

The Orange County Chapter's 59th Pancake Breakfast

For some of the members, this was the first foray out for an overnight tour and it was great! So very nice to be back on the road again!

We met up Saturday morning at the Park-n-Ride and had several people come over to admire the cars and talk. Even though there were only three of us – Howes, Thamers and Fred Slikker – we enthusiastically took off for [Ortega Highway](#). After leaving I-15 at Clinton Keith, we started up the grade, only to be stopped and turned around as we entered Cleveland National Forest. Apparently they didn't correct the sign indicating the road was not open! So we made the u-turn and adjusted the travel plans to go on the freeway. It worked out fine though, and we made it to [Watson's](#) for lunch pretty much at the usual time.

After lunch, Bruce and Jeanette went to check out the shops, and Keith, Linda and Fred drove on to [CW Moss](#). We all met up again at the hotel, and David Frazee, Simpsons, and Quinlans arrived to join us.



We had a great happy hour in the parking lot with the San Diego Model A Club's attendees, and then our group went to dinner. Our favorite Mexican place had closed down due to COVID, so we went to Mi Casa across the street.



We did our usual o'dark thirty get up on Sunday so we could leave at 7 a.m. for the meet. Even so, we weren't the first to arrive, but we ended up in a good spot in the first third of the parking. Other members arrived who had elected to just do a day tour – Beels, Bruce Furbush and Roseanne Meyerhoff, Chuck Grabowsky, Hibbards, Burrells, Terrys, Wiedles all came to take in the event. There were over 200 Model A's to look at, & it was great to be with so many folks who love Model A's.

After breakfast and car viewing, the raffle began, and the Club won several prizes. Bruce won two prizes – the transmission

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Palomar Model A Ford Club Reflector

The Message from President Ed



Our third meeting of the year proved to be another lively one. Perhaps not as well attended as Feb's meeting, but an enthusiastic bunch was there. One guest was present, Ron Taylor, with a 1930 coupe he has owned for many years and is now ready to get running again. He found the right place to come.

No heavy business decisions had to be made. There was a small issue regarding where club raffle money was earmarked to go. Fred Slikker's good memory prevailed and a short discussion and an affirmative vote redirected the raffle proceeds to the raffle chair to purchase prizes.

Bruce Howe discussed an upcoming long tour to a CCRG event up North. Clyde Marion has also arranged a special sideshow to the [National SeaBee Museum](#) and perhaps a visit to a special private car collection along the way. We will be looking forward to a complete report come May's meeting.

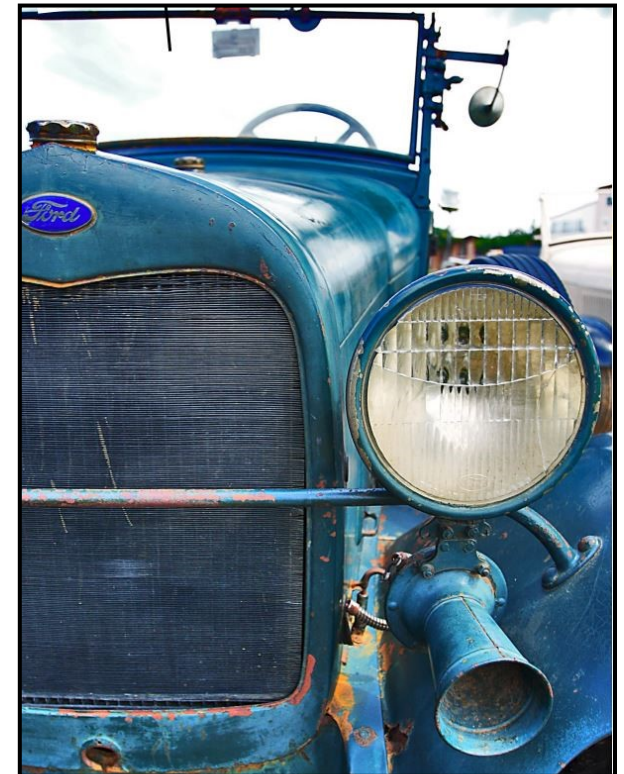
On the technical side, Chuck Grabowsky told us about a new, hi-tech, light weight starter he recently installed. Next meeting, I hope to say a few words about the legacy of the Model A as it related to the musical world.

Of course, the rallying event this time was the service for John Frazee. The church was packed with friends and admirers. John's family offered insights and anecdotes of a life lived. How lucky we are to have known a man of such caliber and convictions. John was special, a larger than life example of compassion, faith, and dedication. If you couldn't attend, please talk to someone who was there. It was a lovely event and a fitting tribute to an extraordinary man. The parking lot was filled with Model A's. I didn't get a count. Many of the cars present, John personally brought back to life. May we all strive to be a fragment of the person you were. Farewell fine man.

..... Now, back to that jerky journey in a roadster pickup. Dad finally replaced the new Model A with a powder blue 1954 ford pickup. The Model A was retired to an out building to become our

faithful dump runner. Meanwhile, the rusty roadster pickup rested quietly out back, frequently the object of a teenage fantasy. Bright oranges and yellows populated my color schemes, pretty girls sat to my side. The rest of the story kinda gets tossed around in the time/memory Mixmaster. I met a guy that had a Model A coupe that had a down draft carburetor and a hot cam. He claimed that he could beat almost anything across and intersection from a dead stop..... There's more, stay tuned.

Ed Simpson.



Minutes of the March Meeting

Call To Order: The March 2, 2022 meeting of the Palomar Model A Ford Club was called to order by President Ed Simpson at 7:04 p.m. He then led the Pledge of Allegiance. We had 28 Club members in attendance.

Minutes: We were not able to approve the minutes of the last meeting as they were posted the day of our meeting. At the April meeting, we will review both March and April Reflector Minutes.

Treasurer's Report: Treasurer Greg Wilson told us of the current deposits and checks written, with the bank balance on January 31, 2022, going forward. After a motion and second to accept the report, the motion passed. Greg had two bills to present: one from Print Pros and one from David Frazee for the printing of the 2022 Member Handbook. After a motion to pay these bills, the motion was seconded and passed.

Visitors, Sunshine and Sorrow: David Frazee told us of the passing of member Brian Treserdern, a former Tech Director for the Club. He introduced visitors/new members Ron and Maryanne Taylor, who have a 1930 Coupe.

Short Tour Report: David told us that six cars made the drive to lunch at Swami's on February 14th. He said the next Lunch Tour will be March 14th and we will drive to Fat Ivor's in Valley Center, meeting at 10:15 a.m. at the Clubhouse. He also told everyone about the planned Memorial for John Frazee at 11 a.m. on Saturday, March 12th at the North Coast Calvary Church in La Costa.

Long Tour Report: Bruce Howe had quite a bit of information to impart about new tours that are planned. The first date is the Orange County Pancake Breakfast on Sunday, March 20th. A group will drive up on the Saturday before to take in the antique shops in the downtown area. The CCRG in Paso Robles is up next, scheduled for April 4-7. Departing Sunday, April 3, we will tour the US Navy Seabee Museum in Port Hueneme and possibly the Dan Murphy Auto Museum. Coming back, we will spend the night in Tehachapi.

The Clearlake/Quincy Spring Opener meet was cancelled.

May 7th is a truck show at the Orange Empire Railway Museum in Perris.

The MAFCA National Convention is scheduled for June 12-17 in Kerrville, Texas.

So Cal Report: There have not been any SoCal meetings for two years due to COVID.

Vice President's Report: Mark Greenlee had Palomar A's hats and t-shirts available.

Reflector Director's Report: David announced that since 2019-2020, we have lost 17 memberships but gained five, all this during COVID.

Membership: David Frazee brought in for distribution the new 2022 Member Handbook.

Tech Director: For this month's Tech Report, Chuck gave a tech report on starter motors. He talked about the standard motor starter vs. a modern starter. Ed

Simpson volunteered to present a Tech Report at the next meeting.

Web Master: Sheila Saxman was not in attendance.

Public Relations: Howard Kruegel told us we were published.

Correspondence: No correspondence this month.

Old Business: As Secretary Linda Thamer will miss the April meeting due to attending the CCRG, Mark Greenlee volunteered to sit in for her. Fred Slikker brought up our method of funding the Raffle for our monthly meetings. In the two years of not having meetings due to COVID, apparently some of our previously voted on procedures were muddled. We will review and put back in place our way of funding the Raffle to keep it interesting and popular.

New Business: No new business.

Hospitality: Anthony thanked members who brought refreshments to tonight's meeting.

Monkey Business/Show and Tell: Karen Beel brought fresh lemons for the members; they are on the back table. Larry brought in nametags for new members.

Raffle: Anna Velasco conducted the raffle. Clyde Marion won the Attendance Prize, and Mark Greenlee won the Birthday Prize. The 50/50 was won by Jeanette Smith.

Adjournment: There being no further business, the meeting adjourned at 8:03 p.m.

Respectfully submitted by Linda Thamer,
Secretary

Printing versus Emailing

If you receive *The Reflector* electronically, and also in the mail, please contact the editor to confirm that you want to continue with the mailed version as it costs over \$25 per year not including the editor's time and gas.

If we limit the print version only to people without computers, the editor could print it out himself for roughly the cost of the gas and wear and tear on his car.

Another benefit to really cutting back the number of printed and mailed newsletters will be how much easier it would be to replace the editor once the current office holder moves on to conquer other challenges in life.



Local Tour to Fat Ivor's

MARCH 14th turned out to be a beautiful day for a tour up the hill to Valley Center. A dozen of us met at the Palomar Estates East parking lot, nine spread among six Model A's, and three in two moderns.



Traffic was light, and all six A's had overdrives, so we took the interstate to its end in Escondido. Most of us doing a fine job keeping the car in front of us in sight. One driver, of a modern car no less, could not follow the leader though, and ended up asking a knowledgeable local for directions.

It seems that instead of providing directions for where our member wanted to go, he gave out directions for where *he* wanted to have lunch, and so poor Ed, after a wide ranging tour of North County, arrived at the soup and salad course.

This was even after the leader had tried his best to allow him to catch up by taking the grade at a snail's pace. Once at the restaurant, we were met by the Beels,

Bruce Furbush and Roseanne Meyerhoff who'd been able to wrangle a table for 16.



The lunch conversation was inspired, as per usual, and it was decided to begin meeting a bit earlier in order to have more



of them, as well as to allow us to drive scenic parkways instead of getting to and leaving in the quickest routes possible.

The next month's lunch, April 11th to the Oceanside Broiler, will be arranged for a 10:00 AM meetup.

Ignition Problems by Terry Oberer, edited for space New Member

The most common area of on the road failures encountered in driving the Model A is with the ignition. We have a few basic quick checks to help identify the issue and then we'll use a simplified system diagram to isolate the troubled component.

1. Quick test for spark: Disconnect one spark plug brass strip from the distributor terminal and position it with about a 1/4 inch gap to the distributor terminal. Turn on the key and crank the engine. A bright fat bluish-yellow spark should regularly jump the gap. The spark should be as thick as a pencil lead and produce an audible snapping sound. If this is not the case, jump to 2. The spark indicates the ignition is good but timing might possibly be incorrect due to a insecure cam lock screw.

Adjust the distributor for proper timing & also check the upper plate for excessive lateral play around the center hole as wear here will contribute also to variable point gap when advancing or retarding the spark. These variances from the ideal are all cumulative & can result in excessive tolerances resulting in poor or no ignition.

Make sure that the cam does in fact lock to the shaft and tighten the screw. Some shafts have poor fitting cam collars or the lock screw may need a washer under the head. If rebuilding the distributor, you may want to drill the upper shaft and lock screw for oil access to the upper bushing

to reduce wear. The use of the distributor heat baffle can prolong condenser life.

2. If spark is not present when the engine is cranked with ignition on, then a systematic trouble shooting of the ignition system must be performed. Referring to the basic ignition system diagram on the right, we see a series of components and their connections to each other. A fault in one or more locations will create a "short" or "open" in the circuit resulting in a no spark situation. The ignition system is but a simple series circuit with a voltage source--the battery; a coil to produce a secondary or high tension spark, a means of switching the coil on and off in time with the engine--the distributor; a cam operating the points, and the coil high tension wire connecting to the rotor to distribute the spark to the appropriate spark plug.

Quick test: Check both coil terminals for 6 volts #9 and #10 on diagram. Use volt meter (or just a wire touched to a ground) between each terminal and ground with the switch off. The black lead comes from the generator side of the terminal box #8 and should always show six volts. The red lead goes to the ignition switch #11 and should always show six volts when the switch is off and zero volts when the switch is on with the points closed. If no voltage reading is detected

Jack Phillips

2956 Canyon Road

Escondido, CA 92025

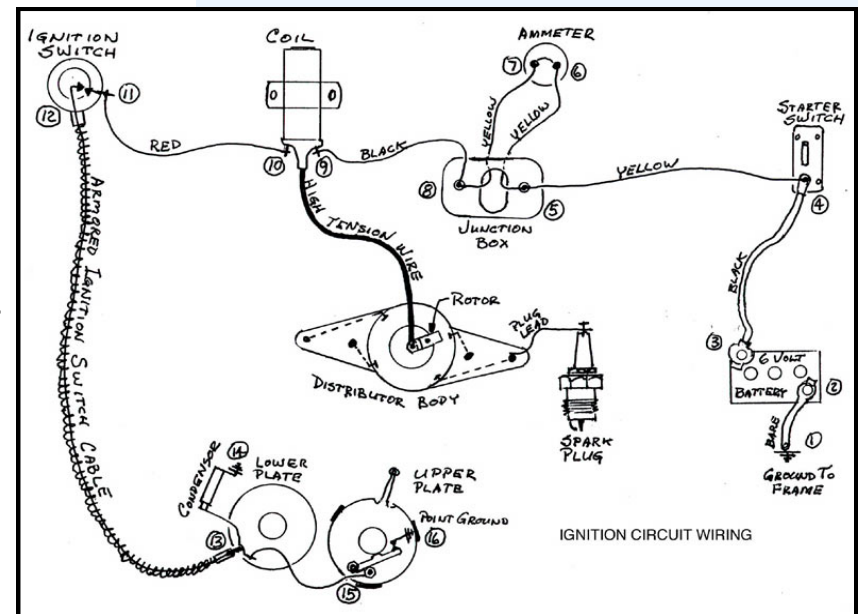
Home: 760-781-1221

Cell: 760-402-4303

Birthday: March 29

Car: 1931 Slant Windshield 160-B, Burgandy and Black.

at either terminal check to see if the lights work which would indicate satisfactory battery and wiring condition thru the terminal box. If lights do work then remove terminal box cover and see that the black wire from the terminal box stud to coil terminal is tight and in place.



Pancake Breakfast

dip sticks he sold just returning to his seat! – and Judy also won two and sold one on her way back. Karen Beel and Jim Quinlan each won various gift certificates. Even though the Club didn't win the big flat screen or either one of the bikes, it was a very pleasant day and excellent meet.

On the way home, several of the members stopped off for lunch as usual at the Knowlwood Restaurant in Irvine. Always good to visit and trade stories about the events of the day. No car issues happened on this tour!

Now, we're looking forward to the CCRG for a longer tour. Bruce Howe will lead the group on Sunday, April 3. If you haven't considered going, please do!

Linda Thamer



Photo Courtesy Patric Macha



Brian and Erin Terry



Photo Courtesy Patric Macha



Commitment to victory



A winner at her first OC Pancake Breakfast



Georgia O'Keeffe Influences Style Today

In an era when floral prints and polka dots were fashionable and women wore bonnets, berets, and hats with feathers or lace, some suffragettes preferred wearing the muted colors of businessmen. One famous American woman artist, preferred a wide-brimmed Stetson. She also loved her Model A Ford, a 1929 Tudor painted black. She was Georgia O'Keeffe.

O'Keeffe's personal style was established while a young transplant from Wisconsin to Virginia; she rejected the ways middle to upper-class American women dressed preferring the comfort of simple shapes in matt natural fabrics including wool, cotton, silk, and linen. She also eschewed ornamentation, accessories, heeled shoes, and jewelry. As an art professor at West Texas State Normal College near Amarillo Texas around the time of WWI, she wore 'flat shoes, and thick stockings.



Almost 30 and still unmarried, the painter reveled in being progressive and differ-



Made by O'Keeffe herself, this black dress with white trim on sleeves, neckline, collar, has a tie of the same fabric and silk at front neckline. Pleated belt same fabric shaped to sit over hips with 6 knotted buttons with loop button holes; custom-designed. Wool gauze gives it transparency; collar and sleeves also hand-made as part of the dress. Snaps down middle white ties attached with hooks and eyes, meant to drape over her body. In the collection of the O'Keeffe Museum in Santa Fe, NM

ent. She danced, went to movies, rode with men in fast cars and kissed a lot of them. I think it took nearly 30 years for women to catch on to the idea of comfort over spectacle.

Lunch Tour to O'side Broiler

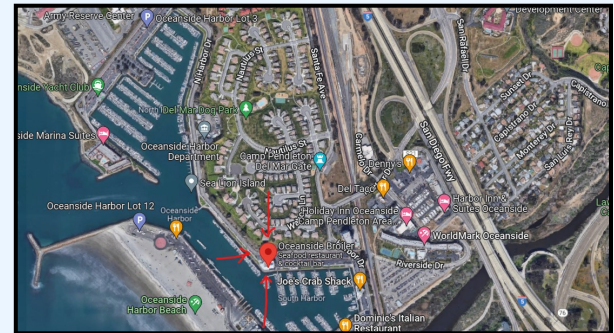
Lunch Tour Date: April 11
Time: 10:00 @ Palomar Estates

Expected Arrival: 11:30

Location: Oceanside Broiler

1325 N Harbor Dr N, Oceanside, CA 92054

(760) 722-3474 Happy Hour 11 AM-9 PM



Come and enjoy a leisurely drive around the Vista, Bonsall, and San Luis Rey back country followed by a delicious lunch at one of Oceanside's landmark restaurants. If you're up for it, you can take a walk around the marina and enjoy the yachts and gift shops as well.

Baby Born in Gold, Died in '31

Milton Howard Harlan was born in Coloma, California, Sept 9, 1848, the son of [Jacob Wright Harlan](#) and Ann Eliza Harlan. He lived into the Model A era, dying on June 12, 1931. Milton was a longtime school janitor and father of four.

The fact that Milton was born at all was his most amazing feat. As his grandparents had died during his father's childhood. His father was apprenticed to his Uncle George Harlan, a wealthy farmer soon after intent on moving his family by wagon train to California using not one, but eleven wagons. The party was so large, they traveled slowly and at Fort Bridger they met Lansford Hastings, the guide of another party, even later than they, who knew a shortcut. Hastings decided not to wait for that party led by [George Donner](#) to Donner's dismay.

Once in California, Jacob was part of the group that rescued the Donners, enlisted with [Colonel Fremont](#) and fought in Santa Barbara and Los Angeles in the Mexican War, met and soon married Ann, and established a stable. Mere months later, he received a letter from his uncle, Peter Wimmer, who had worked for John Sutter to build a sawmill in Coloma. It was such exciting news that Jacob and Ann moved at once to a stake on the Columbia River.

The news was that Peter's son, John, had found the original nugget, and his wife, Jennie, had dropped that nugget in a pot of boiling lye she was making into soap. When she pulled it out she knew then that it was truly gold. The Wimmers later moved to Valley Center where [she died in 1885](#).



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FUTURE CAR RESTORER AD

Jacob's story is available online in his book [California '46 to '88](#). He never mentions Anne, nor Milton by name, but on page 109 he says that he isn't lonely anymore because his eldest son lives next door. Such Fame!

APRIL 2022

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2 Donna Slikker
3	4 Keith Thamer	5	6 Stoney Stonebreaker Club Meeting at 7 PM	7 Walt Hibbard	8	9
10	11 Lunch Tour to Oceanside Broiler meet at P. E. at 10:00	12	13	14 Eric ♥ Jody Woolen	15	16 Larry Beal
17	18	19	20	21	22	23
24	25	26 Wes ♥ Kim Wright	27 Steve Cordtz	28	29	30

2022 Palomar Model A Ford Club Board:

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Vice President 760-731-2501
Mark Greenlee
Treasurer 760-525-8993
Greg Wilson
Secretary 760-586-6554
Linda Thamer
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Bruce Howe
Short Tour Dir. 760-822-9523
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Sheila Saxman

PALOMAR MODEL A CLUB

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The Palomar A's Club was founded in 1960 as a MARC affiliate, and elected Henry Jenkins as its first president for 1961. In 1963 it became a chapter of the Model A Ford Club of America, 250 South Cypress, La Habra CA 90631. Members of the club are encouraged to also join the national organization. Member registration and dues payment for MAFCA is available on www.MAFCA.dfm Palomar dues are \$20 per year



General meetings are held the first Wednesday of each month at the Palomar Estates East Clubhouse: 650 S Rancho Santa Fe Rd, San Marcos, CA. The doors open at 6:30 pm for social time and the meeting starts at 7:00pm. All Model A hobbyists are welcome to attend. Tours, shows, seminars, and social events are regularly scheduled throughout the year.

The Reflector is published in Escondido, CA after the 20th of each month with item deadlines on the 15th. For questions or to advertise on **The Reflector**, contact the editor, David Frazee at frazeelntree@hotmail.com

2022 April

The Reflector

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