

THE REFLECTOR

Newsletter of the Palomar Model A Ford Club
October, 2023 : Volume 51, Number 10

BATES TRUCK SHOW

The 9th Annual Antique Truck Show at Bates Nut Farm was held Sunday September 17th. It was hosted by the San Diego Chapter of the American Truck Historical Society (ATHS)

Despite the drizzle and overcast 79 Trucks were present including two Model A Ford Commercial vehicles. Danny Montijo entered his 1931 Panel Delivery(79B) and Bruce Howe entered his 1931 Deluxe Pickup(66A)

The Model As won two of the six awards presented. The Panel Delivery won the Specialty Class award and the Deluxe Pickup won the Sponsor's Choice award. Model As were 2.5% of the trucks present, but won 33% of the awards.



GARDEN ICE CREAM PICNIC

Fifteen members turned out for our trip to the Alta Vista Botanical Gardens. At first you might think it was the many plants and flowers that attracted so many of us, but the equipment and supplies in the bed of Mark's truck hint that we were also looking forward to the food.

Still the garden was a good place to visit for a number of reasons. The view was nice. It was peaceful. The plants unusual and the caretakers had added interesting sculptures, benches, ponds, and the like to beautify the garden. Ed Simpson was our respected guide to all things horticultural. We were a bit scared for his safety as he kept touching anything with barbs and spikes and when pointing out whether a plant was poisonous.

(Continued on page 10)



PRESIDENT'S MESSAGE

Ok here we go again. More words of wisdom from the fearless leader to our humble club members. I am fortunate to have this club to help me get my truck running once again. In the process of getting the 'A Bomb' on the road, I purchased parts, borrowed parts, was given parts, not to mention tool loans and gifts.

Although I am FAAAAAR from perfect, I try to show my appreciation to my friends and acquaintances for all they do for me. If I borrow a tool, I try to return it in better shape than I received it. That might be a new paint job or clean and oil it up put it in a new box. If I have it for a while, I will call the owner occasionally and let them know I am aware I have something that belongs to them. Never make them ask you to return it and you have been finished using it for a while.

Gifts are another thing that I appreciate very much. If someone offers to give me parts, make the decision yes you want them or not in a reasonably quick time frame. Don't leave the generous donor waiting for your reply. Maybe they need the parts gone or they have another potential recipient. If you accept to take the item go and get it at the donors earliest convenience and don't ask them to go out of their way to drop it off for you or hold on to it.

Try to call the giftee later and let them know everything is working and thank you. Take them out for a Happy Meal or a beer, whatever is appropriate.

This doesn't apply to just our car parts n tools but maybe to the neighbor's rake we borrowed last fall and you just found it in the tall grass in the back yard. What it comes down to is be grateful and respectful and appreciate how lucky we are to have such good friends and acquaintances.

Wait, I'm not finished yet. Bring two checks to the meeting made out to Palomar A's Model A Ford Club. One for \$20 for next year's dues and the other check is \$30 for the Christmas dinner on December 9th.

Elections are coming up! Please people donate your time to our club. If we all chip in with a little of our time it will take the burden off the people that tow the line. Most of us are retired and we have plenty of time to help out club prosper.

Next month's tour is to Stone Brewery in Escondido and November's is to the Broadway Pier for Fleet Week to tour Navy ships and enjoy an MRE (Meals Ready to Eat) Cook-Off.

See you at the meeting October 4th.

Prez

MINUTES FROM SEPTEMBER

Meeting of the Palomar A's was called to order by President, Mark Greenlee at 7:00 PM. The Pledge of Allegiance to the American Flag was led by Greg Wilson.

Motion was made by Bruce Parker to approve the minutes of the August as published in the Reflector, seconded by Chuck Grabowski. Motion carried.

Bruce Furbush, Treasurer, was absent from the meeting so there was no Treasurer's report. Bills to be presented at October meeting.

Member, Stoney (Maurice) Stonebreaker passed away August 27 in hospital. David Frazee reported his two children, Brenda and Michael, were with Stoney's wife, Betty. Cards would be welcome by family, but not wanting calls at this time.



MINUTES CONTINUED

A donation of \$100 will be sent to the National Alzheimer's Association in his name.

3 guests were at meeting – Dennis Price, who lives in Park and is interested in Model A's; Eddie Allen, Richard Allen's son who is visiting from Georgia, and John Lynch, friend of new member, Bill Hahn.

Greg Wilson told about his granddaughter who has recently been employed by Disney On Ice and is playing the part of multiple characters in the shows.

Mark then talked about the upcoming tours and events. Next tour will be Saturday, September 9, to the Vista Botanical Gardens and then to the Buddy Todd park in Oceanside for a picnic. Tour will leave from Club House at 9:30 AM. Donations suggested by Gardens is \$5 per person. David Frazee made a motion to give \$50 to Mark to buy hamburgers, hot dogs and buns for picnic. Ricky Spinello seconded the motion, motion passed. Other members to bring different items, and their own chairs to make picnic successful, and Mark to bring cornhole game.

Paradise Valley Club will be putting on a swap meet on September 30.

Mark also asked for ideas for tours in October and November.

Greg Wilson talked about the Christmas Party to be held on 2nd Saturday in December, the 9th, from 11:30 until 2:00. It will be at the Hunter Steakhouse in Oceanside again. Menu to be same as last year with Steak, Prime Rib, Chicken and Salmon for \$30. Please have money at meeting in October, and make out check to Palomar Model A Ford Club. There will be a voluntary gift exchange, with gifts of \$20 limit. Jon and Anna will be in charge of this. David will be in charge of the awards, with Chuck in charge of the broken crank award. Jeanette will get the cake, or cakes, and Karen Beel volunteered to cut it. Information will also appear in Reflector. Also, it was mentioned dues are also due of \$20, but please make out a separate check for them.

No long tours are planned at this time.

David gave report on SCRG. There are 23 Chapters in the SCRG district, and David had questions for club members to answer to help with success of SCRG.

There were 32 members in attendance. David brought some magazines, and suggested maybe members could attach a Palomar A's card to them and drop them off at dentist or doctor's offices as a way of perhaps enticing new members.

Mark asked that anybody bringing things and leaving them in back to please take home if no one wants them. Otherwise, they will be thrown away.

Barbara asked if anyone had seen the article in the San Diego Union, article was printed. Also, has article ready for Restorer.

No correspondence was received.

Ed Simpson reported still a few smaller size T Shirts left, hats, and miscellaneous small items. If you are interested in them, please see him after the meeting.

Anthony Lugo thanked Chuck Grabowsky, Susan Duey, Barbara and Howard, Karen & Larry and Donna Lugo for bringing refreshments. David volunteered Karyn Frazee to bring refreshments, and Chuck Grabowsky and Linda Thamer also volunteered to bring refreshments to next meeting.

Chuck Grabowski gave an interesting Tech Report on blown engines and the rear seal. HDS on Mission in Escondido is now working on his engine. Will give update at next meeting.

Karla Maxwell then presented video on hot air balloons and blimps and some of her family history on how they were connected.

Raffle was then conducted with many gifts.

Volunteers are needed to sweep the floors and replace the furniture.

Meeting adjourned at 9:05 PM.

Submitted by Karen Beel, Secretary

DUES ARE DUE, VOLUNTEERS TOO

Bring in or mail \$20 for your 2024 membership soon so as not to forget.

And we're looking for volunteers to enhance the experience of club membership. Positions include: Membership, Programs, Sunshine & Sorrow, Short Tours, Assistant Newsletter, and potentially President, Vice President, and Secretary. Some of the positions are unfilled and others only reluctantly. Rather than being asked seven times by seven board members, why not call up President Mark and volunteer? Thanks so much!

MAURICE DOYLE “STONEY” STONEBREAKER

Stoney was born on April 6, 1935 and was taken from us on August 27, 2023. Raised by his grandparents, he lived in several different coastal cities, from La Jolla to Oceanside. Once they lived in the famous Encinitas Boathouses.

Stoney worked for Tri-City trucking, then for Otto “Bud” Osuna Construction driving a bulldozer. Unfortunately, he broke his thumb and couldn’t work, It was at that time, in the early Seventies, that he and a partner formed AAA tire service on North Hill St, Soon after he bought the partner out and about that time, the American Automobile Association sent him a cease and desist letter. To avoid a lawsuit, *Stoney’s Tire Service*, was born.



In June of 1961, he’d married Patsy Willeford, and they had children, Brenda and Michael. They settled in Carlsbad and moved the business to the Palomar Airport Road exit off I-5. As it prospered, he was able to hire others to go on the midnight service calls.

Stoney then worked as a driver for Superior Ready Mix, a job he enjoyed so much, he didn’t retire until his late 70s.

He seemed to always be working, but when he spent time on his hobbies, like when working, his intention was to always do them in the right way. When younger, he was a surfer, and that transitioned to scuba diving and deep sea fishing with friends Wayne and Joan Moore.

He enjoyed fishing and taking an RV out into the wilderness. He wanted to pass those interests to his kids and grandkids, and went to Colorado to see family and to fish many times. He was also a big Padres fan, seldom missing a televised game.

He joined the Palomar A’s in about 1977 and restored a 1929 roadster pickup and then a 1931

blind back town sedan.

In order to have a ready supply of parts, John Frazee, Emmett Cilley, Neb Milbourn, and Stoney, formed JENS Auto Parts. The parts house being John’s old horse barn where they restored so many Model A’s.

On one of our tours to Lake Havasu, he was one of those being so noisy at the banquet table, that when asked what group we belonged to, he’d answered “The Tucson Bunch.” It turns out that the folks asking happened to have been Tucson chapter members, but to show that they had no hard feelings, they bought all the guys drinks made up of half Wild Turkey and half

Bacardi151 Rum. They called the drink *Guerilla Farts*.

When greeted with “How are you, Stoney?” He’d always answer, “Finer than frog’s hair”. But I suspect, the morning after those drinks, he probably felt like he’d drunk too much pond water.

A short time after the divorce, Stoney started dating Joan Moore’s little sister, Betty Frazee Woolen, and the couple married January 23rd, 1991. Stoney loved Betty with all of his heart, and he loved Wednesday lunches and Tuesday coffee breakfasts with fellow truckers, He was a very giving person, happy to be around people, and looked forward to living the next day to the fullest as he had the past one.

Besides Betty, Stoney is survived by daughter Brenda and son-in-law, Jorge Hernandez and son Michael and daughter-in-law Crystal Stonebreaker. Also, granddaughters Selina (Matthew) Parker and Shelby (Zachary) Bailey, and grandson, Brien Stonebreaker & Taylor Rose Collins, and seven great, grandchildren.

CARLA BARBARA HIBBARD



Carla Dembsky Hibbard lived from August 21, 1937 to September 17, 2023. Another whose life was shortened by cancer.

She was born in Milwaukee, Wisconsin, but her parents moved her to the little resort town of Conover, Wisconsin when she was seven when they bought her grandfather's motel *Herman's Pine Lodge*.

She wasn't destined to sell fish bait though, as she married Walter Davis Hibbard in her teens and moved to the Los Angeles area seventy years ago. They do have a place in Wisconsin, now too, though, and enjoyed both urban and country life.

The Hibbards have both been active in MAFCA



for many years and in the Palomar Model A Club in particular since 2004. Carla was the award winning editor of the SCRG newsletter for 2011 and 2013.

She was predeceased by twins Michael and Mitchell. She is survived by Walt, her daughter Marla (Tom) Ryan, and numerous grandchildren and great-grandchildren.

PARTY HUNTER

Saturday, December 9th from 11:30 on will be the club's annual Christmas Party at The Hunter Restaurant on Vista Way in Oceanside. The price will again be \$30 per person, we will again have the upstairs room to ourselves, and if you'd like to, bring a wrapped present and participate in the gift exchange. You can buy your way in at either the October or November meetings. Plan to order either the steak, prime rib, chicken, or salmon. Make checks to the Palomar Model A Ford Club.

Every entree is served with bread, butter, mixed green salad with ranch style dressing, coffee, iced tea or soda

PRIME RIB- Our signature. A half pound cut seared in an herb crust and slow roasted for hours to ensure the most tender prime rib available. Served with ruby port au jus, and creamed horseradish. Served with rice pilaf.

TOP SIRLOIN- Juicy with great beef flavor. Served with rice pilaf.

LEMON HERB CHICKEN- Grilled chicken breast seasoned with olive oil, garlic, oregano, spices, and Chablis wine. Served with rice pilaf.

ROASTED SALMON- A filet of salmon brushed with a blend of basil, mustard seed, garlic and lemon. Served with rice pilaf.

ENTIRE GROUP MAY ADD A CUP OF SOUP DU JOUR IN ADDITION FOR \$2 PER PERSON

ALL BEEF ENTREES WILL BE PREPARED TO MEDIUM TEMPERATURE.

VEGETARIAN ENTREE AVAILABLE UPON REQUEST FOR \$17

THE FIVE YEARS THAT OCEANSIDE WAS THE SITE OF THE WORLD'S DEADLIEST AIRPLANE CRASH

If you are a history buff who grew up regularly reading snippets from the *Guinness Book of World Records*, you get a special thrill when you learn that your home town could have made its pages for one thing or another.

On an early evening on January 19, 1930, a Transcontinental Air Transport Ford Trimotor loaded to capacity flew the race (and booze) flight from Agua Caliente towards to Grand Central Air Terminal in Glendale.

Lamar Nelson, a pilot for Western Air Express had flown to about San Clemente before a storm forced him to turn back towards San Diego. He was flying over the surf when he spotted the trimotor, below him, taking the highway on the way north, most likely following the headlights due to low visibility. He decided to circle back to attempt the same strategy.

Louis Magee, rancher at the Las Flores Rancho heard the big plane flying so low that he rushed outside expecting it to be in trouble.

Both Nelson and Magee heard the explosion, and Nelson saw the orange of the flames and decided to circle back again towards San Diego.

John Weston, bus driver for Pickwick Stage Lines, drove up just after the crash and he and many of his passengers rushed out to try to save lives. Another driver had stopped before and Weston sent him on towards San Clemente for help. He was not identified and so his testimony wasn't part of the inquiry. Weston, his passengers, and several other drivers, unable to find survivors, attempted to put out the fire. Unable to do that as the dirt they threw on the fire was saturated with airplane fuel, so they ended up pulling bodies from the burning wreckage.

The victims were taken down to Oceanside, and placed in a number of funeral homes as no single one was large enough. Families of the victims were taken in by local residents and Oceanside police did their best to protect the accident scene from the inevitable carnival atmosphere and souvenir seekers who always congregate to such



grisly sites.

Lt. H. L. Kirby of the Army Air Corps who testified, said that his investigation cleared the pilot of wrongdoing. It was well known that T.A.T. had and would fire any pilot tempted to drink at the Agua Caliente casino. The pilot had over 3000 hours flight experience and the copilot over 1000 hours. Turning back, as the angle of the debris field showed had taken place, was the logical thing for him to do. It was clear that he was low, however, and as sometimes happens, squalls can suddenly deny an airplane lift and it can drop like a stone.

Kirby explained that the current minimum ceiling for continuing a flight was just 500 feet, and he encouraged that to be raised to 1000 feet.

On August 2, 1919 a Caproni Ca.48 crashed at Verona, Italy, killing 14 or 15 people. On March 31, 1922 a Handley Page O/7 hit a tree and crashed while landing at Beijing, also killing 14. As sixteen people died in the Oceanside crash, it was the deadliest crash in history up to that time.

Just ten months later, the British dirigible R101 crashed, resulting in the deaths of 48 of its 54

(Continued on page 8)

PALOMAR TECH UPDATE



Student

John Frazee



As editor, I would like each item to be important and entertaining for *Reflector* readers. My triumphs or tragedies should be included only if you'd enjoy or suffer through a similar experience if you also decided to further your education as a master mechanic at the local community college.

Would you fit in? Enjoy it? Learn something useful? Five, or 10% of my classmates are retired owners of classic cars. The other 45 students have largely been 17 to 25 years old, with a few pushing 40. Many are quite smart, but haven't fit in with the college prep. Except for my gray hair pushing me one way, I can't decide which group suits me better.

I find that each of my profs repeatedly tell us that we will enjoy their class. It's less than convincing to be told that, but there have been a few times I'd say I had fun. We're just now starting our sixth week, though, and in two of the three classes, the open lab time when you get to work on something of your own choosing, but related to the topic of the class,.. You know, the sort of thing all of the students want to do,.. Has been non-existent. I've also recently heard that in next spring's Engine Rebuilding Class, we will all be working on Nissan engines provided by Nissan of Carlsbad. So, I won't be able to bring in my Burtz block and work on that. A downer for most of us.

I definitely have learned a thing or three. Lack of time has restricted me from practicing at home or just daydreaming of how many of the details can be used in a restoration shop. I fret that I care more about grades than learning, or spending time with family, or finishing other projects that I realize are far more important to me long term than an A or an ASE certificate. Without the time to have it all, how can I limit myself to just learning about old car repair? Can I turn my brain off to things that don't matter, but on which I will be tested?

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BIRTHDAYS

Bruce Howe	4 October
Wes Wright	7 October
Dave Belt	10 October
Bill Adams	14 October
Joe Moraes	14 October
Linda Dixon	18 October
Karla Maxwell	22 October
Jody Woolen	24 October
Sandy Wagner	25 October
Barbara French	26 October
Jim King	27 October
Lisa Frazee	29 October

ANNIVERSARIES

Jon & Anna Velasco	1 October
Joe & Marsha Moraes	19 October
Steve & JoAnn Cordtz	23 October

T.A.T CRASH, CONTINUED

passengers, but as far as airplane crashes, it wasn't until January 14, 1936 that the number of fatalities is surpassed when American Airlines Flight 1, a Douglas DC-2, crashes into a swamp near Goodwin, Arkansas, killing all 17 passengers and crew on board.

The victims of T.A.T., Flight 7 that crashed just north of Oceanside included, Edward J Small,



44, Los Angeles, Russian immigrant worked as a printer, then owned the Cooperative Delivery Service. Father of four, Wife Lena sued T. A. T. for \$250,000

William Warwick Paden, 30, Los Angeles real estate sales. Father of William with second wife, Edith, who was four months pregnant with daughter, Joan, at the time of the crash.

Mr. and Mrs. Benjamin McClain Miller 29 & Minerva Wise Miller 26, adoptive parents to David, 4. Lived at 114 Sansone St. Berkeley late of Pittsburgh, Department head at stock brokerage firm. Sadly, they were offered car ride from Agua Caliente by Minerva's brother and wife who were there with them, but didn't take it. Family sued T. A. T. for \$25,000.



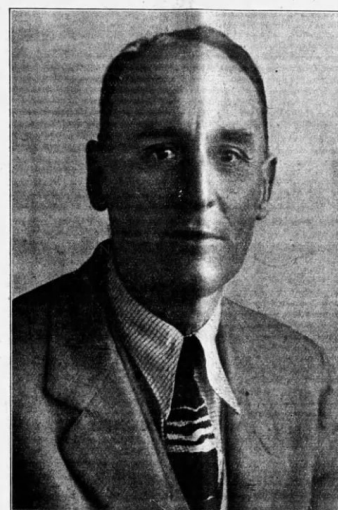
Doris Cantillon



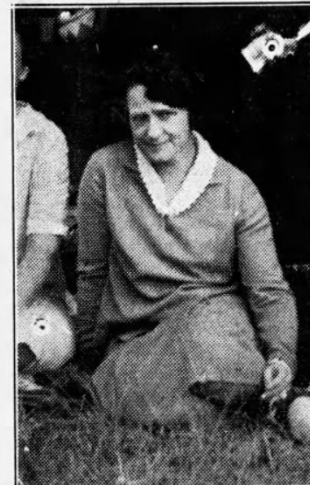
Doris Glover Cantillon, (Mrs. Richard) 28, Los

Angeles wife of prominent LA defense attorney and mother of one.

Ada M. Glover, 58, of Los Angeles. Mother of Doris, wife of George, retired Mgr of Lumber Company in Hayward, Wisconsin and mother of three. The family sues for \$500,000 for both ladies. She was looking forward to the flight because she hoped the altitude would clear her ears.



CHARLES RABOLD



MRS. HANNAH BOTTSTEIN
Courtesy Mobile Press

Fairhope Courier, Jan 22, 1930

Charles H Rabold, 56 Fairhope, AL English Folk Dance teacher, married to operettic soprano Margaret Cummins Rabold.

Hannah Trueman Bottstein 36, Fairhope, AL Mother of Robert and Paula, wife of Max Pianist,



Frances Jameson



Elizabeth Squibb

teacher and student of Charles Rabold

Frances Edith Jameson, 21, Pasadena Registrar of Broadoaks (elementary) School. Daughter of a banker. Associated with Charles Rabold. Was

not buried until April 9.

Elizabeth Squibb, 32, Pasadena Sued for \$10,000 by Isabel Squibb. Also, acquainted with Charles Rabold, said to be a teacher at an exclusive girls school in Pasadena. Miss Elizabeth Squibb was the granddaughter of the founder of the nationally known drug company Her body only identified from passenger list after all other women were accounted for. Mysteriously, a Miss Elizabeth Squibb appears in her hometown newspaper in 1932 and 1948. Her mother died in Pasadena just nine months later. Her father died February 19, 1942 in Nazi occupied Paris.

Mr. and Mrs. Cedric Brown 30, Catherine Conway Brown 26, Los Angeles, Maddox Airline Executive and spouse both born and raised in Oceanside. Sued for \$50,000, awarded \$6500.



Bowen Mansion in Wilshire neighborhood



Pilot Russell

Co-Pilot Walker

Mr. and Mrs. Edward Bowen, 56, Mrs. Ella 43 Los Angeles President Union Tank and Pipe left teens Edward and John. Edward becomes the head of the household at 17 a senior at the Belmont School for Boys, but they live with 34-year-old servant Mary Lois Wollnick and her son Charles, Bowen Estate valued at \$250,000 and each boy received \$100,000 in trust. They sued T.A.T. for \$24,000 in Jan 1931. My guess is just before the deadline statute of limitations.

Charles "Basil" Russell, 28, Glendale, Pilot. His father died preventing a train crash when he was an infant. Was said to have been found, hands still gripping the wheel. Left Ruth Russell and daughter, Basildene.

Freddie James Walker 37, Glendale, Co-pilot. Had lost his first wife in April of '29. He'd married 22 days earlier to Martha Tyner. The Blade Tribune says that she was seen to show no emotion, as if stunned.

There has been so many things to find out about the crash online. It's been difficult to narrow the focus. If you would like to learn more about the crash itself, the airline, or Lindbergh's investigation, it's out there. I wanted to focus on the people. I wanted to put up their pictures. I wanted to tell about some of the aftermath for their families. Those things are not widely covered.

This crash was a record breaking disaster in our locality, and two of the victims were also local. It was what it was for the people more than the plane.

In one of those great coincidences, Palomar members can this month fly on a Ford Trimotor out of Lindbergh Field (Lindbergh was a V.P. at T.A.T. at the time of the crash. To sign up for tickets, go to this link: [Fly the Ford Trimotor](http://www.eaa.org/flights/flytheford.aspx) or type the url: www.eaa.org/flights/flytheford.aspx



GARDEN PICNIC TOUR CONTINUED



After our treats we took the short trip to Oceanside's Buddy Todd Park. There we encountered two weddings, at least one birthday, and a traveling mariachi band. What we didn't meet was an unlocked bathroom for all of those people!

After eventually shoehorning ourselves into a spot, we played some cornhole toss, and talked a lot, as Model Aers are fond of doing. Then Larry Beel started grilling some burgers and hot dogs and we all settled into our seats. All in all, it was a great trip across some of North County's nicest suburban neighborhoods.



After the long group hike, we rewarded ourselves with the short trip to Pepper Tree Frosty. It's been a Vista institution since 1953.

OCT. TOUR TO STONE BREWERY



Where: Stone Brewery & Bistro, Escondido

When: Saturday, October 7, meet @ 9:00 leave @ 9:30 from Palomar Estates parking lot

The plan is to tour towards La Costa, possibly stop at the Carrillo Rancho Park, and then drive through Elfin Forest on the way to a brewery tour and lunch at the beautifully landscaped grounds. There are lots of tables indoors if the weather turns bad.



ANCESTORS IN ACTION

In 1925 General Motors bought the Yellow Coach manufacturing company from John D Hertz, but not the Yellow Cab taxi company. It might have been expected that the Yellow Cab company, which had only ever driven cabs manufactured by Yellow Coach” would continue to buy their cabs from the company only now part of GM. Similarly, the Checker Cab company only bought vehicles manufactured by Checker Automotive. Instead



Hertz and Yellow Cab led a landslide of small taxi companies to leave Yellow Coach and begin buying from Checker Automotive. To counter that, and create a market for their cabs, General Motors founded Terminal Cab Corp. of New York. They hoped to take control of the New York City taxi market from Parmelee, the dominant company there. They didn't. Terminal Cab Corp went bankrupt in 1934. The assets were then purchased by John Hertz and Daniel Arnstein of the Yellow Cab Company.

There were many reasons for their failure. Some of them include that they didn't also have Terminal Cab, Chicago, but, if you have time, look up about the Chicago Taxicab Wars of the 1920s.

In early 1932, Yellow Cab was convicted of a bribe to Mayor J.J. Walker for favorable terms with his Bureau of Taxicab Control, which could have opened things up for them, but Terminal Cab was convicted by a similar bribe but to Walker's ally John Hastings a couple of months later. Times were tough with the Depression and the glut of competitors now not limited by Walker's Bureau,

With GM's backing though, they'd hit the big time. By 1930 Terminal had about 4000 of New York's 20,000 taxi cabs. They had lost their reason to exist the year before, however, General Motors had gotten out of the taxi cab building business. Yellow Coach built its last taxi in 1929 and in-

stead began focusing on trucks and buses.

One other reason for their financial problems as well, though, is the topic of our Ancestors in Action article today.



Frederick W Wiedle, born on 8 January 1907, in Brooklyn, married on the second of August 1927 and father of his first child, Frederick E Wiedle on 17 August 1930, was killed in a traffic accident in which a Terminal Cab driver was at fault on February 16, 1931. I've found a bit of conflicting information; a local paper says that he was a taxi passenger, but the wire story says that he was hit by the taxi. His obit says only that his death was sudden, not the cause. There is no story of filing or even winning the case; there's just a tiny bit about his widow, Elsie B. Wiedle receiving a check from Terminal for \$20,205.40 on October 2, 1931, and then there are news stories from December of 1931 that say that she settled for \$15,000 when Terminal Cab filed for an appeal.

Elsie does appear to have been left destitute. In the 1940 census, she and little Frederick are living with her widowed father. Frederick later graduated from the University of Michigan with a degree in Urban Planning and after a stint fighting in Korea, he consults on many projects across the US. He and his wife live in a NYC suburb of Chappaqua, not far from Briarcliff, north of Sleepy Hollow.

They have three children and four grandchildren. His wife, Elizabeth, in 1969 speaks out against schools teaching kids to be sensitive to the feelings of others because she's heard that they teach that sort of thing in La Joya, California, and the kids are nude and take drugs there. So it's a wonder that the entire family moves to La Jolla after Frederick retires. It's where he died back in October, 2002.

Palomar Model A Ford Club

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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.



1929 FORD MODEL A PICKUP TRUCK



October, 2023

THE REFLECTOR



PLEASE
 PLACE
 STAMP
 HERE