



# **Cadillac & LaSalle Club**

## **Potomac Region**

### **Caddie Chronicle**

## **April 2022**



#### ***DIRECTOR'S MESSAGE***

#### ***BY DAN RUBY***

##### **2022 OFFICERS:**

**REGIONAL DIRECTOR**  
**AUTOMOBILIA AUCTIONEER**  
**SUMMER PICNIC HOST**  
**DAN RUBY**

**ASSISTANT REGIONAL DIRECTOR**  
**CENTRAL VIRGINIA REGION**  
**LIAISON**  
**NEWSLETTER COLUMNIST**  
**CHUCK PIEL**

**TREASURER**  
**BILL HILLIARD**

**SECRETARY**  
**DIANNA MOY**

**ACTIVITIES DIRECTOR**  
**CHRISTOPHER WINTER**

**MEMBERSHIP DIRECTOR**  
**FRANKLIN GAGE**

**NEWSLETTER EDITOR**  
**WEBSITE MANAGER**  
**VINCE TALIANO**

**NATIONAL DIRECTOR**  
**NEWSLETTER COLUMNIST**  
**JACK MCCLOW**

##### **OTHER KEY POSITIONS:**

**ASSOCIATE NEWSLETTER EDITOR**  
**SANDY KEMPER**

**NEWSLETTER COLUMNIST**  
**RITA BIAL-BOXLEY**

**NEWSLETTER COLUMNIST**  
**CHRIS CUMMINGS**

**NEWSLETTER COLUMNIST**  
**SUSAN DENCHFIELD**

**VALLEY FORGE REGION LIAISON**  
**NEWSLETTER COLUMNIST**  
**LYNN GARDNER**

**NEWSLETTER COLUMNIST**  
**LARRY GOOD**

**NEWSLETTER COLUMNIST**  
**TOM MCQUEEN**

**CENTRAL PENNSYLVANIA REGION**  
**LIAISON**  
**NEWSLETTER COLUMNIST**  
**RICHARD SILLS**

A busy month is upon us with several key events. First on the list is a car show on Saturday, April 2 at the Olney, MD Assisted Living facility that benefits the Parkinson's Foundation. The following Sunday, April 10, is a car show at the Bretton Woods Country Club in Germantown, MD hosted by Chuck McDonald and CLC Potomac Region member Joe Palmore. See the calendar of events for more information including links to available flyers.

To round off the month, on Sunday, April 24 our 30th Annual Car Show and Automobilia Auction will take place at Sport Cadillac in Silver Spring, MD. **To encourage attendees to bring their vehicles and enter them in the show, a special drawing will be held with a \$200 prize given to the owner of a registered vehicle in attendance! See the registration form in this issue with information on how to pre-register.** It saves you \$5 per vehicle and the Region paperwork on the day of the show.

If you are available to volunteer the day of the show, please let me know. Also, don't forget that we will be having the automobilia auction, so donated items brought to the show will be appreciated.

Warm weather is around the corner and that means more upcoming activities for club members to enjoy, so let's get these cars out of hibernation. Personally, I am looking forward to getting out and enjoying fellowship with our members and friends.

If you are looking to sell or buy a Cadillac, consider listing an ad in the newsletter. With our Caddie Classifieds, we've been successful on both ends of a deal for our members.

Happy Motoring!

*Dan Ruby*



# **Cadillac & LaSalle Club Potomac Region Caddie Chronicle April 2022**



## **IN MEMORIAM: JAMES GREGG**

**BY JACK MCCLOW, RICHARD SILLS AND VINCE TALIANO**



Longtime CLC Board of Director member James Gregg, of Norfolk, VA, died on Friday, February 11. It happened just a few days after he distributed the Hampton Roads Region newsletter, *The Gold Standard*, saying he looked forward to seeing everyone in March. In the March 2022 issue of *The Self-Starter*, James was listed among the appointed CLC Board members, where he had served for 24 years, in addition to being his region's director for 10 years and newsletter editor for 15 years (see below). James took his responsibilities as a CLC National Board Member very seriously, and attended Board meetings regularly, regardless of where they were located. In addition to his service to the club, he was very active with the Royster Presbyterian Church in Norfolk.

## **APPOINTED BOARD MEMBERS CADILLAC & LASALLE CLUB**

The following directors are not on the ballot, but are appointed by their individual Regions to represent them.

*Board members listed in alphabetical order*



### **JAMES GREGG**

Norfolk, Virginia

James R. Gregg has been an appointed CLC board director since 1998. He restored his first auto in 1964. James has worked as a Cadillac restorer since 1980. He supported the inclusion of Cadillac customs from day one. He has been the Hampton Roads Region director for 10 years and newsletter editor since 2007.

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March 2022 » The Self-Starter [cadillacalsalleclub.org](http://cadillacalsalleclub.org)

James, pictured right in blue shirt, attended the 2017 Grand National in McLean, VA, where he and his teammate judged Potomac Region member Herb Cupo's 1956 Series 75 Derham Limo. The photo appeared on page 7 of the November-December 2017 issue of *The Self-Starter*. The Club will be hard pressed to find a nicer or more dedicated member than James. He is survived by his wife, Pamela, and many family members and friends.



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# **Cadillac & LaSalle Club**

## **Potomac Region**

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#### **MARCH 21, 2022 MEETING MINUTES** **BY DIANNA MOY**

**PLACE:** TGIF Restaurant, Rockville, MD and Zoom online

**TIME:** Open discussion started at 7:05 PM, meeting started at 7:35 PM and concluded at approximately 8:45 PM

**PRESIDING:** Dan Ruby, Regional Director

**ATTENDEES:** 15 attendees, including six officers: **Dianna Moy (Secretary)**, **Dan Ruby (Regional Director)**, **Bill Hilliard (Treasurer)**, **Chuck Piel (Assistant Regional Director)**, **Franklin Gage (Membership Director)**, **Vince Taliano (Newsletter Editor and Webmaster)**, Randy & Susan Denchfield, Larry Good, Dale Graves, Rick Menz, Douglas Robinson, Robert Schles, Richard Sisson and Michael Stinson

**DIRECTOR'S REMARKS:** Dan Ruby thanked everyone for attending the first in-person monthly meeting of the year.

**SECRETARY'S REMARKS:** Dianna Moy did not read the minutes from the previous meeting since they were published and distributed to all members in the December 2021 newsletter.

**TREASURER'S REPORT:** Bill Hilliard reported the year-to-date financials. Total Revenue \$1,860.78, Total Expense \$1,658.06, and Net Income \$202.72.

**MEMBERSHIP REPORT:** Chuck Piel reported that we currently have 165 members. Welcome to our newest members: David & Kelly Urgo, Alexandria, VA, 1960 Series 62 Convertible and 1962 Eldorado Biarritz; Stephen Clark, Baltimore, MD, 1972 Eldorado Coupe; David & Sarah Durkin, Annapolis, MD, 1976 Coupe Deville; Colin & Hillary Benson, Poolesville, MD, 1976 Eldorado Convertible; and David West, Hagerstown, MD, 1964 Eldorado Convertible.

**ACTIVITIES REPORT:** The following activities were discussed:

- **Upcoming PR Events:**
  - **30th Annual Car Show & Automobilia Auction, Sport Cadillac, Silver Spring, MD, Sun, April 24, 9:00 AM–3:00 PM.** Dan Ruby announced that a special drawing will be held with a **\$200 prize** given to the owner who brings a car and enters it in the show. The Region is trying to encourage attendees to bring their vehicles to the show! Pre-registration is encouraged; it saves attendees \$5 per vehicle and the Region paperwork on the day of the show. See the registration form in the April newsletter for more info.
- **Upcoming Non-PR Events:**
  - **Car Show Benefiting Parkinson's Foundation, Olney Assisted Living, Olney, MD, Sat, April 2, 10:00 AM–1:00 PM.**
  - **Car Show, Car Corral and Swap Meet, Bretton Woods Country Club, Germantown, MD, Sun, Apr 10, 8:00 AM–3:00 PM.**
  - **Spring Carlisle, Fairgrounds, Carlisle, PA, Wed-Sun, Apr 20-24.** Visit [website](#) for more info.

**NEXT MEETING:** Our next meeting will be announced via email and on our website.

**ADJOURNMENT:** Meeting adjourned at approximately 8:45 PM.



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle April 2022



## 2022 EVENTS CALENDAR

| Date                        | Time                           | Event  | Location  | Contact   |
|-----------------------------|--------------------------------|--|---|---|
| Apr 2<br>Sat                | 10:00 am –<br>1:00 pm          | Car Show Benefiting<br>Parkinson's Foundation<br><a href="#">See flyer</a>                                   | Olney Assisted Living<br>Olney, MD                            | Dena Nightingale at 301-570-0525<br>or <a href="#">send email</a>   |
| Apr 10<br>Sun               | 8:00 am –<br>3:00 pm           | Car Show, Car Corral and<br>Swap Meet  | Bretton Woods<br>Country Club<br>Germantown, MD               | <a href="#">Visit website</a>   |
| Apr 20-24<br>Wed-Sun        | Gates open daily<br>at 7:00 am | Spring Carlisle  | Carlisle, PA  | 717-243-7855 or<br><a href="#">Visit website</a>  |
| Apr 24<br>Sun               | 9:00 am –<br>3:00 pm           | 30th Annual<br>CLC Potomac Region<br>Dealer Show and<br>Automobilia Auction                                  | Sport Cadillac<br>Silver Spring, MD                           | Chuck Piel at 240-888-5115<br>or <a href="#">send email</a>   |
| Apr 30<br>Sat               | 11:00 am –<br>6:00 pm          | CLC Raritan River Region<br>20th Anniversary<br>Celebration and Driving<br>Tour<br><a href="#">See flyer</a> | Joe Puleo's Garage<br>Wall Township, NJ                       | Jeff Montgomery at 732-406-9120<br>or <a href="#">send email</a>  |
| May 6-7<br>Fri-Sat          |                                | Annual Meet hosted by<br>the AACA Old Dominion<br>Meet Association<br><a href="#">See flyer</a>              | Historic Manassas, VA   | Franklin Gage at 703-869-8434<br>or <a href="#">send email</a>  |
| May 14<br>Sat               | 10:00 am –<br>3:00 pm          | Antique Car Show hosted by<br>the Early Ford V-8 Club<br>NOVA Regional Group<br><a href="#">See flyer</a>    | City Hall<br>Historic Old Town<br>Fairfax, VA                 | <a href="#">Visit website</a> or <a href="#">send email</a>   |
| May 21<br>Sat               | 9:00 am –<br>3:00 pm           | 16th BOPC Car Show<br>presented by the<br>Delaware Valley<br>Oldsmobile Club                                 | West Goshen<br>Community Park<br>West Chester, PA             | Delaware Valley Oldsmobile Club at<br><a href="#">send email</a>  |
| May 21<br>Sat               | 10:00 am –<br>2:00 pm          | 3rd Annual Cruise-In<br>Car Show<br><a href="#">See flyer</a>  | Delaware State<br>Police Museum<br>Dover, DE                  | Don Miller at 610-329-4377<br>or <a href="#">send email</a>   |
| Jun 19<br>Sun               | 10:00 am –<br>3:30 pm          | 47th Annual Father's Day<br>Antique and Classic Car<br>Show<br><a href="#">See flyer</a>                     | Sully Plantation<br>Chantilly, VA                             | John Dougherty at 703-971-8033<br>or <a href="#">send email</a>   |
| Jun 21-25<br>Tue-Sat        |                                | CLC Grand National<br>hosted by the West of the<br>Lake Region<br><a href="#">Visit website</a>              | Westin Chicago<br>Lombard, IL                                 | Dan Graziadei at 847-707-4790<br>or <a href="#">send email</a><br>Valerie Leon Brown at 708-254-4966<br>or <a href="#">send email</a> |
| Jul 24<br>Sun               | 8:00 am –<br>3:00 pm           | 18th Annual All Vehicle<br>Show hosted by the VCCA<br>Free State Region<br><a href="#">See flyer</a>         | Reisterstown<br>Regional Park<br>Reisterstown, MD             | Mike Natale at 443-465-7492<br>or <a href="#">send email</a>  |
| Aug 26-28<br>Fri-Sun        |                                | The Atlantic City Auction<br>& Car Show  | Convention Center<br>Atlantic City, NJ                        | <a href="#">Visit website</a>   |
| Sep 10<br>Sat               | 8:30 am –<br>3:00 pm           | 33rd Annual All-GM Show<br>sponsored by the<br>Maryland Camaro Club<br><a href="#">See flyer</a>             | Walkersville Volunteer<br>Fire Department<br>Walkersville, MD | <a href="#">Visit website</a>   |
| Oct 20-<br>Nov 4<br>Thu-Fri |                                | CLC National Driving Tour<br><a href="#">Visit website</a>   | Starting Location:<br>Virginia Beach, VA                      | Dave Rubin at 914-980-6776<br>or <a href="#">send email</a>   |





# **Cadillac & LaSalle Club Potomac Region Caddie Chronicle April 2022**



## **30th Annual Dealer Show and Automobilia Auction Sunday, April 24, 2022**

### **Car Registration:**

**9:00 am – 12:00 pm**

Please read the Car Show Rules  
on the following page

### **Car Show Hours:**

**9:00 am – 3:00 pm**

**Awards presented at 3:00 pm**

### **Sport Cadillac**

**3101 Automobile Blvd.**

**Silver Spring, MD**

**301-800-7827**



### **LOCAL DIRECTIONS:**

#### **From Northern Virginia (I-495/I-270)**

- Take I-495 N / Capital Beltway N
- Keep left to get onto I-270 N / Dwight D Eisenhower Hwy N
- At Exit 9A-B, head right on the ramp for I-370 toward Metro Station
- Keep straight to get onto MD-200 E / Intercounty Connector E
- At Exit 17, head right on the ramp toward Briggs Chaney Rd.
- Turn right onto Briggs Chaney Rd., then immediately turn right onto Automobile Blvd.



#### **From Baltimore (I-95)**

- Take I-95 S
- At Exit 31B, head on the ramp right and follow signs for MD-200 W
- At Exit 17, take ramp right and follow signs for Briggs Chaney Rd.
- Bear right onto Briggs Chaney Rd.
- Turn left onto Automobile Blvd.

#### **From Greenbelt (I-495/I-95)**

Take I-495 N / I-95 N

- Keep right to stay on I-95 N
- At Exit 31-32-33, head right on the ramp for MD-200 W / Intercounty Connector W toward Konterra Dr.
- At Exit 17, head on the ramp right and follow signs for Briggs Chaney Rd.
- Bear right onto Briggs Chaney Rd.
- Turn left onto Automobile Blvd.

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# Cadillac & LaSalle Club Potomac Region Caddie Chronicle April 2022



## 30th Annual Dealer Show and Automobilia Auction Sunday, April 24, 2022

### Car Show Rules

- **Rain Date:** There is no rain date for this show. If inclement weather causes a cancellation, an email will be sent to all pre-registered attendees (email address required on registration form) and region members. In addition, an announcement will be posted on the club's website. Rules of participation will be subject to any COVID-related restrictions by the county or dealership, if any, in effect on the show date.
- **Safety:** If a vehicle has fluid drips or leaks, the owner must bring absorbent material or drip pans to avoid slippery conditions and to protect the show field parking lot. **The Potomac Region reserves the right to prevent any cars with excessive fluid leaks from entering the show field.** It is recommended that a working fire extinguisher be in every vehicle.
- **Judging / Parking Rules:** The Potomac Region reserves the right 1) to determine each vehicle's judging class and 2) placement in the show field. Vehicles will be peer judged by the individual owners of the registered cars, including their own. Awards will be given to winning vehicles in each class. Trailer parking is available.
- **Food and Drink:** A food vendor will be on-site. All participants and guests are responsible for their own food and beverages.
- **Chairs:** All participants and guests are responsible for bringing their own chairs.

### Car Show Registration Form

#### Judging Classes

Class A: 1903-1942 Cadillac/LaSalle  
Class B: 1946-1964 Cadillac  
Class C: 1965-1976 Cadillac  
Class D: 1977-1985 Cadillac  
Class E: 1985-1999 Cadillac  
Class F: 2000-Present Cadillac  
Class G: Display Only

#### Other Awards

Best of Show – Early (1970 or earlier)  
Best of Show – Late (1971 or later)  
Long Distance (Driven Cars Only)  
Ladies' Choice  
Henry Ruby Memorial  
Dealer's Choice

A vehicle receiving "Best Postwar (1946-Present)", or "Best of Show" will not be eligible to receive an award in its respective judging class.

### Registration Form

Make checks payable to **CLC Potomac Region** and U.S. mail with completed registration form to:  
Bill Hilliard, Treasurer  
12602 Eldrid Ct.  
Silver Spring, MD 20904-3505

Name(s): \_\_\_\_\_ Total Number Attending: \_\_\_\_\_

Address: \_\_\_\_\_ Email Address (required): \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

**Vehicle Registration Fee: (up until April 17: \$20/per car, after April 17 including day of show: \$25/per car)**

Circle Make: CAD LAS Year: \_\_\_\_\_ Class: \_\_\_\_\_ Model: \_\_\_\_\_

Circle Make: CAD LAS Year: \_\_\_\_\_ Class: \_\_\_\_\_ Model: \_\_\_\_\_

Circle Make: CAD LAS Year: \_\_\_\_\_ Class: \_\_\_\_\_ Model: \_\_\_\_\_

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Check box if you do not  
want your vehicle judged  
for awards / display only

**NOTE: By attending this car show, you and your guests voluntarily assume all risks related to exposure to COVID-19 and agree to hold neither Sport Cadillac nor the Cadillac & LaSalle Club Potomac Region liable for any illness.**

#### FOR FURTHER INFORMATION:

Chuck Piel, Assistant Regional Director  
240-888-5115

[chuckpiel@clcpotomacregion.org](mailto:chuckpiel@clcpotomacregion.org)

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# **Cadillac & LaSalle Club Potomac Region Caddie Chronicle April 2022**



## **1934 CADILLAC V-16 CONVERTIBLE BY HYMAN LTD.**



In 1930, Cadillac fired the opening salvo in the so-called multi-cylinder war among American luxury car companies. The new overhead-valve V-16 engine was unmatched in power and prestige and Cadillac's competitors scrambled to react some betting – and losing – their very existence. With few peers the Cadillac V-16 was one of America's most sought-after luxury cars offering 175 horsepower with exceptional refinement. Named for its displacement in cubic inches the Series 452 V-16 was suitably updated with a more robust chassis and running gear to handle the engine's power. The engine was more than up to the task of propelling appropriately large and heavy coachwork typically in the form of elaborate lavishly trimmed limousines and sedans from GM's primary body suppliers Fleetwood and Fisher. However, a select few customers opted for something altogether more sporting, and a comparatively small number of more flamboyant roadsters and open convertible coupes found their way to style-conscious owners.

Cadillac wanted the V-16 to remain at the pinnacle of the market and updated it annually. For 1934 the entire Cadillac line was redesigned with beautiful new styling influenced by the Streamline-Moderne period. The new design was lower and longer than before with pontoon fenders bullet headlamps and clean linear details. Intricate touches like the fabulous bi-plane bumpers revealed the aviation inspiration. Mechanically the V-16 was uprated to 185 horsepower and sat in a massive 154-inch wheelbase chassis. Yet America was still in the throes of the Great Depression and despite all the visual splendor and engineering excellence Series 452D sales amounted to a mere 56 chassis.





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This breathtaking one-off Cadillac V-16 exemplifies the elegance and grandeur of the Classic Era and is a stunning piece of early Streamline design. According to the accompanying build records and expert research chassis number 51-44 was ordered through Randall-Donaldson Cadillac of Brooklyn, NY. The build sheet specifies Fleetwood's magnificent two-door Convertible Coupe "Victoria" body style number 5885 in the Fleetwood catalogue. Equipped for long journeys the 5-passenger convertible coupe features a cavernous built-in trunk as well as a trunk rack for even more storage. Other options include a radio banjo steering wheel chrome hubcaps silver goddess mascot and a single trunk-mounted spare wheel.

Records indicate it may have been ordered for New York financier Mr. Allan J. McIntosh though it is unclear if he ever took delivery, and it is accepted that the car's first documented owner was Mr. Hugh McLeod Fenwick as his initials are engraved in the steering wheel hub. An heir to a California lumber fortune and resident of Bernardsville, NJ, Fenwick was an experienced aviator and served as the European sales agent for Vultee Aircraft (which later became Convair). His role required frequent extended stays in Europe and his magnificent Cadillac often accompanied him. With a 154-inch wheelbase and an overall length of 21' 6" the massive V-16 undoubtedly made a bold statement. Hugh Fenwick returned home in 1940 eventually retiring in Aiken, SC. While it was customary for wealthy owners to trade their cars regularly to stay up with the latest fashion, Mr. Fenwick was a notable exception holding on to his one-off Fleetwood Cadillac until 1970!





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It was then when a young New Mexico-based car enthusiast named **Mr. Robert Friggens** caught wind of a V-16 being offered by a dealer in North Carolina. His hunt for the car first involved a trip to Chicago to pay a tipster for the lead. He then flew to Washington D.C. and hitchhiked 400 miles southwest to Hickory NC. There he found a run-down old building with a bunch of worn-out government surplus cars for sale. The proprietor Mr. Joe Smart asked for payment (\$6,000) and in return gave Friggens a receipt (for a "16 sil cat") and directions to Fenwick's estate – a further 200 miles away! Fenwick was there to greet them, and the men finalized a deal. He was particularly pleased that the car would be restored as he had a deep affection for it after caring for it for all those years.



Photos from immediately before and after Friggens' acquisition show the Cadillac was exceptionally well kept though showing its age. The black paint was original the body complete straight and trim intact – down to notoriously delicate bi-plane bumpers. The interior was original including the leather seat upholstery lovingly maintained by

Fenwick. With the deal done Friggens serviced the big V-16 and drove it home to New Mexico. He later noted it had only 80,000 miles at the time and was by no means a worn-out automobile – a testament to the quality of the Cadillac Series 452D and the care it received from Mr. Fenwick.

Friggens performed an extensive restoration and after three years in his care reluctantly sold the Cadillac to finance the purchase of an ex-Al Jolson Packard. Subsequent owners are well documented and around 1980 Mr. Jon Freeman of Illinois commissioned Fran Roxas to perform a meticulous restoration. It subsequently achieved several 100-point results in CCA competition in the early '80s and appeared on the lawn of the Pebble Beach Concours d'Elegance in 1982 taking Best in Class. It eventually passed to Mr. Jerry Moore of Houston, TX then to the noted collector Mr. William Parfet of Hickory Corners, MI. After Parfet's time it was shown by Mr. James Raisbeck at the 2002 Pebble Beach Concours then sold to Mr. Steven Plunkett of London, Ontario.



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Mr. Plunkett had created one of the world's premier collections of Cadillac automobiles displaying them at his famous Fleetwood Acres Estate and the Fenwick V-16 served as the centerpiece of his superlative collection. He showed the car frequently taking a Best in Show at the 2017 Hilton Head Concours. During Plunkett's tenure mechanical work and cosmetic freshening were entrusted to the renowned experts at RM Restorations in Ontario. The most recent owner acquired the car from Plunkett in 2018 and it has continued to rake in awards and accolades.



As offered here this extraordinary Cadillac is presented in superb condition with a world-class restoration that remains remarkably fresh. It accurately restored to its original specification excepting only a color change from black to maroon and the fitment of period-correct rear wheel arch skirts which subtly enhance the marvelous Streamline-Moderne design. The deep burgundy leather upholstery and black canvas top round out the elegant presentation. It is superbly detailed inside and out and is ready to carry on its winning ways on the show field or enjoy the unparalleled refinement on tour. This extraordinary one-off Cadillac represents the pinnacle of American Motoring in 1934 and remains a truly breathtaking display of Classic Era extravagance. Listed at \$1,575,000, offers welcomed and trades considered. For additional details, please view this listing directly on our [website](https://www.clcpotomacregion.org).







# **Cadillac & LaSalle Club Potomac Region Caddie Chronicle April 2022**



**DON'T RAISE YOUR BOY WITHOUT A CADILLAC  
BY PAUL FRIGGENS, ASSOCIATE EDITOR  
THE TOWN JOURNAL<sup>1</sup>  
MARCH 1, 1955**

**[Editorial Note - This story, which was originally published in the Town Journal in March 1955 and condensed and re-published by the Reader's Digest, was written by Paul Friggens about his teenage son, Bob. It told the tale of how the young man's purchase and restoration of a '41 Cadillac Fleetwood 60 Special influenced his life, including the purchase 15 years later of the 1934 Cadillac V-16 Convertible featured in the previous story. It is as inspirational today as it was then].**

**Bob Friggens says....The best thing about this story is something my dad and I discovered together. Maybe you can find it too.**

One night two years ago when I was in Philadelphia on business, I got an urgent telephone call from my son Bob, at our home in Boulder, Colo. "Pop, I've got a big deal on. I've lined up a car." Bob had just turned 16 and I wasn't entirely surprised – on the morning of his birthday, he had camped on the courthouse steps waiting to take his driver's test. "I suppose you want a hot rod," I said. "No, I've spotted a Cadillac." I gasped. "What on earth do you want with a **Cadillac**?" "I want it to deliver my telegrams."

That winter Bob had been using his bicycle to deliver for Western Union before and after school. Now for about \$300 he wanted to buy an ancient Cadillac and make his deliveries in comfort. "Ridiculous!" I said. "You must have gone out of your mind." We argued for a while, then said goodnight and I sat down to write a fatherly letter.

"Son, at 16, your grandfather came to this country a penniless immigrant. By dint of his pioneering, I was able to go to college and progress a bit further. Now, Bob, you have the best chance of all. But we haven't arrived at the point where you can deliver telegrams by Cadillac!" I dispatched my advice airmail. I could picture my son reading the letter.

Early next morning, I was awakened by another urgent long-distance call. "Pop, I've talked it over again with Mom and I've just **got** to get that car. It's real sharp and worth a lot more than \$300, and another guy's after it!" Then he used his clinching arguments. On his birthday, his mother and I had warned against the risks of riding in old jalopies. "With this big, safe car," Bob argued now, "you'll never have to worry."

<sup>1</sup> Town Journal (1 March, '55), copyright 1955 by Farm Journal, Inc., 230 Washington Square, Philadelphia, PA.





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We had also tried to teach him to save it for something big and purposeful. Now the comeback: "Pop, I've been saving my money for three years, and what better can I get with it than a Cadillac?" Clearly talked down, I gave my reluctant okay. Since then our family has progressed from one Cadillac crisis to another.

**Now, my son's Cadillac** was a 1941 Fleetwood sedan, a specialty number for which collectors pay fancy prices. It was equipped with just about everything, including a Sunshine Turret Top – a sliding roof-panel. But it had only one carburetor, and Bob was determined to have double carburetors, the hot-rod's "necessity."



**Bob Friggens works on his '41 Fleetwood with the Sunshine Turret Top. Note the Rocky Mountains over his left shoulder.**

**Circa 1955**

**Photograph by Bob Friggens**

After days of searching, he located a second carburetor on a wrecked Cadillac ambulance. He commenced to tear his prize down and rebuild it on our kitchen table. We had carburetors for breakfast, lunch and dinner. In order to set the kitchen table, his mother had to remove a litter of metering rods, float gauges, power bypass valves, bolts, springs and "idle" screws. She gave Bob her largest baking pan to keep his parts together. One day I took a stand. "If they needed two carburetors on this thing, engineers would have supplied them in the first place." I said. "Besides, everybody knows that two carburetors will use double the amount of gas. Who's going to buy *that*?" "It's just the opposite, Pop. They're putting twin carburetors on lots of the new Cads. They step up the pickup and mileage because they give better gas distribution to the cylinders."

When he had finished rebuilding **both** carburetors, Bob dragged in other engine parts to clean and examine. It was bitter cold in the garage, so we consented to the invasion. Soon Cadillac parts soaking in distillate shoved us out of our breakfast nook. On Thanksgiving, his mother looked for her roaster and found it in the basement full of crankcase oil. About this time I had to go away again, so I left some parting advice: "Put back the single carburetor the way it was and leave well enough alone."

While I was away, Bob cut open the intake manifold and redesigned it with mounts for double carburetors. He had welded the job himself. I returned from my trip just in time for the trial run. **With a show of triumph**, the young mechanic adjusted the throttle linkage to the twin carburetors and signaled for me to step on the starter. The car roared, backfired, and we were off for the road test. We noticed at once that the engine was running rough. Carburetors not set right," Bob explained. Now the engine began to miss badly. Bob looked worried.



# **Cadillac & LaSalle Club**

## **Potomac Region**

### **Caddie Chronicle**

#### **April 2022**



We barely made it back home. In his haste and inexperience, Bob had done a poor welding job, leaving bits of brass inside the manifold. Sucked into the combustion chamber with the gas, they had seriously damaged the valves and pistons. I stamped into the house. Bob trailed my dejectedly. "All he wants to do," I told his mother, "is to tear a perfectly good car to pieces. I was a fool to let him have the thing in the first place." Then I laid down the law: "Bob, you'll have to fix this and pay for it yourself. After that I think we'll get rid of it."

The damaged valves and pistons were a major garage job. It would cost \$196 to get the old car in running order – retaining the twin carburetors. We finally agreed to let Bob keep the car if he footed the repair bill. He was the happiest kid on earth.

On Saturday he took a downtown dishwashing job, and soon after we were deluged with callers at front door and back. Without telling us, Bob had advertised his precious woodworking tools – sander, table saw and drill press – to help pay the \$196 garage bill. All weekend his mother and I shuttled to and from the basement showing tools. Before long the boy had paid every penny.

I went away again on business for nearly a month and put the Cadillac out of my mind. On my first day home I was shocked to discover in the basement what looked like two or three old Cadillacs in spare parts. Bob had lugged home everything from grilles to tail fins, and for lack of space had even stashed a few fenders and doors under the porch.

I steamed upstairs to his mother. "Do you realize that **your** son has sunk the rest of his savings in second-hand junk? Now we **are** going to get rid of that Cadillac." I cornered Bob as soon as he came home from school. "You get that junk out of the basement by Christmas." "But Pop, it isn't junk – it's an investment. Look at those doors. I got four for \$10. Not a dent or a scratch on 'em. You know what a body man wants for one **new** door? Sixty-five dollars! You never know when you might need another door."

Bob defended his other "bargains": radio, drive shafts, steering column, starter, fog lights, fender skirts, hub caps, ashtrays and chrome trim by the yard. "Pop, you can't buy real chrome like that today on the **new** cars." I found that Bob had scoured nearly 50 junkyards in Denver and was on friendly terms with the owners. Some trusted him with their keys or gave him a cut-rate because he was careful to strip the parts without damaging the rest of the car.

**He had accumulated** sufficient parts not only to replace every worn piece on the Cadillac, but to start a small-parts enterprise on his own. He had everything inventoried, too. Already, other car-lovers were hunting him up. Suddenly, I began to see my son in a new light. We had a budding businessman in our basement. From time to time, now, Bob invited me out to the garage to tinker or talk shop or just prowl among the spare parts. I was pleased that he was selling enough parts at enough profit to cover the cost of replacements on his Fleetwood. Gradually, he was pushing his car to perfection – new brakes, new clutch, and new shock absorbers. With his basement stock, he replaced hood, fenders, doors and every piece of blemished chrome. He was mastering new skills. No longer a novice, but a fledgling mechanic! I was beginning to understand the urge that had been driving him all the time.



## **Cadillac & LaSalle Club Potomac Region Caddie Chronicle April 2022**



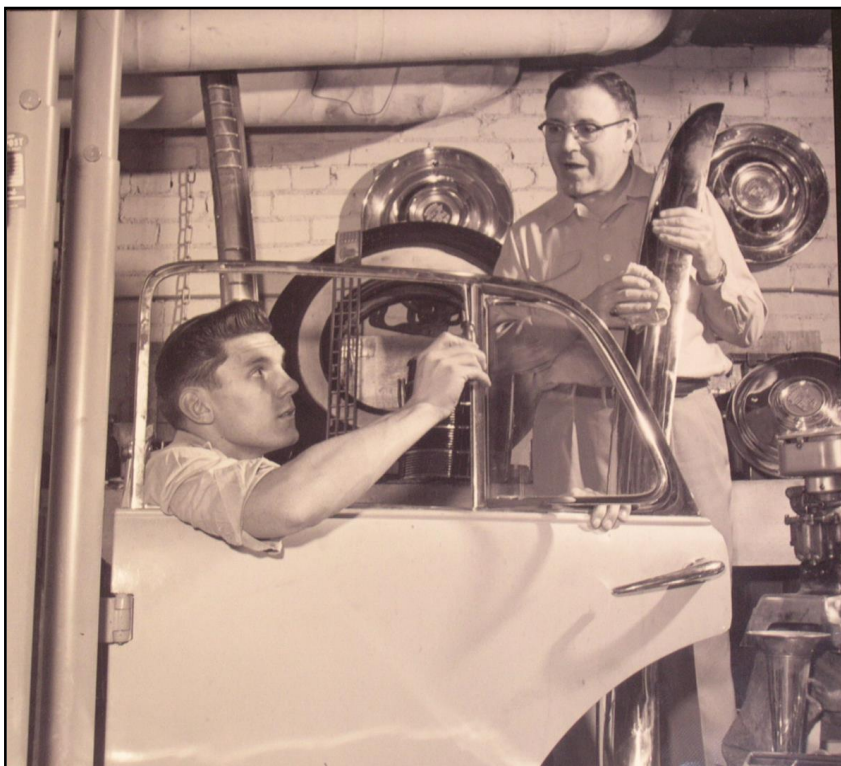
About a year after that first telephone call, Bob came to pick me up one day at the Denver airport. He was sitting proudly behind the wheel of the Cadillac – now nearly restored in a coat of many colors. “Look,” he exulted. “Hood off a Denver millionaire’s Cad, doors off a Texas oil baron’s buggy, and the rest I stripped off Fleetwoods from Cheyenne to Colorado Springs. Nothing left to do but the paint job. Step right in, Father.” And so, in a blue sedan with green hood, maroon doors and black fenders, we started the 30-mile drive home to Boulder. People stared at our mottled job, but I wasn’t disturbed. I was proud.

The 1941 engine purred more smoothly than the one in my new car. Bob grinned with satisfaction. “I milled the heads 60 thousandths of an inch and raised the compression ratio, Pop. More power! She’s good for another 100,000 miles.” I slid back the Sunshine Turret Top and looked up at the majestic Rockies. Just ahead loomed our town of Boulder and the University of Colorado. “Dad, I’ve decided what I’m going to take there next year,” Bob said. “Engineering.” And so, not long after he bought his Cadillac to deliver telegrams, my son became a student in mechanical engineering. At the end of his first day at the University he dashed home, his eyes shining. “They’ve got a Cadillac motor to experiment with in engine lab!”

**Looking back now**, that phone call in Philadelphia was probably the most important one I ever had.

Bob had never come to grips with anything in particular before, but the Cadillac crystallized his interest in an engineering career and sharpened his application to **all** his work. As for myself, I learned how vital it is for a youngster to have an all-absorbing interest and to pour himself into something. Not necessarily a Cadillac – but **something**.

Out of our Cadillac crises Bob and I have grown a lot closer. He confides in me each new step. Just the other day he let me in on the latest. “Pop,” he said, “I’ve got another big deal on.” There it was, already parked in our back yard – another ‘41 Cadillac!



**Paul Friggens [standing right] and Bob work on the  
'41 Fleetwood's rear door.**

**Circa 1955**

**Photograph by Bob Friggens**





# **Cadillac & LaSalle Club Potomac Region Caddie Chronicle April 2022**



**Bob Friggens in 2005 – 50 Years Later –  
with his 1940 Packard  
Albuquerque, NM  
Photograph by Pat Friggens**

*[Editorial Note – After reading the story in 2005, I decided to contact Bob Friggens. Fellow CLC Potomac Region member Chris Cummings informed me that he was living in Albuquerque NM, so I conducted an internet search and was able to locate his business phone number and address. I called and left a message with one of his colleagues and in less than 30 minutes Bob called me back. I introduced myself and explained that I was interested in re-publishing his father's story about him 50 years later.*

*Bob was very gracious, supportive and agreed to send me photographs for inclusion in this story, along with an update on his life since 1955.*

*As his father mentioned in the article, he attended the University of Colorado. While in college, he learned mechanical repairs and bodywork working at the Cadillac agency in Boulder, CO.*

*After graduating in 1958 with a combination degree in Mechanical Engineering and Business, he worked for Honeywell as a Controls Engineer. In 1964, Bob and a colleague began a mechanical consulting engineering firm in Albuquerque, NM, Allison Engineering, Inc., which was still in business in 2005.*

*He has been very fortunate to gradually acquire some of the very cars that he read about in articles in the 1950's. One example is a 1935 Mercedes roadster that was featured in a 1951 article in Road and Track (he still has the article). Years later, he met the owner in California and saw the car on several occasions. Many years later, when the owner decided to part with it, he delivered the car to Bob's house.*

*Bob has been married to his wife Pat since 1963 and has two grown children and one grandson. Working on older Cadillacs was a good way to begin a hobby that has now lasted for more than 50 years.*

*We would like to thank Chris Cummings, Harry Scott and especially Mary Rulinski at the Farm Journal and Bob & Pat Friggens for their cooperation and collaboration in re-publishing this story.]*



# **Cadillac & LaSalle Club Potomac Region Caddie Chronicle April 2022**



## **ANOTHER '53 ELDORADO BACK FROM MEXICO ELDORADO OF THE MONTH: #46 BY LARRY GOOD**

The 46th Eldorado made by Cadillac has resurfaced in the United States after living a life in Mexico. Similar to Eldorado #100 (see 'The '53 Eldorado Research Project,' *Caddie Chronicle*, March 2021), this car's whereabouts in Mexico were unknown since the turn of the century. In December 2000, in its last entry on this car, the [New Cadillac Database](#) reported that Eldorado #46 was finishing up a 17-year restoration in Guadalajara, Mexico. Seventeen years is a long time, but according to Luis Arredondo, the owner at the time, the result was "perfectly restored condition."



**2000: Eldorado #46 in Mexico  
Photo courtesy of the New Cadillac Database**



**Eldorado #46 Body Tag  
Photo by Steve Goldin**

The body tag indicates that the car came from the factory in Code #27 Alpine White paint with a Code #4 black top and Code #38 red & white leather upholstery. White was wildly popular in 1953 because it was new. Paint technology had finally advanced to the point where white wouldn't turn yellow with age on a car. Demand was pent up. Half of all 1953 Eldorados were white.

The car's factory invoice (build sheet) is not like any I've seen. It shows the correct ID numbers as it should, including VIN 536233304, but nothing for the keys, which are often blanked out for unknown reasons. The sheet shows the original paint and trim codes, the US Royal tire selection and the E-Z-Eye (tinted) glass option. The car was trucked to San Antonio, TX. So far, so good. However, the invoice number and shipping date are missing. That's unheard of. The day the car left the factory is key to understanding its history, but we don't have it. Then, strangely, the text "CORRECTED COPY" appears twice on the document. It doesn't say what was corrected, and the GM Heritage Center did not provide the owner with an uncorrected sheet, so we are free to guess. Based on the nearest known shipping dates on either side of VIN 536233304, I interpolate the Eldorado #46 shipping date to be on or about March 26, 1953.





# Cadillac & LaSalle Club Potomac Region Caddie Chronicle April 2022



| CADILLAC MOTOR CAR DIVISION<br>GENERAL MOTORS CORP., DETROIT 32, MICHIGAN       |            |           |                   | FORM 1018-G |
|---|------------|-----------|-------------------|-------------|
| BROADCAST NO.   | ORDER NO.  | ORDER NO. | ENGINE SERIAL NO. | TYPIST      |
| 33304 SA 64E  | SA 64E     | 5362      | 33304             | MD          |
| ACCT. OF AUTHORIZED CADILLAC DISTRIBUTOR UNDER CONTRACT AT<br>SAN ANTONIO TEXAS |            |           |                   |             |
| SHIP TO   |            |           |                   |             |
| TRUCK CORRECTED COPY  |            |           |                   |             |
| 62675   | STYLE NO   | 46        | CAR               | 5.18112     |
| 27-438  | COLOR TRIM |           | EOH               | 51          |
| US  |            |           |                   |             |
| E   |            |           |                   | 3445        |
| Y   |            |           |                   | 27          |
| CORRECTED COPY  |            |           |                   |             |
| * 573714  |            |           |                   |             |
| ADV 35  |            |           |                   |             |
| TRANS 228.41  |            |           |                   |             |
| 6. 0.55   |            |           |                   |             |
| PRINTED IN U.S.A.   |            |           |                   |             |
| PARTS DEPT.   |            |           |                   |             |
| ENGINE UNIT NO.   |            |           |                   |             |
| 48 29778  |            |           |                   |             |
| HYDRAMATIC NO.  |            |           |                   |             |
| 653 35176   |            |           |                   |             |
| IGNITION KEY NO.  |            |           |                   |             |
| COMP T KEY NO.  |            |           |                   |             |
| FREIGHT CAR NO.   |            |           |                   |             |
| BILL OF LADING NO.  |            |           |                   |             |
| A 3984  |            |           |                   |             |
| ROUTE   |            |           |                   |             |
| DECLARED ON FLOOR UNDER DECK  |            |           |                   |             |
| DATE SHIPPED  |            |           |                   |             |
| INVOICE NO.   |            |           |                   |             |
| A   |            |           |                   |             |
| BACK ORDER  |            |           |                   |             |
| ASSY CHECK  |            |           |                   |             |
| SHIPPING CHECK  |            |           |                   |             |
| INVOICE AMT   |            |           |                   |             |
| PRINCIPAL   |            |           |                   |             |
| DEPOSIT   |            |           |                   |             |

Eldorado #46 Invoice/Build Sheet

Now over 20 years after the last published information, Eldorado #46 appears in a shop in North Carolina (see [1953 Eldorado on #46 eBay](#)). The car's new owner, Steve Goldin, explains that in 2014 a broker brought a shipment of several cars up from Mexico, and this '53 Eldorado was among them. Steve owns an enterprise in Charlotte, NC, that imports, refurbishes and races European sports cars, so the Cadillac was an exception to his usual breed.

A couple of decades of use had taken its toll on #46's perfect restoration, especially the paint, so Goldin decided to do it again, this time to a higher standard. His shop rebuilt the engine and drive train, had most of the chrome redone, did frame-off body work and more. But then business priorities changed at the shop, and Goldin decided to abandon the project mid-stream.





# **Cadillac & LaSalle Club Potomac Region Caddie Chronicle April 2022**



**2014: Eldorado #46 Crossing the Border  
Photo by Steve Goldin**



**2022: Eldorado #46 Today in North Carolina  
Photo by Steve Goldin**

Whoever picks up the project is fortunate in one sense: This stage of the restoration is still at a good point to choose the colors. Right now, the body has Code #8 Norman Gray paint, but assembly has only just started since completion of body work. The engine and weatherstripping are not yet installed, so with minimal effort there will be access to spray-paint all surfaces. If a new owner prefers the original Code #27 Alpine White or any other color, a complete color change won't take much more than "scuff & shoot." The upholstery and top colors haven't been chosen yet.

Although Eldorado #46 is not a new discovery for the registry, this recent news brings it back from years of oblivion and into the mainstream of 1953 Eldorado discussion.

***[Editor's note: This is the first in a new series, "Eldorado of the Month." Columnist Larry Good plans to write up different 1953 Eldorados in subsequent issues. Send your build sheets and body plates to Larry at [lgood@goodllc.com](mailto:lgood@goodllc.com). He will include them.]***



# Cadillac & LaSalle Club Potomac Region Caddie Chronicle April 2022



## CADDIE CLASSIFIEDS

### Cars For Sale



**NEW ARRIVAL 1979 Seville** – One-family owned car – Purchased new at Rohrich Cadillac in Pittsburgh, PA – 6,800 miles on newly rebuilt 350 C.I. fuel injected engine – 500 miles on brand new transmission – New re-conditioned dash – [See pictures](#) – **\$3,500** – For more info, contact Al Guttman at 301-606-7239 or [send email](#) – Car is located in Sarasota, FL



**NEW ARRIVAL 1992 Coupe DeVille** – Real time capsule w/only 26k original miles – Gold edition w/continental kit, in trunk – Always garaged kept and driven less than 900 miles per year – Three-owners – A/C converted to R134 in 8/19 – Originally purchased from a dealer in Louisville, KY and then shipped to Florida, then Arlington, TX and now in Georgia – Clear title in current owner's name – Cotillion White with Lapis Blue full carriage roof and dark blue leather interior and carpet – All original except four new Toyo P205/70/15 tires with less than 1,000 miles and a new battery in 1/22 – Car starts and runs very well – Stereo plays well – Very loaded automobile, as most Cadillacs are – Engine is the workhorse and reliable 4.9 Port Fuel-Injected V8 – Comes with a cover, both sets of keys, owner manual and window sticker – You won't find a nicer, cleaner '92 Coupe DeVille with less miles – An appreciating classic Cadillac – Overall a 9.5 out of 10 – [See pictures](#) – **Asking \$16,500** – Serious collectors will covet a great car like this one – For more info, contact John at 770-587-3464 (leave message) or [send email](#) – Car is located in Roswell, GA



**1992 Sedan DeVille** – 5,800 original miles – One-family owned – Purchased new at Lindsay Cadillac in Alexandria, VA by the current owner's mother – Garaged and not driven since 2009 – Recently transported by flatbed to repair shop, where engine was not started until after fuel tank relined/pump assembly replaced – Additional work completed below

1. Dropped and cleaned fuel tank
2. Replaced fuel pump assembly and seals
3. Replaced battery with Interstate
4. Flushed injectors
5. Replaced ECM
6. Replaced distributor and module
7. Removed fuel rail and unstuck injectors
8. Replaced manifold absolute pressure sensor
9. Replaced air filter
10. Replaced tires with four customer drop-shipped tires (Hankook Kinergy PT SL)
11. Replaced coolant hose and antifreeze
12. Replaced wiper blades

Current Virginia State Vehicle Inspection – Clean CARFAX report available upon request – No check engine alert light, rough idle/stalling during four-mile drive home from shop – No modifications – All original maintenance receipts available – [See pictures](#) – **Asking \$21,000** – For more info, [send email](#) – Car is located in Northern Virginia

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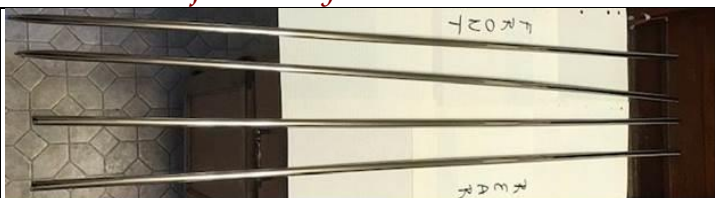
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