

THE FOOT WARMER

Official publication of the San Diego Region

ANTIQUE AUTOMOBILE CLUB
OF AMERICA



JUNE 2024

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

Facebook: www.facebook.com/groups/SanDiegoRegionAACA

President's Greeting

Hi everyone, I hope this message finds you all well and enjoying the start of summer! We've had a wonderful month filled with great activities and company. Our recent trip to Beth Kind's beautiful home in Valley Center was truly delightful, and it was fantastic to see so many of you there. The Saturday morning breakfast at Elijah's was another highlight, providing us with a perfect opportunity to catch up and enjoy each other's company over a delicious meal.

These events remind us of the special value in spending time together as a club. Sharing experiences and making memories with friends is what makes our club so special.

As we look forward to the end of June, I want to encourage everyone to register for our annual club picnic on June 30th at Bob Gunthorp's home. It's going to be a fantastic event, and I can't wait to see you all there!

Have a great month, and see you soon!

Smiles, Tom



The Heacock 1957 Olds Ninety-Eight at Parkway Plaza (see page 5)

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.

Club Info and News

OFFICERS

PRESIDENT: TOM MCILRAVY (23-24)

VP: MARK REBELLO (23-24)

SECRETARY: SUSAN WOODS (23-24)

TREASURER: JOHN BOYD (23-24)

DIRECTORS AT LARGE:

NANNETTE CLARK (24-25)

RON WALLING (24-25)

BARBARA FOLEY (24-25)

BOB GUNTHERP (24-25)

JACK HEACOCK (24-25)

KEY PLAYERS

MEMBERSHIP: MARK RICHARDS

TOURS: MARK RICHARDS

REFRESHMENTS: DIANE RICHARDS

ANNUAL BANQUET: BOB GUNTHERP AND SUSAN WOODS

ANNUAL AWARDS: MARK REBELLO, ART COTTEE, JACK HEACOCK

CORONADO PARADE: AL SMITHSON

ACCC REP/LEGIS: SHELDON JURIST

CLUB PHOTOGRAPHERS:

BOB GUNTHERP AND THE MEMBERS VOLUNTEER SQUAD

EDITOR: JOHN BOYD

PROGRAMS: Vice President

(SEE CLUB ROSTER FOR ALL CONTACT INFO.)

BIRTHDAYS		JUNE
BOYD	John	1
CHAPLIN	Don	2
COOKE	Mike	4
WILLOUGHBY	David	4
HEACOCK	Lynne	4
FARNESI	Darren	7
FINNEY	David	21
HALGREN	Mimi	25
SCHLESIER	Bob	28
		JULY
KAY	Jerry	6
GERSTEN	Bill	7
COTTEE	Art	25
SHAFFER	Janice	30

	ANNIVERSARIES		
Shaffer	David & Janice	Shaffer	Jun-2
Jurist	Sheldon & Sheila	Jurist	Jun-14
Finney	David & Janet	Finney	Jun-20
Halgren	Bob & Mimi	Halgren	Jun-22
Clements	Doug & Marilyn	Clements	Jun-24
Christian	Darrell & Susan	Christian	Jun-29
Cibit	Joe & Cathy	Cibit	Jul-9
Chaplin	Don Chaplin &	Andy Hunt	Jul-10
Wahl	Keith & Ruth	Wahl	Jul-30

COMING REGIONAL EVENTS

3-Jun	7 PM General Meeting, Beers Center
	8 STP Car Show (Sheldon Jurist)
15	RB Silvergate Car Show
22	Breakfast Social (Walling)
30	Bob Gunthorp's Summer BBQ
July	No General Meeting
	Coronado Parade (Thursday, 4 Smithson)
	"Summers Past" garden party
13	(Richards, Cottee)
20	Hillcrest Car Show
27	Breakfast Social
3-Aug	Mission Bay Picnic (Rebello)
	General Meeting: Hobby Nite
5	(Rebello)
24	Breakfast Social
1-Sep	El Cerrito Cars & Coffee
2	Pizza Nite (Richards)



Sunday, June 2nd, 2024
 8:30 - 10:30 am
 Chase Bank Parking lot
 College Ave. and El Cajon Blvd.

Members Meeting Report

The San Diego Region held their monthly meeting at the Joyce Beers Center in Hillcrest May 5. Mark Richards arranged for Certified Appraiser Travis Williams to speak. Travis outlined the need and process for appraising cars, with emphasis on classic cars. He listed about a dozen reasons a vehicle owner might need a professional appraisal. Available for work throughout Southern California including Los Angeles, Orange, Riverside, San Diego, and San Bernardino counties, Travis provides certified appraisals for motorcycles and RVs as well as cars. A discussion followed, in which he provided details.

Sheldon Jurist won the name badge drawing, and a nice collection of refreshments arranged by Tom McIlravy was served. Thank you, Tom!



Coming Special Events

Silvergate Car Show -- June 4

Ron Walling

Our Silvergate Retirement Residence Car Show is June 15th, 11:00 AM, to 1:30 PM. There will be live music, a catered BBQ with ribs, chicken, hot dogs and hamburgers with all the fixin's. Plus, a number of salad choices as well. Also, an open bar with a number of refreshment choices. All taking place in a splendid, park-like setting. There will be raffle prizes this year plus People's Choice Judging for 1st, 2nd and 3rd place cars.

Silvergate is easy enough to find off the 15 and Bernardo Center Dr. A map is provided on their website. Look up Silvergaterr.com or you can call (858) 451-1100 for directions. This is an invitation-only AACA event. All our club members are most assuredly invited to bring classics. Please contact Ron Walling (walling.ron28@gmail.com) to register your vehicle to ensure a place for it in our vintage vehicle display area. Car owners and a guest will be issued an ID bracelet for the BBQ & bar. Like last year's very successful event, we will display our cars at the foyer entrance to the main building.



2023 Silvergate car show

Take the Bernardo Center Drive off I-15 and go east. In about a quarter mile past the interchange, turn right onto Bernardo Heights Parkway. Go 0.6 mile and turn right onto Avenida Venusto. In about a quarter mile, Silvergate is on your left. Turn in and park near the entrance portico.

Annual AACA Region Barbecue -- SUNDAY June, 30

This year's annual barbecue at Bob Gunthorp's house for all AACA and the HCCA members will be on Sunday June, 30. Again this year, the BBQ lunch will be catered by Lil Piggy's BBQ in Coronado. Please plan on arriving at Bob's house from 10:30 on. Lunch will be served at 12:30. Water and Ice tea is included. Cost per person for AACA members is \$15.00. For members of the HCCA the club the BBQ is free.

For questions call Bob at 619 993-0184

Reservations: AACA members please make your reservations with John Boyd and send your checks to him. Please make your checks out to the AACA. John's mailing address is 1201 Vista Capitan Dr. El Cajon, CA 92020. HCCA members please make your reservations with Barbara Foley. As in past years, antique vehicles will park in the back; modern vehicles will park in the front. See you all on Sunday!

Bob G.

Program your GPS device or follow these directions to Bob's house:

From I-5: Take I-5 south to Exit 4, Coronado Ave. Go straight south on Hollister St, then turn right on Leon Ave at the traffic light. Bob's house is at 2176 Leon. Turn right into the second driveway after the 25 MPH sign.

From I-805 south: Take 905 west to the Tocayo Ave exit. Take Tocayo Ave to Hollister and turn right. Turn left on Leon Ave (the next traffic light); Bob's house is at 2176 Leon. Turn right into the second driveway after the 25 MPH sign.

Reader Correspondence

Keith Wahl writes:

TRUDY (the Triumph 1800 Roadster) was invited for display at the Athenaeum Art and Music Library Fundraising event celebrating Hollywood for the 1930's. My father, Alfred, a professional cellist with many symphony orchestras, often wore white Tie and Tails including Top Hat, which I have kept for many years and was proud to wear. The event channeled all the magic of Hollywood from dress to movies to music.

My wife, Ruth, and I were joined by friends Neal and Chris Wichard. I met up with a medical colleague, Dr. Max Elliot, chair of the Athenaeum Board who also sported a Top Hat!!

Hope you enjoy the photos.



2024 Regional Car Restoration Awards

Again this year, San Diego Region judging team will be checking progress and results of on-going owner restorations of AACA antique cars. Recently Judges Jack Heacock and Mark Rebello visited Keith Wahl to inspect his R2 Studebaker Hawk. Keith sent a photo. One of our Region's purposes is to encourage the restoration and preservation of classic cars. So if you are working on a car, please contact Mark or Jack to give your project a little publicity and, possible, an award at our banquet! The Ralph Harms Award and the Founders Award are both designated for quality owner-involved restorations.



The Tour to Beth Kind's Open House – May 18

Barbara Foley organized and led a caravan from the Westfield Fletcher Parkway shopping center parking lot to Beth Kind's home in Valley Center for a fun trip, visit, and picnic. It looks like Bob Dylan might have somehow found out about it and sent in this report. For the full effect, imagine the rhythm of "[Tangled up in Blue](#)", or "[Desolation Row](#)", or maybe "[When I Paint My Masterpiece](#)" as you read the report.

Well, gather 'round, folks, let me tell you 'bout April eighteenth. We had ourselves an antique car parade, startin' out from Parkway Plaza in El Cajon, headin' on down to Beth Kind's charming home in Valley Center. It was a sight to behold, a real splendid success. The journey took us through those scenic back roads, paintin' a picture that could steal your breath away.

We rolled past those hills, alive with spring blooms, colors so bright they could light up the darkest night. The weather, oh, it was perfect. Clear, sunny skies, castin' a golden glow on the polished chrome and vibrant paint of our vintage rides. It was like drivin' through a dream, a slice of yesterday brought to life.

When we arrived, Beth Kind was there with open arms, her exceptional hospitality warmin' the hearts of all who came. Her home, a beacon of beauty, stood ready for us to gather, to share our stories and admire each other's lovingly maintained vehicles. The camaraderie, the shared passion for those antique cars, made the day shine even brighter.

Now, let's not forget Barbara Foley. She's the one who laid it all out, her meticulous planning and organization turning the day into a seamless symphony. The route, the schedule, all of it flowed like a well-tuned song. We owe her a heap of thanks for makin' it all so smooth.



We're mighty grateful to Beth for openin' her home, makin' us feel so welcome. Her kindness played a big part in the event's success.

All in all, the antique car caravan was a blend of scenic beauty, classic automotive charm, and genuine fellowship. A day etched in memory, a testament to the vibrant spirit of the antique car community. It was a day to remember, folks, a day to remember. [With thanks to ChatGPT, which tried to imitate Bob Dylan.]



Opinion: What's Happening to the Old Car Hobby?

Adapted from an "Airflow Newsletter" article by John Boyd

When I was a junior at Willmar Senior High School (this would have been the early 1960s), many of the seniors and a few of my classmates had cars. In those days, it was considered "poor" (a predecessor adjective to "cool," and much later, "bitchin'" and "sick") to modify your jalopy to make the exhaust louder. You could do this by deleting mufflers altogether or replacing them with Thrush, Cherry Bombs, or Smitty glass-packs. The two most popular cars in that central Minnesota farming community were flathead Fords and small block Chevys. I gradually acquired the ability to tell the flathead Fords from the Chevies by the difference in exhaust sound as they sped past the open classroom windows of English 11. The Fords sounded the same as the dirt-track race cars out at the Kandiyohi County fairgrounds stock car races, where almost no one raced without a flathead Ford V8.

We lived about seven miles out of town, and I had after-school activities that conflicted with the school bus schedule, so I had to drive to school. At first, I drove the family's second car, but then my dad found a well-preserved, 28,000-mile 1931 Ford Model A town sedan. That was my daily driver for my junior year. The old car was unique – it became part of my personal identity. Had I been less of a nerd, it might even have helped me get dates!

At the end of that year, my dad moved us all to Eureka, California, to run a gas station my grandfather had invested in. My 15-year-old brother Jim and I drove the Model A to California, where we ran the gas station while Dad returned to Willmar to fetch Mom and the other 5 kids along with our household goods.

That trip confirmed and strengthened my interest in cars. In California, my younger brothers and I pumped gas at the family business. As a result, I can still find the gas filler and the dipstick on a '59 Olds, a '56 Cadillac, or a '57 Chevy. The Model A was eventually sold and replaced with a two-year old import,



better suited for commuting to college. After I got a draft notice in 1969, I found myself in Newport Rhode Island, for Navy officer and instructor training. My wife Barbara had our '69 Mach 1 in California still, so I bought a VW Beetle from an acquaintance and figured out how to replace the exhaust system to get it through safety inspection. Navy Special Services had an auto hobby shop on base, where I learned you really need to remove and reinstall the engine to do this job.

About the time I retired, 2015, I realized I needed a serious hobby. At least I *wanted* one. I used to read *Auto Trader* faithfully, watching for interesting cars and imagining fixing one up. Around that time the Internet and eBay appeared, and that made it even easier to look for projects. Together with another brother, Phil, who lived nearby, I looked at and purchased a '53 DeSoto Fire Dome wagon. It looked good in the photos, and it ran. We fixed it up, enjoying the process and the result. But then I saw an Airflow. We sold the Fire Dome.

Now, three Airflow restorations and 9 years later, I'm involved with several car clubs. All are moderately or greatly concerned about declining membership. The California Chapter of the DeSoto Club is struggling. At our last statewide meet, only four DeSotos showed up. Our own AACA San Diego Region still meets monthly, and we organize activities and tours nearly every month as well. But our membership is aging and declining year by year. The Airflow Club is by some measures thriving, but our membership has also declined substantially, even since I joined 10 years ago.

What is going on? Many of you reading this article have had, I am sure, interest in cars like that I describe. But I realize that most of our kids have not. What's changed? Several things I can think of.

- Urbanization and agricultural consolidation. Far fewer kids grow up on farms today. There were many small, family-owned farms in the 1960s. Today, most of those are gone, combined into large, machinery-intensive, scientifically-managed production enterprises. The families have sold out and moved to town. Small farms in the mid-twentieth century provided an ideal environment for individual problem-solving and innovation that drew kids in. That's where many of us got our first experience with machines. You don't often have these opportunities living in the suburbs or cities.
- Educational opportunities. Few farmers in my parents' generation had any college training. Hard work and long hours were the norm for achieving success. College degrees in my generation, though of course not universal, tended to open up more highly paid jobs that did not require or reward the long, hard hours that farming did. This means my kids never had to help me stretch a fence or build a new grain box. It also meant I could (eventually) earn enough to buy and drive newer, more reliable cars that didn't need the frequent repairs and adjustments of my Model A.
- Automotive technology. Starting in the 1960s, government regulations limiting engine emissions appeared in California and then elsewhere. In two decades, carburetors and point-ignition systems were largely replaced with electronic control units that worked until they failed. No adjustment necessary, no repairs possible. And in many cases, too complicated and unfamiliar for hobby-level mechanics like me to understand. Today, my cars are more reliable but far less serviceable. There's little I can do but put in gas and schedule required service.
- Vehicle uniformity. Cars have largely become boring. Fuel economy requirements (and fuel prices) have driven designers and manufacturers to similar designs, to the point there is little to distinguish one make or model from another. Same jelly-bean aerodynamic shape. Same small-displacement, fuel efficient engine design. Similar transmission characteristics. Replacement of mechanical engine and power train control components with higher precision (and usually cheaper) electronic ones. Even paint colors have been largely standardized. Compare today's dominant "colors" of black, white, silver, and gray with the tri-colored paint schemes of, say, the 1956 DeSotos.



- Social isolation. Most of us grew up with opportunities for some kind of regular social engagement. As kids, scouting, church groups, school parties, team sports, and more threw us together. Later in life, service organizations, church men's and women's clubs, neighbor interactions and friendships provided that social contact. It seemed my parents had friends over for dinner (that was the noon meal in Minnesota) most Sundays. Where I live, at least, most of these socializing opportunities are greatly diminished, if not gone altogether. Instead, in my neighborhood we spend more time streaming TV. Constant connection to the Internet has replaced most of the social connection our parents and grandparents enjoyed. Our friends tend to be people we email or text with, rather than visit or meet for a shared meal.

To summarize, today's population has far fewer of the life experiences that built preferences and loyalty to particular types or makes of cars. By and large, we are better able to afford mostly reliable cars. We have less experience in mechanical or automotive problem solving, and have largely missed out on the satisfaction of success and the frustration of failure in these endeavors. Cars have themselves become boring, driven to similar design and appearance by market and government forces. It is no longer practical for most people to try to maintain or fix them. And finally, the internet and in-home entertainment have to some extent weaned us from the perceived need for face-to-face social contact and interaction.

The environment we find ourselves in looks rather gloomy for the future of car clubs like ours. Is there anything to be done? Given the powerful factors that are driving the decline, turning it around might be out of reach. However, I think there is hope. There are things we can do to continue the enjoyment we derive from the hobby. Here are a few:

- First, enjoy the good times while we can. There are still old cars to be maintained and improved. The satisfaction derived from turning around the aging process of an old car, particularly an Airflow, has always been enjoyable and will continue to be. For many, that feeling is by itself a generous reward for time and money spent.
- Participate in old-car related events. Regional club rallies and tours, periodic banquets and picnics, weekend tours and outings, and our monthly get-togethers are part of why the old-car hobby is still worthwhile. These events are good ways to stay involved with people. Make the effort to be there and, when it's appropriate, bring your car. Social interaction around our shared interest is one of few ways many of us meet and talk with other people. Deliberately invest your time in the old-car hobby by using these events to welcome and engage visitors and other participants, who themselves may be seeking the social opportunities and personal challenges and satisfaction. Have a membership form with you.
- Volunteer. There's plenty of work to be done in running a car club, planning and carrying out a rally, car show, or club meet, and volunteers are the key to making these events happen and succeed. Step up and help out!
- Celebrate new friends and, especially, new members!

Let's enjoy the old-car hobby while we can!

STP Car Show - June 8

Sheldon Jurist is organizing a car show at the STP Bar & Grill, 5487 Clairemont Mesa Blvd, San Diego for June 8. Watch your email for details very soon, and meanwhile, block out the date on your calendar!

