



THE REFLECTOR

Newsletter of the Palomar Model A Ford Club
May, 2025 : Volume 53, Number 5

APRIL EVENTS

There were six Model A's, three moderns, and fourteen people from the Palomar A's who attended the Central California Regional Group's Jamboree in Visalia. We dodged most of the raindrops and the traffic, although with an accident at the 15-215 split, we didn't need to use our overdrives for their higher speeds until Murietta.

Bruce Howe is really getting the hang of leading long tours as he knows all the gas stations, restaurants, potholes... on one railroad crossing on the 58, he seemed to even have been prepared with the train schedules as we only had to slow a little while the arm raised to allow us through.

Our lunch in Boron was great, as were the visits to the Boron Aerospace and the Twenty Mule Team museums. At the 20MT museum, Clyde found a Cletrac with a suspiciously familiar engine. The Cleveland Tractor Company's Model K 20 Crawler, normally came with a Cletrac Model 12-20 engine with 22 horsepower and sold for \$1575 in 1930. This one has a Model A Ford engine and was missing a number of pieces, but if you're interested in buying one of your own, Facebook Marketplace has a couple that are complete for just \$2000—not much higher than the



original price!

It was decided due to some heavy wind that our wrists and shoulders had had enough, so we had Fred Slikker lead us on a back road into Tehachapi through hundreds of windmills. The next day we stopped to see the Tehachapi Loop and at California Fruit Depot in Arvin hoping for souvenir photos and snacks. Then after lunch it was a quick drive up to Visalia.

That day there were a couple seminars, and then the next local tours with many of us meeting for

(Continued on page 4)



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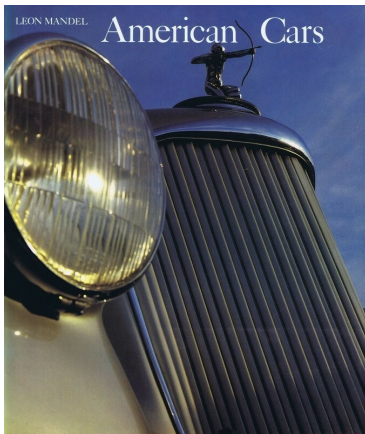
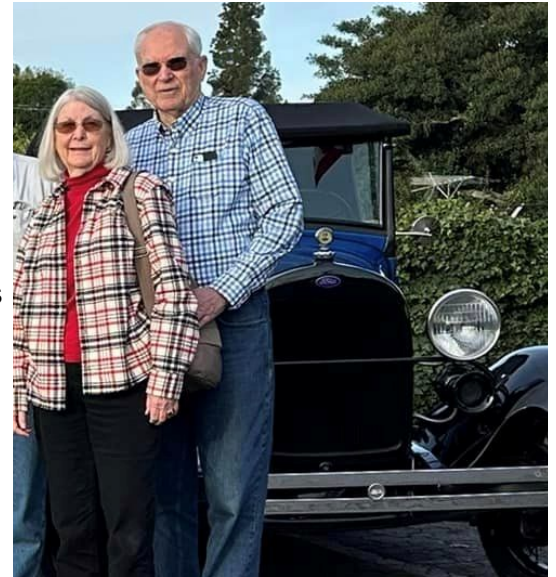
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PRESIDENT'S MESSAGE

Roseanne and I get together with some car friends Saturday morning for breakfast at Pegah's in Vista. Kurt is one of our group and he is the owner of Vista Transmission (his family started Fosters Freeze in 1947 which is another story). His shop is now closed for business, but he keeps it for a hobby garage for himself and close friends. One of his cars is a Ferrari, but he also has several other less exotic American cars that are in various stages of restoration.

I asked him if he had any experience with Model A transmissions. He could not find the manual that might be of use to us; however, he did have a book *American Cars* written by Leon Mandel that he likes very much. Mandel has been a car enthusiast for a long time and was the editor of both *Car and Driver* and *Motor Trend*. The book features the Harrah's Automotive Collection in Reno and has over 450 excellent photos.



Model A evolution is highly documented. After a great start in 1929, the stock market crash occurred which killed many of the car manufacturers leaving Ford, Chevrolet and Plymouth which became known as the Big Three. Model A saved Ford in 1929 (the year of my Delivery) which was attributed to the new 40hp engine and a bewildering array of types, including pickups, mail trucks, ambulances and fire trucks along with the basic car models. The mail truck cost \$675 which provided a "wonderful" all-around work horse. While the Station Wagon was listed at \$650 and is considered to be the first mass produced station wagon since other wagons were custom body shop creations. The Brewster Town Car had coachwork that gave the car an underrated sophistication which sold well in the urban Northeast.

I believe there are more Model A facts and pictures in this book than any other model or brand of car. Socially, Ford was also given credit for good wages that allowed their employees to buy the cars they built. One well known automobile author, John J. Fink, said of Henry Ford - our first, and probably our last, millionaire folk hero. Will Rogers thought that in his time Ford influenced more lives than any other man. It was said that he got 2000 letters a day and it was thought he might have become president.

Further in the book there is an entire chapter devoted to the car that saved FoMoCo the 1949 Model B -A. We all know as the "shoebox". Greg Wilson might enjoy this part as the typical post war buyer was a 30 years old GI, and after down payment that was normally the separation-from-service bonus. The loan would have been \$1,103 at \$50 a month and 4% interest. This car was designed and produced in about 12 months something unheard of even at GM. The only concession was sticking with the flat head V-8 since designing a new engine at the same time was unthinkable. For the genealogy buffs there are graphs for Chrysler, General Motors, Ford and American Motors/Renault starting in 1900. An interesting note being that Henry Ford built a car at about the same time as Henry Leland who produced the first Cadillac which was very similar to Ford so the two cars are listed as close cousins in the Ford genealogy chart.

As a closing note, the remodeling of Grand Avenue in Escondido is almost completed. There are two traffic circles replacing two stop lights. We tried the food at Up In Smoke 138 Grand this week and it was very good and reasonably priced. I will try to check with the Cruising organization to see if there will be a spot for Model A's. It would be fun to have a good showing this year and perhaps attract new members.

Bruce

APRIL MINUTES

The April 2, 2025 Meeting of the Palomar A's was called to order by President Bruce Furbush at 7:00 PM with 17 in attendance which included 2 guests. Many Club members were absent because they were attending the CCRG 2025 Jamboree in Visalia.

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

Sandy Wagner spoke as the Social Secretary for Palomer Estates. The Palomar A's are grateful to have Palomar Estates as a meeting area and approved a donation for use of the facilities. Sandy indicated that they had a quilting club that needed fabric and the donation came at an opportune time. The Piecemakers Quilt Club created and offered as a thank you, a beautiful Model A themed banner. There was talk of possibly displaying the banner during our meetings or possibly raffling it off in the future.

Sandy also offered an open invitation to the Palomar Estates Pancake Event, April 12 starting at 9:00 AM.

Guest Russ Parks, Carlsbad, described his '29 coupe which is in great original condition except for 12 V electrical upgrade.

Guest Dave Turner, Julian, professed to being a Dodge guy and owning multiple older trucks. He also relayed a wonderful story of attending a Palomar A meeting about 10 years ago. He was hoping to arrange a ride in a Model A for his then 90-year-old father that had owned an A many years before. Although Dave wasn't sure of the contact, he mentioned the name of John Frazee and remembered how happy his father was to be a passenger in a "green" Model A while Dave rode in the rumble seat. He wanted to thank the group for contributing to the heartfelt event. He also said he was looking for a Model A Pickup to join his Dodge trucks.

A motion was made by Ed Lopez to approve the minutes of the March meeting as published in the Reflector, and seconded by Mark Greenlee. Motion passed by those in attendance.

Treasurer's Report – Bruce Furbush gave a brief report for absent Bill Adams. Motion to approve the report and pay the bills was made by Karla Maxwell and seconded by Steve DeAmbrogio. Motion passed by those in attendance.

Donna and Anthony Lugo had attended the recent car show held at North County Ford. They said there was lots of activity and a considerable variety of vehicles all the way from a Packard to Corvettes.

Sunshine & Sorrow – Karen Beel is healed from her recent fall and was one of those in attendance at the Jamboree. Karla Maxwell was pleased with her recent cataract surgery.

Last Sunday Breakfast – Greg Wilson announced the April 16th breakfast will be at the Z-Café, 5256 S. Mission Rd. Bonsall 9:00 AM. Additionally, May 14th at the Start Fresh Café, 1034 S. Coast Highway, Oceanside, 9:00 AM. As always, Gather around 8:45 for the 9AM seating.

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

Short Tours – Mark Greenlee gave a review of upcoming tours that are listed in the Reflector Calendar in Progress.

Miscellaneous – While not a Model A tour, Bruce Furbush and Roseanne Meyerhoff did a bus tour of Death Valley. At 100 miles by 40 miles, it is the largest US National Park. In March it was not hot and there were beautiful views of snow on the mountains. They stopped at the Amargosa Opera House, the giant thermometer in Baker and claimed there was a flying saucer set up in the parking lot across the street. Talk about varied experiences on one trip! They said the trip could easily have been managed on a self-drive tour.

Tech Report – Along with a schematic diagram, Mark Greenlee discussed the Model A wiring system along with troubleshooting tips. He described it as "Hotwiring a Model A."

Greg Wilson added a story about an occasional, and frustrating "bang" that plagued him for quite some time. He checked multiple times for any possible source. Finally, he discovered it was a cable hitting the wall where it was housed. His answer was to stuff stabilizing rags around the cable. Later he sold the vehicle and informed the new owner as to the existence, and the necessity of the rags.

Hospitality – Donna & Anthony Lugo thanked Ed Lopez, Mark Greenlee, Irene and Steve DeAmbrogio for the treats. Mark Greenlee and Bruce Furbush volunteered goodies for the May meeting.

Neither the Big Opportunity drawing nor the Birthday Prize was awarded because of the absence of both Karen Beel and Bill Adams. Hopefully we can do a catch up for the April birthdays at the next meeting.

Meeting adjourned at 7:55 PM.

Submitted by Karla Maxwell, Secretary

APRIL EVENTS

lunch together at Brian Blain's home for tacos. Such a great home with an unimaginable amount of adult toys, pre-WWI racecars, small airplanes,



a yard art Model T reconstructed as a joke to make it look like a huge tree grew through it, and a massive treehouse from which members can be seen enjoying their tacos.



That night we had a barbeque at the Elks included in our registration so it had the largest number of Model A's together for the Jamboree. It was crowded, but well planned with plenty of help, so



it went surprisingly well considering. That night and the next day some things started being a little haywire. Both elevators in the main building broke, as well as the HVAC. My chest enjoyed a nice shower, though, in what's got to be the lowest shower head I've ever used. Then there were



water pump and carburetor leaks and worst of all, Fred's car hit by other cars, not once but twice. A



number of members didn't go on the Saturday tours and decided to cancel the leisurely two day return trip, get up at the crack of dawn and get home on Sunday.

There was still a lot to enjoy, and for Bruce and Rudy, to buy. Which was the smart way to go about things, apparently, because the club was nearly skunked when the raffle tickets were drawn that night. I understand almost everyone found their required tour ice cream stand, though,

EASTER COAT

so there was something for everyone to enjoy, at least for a little bit.



Bruce, David, Keith, and Linda chose to keep to the original plan, deciding to drive the scenic 65 then rather than the 58 all the way to the hotel, pull off on the Woodford-Tehachapi Rd. which turned out to have been an excellent choice due to superior pavement, scenery, and luck as this time when we stopped at the Loop, one train heading downhill stopped in sight, and then ten minutes later was passed by another train heading uphill.

With plenty of time before dinner, we visited the Tehachapi Train Depot Museum to enjoy lots of stories and Dad-jokes from the lead docent as well as another train passing by.

The drive on Monday was also nice, and leaving as early as someone insister, we were all home before noon.

The Z Café in Bonsall

Greg Williams continues to find very good, locally owned restaurants for us to meet for our monthly

breakfasts, and April 16th's Z Café was no exception. There were so many good choices at such a reasonable price that I was unable to make up my mind so I bought the breakfast promoting the event on Facebook. Here I compare the promotional photo with my breakfast—set up



as closely to the promotional version I could. Not quite as pretty, but looking closely I notice that mine, despite the whipped cream that collapsed a bit, had more fruit and a full second piece of French toast, so more to enjoy. We also got to enjoy friends from the Temecula club as well as Clyde's puppy, Queenie. I encourage everyone to join us May 14 at the Start Fresh Café at 9AM.



JUNGLE DRUMS

NEWSLETTER OF THE GREASE MONKEYS

SPECIAL EDITION, MAY 2025

POTENTIAL GOALS FOR ACTIVE GREASE MONKEY GROUP

Potential seems like a pretty strong idea because it's got the word "Potent" imbedded inside it, but what is the strength of a small group of already, very busy, mechanics spread all over the country who are about 70-years-old on average? How will meetings, parties, and service events take place? If we develop a FROGMEN handshake, will two members meet each other to physically try it?

There's three directions to look for GM potential: is there an organizational norm we'd need to follow to be legal; is there a need for us to fill; and, is there something we want to do that we can't do on our own.

* I think we can run this however it works, I imagine the need for a figurehead president and then a bunch of committees with committee chairs, such as a publicity committee, a financial committee, and a membership committee. Individual officers will become out of touch with such distances.

* HOA's have rules against working on rusty cars and high school shop programs are being phased out, meaning kids can't serendipitously have a friend who is a mechanic, so we could provide a shop and a restoration program with MAYRA helping some of who we apprentice to go farther with their own cars and be that friend.

* Can you hang around a high school before and after class approaching kids to ask them to your house to work on your car without having an organization? No, just don't. There is an Automotive Maintenance Badge offered by the Boy Scouts, you could seek out a troop leader to participate, but with an organization of mechanics, those leaders might

seek out you. Does helping a young person learn to be a mechanic sound like something you would enjoy doing when you're not with your car buddies? If it is, that is the potential for the Grease Monkeys.



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.

TEN MORE NAME PATCHES ORDERED

Things have slowed down a bit awarding founding memberships. Mostly this has to do with club leaders, once reached, asking for time to consider who is most deserving of the award. This means that in the job of coordination, the coordinator now has twenty two chapters contacted with offers. This shows a possible lack of coordination as there are actually only twenty five patches remaining unspoken for, while offering most of those clubs more than one award—if and when they respond.

Eventually, it can be expected that after several attempts by email, phone, and in person to reach and then remind chapter contacts, they may get around to responding with the name of the nominee or nominees and all of the patches will have run out.

There is an artificial deadline, however, in that the *Coordinator Monkey* will be *swinging from another tree* in a few months, so that's the goal for having all founders of the order selected. If the 100 envisioned founders are not achieved by then, and the groundswell for founding an active organization of mechanics isn't strong, then the few remaining patches may be sold at cost to founders as additions or replacements for ones lost.

The tally so far are 72 founders selected with most having received their awards and 11 founders who have replied with an interest in furthering the order through an active amount of elbow grease.

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BIRTHDAYS

Greg Wilson	4 May
Chuck Grabowsky	5 May
Marsha Moraes	7 May
Judy Burrell	8 May
Arlene Belt	10 May
Johannah Leffingwell	11 May
Karyn Frazee	15 May
Jim Foster	21 May
Roseanne Meyerhoff	22 May
Henry Rivera	28 May
Rick Spinello	30 May

ANNIVERSARIES

Steve & Irene DeAmbrogio	1 May
Robert & Shiela Saxman	11 May
Doug & Linda Dixon	29 May

*A pair of jumper cables walk **HUMOR???**
into a bar. The bartender says, I'm fine
to serve you but you better not start an-*

FUTURE ACTIVITIES

May 3—4 SCRG Tour to the Ridge Route (limit of 2 non San Diego members) hotel stay needed in Motel 6 at 51541 Ralphs Ranch Rd, or at Holiday Inn Express 612 Wainright Ct, in Lebec for morning start at Carl's in Gorman. Register ASAP with Bob Moore if interested bobmoore1@aol.com.

May 3 Don Long Car Collection w/ Orange Blossom A's - Corona, CA \$5 entrance 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 14 Breakfast at Start Fresh Café, 1034 S. Coast Highway, 9:00 AM Should be there by 8:45 for social time in the parking lot beforehand.

May 21 - 27 : NCRG 2025 Roundup: Sacramento
<https://sacramentocapitolas.org/2025-ncrg>

May 25 Fallbrook Vintage Car Show 10:00 to 3:00

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

July 19 Long Beach Model T Swap Meet

August 6 Meeting at Palomar Estates 7:00 PM

September 3 Meeting at Palomar Estates 7:00 PM

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

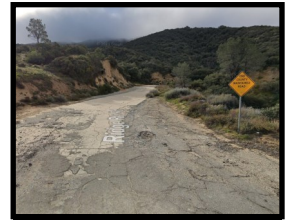
October 5—11 SCRG Grand Canyon / Route 66 tour

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

December 3, 2025 - December 6, 2025 MAFCA National Awards Banquet – Mobile, Alabama

December 13 Christmas Party at Hunter Restaurant in Oceanside



Ridge Route 2025



Don Long Collection



Car Maintenance : Another List

For MAFCA business, I looked up **Bill Reeder** in the online index for *The Restorer*. For those unfamiliar, MAFCA gives out an award for the writer of the best article of the year called the Bill Reeder Award. He was president in 1969 and wrote technical articles for many years. Unfortunately, he died in 1981 at just 58 years old.

As I myself am swamped, and I have a computer to help edit and spellcheck my work, I was amazed to find that he contributed several tech articles *while* serving as president in 1969. In the November/December '69 issue was one titled *Maintenance List for the Model A* which now follows for those unable to grab theirs off the shelf to turn to pages 8 and 9.

Regular maintenance on machinery is more than just a help toward reliability. It is an absolute necessity, if the machine is to have a long and useful life. Whether the periodic maintenance is accomplished by hunch or is done by check list is unimportant, so long as the needed items get taken care of. For those who prefer some sort of check list to help them remember all the items to be inspected, on the opposite page is a check list which has been worked out specifically for the Model A Ford.

The list includes lubrication, safety checks, electrical tests, minor tune-up adjustments, and some miscellaneous maintenance points the total of which is aimed at giving the Model A owner a dependable vehicle.

As a personal preference, I definitely favor the check list method over the "tinker-with-it-tomorrow" system. During World War II, I had the fun of standing main engine room watches for a time on the old battleship New York. She was built very early in the century, and her two ancient engines were still driving her easily along 24 hours a day for months on end. (Believe it or not they were four-bangers!) I asked about such good reliability, and the old Chief Water Tender told me it was due primarily to rigid periodic maintenance, all based on check lists.

The list on the opposite page will work well, and has been in use for several years on my two Model A Fords. But it is not a set of hard and fast rules. Local conditions and driving needs will vary widely the call for certain maintenance items. The list is presented as a suggested routine and as a possible starting point from which **an individual car owner can work up his own check list.**

Four highly important items not included are (1) tire pressure, (2) radiator water, (3) crankcase oil level, and (4) battery water and charge levels. For these you may want to set up a semi-monthly or monthly schedule. Another important step not covered is the addition of anti-freeze solution to the cooling system in the late fall in those areas of the country where it is necessary.

Those small numbers following certain items refer to the explanatory footnotes at the bottom of the list.

Readers who are reluctant to mark up or tear out a page from the precious copy of *The Restorer* are assured by the editors that it is permissible, in this case, to make Xerox

copies of the list without violating the Copyright.

The list is amazingly comprehensive, but interestingly, calls for lubing every 1000 miles instead of 500. The 500 mile checklist is for inspecting most rubber items, changing the crankcase oil, and checking the fan for cracks. Checking my 500 and 1000 mile checklists from the previous issues of the *Reflector* some of the things he adds at the 1000 mile mark are:

- 1-Do not over-lubricate the rear wheel bearings and rear brake operating shafts as they are subject to seepage past the axle housing seals and have a tendency to drip lubricant onto brake drums.
2. Test the battery operated emergency flashers some owners carry for road emergencies.
3. Test wheel bearings for looseness, spin. Be sure there is no excessive looseness in the fronts, and no gritty sound or drag in any spun wheel.
4. Tighten spring U-bolts front and rear. They should be kept very tight at all times as a precaution against cracks in the cross members and broken springs.
5. Inspect all engine compartment, brake system, and steering system cotter pins.
6. Wipeout headlight switch.
7. Give door dovetails a light coat of Vaseline as well as the door striker plates.
8. Use white graphite on the door lock mechanism and lock.
- 9 Clean the distributor cap, lid, rotor, and check each for cracks.
10. Check steering wheel free play (1" maximum)
11. Check lubricant level in differential, transmission, and steering gear.
12. Check wires for tight electrical connections with your fingers, including opening the junction box and check all the wires inside for frayed or cracked insulation.
13. Check points gap (.018" to .022")
14. Remove crank from front of engine (I love that Reeder puts this in just after checking the points.)
15. Lube the generator bearings
16. Clean and re-oil the air cleaner.
17. Put Vaseline on the clean battery terminals.
18. Open horn, oil bearings, and clean commutator.
19. Drain fuel sediment bowl.
20. Clean carburetor filter screen.
21. Oil hinge pins
22. And finally, Check tail light lens mounting screws.

Note: in checking the fan for cracks, he uses a mechanic's mirror and a strong light in order to see what's blocked by the radiator.

Reflector address through July 2025
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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.
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May, 2025

THE REFLECTOR

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