



The Grapevine



March - April 2016

Temecula Valley Ford Model A Club

Volume 18 - Issue II



Spring Has Arrived!

From the Editor - Dan R. Cheatham II

Spring has arrived and its getting warmer! Did you notice? Neither did I. It's already warm! Being from Colorado, I have not noticed any difference in the 'weather' at all. Southern California does not have what most others would consider 'weather' per se. Oklahoma has weather. Its either summer or 'not-quite-summer' here. Southern California is nature's gift to vintage car owners! According to my wall calendar Easter was just here so I will assume it is springtime. Our calendar is also now full of upcoming tours which is another indication of the season into which we proverbially now head. In this issue there is a new font which I have added and a short tips article on how to successfully go parts fishing on eBay with more to come! I also have a 'Backgrounder' about the world surrounding our Model A's, and I will be building on this information in future newsletters.

John Riley and Dana Jones are our 'Featured Members' in this issue and we certainly have quite a few classifieds this round. In honor of the Whipple's baking arts I am introducing the 1920's & 1930's baking and cooking inventions corner! So have a look and enjoy!

“Take your Honey to Brunch Tour”

by Laurie Perez

Surprise! Secrets revealed!
On Saturday, Feb. 13th, the day before Valentines Day, we gathered and left Temecula and headed to old 395. Along the way we picked up our Model A friends. We then stopped to regroup counting a total of 18 Model A's in our caravan. After a short discussion of logistics we set out on our way to the previously undisclosed goal. Luckily, we were able to take back roads clear down into Carlsbad.

(Continued on page 2)

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The lady's we're genuinely pleasantly surprised to see the aim of the tour: the FLORAL TRADE CENTER, in Carlsbad. The facility is home to many vendors with a wide variety of fresh flowers and exotic floral orchards & roses. A perfect place to prepare for Valentines day and ample opportunity for the men to avoid the embarrassment of forgetting to get the necessary florals. Over 20 vendors offer everything flowery under the sun. We partook in their offers filling our cars with aromatic blossoms.



Then it was off to Lunch at McCellan Palomar Airport. We enjoyed a great lunch at the Café there rounding out the afternoon. What a great a day. We couldn't have asked for better weather for the adventure!



Upcoming Group Tours & Events

Tour / Event	Leader RSVP	Start or Goal Location / Notes
Apr 10 - 55th Annual OCMAFC Pancake Breakfast	Larry Beel	Lake Mathews / Perris
Apr 14-17 - CCRG Central California Regional Group	Larry Beel	Clovis California, Leaving Thurs.
Apr 24 - 69th Annual Murrieta Fireman's BBQ	Lori Perez	Meet at Richie's Diner, bring chairs
May 21 -9am - Hubley Derby - San Bernadino	Ron Hull	
May 28 - Picnic @ Lawrence Welk Resort (Pot Luck)	Bill Lieber	North of Escondido off 15
June 19-24 MAFCA National Meet	Larry Beel	Loveland, Colorado
July 4 Independence Day Fireworks	Ron Hull	Temecula (Lutheran Church)

Upcoming Swap Meets and Gatherings

Meet	Location
Mar 29 - Pala Mesa Golf Resort Car Show & Swap Meet	Fallbrook (off the old 395)
May 7 - 46th Annual Antique Nationals Drag Race	9300 Cherry Ave., Fontana, CA open 8:00am
Jun 11-12 47th Swap Meet MTFCA Riverside-Corona	6707 N. Little League Dr., San Bernardino 92407
Jun 19 - 46th Annual Murrieta Father's Day Car Show	California Oaks Sports Park, 6:30am - 2:00pm



Tech Day 2016 *by Dan Cheatham II*

Tech Day took place on March 5th at Allan and Karolina Porch’s house. An amazing property with a magnificent view peering out over Lake Mathew and a large separate garage with a convenient service lift for the cars. It was an ideal setting for Tech Day 2016 in which about 40 people chose to indulge. It was foreseen as a potluck lunch which resulted in more food than anyone could have imagined. Food, food, and more food!



Karoline was an especially gracious host preparing and taking care of everything that the guests could have ever needed or wished for. The Tech Day almost got delayed due to a supposed weather front which did not arrive. All we got was a sprinkle and the skies cleared leaving a clear view of the lake. The group quickly divided into the usual two, with the men in the garage working on the cars and the women enjoying the house and the view, and filling the afternoon with pleasant conversation in the kitchen and on the Porch’s porch.

This Tech Day’s car fixes were a Phaeton’s front brakes, a Tudor named “Daisy” getting her stop light switch correctly installed and tested, and Joe Patrick’s new Model A getting a back-up camera installed, or at least started...



The planned send off party for Phillis and Al Bennett, who will be moving to Upper Michigan, was greeted with a beautiful afternoon and a picturesque cake! We will miss them both! All in all it was a very successful day.

Many thanks go out to Allan and Karolina Porch for framing it well, picture perfect, technically speaking.



Featured Monthly Art Deco Script - LTC Broadway ‘Regular’

I already introduced this font’s history in the last issue but now I am introducing it’s use in our newsletter. Mr. Sol Hess introduced this lowercase version of Broadway Engraved in 1929 to Lanstons Monotype’s scripts collection. It is used mostly for paragraph introductions as a blackletter type but it also found it’s niche on posters and buildings during the Art Deco period. Broadway will now grace many of the article titles in our little messenger.

John Riley - Featured Member

Interview by Dan Cheatham II



1947 John Riley is on far left

John's first Model A Ford goes way back. In 1950 he was working for a dairy farm in El Rito, New Mexico and walking to work every morning. He was 13 years old and started his shift at 4:30am. As winter arrived his dad thought it would be a better idea if he could drive to work by himself during the winter. So his father bought him a used dark blue Ford Model A Sports Coupe with rumble seat for \$90. Later, in 1954 John sold the car again for \$35 when he joined the Navy.



Many a year in later in 2007 the nostalgia for the old Model A came back. His son

knew he was looking for just such a car and found the perfect replacement in EBay. They called the seller and found that the car would be out of bid two days later, negotiated a price and closed the deal. John had found a 1928 dark emerald green Special Coupe with turquoise striping reminiscent of his first coupe. It wasn't \$35 anymore, rather \$11K, and very sick. So they drove down to Bullhead City, Arizona and trailered it back. They had to bungee the doors shut to keep them from banging on the trip. In the village where he had grown up the Spanish speakers referred to their old vehicles as "Mi Cucharacha". So, John and Dana dubbed the car "Cockroach". On arrival John called our Rudy for help, whom he had met at the Murietta Fireman's Barbecue as a first time guest of Joe Baltikauski. After some quality time on Rudys operating table and a few modifications later, the car ran great. John then joined the ranks of the Temecula A's. John and Dana drove quite a ways in "Cockroach", joining in on the Yellowstone Tour crossing some 4000 miles, stopping occasionally for the usual maintenance along the tour.



In 2014 he drove it down to a local watermelon stand not far from his home. There a man walked up to him and bluntly stated that he was "gonna buy this car". Asked what John wanted for the Coupe, John thought a minute and replied \$20K. The reply was surprisingly "sold!" And the deal was sealed. By December of the same year John had reinvested the money in a 1931 green and black Slant Window Fordor which has since been dubbed "Loosy",



because everything was loose when they picked it up. AND together with Dana Jones they both invested in a 1930 straw and black Tudor and dubbed it "Daisy". Looks like the original investment of his father 66 years ago has since paid out!

New Members

We welcome to our club: Scott & Sue Sandersfield, Henry & Norma Shrewbury, John & Linda Misoni, Dale & Eleanor Stanfield, Aaron Stottard & Melinda Masner

Member Birthdays & Anniversaries

Birthdays

3/1 Scott Sandersfeld
 3/6 Bob Grieb
 3/12 Matt Giacalone
 3/19 Al Bennett
 3/23 Lori Perez
 3/25 Dottie Schweiger

3/29 Caroline Constante
 3/29 Aaron Stottard
 4/5 John Riley
 4/16 Larry Beel
 4/18 Jan Baltikauski
 4/28 Jessica Baltikauski

Anniversaries

3/1 Scott & Sue Sandersfeld
 3/2 Allan & Karolina Porch
 3/18 Kim Leon & Valorie Sparks
 4/14 Larrie & Bobbie Whipple

1920's and 1930's Culinarities Column

Ruth Wakefield's Toll House Cookies

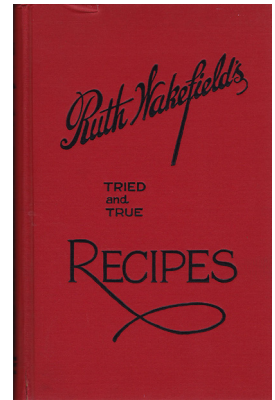
written in honor of Larry and Bobbie's Cookies!



Baked cookies have been around for a lot longer than our Model As. But in the 1930's two of our most well known cookie recipes became part of American baking tradition. Chocolate Chip cookies is the most widely known of them. But when and how did it come about?

Ruth Graves Wakefield, born 1905, later graduated from the Framingham State Normal School Department of Household Arts in 1924. In 1930 Ruth and her husband Kenneth bought the Toll House Inn, a tourist lodge built originally built in 1817 in Whitman, Massachusetts. She had been a lecturing dietitian prior to opening the Inn. She soon gained some notoriety as a great cook and was well known for her desserts.

As the story goes one day, while baking cookies she ran out of bakers chocolate and so she chopped up a Nestle Semi-Sweet Chocolate Bar. The chips did not melt and mix into the batter as she thought and thus was born the 'Chocolate Chip Cookie'. Her book Toll House Tried and True Recipes was first published in 1936 but the actual recipe was included in the 1938 edition for the first time as "Toll House Chocolate Crunch Cookie". It became so popular that Nestle's Semi-Sweet Chocolate Bar sales soared and Andrew Nestle eventually bought the recipe from her in 1939.



Chocolate Crunch Cookies

- | | |
|--|---|
| <p>Cream
 1 cup butter, add
 3/4 cup brown sugar
 3/4 cup granulated sugar and
 2 eggs beaten whole. Dissolve
 1 tsp. soda in
 1 tsp. hot water, and mix
 alternately with
 2 1/2 cups flour sifted with</p> | <p>1 tsp. salt. Lastly add
 1 cup chopped nuts and
 1 lb. Nestles yellow label
 chocolate, semi-sweet,
 which has been cut in
 pieces the size of a pea.
 Flavor with
 1 tsp. vanilla and drop half
 teaspoons on a greased
 cookie sheet. Bake 10 to
 12 minutes in 375° oven.
 Makes 100 cookies.</p> |
|--|---|

Ruth Wakefield died in 1977 and the original Toll House Inn burned down on New Years Eve of 1984 but Nestle's Semi-Sweet Chocolate Chip packages still carry the recipe on the back of every yellow package to this day, a real 1930's American Tradition.



The Toll House in 1936

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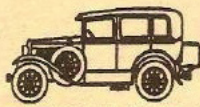
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The Stock Market Crashes!

The 1928 - 1931 Model A Era - From Prosperity to The Great Depression - (A short history for our members)

The roaring '20s and the era of the Model T was marked by the post Great War period of expansion, technological innovation, expansion and low unemployment. The stock markets soared and general prosperity reigned. The nation's wealth actually doubled. It was an era of political upheaval and considerable social change. Women got the vote and prohibition was enshrined in the 19th amendment resulting in the time of the Speak Easy. Short skirts, Flappers, Bobbed Hair, Jazz music, and the bootlegging markets thrived, as well as the infamous gangsters so often (wrongly) associated with our Model A's. Henry Ford's numbers climbed steadily, especially in 1923-24. This is the lead in period of our Model A, fashions and technologies, ideals and attitudes. Henry Ford's own book from 1922 titled *My Life and Work* gives the best insight toward understanding Henry's successful approach to the period. (It is a great read!)

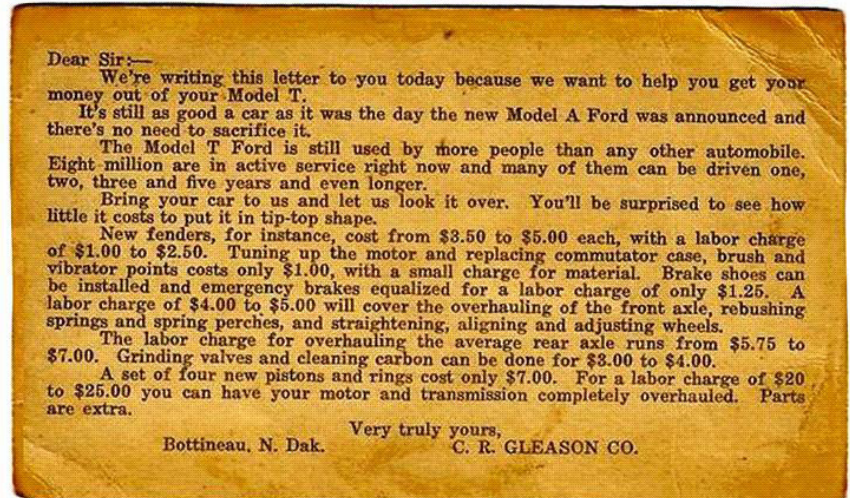
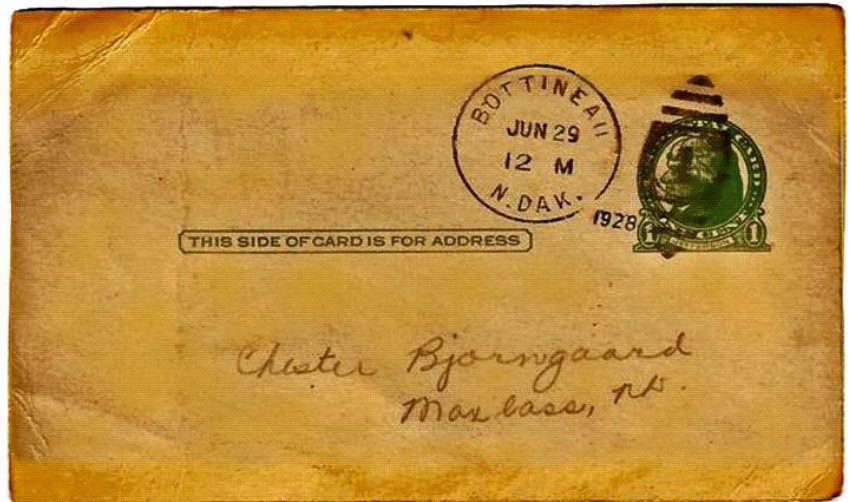
The Storm Brewing

The signs of decline were already amassing by the end of the 1920's. Low wages, high industrial debt, problems in the agricultural sector and other factors made things worse. Stocks still flew high but were highly overvalued. Under market pressure and diminishing sales numbers Henry Ford launched the Model A in December 1927, replacing his Model T line in its entirety and completely retooling all his facilities in record time. The retooling cost Henry \$250 Million raising Ford's assets to near one billion dollars. With the first Model A our club was born in December 1927.

The Model A in an Era of Change

In 1929 Henry published a series of interviews titled *My Philosophy of Industry* explaining many of his views about America, American life and Industry at the time. At the time he thought he could still build a vehicle priced for any market condition despite the worsening markets. With this as our backdrop one can quickly understand why one can speak of the 'early' Model A era as being 1928-29 with the 'late' Model A years claiming 1930-31. The Model A was a considerable break from the Model T technology boasting shock absorbers, a regular gearbox, 40-hp engine, four-wheel brakes, safety glass as a standard and a new sleeker body design. The new car is also finally offered in several standard colors! Its release created a frenzy, with 10 million people seeing the Model A within 36 hours of its release. In another change the Model A was also being heavily marketed to the female driver as well as being the working man's sign of rising affluence. It was truly the working class vehicle but now more refined than its predecessor. But it was still under development.

(Continued on page 8)



Ford Dealer letter to existing Model T customers dated June 29, 1928

Classifieds

1931 Ford Model A Sport Coupe / Webber downdraft carburator / Borg-Warner Overdrive / modern shocks / 12 volt electrical / CB radio & backup camera / new carpet / white wall tires / beige trunk & spare tire front mounted tool box foldable rear window / cowl lights / wing windows - \$ 23000 - Contact: Joe Patrick at (951) 258-7402



1929 Ford Model A Fordor / B-motor & transmission with overdrive / 12 volt electrical, CB Radio \$ 11500 OBO
Contact: Ken & Mary Lavazari at (951) 302-1980



1930 Ford Roadster High Boy / 12 volt electrical, top bows / Extra parts - Running \$ 8500 OBO
Contact: Bob Hutchins at (951) 672-3448



1928 Ford Model A Pickup - Older Restoration
Engine fully restored, with just 80 miles on the pickup
\$ 16000 OBO
Contact: Paul Near at (909) 886-8550 (cell)



1931 Steel Back Victoria - Murry Body - New Restoration
12 volt electrical, 16" wheels / whitewall tires / trunk
Super clean car \$ 25000
Contact: Hank Shrewsbury at (951) 696-9513



1933 Ford Pickup frame and parts for restoration. \$2800 ‡ Contact **Jay Smith** at (951) 679-8086

(cont. from page 6) In 1928-29 Ford stuck to his policy of line development instead of yearly revisions. The first revision came when the body form changed in 1930 resulting in more legroom, a smoother transition between hood and cabin, sleeker elongated fenders, cowl lights and considerable mechanical improvements.



Then came Black Friday, Black Monday and then on Tuesday, October 29, 1929 the Stock exchange collapsed and was in free fall. Although the situation stabilized the whole worldwide situation changed and the Great Depression began continuing until 1939. By 1933 half of all American Banks had collapsed and unemployment was reaching 15 million people which was about 30% of the total workforce. Stocks were down to 20% of their original values. Money was tight and owning a car was becoming more difficult for the working class of Americans.

All this was happening while Ford was building our Model A's. Quick thinking, self-financing, a clear but flexible pricing policy and tight control over all aspects of production kept the Model A's rolling off the highly streamlined factory ramps. Eventually the market situation began catching up with Ford and numbers began falling. In 1932 Henry was forced to release workers and close 25 U.S. plants, slashing wages to \$6 in October. By 1932, under continued market pressure Henry quickly launched the V8 Model 18. In 1932 some 250 Model A's were still completed to bridge the gap and use up parts but all the factories were again retooled for the Model 18 V8 and the V4 Model B and the Model A was retired. Calendar year production volume reaches lowest since 1914. Ford loses \$75 Million for the year. Stay tuned. More to come in the next issue!

The Arcane Secrets to Buying, Searching and Selling on eBay

Part of the adventure of owning your car is getting the parts, pieces and accessories for it.

This also includes some of the 'correct tools', and the correct Model A Ford Instruction Book for your car year, getting a fitting Fedora, a vintage era dress or patterns for the dress, era shoes and jewelry, etc. Some members also sell unnecessary old items in order to generate the extra cash necessary to be able to buy these parts and pieces.

After joining the club I discovered that many of the members buy and sell on eBay. Many of you have tried and made your experiences already, both good and bad. Too many have made bad experiences. Since I use eBay a lot and relatively successfully, I decided to write up some working tips on how to successfully find, buy and sell parts for our era cars on eBay without getting burned, wasting time, or sadly losing a good item, or even an entire car, for less than it was actually worth. This article is geared directly for vintage Model A Ford era stuff including cars, clothing, and accessories. Because of the inevitable length of such an article I have decided to abbreviate this article for the newsletter and publish the full article as three individual handouts at three consecutive member meetings, or make available on request.

The three parts will be: I. Buying on eBay, II. Searching on eBay, and III. Selling on eBay. Today's portion is 'buying'. Remember there are lots of ways to get and sell your parts. This is just one popular way of doing it. I will publish alternative sources after this eBay piece. Please understand that these are tips only and not the rule, so please don't go and sue me if something doesn't work exactly or if the buyer or seller acts differently. I am only making helpful but informed suggestions and I want to help you buy or sell and still have fun with it.

Fishing tips on Ebay Part 1 - Buying or 'The thrill of the find!'

Model A Parts and accessories are not always the cheapest but are readily available. New and remake parts can be found in parts catalogs such as Snyders or Brattons or picked up at Grumps Garage in Lake Elsinore. (Cont. page 9)

(cont. from page 8) Well preserved original parts, NOS parts, and restored or tested parts are a bit trickier to find. Many of these can be ordered from shops such as Sammy's in Arizona or Burt's Model A in Denver. As an alternative many of us go to Ebay to source rare or very specific parts, accessories and items such as era clothing which are not readily available elsewhere. Many remake and restored parts and even fully restored cars are available in EBay.

But its ALWAYS BUYER and SELLER BEWARE. Many have been burned or made unfortunate discoveries once the parts and pieces have arrived. Still there are great finds to be had if your heed a few points of advice.

Here are eight of my tips to help get the best out of EBay and reduce your risk:

1. **FIRST THING! Don't bid!** That is, **until** you have all the information you really need.
2. **Know your item:** It may look like your part but is it really? This is the biggest problem and the cause of most surprises on arrival. If you don't know your part, you don't know what to ask.
3. **Ask the 'Key Questions':** If the picture and description doesn't tell you what you need, then ASK the seller before you bid or buy. Contact telephone? Country of make?, Vintage or new?, Size, Size, Part number? Cracked? etc...
4. **Contact the Seller:** Knowing how to ask your key questions and then learning how to negotiate on eBay, when the seller is open to it can save you disappointment, make the find more fun and save you money.
5. **Negotiate!** "Best Offer" or "Buy Now": If these are available use them to your advantage. If they are not learn how to negotiate a deal and close close it using them. If the 'Best Offer' is there the seller has already said they will take less!
6. **Avoid the bidding wars:** Bidding too early is NOT to your advantage and usually triggers a loss and not a win unless you are very lucky and no one else wants the part. Bid preferably in the last seconds of an auction.
7. **Bid Speed:** For number 6 (above) to work well you should know how to be best connected. Not all connections are 'fast' and can cost you precious seconds when bidding and even cause your last seconds bids to arrive too late. iPads and Tablets as well as iPhones and Smart Phones are never as fast as a computer browser screen, especially if you are connecting through a 3G or 4G net instead of a WiFi net.
8. **Financial Safety:** Use PayPal if possible. Pay immediately or relatively quickly after winning a bid, BUT never pay anything in public WiFi networks or at cafes or restaurants, especially when using a credit card. Personal home WiFi is safest relatively speaking. 3G/4G telephone networks and 'personal hot spots' are acceptable.

Happy Fishing!

COME JOIN US!

Monthly meetings are held on the **third Thursday** of each month (except in December)
7:00pm at Richies Real American Diner
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TEMECULA VALLEY MODEL A CLUB
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PLEASE VISIT OUR WEBSITE AT:
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ABOUT US

The **Temecula Valley Model A Club** was established in the year 2000 and with an emphasis on touring, has steadily grown into a group of Model A enthusiasts who never miss an opportunity to get out and drive these wonderful old cars. Whether just going for ice cream or across the country, you're invited to join us in celebrating the fun and friendship Model A's always invoke. Membership is \$15 annually and is open to anyone with or without a Ford Model A. We are a chapter club of the MAFCA (Model A Ford Club of America) therefore a MAFCA membership is encouraged.

Contributions or Photos?

Our club thrives on information, both historical, curious and modern. Help us in providing you with an up-to-date and informative news source of our wonderful car club! Send photos, events or articles to Dan Cheatham, Editor at: dan@dancheatham.com