



**1938 Cadillac V-16
Model 9039
Five passenger
Town Sedan
Specifications**

Engine:
Mono-block
Flathead V-16, 185
horsepower, 431 cu
displacement,
3-1/4" bore and
stroke (square),
Balanced crankshaft
w/nine main
bearings.

Transmission:
Three speed w/
column mounted
shift (first year).
Cadillac has never
offered an overdrive
option for any of its
cars.

Frame:
Steel channel rigid X
design with 3 cross-
members, Wheel
base - 141 inches,
Vehicle overall
length - 220 5/8
inches..

Body:
All steel construc-
tion with wood sill
plates, C pillars and
trunk lid framing.

Production:
Only 20 9039s were
produced and sold
in 1938. Of those
7, including Brad
Ipsen's (body #9)
still exist. The last
three built in 1939
& 1940 are missing.
Total Model 9039s
built over the three
year production
cycle was just 23
cars.

Price: Published list
price for the model
9039 was \$5,695
(\$97,000 in today's
dollars.)

**1938 CADILLAC V-16 MODEL 9039
FLEETWOOD TOWN SEDAN**

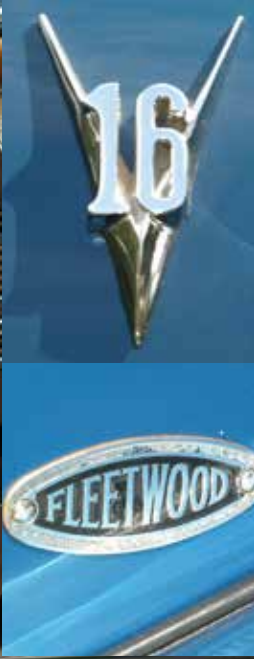
Owned by Brad & Hyang Cha Ipsen



Top Photo:
The Ipsen's and their Grandchildren
*Madelyn Ipsen, Ethan Kishel, Breanna
Kishel, Brad & Hyang Cha, Kaitlyn Ipsen*

My story with this 1938 Cadillac begins in the spring of 1996 but it would have never happened except for another Cadillac V-16 - a 1939 that I got involved with in November of 1978. I had been involved with old car restoration since teenager years and drove a 1929 Hudson in high school. In 1978, a high school classmate introduced me to a business associate of his who had found a 1939 Cadillac V-16 Model 9033 in Montana that needed a complete restoration. He needed help restoring the car so we formed a partnership, however, this relationship didn't work out and I ended up owning the car. I really had to stretch financially to do this at that time but, since the car had found me and knowing that V-16s are just not that common I felt that someday it would be worth it for me to have this car. With the help of my wife, and Mom and Dad and many

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Ipsen Cadillac -- Continued from page 18

others we finally got the 1939 V-16 restored in 1986.

Sometime after the restoration I purchased a 1940 Cadillac 60S needing restoration. I did not know it at the time but both that car and my 1939 V-16 had a connection to Monte Holmes Senior, a long time member of the CCCA PNR. As it turned out, the previous owner of my 1939 V-16 had sold a 1934 V-16 to Monte Sr. (restored by Jr.) in 1974 and the same 1940 Cadillac 60S that I bought had once been owned by Monte Sr. during the 1950s. To me an amazing coincidence.

One day a fellow V-16 owner phoned and asked if I had seen the ad for a 1938 Cadillac V-16 in Montreal, Canada. I said I had not but I just happened to be going to Montreal on a business trip. The owner spoke only French but most likely understood lots of English. The car was incomplete because he had used it as a donor car to another V-16, most likely a convertible. The hood side panels were V-8 ones instead of the V-16, welded fenders had been replaced with plain fenders and the matching numbers engine had been removed and another put in its place. Having done another V-16 I knew all of the problems I was looking at but this one was a very rare body style, a town sedan which in Cadillac model numbers is a 9039. In 1938 only 20 of these were built as V-16s and in the next two years only 3 more were built. The town sedan was produced in a very custom process that involved a lot of hand work at the factory. The rear doors are extended in length and the rear window is moved forward compared to the standard sedan or limousine body. With these changes (but retaining the total length and wheelbase) the trunk lid is completely different

and is constructed with metal nailed to wood framing like earlier cars. The hinge post for the rear door is also of wood construction. Much lead was used to correct the contours in the rear quarter panel due to the relocation of the door to the rear fender.

Not much is known of the history of this car. When it was new it was first shipped to Columbus, OH and then diverted to Milwaukee, WI. It was shipped on December 31, 1937 and had minimal extra equipment that included only a flexible steering wheel and license plate frames. Most cars of this type were special-ordered, however, to introduce their new V-16 series the company built a number of cars of each body style to be sent out to display in dealer showrooms. This was one of those cars.

A friend found a "for sale" ad from the Lazarus Motor Museum, Forreston, IL. for this car in the December 1976 issue of "Cars and Parts" magazine. It references the body number as #9 so I am sure it was ours. Beyond that and knowing the identity of the mostly French-speaking restorer who I bought it from, I know nothing more of the ownership history of this car.

The car was originally factory painted Fairhaven Blue, the color it has now been repainted. During the restoration it was discovered that exterior body surfaces had been stripped of original paint and repainted Antoinette Blue. The door jams and other such surfaces had not been stripped but had just been repainted. Other surfaces such as the back side of the cowl vent were still Fairhaven blue. The job was done so well that it must have been either when the car was new or very new. It is speculated that the repaint was necessary to sell the car.

On disassembly the engine was found to be really bad. The aluminum pistons had to be drilled out with a hole saw and broken apart to get them out, plus many parts were missing. To get the car on the road I was thinking of doing what Cadillac did in the early '50s to the two Presidential V-16s that were then still in use at the White House. They had first swapped out the V-16 for the flathead V-8 in the late '40s and then when the OHV V-8 became available they swapped that engine into both cars. I went as far as getting a 1950 OHV V-8 with the parts for a manual transmission but stopped before installing it in the 38 V-16.

In 1995 we started going on Caravans which led to our meeting several V-16 collectors, one being Allan Jones in Byron, CA. Allan had been collecting and restoring V-16s since 1958 and through the years he had collected many extra parts. He was older than I was and was done restoring V-16s. In 2000 I bought all his remaining parts which included a spare engine. I now had most of the parts to restore the car, so work proceeded faster. Again, with the help of my wife who stripped paint and glass beaded many parts and my Dad who did the metal work on the car, restoration proceeded. As these projects go it was slow as my business work often took me away from town interfering with progress. It was back on the road in 2013 and shown for the first time at the coming out party in 2014.

I am often asked if I restored the car myself and one answer could be I did, but when I start to list all the people who helped, it is easy to get a list of 50 people who did various items on the car. It is not a one person job no matter how you do it.

