

THE FOOT WARMER

Official publication of the San Diego Region



ANTIQUE AUTOMOBILE CLUB
OF AMERICA



FEBRUARY 2023

Club Website: <https://sandiegoregion.aaca.com>

Facebook: www.facebook.com/groups/SanDiegoRegionAACA

Dear San Diego Region AACA Members,

This New Year's weekend, David Melendrez and I were invited to join the new Vice President of the San Diego Region, Mark Rebello, and his wife Tracy on a trip to Ocotillo Wells State Park. This is my first time out there and Mark was brave enough to allow me to drive his Razor, a Polaris RZR side-by-side off-road ATV. My truck took most of the trails without a hitch also. A few riverbeds and ravines were a bit sketchy, but continuing was far better than stopping and digging. We went up to the Jeep (4 X 4) area and watched the crazies take their \$50,000 + vehicles thorough some gnarly climbs

This trip revealed that Mark is a Master on the BBQ grill! We had a great time, and I was inspired to exhort all of us to get out there and enjoy our collected vehicles!

You know, we always encourage members to send in their photos of events or things you do over the month to add into the Foot Warmer. I hope to read about your adventures and see your photos in the next issue.

Happy New Year!

Tom McIlravy
President, AACA SD Region



Tracy and David posing next to the Rebello RZR. (More photos on page 7!)

The Foot Warmer is the approximately monthly newsletter for the San Diego Region, AACA. Member submissions are solicited, welcomed, encouraged – all of that! Please email articles and photos of your antique automobiles and related activities to the editor at drjohn96@mac.com.

AACA San Diego Region Info

Reminder:

2023 San Diego Region dues, \$25 to Mark Richards, are due now. Please send him a check and any changes to your contact and car info. **1474 Merritt Drive, El Cajon 92020**

Long-time San Diego Region member Harry McGill passed away October 26, 2022. We appreciate his contribution to the Region during his lifetime. A \$50 memorial gift has been sent to the San Diego Auto Museum in his honor.

Birthdays		
HARMS	Luvonne	Feb 8
CIBIT	Joe	9
OKEY (PP)	Paula	20
MCNEIL	Gay	21
WAHL	Keith	27
SCHLESIER	Grace	28
HAYWARD	Bette	Mar 4
HOLMES	Daryl	7
WOOLSEY	Catherine	10
MCGILL	Evelyn	16
COTTEE	Phyllis	27
LASHER	Robert	30



Anniversaries			
RICHARDS	Mark	Diane	Feb 12
HOLMES	Daryl	Betty	18
REBELLO	Mark	Tracey	Mar 3
BOYD	John	Barbara	16

COMING EVENTS		
Feb 5	El Cerrito Cars & Coffee	College and El Cajon, 8:30-10:00
6	60th Anniversary meeting	Beers Center
11	Silent Movie	Trinity Church; 5pm, Peter Pan Smithson
Mar 12	STP Car Show	Sheldon Jurist
18	Silent Movie	Details to follow
Apr tbd	Burlingame Tour; Hob Nob Hill Restaruant	Art Cottee
26	Cajon Classic picnic	Mark Richards
May 13	Beth Kind Open House	Beth Kind
24	Ladies' Luncheon	Susan Woods
Jun 3	Terry Knoepp's Open House in Ramona to see his 14 antique cars.	Coffee and donuts provided; bring a picnic if your like for lunch. Nannette Clark
Jun 24	HCCA/AACA Tour	Sam Judd
24	The June BBQ Picnic	Bob Gunthorp
Jul 3	No General Meeting	
tbd	Coronado Parade	Al Smithson
Aug tbd	MIDWAY Magic Carrier Tour	Doc MacAllister
tbd	SDAM Blood Drive	Sam Judd
Sep 4	Labor Day Pizza Party	The Board
Oct tbd	Mt. Miguel Car Show	Boyd
Nov 12	Awards Banquet	Bay Club; Gunthorp
Dec 4	2024 Planning meeting	Beers Center

OFFICERS

PRESIDENT: TOM MCILRAVY (23-24)
VP: MARK REBELLO (23-24)
SECRETARY: SUSAN WOODS (22-24)
TREASURER: JOHN BOYD (22-24)
DIRECTORS AT LARGE:
 NANNETTE CLARK (22-23)
 RON WALLING (22-23)
 BARBARA FOLEY (22-23)
 BOB GUNTHORP (22-23)
 MARK RICHARDS (22-23)

KEY PLAYERS

PROGRAMS/SPEAKERS: ALEX WATT
MEMBERSHIP: MARK RICHARDS
TOURS: MARK RICHARDS
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

ACCC REP/LEGIS: SHELDON JURIST
CLUB PHOTOGRAPHERS: BOB GUNTHORP AND THE MEMBERS VOLUNTEER SQUAD
EDITOR: JOHN BOYD

(SEE CLUB ROSTER FOR ALL CONTACT INFO.)

Members Meeting Report

The General Meeting of the new year was held at the Joyce Beers Center in Hillcrest on January 2. Sheila Jurist and Diane Richards put out a wonderful spread of party celebrations, including three New Year's Resolutions: Invite a new member, Wear your Badge, and Host a Tour. Sheldon Jurist won the badge drawing. In the Treasurer's absence, Sheldon's winnings take the form of an IOU. We'll catch up with him soon.



Switching Teams in the Early Days of American Automobiles

By Ron Walling

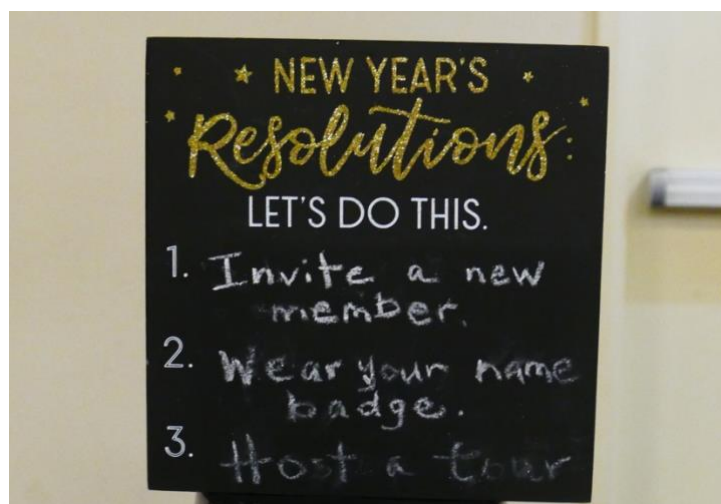
I have always found it fascinating how the early automobile movers and shakers were so intertwined in the late 19th and early 20th centuries. Not unlike what happened in the aviation industry of the same era, the leaders of the fledgling auto industry were often connected to each other's futures.

John and Horace Dodge once worked for Henry Ford; Enzo Ferrari worked at Alfa Romeo both as a racing driver and engineer/mechanic.

Three Swiss brothers, Louis, Gaston, and Arthur Chevrolet, were working at Fiat in France. They were sent to Poughkeepsie, N. Y. to work at a Fiat expansion facility there. But they left soon, after discovering their love of the new auto sport -- racing.

The Chevrolet brothers raced Model-T hot rods before starting their own company, The Frontenac Motor Corporation. Frontenac would later join forces with Stutz Motor Company, but the partnership filed for bankruptcy shortly thereafter. Later Louis Chevrolet would go on to assist in the development of the Chevrolet automobile brand alongside William C. Durant. Chevrolet became the fourth marque to join the growing General Motors family of automobiles following Buick, Oldsmobile, and Cadillac.

I thought another interesting pairing was Walter P. Chrysler. He was hired by John Willys to run his



Overland-Willys factory in Toledo Ohio. Willys had offered Chrysler \$1,000,000 per year to leave his job as Vice President of General Motors (who knew?). Not a bad gig for 1919. Overland was the second largest auto manufacturer in the US at the time, second only to Ford. However, Walter.P. would stay less than two years before leaving to start his own car company.

The Willys name was attached to cars until the stock market crash of 1929 and the depression that followed. Willys-Knight, Willys-Overland, and the Willys-Whippet were all decent sellers, but none are around today. A moderate number of coupes, sedans, and pickups were produced and sold through the 30s until 1941, when the first Willys Jeep commenced production for the armed forces. John Willys was an interesting character in his own right. He served as the US ambassador to Poland under Hoover from 1930-1932.

Model-T Tools for Sale

Mark Richards received a request from Bryan McGregor for assistance in finding a buyer for a collection of tools for repairing Model-T Fords. I see a tire pump, a lug wrench, a Ford wrench, screwdrivers, a grease gun (pre-Zerk), a pair of tire irons, looks like a pair of horns, and a few tools I can't identify. But you Model-T owners and experts might be able to. Please contact Bryan if you can use these tools. You can email him at trnrpaintboss@aim.com



The Las Vegas Concours d'Elegance at the Winn

By Bob Gunthorp

One of my other professions is as a Concours d'Elegance judge. The pay isn't good; however, the benefits are great. You get breakfast, lunch, a tie, and nice hat. I have judged every one of the La Jolla Concours d'Elegance and have the hats to prove it. I also have judged several of the *Legends of the Autobahn* shows in Monterey during Monterey Car Week. For the past three years I have also judged the San Marino Concours d'Elegance.

Last October I was invited to judge Las Vegas Concours d'Elegance at the Winn resort. In

addition to getting breakfast, lunch, a tie, and nice hat, the judges were invited to the Friday night "Black Tie" Gala. Additionally, the out-of-town judges like me were comped two nights that the Winn.

(A side note: When I checked at the Winn, I had to sign a form that I agreed not to smoke marijuana in the room.)

The team I was on judged the America Prewar Classics. This class was made of up a Cadillac, several Packards, one Duesenberg, and a 1932 Nash sedan. The Duesenberg was from the Nethercutt collection and ended up receiving the "Best of Show" trophy. The big surprise was that the 1932 Nash received a second place in class, beating out the Cadillac and the Packards. The general manager of the Winn announced that the Winn wants to put on the premier Concours d'Elegance in the world. Several people told me the Winn would never be able pull off the premier Concours d'Elegance in the world. My reply was "They want to try, they have invited me to be part of their plan, and I am very much on board."

Silent Movie Nights

Many are familiar with the collaboration the San Diego Region has with the Theater Organ Society of San Diego in putting on and supporting a series of theater organ concerts through the year. You all know there is a big difference between theater organs and organs built for church or concert hall installation. Theater organs are disappearing across the country as the need for them is so small without the silent movies, plays, and vaudeville acts that once were so greatly enhanced by coordinated, live organ music.

The TOSSD has for several years organized and sponsored events at Trinity Church in Spring Valley, which has a Wurlitzer theater organ. We in AACA collaborate by showing up an hour or so before the movie in antique cars, which are always a hit with the theater organ and silent movie fans who show up. If you haven't been to one of these movie nights, you will want to take advantage of the 2023 concert and movie series shown in the TOSSD flyer! Our next event in Peter Pan, February 11, arrive *before* 5:00 to get parked and set up, accompanied by Brett Valliant.

NO BENDING THE RULES!

By Jerry and Doreen Kay

"So new, it's still in the crate!"

In 2021 I was fortunate enough to purchase a brand new, in the crate, 40-year-old moped from Italy. It was a 1981 Malaguti Dribbling M101 moped.

I have been a member of AACA for 7 years and found that there was going to be a national AACA show close to me in Las Vegas so in December 2021 I entered the moped in 05D class for Motorized Bicycles & Mopeds. Knowing that my moped was brand new in the crate I would have a better than average chance of winning a trophy.

A few weeks before the show, I received a letter which stated the following:

Theatre Organ Society of San Diego

HAPPY NEW YEAR - 2023

Jan – May Events



JAN 14

Saturday **2:00p**
**TOSSD Annual
Membership
Meeting**

Open Console 11:30a-1:30p
Advanced Signups Required
[Open Console Signup](#)

FEB 11

Saturday **6:00p**
PETER PAN
1924 Silent Film
Accompanied by
International Touring Theatre Organist
BRETT VALLIANT

5:00p Vintage Car Display
Antique Automobile Club of America

Mar 18

Saturday **6:00p**
**Steamboat
Bill Jr.**

1928 Silent Film Accompanied by
One of Our Own

RUSS PECK
5:00p Vintage Car Display
Antique Automobile Club of America

May 6

Saturday **6:00p**
Concert

Delightful and Talented Artist
DAVID MARSH

Trinity Church Facility
3902 Kenwood Spring Valley, CA 91977



“In order to be shown at a Nationals or Grand Nationals, at 11:00 AM on the morning prior to the day of the nationals, all Two-Wheel and Race Vehicles must demonstrate the ability to be driven under their own power. Owners must provide their own push or starting equipment to accomplish this test run.”

I thought, wait, wait, my vehicle has never been run or ever had gas in the tank. This can't be true. I thought for sure they would make an exemption for such a rare request. So I sent made a call to AACA and they put me in contact with Judge Stan Kulikowski. I explained in a detailed email that I purchased it as new and never run and I planned to keep it that way and never start the engine. They honestly have never had such a request for an exemption.

Stan came back with the following reply: *“One of the core tenants of our judging system is that the vehicles must be in running condition and demonstrate that condition. We can't compromise that position for a number of reasons.”* Well, the Judge has spoken. Actually, I was kind of glad that the rules were respected.



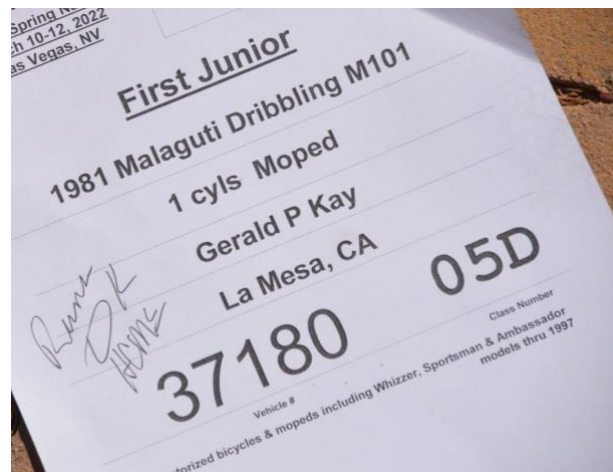
So I arrived at the show field on Friday morning and unloaded the moped in the crate. I then removed the moped and pushed it to the registration table. When I arrived, they found my registration packet and it had the words written across the top “Make sure it runs and drives”. They immediately summoned the head judge on duty. When he arrived, I took my one-gallon



gas can and mixed in the correct amount of 2-cycle oil and shook it up, and proceeded to pour the mixture into the moped gas tank. I pushed the moped up the driveway a bit and got on, pedaling like mad, and zoom, it started and took off. I zoomed around the registration table and came to a stop. The head judge shook my hand and wrote “Runs OK” with his signature on my classification sheet. I then took the moped to the show field and put it back into the crate for the show.



The next day the 4 judges showed up to do the judging and asked me to take it out of the crate for the actual judging. I didn't have a windshield to put the classification sheet on so I put the sheet on the ground and put the fire extinguisher on top of it so it would not blow away.



Sure enough, that evening at the awards ceremony the new 40-year-old moped took First Place in the 05D class. The trophy was very heavy, weighing in at 10 pounds. WOW. 2022 was a very good year. Now I plan to take it to the Grand National Show in Bettendorf, Iowa in August 2023, in the crate!

The Trip to Ocotillo Wells

More photos from Tom and David's trip to the desert with Mark and Tracy.





The San Diego Automotive Museum announced a new exhibit called UnPopular Mechanics in January: **“While certain cars are cemented in public memory as classic due to their exceptional craftsmanship, mechanical reliability, or aesthetic beauty, others garner disdain at their very mention...”**

Included in the display are two of the Editor’s Airflows, a 1936 DeSoto sedan and a 1936 Chrysler Custom Imperial. The dubious honor of museum display is shared with an AMC Gremlin, and Edsel, and a Pontiac Aztek.

According to the museum, the intent was to show cars that met sharp criticism at their introduction, but have since become, to a greater or lesser degree, valued and appreciated by a significant audience. An AMC Pacer and a DMC DeLorean might fit in the collection. Shown here, some photos of the exhibit, which will run for several months.

