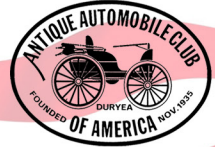
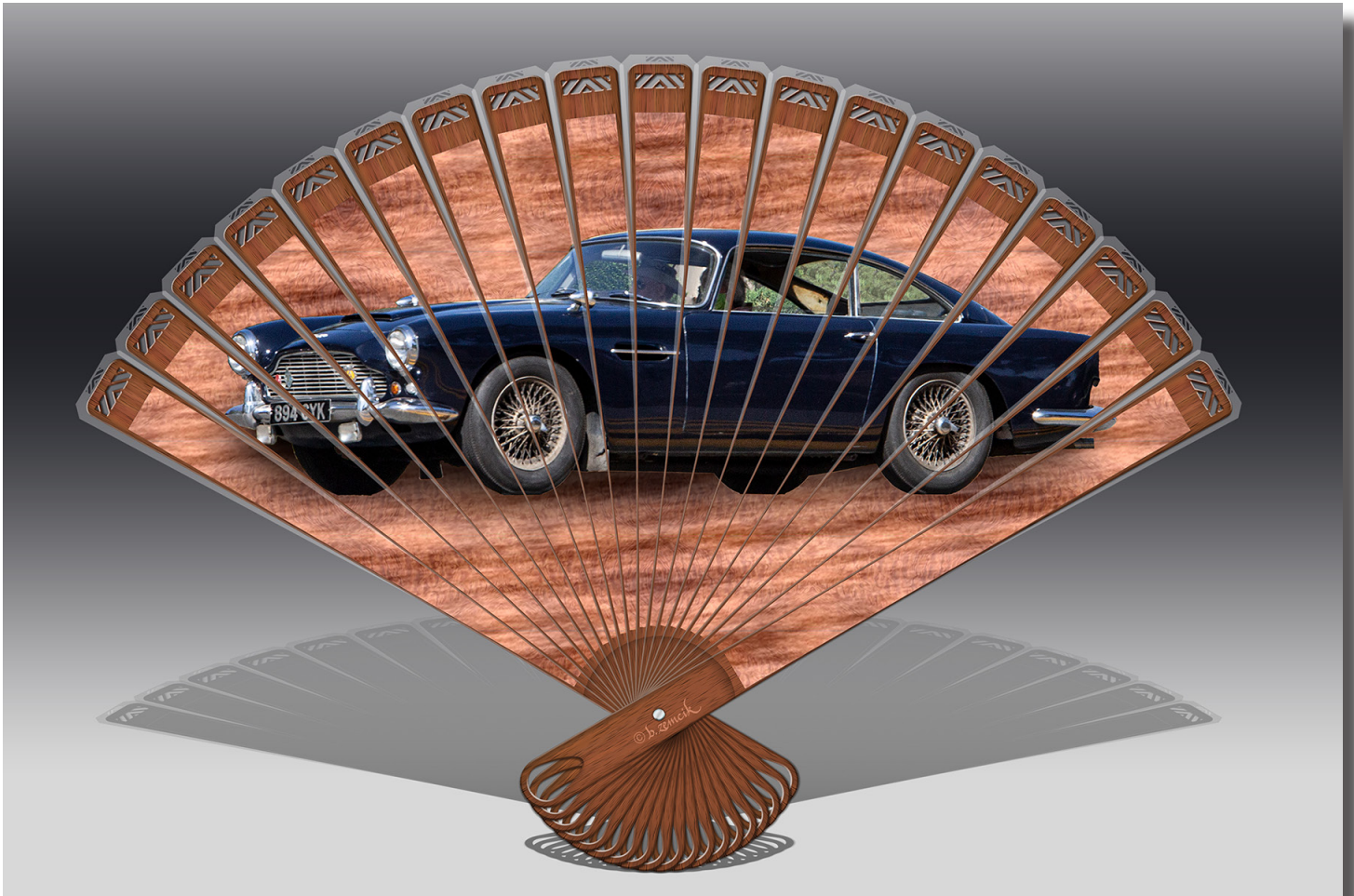


THE FOOT WARMER

Official Publication of the San Diego Region



www.sandiegoregion.aaca.com



THE WATT'S 1961 ASTON MARTIN DB4. CONSIDERING ALL OF THE TRIALS THEY HAD RECENTLY WITH THEIR STARTER SITUATION. TO PURSUE THE CORRECT SOLUTION IT TAKES A REAL "FAN" TO THE CAR AND THE HOBBY. NOW THAT THINGS ARE BACK IN ORDER IT WILL BE GOOD TO SEE THIS ICONIC MARQUE AND STYLE BACK AT CLUB EVENTS. READ ABOUT THEIR TRIALS ON PAGE 5.

June 2020
Volume 58 Issue 6

The El Cerrito Cars & Coffee group put together the car tour for car clubs in San Diego. I think you all got the invitation. I asked everyone who participated to write their thoughts. Below are their contributions. I've included photos of the cars that made it to where I was shooting near the end of the tour. Some got a little lost while Nick Fintzelberg's 1929 Chrysler Imperial wound up following three classic cars that were not with the tour and went another direction. If you would like to see all of my photos please let me know; I have posted them on my website but it is a private gallery and you will need the specific link. - - - Brad



B. Zemcik

Art Cotte: Phyllis and I really enjoyed the tour. The turnout was amazing but considering how we have been confined to our homes it should have been expected. Hats off to the Booths and all that planned the event. Driving through the route and having the people waving the American Flag and cheering was heartwarming. Phyllis said this is America.

Betty and Daryl Holmes: The day was such a treat. Daryl had washed and polished up our 1941 Chevrolet, we were looking forward to getting out of the house after being locked up for so long.

The day turned out to be just perfect, our car ran so well as if it knew this tour was special. We drove through the beautiful Talmage area. The homes were of the 1930 and 40's era.

I read the directions given to us at the start of the tour. Daryl drove honking our horn and waving at the excited families standing in their yards. They waved back, all the while snapping pictures of us and the other cars as we went by.

We got about halfway through when we got lost because we followed someone else who was lost, we were so rattled and sorry. We tried to catch up, but by that time it was almost over so we went home.

We want to say thank you to all the folks that planned this tour. It was a marvelous job! We can't wait for the next time.



B. Zemcik

Alex & Sandy Watt: After almost 2 months of forced NO-CAR events, we were ready for the Cars & Coffee tour. It was such a pleasant feeling to be able to get out on the road with other car enthusiasts and share our babies with the residents of El Cerrito. The day started with everyone meeting at the College Avenue Baptist Church, where we all turned in our donations for their food drive, then at 9 am it was time to start the engines and head out on the tour. For me it was a "Le Mans Start" as I was off taking pictures of cars and had to run back to the Aston, fire it up and take off before we lost our place in line. All along the route people were out on their front lawns waving as we went past. Several garages were open with vintage cars visible and neighbors yelling things like "Hey Frank, these are your people", at the owners. It was great to be back out and the range of cars stretched over 100 years from 1908 models to new cars. The future of the hobby looks promising as we noticed small children staring transfixed at the sight. We can't wait for our next tour.

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PRESIDENT'S MESSAGE

I hope everyone is staying sane and healthy with the forced "Stay-at-home" directive. It has been a very different Spring from normal, with swap meets, car tours, car shows and Club meetings being cancelled. Hopefully we will be able to start getting back to normal in the next couple of months. I have been able to concentrate on working on the cars and the 33 Riley has progressed to where I am almost ready for upholstery and wiring. It's been a relatively slow process as it was completely dismantled when Sandy and I acquired it, and there have been quite a few instances of installing parts then finding out that they have to come back off to get other parts installed. Still I'm happy with my progress.

I was glad to see several of the Club members were able to attend the El Cerrito Cars and Coffee Social Distancing Tour and Neighborhood Drive-by on May 3rd. The organizers were expecting about 30 to 35 cars, but a total of 70 showed up. Hopefully they will be out again next month.

I want to thank Brad for putting out the weekly puzzles. I always enjoy doing them.

I am cancelling the June General Meeting and let's hope that we will be getting back together sooner rather than later. In the meantime please keep working on your cars, and have them ready for when we can hit the roads again.

Alex.

Monthly Membership Meetings
1st Monday of each month
6:30 PM - Social 7:00 PM - Meeting
Joyce Beers Community Center In
Hillcrest on Vermont Street. Ample free
parking at Ralphs or Trader Joe's.

Annual Bar-B-Q at Bob Gunthorp's

Although still postponed this will probably be our first event once things open back up. We are all hoping it won't be too long. Stay safe and be cautious.

2020 Region Calendar

Dates subject to changes

JUN	1	NO!!! General Membership Meeting
JUN	TBD	NO Region Tour Event
JULY	-	NO General Membership Meeting
JULY	4	Coronado July 4th Parade CANCELED
AUG	3	General Membership Meeting
AUG	TBD	Chicken Fest Mike Cooke
SEP	3	General Membership Meeting
SEP	TBD	Mike Cooke
OCT	5	General Membership Meeting
OCT	TBD	Watt's Halloween Party Alex & Sandy Watt 619.223.6519
OCT	TBD	Silent Movie - Al Smithson 619.992.8729
NOV	2	General Membership Meeting
NOV	8	Annual Banquet Bob Gunthorp 619.993.0184
NOV	23	Silent Movie - Al Smithson 619.992.8729
NOV	TBD	Region Tour Event
DEC	7	General Membership Meeting
DEC	TBD	Bells of Freedom Bob Gunthorp 619.993.0184

The Antique Automobile Club of America is a non-profit, national organization founded in 1935 and dedicated to the preservation, maintenance, restoration, and enjoyment of Historical Vehicles

Antique Automobile Club of America National Membership Single or Joint \$40.00 per year. Life Membership \$600.00
 San Diego Region Membership Single or Joint \$25.00 per year. **Our San Diego Region Membership Chairman can help you obtain both memberships.**

Contact: Mark Richards richardsconsulting@yahoo.com 541.517.1393

Since its inception there has been something about the sight, sound, and feel of the automobile that stirs the imagination and the desire to experience the freedom of the open road. Whether it's the clatter of the single cylinder brass era car or the heavy thumping of big block Detroit musclecars that fuels the addiction, we are all kindred spirits. Vintage cars, trucks, buses, and motorcycles are our bond.

Since 1935, AACA has had one goal: The preservation and enjoyment of automotive history of all types. From National Meets and Tours to Regional events, AACA is here to bring enthusiasts together through exciting National activities, friendship, and Antique Automobile... an award winning 100-page full color magazine.

You don't have to own a vehicle or know how to turn a wrench. You can be involved at any level you wish, the possibilities are endless.

So, spend time with us and others sharing your passion. Join up. It's less than the price of a tank of gas and lasts all year.

President
Alex Watt 2019 & 20
 714.273.9705

Vice President
Tom McIlravy 2019 & 20
 760.429.6565

Secretary
Susan Woods 2019 & 20
 858.560.6899

Treasurer
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Brad Zemcik 2019 & 20
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Programs/Speakers
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Membership
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Tours
Tom McIlravy 760.429.6565

Refreshments
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Annual Banquet
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Susan Woods 858.560.6899

Annual Awards
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Art Cottee 619.885.0704
Royce Dunn 619.781.8339
Daryl Holmes 619.840.0797
Jack Heacock 760.390.4220

Coronado Parade
Al Smithson 619.992.8729

ACCC Rep/Legislation
Sheldon Jurist 858.279.8285

Club Photographers
Bob Gunthorp 619.993.0184
Betty Holmes 619.465.0797
Tom McIlravy 760.429.6565

Editor
Brad Zemcik 619.255.0059

JUNE BIRTHDAYS	
John Boyd	1
Don Chaplin	2
Mike Cooke	4
Lynne Heacock	4
David Willoughby	4
David Finney	21
Bob Schlesier	28
ANNIVERSARIES	
Shelia and Sheldon Jurist	14
Janet and David Finney	20
Marilyn and Doug Clements	24
Susan and Darrell Christian	29

JULY BIRTHDAYS	
Nick Fintzelberg	4
Patricia Ludi	5
Jerry Kay	6
Bud Hartwell	20
Art Cottee	25
Art St Cyr	27
ANNIVERSARIES	
Joe and Cathy Cibit	9
Don Chaplin and Andy Hunt	10
Claire and Mike Cooke	10
Ruth and Keith Wahl	30

Thanks to those of you who have stepped up to provide refreshments at our meetings this year.

January - Diane Richards and Michele Zemcik
February - Sam and Deborah Judd and Tom McIlravy
March - Marilyn Clements
April - Susan Woods and Barbara Foley
May - Rick Reinstein
June - The Okey's
July - No Meeting
August - Phyllis Cottee and Betty Holmes
September - Al Smithson and the Dunn's
October - Shelia Jurist
November - Barbara and John Boyd
December - Beth Kind and Norma Almanza



Last month I posted this photo asking if anyone knew about it. I first joined the region in 1966 or 1967. This lady was a wealth of car knowledge but I was too young to seize the opportunity to really talk with her a lot. She was always SUPER nice and dressed to "the nines." Lenora Lytel is how she was known. Only



later did I learn she was really Lenora POPE Lytel... Pope as in Pope and Pope Hartford automobiles. She is shown in her 1938 Maybach SW 38 Cabriolet by Spohn correctly identified by Jack Heacock.

Oh if she was still alive what we could learn.

Aston Starter Problems *by Alex Watt*

Before anyone starts in with the Lucas Jokes such as “The 3 position Lucas switch – Dim, Off & Flicker”, and “The Lucas light factory motto –A good days work and home before dark”, I have been having electrical problems in the Aston.

We acquired the DB4 in 1986, and I spent a year rebuilding the engine and gearbox. Since then the car has run flawlessly until August of last year. We were getting ready to go to the San Diego British Car Day, and when I went to start car – absolutely nothing. I knew the battery was good as I had just replaced a 15 year old battery in June. (Yes 15 years old with no problems. I keep the car on a Battery Tender).

Next step was to get the starter rebuilt and replace the starter solenoid. To pull the starter you have to remove the left front wheel and the rear exhaust header. I replaced the started and when I turned the key – smoke everywhere. I quickly made sure all the power went to pull the starter which had welded itself to the ring gear. Got it out and back to the rebuilder. Before I got it back I was off to South Dakota for 75 days. After I got home I reinstalled the starter and once again – nothing. I have a friend who was an Aston mechanic so called him over and we went through the entire system without finding any faults, so we pulled the starter and he tried to turn the shaft and commented that it was shouldn't be as tight as it was. Took it back to the rebuilder who swore up and down it was the correct drag on the shaft, but he agreed to check it out. The following week I went to pick up the starter which they said was perfectly fine, but this time I tried to turn the shaft and told them that with the large engine and the drag on the starter it wasn't going to work, and they needed to loosen the shaft. They complained but agreed to do it.

The following week I got the starter back and installed it, and finally the car engine turned over and started. Our first outing was the El Cerrito event. It's great to have the car back on the road. Lucas is the butt of many jokes, but over 30 years of running without problems is hard to beat.

Pope Motor Cars

Electric cars are an exciting new invention. But are they new? Did you know that the first electric cars were invented more than 100 years ago?

One of the largest electric carmakers was the Columbia Motor Car Company of Hartford, Connecticut. For a short time, Hartford was the automobile capital of the world! But this is a story of boom and bust.

The company's founder was Albert Augustus Pope. He was born in 1843 in Boston, Massachusetts. In 1876 he began manufacturing a new invention—the bicycle! Bicycles were a popular new way to get around. Pope came to Hartford to build a bicycle factory. Hartford already had many factories. It had workers who knew how to make things.

Pope was a success for a while. Then he realized you could only go so far on a bicycle. He realized the “horseless carriage” would be the next big thing. The automobile was invented in 1885 in Germany. In 1893 the first car was built in America. In 1896 Pope started the Columbia Electric Vehicle Company in his Hartford factory. It was one of the first car companies in America.

Pope hired Hiram Percy Maxim of Lynn, Massachusetts. Maxim was an inventor. He had added a motor to a Pope tricycle. Some call it the first motorcycle made in America. Pope hired him to work in Hartford. Their first decision was what kind of motor to use: gas or electric. Pope preferred electric. He thought electric cars were better. They were cleaner, quieter, and more efficient than gas-powered cars.

Maxim went to work. He needed a motor. He found one at the Eddy Electric and Manufacturing Company in nearby Windsor. He needed a car body. He worked with the New Haven Carriage Company to design one.

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Pope Motor Cars continued

The Mark III was the first model ready for sale. The factory made 10 cars. In 1897 the first one was sold. The Mark III was a success!

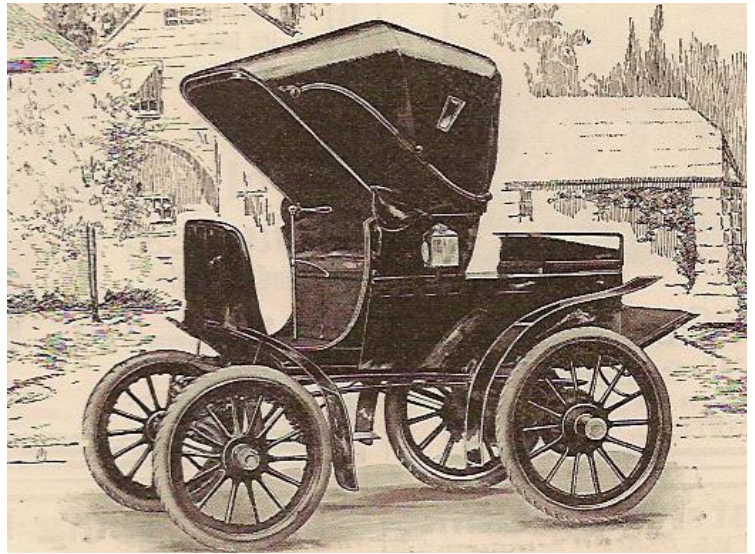
By 1899 Pope's company had become the largest employer in New England. It produced 2,092 cars that year. It produced several different models.

In 1902 President Theodore Roosevelt became the first president to ride in an automobile. He rode in a Pope electric car! It seemed like Pope Manufacturing Company was on top of the world. What could possibly go wrong?

By 1909 Columbia Electric Vehicle Co. was ruined. Pope died that year a poor man, and Maxim was a gun designer. What had happened?

Pope's cars were amazing machines. But they were expensive. Electricity was still a new technology. Not many people had electricity in their homes. Only people in cities had electricity to charge their cars.

Pope also now had competition. Detroit, Michigan was becoming the gasoline-powered car capital of the world. The Ford Motor Company introduced its Model T car in 1908. The Model T was small and inexpensive. More people could afford to buy it. Gasoline was easier for people to get. Pope's company started making gas-powered cars. But by 1912 the Pope Manufacturing Company had closed.



Columbia Mark III Phaeton, Century Magazine



President Roosevelt riding in Pope's electric car. The driver is driving from the back seat (on the right). The police are riding Pope's Columbia bicycles. 1902. Connecticut Historical Society



1909 Factory Photo

Mike Cooke: Thanks go to the organizers for the great tour!!! They are: Newell and Gladene Booth, Jim and Joan Sieber, and others that participated in making the event a great success.

The San Diego Car Clubs owe a debt of thanks to those folks who put on the C & C car tour on May 3rd. They have stepped forward and brought the “old car” community together, out into the sunshine to breathe the fresh air, and in general, to have folks clear their minds from the significant issues that have consumed the country for the last 3 plus months. In accomplishing the above task, it was accomplished while the participants were: wearing masks, keeping in line with “social distancing” guidelines, and having a grand time while doing it. There were no arguments, no politics, just getting out into the fresh air and seeing others with a smile on their faces. It was great, just nodding to everyone, whether or not you knew the person. Everyone had one common purpose, to just get out of the house, to enjoy the outside, and wave to and acknowledge others with a common interest. It was a delightful morning.

I consider the folks who went the extra mile to orchestrate the event, to be San Diego “old car” HEROs!!

The tour passed by Fire Station # 10 along the route. Several photos were taken of cars at the station. The tour also passed through several neighborhoods between Seminole Drive and 47th street on each side of El Cajon Blvd. The residents of these neighborhoods came out to wave and yell, they waved signs of greetings and appreciation to see the old cars.

Two of our tour “workers” were in fact real doctors that brought smiles to our faces by taking everyone’s temperature with an improvised giant thermometer, and subsequently prescribing (see below) a cure for what ailed you. All in all, a good time was had by everyone.

The tour route was lined by local residents that had been pre notified of the old car tour and the approximate time that the tour would be in each neighborhood, and they were out in force to wave flags, clap, give thumbs up, wave their arms, and in general have a good time and a change of pace. Many photographs were taken and some can be viewed on Brad’s web site. Just ask him for the link.

Channel 8 ran a segment on Sunday night and Monday morning after the event. The below link will take you to the video. <https://elcerritocnc.wordpress.com/>

Thanks to all that participated. Mike Cooke

P.S. Don’t forget the **FIRST RESPONDERS** across the country, which are on the front lines daily to protect and serve the citizens of our country. Take a moment to thank all of those **FIRST RESPONDERS** that make this country safe and the greatest country on earth.



At the health check each driver was issued a prescription along with a healthy snack by our own **Dr. Darren Farnesi**.



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Tom McIlravy: On the 29th of April the San Diego Region was invited to participate in a joint club car tour with several other car clubs. The El Cerrito Cars and Coffee Social Distancing tour was scheduled on May 3rd. Not a lot of time to get the word out, but many of our members were able to make their way to the Baptist Church on College Ave near El Cajon Blvd. About 70 cars turned up from the early 20's to modern sports cars. Masks were in place and canned food donations were accepted, as we started out with directions in hand. We wound around neighborhoods, waving at people in their yards, kids playing on the lawns, and horns honking. We were able to give our gratitude to the first responders at Station 10.

Many thanks to the organizers of this tour; it was a great day to get out with our cars after a month of isolation in our homes. Check out the pictures Brad Zemcik took as we rounded the roundabout in Talmadge.



Bob Wagner/BobLasher: People wanted out and that's what they got on the delightful Social Distancing Tour organized by Newell and Gladene Booth on Sunday, May 3. We thought we might meet 20 -25 cars at the parking lot meeting place and when we arrived, the line had snaked around the lot at least twice! There were cars and people we had never seen before. Well, we weren't always sure who everyone one was behind their masks, but it sure was looking like a party when we got there. Cars from almost every period were in attendance and the spirits soared as we got off to start the journey.

The trip took us to streets and neighborhoods we had never been to before and it was a great experience to drive through these neighborhoods where we were just about the only cars on the road, so we got to take our time and even managed to depart from the planned tour with a wrong turn and still catch up with everyone down the line. Not only were the car participants having a good time but we felt like celebrities as people gathered on their front porches, on their lawns, and even in chairs set up along the sidewalks to wave us along and occasionally give us directions as to which way we were to turn when we got to the next corner. It was thumbs up time from beginning to end and a much-desired break from staying at home feeling like we were under house arrest. It certainly was a tour to be remembered and one that managed to get people out and about and enjoy the beautiful day that Mother Nature provided. Many thanks to Newell and Gladene for all the time and work they put into this.



Jerry and Pam Kay



Larry and Paula Okey