



The 2024 CCCA Annual Meeting

by RON VERSCHOOR

SCR members **Vicki Zeiger and Fred Lax** served as coordinators for this year's Annual Meeting staged in Huntington Beach from March 20-24. Our host hotel, the Waterfront Beach Resort borders Pacific Coast Highway and is just steps away from the beach, providing out-of-towners with a taste of the Southern California beach lifestyle for five days.

Wednesday's opening night reception welcomed 140 members (from 19 CCCA regions, 22 states and one Canadian province) who had the opportunity to catch up and socialize for the first national CCCA event of the year.

During Thursday's general membership meeting, election results were announced with three incoming Directors joining the Board. They were former SCR Regional Director Steve Snyder, Frank Daly and John MacPherson with former SCR Regional Director John Milliken recognized as an outgoing National Director. The buses departed for lunch at the Coto de Caza Golf & Racquet Club followed by a visit to the impressive General William Lyon Estate Collection.

Several of the Duesenberg Model Js in this collection were covered in greater detail in a past issue of the *Side Mount Mirror* (4-2022) but other Classic marques are well represented here as well. The 1930 Isotta Fraschini 8A Dual-Cowl Phaeton by Castagna is a most unusual design, incorporating a full second cowl for rear seat passengers in what is only a two-door open design. Supplementing the 11 or so Duesenbergs are examples of Auburn (two boattail speedsters) and Cord (both L-29 and 812 models) with Cadillac represented by both the early (1930 Fleetwood Roadster) and late (1939 Fleetwood Town Car) examples of its sixteen-cylinder engine. Lincolns range from a Model L to a postwar Lincoln Continental. Packards present include the rare 1934 1106 LeBaron Speedster, a lovely 1940 180 Darrin Convertible Victoria and a 1939 Twelve Phaeton by Derham. And perhaps most significant among non-classic automobiles is the Bugatti Type 101C-X by Ghia appropriately parked next to a 1927 Type 35B.

Friday's schedule was packed beginning with CCCA business meetings in the morning before we departed for a memorable lunch at the Newport Harbor Yacht Club, hosted by SCR member Steve Morton. The skies were clear and matched the blue hue of the Bay as Steve pointed out a noteworthy "visitor" moored nearby. *The Astor*, an 86- ➤



Photos clockwise from top left: The Lyon Estate; Auburns and Cords at the Lyon Collection; Orange and black Duesenbergs: the Tapertail Speedster by Weymann and the 1935 SJ Speedster by Gurney Nutting, center stage at the Collection.



Photos clockwise from top left: 1930 Isotta Fraschini 8A Dual-Cowl Phaeton by Castagna; 1934 Packard 1106 Speedster by LeBaron; Lunch at the Newport Harbor Yacht Club; A beautiful day overlooking Newport Harbor; 1927 Bugatti Type 35B next to the Bugatti Type 101C-X; 1937 Mercedes-Benz 540K Special Roadster.



foot schooner built by Fife & Sons in 1923 had three Australian owners during its first 40 years, before arriving in Marina del Rey in 1964. In 1987, it was acquired by Richard and Lani Straman (SCR members at that time), who restored the vessel and have sailed extensively ever since. The Straman's sold their automobile restoration business but long-time members will recall Richard's Delahaye and Lani's Derby Bentley on the show circuit in Southern California.

Following lunch, we headed to Anaheim for a tour of the rarely seen Du Coing collection. While photography was not allowed, imagine 30+ foot ceiling, with walls adorned with commercial artwork from the early 1900s. The vast spaces are filled with all manner of memorabilia, plus significant automobiles from the 1920s through the 1970s. Classic representation included Cadillac, Cord, Duesenberg, Lincoln and Packard along with a wide range of conveyances including an early Volkswagen Beetle with attached tent and camping regalia and World War II era Sherman tanks. And impossible to miss was a 28-foot 1939 Gar Wood Triple Cockpit Runabout!

"Memorabilia" is an oversimplification for the unmatched collection of period collectibles filling the Du Coing collection. The General Store was fully stocked and ready for business as was the Ice Cream Parlor. If you ever have an opportunity to visit this collection, do not miss it.

But wait, there's more. Friday's dinner combined Regional awards with yet another spectacular collection. We traveled to nearby Costa Mesa for a catered dinner at Singleton Classics. Attendees were photographed upon entering the showroom, greeted by a 1941 Cadillac 62 Convertible Coupe pulling a teardrop camping trailer.

Once inside, we were treated to a trio of early performance vehicles: a 1930 Cadillac 452 Fleetwood Roadster, a 1935 Duesenberg J Rollston Convertible Coupe and a pre-classic Mercer Raceabout. Another noteworthy trio focused on Packard, 1933 specifically, and even more specifically custom Dietrich-bodied Twelves in the form of a Convertible Victoria, a Sport Phaeton and a Stationary Coupe. Additional significant Classics included a 1933 Chrysler Imperial CL* Convertible Roadster by LeBaron, a 1930 Pierce-Arrow Model B Convertible Victoria by Waterhouse, a 1926 Lincoln L "Beetle Back" Roadster by Brunn and a 1933 Stutz DV-32 Super Bearcat by Weymann. There were many, many other Classics including Auburn, Buick, Cadillac, Cord, Marmon and Rolls-Royce and this is another collection worth visiting again.

Regional awards were announced and upon departure, each attendee received a swag bag presented by Cary Singleton. Thanks to both Cary and Will Singleton and their knowledgeable staff for sharing this space and the collection with us.

The Saturday morning skies looked ominous but the field crew assembled at 6:30 a.m. to position the Classics on the lot adjacent to the beach. Nineteen of the 25 cars registered arrived and were strategically placed along the two aisles of parking nearest the sand.

A pair of 1941 Cadillac 62s (Convertible Coupe and Convertible Sedan) owned by John Milliken and Fred Lax were early arrivals and next to those were a pair of 1940 Buick 80 Limited Convertible Phaetons. At a glance the two appeared to be identical twins, both finished in Verde Green, but closer examination revealed significant differences. SCR Regional Director Gary Carr's Buick carries the 81-C designation, featuring the more traditional built-in trunk design while the Singleton Buick is an 80-C equipped with the smooth fastback rear end design. Just seven of the 80-C models were built. ➤



Photos opposite page clockwise from top left: 1926 Lincoln L Beetle Back Roadster by Brunn; A Trio of Speed: 1930 Cadillac V-16 Roadster, Mercer Raceabout and the 1935 Duesenberg J Rollston Convertible Coupe; 1933 Packard 1006 Convertible Victoria By Dietrich; 1940 Buick 80 Limited Convertible Phaeton, 80-C version; 1933 Chrysler Imperial CL* Convertible Roadster by LeBaron; 1933 Stutz DV-32 Super Bearcat by Weymann; Pierce-Arrow, Lincoln, Rolls-Royce and two Marmon Sixteens.

Photos, left: When the rain stopped, the skies opened and a halo appeared above Club President Vicki Zeiger; bottom: 1933 Packard 1006 Stationary Coupe by Dietrich.



Next came Auburn Alley, beginning with Alan Cutler's 1930 Convertible Sedan, followed by a pair of Speedsters representing the middle (Tom Craig's 1933 12-165) and late (Mike Adams' 1936 852 S/C) versions of that design. A pair of unusual closed Duesenberg Model Js filled out the first row of cars: the Hilarides' 1935 JN Rollston Berline and Steve Snyder's Weymann Sedan.

Packards led the lineup on the second row, arranged chronologically starting with Gary Marchetti's 1931 826 Sedan, the Singleton's 1933 1006 Dietrich Stationary Coupe and Leigh Johnson's 1941 180 Sport Brougham by LeBaron. The Lincoln presentation followed with Max Neary's 1928 L Landulet by Willoughby (originally owned by Mary See of chocolate fame), Harry Clark's 1936 K Coupe Roaster by LeBaron and the Singleton's 1938 K Coupe by LeBaron.

A lesson in Convertible Victorias followed with stunning examples by Rollston (on Ray Kinney's 1933 Stutz DV-32 chassis) and Waterhouse (on the Singleton's 1930 Pierce-Arrow Model B chassis). Both coachbuilders are regarded as experts for this body style and the side-by-side placement made for an interesting comparison. British entries present included Aaron Weiss's 1938 Phantom III Thrupp & Maberly Drophead Coupe and Ernie Ruelas's 1937 Bentley 4-1/4 Litre Fixed Head Coupe by Hooper.

Around 8:30 a.m., the downpour began, making for most challenging judging conditions, yet the inspection of the Classics continued. The heavy precipitation called for a new role for tabulators: that of blow drying the judging sheets. Thanks to all who braved those conditions and completed their assignments.

A number out-of-town visitor enjoyed some free time to visit the nearby Lyon Air Museum before returning for a technical seminar by Steve Babinsky. The final banquet followed that evening, capped by a most interesting lecture by Duesenberg authority Randy Ema. We are so fortunate to have Randy's expertise available to us and based on the number of questions he fielded from the audience, the subject matter was fascinating. The Warshawsky Award for the Best of Show Classic was awarded to Rob and Jeannie Hilarides for their 1935 Duesenberg JN Rollston Berline.

Sunday featured an optional tour to the Stan Lucas collection in Long Beach. Variety is emphasized here with examples of Bugatti, Doble, Franklin, Wills Ste. Claire, Studebaker, and McFarlan along with well-known marques including Auburn, Bentley, Chrysler, Lincoln, Packard and Pierce-Arrow. Did you happen to notice the Brunn-bodied Hispano-Suiza originally owned by Edsel Ford (and still in original condition)? Or the Mercer Raceabout and Stutz Bearcat models? How about the vast array of shelving containing just about every book published on automobiles? Stan's collection reflects the passion of a true collector who is always willing to share these treasures with like-minded enthusiasts.

That concluded the 2024 Annual Meeting and plans are already underway for the 2025 event, likely to take place in St. Louis, Missouri. Thanks to all who had a hand in making this event a success—our destination hosts the Lyon family, the Du Coings, the Singletons, Stan Lucas and Steve Morton; our speakers, Randy Ema and Steve Babinsky; and of course the planning committee. It was great to have broad member participation from across the country. ● ➤

The 2024 CCCA Annual Meeting First-Place Winning Classics



1937 Rolls-Royce Phantom III Thrupp & Mayberly Drophead Coupe;
Aaron & Valerie Weiss



THE WARSHAWSKY AWARD
FOR BEST OF SHOW:
1935 Duesenberg JN Rollston Berline
Rob & Jeannie Hilarides



1940 Buick 80 Limited Convertible
Phaeton (81C version); Gary Carr



1941 Cadillac 62 Convertible Sedan;
Fred & Barbara Lax



1931 Packard 826 Sedan;
Gary & Amy Marchetti



1933 Stutz DV-32 Rollston Convertible Victoria;
Ray Kinney



1936 Auburn 852 S/C Speedster;
Mike Adams



1941 Packard 1907 LeBaron Sport Brougham;
Leigh & Mary Lou Johnson



1936 Lincoln K LeBaron Coupe-Roadster;
Harry & Heather Clark



1930 Pierce-Arrow Model B Waterhouse
Convertible Victoria; Will & Cary Singleton



1941 Cadillac 62 Convertible Coupe;
John & Leslie Milliken