



The Dagmar

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

Home Blog



DAGMAR NEWSLETTER

MARCH 6, 2020

EDITOR'S CORNER

Our Director, Bob Lyons, has some good stories for us this month regarding the Le Mans Race of 1950, Classic Electric and Hybrid and one on automotive terminology.

It has been a little over 3 months since our last issue of the Dagmar. The Editor and director invites our club members to contribute stories and information for publication. If they would, the Dagmar would be a more robust publication with articles of interest and information that would draw more of our members interest. Thanks go out to our skilled Editors of years past for the fine job they did producing the printed version of the Dagmar: Tim Coy, David Leger, Paul Olson. Possibly the fact we no longer send out a printed version of the newsletter may be contributing to the lack of stories and reports being submitted by members.

When I speak of requesting stories and reports from our members, I am not only thinking of stories our members author themselves but of stories and reports they may have found in other journals, magazines or newspapers which might be of interest to our members. But members could also submit reviews of products they have used. Such a review will be found in this edition of the Dagmar regarding a radiator stop leak product and a transmission leak product.

Keep reviewing your email messages from Jim Salmi which soon will be coming to you with information on our next club event: A visit to the National Wildlife Product Depository. Information on the depository can be found at <https://www.fws.gov/wildlifedepository/>. The potential date for the tour is Monday, the 23rd of March, 10:30 AM. I am awaiting confirmation.

Also watch for information regarding our Members Appreciation Brunch coming up in about 6 weeks. Potential date, April 26th.

Below is the index for this month's Dagmar:

INDEX

- Editors Comments
- Directors Comments
- Cadillac Racing in LeMans Race 1950
- Engine Terminology Versus Motor Terminology
- Electric Car Produced in Colorado 100 Years Ago
- Report on State Capitol Tour
- Review of Radiator Leak and Transmission Leak Stoppers

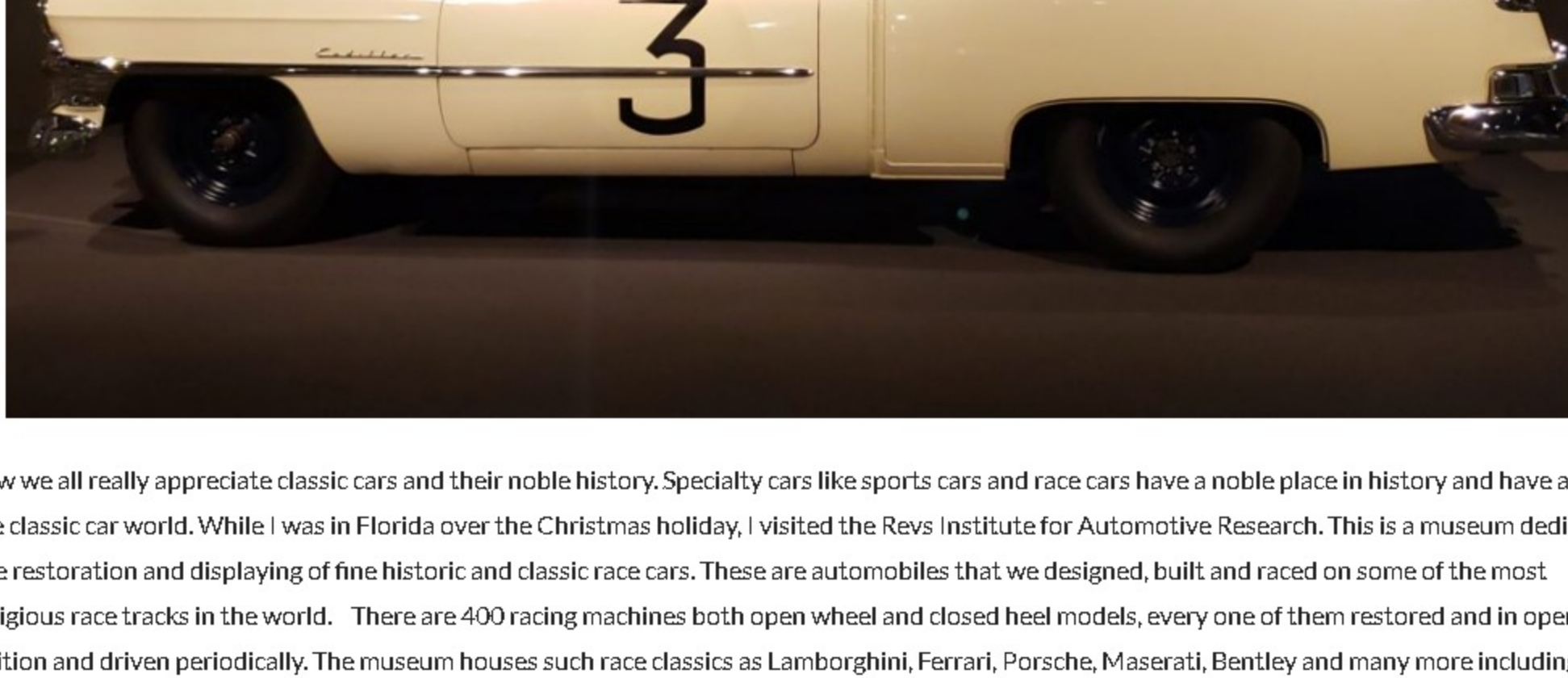
Directors Notes: by Bob Lyons

After reflecting on last years club activities, it's time again for all of us to make suggestions on new events for our Spring and Summer activities. We have had wonderful driving tours and some events. It has been the desire of many of our members that we do a few burger runs and participate in other cars shows as we had done in the past. We can take suggestions on those at our meetings or by contacting any one of the board members.

Warning: Crime Alert

It has come to our attention that there is a scam that we need to be aware of: It's the OIL SLICK scam. A scammer will pour some oil under you car, and when you get in the car the scammer will come over and tell you, you have a heavy leak under you car. When you get out to check the leak the scammer jumps in the your car and drivers off. It's happened to a few people, luckily there has been no report of it happening to any of our local or national club members. Just get the word out.

Fast Classics:



I know we all really appreciate classic cars and their noble history. Specialty cars like sports cars and race cars have a noble place in history and have a place in the classic car world. While I was in Florida over the Christmas holiday, I visited the Revs Institute for Automotive Research. This is a museum dedicated to the restoration and displaying of fine historic and classic race cars. These are automobiles that we designed, built and raced on some of the most prestigious race tracks in the world. There are 400 racing machines both open wheel and closed heel models, every one of them restored and in operating condition and driven periodically. The museum houses such race classics as Lamborghini, Ferrari, Porsche, Maserati, Bentley and many more including (believe it or not) Cadillac. It's true. All cars entered in the Le Mans race must be stock and represent automobiles offered for sale to the public.

Our beloved Cadillac earned a spot in the 1950 Le Mans race with a stock 1950 series 61 Coupe DeVille, averaging a speed of 81.5 MPH for 24 hours. The Cadillac Coupe placed 10th (only 8 MPH less than the winner), and was finish that, to the French crowd, was as surprising as the cars entry in the race. The Cadillac is on display in the museum. The Revs Institute For Automotive Research is an excellent facility to see if you ever have the opportunity to visit Naples Florida.

Electric Cars and Hybrid Cars, Aren't Brand New:



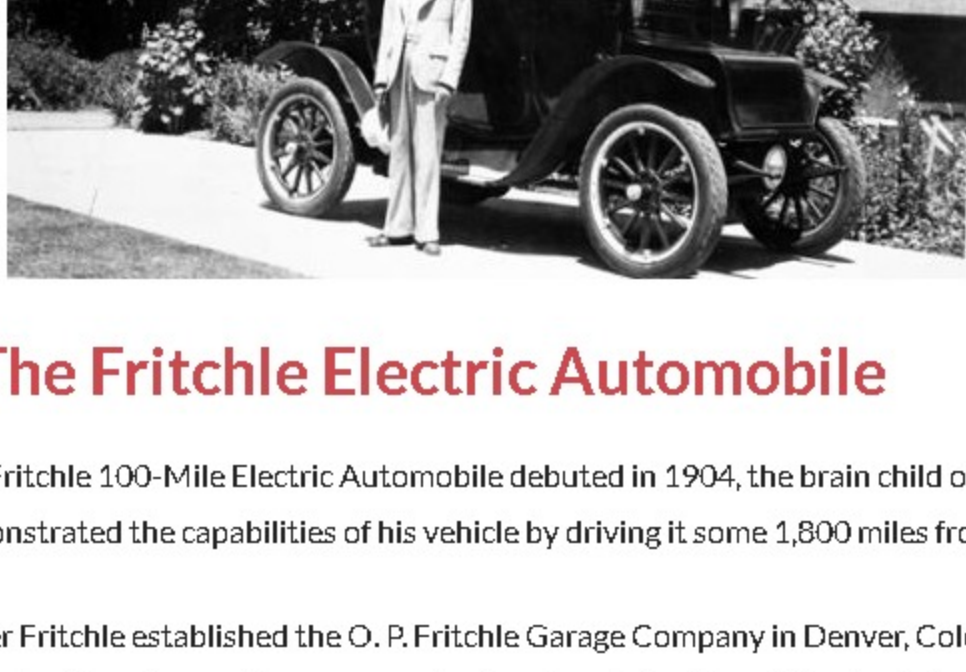
We are all aware that there is quit a bit of promotion on new electric and hybrid automobiles being offered today. But electric and hybrids were in existence a hundred years ago. We are all familiar with the Edison Electric Car, however there where others that were electric as well, and there were even hybrids. The 1916 WOODSDUEL POWER was a car with a conventional 4 cylinder engine with an electric motor connected to the rear of the engine. The electric motor would get the car going up to speed, about 20 or 30 MPH and then it would be switched over to the gas engine. As the engine drove the car, the electric motor becomes a generator and will charge the battery. It was expensive technology of the day and very difficult for the driver to make the change from the electric motor over to the gasoline engine, so it didn't catch on to the market. However, today the technology is so improved with such automatic innovations that the driver has no problem with operating hybrid car.

Engine Terminology vs. Motor Technology:

While on one of our club tours, (to the Forney Museum of Transportation in Denver), we saw many different kinds of gasoline cars and several steam engines. The topic was brought up, what is a steam engine? The fact of the matter is a steam engine isn't an engine at all. It's a motor. An engine produces its own energy for its power. In a car, for example, gasoline

firing in the engines cylinders creates the energy for the power to force the piston down to turn the crank which ultimately turns the drive wheels. An electric motor doesn't create its own energy, it depends on an OUTSIDE source of electrical energy for its power to operate. Much like a steam driven motor depends on an outside source of steam to power, the steam power generated by the fire in a steam tank is transferred to a piston that drives the wheels. So, an engine creates its own energy for power, and a motor does not. It must depend on outside source for energy. Therefore, a steam engine is actually a STEAM MOTOR.

Made in Denver, The Fritchle Automobile – First Electric Car with 100 Mile Range



• The Fritchle Electric Automobile

The Fritchle 100-Mile Electric Automobile debuted in 1904, the brain child of automotive engineer Oliver Parker Fritchle. In 1906, Fritchle famously demonstrated the capabilities of his vehicle by driving it some 1,800 miles from Lincoln, Nebraska, to New York City.

Oliver Fritchle established the O. P. Fritchle Garage Company in Denver, Colorado shortly after being granted his first battery patent in 1903. The new firm specialized in sales, maintenance, and recharging of electric vehicles, but also represented gasoline powered lines such as Hammer. He began developing and manufacturing batteries in order to enhance the range, performance, and durability of his customers' vehicles, but found automobile technology the more limiting factor after several years of battery improvements. The Fritchle Automobile & Battery Company was established by 1908 to manufacture vehicles of his own design and by 1917 he was qualified as one of the few automotive engineers in Colorado. The Fillmore Auditorium Music Venue building on 1510 North Clarkson is the original Fritchle factory

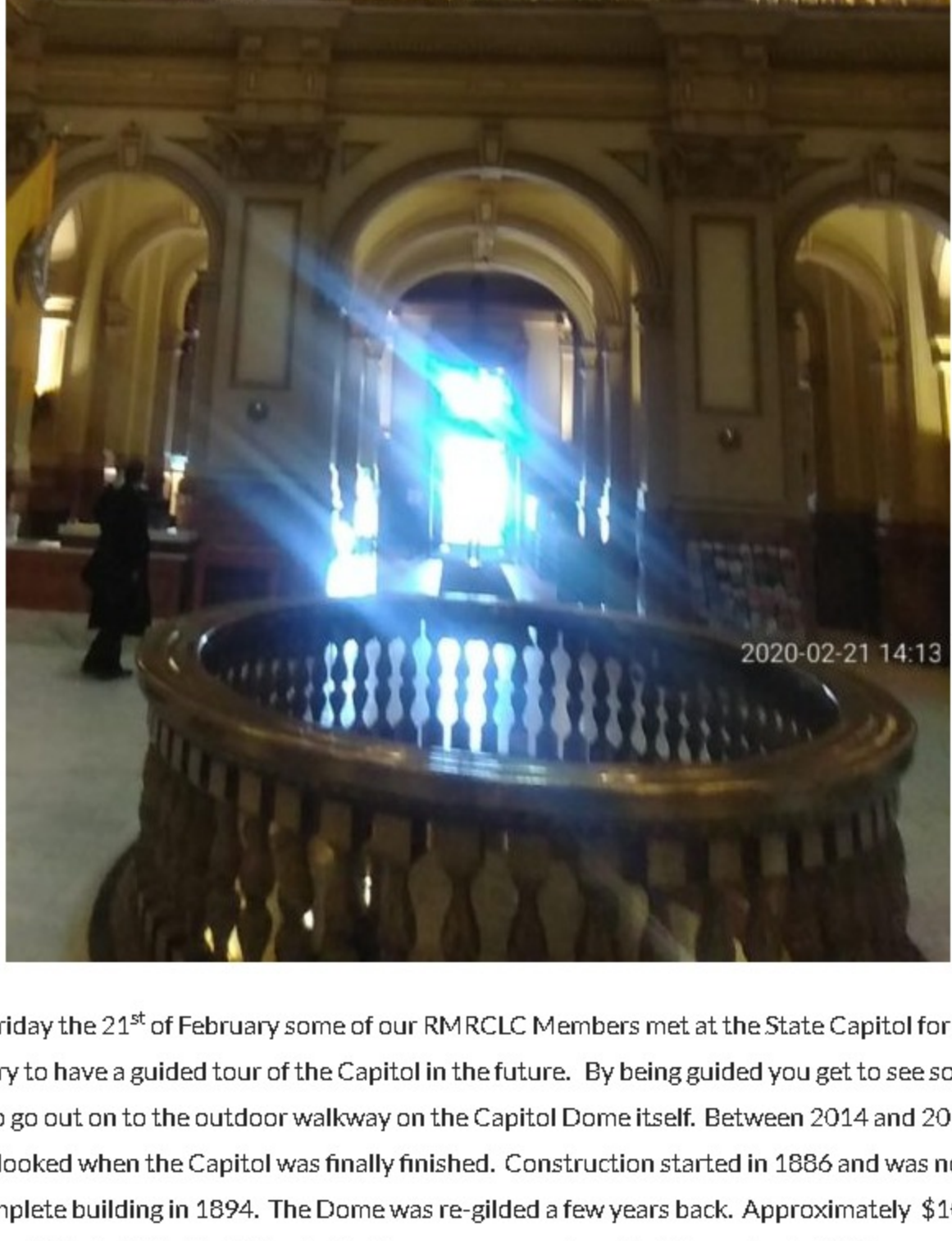
His first design halved the power consumption, nearly doubling the range, relative to competitors' vehicles. One contribution to this advantage was his successful implementation of what was known then as "electric brakes" and more recently as regenerative brakes. The concept of using the motor to recharge the batteries while slowing an electric vehicle was not new even as early as 1908. However, implementing it effectively in automobiles and trucks was still quite tricky with the technology of the period and required development of a proprietary controller.

Fritchle produced a number of practical innovations in addition to his battery and vehicle patents, such as one of the first automobile child seats. The Fritchle Milostat was a clever solution to the problem electric vehicle operators had accurately estimating the driving distance available from their batteries. It was simply a hydrometer calibrated to display the percentage of charge remaining rather than the normal, but difficult to interpret, specific gravity reading.

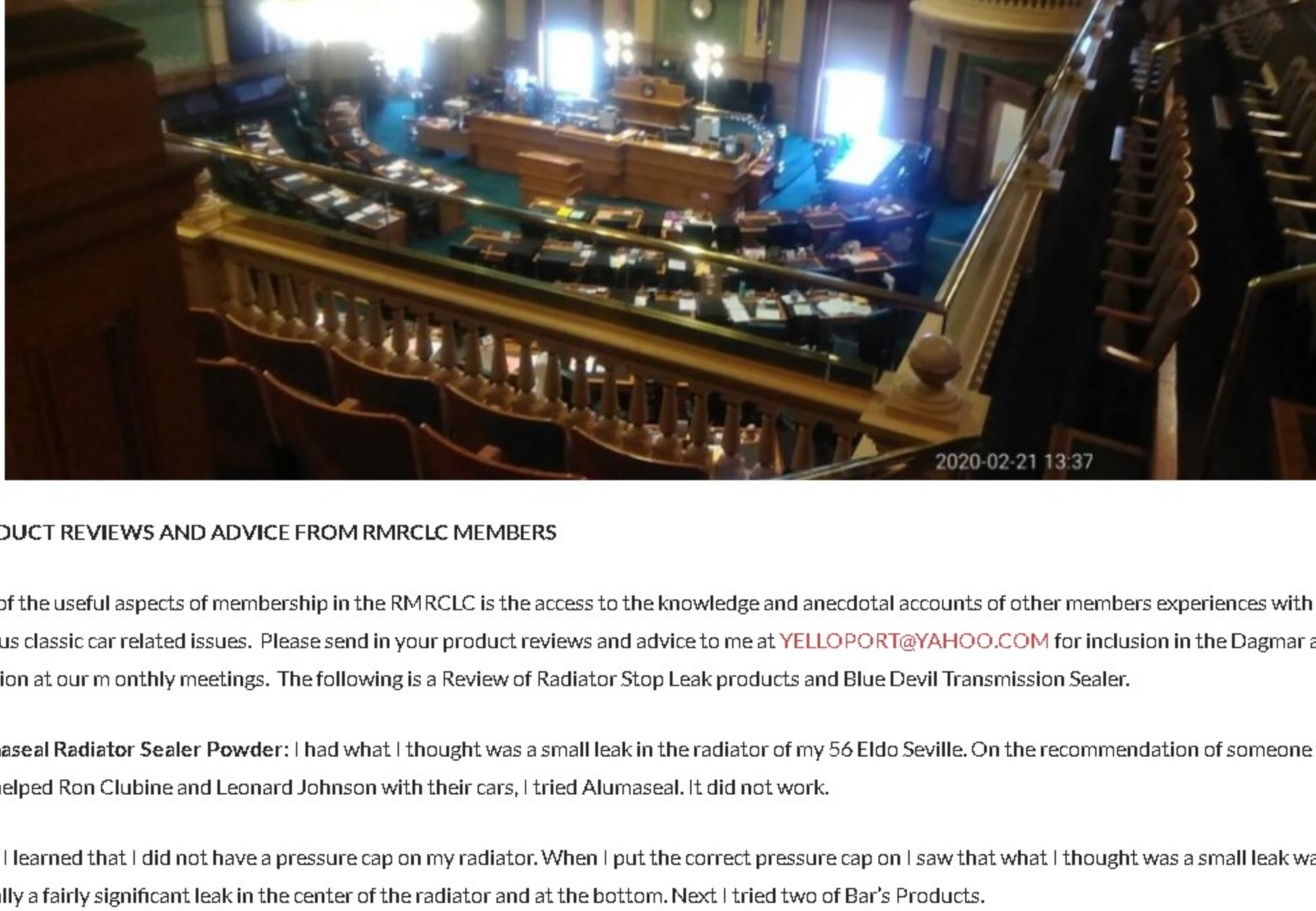
The Fritchle Automobile products evolved over five years from the carriage-like Phaeton to a broad line of cars and a commercial truck. Models made at various times during more than a decade of production included the Victoria Phaeton, four-passenger coupe, roadster, Stanhope runabout, two-passenger torpedo runabout, four-passenger tourer, a luxury five-passenger brougham, and a one thousand pound commercial truck.

Fritchle took steps to establish a company presence in Washington, D.C. at the end of his 1908 cross-country trip. Additional efforts to expand into the lucrative East Coast market were made in 1912 with the opening of a sales office on Fifth Avenue in New York City and selection of a manufacturing site in Bridgeport, Connecticut as the International Fritchle Company. However, these did not pan out and Fritchle Automobiles remained primarily a small regional manufacturer through the end of production in 1917.

REPORT ON STATE CAPITOL TOUR



On Friday the 21st of February some of our RMRCLC Members met at the State Capitol for a guided tour. Those of you who did not join the tour should still try to have a guided tour of the Capitol in the future. By being guided you get to see some areas and historical exhibits that others do not see. We also get to go out on to the outdoor walkway on the Capitol Dome itself. Between 2014 and 2016 the Senate and House chambers were restored back to how they looked when the Capitol was finally finished. Construction started in 1886 and was not completed until 1901. The first sessions were held in the incomplete building in 1894. The Dome was re-gilded a few years back. Approximately \$100,000 worth of gold was used which is only about 4 pounds of gold leaf. The building is still heated in the same manner by which it was heated 125 years ago, by STEAM. There is no air conditioning system. It is a hot building in the Summer. That is why the legislative session each year is only 120 days from January to the middle of May.



PRODUCT REVIEWS AND ADVICE FROM RMRCLC MEMBERS

One of the useful aspects of membership in the RMRCLC is the access to the knowledge and anecdotal accounts of other members experiences with various classic car related issues. Please send in your product reviews and advice to me at YELLOPORT@YAHOO.COM for inclusion in the Dagmar and for mention at our monthly meetings. The following is a Review of Radiator Stop Leak products and Blue Devil Transmission Sealer.

Alumaseal Radiator Sealer Powder: I had what I thought was a small leak in the radiator of my 56 Eldo Seville. On the recommendation of someone who had helped Ron Clubine and Leonard Johnson with their cars, I tried Alumaseal. It did not work.

Then I learned that I did not have a pressure cap on my radiator. When I put the correct pressure cap on I saw that what I thought was a small leak was actually a fairly significant leak in the center of the radiator and at the bottom. Next I tried two of Bar's Products.

Bar's Heavy Duty Concentrate Radiator Stop Leak and Conditioner. The manufacturer says it is compatible with ALL brands of Antifreeze and stops most leaks in two to five minutes. But it did not stop my leaks.

Bars Leaks Liquid Copper: After the first two stop leak products failed, I tried Bar's Liquid Copper. Major cooling system leaks, including those in radiators, heater cores, intake manifolds and blocks. Bar's Leaks Liquid Copper is good for owners like me who can't afford a mechanical fix. Unfortunately, many cooling system stop leak products aren't strong enough to stop larger leaks, and others take up to 10 hours to work. For large leaks, little time and less money, Bar's Leaks claims Liquid Copper is the solution. I have to concur. **Bar's Liquid Copper stopped my radiator leak.**

BlueDevil Transmission Sealer: I have two 1970 Eldos. Both leak transmission fluid when they sit for a while. I mean significant leaks to the amount the car can't move without adding lots of new fluid. Finally I decided to stop investing in transmission fluid and put around \$14 into trying BlueDevil. I put it in one of the cars and drove it for a couple of days. Then I put newspapers under the car where it leaked. It no longer leaked and has not leaked even after sitting for 6 weeks. I give BlueDevil a Blue Ribbon for doing what it claims it can do. To quote them: "BlueDevil Transmission Sealer permanently seals fluid leaks in your transmission, guaranteed. It restores gaskets and seals transmission leaks fast in manual or automatic transmissions". BlueDevil worked for me in one of my Eldos. I will put it in the other one after I repair another issue I have with that car.