

**NORTH PARK HISTORICAL SOCIETY
AUGUST 2015 MEETING NOTES**

DATE: AUGUST 20, 2015

TIME: 6:30 PM

The first part of this meeting was a Business Meeting of the North Park Historical Society (NPHS) Board of Directors, and the second part was the activities discussion for the organization. These notes include updates as of September 13, 2015.

The next meeting will be **THURSDAY** September 17, 2015 at 6:30 pm in a second floor meeting room at Grace Lutheran Church, 3967 Park Boulevard.

1. WELCOME AND INTRODUCTIONS

The following members of the NPHS Board of Directors were present:

Katherine Hon	Hilda Yoder
Steve Hon	Paul Spears
Michael Thornhill	Randy Sappenfield
Sharon Turner	Bob Bauer
Jody Surowiec	Claudia Watts

The following members of the NPHS Board of Directors were absent:

Bill Vivian	George Franck
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Member Judy joined us. Welcome!

At the beginning of the meeting, we welcomed Claudia as our new Board member. We conducted an email discussion and vote prior to this meeting. We appreciate Claudia responding to the call for a few new Board members. Her qualifications include graduating from Shepherd University in West Virginia with a BS in Environmental Studies and a concentration in Historical Preservation; completing an internship with the National Park Service in conjunction with a program dedicated to preserving Ferry Hill, a historical site next to Antietam National Battle Field; developing and conducting walking historical tours through Shepherdstown, West Virginia; and organizing historical property documentation for the Shepherdstown land use planner. Claudia has been actively participating in NPHS events for about a year, and we are very happy to have her officially join the Board of Directors.

Judy also expressed interest in joining the Board; at this meeting she introduced herself to the members who had not met her yet and discussed her experience. She has a BA in English Literature from the University of Missouri; lived in St Louis, Missouri for about 30 years, where she worked in art and history museums, primarily assisting with collection management and coordinating volunteers; wrote grant proposals for exhibitions and collection storage; and was a member of the Board of Directors for the American Association for Museum Volunteers for 10 years. She was a member of the Board of Directors for the Old Fort Lowell Neighborhood Association in Tucson where she lived more recently before moving to the Dryden Historic District in North Park three years ago. She has helped occasionally at the NPHS booth, and now has time for a greater commitment to our projects and events. The attending Board members moved, seconded, and unanimously approved Judy to also join the Board of Directors. With Claudia and Judy, we now have thirteen Board members.

2. AGENDA REVIEW AND ANNOUNCEMENTS

Katherine announced that North Park Main Street has created a new magazine called "Explore North Park" which is a glossy tourist product meant to be placed in hotels and other destination locations around the county to entice people to come to shop, eat, and play in North Park. On pages 12 and 13 there is an article Katherine wrote, "Explore the History," which describes how the community developed, especially the commercial center at 30th Street and University Avenue. The magazine also ties to a new website North Park Main Street developed, www.explorenorthpark.com.

3. MINUTES ACCEPTANCE

The minutes from the July 16, 2015 NPHS meeting have been posted on the website.

BUSINESS PORTION OF MEETING

4. TREASURER'S REPORT

The financials were sent to the Board in advance of the meeting. In the period from July 14 to August 16, 2015, the following numbers of books were sold: 12 original North Park history books to the San Diego History Center, and 4 original North Park books to SOHO. One NPHS member renewed. We received the \$120 payment of 12 advance sign-ups for the Dryden District walking tour from Brown Paper Tickets. The car show action continues with five more entries. The total income in this time period was \$403. The revenue from selling a tee shirt shows as a reverse expense of \$10.78. Expenses were approximately \$2 for Square fees on North Park books that were charged by SOHO.

ACTIVITIES PORTION OF MEETING

5. CAR SHOW PLANNING (WITH EVENT UPDATE!)

Poster posting is well underway, with Sue, Randy, Steve, and Katherine taking them around town. Jody took a poster, and Michael will pick up three. Paul took the two big white boards from Steve to do stenciled Special Event - No Thru Traffic signs we will post at either end of the parking lot. We have arranged for three special event traffic control officers from 6 am to 10 am to keep people from driving through when we are setting up on the day of the event. Sharon will pick up cones from NPCA, and George will pick up barricades from North Park Main Street. Steve and Paul will put up the 50 No Parking signs we have borrowed through North Park Main Street. Steve and Bob will mark the space numbers in chalk on Friday evening. Bob designed a simple numbering system of spaces 1 through 28 along the north side of the parking lot and 29 through 64 on the south side.

Update: It was a toasty but highly successful car show! We appreciated Nerea Urtasun from Supervisor Ron Roberts office announcing the winners. The three Special Event Traffic Control officers from the SDPD worked from 6 am to 10 am and greatly improved the control of cars for the event. Many thanks to all who volunteered on the big day, including:

- The crack of dawn crew of George, Steve, Katherine, and Charlie, followed closely by Bill and Sharon, who unloaded and set up multiple canopies, tables, chairs, trophies, and other display materials. Sharon also staffed the booth all day, and took charge of the cones to return to NPCA.
- Paul and his crew of Hilda and Claudia, who guided all the cars to their assigned parking spots (special kudos to Paul who trained even Katherine in the operation of his handy walki-talkies). Paul also picked up all 50 of the No Parking signs and stacked them neatly so they were out of the way when the show started.
- Jody, who brought water and snacks for us, and dog watering dish for canine attendees. We also appreciate Jody and Bill for counting and recording votes for Favorite Car trophies, a very important task to do correctly.
- Other helpers throughout the day, including Judy, Sue, Robert, Barbara, and Turner.
- Last but not least, thank you, Bob, for washing the chalk off the asphalt after the show. Kind of like the last person in the parade cleaning up after the elephants. Next year we will try to get some more members for the "Bucket Brigade" after the cars drive off site.

We had about 55 vehicles showing, plus multiple motorcycles with the Antique Motorcycle Club. Four businesses picked their favorites, and the voting among the crowd was enthusiastic. See results in snapshots on the next page.



BUSINESS FAVORITES



Kaleidoscope picked the 1973 Porsche 911 owned by Douglas Dill and gave him a cool flask.



Geographie picked the 1966 Chevrolet Corvette Sting Ray owned by Barbara Vallero and gave her a bar of artisan soap.



The Girl Can't Help It vintage boutique picked the 1940 Mercury Sedan owned by Dan Prager and gave him a gift certificate.



A&B Sporting Goods picked the 1957 Chevrolet Bel Air owned by Michael Halloran, and gave him a very snappy North Park ball cap.

CONGRATULATIONS TO THE TROPHY WINNERS!



3rd Place: Tim Taylor's 1959 Chevrolet Parkwood Station Wagon



2nd Place: Rick Rosiejka's 1965 Amphicar



Grand Trophy Winner of the Favorite Car in the North Park Car Show: Leo Rossi's 1970 Plymouth Barracuda

6. WATER TOWER RELATED ACTIVITIES

Steve and Katherine had an initial meeting with art consultant Gail Goldman to discuss a plan for her assistance in developing a Water Tower art installation. Gail has developed a scope with the following tasks:

- Visit project area with Client to evaluate character, site issues, and opportunities.
- Identify and evaluate potential public art sites; participate with Client in gaining site approval from the City of San Diego and other stakeholders, as needed.
- Assess potential site preparation needs including structural requirements, plumbing, electrical and/or mechanical connections.
- Recommend appropriate artwork scale and media.
- Determine method of artist selection and approval, including timeline and budget.
- Prepare description of project site and goals for the public artwork, including integration of historic designation plaques, for distribution to potential artists.
- Provide Client with sample contract language for artwork commission.
- Assist in development of public information and outreach efforts.

The next step is a site visit with a sub-group to discuss our visions and concepts. Judy, Claudia, Paul, Hilda, Steve, and Katherine are interested in this project. We will work on scheduling the site visit with Gail. Timing could be the week of September 21 or the week of October 5.

Also, the American Society of Civil Engineers (ASCE) San Diego Section is celebrating their 100th anniversary and as part of their activities proclaimed the Water Tower to be a Local Historic Civil Engineering Landmark. NPHS is going to purchase a plaque, and the wording and design are shown in the mock-up below. The dedication ceremony for the plaque will be November 5, when ASCE will officially "give" the plaque to NPHS to hold until an installation is developed. Councilmember Todd Gloria and County Supervisor Ron Roberts have confirmed they will come to the ceremony. Logistics are under development.



7. PLANNING ISSUES

George and Paul continue to monitor planning issues. George would like to conduct a tour of some of the proposed historical districts in the Community Plan Update. Michael, Judy and Paul are interested. **Update:** George conducted the tour, which was attended by Sue, Claudia, Paul, Eva, and others, all of whom enjoyed it very much.

Steve and George are collaborating on a second letter of comment on the Community Plan Update focusing on concerns about certain policies and guidance in the Historical Preservation and Recreation elements. NPHS is extremely concerned about the policies in the Recreation Element that specifically call for demolition of the historical municipal pool and pool building, which were constructed in 1933, and replacement with other facilities. This action would eliminate one of the oldest intact structures in all of Balboa Park as well as San Diego's first publicly funded swimming pool. The pool and clubhouse were built with funds from a \$300,000 bond issue approved by San Diego voters in March 1932 to provide unemployment relief during the Great Depression, similar to what became the federal Works Progress Administration (WPA) program. In the letter being written now, NPHS will insist that all references to "replacement" be changed to preservation and restoration of the historical pool and clubhouse.

NPHS is very concerned about the Wink's historically designated neon sign that used to be above the door of the Chitos Shoe Repair store at 2911 University Avenue (now a coffee shop) and was removed without a permit. Katherine contacted City staff again, and Jodi Brown with the HRB staff reported that she "spoke to the owner of the property a couple of weeks ago. He understands the process and we are now working on a process to correct the issue." Jodi said that according to the owner the sign is at Stanford Signs. This is a legitimate sign company in Chula Vista that opened in 1973 and whose capabilities include neon, according to their website. There is hope that the elf lives!

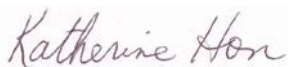
8. ARTICLES IN COMMUNITY NEWSPAPERS

Uptown News continues to feature historical articles from NPHS. The latest article for *Uptown News* was written by Bob Bauer about cars and history, and appeared in the end of August issue. See a scan on the next page, in case you missed it.

NEXT MEETING

The next meeting will be **THURSDAY** September 17, 2015 at 6:30 pm in a second floor meeting room at Grace Lutheran Church, 3967 Park Boulevard, corner of Park and Lincoln Avenue.

Prepared by



Katherine Hon
Secretary, North Park Historical Society

For the love of cars and history

North Park Car Show returns to Balboa Park

By Bob Bauer

For the past six years, the North Park Historical Society has organized a car show on the first Saturday after Labor Day. So what do automobiles, motorcycles and the occasional travel trailer have to do with history, you might be wondering?

The answer is simple: The history of Americans is closely linked to getting from point A to point B comfortably, stylishly and economically. The development of North Park is integrally tied to the expansion of San Diego first by the electric rail car system and eventually the automobile. Once on the very eastern fringe of San Diego, North Park is now part of the "Mid-City" area.

The history of the automobile is a glimpse into so much of our history. Events in history influence the availability of the auto, the style of the auto, the materials used in the auto, and the source of the auto. The availability of buying a new automobile was interrupted by World War II, and even the ability to replace tires and purchase gasoline for existing pre-war cars were challenging. The automobile industry was retooled for war-time production.

license due to their "build quality" and went on to produce the engines (V-1650) in the famous P-51 Mustang fighters. The history of these fighter planes and the performance of the engines live on, but alas the Packard Motor Car Co. does not.

The post-war fascination in the Jet Age drove the design response for tail fins on the back of the automobile, with the peak occurring between 1955 and 1959. The 1957 Chevrolet Bel-Air and the Nomad station wagon, with their distinctive vertical tail fins, eventually gave way to the Chevrolet swept tail fins. General Motors and Chrysler seemed to be in competition for the most distinctive tail fin design during this era. The 1959 Cadillac Eldorado had the most iconic and extreme vertical tail fins with dual bullet tail lights.

But by 1965, it was difficult to find a fin on the rear of an automobile, with a few exceptions, such as the Volvo P-1800S.

Some readers might remember the 1973 Arab oil crisis and the long lines of cars waiting for rationing gas stations to change from red to green flags, so that you could eventually arrive at the pump and purchase



The distinctive tail fins on this 1956 Chevrolet Nomad helped this car win second place People's Choice at the 2014 North Park Car Show. (Courtesy of Jim Brady)

cycles on display at the North Park Car Show.

This year, the North Park Historical Society presents the North Park Car Show on Saturday, Sept. 12 from 10 a.m. to 2 p.m. in the parking lot of the Balboa Tennis Club in Morley Field.

If you have a fine classic car or vintage motorcycle to show (pre-1990 is preferred), the exhibition fee is \$10 for one vehicle and \$20 for two or three. Visit our website at NorthParkHistory.org for a registration form and car show information, or contact the NFHS secretary at info@northparkhistory.org or 619-294-8990. This event is free to attendees, so please come join us to meander through history.

—Bob Bauer is a board member of the North Park Historical Society.



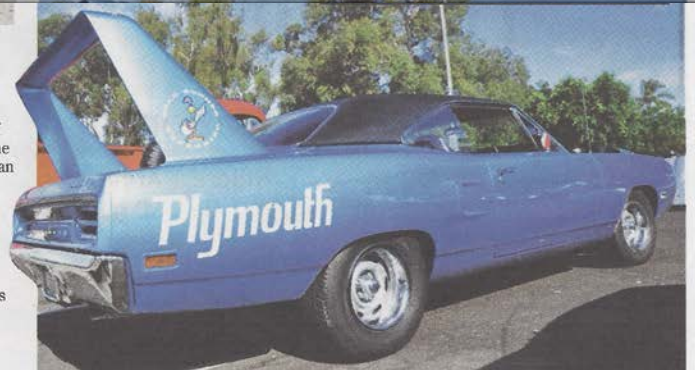
This 1960 Plymouth Belvedere at the 2013 North Park Car Show sports some of the biggest tail fins ever. (Courtesy of Jim Brady)

In England, the last new cars were being produced in the fall of 1939 and did not resume until late 1945. In the United States, there was some car production into 1942 and once again by late 1945.

One of the many interesting sidelines of the war-time auto industry involved Rolls-Royce and the Packard Motor Car Co. (1899-1958). Packard was a manufacturer of high quality American luxury motor cars, and one of several American manufacturers vying for the license to build the Rolls-Royce Merlin aircraft engines used in the Royal Air Force (RAF) Spitfires, the RAF Hawker Hurricane fighter and the RAF DeHavilland Mosquito bomber/fighter. Packard was selected by Rolls-Royce for the American

up to 10 gallons of gasoline. This event, which lasted from October 1973 through March 1974, helped result in the demise of the American "muscle cars" and focused the consumer interest in Japanese and European compact cars with their more thrifty gasoline consumption. The less impactful Iran oil crisis of 1979 cemented our concern with obtaining better gas mileage from our cars. From 1973 onward, we lost sight of inexpensive gasoline, where a dollar could buy three, four or more gallons of gasoline.

Not only does the motor car provide Americans glimpses into our past 100-plus years of history, each motor car company has its own unique history; just ask the owner of one of the unique cars or motor-



This 1970 Plymouth Super Bird at the 2012 North Park Car Show is just one example of the high-powered muscle cars popular before the 1973 oil crisis. (Courtesy of Mike Ward)