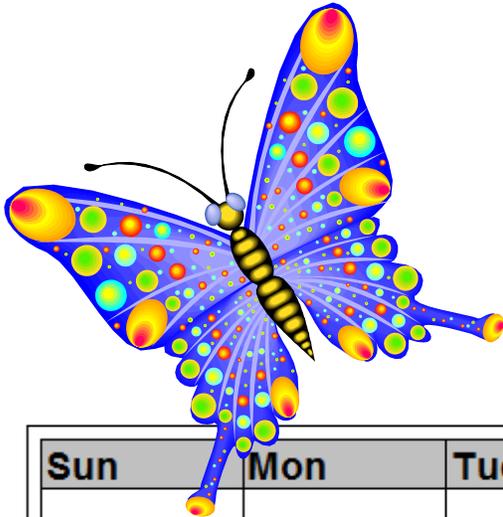
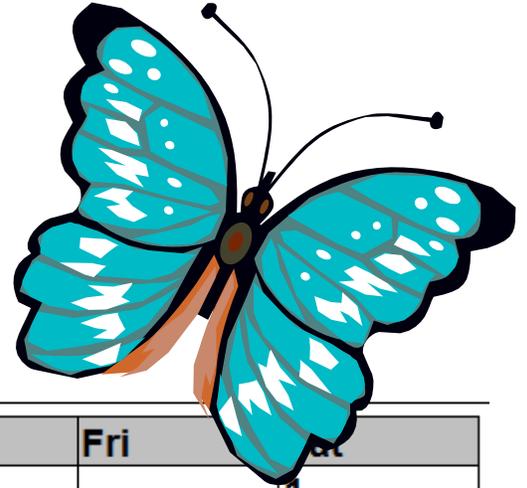


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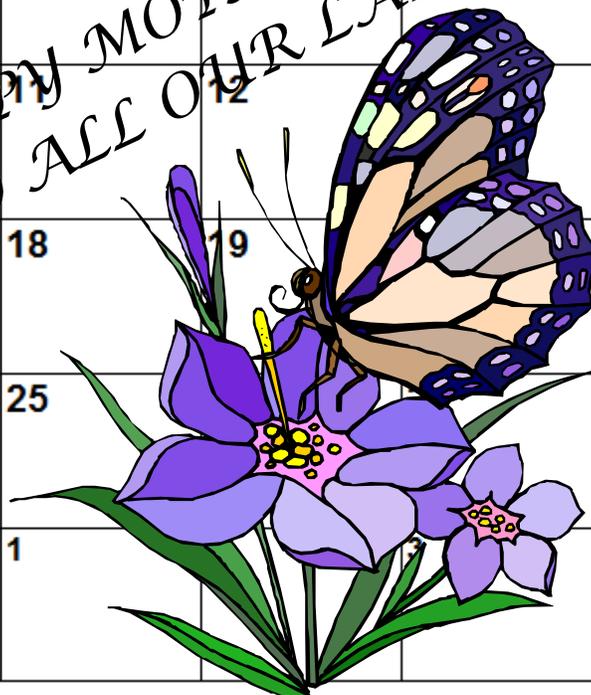


May



Sun	Mon	Tue	Wed	Thu	Fri	Sat
2010						1
2 ALL FORD PICNIC SIMPSON'S NURSERY	3	4	5	6	7	8 ALLIED GARDENS PARADE
9 Happy Mother's Day to all our Ladies	10	11	12	13	14 BUSINESS MEETING 7PM	15 TIERRASANTA PARADE & MARC PLANNING MEETING
16	17	18	19	20	21	22 SEMINAR HANSEN'S FORD GARAGE
23	24	25	26	27	28	29
30	31 Memorial Day	1	2	3	4	5 LA MESA FLAG PARADE or WIEGHORST MUSEUM

HAPPY MOTHER'S DAY
TO ALL OUR LADIES



QUAIL CALL

EDITOR

Valarie Basham
9271 Huntington Ave.
San Diego, Ca. 92123-3124
(858) 278-6317

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E-mail: dcmomof12@aol.com

WEBSITE

www.sdmodelaclub.com

2009 BOARD OF DIRECTORS AND COMMITTEE CHAIRMEN

BOARD OF DIRECTORS

DIRECTOR	Bud Swartwood	(619) 579-6726
ASST. DIR.	Paul Winchester	(619) 669-0737
SECRETARY	Bob Weckman	(858) 279-0596
TREASURER	Roxy Faust	(619) 297-1424
TECHNICAL	Arlyn Bieber	(858) 530-2336
TOURS	Roger Ball	(619) 465-4110
PAST DIR.	Dave Sohr	(619) 440-0374

Board Meetings are held quarterly: see *Quail Call* for
dates and location. All member are welcome to attend,
just let the host or hostess know you are coming.

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Membership	Roger Phillips	(858) 454-5070
Fashions	Billie Bonnoront	(619) 669-6391
Historian	Penny Smiley	(619) 440-0374
Refreshments	Dalene Jensen	(619) 670-6152
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Rec. Rep.	JudyJo Beardslee	(619) 465-9513
Defender,	Ray Beardslee	(619) 465-9513
Mail-box	Ray Beardslee	(619) 465-9513

CLUB MAILING ADDRESS: P.O. BOX 19805 SAN DIEGO, CA. 92159

BUSINESS MEETING HELD THE 2ND FRIDAY OF EACH MONTH AT 7:00 PM

San Carlos Recreation Center
6445 Lake Badin Ave.

San Diego, Ca. (619) 527-3443

The San Diego Model A Club was first founded in 1957 by a few dedicated Model A owners. Our purpose is to help preserve the Model A, which was in production by the Ford Motor Company from 1928-1931. Ownership of a Model A is not a requirement for membership in the club. Membership dues are \$30.00 per calendar year. Membership in one of the National Clubs is mandatory (either MARC or MAFCA) and the responsibility of each member. Contact information to join a National Club is listed below:



Model A Restorers Club

6721 Merriman Road,
Garden Grove Michigan 48135
(734) 427-9050

E-mail: modelarestorers@sbcglobal.net

Website: www.modelaford.org

Dues are \$38.00 per calendar year.

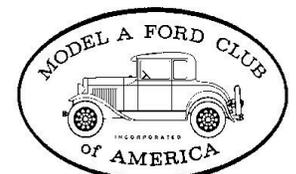
Model A Ford Club of America

250 S. Cypress Street
La Habra, Ca. 90631-5515
(562) 697-2712

E-mail: info@mafca.com

Website: www.mafca.com

Dues are \$40.00 per calendar year.



DIRECTOR'S REPORT: Bud Swartwood



This has been quite a month. Traveling: The Laughlin Tour was very successful. A few roadside seminars to check out a condenser or the inner working of a distributor and a tire that refused to hold air. All had a great time with the fun and camaraderie associated with a Model A Club activity. Fashions: Carol Weckman hosted an era fashion event at her home. Another opportunity to learn more about the Model A era and enjoy the Model A experience. Fabric: already Barbara Amy has volunteered to bring actual fabric to our next meeting so anyone interested can get a look at the actual product prior to making a purchase. We do have a great Club. Thank you Paul Abbott for taking charge of the Laughlin Tour and Carol Weckman for hosting the fashion event. The Lakeside Parade and the Orange County Breakfast shared the weekend of the 24 & 25th. Thanks to the efforts of Paul Winchester, the Parade was well attended as some just left a bit later on Saturday to participate in both events. It would be so nice if each event happened in an orderly manner with no conflicts. Thanks to everyone who worked so hard to make things go so well. The raffle at our April meeting was well received. I have asked Joan Minnick to provide another item from the Club Merchandise. If anyone is interested in providing an item that may be of interest for the raffle please contact Rich Phillips or me.

Tours: Gillespie Field on May 8 (*CANCELLED*).

Parades: Allied Gardens May 8 & Tierrasanta May 15

Displays: Wieghorst Western Heritage Days, June 5 & 6

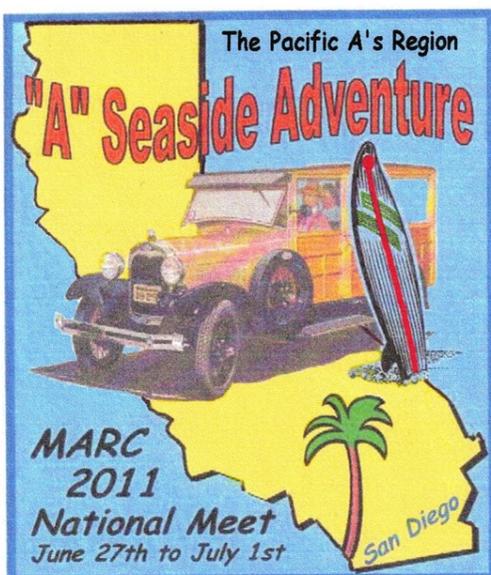
Technical Seminar on May 22nd Hansen's Ford Garage in Ramona

Weddings: Contact Roy & Dalene Jensen if you can drive your Model A Sedan for their daughters wedding on June 12. Contact Penny Smiley if you can provide your Model A Sedan for a friends wedding on June 26.

The 4th Annual Hubley Derby day is June 27 in Murrieta, CA. Registration forms are available and have to be returned to Lori Perez by June 12.

The MAFCA International Convention is August 1 - 6, 2010 in Vancouver, B.C., Canada.

Our next meeting is May 14th. See you there



MARC National Meet

June 27 - July 1 in San Diego

Informal planning Meeting

Your help is needed for a successful Meet

Please join us with your ideas

Saturday, May 15th — 12:30PM to 2:30PM

Snacks and drinks provided

Gary Karr's place

984 Catalina Blvd.

San Diego, CA 92106

(619) 224 1693

(619) 888 1595

San Diego Model A Restorers' Club

April 19, 2010 General Business Meeting



Director Bud Swartwood called the meeting to order at 7:00 pm

The minutes of the March General Meeting were approved.

Parades – Paul Winchester mentioned the Lakeside Parade on April 24. Meet at Target in El Cajon at 8:00am. Also the Allied Gardens Parade on May 8.

Tours – Paul Abbott said that the Laughlin Tour would leave on April 15 at 7:00 am.

Roger mentioned the Orange County Tour on March 25; The Allen Airways Tour At Gillespie Field on May 8 and Wings Over Gillespie on June 5 and 6.

Nayola Bieber mentioned the Idyllwild Tour on October 15 & 16.

Fashion Show – Carol Weckman reminded us about the fashion show on April 17.

Ron Peterson mentioned the All Ford Picnic at Simpsons Nursery on May 2 from 10 to 3.

Bud reviewed the minutes of the last board meeting.

Joan Minnick talked about clothing.

Carol Weckman updated the progress of the 2011 MARC Meet.

Treasurer – Roxy gave the bank account balances and the bills to be paid. A motion was made, seconded and approved to pay the bills.

Technical – Arlyn talked about timing the Model A engine.

Bud spoke about fabric available for shirts.

Historian – Penny is working on last years book. Joan Minnick will update the

Biography book. Penny passed the sign up sheet for a friends wedding

Fashions – Billie Bonnoront gave a great talk on beach pajamas. Ric auctioned off some donated fashioned books. Proceeds went to the club.

Ray Beardslee mentioned that the next So. Cal. Region meeting on May 1 will be at the home of John Frazee. Our meeting room has new window blinds.

Quail Call – Valarie said that someone wants a pick up truck.

Membership-Roger announced the name of our visitor; Gerry Bobby

Membership drawing-Roger & Eleanor Phillips won the cash

Ways and Means-Rich drew tickets for the prizes.

Hardluck trophy – no takers this month.

Ric Bonnoront came up with a great joke.

Director Bud adjourned the meeting at 8:40 pm.

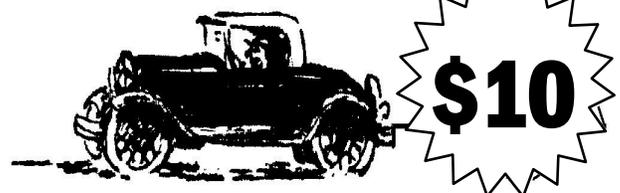
Respectfully submitted by Bob Weckman, Secretary

HARDLUCK TROPHY:

The hard luck trophy has been sitting all alone and deserted in Ray's work shop for the last few months. We have had no break downs, but all good things must come to an end. This work of art is meant to circulate, and travel from home to home. Oh the stories that it could tell! Finally there are several waiting to take it home with them. Come to the next meeting and see who the lucky winner will be.

Membership in Attendance:

Roger & Eleanore Phillips were the lucky winners last month. We start over again with ten bucks this month. See you at the meeting!



TOURS: Roger Ball

ORANGE COUNTY PANCAKE BREAKFAST:

Once again the Breakfast was a huge success and the San Diego club was well represented with cars, people and winners. Our group is not only active, but resilient. Shortly after getting on the freeway heading north, Reen Kota's car decided that an uneventful trip to Laughlin was enough and was not to be repeated with another to Orange. Reen's son and AAA came to the rescue and Reen joined us in Orange in his "modern". Steve & Ladd Graham exited the freeway in Orange and headed for the motel. A left front wheel bearing froze and once again AAA to the rescue with the car being transported to the motel parking lot. Soon Rich, Walter, Arlyn, Paul, Reen, and of course the on looking gallery were helping to remove the wheel. The inner part of the bearing that was very reluctant to come off the spindle was finally removed with the assistance of a stranger who just happened along. His expertise is with Formula One cars (similar to a Model A of course). Walter has



named our stranger "GOD". New bearings were installed and the car was on display Sunday morning followed by an uneventful trip back to San Diego

Sunday afternoon. I have to believe Steve, Kathy and Ladd Graham appreciated traveling with the support of both our Club and the members of the Palomar Club. Congratulations to Ed Woodruff who won not once, not twice, not three, but four times and we're talking major items, way to go Ed.

STEARMAN FLY-IN: CANCELED:

I'm sorry to report I just received word from Bill Allen that our participation in the Gillespie Field Stearman fly-in needs to be cancelled. With regrets, Bill reported that there simply won't be enough room for our cars given the large turnout of Stearman bi-planes now expected (we had 18 cars so far planning to participate).

Bill said a similar fly-in event involving Stearman bi-planes and other antique aircraft is being planned at the Polo Fields in Rancho Santa Fe on Sunday afternoon, June 13. We are invited to participate in this event, which marks the opening day of the Polo Club's 2010 season. Our cars would be on display, mixed-in with the airplanes. There are numerous activities with this opening day event, and I will follow-up with more details as they become known. This would be a good opportunity for an afternoon picnic and there are full food and beverage services available also. For starters, please reply to this message if you think you would be interested in participating. If there is enough interest, we will schedule this event on our calendar and circulate a sign-up list at the Club meeting on Friday, May 18.

Join Us for a Road Trip
to Idyllwild
Friday, October 15 and Saturday,
October 16, 2010
(we'll drive up on Friday and return on Sunday)

Make your reservations now.

Silver Pines Lodge call 951-659-4335
We'll meet here for meals on the patio
and activities in the Lodge Room.

Rooms also available at --

- (1) Idyllwild Inn—located next door at (951-659-2552)
or
- (2) Heritage House -- located near Silver Pine Lodge
(951-659-5150)

There are many ideas in the planning stage for this tour and we'll let you know what will be happening as these plans materialize

PARADES: Paul Winchester



The Lakeside Western Days Parade was our only Parade for April. We left the El Cajon Target parking lot at 8:15am. I say WE, because I did not have to drive the parade route as the only car this time.

There were ten Model A's participating. We did have to wait for a while for the Parade to start and for our Division to move, but the time went quickly. A few went for a walk, and some stood around and got to know each other better. Tom Allingham was there with his parents, they helped Patty pass the time by doing some great comedy routines. Joan Minnick led the Parade in her Woody, Don was driving dignitaries in the front of the Parade and then he came around and caught up with us at the end. Mileage goes to the following: Don Minnick, Joan Minnick, Larry & Carlyon Kaiser, David Fanning, Ron & Joyce Peterson, Glen Silvers, Roger Ball, John Watt, Tom Allingham, Paul & Patty Winchester.



Upcoming Parades:

Before our next meeting we have a Parade in Allied Gardens. Their Spring Fest is Saturday May 8th. We will meet at Coco's at 5550 Lake Murray Blvd. Be there so we can depart at 9:30am.

We also have the Tierrasanta Parade on Saturday May 15th. Meet at Carl's Jr.-Abby's BBQ parking lot, 9355 Clairmont Mesa Blvd. Departing at 8:45am for a 10:00am parade, More details at the next meeting. Thanks to everyone who made the Lakeside Parade a great showing,



LAUGHLIN TOUR: April 14-18th

Paul Abbott once again led a successful trip to Laughlin, six Model A's on the road and one on the trailer. A low tire was detected on Valarie's cars just as the group was entering the freeway, she took it as a sign and headed home to get the modern. The group reassembled again in Temecula where a distributor was replaced on Paul's car. After that it was smooth sailing with just a couple of stops to add water. Friday morning was a poker run, and the BBQ along the Colorado River finished out the day. Saturday morning we met in the parking lot of the Riverside hotel to show off our driving skills, and then moved inside to race our Hubley's. Saturday night was the



banquet where awards were handed out and the San Diego Club did well; winning gymkhana awards, car awards, long distance award and more than our share of raffle prizes too. Early Sunday morning the group headed back home, a condenser or two was changed out on Jean's car and why is the return trip always faster? Mileage will go to the Paul Abbott, Karen Wittkop, Jean Anderson, Dave Sohr & Penny Smiley, Reen Kotas, Bill Corson, Don & Joan Minnick. Participation to Sue Winnett, Ralph & Joyce Schuler and Valarie Basham.

TECHNICAL TIPS... Arlyn Bieber



IS YOUR MODEL A BATTERY DEAD OR JUST SNOOZING!!!

The battery is the heart of your Model A's electrical system. Many of you have had the experience of turning on the ignition switch, pressing the starter button and nothing happens. The next thought that runs through your mind is; what did I do wrong or where is my battery charger. Of course, this always happens when you are in a hurry and don't have time to wait on the charger to charge the battery!!

Too often during routine Model A maintenance the battery is forgotten because it is hidden under the floorboard and hard to get to. The following are some suggestions for keeping your battery in top-notch condition.

Make sure the battery is secured to the battery box so vibration and jolting will not crack the case.

The electrolyte may boil from the vents in the fill caps during charging. This electrolyte can then form a conductive path between the terminal posts on top of the battery. To prevent this, the battery should be inspected and the top wiped clean with a rag and clear water. At this time it is probably a good idea to remove the cable connectors from the terminal posts. Inspect and if corrosion is present, clean the posts and connectors. This is much easier via the use of a specially designed brush for this purpose. These brushes may be purchased from any automotive supply store. It is wise to wear a breathing mask and not breathe the lead dust from this cleaning process, as it is toxic. When the battery cables are re-connected a coating of grease will retard this corrosion process.

The electrolyte must be maintained at the proper level. As the battery is charged hydrogen gas is produced and the electrolyte is boiled spitting out the top vent holes in the caps. Over a period of time this action will necessitate the addition of distilled water to bring the electrolyte level to the proper height above the lead plates. If the battery is operated for a period of time with the electrolyte level below the top of the lead plates, the exposed lead plates will "sulfate" and cause failure. The result is a dead battery. If the corrosion is left unchecked it will eat the metal battery box. I bet many of you have found an original battery box with the bottom plate eaten half into.

Today we have an alternative Model A owners didn't have when the Model A was new. **That alternative is the Optima battery.** The advantages are no electrolyte level to maintain and no corrosion problems. The Optima battery can be used in any position, upside down or right side up, it is also completely spill proof and totally maintenance free. The life of the Optima battery is several times the life of the old lead-acid battery and will hold a charge for several months between chargings. The only down side is the price which is near \$150 but because it lasts several times longer and is totally maintenance and corrosion free, I consider it a bargain. The next time your old battery bites the dust, I suggest you purchase the Optima battery and you can forget about that battery hidden under your floorboard.

We have a special treat at the May meeting you won't want to miss. Our very own Chief Petty Officer, US Navy retired, Gene Amy, will tell us a little about Model A window regulators and also, if we beg, he will spin a couple old Navy tales for us to enjoy. Don't miss this meeting, as it is a chance of a lifetime!!

UPCOMING TECHNICAL SEMINAR

**Where - Hansen Ford Garage, 14755
Mussey Grade Rd, Ramona, CA**

When-----Saturday, May 22nd

Time-----9:00AM

Food-----YES

**Subject-----Rebuilding the Model A
Differential**

Y'ALL COME, YA HEAR!

HANSEN FORD GARAGE SPECIAL

Drive your Model A to the Hansen Ford Garage located at 14755 Mussey Grade Road near Ramona, CA for a **FREE** front wheel bearing grease job. Your Model A's front wheel bearings will be cleaned, inspected and packed with grease for several thousand miles of worry free touring.

Call 760-789-8296 for an appointment.

1928 ERA FASHIONS 1931

Billie Bonnoront

Lingerie and Undergarments



Lingerie and undergarments are designed as the foundation for fashions. With each change in style, lingerie is created to complement what is worn on the outside.

When women threw off their corsets in the late teens they put on articles of clothing that were less restrictive. The choice of how to dress became a decision that changed the lives of women of the twenties, and they would never go back to the prudish manner of dress of the previous century.

The freedom women gained with the right to vote reached into the closet. The design of the clothes was loose, not fitted at the bosom or waist. Thus the lingerie was the same. A slip was straight, with extra fabric, from the hip to the hem, for modesty. Brassieres were flimsy articles, not designed to do much except cover the breasts. Those who had more shape wore bandeaus that flattened the breast, the desired look in 1928. Only those undergarments that were essential were worn.

The evolution to a shapelier look that began in 1927 moved quickly in 1928. Even though the waistline was not defined the look was slimmer. By the end of the year the dress had more fit, and foundations were created to accommodate this look. Slips defined the waist slightly to go smoothly under the new styles, while corsets were once again being used. New corsets were without heavy boning,

using elastic to shape the figure. The look was more natural, with just enough support to help those who needed it. By the end of 1931 there was a definite trend to expose the shape of the body. Undergarments were made to do this; brassieres were advertised for their ability to provide lift and definition. The bodices of slips and teddies were fitted and had gores below the waist, to follow the lines of the dresses.

The celebration of the shape of the womanly figure was in full bloom and would continue until the boyish style returned in the 1960's.

Can't win for losing Bill Corson

Here's another tale of whoa.. (that's farmer talk meaning stop), most club members can allude to.

I consider myself a poster boy for the adage "If it ain't broke-Don't fix it". In a recent edition of The Model A Times there was a section on how to service and maintain the horn. Several Quail Call articles encouraged members to prepare our vehicles for warm weather driving after the long wet winter months by tightening bolts, checking fluid levels, etc. Since our 29 coupe was still up on jacks from my 7 months trip to Pa. I thought it a good time to do the lube thing. Everything checked out O.K., with only the transmission oil being a tad low. Topping it off seemed simple enough except, not being a purist and having installed a synchromesh tranny some years ago, and adding a heat deflector over the muffler made maneuvering the quart size bottle of oil difficult to get into position to pour the contents into the fill hole. I decided to do a trial run first with the bottle cap still on, and when I inserted the spout into the hole the cap came off of the bottle and disappeared into the inner bowels of the transmission. Draining the system was not much of an option because the cap would be hung up in the gears and would not come out. I phoned the guy up in Northern Ca. who rebuilt the unit for advise and he didn't think it would do any harm and would just flatten out, or pulverize through time. So far So good... My next venture was to tackle the horn that was functioning fine, even though I never had the cover off since purchasing it. Following instructions on how to properly oil moving parts and clean the armature, everything went well, or so I thought. Taking the car off the jacks I notioned as now it was time for a test run through the Alpine hills. It shifted in and out of all the gears just fine even though in my mind I could see that cap rattling around in there. Feeling quite good over my accomplishment I hit the horn button to see if it sounded any better than before servicing it, It gave one loud yelp and would not stop blowing. By the time I found a spot to pull off the two lane road I could smell burning wire insulation and hear the ahaooogha slowly diminishing to a low sounding grown, (Kinda like a dieing hippopotamus). Then it stopped permanently.

Henceforth I will take my own advise and leave well enough alone. So if in your travels you see me alongside the road frantically trying to disassemble a transmission, or with my head out the drivers side window screaming AHAAAAOGA at the top of my lungs, you will know what it's about.

FOOTNOTE: referencing leaving well enough alone. Back in the early 1950's when I joined the U.S.Navy I had a girlfriend I nick-named "well enough" and upon leaving my home town for boot camp I told all my male buddies to leave well enough alone.

CLUB MERCHANDISE

Club Members, help show-off and support our club by purchasing and wearing club clothing. We have a variety of shirts for sale including Crew neck T's, T's with collar and pocket, and denim shirts as well as baseball caps. We also have patches from the 2009 International Model A Day. The above mentioned items are ready for purchase without having to fill our an order form unless we don't have your size and style. If you wish to order a nylon jacket with your name and club logo on the front and back the cost is \$40.00. Denim and twill jackets may also be ordered. These items are ordered on a pre-paid basis since they are custom order only. See me for order forms at any meeting and I will bring some with me on tours. We'd love to see you in our terrific clothing. Joan Minnick 619-390-1260



1929 4-DR TOWN SEDAN. Complete car & needs restoration. Stored in garage 40 year \$6000.

Larry Kaiser 619-460-5233

1930 Model A 4 door Town Sedan, Frame off restoration. LeBaron Bonney interior, Volvo overdrive, - Hydraulic brakes - 2 color paint job with Brewster Green and Cordoba Tantone with Black fenders - Murray body style, good tires, paint and body - stock engine with aluminum downdraft manifold and Stromberg 94 carburetor with no choke - leakless water pump. Car was purchased in 1950 by our family and been garaged and driven intermittently since then. \$10,000 Price Call 858-454-6603 between 7-9 PM or leave a message for a return call.



3-19 "rollers some tread, weather checked Free see Roy Jensen . 1945 WWII mess kit with original utensils. (Offer) Roy Jensen 619-670-6152

1931 Radiator Shell Restored reduced to 250.00

Web Smith 619-479-9567

12volt Model A Horns \$50.00 each or best offer.

Scott Piccus 619-672-7727

Little By Little

New battery, new spark plugs,
New tires on front and rear,
New valves and rings and gaskets-
All new within the year.

New carburetor, fan belt,
And lining in the brakes . . .
Why *should* I buy a new car,
What's old, for goodness sakes?
by Richard Armour, December 1948

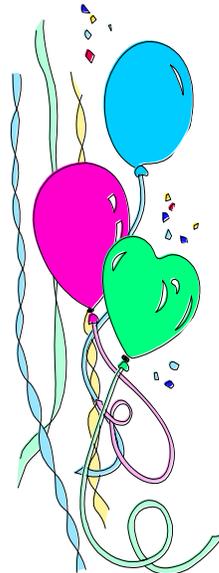
REFRESHMENTS: Dalene Jensen



These members are signed up for goodies on May 14th

- | | |
|-------------------|---------------|
| Diane Seeman | Nayola Bieber |
| Eleanore Phillips | David Fanning |
| Penny Smiley | Peggy Dalby |
| Sally Gonzales | |

May Birthdays



- 5 Lea Melden
- 8 Avalee Webb
- 11 Joan Minnick
- 12 Roger Phillips
- 13 Tomi Faust
- 14 Ralph Schuler
- 18 Kim Synder
- 19 Jack Rabell
- 20 Ron Polk
- 21 Carol Weckman
- 24 Ron McGuire
- 27 Janine Lowe

May Anniversaries

- Terry & Carol Thrush May 16, 1976
Dave & Sherill Kelsen May 20, 1989
John & Kimberly Giery May 27, 1989



MODEL A FABRIC

Karen Wiley of the New Hampshire Lakes Region Model A club has designed Model A fabric. It's 100% cotton, 45" wide and sold by the yard. It can be purchased at www.ModelAFabric.com payment can be made through Pay Pal or call Karen at 603-544-2727 for other payment arrangements.

See samples of the fabric at the next meeting.

Bill Hansen's

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WWII SUBMARINE MEMORIAL by Gene Amy

A memorial for United States Submarines lost in WWII was held March 25 at NTC Park, Liberty Station and was organized by the Submarine veterans of WWII. The organization's mission, in part, is to "perpetuate the memory of those shipmates who gave their lives in submarine warfare; to further promote and keep alive the spirit and unity that existed among United States navy Submarine Crewmen during WWII."

The memorial consists of 52 black granite monuments, each representing a submarine lost during the war. It is sobering to read of each submarine's last patrol and to read the names of those who perished to the deep. Those men are now referred to as on Eternal Patrol.

Known as "the silent service" due to the secrecy of their missions, war patrols were dangerous and never routine. A mere handful of submarines went on some 1600 war patrols in the pacific theater

and sank more than 1000 Japanese Merchant ships and a significant portion of the Japanese Navy's men-of-war. Their feats were thought of as a "war within a war".

Many silver-haired submarine veterans of those dangerous and spine-tingling war patrols were on hand to remember their shipmates who are on Eternal Patrol. Looking into their eyes I saw fire and I knew they were proud to be there.

I cranked-up my Tudor and ventured to NTC where I slipped into a berth near the festivities. I mingled with the veterans and listened to their stories and I remembered why I came to celebrate this memorial. I had a very good friend who served on the Razorback during hair raising war patrols. Edward Feely was a torpedo-man who had stories to tell me over a tankard of ale. It was a great day to honor those lost submarines and Ed Feely.

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