

Another Month, Another Lunch

You couldn't have asked for a nicer day, a nicer tour than to Waterwise Botanicals, more delicious and fairly priced food, and heartier, more friendly company than we had on the June 13 lunch tour to the Fallbrook Ribshack.

Of course, every Model A tour around North San Diego County is a great time, and articles on each one of them could be printed in a nationally distributed travel magazine.

I'm going to let the photos speak for themselves, here and [continued](#) on page 4.



Vol. 50, No. 7

July 2022

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Palomar Model A Ford Club Reflector

The Message from President Ed



Greetings,

June's meeting turned out to be an enthusiastic event with 31 people in attendance. The club house sported anew coat of paint and fresh lighting fixtures. I think the meeting started on time as the wall clock had yet to be remounted. Routine business proceeded quickly and conversation turned to past and future club events.

The recent long tour event was a reported success with a good turnout from our club as well as a contingent from San Diego along on the caravan. Clyde Marion's ride had an issue with bolts backing out aft of his U-joint cover and consequently got to participate in

AAA's extended ride sharing program.

Bruce Howe showed up unexpectedly at the meeting as he was scheduled to be in Texas attending the big summer MAFCA convention and tour. Ruby, his trusted panel truck that he had left back there for some refreshment, was not ready in time to participate in events. Bruce also brought along a guest with a recently acquired rolling chassis along with a motor. Anyone got a body to drop on?

The raffle was twice the size this time as there was no one or a meeting in May. Keep bringing your good stuff to help out Ana and Jon as well as our treasury. The meeting adjourned in less than an hour and tasty refreshments followed.

.. Back to my jerky journey in a roadster pickup.

Back in the early 1980's, my dad died and mom sold the chicken ranch and followed us kids down to San Diego. We had a giant estate sale and sold a tremendous accumulation of stuff along with a lot of car parts.

Along this chain of events, I got the old roadster pickup's bed back from my uncle, now mounded on wheels, serving as a nice dump trailer. I gave that away, but saved the tail-gate for nostalgic purposes and perhaps some sort of weird future "law of attraction" long shot.

The first legitimate car I bought myself was an old bath tub shaped Volvo with a goofed-up grill, but it ran good and only

cost 150 bucks. After that, a brief encounter with a 1945 Ford military jeep, and finally ending up with an air-cooled, oval-windowed, German job that drove me faithfully well into my mid-adulthood.

All my past rides were four-cylinder affairs and gas savings meant more dinero for the beer fund, and my car interests were changing from going fast and looking good to sticking tight around corners. I guess I started growing up, doing life's ever maturing chores. My perspectives changed but my lust to own a roadster pickup lingered, repressed back there somewhere..... Saturday morning, mid-two-thousands, "San Diego Union" back-pages, classified section, under "Automobiles – Antiques and Classics"..... stay tuned.

Ed Simpson



Minutes of the June Meeting

Call To Order: The June 1, 2022 meeting of the Palomar Model A Ford Club was called to order by President Ed Simpson at 7:00 p.m. Richard Allen led the Pledge of Allegiance. We had 31 Club members in attendance.

Minutes: With a first motion from Karen Beel and a second from Joe Williams, the Club approved the minutes of the April meeting, as we were unable to have a meeting in May.

Treasurer's Report: Treasurer Greg Wilson gave us two month's of reports. He detailed Club approved expenditures, along with a receipt for dues from a new member, and told us the current bank balance as of April 30th. He had two bills submitted (Print Pros for the printing of *the Reflector* and one from Anthony Lugo for items our refreshments), and asked for a motion to approve the report and pay the bills. After the motion and second, the Club then approved both the report and payment of the two bills.

Visitors, Sunshine and Sorrow: New member, Rick Spinello was in attendance. He has a 1930 chassis to work on. Howard Kruegel will have an operation on June 6th to correct a blocked carotid artery.

Short Tour Report: David was not in attendance, but we will have a tour on Monday, June 13th. We will visit a drought tolerant nursery. Plan to meet at the Clubhouse at 10 a.m.

Long Tour Report: Clyde Marion told the members a bit more of the CCRG tour, which was quite a success. Bruce

Howe told us of a possible tour to take in the Santa Maria A's All Ford Swap Meet in Orcutt in September. It would be a four-day tour and is about 250 miles up the State. If we go, we would stay at a Club member favorite O'Cairn's Hotel.

So Cal Report: No SoCal meeting report.

Vice President's Report: Mark Greenlee was not in attendance as he was on vacation in Mammoth.

Reflector Director's Report: David Frazee was not in attendance.

Membership: This position is vacant.

Tech Director: No report this month.

Public Relations: The Kruegel's were not in attendance, but we were published in the San Diego Union Tribune.

Correspondence: No correspondence this month.

Old Business: Some members wondered when Crusin' Grand was coming up, but it turned out to be last week. As we did not have a meeting, it wasn't announced, but Anthony and Donna Lugo happened to attend and only saw a Model T.

New Business: No new business.

Hospitality: Anthony thanked members who brought refreshments to tonight's meeting. Clyde Marion, Stoney and Betty Stonebreaker, and Greg Wilson volunteered for next month.

Monkey Business/Show and Tell: Anthony told us about an event that happens the third Thursday of the summer months in Encinitas. There is a car show, bands and booths to see on Coast High-

way from 4 p.m. to 7 p.m. near the Lumberyard.

Raffle: Jon Velasco conducted the raffle. Bruce Howe won the Attendance Prize, and the 50/50 was won by Clyde Marion.

Adjournment: There being no further business, the meeting adjourned at 7:50 p.m.

Respectfully submitted by Linda Thamer,
Secretary

Wheeler Promotes Club



It was a while ago, back pre-pandemic in February of 2020, when Lucy Wheeler fired up her computer and wrote a very complimentary article on us which was published in the [Osido News](#) encouraging folks who see us driving the streets of North County to wave.

The article is illustrated with lots of great photographs of club members doing club things, like the above photo of the tour to Rancho Minerva. I only wish we'd gone on lots of tours shortly thereafter to see its effect. Thank You Lucy!

July Lunch Tour

Lunch Tour Date: Monday, July 11
Meeting time: 10:00 AM

Destination: ?

Destination Address: ?

Meet the club in July with an appetite and an idea of how you'd quench it and you'll get us to follow your whim of the moment if you happen to draw the Ace of Spades. Prepare though; if you have the urge to eat tuna sandwiches at home, you might need to have a couple loaves of bread on hand; cans of tuna, and I hear there's a mustard crisis.



Waterwise Botanical & Fallbrook Rib Shack Lunch

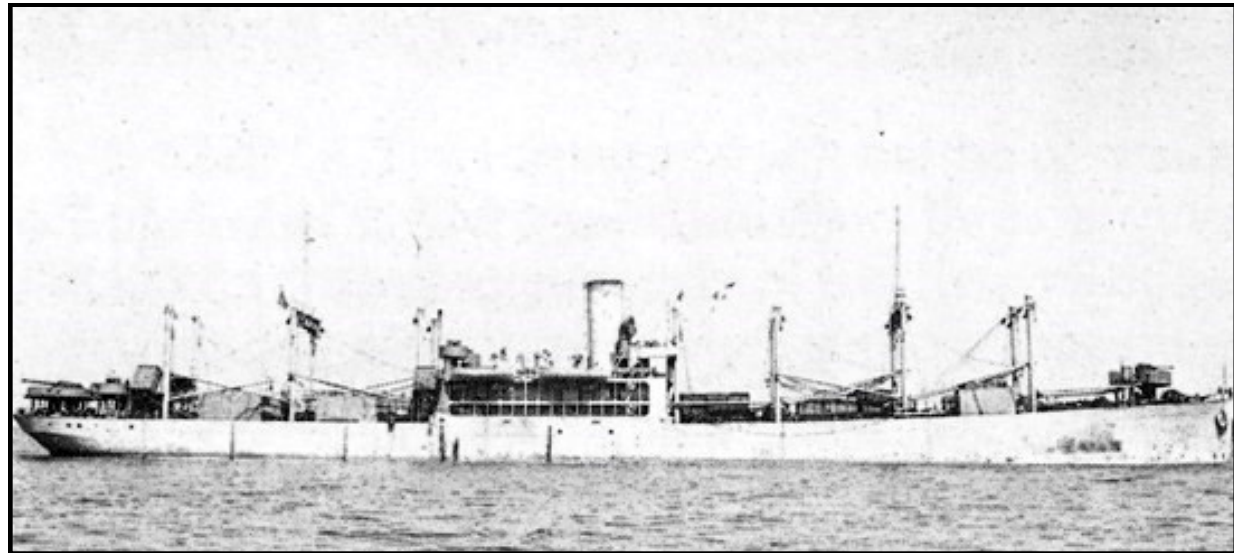


USS Golden Sun

On January 8, 1930 the Oceanic and Oriental's steamer, SS *Golden Sun* radioed a call for help. A mystery disease had stricken four members of the crew and all forty-four had reportedly been exposed. There were no medical personnel on board and so, reaching the Midway naval station, they described the symptoms and were advised that the disease was either measles or smallpox. The ship, 1500 nautical miles north, on its way between Hong Kong and San Francisco, changed course to make way for Pearl Harbor.

On January 11th, Capt. Wm. F M Scorah radioed that the condition of the crew was improving. By the time they reached Hawaii on January 14th, however, the ship's carpenter had died. The doctors examining him identified the disease as indeed smallpox. Surprisingly, in newspaper accounts, neither that captain, nor the carpenter is ever identified. The *San Bernardino Sun* adds a note that the engine room crew is entirely Filipino and the deck crew entirely white. That didn't really help the research, though.

The *Golden Sun* was 7460 ton freighter, built in San Pedro and launched July 30, 1921 as *West Prospect* for the US Shipping Board. The USSB was established prior to the US entering WWI out of fear that the American merchant marine capacity had been eroding for years and should be strengthened in light of its importance in war time. By December 1918, they were the largest ship operating entity in US history with 1,386 ships. It ceased operations and began selling ships in 1920, but many ships already laid down, like



the *West Prospect* were continued until May of 1922.

There was a Henry Ford connection to this story as Ford ended up buying 199 of these ships for just \$1,697,470 total in 1925. All were scrapped by the summer of 1926 and turned into Model T's.

The *West Prospect* was one of several USSB ships purchased by the American Hawaiian Steamship Co. which in 1928 formed a joint venture with the Matsun lines called the Oceanic & Oriental Navigation Co. which renamed the ship the *Golden Sun*. Each name of the 21 ship fleet began with the word "Golden".

The company dissolved in 1937, and the ships were divided equally, Matson receiving the *Golden West* and renaming her the *SS Mokuhana*.

On Feb. 19, 1942, while in Port of Spain,

Trinidad, the *Mokuhana* was hit by a German torpedo from the U-161 on its first patrol.

The ship was anchored two miles from the wharf in 40 feet of water with all anchor, cargo and port lights burning and silhouetted



CAPTAIN WM. F. SCORAH

(Continued on page 8)

Local Barrels, Cans, Drums, and Gas Pumps Manufactured by Boyco

Willis Jay Boyle, Sr. was born in Sparta, Wisconsin in 1856, the third of six children of Ebenezer and Drusilla Boyle. The family moved to Holden, Missouri, and shortly after, when Willis was 15, his father died and he had to find work to support the family.

His first job was as a railroad brakeman from Missouri, through Kansas and Oklahoma, down to the southern tip of Texas. Later he worked as a tinsmith near Dodge City. The gold rush that broke out in Colorado provided his real start in business. He bought and drove two mules and a freight wagon filled with corn and bacon up to Pueblo which he sold at a big profit. He returned to Kansas and bought a stock of hardware, and for the next dozen years he learned to make a great profit in the industry.

In 1893 he became an executive with the Los Angeles Iron and Steel Co.—surprisingly, because of its name, out of Niles, Ohio, but it did have a subsidiary works in San Pedro. In 1896, that subsidiary was sued a number of times, and Boyle was sent to be the company's receiver. Clearing up the lawsuits, Boyle decided to remain in Los Angeles and formed his own manufacturing company in partnership with Charles Pinney called the Pinney & Boyle Mfg. Co.

It was said that at the turn of the century, a customer might come in, unhappy with something P&B sold them and Boyle would remove his coat, roll up his sleeves, and make some remarkable adjustment that would make the item work exactly as the customer had wanted. Always a tinkerer, he

held a dozen patents, including one on the design of a bung-hole plug for oil drums.

In 1914, Boyle bought out Pinney, and in 1920 changed the name to simply the Boyle Manufacturing Co. Eventually, sons Willis Jr. and Louis joined the company. Junior, as the tech engineer and factory manager and Lew as Vice President and Sales Manager. Lew is credited with promoting the products with *Boyco*.

Under the ownership of W.J. Boyle, the company, now focused mostly on supporting automobiles and trucks, found its new "Gold Rush." Soon, its plant on 52nd and Santa Fe Ave. covered four and a half acres with over 140,000 sq ft of factory floor space.

The item which interested me for this as a Model A tech article was their set of running board cans, including one for gas, one for water, and one for oil, but I learned that the company attempted to provide everything for cars made of iron or steel.

The Boyle Company

was a reputable manufacturer and seller of fueling pumps and stand alone underground tanks. Before modern gas stations; even before the branded full service stations of the 30's through 70's common at every major intersection, Boyco manufactured a range of curbside fuel station accessories. Curbside fueling stations were common in America, typically part of drug stores and hardware shops, and commonly fronting older major streets and roadways. There was an extensive color catalog promoting their items.

Willis Boyle, Sr. died Christmas Eve of



"Can" is the word, never "can't," with the Boyle family. Here is a hot day sales conference between father and sons. Reading from left to right: W. J. Boyle, Jr., W. J. Boyle, Sr., and L. M. Boyle.

Touring Coupe For Sale

1937 and his sons soon entered negotiations to sell out to United States Steel 1939. USS continued the brand name for a while, but it seems to have disappeared by 1959.



"Boyco" 3-in-1 Canteen

Just the thing for touring trips. Has three canteens, held securely in strong carrier. Water canteen, size two gal. Oil can, painted blue, one gal. Gasoline can, painted red, two gal. A nice looking and serviceable outfit. Made of heavy galvanized metal and nicely enamelled. Shipping weight, 13 lbs.

C192—New type, as shown above, locks to running board and equipped with filler**..... **6.50**
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The Boyco Camp Grate is extremely popular with those seeking out-of-door pleasures. The legs and skirting fold with the Grate into a surprisingly small compact package, which may be carried in the tonneau or in a Boyco Luggage Carryall on the running board. It's a great little Grate with the combination of a skillet and grid embodied in its construction.

Boyco Luggage Carryalls are made in two lengths, both of which are fifteen inches high. This is the strongest and most durable Carrier on the market and the only one which is adjustable to different heights. Like all Boyco Products it is quality built.

Boyco Service Units for carrying an extra supply of gasoline, oil and water, give genuine confidence to the motorist, in that he is always sure of his fuel supply. Made in five combinations, all of which fasten securely to the running board, out of the way, ready to render service in case of emergency.

Boyle Manufacturing Company
 5101 Santa Fe Ave., Los Angeles, Cal.

Ask Your Jobber for Boyco Products

After many years of enjoyment it's time to pass our 1930 Model A Coupe along to someone else. We are asking a discounted \$16,900.00 CASH to anyone either in or referred thru the club.

This is a great touring car as it has a touring engine and a 4 speed syncro tranny plus many extra features for touring like a top end CB. Custom interior with a dash that includes a tachometer, vacuum gage, temp. gage turn indicator lights, and alternator indicator light, electronic ignition, high compression head, 12v system w/ separate circuit breakers for each system, restored in 2010, new roof wood and rubber top, repainted with 2 part epoxy paint, and boxes & boxes of extra parts and manuals.

If interested contact us thru e-mail davarb55@gmail.com or phone 760-913-5184. Dave & Arlene Belt

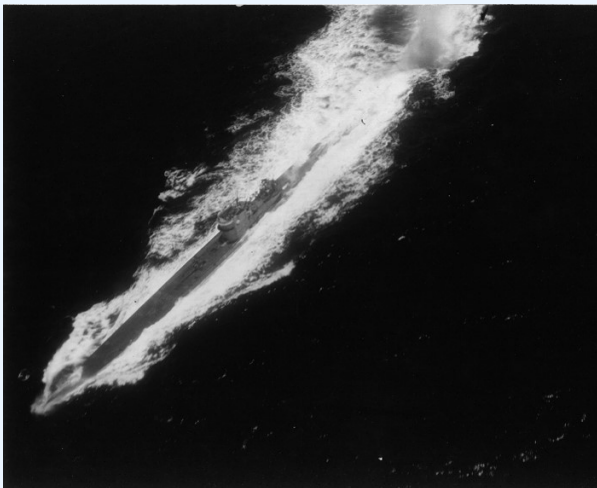


Golden Sun—Continued

against the lights on shore. One torpedo struck on starboard side, just forward of the bridge. The explosion opened a hole of 35 feet by 45 feet in the hull and the ship sank to the bottom. There were no casualties among the eight officers, 28 crewmen and nine armed guards. It was armed with one 3in, four .50cal and two .30cal guns.

After temporary repairs, the ship left Port of Spain on 2 May 1942, but came into troubles due to unsatisfactory repairs three days later in 16°40N/65°12W and had to be towed to the Virgin Islands and then to San Juan, Puerto Rico by *USS Partridge* and the tug *USS Mankato*, arriving on 12 May. After more repairs, she arrived at Galveston, Texas on June 15, 1942 for permanent repairs returning to service in September 1942.

She was sold to a Greek company in 1948, it was renamed *Frixos* and was scrapped in Japan March, 1954.



The U-161 as seen by the PBY about to sink it in 1943



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Encinitas, CA 92024
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Cell: 760-815-4877
Email: Joe@moraespham.com
Birthdays: His: Oct 14 Hers: May 7
Anniversary: Oct 19

JULY 2022

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|---|---|---------|--|--------------------------|--------|-------------------------------|
|  <p>NEWEST AUTO GADGET SAYS, "THANK YOU"</p> <p>COURTESY lights mounted on an automobile enable the driver to flash a "Thank You" message to other motorists. The lights, attached to the radiator cap and to the rear of the car, are operated by a control on the dash or steering wheel. Their widespread use may tend to bring about better road manners by the touring public, thus helping to reduce the number of accidents.</p> | | | | | 1 | 2 |
| | | | 6 Marianne Taylor Club Meeting at 7 PM | 7 Ray ♥ Kyle Matthews | 8 | 9 Brian ♥ Erin Terry |
| 3 | 4 The USA 🇺🇸 | 5 | | | | |
| 10 | 11 Lunch Tour to ? meet at P. E. at 10:00 | 12 | 13 | 14 Wayne Moore | 15 | 16 John ♥ Judy Burrell |
| 17 | 18 | 19 | 20 David Frazee | 21 | 22 | 23 Jim ♥ Kathy Glendinning |
| 24 Bob ♥ Donna Payne | 25 | 26 | 27 Howard ♥ Barbara Kruegel | 28 | 29 | 30 |
| 31 Pete ♥ Nancy Peterson | | | | | | |

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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Short Tour Dir. 760-822-9523
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David Frazee
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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 July

The Reflector

PLEASE
PLACE
STAMP
HERE

