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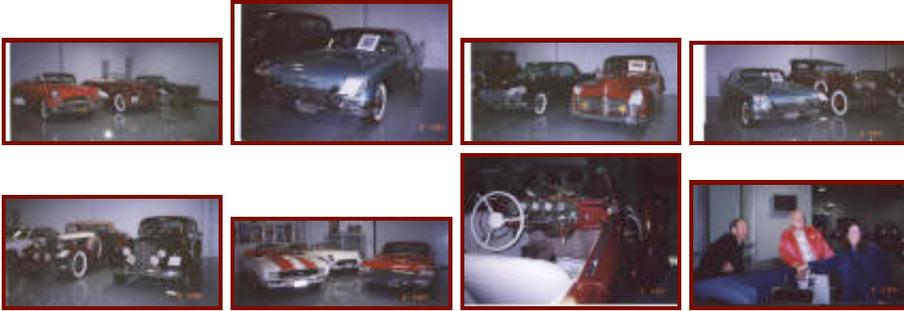
## Weber's Wanderings

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by Gary Weber

(Verdugo Vintage Vehicles region of the CHVA, From the Motormeter)

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The great tour to the Aaron Weiss car collection on April 3 was a good example of why its a good idea to attend our monthly meetings. Director Don Harris had been working to set up this tour, but at the time of our March meeting had not been able to confirm a date, so he took sign-ups of those interested. And interesting it. was. Sorry for those who missed it.

We left the Ross' parking lot at 11: 30 AM led by Doug Caister's late model Buick, followed by Stan Birchall's '57 Ford Country Sedan with Spence Murray riding along, and then the 59 Ford of Hoady Holst with Gary Weber and Coastal Valleys Director Andrea 'Enthal for company. When we exited the 210 at Sian Gabriel Blvd. we had what seemed an interminable wait for one of the longest funeral processions any of us could recall. We waited patiently as many of the clods beside us impatiently honked their horns. Finally we made it to the beautiful new building Mr. Weiss erected to house his fine collection. We were joined there by Becky Harris (after all his efforts, Don couldn't join us) and John, Joanne, and Jack LaMonte and Jack & little Drew Duha.

Mr. Weiss collection began with three 'late" model Rolls—Royce, then grew to include different marques of pre and post—war cars. He feels there should be at least one car that will bring back memories of times long gone by to his guest's. It's understandable that most people are un fam liar with Rolls—Royce and have a hard time relating to them Very few people have owned Rolls, and probably less than 2% of Americans have even had the opportunity to ride in one. Nonetheless, Rolls—Royce remains an important Part in the development of the automobile and have always represented the finest of motorcars.

Besides the first three Rolls) the collection includes three. Pre-war (W\V II that is) examples, all three bodied in the U. S. at Springfield MA.

Many of the GM cars displayed have been designed or influenced by the great Harley Earl, who was stylist at GM from '1 927— 1 960 and was featured in a recent. "Act ion Era Vehicle' magazine. Also, current GM television advertisements. Among many others, lie was responsible for such cars as the Corvette, Eldorado, Skylark, and Riviera.

His '46 Chrysler Town & Country two door convertible coupe was a milestone car, built with a wood body right after WW II when steel was still in short supply. There are now only 33 left of '1935 built, the price tag then was suggested to be \$274.3. Big bucks in those days.

The '56 Continental Mk II was an attempt by FoMoCo to offer a handbuilt car of a quality to rival any European or US luxury car. The GM response was the '58 Cadillac Eldorado Brougham. Mr. Weiss example is a lovely medium metallic blue 'fordor hardtop with a brushed stainless steel top. This was the most prestigious Cadillac 'from Detroit since the big V—i6s, and it began "life" at its showing in the 1954 Motorama as the 'Park Avenue town sedan". It cost \$25,000 to build and sold for a then incredible \$12,500. Only 704 were built. Both the Mark 11 and the Eldo were commercial disasters but, they present an interesting insight into the auto industry of the time.

No collection would be complete without one of the US' most popular sports cars of the age - the 'first generation Ford Thunderbird. The '57 Bird on display is one of the rare "F" Series with the factory Paxton supercharger. Only 208 of these were made of out the 1957 production of 21,380 T-Birds.

Part of the collection includes pre-war cars that chronicle the early and great years of automotive technology and design. The V-12 and V-16 Cads are examples of conspicuous consumption in times of the destitution of the depression. The V-16 is a '1938 four-door "imperial" 7-passenger sedan, one of 315 of these V-16s produced. The V-12 is a Fisher four door 'five passenger town sedan which has had on three owners and still has the original interior. Poor Mr. Weiss - he had to take the beautiful V-12 as part of a package deal to get the V-16.

A '27 Cadillac 314A four-door dual cowl sport phaeton featured one of the new Fisher bodies 'for 1927, and is a CCA certified classic. It' is powered by a 355 Cubic inch V—8 and cost \$3975 when new.

The '32 Packard convertible rumble seat roadster typifies the elegance, and style that was characteristic of Packards of that era. This Series 902 has a 110 F'IP straight eight.

Mr. Weiss' early Rolls-Royce models were a '27 Springfield Phantom I Brewster bodied salesman s town Cal and a 29 Springfield Phantom 1 Fleetwood drop dead Coupe. his '31 was in the shop for refurbishing when we were there.

At the entry to the spotless showroom was a '55 Corvette V-8, white with red interior, a bright red '65 Buick Riviera, and a '69 Camaro 55 convertible Indy pace car.

Next to the '7 T—bird was a '37 Cord 810 supercharged convertible phaeton, one of only 610 made. It is powered by a 117 HP Lycoming 289 c.i.d. V-8 and is capable of 107—108 MPH. Only 2279 Cord model 810 and 812s were made. Then there was a lovely 1954 Buick Skylark convertible, which has won many tops, places at major concurs (as has the Cad Eldo), followed by a black '64 Buick Riviera.

Mr. Weiss was very laid back and friendly and eager to chat about his hobby. Like many of us, once he became involved in the hobby, many of the cars "just found him". He just has a deeper pocketbook than we do. What will be his next acquisition? He has no idea. He just says it will depend on a little "bargaining" with his wife. I think we're also familiar with that scenario.

After enjoying this fantastic collection and pleasant visiting, it was time for us to say farewell. as Aaron had to decide which car to take to the Palm Springs Concours the next day. In

spite of a few drops of rain on the way home, it was a great experience. Thanks to Don Harris for arranging it and Aaron Weiss for having us.

Hope to see you all at the Coastal Valleys Car Show at the Autry Museum on April 25. The show benefits the Guide Dogs of America, and will be on the grass this year.

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