

THE FOOT WARMER

Official publication of the San Diego Region



ANTIQUE AUTOMOBILE CLUB
of AMERICA



JULY 2021

Club Website: www.sandiegoregion.aaca.com

Facebook: www.facebook.com/groups/SanDiegoRegionAACA

SD Region Barbecue Picnic at Bob's

51 members of the San Diego Region and the Horseless Carriage Club enjoyed a great feast and visit at Bob Gunthorp's traditional summer picnic June 26th. Thank you, Bob, for organizing and hosting this event. California was "opened" June 15th, just in time for our party! A superb barbecue lunch was put on by Catherin Ockunzzi of Birds of a Feather Catering. The consensus was we should use these people again.

The weather was perfect. Sunny, temp in the low 70s, a gentle breeze wafting over Bob's freshly washed, landscaped back yard. Service was from the cabana-bar. Lovely! Just right!

More photos inside.



An early arrivals table with the Forts seated, Nick Fintzelberg standing, and the Gunthorp cabana-bar-kitchen in the background.

The *Foot Warmer* is the official newsletter publication of the San Diego Region of the AACA. Published approximately monthly, it's free to members of the Region.

San Diego Region at the El Cajon Cruise Night!

(formerly The Chicken Fest)

August 11, 2021 W. Main at S. Orange
This year, the Region is buying box lunches for all club members who pre-register. Contact Host Art Cottee no later than August 4 if you want a box lunch. If not, you can just show up!
artphylcot@aol.com; 619.885.0704

A Greeting From our President

Dear San Diego Region AACA Members,

What a wonderful day it was! Thanks to Bob Gunthorp for hosting a BBQ at his home. 52 people were in attendance, and the food was the best! His cars were on full display and several other members brought their cars too. Ahead we are looking forward to the Chickenless fest, a box lunch special. Hope you can make it.

Tom McIlravy



Ken Whited and Paul Johnson arrived in style in a 1941 Cadillac.

Independence Day Parade

Coronado, July 3, 2021

IT'S A GO!

Al Smithson confirms the parade is on. He has a list of drivers and is taking standbys. This year's theme is "The American Dream". Happy Independence!

The AACA 2021 Calendar shows a **Special Western National** for November 11-13, 2021, sponsored by the Phoenix Region, and it's followed by a Western Divisional Driving Tour on November 14-17. Although the location isn't specified, The Phoenix Region previously announced both events for Show Low, Arizona.

Several San Diego Region members showed cars and won awards at the 2019 Nationals in Fallbrook. Some might like to try for the next one at the Phoenix-sponsored Nationals, or do the tour following, or maybe both! If you *might* be interested in a San Diego Region driving tour to the festivities, please let *both* Jack Heacock and John Boyd know. Maybe we can assemble a delegation! Drjohn96@mac.com; jackheacock@yahoo.com



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So many Caddies...

Cadillac fans have a new place to [make their pilgrimage](#), The Greenberg Cadillac Museum, which contains the largest private collection of Cadillacs in the United States. Located in Brookville, Pennsylvania, it contains over 70 [fully-restored Cadillacs](#) stretching virtually the entire history of the brand, with the oldest car in the collection being a 1905. This allows visitors to get a sense for how America's premiere luxury automaker [has evolved over the years](#).

Previously, this [collection of Cadillacs](#) wasn't open to the public. However, this June 17-20 it will be opening up to everyone for the first time ever. The Jefferson County Historical Society and Brookville Laurel Festival have worked to help make this unique opportunity a reality. Spanning 9,000 square feet with 9 galleries and 12 exhibit areas, plus a research library, gift shop, and staff offices, The Greenberg Cadillac Museum should be a favorite destination for many fans. The fee of admission is a donation which goes toward the Jefferson County Historical Society. Back in 1973, Dr. Steven Greenberg, who was a young eye surgeon at the time, moved from Detroit to Brookville with his cherished 1966 Cadillac. Throughout the years, the man added many more cars to his rapidly-expanding collection. After the man retired, he really got busy with restoring the classic cars. "This collection of the finest American luxury cars is my passion, and I am excited to share these beautiful automobiles for the first time," Dr. Greenberg told local journalists. "Due to a partnership with the Jefferson County Historical Society, we hope to have the Cadillac collection open to the public on a regular basis." If you want to visit The Greenberg Cadillac Museum, it will be open from July through October of 2021 from 11 am to 3 pm on Fridays and Saturdays. Or you can make an appointment to see the collection by calling 814-952-1616.

Source: [Courier Express](#); submitted by Brad Zemcik.



Photo credit: The Greenberg Cadillac Museum

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OFFICERS

PRESIDENT: **TOM MCILRAVY** (20-21)
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BOB GUNTHERP (21)
MARK RICHARDS (21)
KIMBALL VINCENT (21-22)
KEN WHITED (21)
BRAD ZEMCIK (21)

KEY PLAYERS

PROGRAMS/SPEAKERS: **ALEX WATT**
 MEMBERSHIP: **MARK RICHARDS**
 TOURS: **TOM MCILRAVY**
 REFRESHMENTS: **DIANE RICHARDS**
 ANNUAL BANQUET: **BOB GUNTHERP** AND **SUSAN WOODS**
 ANNUAL AWARDS: **ALEX WATT**, **ART COTTEE**, **ROYCE DUNN**, **DARYL HOLMES**, **JACK HEACOCK**
 CORONADO PARADE: **AL SMITHSON**
 ACCC REP/LEGISLATION: **SHELDON JURIST**
 CLUB PHOTOGRAPHERS: **BOB GUNTHERP**, **BETTY HOLMES**, **TOM MCILRAVY**
 EDITOR: **JOHN BOYD**
 (SEE CLUB ROSTER FOR CONTACT INFO.)

Region Calendar

July 5	No Membership Meeting
August 2	Regular Membership Meeting
September 6	Hope for in-person soon!
July 3	Coronado Parade
August 11	SD Region Chicken Fest El Cajon
November 7	Holiday Banquet at the Handlery

JULY				ANNIVERSARIES				JULY			
Joe	Cathy	Cibit	9	Nick	Fintzelberg	4					
Don	Andy Hunt	Chaplin	10	Jerry	Kay	6					
Mike	Claire	Cooke	10	Tom	Lester	10					
Keith	Ruth	Wahl	30	Bud	Hartwell	20					
AUGUST				Art	Cottee	25					
Wayne	Deborah Lester	Doyle	1	Art	St cyr	27					
Art	Phyllis	Cottee	2	Patricia	Ludi	5					
Tom	Brenda	Lester	5	AUGUST							
Larry	Paula	Okey	11	David	Gravley	1					
Jim	Catherine	Woolsey	16	Susan	Christian	1					
Newell	Gladene	Booth	21	Charles	Spitz	4					
Bob	Grace	Schlesier	23	Len	Pistoria	6					
				Jim	Woolsey	8					
				Paula	Okey	13					
				Marilyn	Clements	15					
				Julie	Licari	16					
				Sheila	Jurist	17					
				Lance	Haynes	19					
				Doug	Clements	21					
				John	Cummings	27					
				Mike	Williams	28					
				Dr. Susan	Woods	30					



Tom McIlravy found the shady spot.



A striking display of German automotive history greeted us at Bob's



The backyard garages were open as well. Mostly Mercedes Benz cars were visible.

Picnic Photos



More Contributed

Tom McIlravy reports his former 1947 Lincoln Zephyr club coupe made an appearance at the Loyalton, California Car Show. New owners Darrell and Sue Christian sent him some photos!



Rick Reinstein submitted this advice.

Driving an Old Car on Modern Roads

I'm sure that the majority of you folks in the club have owned and driven old cars for a good portion of your lives, and so what follows here may be old hat or old news. For the rest of you, what I have to say might be of interest. When I reached that happy milestone of getting my long term project car road ready and registered, the first times taking her on the road were a little scary. Some of the antics of my fellow drivers in the modern world made taking my 51 Chevy coupe on the road, a very intimidating and humbling experience.

First, getting used to 60-year-old technology in the form of four-wheel drum brakes (watch for fading down hills!), and shifting an old, partially synchronized three speed manual took some getting used to. Fortunately, I remembered the "three-on-the-tree" shift pattern from my days learning to drive my mom's Duster. And now we get to the joy of modern traffic and drivers. No jack rabbit starts for my old baby. That led to tailgaters galore, followed by being passed and cut off as they jumped back in my lane just in time to slam on the brakes as they caught the red light ahead.

Second, I re-discovered the joy of hand signals. Many early 50s cars did not come equipped and those that did were dealer optioned add-ons. Remember the optional side mirrors? So sticking one's hand out to signal is met most of the time with smiling waves now. At least I get their attention, as my tail lights are too small to be noticed by the plethora of smartphone texters with their faces buried in their phones as they drive. Yikes!!

So finally, here are some pointers from past lessons learned:

Get completely familiar with the quirks and peculiarities specific to your car. Brake fade is especially important to note when descending downhill grades. Consequently, allow greater following distances with cars behind and ahead. One has to take into account the rubber-necker factor also. Often, I find drivers speeding up to get close to my bumper to check out my car. Plan your shifts to minimize down shifts and upshifts—particularly if you have a fussy clutch/transmission set up. That way, you can probably hit the green light and keep going while those who passed you before hit the red. Those with sports models can ignore this advice! Ha ha!

Keep a close eye on your tires and keep them properly inflated. I always do a pre-flight inspection before setting out to check that all my lights are working properly too. Oh, and check those very important fluids. Recently, at my local Cars 'n Coffee, I noticed a Caddy convertible leaking coolant when the owner shut it off. Oooops!!

Double your defensive driving efforts and keep a close eye on all your mirrors—doing a 360° sweep frequently. And finally, as full disclosure, I polished my old car driving skills back East in Vermont, so I had an unfair advantage with un-crowded country roads, few traffic lights and fewer drivers! I'm now playing catch-up (not ketchup LOL) here in S.D.

So happy motoring y'all!! Maybe I'll see you on the road.



Rick and his '51 Chevy, Dorothy

And here's another short story from Phil Boyd. He calls it...

Tragedy, Or Something

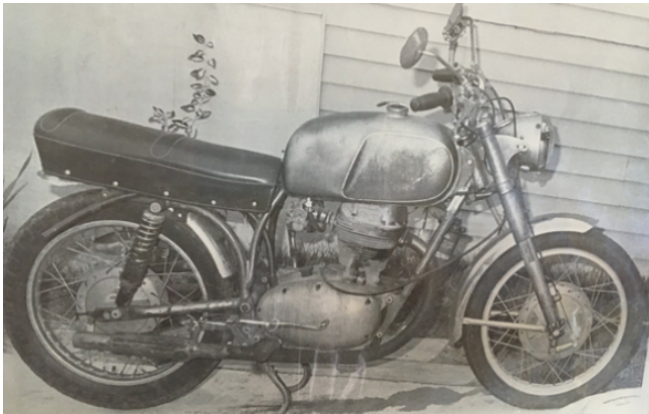
When I was a student in college, Dad lost his battle with cancer. Rightly or wrongly, I was impressed with my perception that life had no safety net – either I must provide for myself, or do without. This resulted in a strong commitment on my part to complete the engineering program I was in, and finding a job in the technology market.

As a student, I found a part-time position as support staff for engineers at the Applied Physics Lab of Johns Hopkins University. One of my co-workers was a motorcycle rider, and though I had no time for distractions, and little money to spare, I often talked motorcycles with Leo.

Sometime during the school year Leo told me that he had an old motorcycle that I could have, for free, if I could pick it up. The price was right, and I told myself some story that kept my conscience moderately quiet. I arranged to borrow a van from another student, and Friday after work headed to Leo's home to pick up the bike.

Leo had warned me that it wasn't much to look at, and didn't run, and wasn't licensed, but he had a title, and it was mostly complete, so I was confident I could get it going. He couldn't tell me the brand or model, but thought it might have a 250 cc engine. Cool!

I got to Leo's place, and together we pushed it up a ramp and into the van, signed over the title, and I headed back to the dorm. At school, I put it in the motorcycle parking area, and as it was dark, went directly inside to deliver the van keys back to their owner.



My temporary bike. That's water under it, not oil!

The next morning my conscience wasn't totally quiet, so dutifully, I spent the whole day in my studies. Priorities, you know.

Sunday morning I went down to look more closely at my new bike. Why prolong the story? My new motorcycle had been stolen, and I never saw it again. I still had the title, and this photograph. What a tragedy, or something.

More Picnic Photos



Antique cars earned a space in the backyard



Host Bob welcomes the Richards, Jerry Kay, and Doreen Harvey

Miscellany



From the Journal of Classic Cars, by Larry Edsall

Great idea: Stage a multi-generational road rally

Here's an idea we encourage all sorts of car clubs and event organizers to consider: The [Zoute Grand Prix](#) is a multi-event vintage vehicle celebration scheduled for August near the North Sea coast of Belgium. Among those events is the Zoute Generations Rally, scheduled for August 28.

"Beautiful to look at, tricky to master: driving a classic car requires skill and experience, qualities that age like fine wine," the organizers note. "Because we want to pass on the passion for classic cars from generation to generation, we present to you, the Zoute Generations Rally, a concept that will fit your enthusiastic

spirits." This rally is restricted to cars produced between the start of 1920 and the end of 1975 and is open to family teams and designed "to introduce the younger generations to the love of historic cars."

There actually will be two rallies under the generations banner — a regularity rally with timed events, and a touring rally, a slower and shorter event. With safety in mind, there will be a series of what the organizers are calling "tests," explaining that these rally stages are designed with the idea of "teaching our younger amateurs how to properly drive and master their beloved oldtimer" vehicles. The rally begins at 7 a.m. in Ronse and ends with a barbecue at 7 p.m. "Whether you want to participate together with your son, daughter, godson, goddaughter, (step)mom, (step)dad or grandparents, everyone is welcome at this wonderful summer rally," the organizers add.

This is a wonderful idea that other classic car groups can and should emulate.

Brad Zemcik sent in this follow-up to last month's bad news from London for classic cars. Sorry, it's more bad news. The underlined portions are links – clickable if you are reading this on-line.

[Nevada Looking To Close Classic Car Loophole It's all in the name of science...](#) [Steven Symes](#)

Certain members of Nevada's state legislature have laid out their plans to close up so-called "loopholes" in the state law dictating what constitutes a classic car. These changes could put at jeopardy enthusiasts' ability to own and operate their beloved vehicle, and it's all in the name of combating global warming. While nothing is set in stone since so far these are ideas, it sounds like legislation will be presented for consideration this year.

One of the people who spoke during a recent Zoom meeting with the Nevada Conservation League was Rudy Zamora, who reportedly is working with Assemblyman Howard Watts on legislation which would modify the classification for classic cars. Currently, if a vehicle is over 20 years-old it can be registered as a classic in Nevada.

The report isn't entirely clear how that classification would be altered, so that's something to scrutinize once the legislation is unveiled. It does go on about how people supposedly skirting the law by following it negatively impacts low-income and minority communities the most since "high-traffic corridors" cut through their neighborhoods and they're forced to breathe air from the older cars which aren't forced to pass a smog test.

Here's where the reasoning gets a little foggy: in the report Watts is quoted as admitting driving older vehicles "is often something of a necessity (for) small businesses and entrepreneurs and low-income families" but that those groups often can't afford to fix whatever makes their vehicle flunk the smog check. However, the goal is still to get the non-compliance vehicles repaired or off the road, although there's zero mention how far back in age they want to go with this initiative, but one would assume a 20-year-old car would no longer qualify as a classic and get the variance.



Another part of the plan would be to increase the smog fee for all vehicle owners in Nevada. Everyone loves paying more fees without getting anything for it, that's Government 101. But wait, there's more.

Some would say everyone should just buy a new electric car since that solves everything, even though there aren't enough EVs and even Elon Musk admits the electric grid in the US can't charge all those vehicles, let alone use "clean" generation methods. Instead of addressing that stark fact, Watts worries about people who can't afford a new electric car, that's much more expedient.

That's where the funds from those increased smog fees would come into play. Essentially, that government-captured money would be used to pay for minorities and poor people to have their car repaired so it passes the smog test. Or the money could be used to replace an old gas-burning car with a shiny new electric vehicle. We'll let you do the math on which would cost taxpayers more.

Here at Motorious we're fans of electrification, but not at the cost of obliterating internal combustion engines. We've written about some cool, interesting electric cars in the past, including some classics being converted. However, we're also all about people having choices and being able to enjoy their classic and collector cars reasonably. It's up to you as the reader to decide if these proposed changes in Nevada would allow you to do that or not. That's not an easy task, considering so many critical details are unknown at this time.

Whenever state legislatures start talking about closing up "loopholes" for cars registered as classics, our ears perk up. Car enthusiasts both inside Nevada and elsewhere would do well to watch what happens next closely since these ideas could spread as other state legislatures try passing similar laws, even if this plan fails in Nevada.

Sources: [Sierra Nevada Ally](#), [The Truth About Cars](#)

Classifieds

Newell Booth sends in a for sale ad from Joe Vissers, whom he talked to at a recent Cars and Coffee in El Cerrito. Joe's contact info is RanchoViz@Yahoo.com.

1952 Oldsmobile Rocket 88, Runs strong and smooth; no rust. Painted black, new carpet. New exhaust, Magnaflow. Power steering, Bendix power brakes. Rebuilt Hydramatic, carburetor, starter, fuel pump, front shocks, radiator, master cylinder. New rear shocks, motor mounts, fuel lines, wheel cylinders, front wheel bearings. Pertronix ignition, 6-volt Optima battery. The Olds is in Spring Valley. It shows only 71,800 miles. Asking \$18,500. Said to be in good condition; black with a green interior

