

THE REFLECTOR

Newsletter of the Palomar Model A Ford Club
July, 2023 : Volume 51, Number 7

ANTIQUA GASS & STEAM ENGINE MUSEUM TOUR



Members of the Palomar A's tour to Vista's Antique Gas and Steam Engine Museum met at the Clubhouse parking lot about 9:30 AM Saturday 17th June 2023. Larry and Karen Beel volunteered to lead the tour in their Model A coupe, and Bruce Howe and Jeanette offered to follow behind the other Model A's. A couple of Temecula club Model A's found the clubhouse and joined the group as well.

Departure from the clubhouse was about 10:15 AM. Out of the clubhouse parking lot we made only right turns all the way to the AGSEM which

made the tour seamless. Most of the route followed Melrose Drive to its ending at North Santa Fe Blvd., just a hop step and a jump to Museum Way and the museum. Several members in their modern vehicles followed the tour to the AGSEM. Most of the touring Model A's made the green signal lights at various intersections. Others 'fudged a bit' as the lights were turning red.

Several Model A's met up on their own at The AGSEM and joined the group which were directed to a special display area inside the Museum. The display of approximately 10 Model A's was enjoyed by all participants and visitors to the AGSEM Event.

Temecula Model A Club member Dwayne McBride (AGSEM Member) gave free hay ride tours through the Museum grounds. The AGSEM Event featured an Antique Tractor Parade. The Blacksmithing Barn, Weaving and Spinning Barns, and many other areas featured demonstrations. It was a fun day and another successful Palomar A's Tour. Special thanks to tour leader Larry Beel and Bruce Howe for safely leading and keeping the Model A's together on the tour.

Anthony Lugo

PRESIDENT'S MESSAGE

Howdy everyone. We had a great little tour to the Antique Gas and Steam Engine Museum yesterday. I spent several hours making phone calls to get the word out to members that I haven't seen in a while. It looks like it paid off. I counted 23 members and friends show up at Palomar Estates, although not everyone actually joined us at the museum. If I didn't have a chance to say hi to you, I apologize. Thanks to Anthony Lugo for organizing & Larry Beel for taking the lead.

July 5th is the next meeting. Not sure what kind of turnout we can expect after a holiday. I am going to check with Chuck if it's ok to a little presentation on a push button starter for your Model A. I will see if I can work Chuck's projector, so keep your fingers crossed. Then you'll be dazzled with my extensive knowledge of DC voltage. Our guest speaker is our own Jon Velasco. Jon is an attorney and will be discussing patent law.

We are so lucky to have such a diverse group of friends in our club. If you have an interesting job, hobby, or just a good story don't be shy to share it with our group. Send me a note on a carrier pigeon, text, email, or tell me (make sure I write it down or i will forget) that you want to share your story.

Cant wait to see you at the next meeting.

Da Prez



JULY MAFFI MINUTE

Not everything at the Hickory Corners Model A Museum is about preparing for Model A Days. During the second week of May, a crew consisting of MAFFI Trustees and volunteers worked hard for four days moving and parking Model A's around the Gilmore complex and the local area for multiple photos. During that time, Model A's were carefully removed from the museum building and the "C Barn" to be positioned around the Gilmore campus. Additionally, some of the cars were taken off-site and parked at other country setting locations that included a hops farm, an old church, and a lake. At the end of each day the cars were returned to their homes only to be taken out the following morning to repeat the process.

While the MAFFI Trustees and volunteers were doing this, a photographer, John Lacko, from ***Hemmings Motor News***, was taking pictures. By all accounts there were probably more than 2500 pictures taken.

This flurry of activity was for the purpose of helping ***Hemmings Motor News*** create their Model A calendars for 2024 and 2025. These calendars will be on sale in October of this year and next year. They will be available through ***Hemmings Motor News***. This calendar, dedicated to Model A's, is one of 8 different calendars that ***Hemmings Motor News*** sells each year.

Happy motoring,

Mike DuBreuil

MINUTES FROM JUNE

Meeting of the Palomar A's was called to order by President, Mark Greenlee at 6:59 PM. The Pledge of Allegiance was led by Ed Simpson.

A motion was made by Bruce Parker to approve the minutes of the May meeting, and seconded by Linda Thamer. Motion carried.

Bruce Furbush read balance in Treasury. Check to be written to Greg Wilson for \$40 for cake for 2022 Christmas party. Also checks for \$100 for the Surf Museum, \$100 for the Antique Gas and Steam Engine, and three Maffi Bricks for \$150 each for Jim Gates, Clyde Marion and Linda Thamer, all recipients for the Golden Bird Award.

MINUTES CONTINUED

These checks were voted on in previous meetings to be paid. Discussion was held as to what should be printed on bricks. For Jim Gates, it was decided to print "In Memory of Jim Gates", and the other should have their names and Palomar A's.

There were 2 visitors this month, Susan Dewey and Ed Lopez, car enthusiasts from San Marcos. No reports of illness of members.

Mark then talked about the upcoming tours and events, starting with the trip to the Antique Gas and Steam Engine Museum on June 17. Anthony Lugo will lead this tour, meeting at Palomar Estates at 9:30 AM and leaving at 10:00 AM. Anybody wanting to be in parade must be registered and at the Museum by 10:00 AM. Costs are \$8 for Adults, \$7 for Seniors and \$6 for children. There may be free entrance to some who drive their Model A's.

Mark asked for volunteers for a July tour. Jim Ball said he and M.A. would lead one on July 8 [Note the next available tour was on July 20th]. Details to be discussed at the July 5th meeting.

Barbara then talked about the tour to the Living Coast in Chula Vista. This tour will be August 5, 2023, not June as previously reported. Again, the Club will meet at the Palomar Estates at 9:00 AM, leaving at 9:15 and will talk to Joe Williams about leading this tour, with Greg Wilson as back up. After the tour, there will be a patio picnic at Barbara and Howard Kruegel's house. Approximately 20 people will attend.

Friday, June 2nd, Cruising Grand started in Escondido. Ford night is to be on the 21st of July. There is also a Cruise night in Encinitas and is on the 3rd Thursday of each month and starts at about 4:00 PM.

Also, the Fallbrook Car Show was held at Bates Nut Farm in Valley Center on May 28 from 10:00 AM to 3:00 PM and several members attended.

Bruce Howe talked about the Midwest Regional meet will be in June in Breckenridge, Colorado. No tour is planned for Palomar A's to attend this year. They will be going to the National Tour in Michigan to be held July 16 – 21 this year. The National Award Banquet will be held in November. Old Town Orcutt will have tour on September 9th, anyone interested can get info from Bruce. Bruce and Jeanette would like to go to the tour in

Vancouver, Canada in September. Also, Bruce brought in avocados for members to take if anyone would like them.

There was no Southern California report or Reflector. There are no new members. 27 people were in attendance at the meeting.

Barbara Kruegel reported that we were published this month in the North County Union Tribune, which is how our visitors learned about the meeting.

Only correspondence was from B of A with info about account.

Ed reported he has some Blue T-Shirts for \$10, hats for \$22, as well as other items for sale. See him after meeting if you are interested. Chuck Grabowsky reported prices of jackets with all patches, would be \$134 for standard sizes. Extra costs could incur for larger sizes. See him if you need info, however he will be out of town until August.

Anthony Lugo thanked Linda and Keith Thamer, Chuck Grabowsky, and Rick Spinello for bringing refreshments. Bill Adams was out of town, so unable to bring them. Karen Beel, Roseanne Meyerhoff, and Karla Maxwell volunteered to bring refreshments next month.

Chuck Grabowsky had an interesting report on Rear Main Leaks. Could check with Les Andrews books for some referrals. Also Ed Simpson talked about how he got started in taking care of lakes and ponds and koi fish, and showed some of the equipment he used, such as waders and nets. Interesting report also.

Mark stated all handbooks have been mailed out with remainder of stamps going to Treasurer. Only received one back from Carla and Walt Hibbard. Will check address again.

Also, Sandy will look around again for flag. Club has proposed to buy one for Club House if one cannot be found. Would still like someone to have the name tag box. Please let either Mark or Bruce Furbush know if you would like it.

There were no birthday raffle winners for the month of June. 50/50 winner was Ed Lopez.

Barbara Kruegel read a wonderful Father's Day poem to all Fathers in Club that was written by Roy Sheridan, member who passed away a number of years ago.

Meeting adjourned at 8:02 PM.

BOBBI TROUT

I looked for an article in which a woman dressed with *flair* for the career she wanted, and found record setting aviator, Bobbi Trout.

Whether hers is a story unusual to her family, or to her era, I can't genuinely answer. One grandfather, Henry Grant Trout, had a career making brooms, yes, brooms, and moved from Chicago to Denver to Huntington Beach. The other, William O Denman was a doctor, banker and real estate investor who lived most of his life in Greenup, Illinois, population less than 1000.

Her father George Everett Trout, was taking care of a farm and his widowed grandmother and sickly aunt in Greenup when he's 13 while also attending school in 1900. From there his life is like Frank Abagnale's (con artist portrayed by Leonardo DiCaprio in the movie *Catch me if You Can*).

By 21, he's married and sells a drug store he founds in Greenup, so he can buy a farm in Greeley, Colorado. Then two years later he's running a grocery store in Denver, and Bobbi mentions a butcher shop in a third Colorado town. His wife insists they separate, in 1915 and so he's in Nashville studying for General Electric, while his wife is in St. Louis running a hat store. He later gets a job with Bell Telephone in California and moves in with his parents. Bobbi is sent to live with them to recover from influenza.

Reading Bobbi's encyclopedia entries, I believed that George was a great influence on how her life turned out. But I don't feel that way after reading an article on Airport Journals dot com from 2001 titled *Just Plane Crazy*. It's clear that she couldn't have had the same success if born ten years earlier or ten years later, or had she not moved to Huntington Beach at 14, or if she relied on the Trout family for money. Still, she was special.

Evelyn was a precocious teen influenced by her proximity to Hollywood. She loved breaking new ground and telling stories, and like her father's, many of them were true and many of them she worked hard to make true. Evelyn was dubbed "Bobbi" after she copied the hairstyle of actress Irene Castle which was a short "Bob" haircut.

She was excited by machines, but wasn't allowed to take manual arts training courses "with the boys" in high school and lamented having to take a "sissy" cooking class for the rest of her life.

She was 12 the first time she saw an airplane



aloft and said, 'That's what I'm going to do some day,' Her first airplane ride was at 16 in a Curtiss Jenny.

At 16, Evelyn asked her parents to buy a service station for her to run, Her mother, Lola, said, "I should say not!" but her father thought it was a good idea, and convinced Lola to buy it. After high school, she followed her mother's advice to enter USC to study architecture, but had to drop out when her parents separated again to put in more time at the service station.

By 1928, at 21, she had saved enough money to pay for flying lessons. Her mother bought her an



International K-6 (Otherwise known as a F-17H Sportsman powered by a Curtis K-6 engine,

(Continued on page 6)

PALOMAR TECH UPDATE



I just finished up my Automotive Tech 100 Maintenance & Minor Repair class. \$163 for tuition, \$26 for the textbook \$10 contribution for class pizza, so \$199 total for the class.

Looking at my goals from the last issue, this single class didn't accomplish much despite my earning an A grade. I do know more about what would cause a clunk or a shimmy in a car than I did before, but I wasn't a novice, so the more I learned, the more I realized I didn't know and still don't. When I finish I may be totally lost.

My habits have improved a bit, but concentrating on that practice also showed an even greater need to learn and develop a strategy so things will become simpler and quicker. If I had a disappointment in the class, it would have been in this one area. Rather than learning practices and using special tools with which a mess would not have been made, students still made messes, we just cleaned them up with a row of brooms, mops in buckets and dozens of red rags.

Fall classes start on August 21st, and there's a wide variety of classes I encourage you to look into. I'll be in Auto Body 50, Auto Tech 105 Electrical and Auto Tech 130 Brakes, for 9 units total.

Did I learn anything that would help me with a Model A, you ask? Well, from my reading, I figure that I have a bad starter relay in the truck. Its sticking would explain why the engine's not shutting down when either the ignition or the system electricity is turned off. Before the class, I didn't know that the relay sent electricity to the starter solenoid and also closed the high voltage ignition circuit. The trouble is that I took out the truck's distributor to fix the tudor, and brought the tudor's distributor here to test the theory, and now the truck won't start. I'll have to wait till I get back to Carlsbad to have the parts to check it out.



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NEW MEMBERS

Please add to your Member Handbook:

Ed Lopez & Susan Duey
 517 Avenida Aguila
 San Marcos, CA 92069
 Hm. 760-295-5917
 Cell 760-492-3392
 lopezward@cox.net & susanduey@cox.net
 Ed's Birthday: Feb 26th Susan's Birthday, Dec

BIRTHDAYS

Sandy Boom	6 July
Wayne Moore	14 July
David Frazee	20 July

ANNIVERSARIES

Bill & Kathy Horn	2 July
Ray & Kyle Matthews	7 July
Brian & Erin Terry	9 July
John & Judy Burrell	16 July
Howard & Barbara Kruegel	27 July
Pete & Nancy Peterson	31 July

CCRG TOUR CONTINUED

made by Catron & Fisk of Long Beach). Her mother read in the LA Times about her flight instructor crashing them during one of her lessons, sending Bobbi to the hospital and asked her to give up flying. Instead of listening to her mom, weeks after her solo, she added a \$35-a-week job demonstrating a new high-wing monoplane called the Golden Eagle, which eventually included working to build the airplanes as well.

On Jan. 2, 1929, Trout took off from Van Nuys Airport. When she touched down after circling the airport for 12 hours and 11 minutes, she had broken the previous women pilots' solo endurance record of eight hours.

Her triumph was short-lived -- Elinor Smith beat Trout's time by an hour a few weeks later. But Trout proceeded to set a new record of 17 hours and 24 minutes. In the process, she logged the first all-night flight by a woman.

In a 1990 interview with The Times, Trout recalled rubbing her neck and singing to pass the hours. But engulfed in darkness and bored by the monotonous drone of her plane's 60-horsepower engine, she said: "I went to sleep a few times, and when I went into a dive, the engine awakened me."

In 1929, Trout also broke the woman's altitude record for light-class aircraft by climbing to 15,200 feet. And teamed up with Smith, she set yet another world endurance record in 1929 of 42



In a second effort, with silent movie star Edna May Cooper in 1931, Trout set a new women's refueling endurance record: 122 hours, 50 minutes. And in 1930, Trout became the fifth woman in the U.S. to earn a transport license, allowing her to fly for hire. However, airlines at the time didn't employ women pilots.

In 1929, Trout joined Earhart, Barnes and 17 other participants in the first All-Women's Transcontinental Air Race from Santa Monica to Cleveland. Humorist Will Rogers dubbed it the Powder Puff Derby and the name stuck. Trout made it to Cleveland, although her engine quit twice and she was forced to make emergency landings that put her out of the running. After the race the participants and many of their friends formed the association of female pilots called The Ninety Nines.

With a scarcity of flying jobs during the Depression, Trout became a flying instructor and, in the late '30s, a commercial photographer.

With Barnes, she formed the Women's Air Reserve to transport emergency supplies and personnel in disasters. She also served in the Civil Air Patrol and started two aviation-related businesses to aid the war effort: She invented a machine to sort unused rivets that were being scrapped by aircraft companies, and she developed de-burring equipment for smoothing the edges of machined metal.

Trout, who never married, later sold real estate in the Palm Springs area. She retired to Carlsbad in 1976. (7512 Viejo Castilla Way, Carlsbad, CA 92009 – an apartment in La Costa near the third hole of the Legends course.) And bought a red Porsche 914 which she drove over 200,000 miles—much of them over the speed limit. She died at Scripps Encinitas, January 24, 2003. She was 97.



hours, 3 1/2 minutes in what was the first women's in-flight refueling operation: Trout leaned out of the plane to catch bags of food, motor oil and a 25-foot rope attached to a gasoline hose lowered from the refueling plane.

BARRIO GLASSWORKS



Where: Barrio Glassworks 3060 Roosevelt St, Carlsbad, CA

When: Meet at Palomar Estates at 9:00 AM Thursday, July 20, 2023, Depart 9:30 AM

Barrio Glassworks is a public glassblowing studio and retail gallery located in the California Coastal town of Carlsbad. Situated in the historic Barrio community of Carlsbad Village, the studio and gallery provide a unique experience and environment for residents and visitors alike. The studio includes an open viewing section for the public, allowing an up close look at the mesmerizing art of glassblowing

CRUISIN' GRAND

Where: Broadway and Grand in Escondido, CA

When: 4 PM Friday, July 21, 2023

Claimed to be the Largest Weekly Car Cruise west of the Mississippi, (The South OC car show in San Clemente, every Saturday morning, claims to be the Largest Weekly Car Show in the world. Milford, Michigan claims the world's largest weekly cruise, but it's held in a single restaurant's parking lot of a city with a population of 6400 - 40 miles from Detroit, so I think not.)



MORE PHOTOS OF AGSEM



MAFCA NATL TOUR



2023 MAFCA National Tour
"Backroads to the Classics"
July 16-21, 2023

Auburn, Indiana through South Bend to Hickory
Corners, Michigan and back to Auburn.

ALL FORD CAR SHOW



The 21st Annual All Ford Car Show
September 9, 2023
Old Town Orcutt adjacent to the
Orcutt Union Plaza.

Call or email Bruce Howe or Janette Smith if you
are interested in attending this year. (See Board
contacts on the back page.)

ANTIQUE CAR SWAP MEET



Paradise Valley Model A Ford Club 62nd
Annual (almost) Antique Car Swap Meet

Location: Little League Western Region Head-
quarters 6707 N. Little League Drive San Bernar-
dino, CA

Saturday September 30, 2023 6:00am to 3:00pm
** FREE Admission and Parking ** For infor-
mation: PVMAFC.org or PVMAFC@gmail.com

MAFCA AWARDS BANQUET

2023 National
Awards Banquet
Nov 30th - Dec 3rd
Santa Maria



Join us at the Historic Santa Maria
Inn in Santa Maria, California.
Explore all the Central Coast has to
offer!
Visit Hearst Castle! Visit Solvang,
Danish Capital of the US!
Hope to "See Ya in Santa Maria"



MAFCA National Awards Banquet 2023

Where: Historic Santa Maria Inn, 801 So. Broad-
way, Santa Maria, California

Hosted by the Santa Maria Chapter

November 30 to December 2, 2023

Call or email Bruce Howe or Janette Smith if you
are interested in attending this year. (See Board
contacts on the back page.)

ANCESTORS IN ACTION

Arthur Potter Allen, born November 6, 1892 in Flint, Michigan, was certainly an active ancestor. He came to my attention as on January 12, 1928, he was elected as president of the San Pedro Automobile Dealer's Association. In 1926, he and partner C. A. Beaver (no joke), bought Seaboard Motors, a Chevrolet dealership.

A.P. was not born into wealth, however, his father, Thomas, was a teacher, but Arthur was very studious, and received a degree from the Michigan College of Mines in 1914. His first job, rather than at a mine, was as a cost accountant for the Buick Motor Company in his home town of Flint.

He then worked as an engineer at several small mines in Michigan, then to Ashcroft, British Columbia. He was working as a draftsman at Bunker Hill and Sullivan Mining Company in Kellogg, Idaho when he signed his draft card for WWI in 1917. Then to Miami, Arizona. Somewhere in there, he married Margaret Mansfield of Pasadena, a graduate of the University of Nebraska.

In 1922 he left mining and began work as a car salesman in Los Angeles County. As a budding industry, there was frequent turnover, and as his story goes, he moves swiftly from the sales floor to community leader.

The couple raised five children in an ocean-view house in Palos Verdes while running the dealership: A. P. Jr. (WWII vet, career in the US Dept of State), Barbara (Journalist, editor *Woman's Day*, social worker) Celia (clerk married a teacher) David (Pilot Korea, Boeing Aerospace, County Planner) and (my favorite) Margery (Librarian).

During World War II Mr. Allen served as Vice Chairman of the region's War Labor Board & postwar, he was a member of the Presidential Board of Inquiry in the maritime dispute of 1948. During the war years he had had considerable experience as a labor arbitrator.

From 1952-53, Mr. Allen served as chairman of the San Francisco regional office of the Wage Stabilization Board. He was the author of two books, *Unemployment Insurance in California* and *Industrial Relations in the California Aircraft Industry*. On July 21, 1955, he died suddenly.

Clyde Alton "C.A." Beaver was born, suitably for a business man, in Enterprise, Kansas, and he, like Mr. Allen, had many jobs in his life. He managed a lumberyard in 1910, by December 1927, he had departed Seaboard Motors, leaving it exclusively



to Allen, and bought a competing service station in San Pedro. By 1930, he'd left car sales and was the manager of a gravel mine in Calaveras County, in the 1940 Census he is in Yavapai County, AZ prospecting for gold. In 1948 he's a realtor

In 1907 C.A. Beaver married Solda Campbell. Solda should have worked the dealership herself, her name made her a natural car saleswoman.

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To everyone bringing us the name and address of a prospect to whom we sell a Used Car before January 1st, we will give a ten-pound Turkey, absolutely without charge.
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We Will Obtain 1927 Licenses Without Charge for Chevrolet Owners Beginning December 20.

Palomar Model A Ford Club

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Web Master	<i>Sheila Saxman</i>	951-696-0323	rssaxman@TWC.com

The Palomar A's were founded in 1960 and became a MAFCA chapter in 1963. Local club members are encouraged to join the national organization. Membership information is available on www.MAFCA.com.

Palomar dues are \$20 per year and club information, including a membership application, is available on www.palomarmodelaclub.org

Meetings are held the first Wednesday of each month, except December, at the Palomar Estates East Clubhouse: 650 S Rancho Santa Fe Rd, in San Marcos at 7:00pm. All Model A hobbyists are welcome to attend.

The Reflector is published in Escondido, CA after the 20th of each month.



July, 2023

THE REFLECTOR

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