

THE FOOT WARMER

Official publication of the San Diego Region



ANTIQUE AUTOMOBILE CLUB
OF AMERICA



FEBRUARY 2022

Club Website: www.sandiegoregion.aaca.com

Facebook: www.facebook.com/groups/SanDiegoRegionAACA

2021 was an amazing year, compared to 2020 By Jerry Kay

2020 brought much sadness. Pam, my childhood friend and wife of 47 wonderful years was called home to her maker.



She is now in the arms of Jesus, where she always prayed to be. With Covid all around everything was shut down and there were no national Mustang shows. They kept rescheduling shows but in the end there were none.

2021 brought much sunshine. It all started 2-1-21 when I met another amazing woman, Doreen. An angel sent Doreen to me. She enjoys going to car shows and has been a member of the San Diego Pantera Club for 15 years. We have been together every day since we met one year ago and traveled all over America in 2021. Washington DC, St Louis, Kansas City, Minnesota, Seattle, Denver, etc, etc.

There were 4 national Mustang Club of America shows in 2021 and we went to all of them. First was Eureka Springs Arkansas. It was a rather small show with only about 240 cars due to the limited space at the motel venue. I have never been to that part of the country. It is beautiful with a lot of windy roads. In June we put the 67 Mustang on the trailer and brought it to the show. It was very hot that weekend and the ambulance was called three times. Twice for heat stroke and once for a heart attack for my class judge, Johnnie Garner. He was airlifted to the hospital where he underwent heart bypass surgery. National club members kicked in and drove his truck, trailer and Mustang back to Rock Hill SC. There were 2 Mustangs in the URA (unrestored, first generation) class and I won Gold. After the show we took the Mustang to Kansas City and put it in storage.

In July Doreen and I flew to Kansas City and drove the Mustang to the second MCA national show in Overland Park Kansas, a suburb of Kansas City. Once again it was very hot outside but we paid extra for indoor parking in the convention center. There were 401 Mustangs in that show and we were the only Mustang in the unrestored class. Traditionally the unrestored class is the smallest class of the show as they do not make unrestored cars any longer. A big afternoon thunderstorm rolled in and all the 300 cars that were outside got drenched. It came in so fast that a lot of the owners could not get outside fast enough to roll up windows and put up convertible tops! To make matters worse, someone printed future show flyers with an inkjet printer and put it on the seats of the show cars outside and the rain washed the ink out of the paper and onto the seats of the show cars. We won Gold again. Then we drove the car back to Kansas City and put it in storage and flew home to San Diego.

(continued on page 5)

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. (That box in the masthead is an antique foot warmer.)



AACA San Diego Region Info

OFFICERS

PRESIDENT: **TOM MCILRAVY** (21-22)
 VP: **MARK RICHARDS** (22-23)
 SECRETARY: **SUSAN WOODS** (22-23)
 TREASURER: **JOHN BOYD** (22-23)

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BOB GUNTHORP (22-23)
KIMBALL VINCENT (21-22)

KEY PLAYERS

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

Dear San Diego Region AACA members,
 February marks the 59th year of this club in San Diego. That is a milestone for many organizations, and it is made possible because of you the faithful members. Every year our membership gets older (duh) and fewer members participate in activities. I would like to encourage members to once again think about getting out there and attending an activity or two every so often. That is one reason for the breakfast scheduled, hopefully every month, to get more members active again who don't drive at night anymore. Let's start reconnecting, even if you don't drive your antique car.

Tom McIlravy

Region Calendar

Feb 7	Regular Membership Meeting
Mar 7	Joyce Beers Center 3900 Vermont Street, San Diego
Apr 4	
Feb 19	Great Autos car show, Normal and University, noon to 3:30 pm.
Feb 26	9:30 am. Monthly breakfast at Garage Buono Forchetta, 1000 C Ave, Coronado
Mar 12	6:00 Silent Movie, Trinity Pres., 3902 Kenwood, Spring Valley. Cars please arrive by 4:30.
Apr	Mormon Battalion Tour
May 14	Julian Pie Run
May 29	Fallbrook Car Show, Bates Nut Farm
Jun 25	Region BBQ, Bob Gunthorp's
Jul 2	Independence Day Parade, Coronado
Aug	Chicken Fest, Main Street, El Cajon
Nov	Silent Movie, Trinity Pres, 3902 Kenwood
Nov 13	AACA Awards Banquet, Bay Club

San Diego Region General Meetings...

are held the first Monday of the month at the Joyce Beers Center in Hillcrest, 3900 Vermont Avenue. Social hour begins at 6:30 with the program starting at 7:00. Members and guests are always invited. Refreshments are served after the program.

2022 Member Birthdays

FEBRUARY

Luvonne	HARMS	8
Joe	CIBIT	9
Paula	OKEY	20
Keith	WAHL	27
Grace	SCHLESIER	28

MARCH

Bette	HAYWARD	4
Daryl	HOLMES	7
Evelyn	MCGILL	16
Phyllis	COTTEE	27

Anniversaries

FEBRUARY

Mark	Diane	RICHARDS	12
Daryl	Betty	HOLMES	18

MARCH

John	Barbara	BOYD	16
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February 19,

and each third Saturday of the month, the San Diego region is invited to participate in the *Great Autos of Yesteryear* Hillcrest car show on Normal Street near University, near the Pride Flag. Arrive by noon, and please stay until 3:30 pm, as the police close Normal for foot traffic. Lots of restaurants nearby. Bring your car, meet your friends, and enjoy the sunshine. Probably.



HAPPY BIRTHDAY TO US!

February marks the 59th anniversary of the founding of the San Diego Region of the AACA. Sam Judd provided some interesting artifacts related to our beginnings. For instance, here's the letter announcing the formation meeting of the region, to be held February 11, 1963 at 8:00 PM. He also has the minutes of the first meeting, the original membership roster, and the first issues of the Foot Warmer. Perhaps we can publish more of this history in coming issues.

Dear Friends:

Monday Night, February 11, 1963, at 8:00 PM is the date that has been set for our first organizational meeting. The meeting will be held at the Silver Gate Savings and Loan Building at Ohio Streets and El Cajon Boulevard. The main purpose of the meeting is to sign up new members and elect temporary officers. Mr. Ralph O. Majors of the Southern California Region will officiate. So far, membership includes twenty-eight signed members with approximately thirty more commitments. It's a New Club, some new people, some oldtimers some who have old cars and some with nothing but the desire to acquire. The basic code of the Regional will follow that of the National. It is as follows:

MOTOR VEHICLES OF ALL TYPES UP TO AND INCLUDING MODELS OF 1920 ARE RECOGNIZED AS "ANTIQUE CARS" AND ARE GROUPED FOR COMPETITIVE PURPOSES INTO 21 CLASSES ACCORDING TO AGE AND MECHANICAL FEATURES. A NEW GROUP OF CARS DATING UP TO AND INCLUDING 1935, CALLED "PRODUCTION CARS," HAS RECENTLY BEEN RECOGNIZED FOR THE PURPOSE OF ENCOURAGING THEIR PRESERVATION AND RESTORATION. EXCEPTIONALLY FINE CARS OF SOME SPECIFIC MAKES SUCH AS DUESENBERG, ROLLS ROYCE, JORDS, ETC., DATING FROM 1930 UP TO AND INCLUDING 15 YEARS OLD ARE RECOGNIZED AS "CLASSIC CARS."

We believe this Club has the answer to the persons who believe in the above. People who are club members in other clubs have signed, people who are non-club members have signed. They all have one thing in common - an interest in old cars. This Club will welcome any person from all clubs and extends an invitation to all clubs to cooperate with all activities of this club. I did not have the opportunity to phone each and every member of all clubs; however, to those of you who did not receive a call, a most cordial invitation is submitted here with this letter to welcome you aboard a New-Old Car Club for San Diego! You are most welcome to attend this meeting so that you may become more cognizant of who is in the club and the club functions. If you decide not to attend, the door is open to you to join even though you have nothing but the desire or the interest.

If you want further information, you may call me from nine to five at BR 6-3124 or after seven, HO 0-2806. If you have a friend who is interested, by all means bring him or her. Wives are invited. See you there!

Very truly yours,

Jim Drimmel
JIM DRIMMEL

John Cummings Passed

Long-time member of the San Diego Region John Cummings passed away a couple of weeks ago. He was 96 years old. John was instrumental and influential in our club for many years. Some members shared their reflections and condolences. His obituary, published by the San Diego Union Tribune, is reprinted below.

Sam Judd: *I first met John at a Big 3 tour put on by HCCA member Carl Mayfield. Carl encouraged everyone to sit with a member of another club to get to know each other. I happened to sit next to John. John was very outgoing and asked me about my cars. When I told him the range of years I had in my collection, he convinced me to join the AACA. I asked him who did I need to see to sign up and he pulled out an application. Until then, I didn't know he was in charge of 'new memberships'. Lucky break for me. I enjoyed John's warm friendship ever since and have never regretted joining the AACA. Deborah and I miss you, John.*

Daryl and Betty Holmes provided this recent photo of a visit with John and a couple of others below. Daryl writes: *We were fortunate to have John and Flo as friends for many years when we joined the region in 1980 and they took us under their wing. They were married in 1950 and came to California in their brand new 1955 Studebaker with their four children. They kept it for many years until it became their antique car. They were very active in the club. John was treasurer for many years and they were also active with the swap meet, spending the whole weekend working there. He and Flo were active in the national meets as well. They had the first club shirts designed and made, and we still have ours. Flo was the Cheer person, she sent out cards and letters to those that were ill wishing them well. John donated and planted the lawn behind the Auto Museum, they both worked there representing our club for many years. I enjoyed working with them for fourteen years. We miss them both -- they were great club members and dedicated people that set an example for all of us to follow.*



Sheldon Jurist *We are so sorry about John. He and Flo were the ones that introduced us to AACA.*

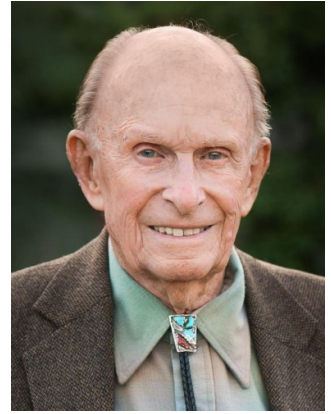
Al Smithson *John and his Studebaker were familiar icons in Kensington. John and I shared the same favorite Italian Restaurant, also a Kensington staple, owned and operated for 43 years by the DiMille family. One of my fondest memories of John was sharing coupons for our culinary choice. Both we and the wait staff knew our respective orders by memory. No menu needed. John eventually moved into Senior living and sold the '55 Studebaker. Late last year, the DiMille family closed the restaurant. I miss John, the Studebaker, and the linguine with clam sauce.*



John Neal Cummings (August 27, 1925 - January 10, 2022) - Chula Vista - San Diego Union Tribune

John Neal Cummings, 96, died peacefully on January 10, 2022. He was a resident of San Diego, CA since 1955. John was born in Weston, West Virginia on August 27, 1925, son of John Bailey Cummings and Floda Augusta Corathers. After both his parents died one week apart in 1936, he went to live on a farm from 10 until 15 years of age. He then resided with his Uncle Rush Corathers in St. Louis, MO and attended a technical high school studying to become an electrician.

John joined the US Navy on his 17th birthday in 1942. His first job in the Navy was as an electrician aboard a new battleship, the USS Indiana. He spent most of his World War II days in the South Pacific. He met Florence B. Nixon, a student nurse at the Royal Jubilee Hospital in Victoria, B.C., Canada in 1947. After she graduated, they married on September 7, 1950. They started their married life in Albuquerque, NM where John was stationed at the Sandia Military Base as a nuclear weapons technician. John was also stationed in Norfolk, VA, Honolulu, HI and San Diego, CA. John retired from the Navy as a nuclear weapons technician chief in 1965 and proceeded to work at NAS North Island in Coronado, CA until he retired in 1980. John was awarded the Navy Nuclear Weapons Association Gray Dragon award in 2012. The Gray Dragon is awarded to a member of the Navy with the earliest date of entry into the Nuclear Weapons Program. John held the distinction of the award for life.



Besides being a charter member of the Imperial Beach Fleet Reserve, he was a member of both the National and San Diego Chapters of the Antique Automobile Club of America and the Studebaker Driver's Club. The City of San Diego presented John and Flo with the "2006 Inspiration Award, Friends of Balboa Park" in honor of their contributions to the San Diego Automotive Museum. As charter members, they were instrumental in helping to establish and maintain the museum's success for 23 years. As a docent, he particularly enjoyed caring for the landscaping. John and Flo resided at Fredericka Manor Retirement Center in Chula Vista, CA since 2005. While there, John was known to all as "Mr. Fix It." He ran the fix-it shop as a volunteer because he liked helping people and fixing things.

John is survived by three children, Nancy Gagnon (husband Chuck), Susan Hoover (husband David), and Ian Cummings (wife Ann); seven grandchildren and eight great-grandchildren. He is predeceased by his wife Florence (Flo) of 62 years, son Neal Cummings and brothers Harold G. Cummings and George B. Cummings. He was a wonderful, loving husband, dad, grandfather, and great-grandfather.

No memorial service is scheduled at this time. If you would like to make a donation in John's memory, please do so to the [charity of your choice](#). [click link to go directly to the Cummings memorial page.]

FALLBROOK CAR SHOW COMING UP IN MAY -- From Ron Walling

We have been invited by our sister club, the [Fallbrook Vintage Car Club](#), to attend the Fallbrook AACA Region's annual car show and swap meet. In their 55th year, they have decided to move the event to Bates Nut Farm in Valley Center. Also, they have requested five or more volunteer judges from our San Diego Regional group. Bates is always a great place for these events. There will be food and entertainment as well. The award criteria are **not** the usual AACA guidelines, but depend more heavily on the judge's preference. I have the invitation letter, and you may contact me if you are interested in helping judge this event. It should be fun, and it will be a great opportunity to meet the North County AACA members.



Jerry Kay's 2021 report, continued from page 1

In September we took the empty trailer to Kansas City and loaded up the Mustang. We were off to the third national show in Mustang Oklahoma, a suburb of Oklahoma City. Doreen and I both agreed that Mustang Oklahoma is the best city in USA. Once again there were two cars in the URA class. We won Gold again. At the Saturday night banquet Jack Roush was the guest speaker and he was great. We sat about 15 feet away from him. After the show we loaded up the Mustang and drove to Maricopa City Arizona where the car went into storage to wait for the next national show in Tucson. In October we drove the truck and trailer to Maricopa City and picked up the Mustang for the final MCA show of the year in Tucson. The venue was Casino Del Sol parking lot. This show had 4 Mustangs in the URA class. We won Gold for the show and were awarded Platinum for the best unrestored Mustang of 2021 year. There are 36 different classes in the Mustang Club of America and only the unrestored class has the Platinum award. In Tucson I talked to the guy that started the Platinum award 21 years ago. He said anyone with enough money can create a show car for the Concours Trailered class or the Thoroughbred class, but no amount of money can create an unrestored car and that is why they

honor that class with the Platinum award, best of the year. It is considered the pinnacle of the MCA classes. After the show we put the Mustang back into storage in Maricopa City awaiting the next show in Phoenix for the Antique Automobile Club of America.



In November Doreen and I took an empty trailer back to Arizona to take the Mustang out of storage and to Phoenix for the last show of the year. When we left San Diego, we made the decision to help any car that was broke down on the side of the highway since our trailer was empty. Just before Gila Bend Arizona we happened upon a broke down beautiful 1936 DeSoto Airflow on the side of the road. We pulled over to lend a hand and found out the owner was none other than Dr John Boyd, the treasurer and newsletter editor of the San Diego Antique Automobile Club. He was on his way to the same show that we were going to. We put the DeSoto on the trailer and took John and his wife Barbara directly to the show field in Tempe Arizona. The next morning, we went to get the Mustang out of storage and took it to the AACA show. AACA has a class called HPOF, Historical Preservation of Original Features. It is only for unrestored cars and is more of a certification rather than a judging class. AACA is for any vehicle over 25 years old and there were probably about 20 cars looking for HPOF certification.



Doreen and I are now ready for 2022. The first show is in Las Vegas in March, Sacramento area in May, Buffalo NY in July and Augusta Georgia in September. Hoping for a great 2022! My dream is to someday have a Mustang Club of America National show right here in San Diego. The venue on the bay would blow everyone away. -- Jerry Kay & Doreen Harvey

AN INTERESTING CAR FOR SALE

A friend of the editor, Bruce Wallin, who lives in Chico, has collected 8-cylinder Chryslers for years. Ten years ago, he purchased a rare 1942 Windsor Highlander Club Coupe 6-cylinder, planning to restore it. 1942s are distinguished by their elegant front end and wrap-around grill trim. Bruce has now decided to sell the car as he bought it. Many know that 1942 was a short production year, as the US government was gearing up for war, so not many of these cars were built. Moreover, materials needed for war production were prohibited on new cars and even gathered up from already sold cars. Chrome and stainless steel were needed in particular. Note in the photos the painted lamp surrounds and wheel trim rings, as well as the deleted rear fender spears. A few '42 Chrysler were built with the rear fender trim, and Bruce has rounded up two sets of the five-piece rear fender spears if the restorer chooses to use them. The car is solid, Bruce and his mechanic agree, with only the usual surface rust. It ran when he bought it, but will need recommissioning. It deserves a full restoration. Of special note is the great condition, dark-red plastic trim on the dash and the remains of the Highlander interior on the door panels. Bruce would like to get his investment back, asking \$12,000. For more information, email him at brwallin@gmail.com or call him at (530) 966-3941. Bruce pronounces his last name *Wall-eeen*. Note: The last photo below is of another '42 Chrysler coupe, this one a business coupe, that has been winning awards at AACA and elsewhere over the past couple of years.



THE 1924 COPPER-COOLED CHEVROLET -- By Ron Walling

When most people think of an air-cooled Chevrolet, they of course think of the flat, opposed, six-cylinder Corvair. But long before the ill-fated 'wonder bug,' there was another air-cooled Chevy. In 1924 after some years of research, Charles Kettering, a research engineer and president of the

Delco division of GM, put forth an air-cooled, vertical, in-line 4-cylinder unit. This in hopes of forgoing the conventional water/radiator cooling system and all of its inherent problems. Called the Copper Cooled Model M, it was a feasible idea as the Franklin automobiles were achieving a modicum of success at the time with a similar air-cooled design for their engines. With its welded copper fins for heat dissipation, Kettering's design was truly unique for the time.

However extensive testing revealed the many flaws in the initial air flow design. Not the least of which were hot spots that could eventually lead to uneven cylinder wear. Nor did it perform well in hot weather. Preignition was common. When production of the car was authorized by GM only 500 were produced by May of 1924. Most of those first Model M cars were assembled at the Oakland (GM) facility in Oakland California with some of the car's components coming from all over the US and Canada. But by mid-year the customer complaints caused GM to pull the plug on the entire Model M line. Nearly all of the 500 cars that had been produced were recalled to the factory and eventually destroyed. Only a few models, possibly 300, made it to the sales floor. It is estimated that only one hundred units ever made it into the hands of actual customers. GM managed to harvest and destroy all but two 1924 Model M's. Today one resides in the Henry Ford Museum in Dearborn, Michigan, another at the National Auto Museum in Reno, Nevada.

NOTE: Although disappointed and disgruntled that his project was not allowed to continue, even in the research mode, Kettering was persuaded to stay with GM. An avid fan of the overhead valve design, he would eventually be instrumental in the design and development of the 'New' OHV Oldsmobile V8 that was introduced in 1949.

Retiring from GM he had become quite wealthy. He went on to do major philanthropic work including the creation of the Sloan-Kettering cancer research center in Manhattan, NY.

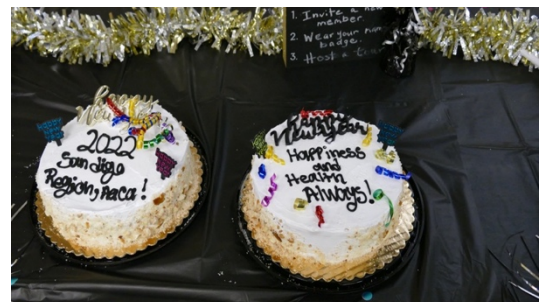
JANUARY GENERAL MEETING

The San Diego Region held their monthly general meeting at the Joyce Beers Center, across from Hillcrest Trader Joes and Ralphs on Vernon Street, Monday, January 3. After convening, the Programs Coordinator Alex Watt gave an interesting, but sobering, presentation on before and after tornado damage he had personally observed in Joplin, Missouri, in May of 2011.

A New Year's celebration fit for our distinguished members was organized and served by Sheila Jurist and Diane Richards. Of particular note were the new year's resolutions at the decorated cakes to (1) invite a new member, (2) wear our name badges, and (3) volunteer to host a tour. Speaking of name badges, Brad Zemcik won the "I wore my name badge tonight" drawing, and he is seen here being heartily congratulated (and rewarded) by Treasurer John Boyd.

AACA BREAKFAST AT THE BAY CLUB

Starting what the Club Board hopes will become a monthly activity, the San Diego Region hosted its first monthly breakfast, this one at the Bay Club in Harbor Island. Arriving by 9:30 am, we sat in small groups in a private area of the Club and enjoyed a couple hours of coffee, chatting, and fancier breakfasts than we would likely have eaten at home. Most drove modern this time, but a couple of antique cars did show up. The two dozen-ish members attending agreed, we should do this again. Accordingly, a February breakfast is planned for the 4th Saturday, February 26, at the Garage Buona Forchetta on Coronado, again at 9:30. You should plan now to come! The editor grabbed a few iPhone photos of the guests.





Special Announcement

The West Coast's premier Brass Era / PreWar event,
The Tulare Swap Meet,
formerly the Bakersfield Swap Meet,
will be held April 23 and 24, 2022
Vendor set up April 22.

This year, in conjunction with the California Antique Farm
Equipment Show at the International Agri Center, Tulare, CA.

Registration Info: (559) 688-1030
Secondary contact: S.Chase: NewNorthSouth@gmail.com or
(323) 497-0601

Please feel free to pass this notice on to other old car clubs that you
may be affiliated with, and anyone you think might wish to know
about it.



NOTICE

By action of the Region Board,
Dave Finney and Luvonne
Harms are made lifetime
honorary members of the San
Diego Region in recognition of
their contributions over their
many years of involvement.