

# Region Hosts Outstanding Grand Classic

Twenty nine Classic Cars were scored by a field of judges headed by Eric Voigt from the San Diego/Palm Springs Region of the Classic Car Club of America. It was held at the Inn at Rancho Santa Fe over the mid-March weekend.

Seven Classics scored 100 points in the competition. (See page 3.)



*100 points were earned by this 1931 Chrysler 8 CG, Imperial DC Phaeton Le Baron owned by Aaron J. Weiss, San Marino, CA*

The Inn at Ranch Santa Fe 's tiered lawn was adorned with Classic Cars despite the threatening skies and soggy terrain that challenged the parking team and the drivers on the morning of the Grand Classic. But the sun broke through. Cars, contestants, judges and car lovers who came to see the show had a grand time on a beautiful spring day in San Diego.



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of the  
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Editor:  
denise.stewart@hotmail.com

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*1935 Chrysler C2 Imperial, Airflow Sedan owned by David Felderstein of Sacramento, CA*



*1936 Delahaye 6, 135, Convertible Coupe Fioni & Falaschi, owned by Ken Smith of LaJolla, CA*



*1937 Rolls-Royce, 25/30, DH Coupe, Salmons & Son, owned by William H. Clarke, Vancouver, B. C.*



*1930 Cadillac 16, 452 Roadster, owned by Fred Lax, Malibu, CA, Senior Emeritus*



*1923 Rolls-Royce 8, Silver Ghost Salamanca, RRCCW, owned by John Ellison of San Diego, CA*



*1929 Packard 8, 645 DC Phaeton Dietrich, owned by Chris Collins of La Jolla, CA.*



*Barbara Daigle, Assistant Head Judge, presents Fred Lax his award plaque for his 100 point 1930 V16 Cadillac Roadster at the Grand Classic Awards Banquet. Head Judge, Eric Voigt stands by. Don Williams, SD/PS Director, and Jim Green did the Powerpoint of competitors cars for the members' enjoyment.*

*Carl and Vicki Zeiger chaired the event and brought out the best in an enthusiastic team, including 28 judges and 4 tabulators, who played many roles in making the event a success.*

## 100 Point Cars

1. 1923 Rolls-Royce 8 Silver Ghost Salamanca RRCCW. Owned by John Ellison of San Diego, CA
2. 1930 Cadillac 16 452 Roadster, owned by Fred Lax of Malibu, CA
3. 1934 Packard 8 1104 Sport Phaeton, owned by Larry Nannini of Daly City, CA
4. 1934 Packard 8 1100 Sport Phaeton, owned by Tom O'Hara of San Diego
5. 1925 Lincoln 8 Brunn, owned by Arnold Schmidt of Granada Hills, CA
6. 1936 Delahaye 6 135 Convertible Coupe Fioni & Falaschi owned by Ken Smith of San Diego, CA
7. 1931 Chrysler 8 CG, Imperial Dual Coal Phaeton Le Barron, owned by Aaron Weiss of San Diego, CA

## Upcoming Tour Schedule

**April 16–17** Weekend in Borrego Springs, guests of Pierce Arrow Society. Contact Linnea Shoberg for details.

**May 7** Local Tour (no freeways) ending at a remarkable service dog training site for specific disability training rather than sight-impaired assistance. Catered lunch follows.

**June 12** East County Tour ending in Campo. A local tour of the area follows.

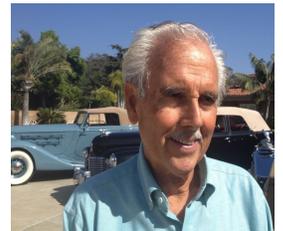
**July 31** North County Drive hosted by Catherine Woolsey

**August** none planned

**Sept.** Tour in the planning stages

**Nov. 13** Annual Regional Business Meeting followed by lunch.

**Dec. 3** Annual Holiday Party



Nick Fintzelberg

# Calumet Collection Tour Wound Up A Grand Classic Weekend



After the Grand Classic staged at the Inn at Rancho Santa Fe, many participants enjoyed the hospitality of John Ellison, local CCA member, at his Calumet Collection in Pacific Beach on Sunday of that weekend. The collection's focus is on cars with a story behind them, according to John. He and his staff graciously shared his museum and historical details about his cars.

*Celebrating the success of the San Diego/ Palm Springs Grand Classic held at the Inn at Ranch Santa Fe, Jonna Ficco, Vicki Zeiger, Barbara Daigle, and host John Ellison of the Calumet Collection raise a toast .*



*The red, white and blue cars parked in a row are limited edition models of the prized Bentley. The red is a 1991, one of four two door coupe Empress models by Hooper Coach Builders. The white is a 1991 Bentley Continental, and the blue 2000, is one of three Bentley Continental SC.s in the US, according to John.*



*Years ago, entertainer Jack Benny routinely joked about owning a Maxwell. This one is no joke. A preserved 1913 four seat Phaeton-model acquired on the East Coast at the Simeone Auction, the 4 seat Phaeton style had been sitting a long time, but started right up when John found it. The side curtains ( in photo ) were stashed under the back seat.*



*Different years, different models, different colors, but all bearing the characteristic Rolls-Royce hood ornament this line-up celebrates their classic style. The green car is a 1937 25/30 Lancefield Coach Builders' model 6 cylinder. With only 26K miles on it, it is freeway drivable, according to John.*



*Talk about celebrating ....*

*This 1972 Rolls-Royce Phantom 6 is one of two in the world. It is the largest model RR and was built for Sir Lew Grad, a British entertainment magnet. Sir Grad enjoyed polo and horse racing and had his car fitted for those venues where he enjoyed entertaining friends. His staff would follow behind in another car in order to be of service.*



*This 1929 Graham Paige Model 837 is one of 15 limos modified by Harry O. McGee Manufacturing Co. for Paramount Pictures. They were used as VIP cars for theaters and stars. Some may have been used in movies. This one was purchased in 1942 by San Diegan William G. Gerow for \$250 and used in advertising for many years.*

# A Trip to Motor City for CCCA Annual Meeting

*by Vicki Zeiger*

The thought of January weather in Detroit didn't scare away Don Williams, Jim Greene, Carl or me.

Yes, the four of us boarded flights to Detroit from San Diego a few days earlier than the start of the meeting which was to begin January 14.

Carl had business at the CCCA Museum in Hickory Corners, so the three of us tagged along for the trip to the museum before the actual meeting began. Since I had been there several times before, I took great pleasure in seeing our Director Don and Jim enjoy the venue for the first time.

We left Novi, Michigan (about a 2 hour drive to Hickory Corners) early in the morning on a light snowy day. The main roads were clear of snow and the country roads into Hickory Corners were covered with a little snow, but very passable. While Carl conducted his business, the 3 of us roamed the rather desolate grounds of the museum.

Once inside though, the cars were astonishing! Don and Jim especially liked the Pierce-Arrow museum and of course all of the fantastic cars at the Gilmore. We loved roaming the two floors of the CCCA museum especially in that we were the only visitors there.

The Annual meeting started the next day with an exclusive visit to the 2016 North American International Auto Show. We were special guests and got into the show before the General Public. We were actually with many of the young engineers from Detroit, all in their business suits, men and women measuring parts of different cars and kicking the tires

of competitor's automobiles. This was quite fun, being there with them! After the show we had the pleasure of dinner and a tour at the Michigan Opera House.

The CCCA Annual Membership meeting was held the next day, followed by two spectacular collections of Ted Stahi and Terry Adderly. The Awards Dinner was held at the General Motors North America Heritage Collection where Don picked up several awards on behalf of the San Diego/Palm Springs Region.

Saturday was the day for the Annual Meeting Grand Classic car show. The theme was Sweet 16 and there were many beautiful examples shown.

We felt really fortunate to have been in the Motor City because of all the wonderful cars we were able to see while back there.

The 2017 Annual meeting will be held in Reno, Nevada, which is a little closer to home for all of us. I hope we can get a group to attend this next year. It could be a lot of fun and if you haven't been to an Annual Meeting recently this will be a good one to attend. Hope you can make it.

*A vintage Shell Station has braved the cold and icy conditions in Hickory Corners for many years.*



# It was NOT a dark and stormy Grand Classic...

... after the initial Friday afternoon gully-washer passed through Rancho Santa Fe.

This year's Grand Classic in San Diego was in the early planning stages in autumn of 2015, and even then the threat of a wet spring, courtesy of a large "El Nino" (a Pacific Ocean weather pattern) was predicted by weather forecasters.

Our event was to be outdoors at the Inn at Rancho Santa Fe, which was chosen because it has repeatedly been an ideal location for holding CCCA events, with cars spread out over the lawns.

There was no indoor "plan B" so we proceeded in the hopes that it would all work out. It did all work out, and it worked out very well, in fact. The threat of rain caused several cars to cancel, but 37 cars were in attendance, and on the day of the show there was no rain. A heavy mist and dark skies early on Saturday were of concern, but blue skies appeared later.

The cars were laid out on the grassy field with comfortable room around each car for photographs and for observers. The muddy lower field entrance (courtesy of the rain) caused some difficulty for cars arriving at that planned entry route. Initial planning in 2015 included two separate entrances to the field. Fortunately the upper entrance remained accessible for arrivals and departures, as it was elevated sufficiently not to be made soggy by the rain storm of the prior day. All the cars looked their best, and the show was unusually well attended.

The Awards Dinner at the end of the day gave all the attendees the opportunity to socialize and relax, with the cars all put away safely in their trailers. The slide show that accompanied each winning car's presentation helped the audience renew its memory of each car, while the person receiving the award came to the front of the dining room to collect a trophy, and to have a photo taken for the record.

An event such as this requires a great deal of planning, and a sea of volunteers, to make it flow smoothly. Months of planning paid off, and the event went along seamlessly. The primary responsibility

for this very successful event goes to Carl and Vicki Zeiger, the tireless coordinators of the weekend. Many, many volunteers made the machinery of the day run flawlessly.

Thanks go to judges and tabulators, to those responsible for registration and hospitality, to the people who placed the cars on the field and assisted with transport trailer placement. The work of assorted photographers recorded the day, for posterity.

A great deal of thanks is due to the people who brought their cars to the event, and braved the potential for rain.

The show was also unusually well attended by local San Diego residents, and we were pleased to see so many younger people truly interested in our beautiful cars. Local newspapers, and even the Union-Tribune, published articles, with photos, prior to our event, which helped boost attendance significantly.

In conclusion, it was an entirely enjoyable three days at a site displaying Classic Cars to their best advantage.

*Don Williams,*

*San Diego /Palm Springs Regional Director*



*Jim Green and Don Williams, SD/PS Director, got a kick out of the slip and slide conditions outside the diner near Hickory Corners. Luckily, the sun shone down on RSF for our event.*

# My Lincoln at the Pebble Beach Concours

*by Tom Wright*

Weeks in advance I was approached to be interviewed for a possible article in Lincoln's online magazine. I assume this is related to the re-launch of the Continental model line. I was asked to give the story of my car and how I became interested in Lincoln Continentals. I was also asked about my favorite design details. I pointed out the shape around the headlight (which reminds me of the insignia on model jet fighters I built as a kid) and the minimal squat fins foreshadowing what was to come. I pointed out the beautiful shade of red when the sun hits the steering wheel just right. There are a number of tiny red details on the car. A photographer took many hundreds of pictures of the car including me operating various controls.

I attended an excellent seminar on car preservation. The host was Fred Simeone, internationally recognized expert on preservation and the patron of the Simeone Foundation Automotive Museum in Philadelphia. He started with a newspaper article on an auction where preservation Mercedes 300SL Gullwing sold for \$400,000 *more* than a restored one. They're only original once! I was pleased that the presenters suggested we attended the Concours de Lemons, a light hearted event with various jokes and junkers. My favorite was a Flexible Flyer styled car. Flexible Flyers are those red wagons lots of kids have. The engine was under glass in the front half and there was an appropriate seating in the back with the controls. Of course there was an in-scale black handle folded up in front the way the real ones do.

Some of our group attended a couple of the auctions. At one, my dream car, a 1937 Cord Phaeton,

sold at a low price. It takes quite a bit of preparation to be allowed to bid, so just being there would not have meant I could have gotten it. It was purchased by a dealer who I contacted a week later, but they wanted too much for the car.

We hosted a dinner party with a total of ten. When I say "we" I really mean everyone but me, as my job turned out to be taking guests to the garage to see the car. James grilled the steaks and Irene, Sundi, Windley and David prepared other dishes and set things up to make the dinner a feast. We had great meals everywhere including the Inn at Spanish Bay and on Canary Row.

**The Concours** On Sunday morning serious contenders for prizes line up at the crack of dawn to get positioned on the 18<sup>th</sup> hole and start the final cleaning. I took a more relaxed approach since my class was not being judged. The down side was that the volunteers directing traffic were on autopilot when we got there, directing people to parking and I had to keep stopping and telling them I was in the show in spite of the "Show Car" tag I had been given to hang from the mirror.

I was directed to my spot with the other Lincoln Continentals. One was Pre-War with its more delicate front end treatment. Some say the egg crate style grill on the 1946-48 Continentals like mine were inspired by the 1942 Cadillacs. The other cars were later models. The one next to mine was a 1961 convertible with acres of bright yellow paint. I heard its complex top has over two dozen relays! John, the owner, saved me by giving me some sunscreen. I need to remember to have some in each car. A 1962 Continental displayed the famous suicide doors used on several Continental models. There were three preservation classes: Ferrari, Pre-War and Post-War. I was glad to see preservation is growing at this, the most important concours

in the world. The Pebble Beach Concours is working to broaden its appeal and this year had a Custom Mercury Class. To do any justice to all the of the classes would take a couple of hundred photographs. My tiny pet peeve with car classes is that cars through 1947 or perhaps 1948 should be included with Pre-War because retooling took a couple of years and the bodies in early Post-War cars are identical to the last Pre-War cars. Trim items were changed to give a new appearance although it hardly mattered because pent-up demand was so high immediately after the war.

I found it impossible to consume all the free food and drink I could have claimed as a car exhibitor. There was an elaborate breakfast I missed, wine available quite near my car (I saved the plastic wine cups with Pebble Beach Concours logo) and a major lunch with champagne and an open bar. Irene, James and Sundi had the same access and the same problem. The meals took place in the biggest tent I have ever seen.

Just before lunch time I was in for a surprise. McKeel Hagerty, CEO of the biggest classic car insurer and TV personality, on, for example, *What's My Car Worth?*, and another gentleman showed up to judge my car for a special Hagerty Preservation award. I told him the story of my car, how I had learned it was originally sold to Republic Studios in Hollywood, which might account for the low mileage. I showed them how everything works except the radio. I took the opportunity to raise the power top as the sun was getting pretty intense on the leather. Stupidly, I didn't think of taking their picture. I think a Ferrari won. That's OK; I never expected to win anything. The event was so big I never found the new Lincoln Continental and I missed the Duesenbergs on the putting green.

**Gifts** Here are some of the gifts I received: tour vest; really comfortable, tour Rolex cap with leather logo, jacket in monogrammed garment bag with fancy hanger, collapsing wheel chocks, signed poster, framed tour photo, car theme mini lunch box, car theme necktie, padded zipper folders with leather logos when I was sent documents, ticket and invitation leather binder, fancy car book, and *Pebble Beach Insider Magazine*.

**Thoughts** I want to express my appreciation to James, Sundi, Irene, David and Windley for making this trip such a success. I was pretty keyed up, but they handled me perfectly.

The trip was blessed. When I started the car to drive to the Concours there was a loud bang. For reasons too complex to explain involving lack of garage lighting I had closed the hood with the radiator cap off. It fell and was hit by the fan. Fortunately the cap had not broken and had not broken anything. Another example: Just after unloading the car back in San Diego it ran out of gas. This could have happened a bit sooner and been a catastrophe preventing me from making the concours or drastically increasing the return trip time by delaying us until we would have hit LA rush hour. (Throughout much of the peninsula there are no gas stations.)

Special thanks to James for all his help with transporting my car.

This was the car experience of a lifetime. I can't imagine anything surpassing it.

**Tom's 1947 Lincoln Continental Cabriolet**



# A 1947 Cadillac Fleetwood Derham

## A tale from 2 perspectives

By Eric Voigt

I was built on August 13, 1947 as a Fleetwood 7 passenger Division Window Limousine painted Antoinette Blue (code 2) and rear interior of Tan (code 94) and delivered to Scott Smith Cadillac Company in Philadelphia weighing in at 4,945 pounds and my invoice amount (at time of delivery) was \$3,725.71 which included all delivery charges. I had no idea what was in store for me. The story below is the best I can remember.

Apparently I was sold to Mr. William Samuel Paley (founder of CBS broadcasting) sometime after my delivery. Mr. Paley then had me commissioned to the Derham Coach works company for a complete make over as he wanted a "Formal blind quarter" limo and Cadillac no longer offered one. Below is a listing of the modifications by Derham:

1. The entire rear tan interior was removed replaced with blue material to match the body color (I still retain this color and material to this day); rear windows were removed and sealed up (blind quarters) and my direct rear window was removed and refitted with

a smaller oval window all for additional privacy and installed a rear radio with power antenna.

2. Script covers were attached to all four door sill plates to cover my birth name "Fleetwood". The only place on me which identifies Fleetwood is on the data plate attached to my cowl

3. My two rear doors were radiused at the top rear to match the lines of my new padded top

4. A tan fabric padded top was then fitted and finally the Derham script was added to rear corners of my hood which completed my "transformation".

5. My current owners have an original photo of me when I left Derham and also many photos of what I looked like after neglect from later owners.

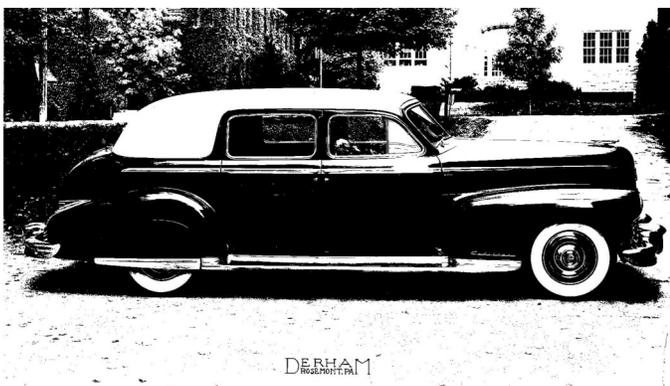
Prior to my completion, Mr. Paley and his first wife divorced and Mr. Paley "gave me" to his sister, Blanche Paley Levy, whose husband was a prominent dentist and horse racing enthusiast. Mr. Levy was partners with Mr. Paley in several broadcasting ventures in the Philadelphia area, as well. Mr. Paley had the initials "BPL" painted on my rear doors.

I stayed in the Levy family until 1978 when they traded me in to Keenan Rolls-Royce dealership in Gladwyne PA (also friends of the Levy's) for an undisclosed sum for 2 Rolls Royce motor cars (models and years unknown).

At this point, Mr. Keenan sold me to a Gilbert Dobbins who kept me until 1993. However, the last 5 years of ownership were not kind to me. Mr. Dobbins *cont.*

### *The same Cadillac today*

*Eric Voigt's 1947 Cadillac on delivery day.*





***Eric Voigt 's 1947 Cadillac Fleetwood 7 Passenger Division Window Limo came into this world painted Antoinnette Blue weighing 4,945 lbs. and costing \$3,725.71 including delivery charges. In 1996 it looked like this just before its restoration.***

sold me to Mr. Charlie Smith who over the next 3 years provided me with a new top, re-chromed and polished my bright work and stripped my rust free un-hit body with a fresh coat of black lacquer (not my correct color). However, the new dark blue top which accents the blue interior provided a stunning combination.

In 1996 Mr. Smith sold me to my current family, the Voigt 's, and this is where my new life starts and at this point I 'll let the Voigt family continue with this saga as written by Eric Voigt.

Early in 1996, my dad, Monty Voigt, had me search for a Cadillac formal limo so I ran a "wanted" ad in the Classic Car Club of America (CCCA) Bulletin publication and after several months I received a lengthy letter (not email) from Mr. Smith stating he had this 47 formal and mentioned the history of the Paley ownership. When I shared this letter with dad he immediately came back with, "Get photos and let 's get this car".

I was shocked he acted this quickly as he normally had to think things through in detail – must have

been the engineer in him. What made this even more interesting was the car was a manual transmission and not an automatic (most Cadillacs delivered were configured this way). I thought the reason he wanted this was because of the manual transmission – was I in for a surprise.

Charlie did a really good job describing the car as he was finishing the restoration and providing accurate and detailed photos of the car before and after. Finally in September of 1996, the car was completed and delivered to

us with 48,000 miles on the odometer.

From that time, dad spent the coming years researching the history and I had no idea why. I knew dad was a very successful television engineer with several patents and I assumed the connection was that Paley was a pioneer in the television industry. I learned later from dad prior to his passing in 2013 that when he was in college he wrote his thesis called "The History of the Television" which focused on the accomplishments of Paley – connection!

In 2008, Dad finally decided it was time to repair the clock mounted in the division window panel and when he removed it, he noticed written in pencil was "Levy 47", and a sticker from the repair service with a phone number as well. Dad immediately called the number to see if by chance they were still open for business and if anyone knew anything on the history. The gentleman who answered the phone was the owner and knew the Levys and remembered the car and also provided to dad the phone of Mr. Keenan to contact as well. Dad then called Mr. Keenan and told him he had this particular 47 Cadillac and to Dad 's surprise, Keenan then proceed to recite the entire history of the car as written above.

To date, the Derham has 55,391 miles on it and has been on several CCCA CARAVANS and still looks like the day we brought it home 19 years ago.

# San Marino Motor Classic

Saturday, June 11, 6:30 pm **Symphony of Cars Gala at Lacy Park**

*benefiting the USC Trojan Marching Band  
\$250 per person (includes General Admission to  
San Marino Motor Classic - June 12, 2016)*

Sunday, June 12, 9 am **Event Open** \$25 per person. Children under 12 FREE.

4:30 - 8:30 pm **Afterglow Party at Lacy Park** \$65 per person.

**Calling All Cars** To enter a car, become a sponsor, reserve a  
program advertisement or reserve Gala tickets, visit us at  
[sanmarinomotorclassic.com](http://sanmarinomotorclassic.com)



[sanmarinomotorclassic.com](http://sanmarinomotorclassic.com)

Lacy Park, 1485 Virginia Road, San Marino, California