (January)

Official List Of RMRCLC Sponsored Functions

Saturday February 23, Membership appreciation dinner at Mt. Vernon Country Club. See page 9 of this issue and the February Dagmar for further details.

August 12—16, 2008 2008 Cadillac & LaSalle Club Grand National, Cherry Hill New Jersey. Join everyone for the 50th anniversary of the Cadillac & LaSalle Club—see <http://www.vfrclc.org/GN08.htm>

Other Events

Saturday January 26—Polar Bear Swap Meet, Adams County Fairground 8 AM to 2 PM, 9755 Henderson Road, Brighton, CO \$3 admission

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