



THE REFLECTOR

Newsletter of the Palomar Model A Ford Club
July, 2025 : Volume 53, Number 7

JUNE EVENTS



8:30 to 11: at the Pasadena Elks Lodge as they're hoping to have 50 Model A's show up to celebrate their 50th Anniversary.

We had a small but happy turnout for the June 17 breakfast at J&M's Restaurant in Escondido. Both Mark and Bruce Howe drove their Model A's. Clyde gave a talk about dog obedience training, and David attempted to learn how to be a waitress.



On the last Saturday morning in May, David Frazee drove up to attend the Santa Anita A's chapter meeting. He hoped to get lots of people to sign up to take the Grand Canyon Tour October 5—11, or volunteer to help with the 2027 National Tour to Salinas. Instead, he was able to get some delicious donuts and promised to pass on the request for our members to take our cars to their show, Sunday, August 10,

Mark Greenlee drove his pickup to the Monserate Mountain Preserve to go hiking. It's that little speck of color all the way down the hill in the center of the photo. The editor was not informed if Mark or his truck had the easier time reaching the top of the mountain.



On June 21st, in St. Paul, Minnesota, we embarked on the 2025 Great Race. Follow us on our 9-day, 2300-mile journey as we make our way to the finish line in Lake Murray, South Carolina.



San Diego Club's Anna Holder is racing in the 2025 Great Race. Catch up with her on www.drivelikeamother.com

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PRESIDENT'S MESSAGE

This month's Hemmings Motor News has a Tech article that details swapping a modern five speed transmission into a 31 Model A coupe. Plus there is a nice photo of the car on the cover. The author made a lot of sense in that a stock A is not much good when you want to get up to even moderate freeway speed. He admits that a purist will probably want to install an overdrive or a Columbia two-speed rear axle, but more importantly he gets no pleasure in double clutching. The car almost stops before he gets to the next gear especially at intersections.

A Model A expert, Troy Jonas in Phoenix, was contacted and they came up with a plan to install a Borg Warner T-5 (five speed) and an appropriate new axle to allow highway driving as well as fun shifting in town. The article is only four pages and includes fifteen photos to help visualize what the project looks like as well four sources (Synder's Antique Auto Parts, Speedway Motors, Vintage Precision, Inc, and Troy Jonas).

The resulting car can run easily 65 mph with tach at 1900 rpm. Troy recommended that the engine absolute redline be 3200 rpm, and shifting at 2500 rpm. Changing gears at 2500 results in a drop to 1500 after the shift. Overall it sounds like a very worthwhile project. Unfortunately he gave no idea about the overall cost.

Now my mind is working overtime on the possibility of buying that 30 coupe I mentioned last month for \$6K. The owner has a garage on the property that appears to be a basic repair shop. Next week I am going to look at the coupe again and ask what he thinks about the trans/axle swap. He may just tell me to get lost but it wouldn't hurt to try. I'll give you an update at next month's meeting.

Cruisin' Grand opened on the 13th and we went down with Finn our collie to see what it looked like. They had a ribbon cutting to celebrate the 25th year of the event and the \$1M renovation to the downtown sidewalk widening and two new roundabouts. Parking was very hard to find and the number of displayed cars was probably well over 100. I counted eight Model A's and we didn't walk through all of the side streets. July 27th is the night for Model T's, A's and flat head Fords. So if you are going, get there early. It appears that the theme cars will be at the intersection of Grand and Broadway.

Bruce

JUNE MINUTES

Minutes from June 4, 2025 - Meeting of the Palomar A's was called to order by President Bruce Furbush at 7:05 PM with 24 in attendance including 2 guests.

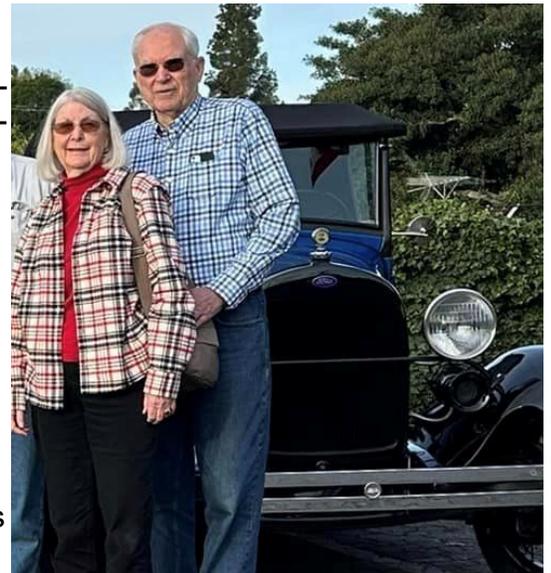
The Pledge of Allegiance to the American Flag was led by Mark Greenlee.

Our two guests were Dave Moyer and his son Mason. Dave has a "non stock" 1930 Model A Roadster. The non stock is because it has a 327 Corvette engine. He said his appreciation of the Model A Clubs had its' start when he was very

young. A neighbor originally had a Model A then later 3 of them. The Sierra Chapter guys often showed up there socializing and working on the A's. As a child Dave just watched but as he got older, he was included in the group.

Not quite a guest, past member Norm Linek showed up and re-joined. Norm's Model A is a 1930 four door with a Briggs Body.

Previous Minutes - A motion was made by Roseanne Meyerhoff to approve the minutes of the May meeting as published in the Reflector, and seconded by Linda Thamer. Motion passed by those in attendance.



JUNE MINUTES CONTINUED

Treasurer's Report – Bill Adams gave the treasury balance. Only outstanding bill at this time is to RB Print Pro. Motion to approve the report and pay the bills was made by Mark Greenlee and seconded by Ed Simpson. Motion passed by those in attendance.

Sunshine & Sorrow – Donna Lugo and her ukulele group gave an appreciated presentation to a large group at the Encinitas Library this afternoon. Karen Beel is healed and back in town but not at the meeting due to family issues.

David and Karyn Frazee dealt with issues involving 4 different vehicles within the past 2 weeks that ran the gamut from disappointing to truly serious. Bruce Furbush & Rosanne Meyerhoff attended an outdoor wedding for their grandnephew at Wedgewood Weddings, Escondido. They had not been aware of the location and said everything was quite pleasant but questioned the effect of the music level on surrounding homes.

Breakfast Get Together – Greg Wilson reported nice attendance for the May breakfast at the Start Fresh Café. Others voiced that they would enjoy going there again in the future. Greg also supplied a list of various restaurants for the remainder of the year. There was a suggestion to occasionally schedule for a later time. Those traveling a greater distance get tied up with mid-week early rush hour traffic.

Next month's gathering is Wednesday, June 18, at J&M's in Escondido at 1215 E. Valley Parkway. Arrive by 8:45 AM for a 9:00 seating.

Check the 2025 Future Activities listing printed in the Reflector for additional Breakfast locations and dates.

Not quite breakfast but Bruce Furbush has been contacted regarding a group invitation to an Ice Cream Social in Carlsbad Saturday August 16. More information will be given at our next meeting.

It was also announced that the local Vista VFW offers daily meals with a nice variety and reasonable prices. Check out the website: Vista-Post.org for the current menu offerings and times.

Short Tours – David Frazee presented details for the June 14 Veterans Assn of North County 7th Annual Car Show. Also the All Ford Picnic at Santee Lakes in June 21. If interested, bring picnic items and possibly something to share. Meet at the Palomar Estates parking lot for a 7:00 AM group departure.

Cruisin' Grand starts the 2025 season on

June 13 and will run each Friday until September 26. The flow of traffic is uncertain because of the addition of roundabouts. June 27 theme focuses on Ford T's, A's and V-8's. Mark Greenlee will contact the Temecula Group for possible interest.

Downtown Encinitas also hosts gatherings on the 3rd Thursday of the month.

Bruce Furbush announced a car show July 26 at Mount Miguel High School in Spring Valley. Address is 8585 Blossom Lane and there is a \$25 entry fee.

Long Tours – David Frazee covered aspects of the two tours that involve Route 66. The September 22—October 13 Route 66 Tour – Chicago to Santa Monica and the October 5—11 SCRG Grand Canyon / Route 66 tour

Miscellaneous – Karla Maxwell shared information regarding an unusual emblem restoration she is working on. The 3 very rare badges, hood, trunk, and horn button are from a 1955 Edwards America. The vehicle was conceived by Sterling Edwards, a race car driver, as a personal luxury vehicle that could be quickly transformed to a racer able to reach 155 mph. The Edwards America was developed in the early 1950's and became the first American car to have a Fiberglas body. Ultimately only 6 vehicles were built.

The badges to be restored are from Sterling Edwards' personal 1955 vehicle. This automobile took First in Class at Pebble Beach in 1955. It is now owned by Hammond Edwards who says his father really rode the car "hard" requiring a full body overhaul. Fortunately, the original Fiberglas forms still exist and are being used for the restoration.

Public Relations – Ed Simpson is working on getting the word out regarding the Club, meeting dates and location. He voiced frustrations regarding communication with local publications and agents.

Hospitality – Donna & Anthony Lugo thanked those that are contributing to the shared treats. Next month Mark Greenlee and the Frazees have offered to bring goodies.

Entertainment – David Frazee stepped in to organize the door prizes. [The Birthday Prize went to Andy Yancey and Dave Jacobson went home with the 50/50.](#)

Meeting adjourned at 8:17 PM.

JUNGLE DRUMS

NEWSLETTER OF THE GREASE MONKEYS

SPECIAL EDITION, JULY 2025

GREASE MONKEYS IN THE MODERN WORLD

In the modern world, people like to get things, but either dispose of them or just store them if they no longer work. If they do look for a skilled artisan to fix them, they often balk if quoted a fraction of minimum wage for the work. Many of these things: hand knit sweaters, furniture refinishing, and of course, auto repair, used to be done by their own grandparents—so learning the skills needed not only saves money, but values the efforts and experience of their kin. Being upset when someone other than family also values their time, shows an imbalance in the space-time continuum. Car collectors need to either find more space for broken cars, or time to learn to repair them to find that space/time balance.



Grease Monkeys are proud to be imbalanced in several ways: they tend to do things more than watch them being done, they tend to talk more than they listen, and they

tend to work on Model A Fords rather than other model cars. These things make sense because although there are many extremely precise things required for a well running antique car, many of those things can be learned to the point that they are second nature. Once learned they can be readily explained, duplicated, or even reproduced. With reproduction parts, you can get them more readily for a Model A Ford than something like a Cadillac Eldorado/Olds Fiesta, so you can work on building and maintaining the car instead of locating, restoring, machining and refining each particular part.

That said, Grease Monkeys are young and old, men and women, rich and poor, machinists and simple wrench-turners, authors and videographers, office holders and folks who work in the background of large clubs. Founders might also believe in mentoring others to join in the hobby and might believe their time is better spent with steel and aluminum. When it comes

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 people's antique automobiles. Known for their generosity, GMs regularly travel with tools and spare parts and they feel most comfortable wearing coveralls.

what makes up an active member Grease Monkey, that distinction remains to be seen. Founders who hope to use their time as mentors, should contact the head office as soon as possible. 2558 Arroyo Canyon Rd, Escondido, CA 92025, jdfraze@gmail.com.

If we formalize our mentorship in a program, we will be unusual in that effort. Although there are informal mentors in many historical preservation and reenactment areas, the only formal program seems to be the Society of American Archivists'. As professional educators, just six of the fourteen colleges listed at <https://classiccarjobs.us> offer academic programs in automotive restoration and hot-rodding. The other eight might have auto tech classes, but do little to differentiate modern from antique and classic car repair. One school listed, the Kalamazoo Valley Community College, is missing out as it is under 25 miles from the Gilmore Museum and has no affiliation with them.

To provide additional background and publicity for the Grease Monkeys, a blog has been set up at <https://autorestitutionhobbyists.blogspot.com>. greasemonkeys.blogspot.com has been blocked for unknown reasons and frogmen.blogspot.com was immediately taken and never used again. Eventually, if we vote for a budget and money to fund it, we'll put up a website for all of our information, for mentorship programs, education programs, scholarships, and museum affiliations. The website, www.greasemonkeys.org is now available. Between 2001 and 2004 it belonged to the Chetek Youth Center Project, of Chetek, Wisconsin. Oddly enough, the organization had nothing to do with mentoring auto mechanics, however, the youth center was located in an old movie theater called "The Garage" and apparently, the kids who sold popcorn were nicknamed the "Grease Monkeys." No doubt, we would make better use and have a lot more traffic on the website than they did.

Bill Hansen's

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HOTTEST SUMMER EVER

The *Santa Ana Daily Register* of July 30, 1931 wrote a story about the heat wave they were having calling it the hottest summer ever. To illustrate it, they quoted scientists who observed species of fish for the first time such as Devil Rays and Hammerhead Shark—that are now considered part of the normal environment. They quoted Scripps meteorologists who first began measuring ocean temperatures averaging 69 degrees in 1916 that it was nearly ten degrees warmer that day.

SCIENTISTS SEEK REASONS FOR HEAT WAVE WHICH HAS GRIPPED SOUTHLAND 40 DAYS

While Southern California and the entire nation has been sweltering in the grip of a heat wave that kept the mercury hovering between 95 and 118 degrees for more than 40 days, oceanographers and meteorologists are attempting to find out what is causing this "unusual" weather.

Scripps' record of 78.4 degrees sea water temp would last 87 years until August 1, 2018 when it was measured at 78.6 degrees off that same pier. That temp increased to 79.5 degrees by August 9 becoming the new and existing record high.



1932 and 2024 Photos of Scripps Pier



BIRTHDAYS

Wayne Moore	14 July
Barry Mylar	19 July
David Frazee	20 July

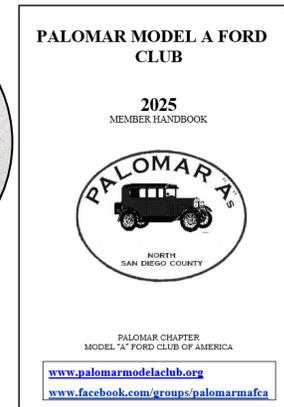
ANNIVERSARIES

Bill & Kathy Horn	2 July
John & Judy Burrell	16 July
Howard & Barbara Kruegel	27 July

Comparing high temperatures rather than average the 1931 high was only 4.4 degrees higher than the previous record high in 1929 & just 5 degrees higher than the highs annually from 1916 to 1930. The statistic that makes 1931 stand out is that of the 218 times the water temperature has exceeded 24 degrees Celsius at Scripps, 29 of those days were in 1931. Between 1916 and 1983, excluding 1931, there were just 8 days. Scientists of the time thought that it might be due to Pacific Decadal Oscillation of the Kuroshio or Japanese Current. Strong or Warm Tides in Japan equate to El Niño years in California, and 1931 was the fourth strongest El Niño on record. The 3 strongest, 1983, 1997, and 2015 don't correspond to the new record, however, only warmer averages

FUTURE ACTIVITIES

- July 2 Meeting at Palomar Estates 7:00 PM 650 South Rancho Santa Fe Rd., San Marcos. Please attend the meeting so you can pick up your 2025 Club Roster / Directory. There are several new members and a couple of new items included in the book this year.
- July 16 Breakfast The Money Pit, 1360 E. Mission Rd. San Marcos, 8:45 mtg. 9:00 AM
- July 17 Encinitas Cruise Night
- July 19 Long Beach Model T Swap Meet
- August 6 Meeting at Palomar Estates 7:00 PM
- August 17 Pebble Beach Concours d'Elegance
- August 20 Breakfast Pancake House, 435 S. Melrose Dr. Vista, 8:45 mtg.
- September 3 Meeting at Palomar Estates 7:00 PM
- September 13 International Model A Day and Santa Maria 23rd Annual All Ford Car Show in Old Town Orcutt. This year, the Show is celebrating 70 years of the Ford Thunderbird.
- September 17 Breakfast Pit Stop, 3825 Mission Ave. O'side 8:45 mtg. 9:00 AM
- September 20 Model A Day and Grand Reopening of the expanded Model A Ford Museum in Hickory Corners.
- September 22—October 13 : Route 66 Tour – Chicago to Santa Monica
- October 1 Meeting at Palomar Estates 7:00 PM
- October 3—5 The Race of Gentlemen on the beach in Wildwood, New Jersey
- October 5—11 SCRG Grand Canyon / Route 66 tour
- October 15 Breakfast Fallbrook Café 739 E. Mission Rd. 8:45 mtg. 9:00 AM
- November 1 Vintage Car Show sponsored by the Orange Blossom A's at the Riverside Elk's Club
- November 5 Meeting at Palomar Estates 7:00 PM
- No meeting December 3
- December 3-6 MAFCA National Awards Banquet – Mobile, Alabama
- December 13 Christmas Party at Hunter Restaurant in Oceanside
- January 7 Meeting at Palomar Estates 7:00 PM
- January 24-25 59th Annual Turlock Swap Meet at the Stanislaus County Fairgrounds.
- May 31—June 7 2026 MAFCA National Convention – Pendleton, Oregon



Car Maintenance : 5000 Mile

Continuing along the regular maintenance program, at the 5000 mile mark, many include greasing the leaf springs, followed by tightening the spring's U-bolts, and checking steering gear box oil level and adding some 600W if necessary.

Looking into greasing the leaf springs, it would seem people must be making due with old tools. I found several on Ebay, but nothing on Amazon. Online I found a company in England that makes a modern version of Manzel's or the Tomahawk Leaf Spring Separator, but it's no longer available, even if you were willing to pay the freight.

Instructions include first lifting at the frame to remove weight from the springs and insert a grease gun with a needle at the nozzle. Needles are readily available. I would imagine preferring the C-clamp version as a well-greased spring would push out something like a chisel fairly easily and you can't apply pressure to keep it in while you're using both hands to operate the gun.

As to tightening the U-bolts, when installing them, they were supposed to be tightened to about 60 lbs torque and then taken to the next slot of the castellated nut. After which a cotter pin is inserted, one leg crimped over the end of the bolt and the other bent around the side. Les Andrews just calls for inspecting the bolts, but you could follow the old-timers, remove the cotter pin, & check the existing torque. After a few 5000 mile checks, if you notice no difference, I'd quit doing it.

Speaking of Mr. Andrews, in the Jan/Feb 2002 issue of *the Restorer*, he talks about adding 600W oil through a zerk fitting installed by a re-builder in his steering gear box. He warns that overfilling the box in that method, will force oil to spill out the bottom of the light switch assembly. He says to remove the fittings and jack the front wheels off the ground. Slowly fill the box through the top fill hole. Rotate the steering wheel back and forth to allow the oil to get past the worm gear. Continue to fill until the oil reaches the fill hole. Reinstall the zerk fittings to seal the box. Then grease the zerk on the sector shaft housing. It only takes one or two squirts of the gun to fill it, however. Don't over grease it as grease will get into the worm gear housing. Checking this out, it appears to refer to the 29/29's seven tooth sector housing as the two tooth doesn't have a fitting that I can find.

Next month I'll go over items missing from every list I've seen added in Paul Moller's *Model "A" Ford Restoration and Maintenance Handbook*.



May 1916

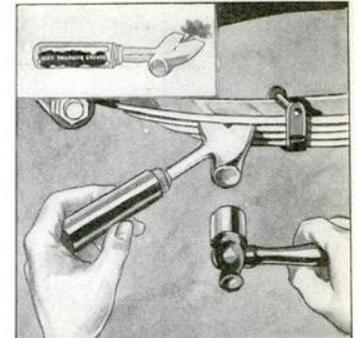
Popular Science Monthly

731

A Tomahawk Grease-Gun

COMBINING the advantages of a grease-gun with that of a spring-separating device, the tomahawk spring lubricator is a most interesting new tool. As the illustration shows, it is a small steel tomahawk, the hollow handle of which is filled with soft graphite lubricant. By a turn of the wrist, this lubricant is forced through a canal into the "edge" of the tomahawk, and thence between the leaves of the creaking spring.

The directions for this tool are the simplest: Hold the edge of the hatchet against the spring to be lubricated, strike a blow with a hammer on the striking butt and turn the handle with the left hand. A goodly quantity of lubricant is promptly forced between the spring leaves. Although the tool is particularly intended for small cars, it can be used on any sized spring on automobiles or trucks. All that is necessary is a heavier hammer and a stronger blow.



Here is a device that saves hours of time in greasing the leaves of automobile springs



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2025 Board:

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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
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Breakfast Coordinator	<i>Greg Wilson</i>	760-525-8993	gcw373@sbcglobal.net
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.palomarmodelclub.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



July, 2025

THE REFLECTOR

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