

By Ron Verschoor

In addition to being home to a number of television and motion picture studios, Burbank is also the home of the Los Angeles Equestrian Center. Encompassing more than 75 acres, the grounds house outdoor riding and training facilities, banquet rooms and the Equidome, a 45,000-square-foot arena with 3,500 seats.

One of the annual events staged there is "The Fiesta Charity Mane Event," dedicated to raising awareness and raising funds for cancer research. This year's event benefited the USC Norris Comprehensive Cancer Center, a leader in cancer research.

Board member Aaron Weiss orchestrated our Region's participation in this event, providing Classic cars for display on the lawn at the Center.

Spectators enjoyed our Classics along with a variety of equine presentations, canine agility performances, music and dance. The oldest Classic present was a 1915 Pierce-Arrow 48 tourer owned by Joe Conzonire; the newest were a pair of 1941 Cadillacs, John Milliken's 62 convertible sedan and Rick Zeiger's 60 Special.

The Equestrian Center is located on Riverside Drive, a street with a lot of automotive connections. Within walking distance is the old General Motors Training Center (now a private school), and further west is the original Bob's Big Boy restaurant which hosts a cruise-in every Friday. And down the road from there is the home of the late George Barris's car customizing shop. I mention this because there are a lot of "hidden" automotive treasures in Southern California. If you know of one that might be a good tour destination for our Club, let someone on the Board know about it.

The Greystone Concours was held the following Sunday and the Sunday after that was a new event that takes place the second Sunday of each month at Sunset Plaza in West Hollywood. While this attracts mostly late-model super cars, I make a point of showing up in something considerably older, just to give Classics some exposure. Same for the monthly drive-ins at the Petersen Automotive Museum. Take your Classic out and let other like-minded auto enthusiasts learn about your car.

> Opposite page clockwise from the top: Rick Zeiger's 1941 Cadillac; Malcolm Royalty's 1937 Cadillac; John Milliken's 1941 Cadillac.

> This page top to bottom: the Hansen's 1921 Duesenberg; the Billet's 1930 Packard; the Bloomer's 1934 Cadillac; Aaron Weiss's 1933 Cadillac.



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