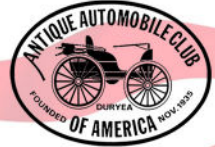


THE FOOT WARMER

Official Publication of the San Diego Region



www.sandiegoregion.aaca.com



SEE THE STORY ABOUT JOHN & BARBARA BOYD'S AIRFLOW ON PAGE 5

February 2020

Volume 58 Issue 2

Great Autos of Yesteryear Meet

Once again our region showed good participation with fantastic cars at the Great Autos of Yesteryear monthly car show. Thanks to **Kimball Vincent** for hosting this event; it's always a fun and educational day replete with so many car enthusiasts.

Members in attendance: **Kimball Vincent, Larry and Paula Okey, Mark and Diane Richards, Fred Puhn, Tom McIlravy, Darrel and Sue Christian, Bob Gunthorp, and new members Dr. Darren Farnesi and Len Pistoria.**



Tom McIlravy's newly acquired 1973 Mustang convertible



Larry and Paula Okey and their eternally stunning 1955 Buick Century



Fred Puhn checking out the Richard's magnificent 1962 Ford Thunderbird



Susan and Darrell Christian down from northern California enjoying the show



New members **Dr. Darren Farnesi** and **Len Pistoria**



In front of the Richard's Thunderbird: daughter **Andrea, Diane,** and friend **Lisa**

PRESIDENT'S MESSAGE

I am still in South Dakota as I prepare this message. I will be home by the end of January, and will take over from Tom who has been filling in for me. I must thank everyone on the Board for keeping things going during my deployment.

I have been able to take a couple of road trips while here. The first was on Christmas Eve, when I went over to see Mount Rushmore and the Crazy Horse Memorial. The weather was perfect for the drive as it was sunny all day with temperatures in the Black Hills in the 40's. It amazes me that the west end of South Dakota always seems to be about 20 degrees warmer than here in Sioux Falls. It was a 370 mile drive each way but with the 80 mph speed limit and no traffic it was a very easy drive.

My second trip was to North Dakota, and I can now say that I have visited all 50 States. This trip was a bit colder than I had anticipated, as the high temp that day was -10 F (-22 C), and with the wind the windchill was about -28 F (-33 C). I'm glad I had warm clothes and a car with a good heater. The highlight of the trip was that I saw a young wolf trotting across an open field about 250 yards from the Interstate. The only camera I had with me was a cell phone, and at that distance nothing would have been visible, but I have the mental picture.

This deployment has reminded me why I like living in San Diego. Here I have had to scrape the ice or snow off the car windows every morning, while I am letting the car warm up. There are several precautions you need to take before any drive out of town, including have an extra blanket, food and water in case the weather changes and you get stuck, and having at least a 3/4 tank of gas before any trip. I have several bottles of water (or should I say ICE) in the car. During bad weather the Interstates get shut down, if you bypass the barriers it's a \$1,000 fine, and if you get stuck you are liable to reimburse the first responders up to \$10,000. But the worst part is they use salt on the roads and many of the cars are rusted out before they are 10 years old.

See you at the February Meeting,

Alex (Still in the frigid north)

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.

2020 Region Calendar

Dates subject to changes

FEB	1	Silent Movie - Al Smithson 619.992.8729
FEB	3	General Membership Meeting
FEB	15	See Event Notice on Page 4
MAR	2	General Membership Meeting
MAR	14	Silent Movie - Al Smithson 619.992.8729
MAR	TBD	Region Tour Event
APR	6	General Membership Meeting
APR	TBD	Old Town Bob Gunthorp 619.993.0184
APR	26	Coronado Motor Cars on Main Street
MAY	4	General Membership Meeting
MAY	TBD	Region Tour Event
MAY	TBD	Ladies Luncheon - Susan Woods
JUN	1	General Membership Meeting
JUN	TBD	Region Tour Event
JULY	-	NO General Membership Meeting
JULY	4	Coronado July 4th Parade Al Smithson
AUG	3	General Membership Meeting
AUG	TBD	Chicken Fest Mike Cooke
AUG	15	San Diego HOT AUGUST NIGHT
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

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 714.273.9705

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 Tom McIlravy 2019 & 20
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 Susan Woods 2019 & 20
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 Susan Woods 858.560.6899

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 Art Cottee 619.885.0704
 Royce Dunn 619.781.8339
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 Jack Heacock 760.390.4220

Coronado Parade
 Al Smithson 619.992.8729

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 Sheldon Jurist 858.279.8285

Club Photographers
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 Tom McIlravy 760.429.6565

Editor
 Brad Zemcik 619.255.0059

1927 Classic Drama Romance
 George O'Brien & Janet Gaynor
SUNRISE

February 1, 2020 Saturday 6:00* PM

Trinity Facility
 3902 Kenwood
 Spring Valley, CA 91977

Ticket Donation
 General Admission \$15
 Group/Members \$12

Tickets sold only on performance date.
Box Office Opens at 5:00

Pre-Program BONUS
 *Antique Car Display at 5:00
 Antique Automobile Club of America

Parking and Facilities
 Free, Convenient & Accessible
 - Front Door Drop Off
 - Accessible Parking / Facility



Authentically Accompanied
 on our 4 Manual Wurlitzer Theatre Organ by
 Theatre Organist
Russ Peck



Presented by the
**Theatre Organ Society
 of San Diego**

(619)270-7981 (Message Center) TOSSD atos@yahoo.com www.TOSSD1.webs.com

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

February 15 - The Vault Car Storage then to Secret Car Club Brunch. A Joint event with the San Diego Region, Rolls-Royce Owners' Club.

We will begin our adventure at The Vault in Mira Mesa 9340 Dowdy Dr. Suite 102 San Diego, CA 92126 meeting at 8:30 to see their facility and enjoy some of the exotic cars they have in storage. Others I know who have visited this facility say it is well worth seeing.

We will depart at 9:30 and caravan to the **Secret Car Club Meeting** in Fairbanks Ranch Country Club, Rancho Santa Fe where we'll join other car enthusiasts with a variety of exotic and special interest cars. There is a restaurant and we can partake in their brunch offerings. You can make your selection off their menu. You must wear a collared shirt, Jeans or casual slacks ok. NO shorts, or flip-flops. Please **RSVP to Brad at 619.255.0059**. We will need a head count for The Vault by **February 10th. PLEASE drive your antique car.**

FEBRUARY BIRTHDAYS	
James Simchera	5
Joe Cibit	9
Larry Okey	20
Judith Masek	23
Keith Wahl	27
Grace Schlesier	28
George Murphy	29
ANNIVERSARIES	
Diane and Mark Richards	12
Betty and Daryl Holmes	18

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

BOYD DESOTO AIRFLOW WINS AN AACA NATIONAL AWARD! *by John Boyd*

Several members of the San Diego Region entered cars in the 2019 Fall Western National Meet. Our DeSoto Airflow was among them, and along with some others, it was awarded a First Junior award. The Association members have tens of thousands of show cars at any time, and to make judging somewhat fair and practical, AACA divides those cars into (sometimes very) small classes. Our DeSoto was placed in Class 20D: 1936-1937 Production Vehicles Excluding Ford. The classes and judging rules are all spelled out in the 2019 AACA Judging Guidelines manual, available from AACA for \$5 or on the web at http://www.aaca.org/images/judge/2019_Judging_Guidelines.pdf. I believe that at Fallbrook, our car was the only junior entered in this class.

This must happen frequently, and to make sure winners are deserving, the Association uses a point scheme for judged cars. For junior cars, those not previously judged at an AACA national meet, the highest scoring vehicle in the class with a score of 365 or above, is a First Junior winner. Interestingly, all other cars in the class scoring 365 or above and within 10 points of the highest score also receive the First Junior award. Cars scoring 11 or more points below the top scorer and above 330 points receive a Second Junior award. Third Junior is awarded to all cars scoring 11 points or more below the highest Second Junior car and at or above 295 points receive a Third Junior. So in a class with many cars, there might be one, many, or no winners of First Junior, and similarly for the other awards. This seems complicated, but because there are so many cars in AACA and to ensure those judged in large and small meets are comparable, they have added this points-to-qualify scheme. The Junior and Senior classes are supplemented by Grand National and Zenith awards. Together, they constitute the National Meet Competition Awards.

At national meets, in addition to the judging teams studying and evaluating the cars, another group of experienced judges from AACA-national view cars and nominate some for so-called National Awards. These awards are “presented to selected recipients based on criteria established by the Board of Directors. The awards are divided into two general groups. Some are presented for outstanding vehicles entered in AACA National Activities and others are presented for specific achievements of individuals or organizations. The trophies for these awards have been donated to the AACA and many of them memorialize specific individuals for their contribution to the automotive industry or to the Antique Automobile hobby. The original trophies are displayed at the AACA National Headquarters and recipients receive an engraved crystal award commemorating the award during the Awards Banquet at the AACA Annual Meeting.” (quoting from <http://www.aaca.org/Publications/national-awards-2.html>) There are dozens of such awards, and they are listed and described on the web page just named. At the Fallbrook meet, the national award team wearing distinguishing shirts stopped by our DeSoto and gave it an additional inspection. Later, we received notification that the car had been nominated for a national award. Which award was not specified. A few weeks later, a letter from the AACA National Awards Vice President notifying us that we had been selected as a recipient of “a 2019 National Award.” Again, which was not specified; the award will be presented at the February 8 AACA National Convention awards banquet in Philadelphia. (The car need not be present!) We are making plans to attend.

It's interesting to look through the list of national awards and guess which ones our car might be eligible for. Not the AACA Cup; that's for outstanding restoration of the year of a pre-1920 automobile. Not the Bomgardner – that's for post 1942 restorations. Not the Mercer Plaque or the Ransom E. Olds Award. We'll just have to wait and see.

Scenes from the November, 2019 Silent Movie Event



Members in Attendance:
The Holmes', Susan Wood,
Bob Gunthorp, Doc
McAllister, Al Smithson,
the Okey's, Bob Wagner
and Bob Lasher, Jack
Heacock, Tom McIlravy,
Norma Almanza, Ken
Keller and Jane Rogers.



Our January general meeting guests were **Captain Eric Womack** (left) and **Volunteer Coordinator Gary Adler** (right) with San Diego Harbor Police, an organization funded entirely through taxes/fees paid by San Diego Bay waterfront establishments (hotels, restaurants, marinas, commercial piers, etc). They operate patrol boats, fire boats, search and recovery scuba teams, vehicle patrols and foot patrol at the airport. If you have some free time and enjoy boating, the volunteer unit is recruiting for help amongst other opportunities, operating million dollar patrol vessels on the bay! Bring your own picnic lunch!



A PERSONAL NOTE ABOUT THE HARBOR POLICE *By Bob Gunthorp*

When I heard that we would have representatives from the Harbor Police, Caption Eric Womack and senior volunteer Gary Alder as our guest speakers I thought I might have some fun with them. My youngest grandson spent his career with the Harbor Police having retired in 2017. Note: It really makes you feel your age when a grandchild retires.

When I met them I said “My grandson was with the Harbor Police and recently retired. His name is Don Brick”. Both of them put on big smiles and replied: “Your grandson is Sergeant Brick.” As it turns out Caption Womack and Don have been close friends for years and have remained so after Don retired. Caption Womack spoke about the different duties on the Harbor Police including their crack dive team. Don was on the dive team. One time he was even sent to Puerto Rico to help them with selecting their own rescue/dive boats.



One of the hardest jobs Don had during his career was to patrol the bay on one of the Harbor Police “Jet Skis” This just proves that the statement “There are only 6 degrees of separation” is correct.



January meeting refreshments by **Diane Richards and Michele Zencik** (left).



\$20 winner **Rick Reinstein** receives his money from Treasurer Norma

Parts tip from Rick Reinstein

I just learned from the Filling Station that new 6V electric fuel pumps are available! This is great news for all of us running 6 volt systems in our jalopies! Although Filling Station is a Chevy/GMC supplier, these should work with any 6v negative ground system. (pos ground too with reversed leads??). Their web site is fillingstation.com

PEBBLE BEACH CONCOURS: 2003

By Joe Cibit



Every so often there is an event that breaks up the routine in our lives. On October 25th, 2002, I had one of those days. On that Friday morning as I sorted through the daily mail I found the unimaginable. There, in front of me, was a letter from the organizers of the Pebble Beach Concours d'Elegance soliciting photos of my 1933 English Austin Seven "Deluxe" RP Box Saloon to consider as a possible entrant in the 2003 Concours! Our humble little Austin Seven? Our 'Baby Austin'? Really?! I was stunned. I don't know how they tracked me down; perhaps through a car club roster, or maybe through the San Diego Automotive Museum where the car was on display for a few months in 2001? Other than the museum experience the Austin hasn't had a lot of exposure, only a few parades, and not many car shows in our family's 45 years of ownership. Well, after a tense wait of several weeks, and to my delight, the concours selection committee picked our "Baby Austin" based on the, 'ahem', carefully crafted photos I sent. The Austin was in!

This put in place a series of events which led to a fabulous life experience for our family (myself, wife Cathy, and 10 year old son, Eric (now 25!)). But before the fun could begin the work had to be done. It meant a huge commitment of my time and effort to bring the Austin up to, or at least close to, Pebble Beach show quality. Realistically I didn't expect to come away with an award. I just hoped that I could make the car fit in with the expensive exotics that are typical for this world-class show. So that meant countless hours in the garage which often lasted until the wee hours of the night. It also meant some body work, paint, research to assure everything was authentic, and parts and advice from my English contacts.

To me, to experience Pebble Beach as an entrant was beyond a dream come true—because I never dreamed it could ever happen given the caliber and cost of the cars which are on display. But every year the Concours has a special (usually non-exotic) class to add a little variety to the show. In 2003 that class was Austin and all of its many derivatives. The Austin Seven family of little cars includes the original English Austin Seven (affectionally known as the 'Baby Austin'), and several re-bodied cars with Austin running gear and chassis made in various countries by other manufacturers under license by Austin. Some of those are the American Austin and the Bantam (made in Butler, Pennsylvania with Al Jolson taking delivery of the first car available), the Rosengard (France), the Swallow bodied Austin (by Sir William Lyons who later founded Jaguar), several body styles for the 1933-34 Datsun (made by the Nissan Motor Company, Japan), and the Dixi. Interestingly, contrary to what its name might make you think of its origin, the Dixi was actually the first German 4-wheeled vehicle produced by BMW. The Austin was a hit with the public and had a very long production run because it was the first affordable car in England. Like the Ford Model T which preceded it, it brought motoring to the masses. Many of the Austin derivatives mentioned above were represented at Pebble Beach and were real crowd pleasers.



A few days prior to the Sunday Concours there is a special event for the cars entered in the show called the Tour d' Elegance. The importance of 'The Tour' is that if there is a tie in the judging on Sunday, the car that participated in, and completed, the 50 mile Tour gets the nod.

In 2003 The Tour included about 130 classics which paraded down the famed '17 Mile Drive', through Pacific Grove and Monterey, did a few laps at the Laguna Seca Raceway, proceeded over the 1500-foot high Laureles Grade, through Carmel Valley, into downtown Carmel for a display of the cars on the main street for a few hours, then back to Pebble Beach to the finish. It was gratifying to see the crowd along the route so responsive to our little cars, probably due to their "cuteness" appeal. Smiles, waves, photographs, applause—we got it all!

All of the Austin's in the Concours which attempted the Tour completed it. However, I counted several less fortunate and much more expensive classics which broke down along the route. All those who made it through the entire 50-mile course received a beautiful large green rosette and a nice bottle of champagne. As you can imagine, the 10hp Austin really had to work hard for its prize—especially up and down the steep Laureles Grade (first and second gear all the way). However, as luck would have it, just as we were about to bask in the glow of our success we ran out of gas a mile from the finish! Cathy successfully diagnosed the problem. Since the recently overhauled fuel gauge was still reading 1 gallon, I wasn't convinced of her assessment until more fuel did the trick. Always listen to your wife! To get gas Eric and I hitched a ride back to the Pebble Beach Polo Field where about 60 large "16 wheeler" car transporters were parked. These high end 'transport limo's' brought most of the fabulous cars to the show. At the polo grounds Eric and I were able to get a few gallons of 110 octane VP racing fuel from the Maserati transporter. Got it back to the Austin, whole process taking less than 30 minutes, and still couldn't get it to start. Time was important since the only way to



claim our rosette and 'bubbly' was to cross the Finish Line, which wouldn't be there forever. So off came the fuel line between the fuel pump and carburetor, and as I cranked the car Eric watched for fuel (with the fire extinguisher close at hand). Fortunately, this last-ditch effort worked as we got a spurt of fuel, thus breaking the air lock, and finished the Tour!

We claimed our ribbon, drank the champagne, and along with the spectacular Concours and the many parties and other events preceding it, filed away a terrific experience which kept us on "car cloud 9" for a long time to come! I know

that this must have been true also for fellow AACA member, Nanette Clark, who was also a participant in the tour and Concours in her beautiful 1933 Austin Seven PD two-seater. What an incredible time! What incredible memories!

