

THE FOOT WARMER

Official Publication of the San Diego Region



If you think you've been a member for a long time you can't beat this man with Beth. Pictured is Jack Simmons, the remaining region Charter Member. He took the time to drive down for the February meeting to celebrate the Region's 56th Anniversary.

Thank you Jack for taking time to visit us.

See what's blooming in Anza Borrego!



March 2, 2019
estimate 9 A.M. until 4 P.M.



Day trip to the desert home of
Daryl and Betty Holmes.
Lunch Provided
Bring a healthy or sweet dessert!

photos by Betty Holmes

- Please RSVP to Norma Almanza by Feb. 27, 2019 at 512-619-8432.
Are You Interested in a Ride Share? We Can Help .

A little background: first make sure to fill up your tanks, and top it off at the Golden Acorn Casino or the Shell Station at Jacumba. You don't want to run out of gas.

DEPART: Target (Mission Valley) at 9:00 A.M.

Restroom break: Golden Acorn Casino estimated arrival time 10:00 A.M.

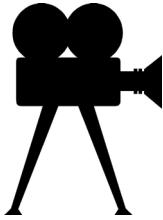
ROUTE: HWY 8 East to Ocotillo, turn left under the freeway. Follow S-2 to Mile Marker 52 for photo op and escort to Holmes desert home.

Daryl and I want to welcome the San Diego AACA Region to our desert home. We will be serving lunch for all you hungry travelers with help from the Cotties.

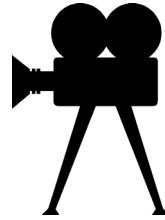
Tom McILravy and Norma Almanza will be leading the tour from town but Betty and Daryl will be meeting the group at about 12.3 miles north of Ocotillo on S-2 at the Badland Overlook for a picture opt. approx. ten minutes. After lunch you can stay and visit or continue on your own. It is hoped that we will have a big bloom of flowers to see.

There is so much beauty and history for you to see. Just imagine going through this area a hundred years earlier in your covered wagons being pulled by horses or oxen after long dusty days along the trail hoping for a good place to camp that had water. The caravans and animals needed to stop and rest. Such a place is an area not far from our place that has a natural spring which is now known as "Palm Springs."

SILENT MOVIES NIGHT - Saturday, March 16



Presented by the Theatre Organ Society of San Diego
Trinity Presbyterian Church - 3902 Kenwood Dr, Spring Valley



A Night at the Show - Charlie Chaplin & Neighbors -Buster Keaton
Bill Campbell Accompanying

Please arrive at 5:00 to put cars on display - Special lighted parking area for our antique cars
THEY LOOK FORWARD TO SEEING OUR ANTIQUE CARS
Show starts at 6:00 pm - Lasts about 2 hrs

Special Car Club Rate \$12.00 - Club will subsidize \$5.00
Be sure to wear your Car Club Badge so Guests will identify our Region and our cars

Activity organizer Al Smithson - 619-992-8729

PRESIDENT'S MESSAGE

I am writing this message from my hotel room in Orlando. I have to thank Beth for covering for me while I am deployed with FEMA working on the damages for Hurricane Irma. This has been a different type of deployment for me as I am reviewing the damage reports and making sure that the repairs were done properly, and are eligible for payment, but I do get weekends off to explore car events in the local area, and knock items off my bucket list. On the weekend of January 26th I was able to attend the 24 Hours of Daytona sports car race. I wasn't able to be there for the entire 24 hours, but I was there all day Saturday and then went back on Sunday, in the rain, for the last 8 hours of the event. Amazing racing even with the heavy rain red-flagging the race twice. The following weekend I went to "Big Daddy" Don Garlits museum. He has all his old race cars on display as well as dragsters from several of his competitors, and one of the biggest 1940's Fords collections around. Well worth a visit if you are ever in the Ocala area.

I was able to meet up with the Central Florida British Car Club for their monthly meeting, at the Golden Corral restaurant in Altamonte Springs, and am planning on attending at least one of the local AACA Chapter meetings if I can track them down.

The weekend of the 15th I am heading to Mobile to attend Mardi Gras. Mobile's claim to fame is that they were the first city in the US to celebrate Mardi Gras, although New Orleans has taken over in parties and fame. I am planning only to be a spectator, although it would be fun to ride on one of the floats...

By the time this Foot Warmer is out, Al's Silent movie will have occurred. I hope there was a good turn-out. Once again thanks to the Board for taking care of things while I'm gone, and Happy Touring..

Alex (Prez in absentia)

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.

2019 Region Calendar

Dates subject to changes

MAR	2	Tour to Anza Borrego Tom McIlravy and Norma Almanza
MAR	4	General Membership Meeting
MAR	16	Silent Movie - Al Smithson 619.992.8729
APR	1	General Membership Meeting
APR	27	Spring Picnic Larry & Paula Okey 619.582.9676
MAY	1	General Membership Meeting
MAY	4	Top of the Hill - mining town Sam & Debbie Judd 619.449.6618
MAY	15	Ladies Tea Susan Woods & Norma Almanza
JUN	3	General Membership Meeting
JUN	TBD	Day at Del Mar Fair Larry & Paula Okey 619.582.9676
JUN	30	Bar-B-Que Bob Gunthorp 619.993.0184
JUL		NO General Membership Meeting
JUL	4	4th of July Coronado Parade Al Smithson
AUG	5	General Membership Meeting
AUG	TBD	Chicken Fest Mike Cooke and Daryl Holmes
SEP	2	General Membership Meeting
SEP	28	Desert Tower Tour Mark Richards 619.541.1393
OCT	7	General Membership Meeting
OCT	TBD	Silent Movie - Al Smithson 619.992.8729
OCT	TBD	Watt's Halloween Party Alex & Sandy Watt 619.223.6519
OCT	TBD	Edgemore Hospital Car Show Doug Clements 858.487.8617
NOV	4	General Membership Meeting
NOV	10	Annual Banquet Bob Gunthorp 619.993.0184
NOV	TBD	Silent Movie - Al Smithson 619.992.8729
NOV	TBD	Region Tour Event
DEC	2	General Membership Meeting
DEC	1	Bells of Freedom Bob Gunthorp 619.993.0184

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714.273.9705

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Beth Kind 2019
619.985.6718

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Bob Gunthorp 2018 & 19
619.993.0184
Betty Holmes 2018 & 19
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Brad Zemcik 2019 & 20
619.255.0059

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Membership
Daryl Holmes 619.840.0797

Tours
Tom McIlravy 760.429.6565

Refreshments
Christopher Di Patre
619.651.0744

Annual Banquet
Bob Gunthorp 619.993.0184

Annual Awards
Alex Watt 714.273.9705
Art Cottée 619.885.0704
Royce Dunn 619.781.8339
Daryl Holmes 619.840.0797

Coronado Parade
Al Smithson 619.992.8729

Car Club Council of SD
Richard Reinstein
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Sheldon Jurist 858.279.8285

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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 \$20.00 per year. Our San Diego Region Membership Chairman can help you obtain both memberships.
Contact: Daryl Holmes my1955ford@aol.com 619.840.0797

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1955 STUDEBAKER CONESTOGA 2 DOOR WAGON FOR SALE

Extremely rare wagon made only 2 years. In 1954, Studebaker built the Conestoga in celebration of them being in business 100 years. This car was bought new in Tucson, AZ and still has dealer plaque on tailgate. I am the 4th owner. The car is original Studebaker Modifications: *350 Chevy 350 Performance * Turbo Hydro 350 *9" Ford rear end *Vintage Air Conditioning * Rear Air Shocks. Many modifications too numerous to list here. Numerous photos and videos available.

Keith Wahl 858.518.2190 kwahl@san.rr.com



Colin Fort reports that he is doing better after his surgery but is now dealing with a cold. He is looking forward to going to a Rehab program two days a week and feels that in a month he should be up to par and return to meetings with new jokes. I asked him if that was a threat or a promise to which he answered: "Yes." Of course much credit is due to his private nurse, Suzanne.

Looking forward to seeing you soon Colin...I think.

Fred Puhn's Car Racing History as told by Fred himself

Most region members know Fred Puhn. He is active and when he speaks of his part of the car hobby it always involves interesting cars and racing. This series of articles is told to us by Fred about his racing history. I emphasise "racing history" because there has to be more car history than doesn't involve racing. I know you'll enjoy this journey of Fred's unique part of the hobby in a way that only he can enlighten us. This will run in about 3-4 issues of The Foot Warmer.

Early Race Cars - Starting at about age ten I got interested in driving gravity powered race cars down steep driveways and roads near my Lakeside home. A friend of my parents built me a really nice coaster out of wood. I started with that one and after wrecking it I built more and more of them. I learned how to stop with no brakes by throwing the coaster sideways if a car was coming. My last coaster was built from a surplus aircraft drop tank. It was so heavy (and potentially fast) that I was scared to drive it. My friend had so much fear so he took it out and had a crash.

1952 Morris Minor convertible - Even though this tiny car had only 28 horsepower I entered it in the Julian Hillclimb in about 1958. The track was so steep and bumpy that I got wheelspin. However that was so severe I could never climb to the top of the hill. I had to back down in front of the crowd. Embarrassing for a teenager.



I drove the Morris at racing speeds at Torrey Pines before they bulldozed it.



Nebish - My first attempt to build a powered race car. My friends and I wanted a car to take to Hourglass Field race track on weekends and thrash it around without hurting our road cars. I bought a late 1940s Austin A-40 sedan at a gas station for about \$150 in the late 1950s. We took the body off, converted it to right hand drive, lowered the steering, took off the muffler, installed a 2-barrel carburetor to make it into a 'race car.' We never made the body. The weekends at Hourglass Field were stopped before we could go there and try the car, but it did start up in my friend's backyard.

Fageol Special - My first drive in a race car was as a pit crew member for Lou Fageol's Devin bodied special, driven by his nephew George Peterson. My ride was in testing at Hourglass Field.

After installing a bigger engine the car was wrecked later in testing and I purchased it as a roller from Lou Fageol for \$300. I never completed putting it back together and later sold it.



George Peterson driving at Hourglass Field circa 1959.



1949 Alfa 6C 2500SS Farina convertible - With only 110 horsepower in a 3000 pound car the old Alfa was hardly a rocket off the line. However I did enter it in a real drag racing event at Lions Drag Strip about 1961. The only other car in the class was a VW beetle. He took me at the start but at the end I powered past him to win a trophy. That was the only race in my Alfa on a track.

The 1949 Alfa in original condition as purchased.

1955 MG TF 1500 - In about 1961 I wanted a race car that was not a project. In about 1962 I traded my 1949 Alfa Romeo for a 1955 MG TF straight across. Both cars were in need of some work and were worth about \$500 at that time. In about 1964 I took off the windshield, muffler, and hubcaps, added a roll bar, and raced it at Del Mar. It was slow and broke the crank.



My best race with the MG was the Grand Prix de Benito Juarez in Tijuana Mexico. This was a street race for all production car classes and even though I was in the smallest class **I won the event overall. That win made the papers in Mexico.**

The only National points I ever earned with the MG was at Willow Springs in the rain. I also finished 2nd in class at the Hourglass Enduro, a 1-hour race at Del Mar.



the car installed a roll cage, took off the muffler, put on new shocks, a snow tire, stiffened the anti-roll bar, and quickened the steering. The car was competitive for the main event the first time out because it handled well. I got to drive it a few times in wheel packing. They watered the dirt track and sent out cars to pack down the mud into a racing surface. It was not racing but it felt like it slipping and sliding on the slimy clay.

Miller Crosley - In about 1965 I wanted to get a pure race car that had more performance than my MG. My room-mate Mike Merino had a Miller Crosley and did not want to race it any more. I traded my new Guazzoni motorcycle for the Miller Crosley. I lengthened the wheelbase so I could fit in it, painted it yellow and raced it at Del Mar. It was medium fast and I beat about half the cars in my class. The car handled poorly, was slower around the track than the MG, so I sold it. The buyer ended up using it for vintage racing.

*Ahhh Fred...that Ferrari badge on the front of the car...
is that to scare other racers?
(- - - continued next month - - -)*

After a lot of money and work the car became competitive in class but it was not a real race car. I sold it for \$1500 in 1968 and started designing the Quasar. The MG was later purchased by a friend John DeHaan, who restored it and used it for vintage racing.



The start of the Grand Prix de Benito Juarez in Mexico was a Le Mans start.

My MG TF racing for first overall in the Grand Prix de Benito Juarez. **I won by half a car length.**

1950 Ford Claimer - When they opened Cajon Speedway in 1962 several fellow-employees at Santee Automobiles wanted to race there on weekends. One guy supplied a 1950 Ford sedan to compete in the 'claimer' class (stock cars with a \$300 claiming price). We lightened



January Great Autos Car Show - Kimball Vincent

This is from the Great Autos newsletter...

The San Diego Great Autos area group met on January 19th for its monthly Car Show on Normal Street in Hillcrest. After a rainy week, the sun came out and along with it Great Autos members along with members of the local chapter of AACA and their cars.



Stalworth members: **Paula Okey, Kimball Vincent, and Larry Okey**



Two of the region's cars: **The Richard's 1949 Hudson Commodore and The Okey's 1955 Buick Century**

FEBRUARY SILENT MOVIE

Twenty-six members and friends of the San Diego Region with six beautiful vintage cars enjoyed acclaimed local organist Russ Peck playing his own composition accompanying the 1925 movie *Cyrano de Bergerac*. The movie had been painstakingly hand 'colorized' one frame at a time by a team of artists taking two years to complete the job. The original score composed and performed by Russ Peck did justice to this iconic movie. The San Diego Region impressed those in attendance with a wide ranging sampling of its repertoire of fine motor cars consisting of: **Tom McIlravy & Christopher DiPatre** driving Al's 1956 Continental MKII, **Al Smithson** serving Krispy Kreme's from the tailgate of his 1948 RR Silver Wraith, **Mark & Diane Richards** in their 1949 Hudson Commodore, **Marilyn & Doug Clements** in their 1956 Chevrolet Bel Air Hardtop, **Jerry Kay** in his 1967 Mustang Hardtop, and **Larry & Paula Okey** in their 1960 Pontiac Bonneville Hardtop.



Our February speaker was **Sheldon Jurist** who gave an outstanding presentation on he and Sheila's August 2018 visit to the Western Antique Aeroplane and Automobile Museum in Hood River, Oregon. What's unique about this museum is that all of the collection is in working order! Sheldon shared many great photos and stories of the various planes and cars.

Our March meeting will feature new member, **Bill Manishor** who will be performing a stand up comedy routine as well as a song with his wife....you won't want to miss this unusual act!!



Not only did **Christopher and Tom** provide the Anniversary Cake but Tom won the \$20 also!

MONTEREY AND THE PEBBLE BEACH WEEK EXTRAVAGANZA

August 21-25, 2018 - By Bob Gunthorp

My trip to Monterey this past year was much better than 2017's. In 2017 the 1966 230 Miesen Ambulance made it about 170 miles when the condenser for the ignition system gave up the ghost on the 210 Freeway. So, the Ambulance went South on a flatbed truck back to Chula Vista and I went North to Monterey with Gary Jarvis.

This year the Ambulance did much better. It got there and back, however, going up the "Grapevine" in about 100 plus degrees and then taking highway 46 to Paso Robles also at about 100 degrees with a stick shift transmission and without air conditioning is not that much fun. We came back on the 101 and it was much cooler.

Thursday morning we met up with Steve and Carol Ross in Carmel by the Sea for breakfast and to view the "Pebble Beach" vehicles that were on the tour that morning. That afternoon Gary took his car (2003 SL500) to the car wash while I cleaned the front of the Ambulance at the motel. I would have liked to have taken it to be the wash however, its way too tall to fit in the car wash.



Friday morning it was up early and off to the *Legends of the Autobahn* Concourse. The Legends show is by far one of the shows that I like the best. In the Concourse the Ambulance received a hard won 2nd place trophy in Class 4. (Note: There were only two vehicles that class 4!!) When I drove up for my trophy I had the "Blue" light on and in driveway I do turn the siren on. I just could not help myself. I then went back to my spot and parked.

A few minutes later one of the officials came back to me and said "We forgot to give you something else so you need to drive the Ambulance back up to the stage." As I drove up to the stage I saw someone holding a crystal bowl. I'm thinking "now what is going on?" It was an engraved bowl that said "**Mercedes Benz Club of America AWARD OF EXCELLENCE LEGENDS OF THE AUTOBAHN Monterey California August 24, 2018**". I just about fell over when they handed me the bowl.

The following day I showed the Ambulance in *Concourse d' LeMons*. Concours d' LeMons is a great show because if you wash your vehicle you will lose points. These two shows go from one extreme to the other with a serious show followed by a "tongue in cheek" show. **Wayne Carini** from the TV show *Chasing Classic Cars* always "rents" a real clunker to bring to Concours d' LeMons. When I saw Wayne I asked if I could get a photo of him and I with the Ambulance. He said sure because he is very accommodating that way. When Wayne saw the ambulance he just stopped in his tracks and said "O my God".



After looking the Ambulance over inside and out he then asked if he could get into it and lay down on the gurney. Of course I said yes, so he climbed in and laid down for a photo op. After that Wayne left but he came back a short time later with his film crew and they recorded him lying on the gurney. They spent about 15 minutes filming. About 20 minutes after Wayne Carini's crew left, another film crew from Canada showed up and asked if they could also film the Ambulance. This crew didn't say which network that they were affiliated with so naturally I said yes to them.

By now I thought that I was all finished with filming when film crew number three came over. This crew is from the show "*Grease Monkey Garage*" and they wanted to film a segment; again I said yes to them. That film crew spent some time setting putting together a short script with a couple of people from their crew as actors.

I thought that I was all finished but someone from "*Classic Motorsports*" magazine asked me for an interview and took some still photos.

I never dreamed that the ambulance would have such a response at either *Legends of the Autobahn* or *Concourse d' LeMons*. That all made the trip worthwhile!