

**K**irk Ritter, the “Cadillac Man” is the guest writer for the month of February. Kirk is a young man, who likes old things. Going through his house is like a step back in time. Kirk is a history buff, and he knows a lot of history about this Cadillac. A very interesting story! - Dan

### “Cadillac Man”

Dan Foulk's Interview with Kirk Ritter

**I** have been a member of the Bakersfield Model A Club for about a year. At first, I took a fair amount of ribbing, because I didn't have a Model A, but did have a Cadillac. I joined the club, because I have had an affection for the Model A since I was fifteen years old. When I was 15, I got a picture of a Model A Mail truck in the Dentist's office that still hangs in my shop along with another picture of a Model A Woodie that I got when I was seventeen.



**Kirk and his 1930 Cadillac Four Door Imperial**

My car is a 1930 Cadillac Model Number 30163, 7 passenger, 4 door Imperial with a Custom Body by Fisher. The cost new was \$3995 without any options. It has a V8 Flathead engine. In 1930



**The Engine looks like a Ford Flathead, note the Oil Gauge**

when you bought a new Cadillac, it was always a special order. Cars displayed at a Cadillac dealership were for display only, they were not for sale. My Cadillac had several special options, disk wheels, a low compression head, and it was ordered in a Mulberry Maroon color. My car was ordered by a German obstetrician named Albert Fruhinsholz who founded a maternity hospital in France in the 1920's. As near as can be determined, the car was a reward to himself for his successful work. The car was ordered from Ben Motors Export in Paris and shipped from Detroit on Nov. 20, 1929. The reason it was ordered with a low compression head, was because of the poor quality fuel in France at that time. The car was also ordered with metric gauges, which it still has. When I got the car, it had the equiva-



### The gauges are all Metric

lent of 18,000 miles on the odometer, registered in Kilometers. If the engine looks a bit like a Ford V8, there is good reason, the engine was designed by Henry Leland, who founded both the Cadillac and Lincoln automobile companies.

I do not know when the car was returned to the United States. Over the years there have been some modifications to the engine compartment, the wiring, and the interior of the car. Under the hood, the air cleaner is aftermarket, as well as the wiring loom. The oil filter has been modified to take a spin-on type filter, but it fits into the original cylinder, so it looks original. There is no oil dipstick, the oil is read by an under the hood gauge, which is the white thing that can be seen near the firewall. The louvers in the radiator are thermostatically controlled, when the car warms up, they open up. The carburetor is an up-draft Zenith, which heats the fuel like a supercharger, a Vortex effect. The tires are 7.00-19, it has a synchromesh transmission and the front brakes are mechanical Anti-Lock.

Since I bought the Cadillac, I have added a 1929 Model A Tudor sedan to my collection, it resides next to the Cadillac in my garage, so it is in good company. I like my Model A, because it is smaller, more maneuverable, and easier to get around in than the Cadillac. I like my Cadillac for all the opposite reasons, it is a big huge car with all of the reasons why a big car is fun. Both

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**The Radiator louvers are thermostatically controlled, the hood ornament is "The Goddess"**



**The back seat is "Roomy", the left side is the Gentleman's side, it has a cigar lighter.**



**Kirk and his 1929 Tudor**

of these cars are "Daily Drivers". I take my kids to school every day in the Cadillac, and pick them up in the Model A. I also have



a couple of old organs, one of which is an Aeolian Orchestrelle shown here, which I have owned twice, but that is another story, ask me about it sometime.

Kirk Ritter