



THE REFLECTOR

Newsletter of the Palomar Model A Ford Club
March, 2025 : Volume 53, Number 3

FEBRUARY EVENTS

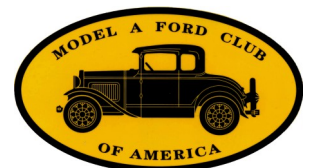
The club went to back-to-back breakfasts in February. The first was to the San Luis Rey Bakery and Restaurant with the Temecula Valley Club on Saturday the 15th. Charlie Doherty took his "new" 1917 Model T Phaeton out and when I say "It cranked right up." like I often do when talking about a well tuned antique car, in this case that wasn't figurative as there is no electric starter. After breakfast, several in the club met up with a pre-WWI car club full of hand-crankers.

On Wednesday the 19th, the club ate at the Village Pie Shop in Carlsbad, with Joe and Peggy Williams and Mark Greenlee bringing their Model A's. Mark had a "hood-lifter/head scratcher" after breakfast, when it might have looked like he too would need to crank start his pickup. Instead a push start was attempted with no success until the electric shut-off switch was turned. Something I'm sure we all have missed once or twice.



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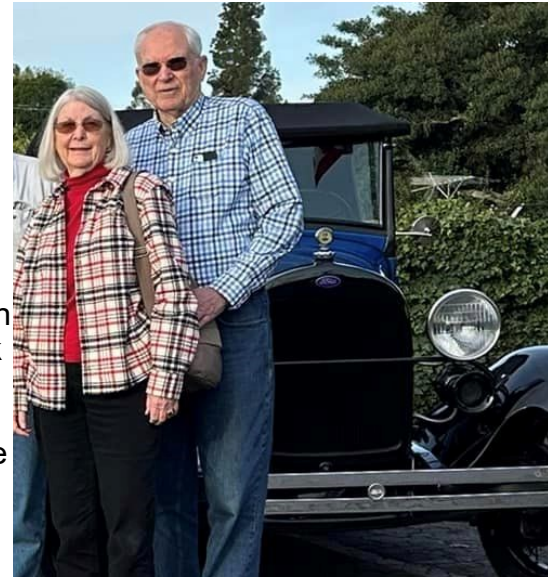
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frazeeintree@hotmail.com



PRESIDENT'S MESSAGE

I want to start by thanking Bill Adams for conducting last month's meeting while I was on vacation. I hope you all had a great month since our last meeting and that you enjoyed the long overdue rain.

I managed to check off several items from my bucket list as I got to visit Hawaii for the first time. Over six months ago Holland America sent me an email advertising a cruise that left San Diego, sailed to Hawaii stopping at five of the islands than back to San Diego after stopping in Ensenada (some regulation requires this ridiculous last port call). Roseanne initially agreed that it was worth going on, but as we got closer to the departure date January 28 she decided she really didn't want to be in the middle of the ocean and not have access to medical care, or to find herself seasick, so I went solo. I was offered a small cabin near the bow, but shortly before leaving a larger cabin was available and I decided to go for it. Now I am at the stern and in a large cabin that easily could sleep two adults plus a couple of children. The problem was the porthole that squeaked incessantly when underway. I mean it was like nails on a chalkboard. Guest Services agreed that it was bad and even recorded the sounds to give to maintenance. Bottom line, it never stopped squeaking, and they didn't have an empty room to move me to. Sleeping was difficult.



Now for the good news, I made a number of new friends, joined the cruise ukulele class and performed with over 50 fellow passengers in a hula show, and had a haircut/ facial by Mo from India. A first for me having an old-fashioned steam towel shave following skin cleansing and massage. My face felt as smooth as a baby's bottom according to my new friends. A guest anthropologist educated us on the origins of the Polynesian culture and how it emigrated to the islands from as far as Madagascar. Remember Captain Cook, well I visited the location where he was killed, following the crew kidnapping the king in order to get back one of his "high tech" wooden boats which the natives had borrowed to reverse engineer. I also took a tour to Lahaina, the town that burned but is being rebuilt, and to Kilauea to see a smoking but not erupting volcano. I'm guessing many of you have been to Hawaii so I won't keep boring you with my adventures, let's just say I would like to take Roseanne there, just not on a ship with a squeaking porthole.

While sailing home we watched the Super Bowl with the aid of Elon's Starlink satellites. The Philly fans outnumbered the Chiefs, so the win was heard by all the whales that were in the area.

I kept my eye out for Model A's but the only car I saw was what looked like a replica of a Model T that was used as a coffee stand. They had the best coffee I've ever tasted: Kona Peaberry. When I told some of my fellow passengers that I owned a Model A, they thought it was a new model from Tesla. I tried to educate them on our favorite car.

Finally, thanks to Greg for organizing the Carlsbad monthly breakfast at Kitchen Village. We had a good turn out and all were glad to see Dianne Frazee's smiling face again.

Bruce

Editor's Note. Hard for me to believe, but I won the drawing of the Pasadena High School car raffle. Word is that I will not be receiving it soon, so I hesitate to announce it. I was hoping to have a tour of the high school and have my picture taken with the kids that restored it this last weekend, then place *that* photo in the *Reflector* but that isn't possible and by the time it is possible, Palomar members will probably have forgotten all about it. It sure is a beauty and I'm over the moon having it..... I understand from John Begg that MAFFI is going to raffle another car this year—any four or five or you want to go in on it with me?



FEBRUARY MINUTES

The February 5, 2025, meeting of the Palomar A's was called to order by Bill Adams acting president for Bruce Furbush at 7:05 PM with 20 in attendance.

The Pledge of Allegiance to the American Flag was led by Sandy Wagner.

A motion was made by Bruce Parker to approve the minutes of the January 2025 meeting as published in the *Reflector* and seconded by Chuck Grabowsky. Motion was passed by those in attendance.

Treasurers Report – Bill Adams gave the report. Outstanding bills were reported and discussed. The motion to approve the report and pay the bills was made by Judy Burrell and seconded by Steve DeAmbrogio. Motion was passed by those in attendance.

Newsletter – David Frazee asked that those that are not receiving the newsletter via email to verify their email address with him. It was also suggested that your email junk folder be checked for the newsletter. Those that don't use emails will get a mailed copy.

Sunshine and Sorrow – It was reported that Chris Fuller has been in the hospital for 2 weeks. Ed Simpson has the flu, and Karla Maxwell has a cold. Karen Beel fractured her arm and injured her knees and ankles in a fall.

Group Breakfast – There was one Model A Ford driven by Bruce Howe to the group breakfast held at Pegah's in Vista on January 23rd.

A Group breakfast will be held on Wednesday, February 19th at the Carlsbad Pie Shop at 9:00 AM. Those that are attending are asked to RSVP to Greg Wilson.

Wednesday, March 19th, 9:00 AM group breakfast will be at Debbie's Restaurant and Pie Shoppe on Nordahl in San Marcos.

Short Tour Report—Mark Greenlee reported that 7 members attended the Jan 11th tour to the Fallbrook Historical Society and lunched at Backdraft with pizza.

David Frazee reported that Saturday February 8th the San Diego Ford Model A Club will visit the Hawk Watch Wildlife Research Institute in Ramona. Our clubs are to meet at Hwy 67 and Scripps Poway Pkwy at 9:00 AM. Our club needs to meet at 8:00 AM at the Palomar Estates parking lot and leave as close to 8:00 AM as possible so that we can meet up with the San Diego group at

9:00.

Mark Greenlee reported on the Temecula A's Idlewild tour. If interested contact Mark for information.

Long Tour Report—David Frazee discussed the Orange County Pancake

breakfast on Sunday, March 23rd at 8:00 AM at Hart Park. It is their 63rd Anniversary. There will be additional parking at the Holy Family Catholic Church on the other side of Glassell St. There was group discussion that Ortega Hwy is sometimes closed to traffic and the possibility that modern vehicles should be used as 45 mph is not feasible for the freeway to Orange County. Some members may be staying at the Best Western, Orange Plaza. (need to mention the pancake breakfast for the discount.)

Central California Regional Group's Jamboree, Visalia. Leave Wednesday, April 2nd for Tehachapi Holiday Inn Express then on to Visalia staying at the Wyndham Hotel. There was a group discussion that contacting the hotels directly was the quickest and best way to get reservations.

Hospitality—Donna and Anthony Lugo set up the treats brought by members the Frazees, Mark Greenlee, Greg Wilson and Chuck Grabowsky. In March Chuck Grabowsky, Mark Greenlee, Bill Adams and Steve DeAmbrogio volunteered the treats.

Technical Report—Mark Greenlee gave a report on oil leaks and shared "The Book of Chuck".

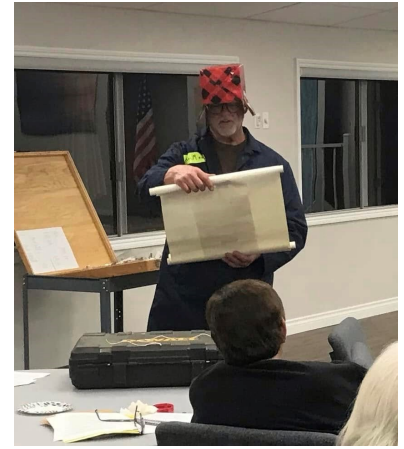
Old Business—Bill Adams reported we have Palomar A's hats and T-Shirts now in men and women's sizes. The shirts will be \$20.00.

Sandy Wagner reported that the money that was donated to Palomar Estates is being used by the Palomar Estates Quilters to purchase fabric for quilts. The group makes quilts for One Safe Place, an organization that houses women, children in need, and persons that have been subjected to human trafficking.

Entertainment – Door prizes – Birthday prize went to Ed Lopez. And Chuck Grabowski was the 50/50 winner.

Meeting adjourned at 8:20 PM.

Submitted by Irene DeAmbrogio acting for Karla Maxwell, Secretary.



THE PARIS INN

Within the March 27, 1930 story on the grand opening of Bert Rovere's *Paris Inn* are the words "Beautiful, Pretty, and Gorgeous" The author, Eleanor Barnes, was often the drama critic, but this night the restaurant reviewer of the Los Angeles *Daily News*. Her article is headlined "Gay Festivity at Opening of New Café."

Barnes uses a thesaurus-inspired description to express her pleasure with the restaurant which opened three short blocks from what had been Los Angeles's top gathering spot up until 1919, The Baker Block, which she feels suffered a steep, sudden decline when Goodwill Industries bought the old Victorian, saying that prior to that, it was a "rendezvous for artists" who rented its "adorable, dusty studios."

Goodwill of Southern California reports that it was founded in Los Angeles as one of the first Goodwills in the US by Katherine Higgins who had only just arrived in 1916. Rather than trucks, she used large burlap coffee sacks to collect goods and sell them in their first store just 500 ft north-east of the Baker Block on what is today part of Olvera Street. It is truly amazing that in three short years she was able to take ownership of what was the largest and most expensive building south of San Francisco at the time it was built.

Barnes, with her mind 5600 miles away in Paris, doesn't mention that the new restaurant is across the street from the new City Hall Building. The first and for many years only skyscraper in the Los Angeles.

Umberto Giuseppe "Bert" Rovere was born in Biella, Italy halfway between Turin and Milan and sung baritone for the Italian Grand Opera Company and the San Carlo Grand Opera Company as they toured the United States. In 1927 he swam the Catalina Channel.

Bert's partner, chef Innocente Carlo Pedroli, was born in Novara just across the Sesia River. They opened a small restaurant in 1925 where Innocente cooked, and Bert was a singing waiter, to such popularity, that they planned and built a much larger, much more stylized building to fill with cocktails, French cuisine, dancing, and singing waiters which attracted all the Hollywood celebrities. The leading man of many 1950's musicals, Howard Keel, was for a short time a singing waiter there.

There was a "Paris Inn" on First & C in San Diego

between 1934 and 1959. It was owned by Jimmy Kennedy. There is no mention of a franchise, but its set up was nearly identical in 1934—the LA location opened only serving food as it was during Prohibition

On December 1, 1948, the manager since opening, Andrew Muno, suffered a heart attack at the Inn and died on the way to the hospital. He was only 53.

The location was forced to close June 24, 1950 to make way for city redevelopment. It reopened several blocks away in Chinatown at 845 N Broadway, but didn't succeed at it's new location. Bert retired and moved to Lake Elsinore where he died March 28, 1957, after suffering a heart attack at his doctor's office. He went there complaining of feeling dizzy. He was 66. Innocente Pedroli lasted until aged 78, dying in 1969.



CHRIS FULLER

Christopher James Fuller January 14, 1962 to February 14, 2025. Chris was born in Santa Barbara to Jim and Barbara Fuller. Jim restored hundreds of cars to mint condition as a hobby. He was a part of the local car scene, showing his Buicks, Cadillacs, Fords, and race cars. Chris joined the club shortly before the pandemic, and fought the cancer that finally took his life for most of that time. When he was able to attend club he events he was known for his helpfulness, wit, and positive attitude. He is survived by his wife, Christine Bartman, sons Alex and Zach, mother Barbara of Montecito and brothers Gary and John.



KARLA MAXWELL A PART OF HISTORIC WIN



Recently, a car Karla worked on won America's Most Beautiful Roadster at the 75th Grand National Roadster Show in Pomona, CA. It was a wheels up design and build of a 1936 Ford Roadster as you can see in these photographs. The shop, Rad Rides by Troy in Manteno, IL, designed and fabricated all the visual components [except for the tires]. The idea is a modern



vehicle that looks like a classic roadster.

They made contact with Karla over a year ago saying that they wanted to design and fabricate custom badges for the car. She gave them general dimensional and material requirements. They worked up 3D drawings that I reviewed for potential problems. Once approved, they fabricated the hood emblem, the horn button and 4 hub emblems for the wheels from copper using CNC machining. The hub emblems had the same design as the horn but were smaller. They wanted to use black and a "honey" color so they also provided sample plates so test firings could be made.

After the color was verified, Karla enameled all six emblems with materials and processes that would have been correct for the 1930's. The final step was to have them nickel plated and returned to Illinois. It's great that the finished product was so unique, but also beautiful, which assured the win.



JUNGLE DRUMS

NEWSLETTER OF THE GREASE MONKEYS

SPECIAL EDITION, MARCH 2025

GREASE MONKEYS

SWINGING ON A DISTANT BRANCH

The foundation of the Grease Monkeys was within a small group of friends who met in San Marcos, California. The intention was not to remain there, or even focus on that one city. The serendipitous joy of meeting another member would be less if we had a geographic restriction. Surprise meetings and suddenly acquiring a new friend, is the value of any large, fraternal organization.

Generous Mechanics are being rewarded for their generosity in the Central and Northern California Regions, but soon will be followed by Georgia, Florida, Illinois, Missouri, Kansas, Oklahoma, Alabama, and South Carolina. Thanks to the uniformity of United States's, First Class Mail, sending the gift packages has been both easy and affordable. The most difficult thing about the distance is obtaining trust from contacts, and because of the vast distances between members, the chances of unplanned meetups might reduce the benefit of being a founding member.

Founding member Paul Shinn recently lobbied for the FROGMEN to approach the Model A Ford Club of America to apply for Special Interest Group recognition, explaining that it would be far easier to obtain the trust, explain the goals, and promote those chance meetings as a SIG. While that is true, MAFCA rules do require a minimum number of MAFCA members (which we have easily surpassed) and an elected board to represent those members, which will take a while as few *Founding* members have contacted FROGMEN Headquarters to express an interest in *Active* membership.

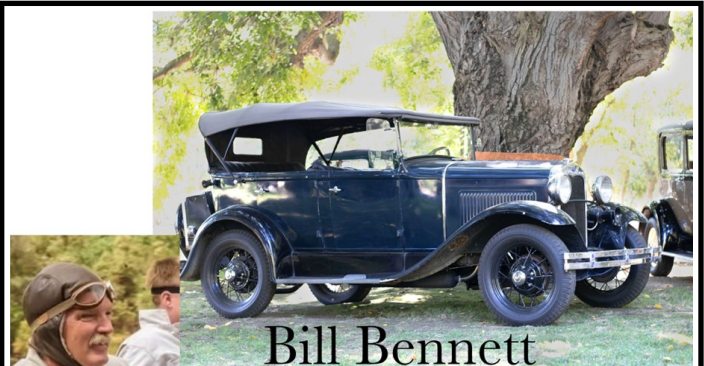
Without greater willingness to volunteer or interest in developing events and growing the Order, (and I don't mean to lobby readers for that to happen in any way other than organically) no meetings to write up Bylaws or elect Officers will be organized. Founding members in a way get to vote on the future of the organization. Members sending in a filled out application or filling out the online form at <https://forms.gle/8ee39RkAskU3F7RF6> is a "Yes" vote for forming an active group. Not filling out the forms before July 4th is a "No" vote.

Rather than as a SIG, the Grease Monkeys can find another way to recognize all of the amazingly Generous Mechanics in the world. You just have to follow *the Monkey Way* and go out on a limb.

Who we are

The Grease Monkeys are the most active arm of the Fraternal Order of Grease Monkeys, Engineers and Navigators. GMs believe that every broken down vehicle is an opportunity for good times and making new friends. Wanting to tinker and solve puzzles with ever more exotic cars, but lacking the space and money to do so, they are always willing to dirty their hands fixing other people's antique automobiles. Known for their generosity, GMs regularly travel with tools and spare parts and they feel most comfortable wearing coveralls.

GREASE MONKEY FOUNDER PASSES



Bill Bennett

(Beauregard Speedwell)

2025-

Charter Oak Member
Master Mechanic

William J Bennett Jan 28, 1960 Feb 3, 2025

The Grease Monkeys suffered a great loss with the death of Bill Bennett. A lifelong resident of Visalia, Bill worked on old Fords since he was 11 years old, and was the master mechanic, Grease Monkey selection of the Charter Oak A's.

He was the head mechanic for the Blain Motorsports Foundation, restoring and preserving pre-World War I race cars. He was also a major part of the success of the Ragtime Racers organizing races and swap meets for those cars.

Daughter Katrina says what we all feel, "He was the one I called when the car was making a funny noise. He was the one who would drop everything to always answer when I called no matter what."

Bill is survived by wife Kristin, children Mark (Taiko) Bennett and Katrina (Chris) Studer and a granddaughter.

Bill Hansen's

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BIRTHDAYS

| | |
|-----------------|----------|
| MA Morrison | 1 March |
| Sue Jacobson | 7 March |
| Peggy Williams | 14 March |
| Sue King | 15 March |
| Jeanette Smith | 17 March |
| Mark Greenlee | 20 March |
| Linda Thamer | 22 March |
| Jim Gasparo | 23 March |
| Louise Greenlee | 25 March |

ANNIVERSARIES

| | |
|----------------------|----------|
| David & Karyn Frazee | 20 March |
| Jim & Nancy Quinlan | 21 March |

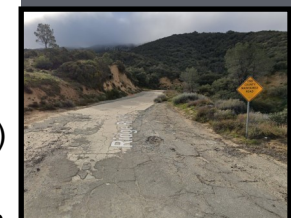
HUMOR???

*Took my car in for a service yesterday...
The vicar at the church was not
impressed...*

FUTURE ACTIVITIES

- March 5 Meeting at Palomar Estates 7:00 PM
- March 8 Mott's Car Museum w/ Orange Blossom A's – Sun City, CA
Leaving Mission Grove IHOP @ 9 AM
- March 15 Selma Swap Meet – Selma, CA
- March 19 Wednesday, Breakfast at Debbie's Restaurant and Pie Shop 740
Nordahl Rd UNIT 114, San Marcos
- March 22—23 62nd ORANGE COUNTY PANCAKE BREAKFAST Hart
Park Orange CA hosted by Orange County Model A's. Drive Saturday to Best
Western Orange Plaza 1302 W Chapman Ave, Orange (714) 633-7720 mention
Model A event for great discount.
- April 2 Meeting at Palomar Estates 7:00 PM
- April 2 - 7 : CCRG 2025 Jamboree – Visalia : Contact Phil Kneeland:
lindannphil@sbcglobal.net and also Bruce Howe
- April 12 Idyllwild Tour – Leaving Temecula Flag @ 9 AM
- May 3—4 SCRGR Tour to the Ridge Route (limit of 2 non San Diego members)
hotel stay needed in Gorman for morning start.
- May 3 Don Long Car Collection w/ Orange Blossom A's - Corona, CA Don
and Ann's Collection is more about Car History and Car paraphernalia, but he
has nice cars, too.
- May 7 Meeting at Palomar Estates 7:00 PM
- May 21 - 27 : NCRG 2025 Roundup: Sacramento <https://sacramentocapitolas.org/2025-ncrg>
- June 4 Meeting at Palomar Estates 7:00 PM
- June 15 - 22 : MAFCA National Tour – AMERICAN CIVIL WAR Waynesboro VA
hosted by Dallas Model A Ford Club mafca2025@dmafc.com
- June 21 All Ford Picnic at Santee Lakes organized by Early Ford V8 Club of
San Diego 8:00 to 2:00 619-300-4280. <https://bit.ly/411jVTR> for free registration
- July 2 Meeting at Palomar Estates 7:00 PM
- August 6 Meeting at Palomar Estates 7:00 PM
- September 3 Meeting at Palomar Estates 7:00 PM
- September 22 - October 13 : Route 66 Tour – Chicago to Santa Monica
- October 1 Meeting at Palomar Estates 7:00 PM
- October 5—11 SCRGR Grand Canyon / Route 66 tour
- November 5 Meeting at Palomar Estates 7:00 PM
- December 3, 2025 - December 6, 2025 MAFCA National Awards Banquet –
Mobile, Alabama
- December 13 Christmas Party at Hunter Restaurant in Oceanside

Note: The plan without a tour leader is to piggyback tours with other local clubs. Please consider leading a tour for our club so I can fill some of this page, If health and Model A condition are concerns, modern cars are always welcome. Come see places you would probably not see otherwise.



Ridge Route 2025



Don Long Collection



Car Maintenance : 500 Miles

I had full intentions of performing the listed items before writing this article, but I've run out of time, so I'll have to do this from memory and next week, if I can *finally* get these computer tasks done, do it in person.

These tasks have general support for being every 500 miles. When they don't, I will mention that.

Complete chassis lube job using "Number 2, high-pressure lubricant". National Lubricating Grease Institute (NLGI) #2 is considered "Normal Grease" and has the consistency of peanut butter. The American Society for Testing and Materials (ASTM) finds it as reaching between 265 and 295 tenths of a millimeter penetration when worked (60 strokes) at 25 °C (77°F). Notes: 1 inch is 254 tenths of a millimeter. The higher the NLGI number, the harder the consistency and the lower the penetration.

Like with most everything, there is a history. Original grease was just soap based. Most grease formulas today are lithium or Molybdenum base.

Mystik JT-6 High Temp, a lithium based grease, is popular because of its stickiness. It clings to the bearing rollers and other parts. As it's red, the color lets you know when it's dirty. More wanting to ball up and less sticky, soap based greases may leave a grease cavity around the spinning u-joint and then the joint goes dry. The two should not be mixed so look at what you have been using and use a grease with the same base, color notwithstanding. Note: despite being named JT-6, it is a NLGI #2 rated grease.

Chris Halter's *Touring and Maintenance Log* for the San Diego chapter disagrees with the need for 500 mile lubes, designating them for 1000 miles, which reading up, seems to be now possible if using the newer greases. Personally then, if I found I was using a soap based #2 grease, I would go with the 500 miles. Drops of oil described later don't apply.

According to the Ford lube chart, pump grease into the fittings at the:

- Front and rear brake camshafts
- Four shock absorber connecting links
- Rear spring hangers, each in two places
- Rear wheel bearings
- Clutch and brake pedals and universal joint
- Drag link (at the end of the steering column)
- Both sides of the Spindle connecting rod (which insures that the driver's and passenger's side wheels turn together)
- Front steering spindles, each in two places.
- Front spring hangers, each in two places
- Fan

In most cases, you will hear and see old grease being pushed out of the fitting. Carry a paper towel to wipe.

Change the engine oil. Oil should be warm before draining. Viscosity is important. Costco sells a lot of inexpensive, very thin, 0W-20 motor oil which is appropriate for modern cars with extremely small tolerances. For example a BMW N-55 crankshaft tolerance is 0.020–0.046 mm whereas a Model A Ford's is stated at 0.004 inches. It might appear tighter, but, that is 0.1016 mm, so has two to four times the space for motor oil to flow. The thinner oil won't remain and won't lubricate the engine's moving parts as well and the original oil pump—producing just 2-4 psi—would produce even less.

Most people building Burtz engines report a 0.0015 to 0.002 inches clearance. They also develop between 27 and 40 psi (half of the BMW's). So, initially a 0W-20 oil could suit although, a 5W-30 like I use for my 2006 Explorer would be better. Originally, Ford proposed SAE 20 for Winter and 40 for Summer, and Les Andrews proposes a 20W-50 Multiviscosity oil for rebuilds of original engines. Like the grease advice, an old aircraft mechanic advised me to stick to the same brand of motor oil. In Floyd Clymer's *How to Restore a Model A* he says to remove and clean the oil pan clean out plate once a month. This would only be for 1928 and early 1929 engines, however.

Add a drop of oil into the cup on the side of the distributor. This can be the same as your motor oil. Just below that, add a drop of oil on each side of the throttle control rod, also called the accelerator control shaft.

Fill battery's electrolyte if it's low maintenance with a cover or has screw caps. Inspect and clean terminals.

Check radiator and top up with water or antifreeze as needed. If not regularly driven and if filled with only water, the more I've heard, has convinced me to flush the radiator at the 500 mile point.

Check belts and hoses for cracks or deterioration, tightness and leaks. Feel if a belt is too loose or too tight, and if a hose is swollen or spongy. Adjust the first, replace the second.

"Grease" I'd say "Lubricate" to differentiate the products, the water pump, both front and back. While doing that check packing nut for packing, leaks and tightness. Water pump lubricant (grease) is paraffin-based, not petroleum based like NLGI #2—so the hot water from the cooling system would not wash it away. A source says this is NLGI #4 hardness. CAUTION - Since boiling water will not effect the grease, make sure to keep it off your clothing. Use paper towels for clean up.

Check tire pressure and condition of wiper blades.

Congratulations, you're finally done. Hold onto this list because I'll see you in a month for all this and another long list of maintenance items.

Reflector address through July 2025
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2025 Board:

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|-----------------------|---------------------------------|--------------|-----------------------------|
| President | <i>Bruce Furbush</i> | 760-525-9973 | bruce.furbush@cox.net |
| Secretary | <i>Karla Maxwell</i> | 760-941-1966 | Karlamaxwell@cox.net |
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| Membership Director | <i>Ed Lopez</i> | 760-492-3392 | lopezedward@cox.net |
| Reflector Editor | <i>David Frazee</i> | 760-822-9523 | frazeeintree@hotmail.com |
| Entertainment Chair | <i>Open</i> | | |
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| Hospitality | <i>Donna & Anthony Lugo</i> | 760-650-5333 | donnalugo19@gmail.com |
| Sunshine & Sorrow | <i>Donna & Anthony Lugo</i> | 760-650-5333 | theanth6@gmail.com |
| Pub Relations | <i>Ed Simpson</i> | 760-439-9103 | |
| Tech Director | <i>Mark Greenlee</i> | 949-584-0699 | markgreenlee@roadrunner.com |

Membership is \$20 per year and club information, including a membership application and an archive of past newsletters, is available on www.palomarmodelaclub.org

Business 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. Check the website, newsletters, or Facebook group <https://www.facebook.com/groups/palomarmafca> for future events.

All Model A Ford hobbyists are welcome.

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

Palomar Model A Ford Club



March, 2025

THE REFLECTOR

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