



San Diego Model A Ford Club Inc.

Over 65 years of Model A'ing



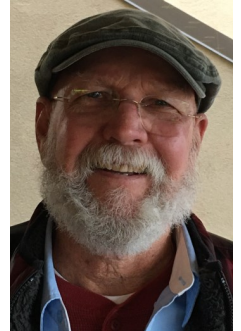
P.O. BOX 19805 SAN DIEGO, CA. 92159

August 2025

PRESIDENT'S REPORT: *Guy McElroy*

I don't know if you were paying attention at the last business meeting but it appears that Valarie's little blue coupe "JEFFF" is up for sale. Her grandson has decided that he does not use it enough to keep it. The car is in Tennessee now, the son and grandson towed it back there shortly after we had the celebration of life for Val. Dave Francis had all the info about the car at our last meeting. Dave had researched

all the new parts and servicing that the car had received. My Judith took all the info and passed it along to her brother Bruce, who is the current President of The Palomar Model A Club. Bruce has a 1929 Sedan Delivery which was heavily modified and been out of service for a couple of years. He has been looking for a good, well-maintained stock Model A car to get him back on the road again. Bruce has been making phone calls to the grandson in Tennessee and to transport companies. I spoke to him a couple days ago about getting it re-registered with the "JEFFF" plates back in California. I thought that was pretty cool that he wants to put Val's plates back on it. The car is currently wearing Tennessee Historical Vehicle plates. Won't it be grand to see Val's old car putting around town again? Maybe I'll be able to get him to some of our events.



On another topic, a couple of business meetings back we had a guest named David Powell. He was from Georgia and was in town for a business meeting. David is a Model A enthusiast and had some time on his hands. He decided to go online and look up "Model A Ford Clubs". As luck would have it, he came across our wonderful San Diego Model A Ford Club home page. David was so impressed by our website that he wanted to attend one of our meetings. He contacted Chris Halter to make sure he understood when and where the meeting was and make sure it was ok for him to attend. I know a lot of us club members are not really into the whole computer thing. If you have never navigated through the website that Chris has created for us, you should. It is a thing of beauty and really quite easy to work with. I have no idea how Chris does what he does, it's magic to me, but the final product is a wonderful thing. I want to thank Chris for all the work he puts into making our club accessible and attractive to the world. Thank you Chris Halter!

UP-COMING EVENTS: Save these dates!

AUGUST	8	Business Meeting—Santee 7 PM
	16	Obsolete Technology Tour—Jim Train
SEPTEMBER	12	Business Meeting—Santee 7 PM
	13	Poway Parade
	20	International Model A Day Tour



"At the Beach" Issue

QUAIL CALL

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All articles submitted for publication should reach the editor
before the 25th of each month. All articles become the property
of San Diego Model A Ford Club and are subject to corrections
or revisions. Permission granted to reprint articles.

We guarantee mistakes in every issue !

You will find past and present issue of the Q.C. on the website

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2025 BOARD OF DIRECTORS AND COMMITTEE CHAIRMEN

BOARD OF DIRECTORS

PRESIDENT	Guy McElroy	(619) 994-0872
VICE PRES.	Ron Niemeyer	(619) 990-3680
SECRETARY	Kris Francis	(619) 895-5610
TREASURER	Nayola Bieber	(858) 530-2336
TOURS	Dave Kelsen	(619) 772-2625
TECHNICAL	Paul Winchester	(619) 599-3116
PAST PRES.	Fred Crone	(619) 265-7014

Board meetings are held quarterly: see *Quail Call* for
dates and location. All members are welcome to at-
tend, just let the host or hostess know you are coming.
Board members must belong to both National Clubs.

COMMITTEE CHAIRMEN

Membership	Rochelle Svelling	(619) 994-6828
Fashions/Era	Cliff Hughes	(858) 231-5610
Refreshments	Jennifer Baehr	(760) 803-7690
Cor. Secretary	Kris Francis	(619) 966-9040
Property	Jim Taber	(619) 447-7801
Ways & Means	Tina Weisenseel	(858) 228-7547
Merchandise	Lisa Albrecht	(619) 861-0970
Defender,	Ray Beardslee	(619) 465-9513
Mail-box	Ray Beardslee	(619) 465-9513
So. Ca. Rep.	Ray Beardslee	(619) 465-9513
Web Master	Chris Halter	(858) 382-3529
Q.C. Editor	Kris Francis	(619) 895-5610

CLUB MAILING ADDRESS: P.O. BOX 19805 SAN DIEGO, CA. 92159

BUSINESS MEETING HELD THE 2ND FRIDAY OF EACH MONTH AT 7:00 PM

**Carlton Hills Lutheran Church;
9735 Halberns Blvd.,
Santee, CA. 92071**

The San Diego Model A Ford Club was first founded in 1957 by a few dedicated Model A owners. Our purpose is to help preserve the Model A, which was in production by the Ford Motor Company from 1928-1931. Ownership of a Model A is not a requirement for membership in the club. Membership dues are \$30.00 per calendar year. Membership in one of the National Clubs is mandatory (either MARC or MAFCA) and the responsibility of each member. Contact information to join a National Club is listed below:



Model A Restorers Club

6721 Merriman Road,
Garden City, Michigan 48135
(734) 427-9050

E-mail: modelarestorers@sbcglobal.net

Website: www.modelaford.org

Dues are \$50.00 per calendar year.

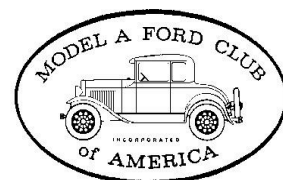
Model A Ford Club of America

250 S. Cypress Street
La Habra, Ca. 90631-5515
(562) 697-2712

E-mail: info@mafca.com

Website: www.mafca.com

Dues are \$50.00 per calendar year.



SAN DIEGO MODEL A FORD CLUB

General Business Meeting – July 11, 2025



The General Business Meeting of the San Diego Model A Ford Club was called to order by President Guy McElroy at 7:00 PM on July 11, 2025. Guy led the Pledge of Allegiance, then asked for a moment of silence for the passing of Billie Bonnorant. Ray Beardslee moved that we accept the June 2025 Minutes as published in the Quail Call. Ben Taravella 2nd; motion passed.

Tours: [Dave Kelsen] **Past Tours:** **June 21 – All Ford Picnic** at Santee Lakes. The group met at the El Cajon target and drove the back way to Santee. With great weather, 14 A's and 5 moderns attended and enjoyed the cars, Bar-B-Que & raffle. Ron Niemeyer won 3rd place in the People's Choice Award. This event earned both tour and display points. Thank you to Joe & Susan Valentino for organizing the event. **Upcoming Tours:** **July 16** – Zach & Rochelle Svelling are coordinating a tour to **Granite Lyons Winery** in Jamul. Will take back roads to the winery; bring a picnic lunch. Meet at El Cajon Target at 10:30. **August 16th – Tour to Jim Train's Obsolete Technology Shop.** Meet at Starbucks at 15 Fwy & Miramar Road at 10:30. We will go out to lunch afterwards. **September 20th - International Model A Day.** Have checked out several venues but still working out the details. More next month.

Parades/Displays: [Ron Niemeyer]. **Past Parades:** **June 14 – La Mesa Flag Day Parade** 10 A's participated; 1st tour event for Ahna Holder's new 1928 Blindback. **Wings & Wheels at Gillespie Field** 3 A's attended. **June 15 – Father's Day Car Show at Shadow Mountain Church** 6 A's attended & Guy McElroy received a first place ribbon in the Vintage Class with his '29 Town Sedan. **July 4th – Alpine Community Center Festival** 9 A's attended + Ahna's Holder's Great Race Mustang. **Covenant Village Parade/Display** – smallest parade ever but good food & music. **Future Parades/Displays** **July 13 – Village Walk Eastlake.** 9 A's signed up. Meet at 4; home by dark and they pay us! **July 26 – Pine Valley Parade** starts at 9 AM; leaving El Cajon Target at 7:30 AM. **September 13 - Poway Parade.** **November 11 – Veterans Day Parade.**

Treasurer: [Nayola Bieber] Checking account balance included **money deposited in June:** \$73.00 Ways & Means; \$28.00 Refreshments and \$100 donation from the Good Samaritan display. **Bills to pay.** \$41.70 to Tina Weisenseel for Ways & Means supplies. A motion was made by Arlyn Bieber to pay this bill, seconded by Tom Lazar; approved by all members.

Old Business:

2026 Board Positions. Positions needed to be filled next year include Secretary, Treasurer and Tours. Julie Halter agreed to fill the Secretary position with Kris Francis assisting if Julie is out of town. Still looking for volunteers for these other positions.

New Business:

MAFCA Banquet December 3-6 in Mobile, AL

Model T Swap Meet in Fullerton October 4

Membership: [Zach Svelling] 50 in attendance tonight with 3 new members and one visitor. Paul from the Car Club Council has a 1928 Tudor and Joel & Amy Perez have a 1929 Pick-up.

Merchandise Lisa Albrecht has agreed to take over as Merchandise Chair. Mugs, bags & shirts available tonight.

The Great Race – Ahna Holder gave a mini report on the 2025 Great Race from St. Paul, MN to SC. This is her 6th race.

Property: [Jim Taber] – Jim's storing the Hubley Race track with our other property. Can we use it soon for a Hubley Race? Guy recommended incorporating it with the International Model A Day tour and set up the track at his house for a mid-tour stop.

Defender: [Ray Beardslee] Nothing to report

Refreshments: [Judith McElroy for Jennifer Baehr] Need sign-ups for August and beyond.

Webmaster: [Chris Halter] Check out the on-line parade & tour sign-ups. It's easy!

Correspondence: [Kris Francis] Both national publications have included our Chapter reports.

Car For Sale – Valarie Basham's 1931 Sport Coupe is for sale \$14,000.00 by her grandson. Contact info was provided. Car will need to be shipped from Tennessee. Members provided shipping vendors they have utilized and estimated the cost at \$1600-2000.

Era & Fashions Presentation: [Cliff Hughes] Cliff discussed how a friend in the Red Bluff Model A Club got him interested in Model As.

Technical: [Paul Winchester] Paul Winchester discussed how to utilize metal valve stems in Model A inner tubes.

Ways & Means: [Tina Weisenseel] Six raffle items with a \$20.00 Target gift card for the Door Prize.

Membership drawing prize [\$20.00]: Mark & Linda Sawyer's names were drawn but they were not in attendance. Next month = \$30.00.

Hard Luck Trophy: Judith McElroy was presented the Valarie Basham Memorial Hard Luck Trophy for issues experienced when leaving the All Ford Picnic.

Closing: Ric Bonnorant shared a brain teaser that 8 year olds get quickly but seniors not so much.... A motion was made to adjourn the meeting at 9:00 PM by Dave Sohr and seconded by John Weisenseel. Meeting adjourned.



Respectfully submitted,

Kris Francis,

Kris Francis (Recording secretary)

Tours Report

Greetings everyone! On Wednesday, July 16th, our Tour was to the Granite Lyon Cellars Winery in Jamul. Zachary & Rochelle planned the Tour and led us to the Winery. We met at the Dixieline in Rancho San Diego at 10:30am. We drove through the backroads of El Cajon and Jamul to make our way to the Winery. It was a perfect day without much traffic.

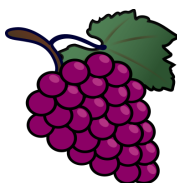


Zachary arranged for our Club to have a Tour of the operation by the Manager. She tried to make it simple; but it isn't easy to make wine. It is easy to do it wrong as the weather, the rain, the insects, and bees can interfere with the process ~ not to mention the permits and sanitation requirements. Everything is timing. It was a very impressive presentation. Our own Ric Bonneront lives nearby and has a vineyard and joined us there. He shared some of his knowledge with us. We had a nice picnic lunch, including some great wine and conversation.

On our way home, we stopped at Steve and Lisa Albrecht's home in Jamul. As you park and walk into the backyard you discover a Western Town, complete with animals. They built it entirely themselves about 5 years ago.

It is fantastic!! In addition to the Western Town which includes a He shed, She shed, Saloon, Jail, Brothel, and General Store; there are animals, an orchard and vegetable garden. Each building is staged with antiques and relics from the time period. The animals included a Llama, Goats, Miniature Burros, Chickens, Corgis (dogs), and more. We were offered home grown tomatoes on our way out. Thanks to Steve and Lisa for inviting us.

We had 7 Model As and 1 Modern. **Mileage goes to:** Steve & Lisa Albrecht, Ric Bonneront, Fred Crone, Dave Francis, Guy & Judith McElroy, Ron & Linda Niemeyer, Zachary & Rochelle Svelling. **Participation Points goes to:** Dave & Sherill Kelsen. **First Time Tour Miles goes to:** Steve & Lisa Albrecht driving their nice Victoria. They are getting it dialed-in for comfortable touring.



Upcoming Tours continued of page 6.



“A” nother Awesome August

Looking back out the rear window



Crone, Betsy Johnson, Ed Woodruff and Phil Kowalewski. (Photo left)

Friday July 4- Covenant Village Display. 8 A's proudly paraded through a section of the facility displaying our red, white and blue in celebration of Independence Day. The Ahooh-gah horns and enthusiastic drivers brought many smiles and waves from the residents. After the brief parade we parked outside the grounds together and walked back to the shaded picnic area where we enjoyed a complimentary BBQ lunch, drinks and ice cream for dessert. A live band also entertained us. The participants were Ron and Linda Niemeyer, Zachary and Rochelle Svelling, Larry and Carolyn Kaiser, Ross and Sue Piper, Fred



Meanwhile the same day in Alpine, 9 A's joined for a Holiday Display at the **Alpine Community Center**. Attending this event were Guy and Judith McElroy (2 cars), Dave and Kris Francis, Cliff Hughes, Victor and Gloria Figueroa, Rod Tuttle, Bill Corson, Tom Lazar, Arlyn and Nayola Bieber and Richard Potts. Ahna Holder displayed her Mustang (just arrived back from The Great Race) (Photo right)



Sunday July 13- Eastlake Village Walk Car Display. 7 A's participated in our backroad 7 mile drive from the meeting point in Spring Valley to the shopping center lot. Lots of interest and pictures taken of our cars. One onlooker gave me a few model A books he had for many years. I assured him they would get put to good use. While the

men sat and

shared car stories, the ladies did find their way into the stores for some retail therapy! Their smiling faces when rejoining us proved they were successful. The participants were Ron and Linda Niemeyer, Betsy Johnson, Phil Kowalewski, Paul Winchester, Arlyn and Nayola Bieber, Fred Crone, Dave and Kris Francis. (See photo left.)



Figuroa, Rod Tuttle, Larry and Carolyn Kaiser, Phil Kowalewski and Ron Niemeyer. Ron Tuttle joined Ron in his Town Sedan so Gloria could sit inside their Roadster instead of the rumble seat. When arriving in Pine Valley, Ed Poffenberger and his son met us there making it a 5-car appearance. Much candy was pitched to the young and young-at-heart along the ½ mile route through the quaint mountain town. Afterwards Phil K. took off solo enroute to Julian, Ed fled the scene, so Ron, Kaisers and Figueroa's went to the "club famous" taco shop then briefly to Rod Tuttle's house for some homegrown Mulberries. Yum! (See photo right.)

Upcoming Parades & Displays Continued on Page 6.



Continued Tours Report from Page 4

Upcoming August Tour: On Saturday, August 16th, Jim & Gene Train will be leading our Tour to his shop, Obsolete Technology, in Kearny Mesa. We will meet at Starbucks in Kearny Mesa, located at 9449 Kearny Mesa Road, near Miramar Road, at 10:30am, departing at 10:45am. (This is the same cul-de-sac location we met for Cliff and Kathryn's Poway and Rancho Bernardo Tour). Jim will give us a Tour of his shop and share with us what he does there to restore and bring back to life the wonderful phonographs, cameras, radios, and more ~ used before and when Model As were manufactured. Afterwards, we will go to Lunch at nearby Filippi's Italian Restaurant. Jim will give more details at the Model A Meeting, Friday, August 8th. A sign-up sheet will be provided at the August Model A Meeting; and you can also **Call** or **Text** Sherill Kelsen at (619) 997-0598 to be included.

Upcoming September Tour: On Saturday, September 20th, is our **International Model A Day Tour**. The focus of this Day is to drive and display the cars in public so passersby can see the Model As and ask questions. With that in mind, we have planned a tour to Marston Point in Balboa Park. We will meet at the El Cajon Target, 250 Broadway, El Cajon at 11:30am, departing at 11:45am. For those living in San Diego or North County, there will be an alternate pick-up point at the San Diego Unified School District Office, located at 4100 Normal Street, San Diego, CA. It is estimated we will meet up with those members at 12:30pm. From there, we will continue onto Marston Point, Balboa Drive, in Balboa Park. Please bring a picnic lunch, chairs, and binoculars to enjoy the beautiful view. Dave will give more details at the Model A Meeting, Friday, August 8th. A sign-up sheet will be provided at the August Model A Meeting; and you can also **Call** or **Text** Sherill Kelsen at (619) 997-0598 to be included.



Thank you for your ideas and participation!

**Aren't you thankful your
childhood happened before
technology took over?**



Continued Parades & Displays Report from Page 5

Looking out the windshield ahead :

Saturday September 13- Poway Parade

October- Date TBD Edgemoor Car Display

November 11- Veteran's Day Parade

December-Date TBD Pacific
Beach Holiday Parade

*Ron Niemeyer
Parades and Displays*





Overdrives, rear gear ratios, tire sizes how the !&%@* Did I get myself into this mess?

It's August already and you may have either been on a long Tour or are wanting to go on one. Usually this brings up the subject of overdrives and how do I make my car go faster without running the engine too high.

Well here goes, the first thing you should know is what is your rear gear ratio. Model A Fords usually came from the factory with a 3.78:1 rear gear ratio, meaning that for each revolution of the rear wheel the engine turns 3.78 times in third gear which is a 1:1 ratio, one turn of the engine one turn of the driveshaft.

From information I gleaned from the internet the easiest way to get your rear gear ratio is jack up one rear wheel, release the parking brake, put transmission in 3rd gear, Overdrive if you have one out of overdrive but not in neutral, make sure ignition is off (removing spark plugs makes it a lot easier to crank).

Mark with chalk the rear wheel that is up on the jack at the 12:00 position, put crank in front of engine and crank over exactly two revolutions, check chalk mark, if the mark is toward the front of the car a little way from the 12:00 position you probably have a standard 3.78 rear gear ratio, if it is about at the 10:00 position you probably have a 3.54 rear ratio, and if the mark is toward the rear of the car from the 12:00 position it is probably a 4.11 rear ratio.

Now you can plan which overdrive ratio you want and or change the rear gears to get you the speed you want. Following is a chart of gear ratio RPM and tire sizes on Model A's. I did not calculate the 21" tires as they are only a little taller than the 19" so speeds are close.

The best information is to ask others what their car has for gears and overdrives and how they like it. Trivia, there is 63360 inches in a mile, a standard Firestone 475/500 19 tire is 29.8 inches in diameter and has to turn 677 times to go a mile. The average mans step is 30 inches, so a man needs to make 2112 steps to go a mile. Sure am glad I have a Model A and don't have to walk.

Paul Winchester, 2025 Technical

Paul's Car .26 Mitchell, firestone 550-6 19 tires, 3.78 rear gears					
rpm	over drive %	wheel size	tire size	rear ratio	speed MPH
2000	0	19	550/6	3.78	50.34
2000	0.26	19	550/6	3.78	63.43
2200	0.26	19	550/6	3.78	69.78
2300	0.26	19	550/6	3.78	72.95
2400	0.26	19	550/6	3.78	76.12
2500	0.26	19	550/6	3.78	79.29

These numbers may not be exact, but give a representation of gear ratios and rpm.



Additional charts on page 8.

RPM * overdrive ratio * stock rear ratio = MPH					
rpm	over drive %	wheel size	tire size	rear ratio	speed MPH
2000	0	19	475/500	3.78	46.9
2000	0.26	19	475/500	3.78	59.1
2000	0.36	19	475/500	3.78	63.8
2200	0	19	475/500	3.78	51.6
2200	0.26	19	475/500	3.78	65.0
2200	0.36	19	475/500	3.78	70.1
2300	0	19	475/500	3.78	53.9
2300	0.26	19	475/500	3.78	67.9
2300	0.36	19	475/500	3.78	73.3
2400	0	19	475/500	3.78	56.3
2400	0.26	19	475/500	3.78	70.9
2400	0.36	19	475/500	3.78	76.5
2500	0	19	475/500	3.78	58.6
2500	0.26	19	475/500	3.78	73.8
2500	0.36	19	475/500	3.78	79.7

Overdrives, rear gear ratios, tire sizes how the !&%@* Did I get myself into this mess?

RPM * overdrive ratio vs rear ratio = MPH



rpm	over drive %	wheel size	tire size	rear ratio	speed MPH
2000	0	19	475/500	3.54	50.1
2000	0	19	475/500	3.78	46.9
2000	0	19	475/500	4.11	43.1
2000	0.26	19	475/500	3.54	63.1
2000	0.26	19	475/500	3.78	59.1
2000	0.26	19	475/500	4.11	54.3
2000	0.36	19	475/500	3.54	68.1
2000	0.36	19	475/500	3.78	63.8
2000	0.36	19	475/500	4.11	58.6
2200	0	19	475/500	3.54	55.1
2200	0	19	475/500	3.78	51.6
2200	0	19	475/500	4.11	47.4
2200	0.26	19	475/500	3.54	69.4
2200	0.26	19	475/500	3.78	65.0
2200	0.26	19	475/500	4.11	59.8
2200	0.36	19	475/500	3.54	74.9
2200	0.36	19	475/500	3.78	70.1
2200	0.36	19	475/500	4.11	64.5
2300	0	19	475/500	3.54	
2300	0	19	475/500	3.78	53.9
2300	0	19	475/500	4.11	49.6
2300	0.26	19	475/500	3.54	72.5
2300	0.26	19	475/500	3.78	67.9
2300	0.26	19	475/500	4.11	62.5
2300	0.36	19	475/500	3.54	78.3
2300	0.36	19	475/500	3.78	73.3
2300	0.36	19	475/500	4.11	67.4



Surf City—Model A Era

Pinning one place or time as the birthplace of anything is always risky. Attributing it to one person is even trickier. Particularly when it comes to surfing history. But if we *were* to trace back to a single place and time where California surf culture began, it was likely Corona del Mar in the 1920s. And the person who gave birth to it was Duke Kahanamoku — fittingly known as the "father of modern surfing."

In the 1920s there were a small handful of surfers in the entire state — some say under 100, others say closer to 20 to 30 — and they didn't call themselves "surfers" because the term hadn't been invented yet. (By comparison, there are an estimated 2.8 million surfers in California today.) Before Duke Kahanamoku, riding surfboards was seen as an oddity by a few and completely unknown to most. Nearly everything the public knew about it came from scattered travel articles by the likes of Jack London and Mark Twain, a two-minute film reel produced by the Thomas Edison Company, and the exhibitions of a young part-Hawaiian transplant named George Freeth.



In 1907, Freeth, an expert swimmer and board rider, was sent to the mainland to introduce surfing and promote the islands. Freeth started by giving daily "walking on water" exhibitions in Redondo Beach and later, at the behest of his patron Henry Huntington, performed up and down the coast to attract crowds to the land baron's many real estate ventures. From Los Angeles to San Diego, Freeth demonstrated his board riding talents. However, these showcases did little to promote the sport or turn it into anything other than a novelty act. It took the arrival of Duke Kahanamoku to truly ignite the surf craze.

Duke Paoa Kahinu Mokoe Hulikohola Kahanamoku was born in 1890 in Honolulu. Stoic and humble, he was characterized by his generosity, humanitarianism and championing of aloha everywhere he went. With a statuesque physique and other worldly athleticism, Duke was the epitome of a "waterman." He found sanctuary in the ocean amid a complex time in Hawaiian history. He was raised by it, thrilled by it and relied on it for his livelihood. The Duke was quoted saying "out of the water, I am nothing." Still, during Duke's long and storied life he became the celebrity face of Hawaii, and a native ambassador of its tradition, which included the ancient pastime of *he'e nalu* (literally "wave sliding"). But his rise to fame wasn't due to being Hawaiian, or because he surfed. It was for swimming. In fact, of all Duke's contributions, the one with the widest impact didn't come from a surfboard. Rather it was the flutter kick he developed for swimming the crawl stroke. Yep, that's right. If you ever swam freestyle, you were unknowingly doing the "Kahanamoku kick."



Whether Duke found Corona del Mar on the advice of Freeth or happened upon it on his own is unclear. Regardless of how he came across the long peeling waves at this fledgling seaside village, Duke found good surf. Really good surf. Others would later describe it as being on par with Waikiki. Some said it was even better. Word got out, and others followed.

One of these acolytes was Tom Blake. After a chance meeting with the famous Olympic swimmer in a movie theater, an inspired Blake made his way to Southern California and devoted his entire life to board riding. Of his many accomplishments, including being the first surf author, the first to surf Malibu (in 1926), the first to use a waterproof camera housing, redesigning the surfboard and inventing the skeg (or fin), Blake is perhaps best remembered for pioneering what we know today as the "surfer lifestyle." Even Duke had other interests, but with a single-

minded, all-consuming commitment, Blake let surfing define him entirely.

Together at Corona del Mar, Duke Kahanamoku, Tom Blake and their friends made beach living look very appealing, especially to a certain breed of American youth drawn to the sea and increasingly eager to remove themselves from societal standards. Adding to the allure was the bustling nightlife on nearby Balboa Peninsula and a local bathhouse, where they could store their 100-pound wooden boards and whose entrepreneurial manager understood the value of having a famous Olympic athlete hanging around.

At Corona del Mar, for the first time, a community began to take shape, thanks in large part to the Duke and the draw of his popularity as a waterman. This eventually led to the formation of the Corona del Mar Surf Club — the first surf club on the mainland — which in 1928 held the Pacific Coast Surf Board Championships — the first modern surf contest. (Tom Blake won. Despite being its headliner and main draw, Duke did not compete. Some say he had to film a movie that day. Others say it was a paid appearance at a L.A. Ford dealership that kept him away.)

MODEL A ERA FASHIONS

Beach Attire

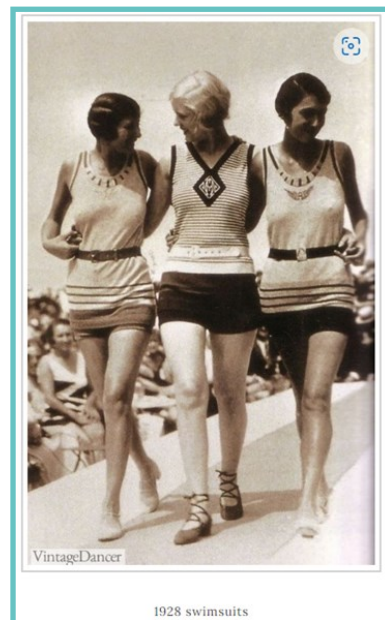
A **bathing suit** made of...wool? That's right. In the 1920s, the idea of going to the beach and actually getting into the water to swim was still relatively new. Functionality in swimwear was not as important as fashion, so the prevailing theory was that wool would help keep you warm. As swimming for recreation came into vogue in the 1920s, makers of **swimwear** had to adapt and make swimwear for, well, swimming.

Swimming had become a popular recreational activity at the beginning of the twentieth century. The new styles in the 1910s-1920s were similar to men's suits: more slim-fitted with a tank top bodice and a lower neckline. All had shorts, some had skirts, and could be one or two pieces. Women were thrilled to be rid of the old-fashioned, impractical swimming costumes as the new suits became available.



In the 1920's, Jantzen revolutionized swimwear material with a stretchy ribbed jersey that fit more snug than regular jersey and was certainly more comfortable than thick wool. Both men's and women's swimsuits were similar in design and material.

Better materials made it easier to swim, but it also showed off more of a woman's curves. Necklines dropped to deep boat necks or V-necks. Arm holes grew bigger to make real swimming easier. Colors were as vibrant as other '20s sportswear — red, blue, orange, black, gray, and Kelly green with contrasting stripes. An optional white rubber belt helped keep the two piece suit from floating up in the water. As the decade continued, swimsuits became more interesting. Striped patterns were knit into the designs, the fit grew tighter, and the length even shorter. By the 1930s the necklines of women's swimwear plunged at the back, sleeves disappeared and sides were cut away and tightened.



While men had rules for their swim attire, such as no bare chests, it was not regulated as closely as women's. In many ways, men's and women's 1920s swimsuits were nearly identical. Both were deep-cut ribbed wool tank top over a snug fitting pair of shorts that were sewn in at the waistline. The "skirt" of the swim-top came from up from knee-length of a few years before to around mid-thigh level. It was "too much" to raise the top any further, revealing men's personal parts. Instead, more suit material was removed from under the arms and around the back- supposedly making it easier to swim, but mostly to reveal more muscles.

The two-piece swimsuit went mainstream around 1924. It consisted of a ribbed wool onesie (unitard) that buttoned at the crotch, paired with separate shorts. The onesie top had a scoop neck and was generally plain white or grey, but could be striped or solid colors too (red, grey, blue, orange).

In 1929, a new one-piece suit emerged, called the "speed suit." It was designed for college athletes, but the public quickly adopted the new, more revealing suit. In the speed suit, most of the back was removed, and the top now had cutouts under the arms. This new back was called a "crab back" for its criss-cross pattern. The Speed top found its way onto two-piece swimsuits as well. This style is what would dominate in the 1930s.





CELEBRATING THE LIFE OF
Billie Bonnoront

Glen Abbey Memorial Park
3838 Bonita Rd, Bonita, CA 91902
Monday, August 18, 2025

SERVICE
12:30 pm Little Chapel of the Roses

RECEPTION
2:00 pm Magnolia Room



With a heavy heart, Billie Bonnoront's family announced her passing on July 2, 2025. Her family's hearts are heavy but there is appreciation that she is no longer suffering. In Lieu of flowers, please consider making a tribute donation in memory of Billie Bonnoront to Sharp HospiceCare at www.sharp.com/inmemoryof. See information above for her service.

FOR SALE

1929 Tudor – Complete, solid car. Needs restoration. Current CA title. PRICE REDUCTION: \$3,500 OBO. Local towing available to bring it to your garage.

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1928-1929 Stainless Steel Radiator Stone Guard. New condition \$150.00. Contact Dave Kelsen—619-772-2625



PICKLE SISTERS

A 1920's Vaudeville group

Margaret, Mavis, Opal and Florence were just names that no one



knew until they changed them to Dillie, Kosher, Gherkin and Bee Bee. They recorded a few songs that were played on the radio and appeared in a newsreel that grabbed every movie-goer's attention. Suddenly everyone was crazy about the Pickle Sisters. Green studded dresses started flying off the racks, children ransacked their parents' wardrobe closet for anything that looked like a pickle hat and "I'm Green for Your Form" reached #6 on the Hit Parade. (Thanks to Linda Niemeyer who sent this in!)

THE *running* BOARD REPORT

From Tom Hovetter, President and Jim Zimmer, Director of Regions

July 2025

MARC's Gettysburg National Meet this year is now behind us. We had more than 300 registrations, many informative seminars, Special Interest Group meetings, tours, car judging and great food at the welcome party, grand tour and awards banquet. More details and plenty of pictures in the next *Model A News*. Thanks to Tom and Janora Hovetter and the Gettysburg Region for hosting this great event.

Also, don't forget that we have a special Finger Lakes tour in the pipeline for next May and another great National Meet scheduled for next July in French Lick Indiana. We expect both to be jam packed with fun filled activities so plan to attend. We still need Regions to step up and volunteer to host future events! Your Board of Directors will gladly help you plan a tour, meeting or a national event. Contact any MARC Director please

Remember that the online version of the *Model A News* is always available for viewing by the first day of every even month (February, April, June, August, October and December). Going forward, we will communicate availability on Facebook only.

Can you imagine that Adina Cloud, representing the French Lick Resort and a MARC member, won the 50/50 drawing at the closing awards banquet and then contributed the winnings to the Model A Youth Restoration Awards? Then, Tom Hovetter and the Gettysburg Region donated the other half: \$2,000 to MAYRA!

Remember that MARC has a special membership offer for youth, 18 -25, not living at home. FREE membership with a sponsor, digital MAN only, but all the other benefits of full membership. Contact the office for details. Let's get those young people signed up!

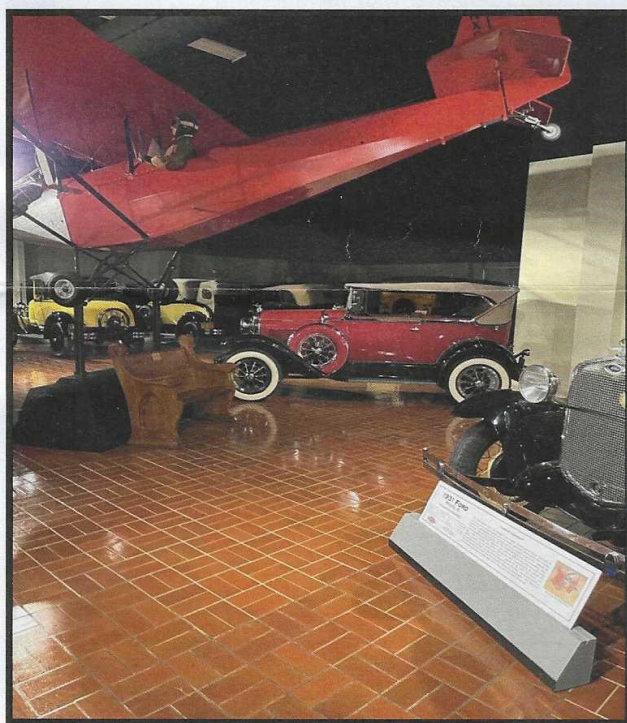




The Quarterly Newsletter of the Model A Ford Foundation, Inc. Museum

THE "A" PRESERVER

~ Enhancing the preservation of the Model A Ford and its Era ~



Click on photo, above to see video #3 of expansion progress.

Message from the President: John Begg

Much has happened with the museum expansion since our first quarter update. The construction process is complete including HVAC, lighting, bathroom fixture installation, exterior and interior painting, electrical and plumbing. All that remains, other than continued efforts to outfit the new space, is to receive the final CO (certificate of occupancy) from the county inspector. The new space looks great!

In May, the county gave us approval to begin setting up displays in the new expansion area although we were not yet approved to open the entire museum to the public. A large group of volunteers spent a week cleaning the museum, washing all the vehicles and setting up the vignettes and Learning Center. This was quite an effort, but the results are well worth it. Simply moving items to the new expansion area was not the entire extent of the effort. All of our vehicles (including the airplane) and exhibits had to be cleaned from dust

created by the construction work. Interior walls had to be repainted as vehicles were placed in new areas, requiring the movement of wall signage. When you visit the museum, you will not only see the new exhibits but also a reorganization and refreshing of many previous exhibits. We believe you will enjoy the "flow" of traffic as you explore the new layout. Much planning was developed to make the museum the star of The Gilmore campus. Remember, the official ribbon cutting will be on Thursday afternoon, September 18th. We hope you will join us for this special occasion.

In 2028, the Model A will reach its 100th year anniversary. MAFCA, MARC and MAFFI have agreed to jointly celebrate this major milestone at The Model A Museum prior to and including Model A Days

(September 12th through the 16th, 2028.) More information will follow in the coming months, but please plan ahead. Believe it or not, 2028 will be here before we know it.

As always, thank you for your support of the Model A Museum. The Model A Museum plays a very important role in both preserving and growing our hobby—John

Bill's Corner

What was I thinking?



Referencing Kris's 4th of July article.

Prior to safe and sane fireworks. While in my early teens I received a mail order supply of fireworks, including rockets, etc.

After blasting some, I lit a firecracker that had a short fuse, It went off in my hand, blowing a goodly amount of skin from my fingers.

Not wanting my parents to know what a fool I was, I wrapped the wound with gauze bandages. Later in the day I decided to set another one and the same thing happened, blowing off the bandages and taking more flesh. Talk about being a slow learner, wow!

It was only after one of my buddies shot a rocket in the air that landed on our pig-pen roof, setting it on fire, (fortunately, the hogs were not in it at the time) we disposed of the rest by burying them in a sand pit.

From then on, I only watched fireworks displays put on by professionals.

Bill Corson

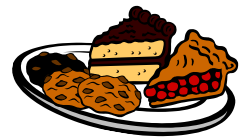
On the Back Page:

In early 1930, air racer Roscoe Turner persuaded Gilmore Oil Company to purchase the Lockheed Air Express that had flown in the 1929 races. The aircraft was painted cream with red and gold trim, plus matching lion head logo, advertising Gilmore Red Lion products. Turner's copilot was a pet lion named "Gilmore" that flew with him until he grew too large to fit in the cockpit. The Back Page shows the Gilmore Lion plane on the beach at Coronado in 1930.



REFRESHMENTS: Jennifer Baehr

The following have signed up for Refreshments at the August meeting:



Ahna Holder
Betsy Johnson
Linda Niemeyer
Tina Weisenseel

August Birthdays

- 2 Sue Piper
- 7 Cyndi Croff
- 8 Tim Hill
- 9 Julie Halter
- 11 Sherrill Kelsen
Cathy Piccus
- 14 Penny Smiley
- 16 Gary Elliott
- 18 Raymond Ganong
- 20 Larry Kaiser



August Anniversaries

Ed Poffenberger & Anne DiNapoli Aug. 16, 1964
Webb & Avalee Smith August 20, 1966
Stan & Judy Boyer August 3, 1968
Mark & Linda Sawyer August 21, 1976
Jim & Cindy Croff August 28, 1976
Thomas & Karen Lazar August 20, 1980
Ray & Barbara Miller August 3, 2002



MEMBERSHIP DRAWING



The July Membership Drawing was \$20.00. **Mark & Linda Sawyer's** names were drawn, but they were not in attendance. In August the pot will be \$30.00. Be sure to attend our August meeting and the next winner could be YOU!

Bill Hansen's

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MODEL A ERA ACCESSORIES



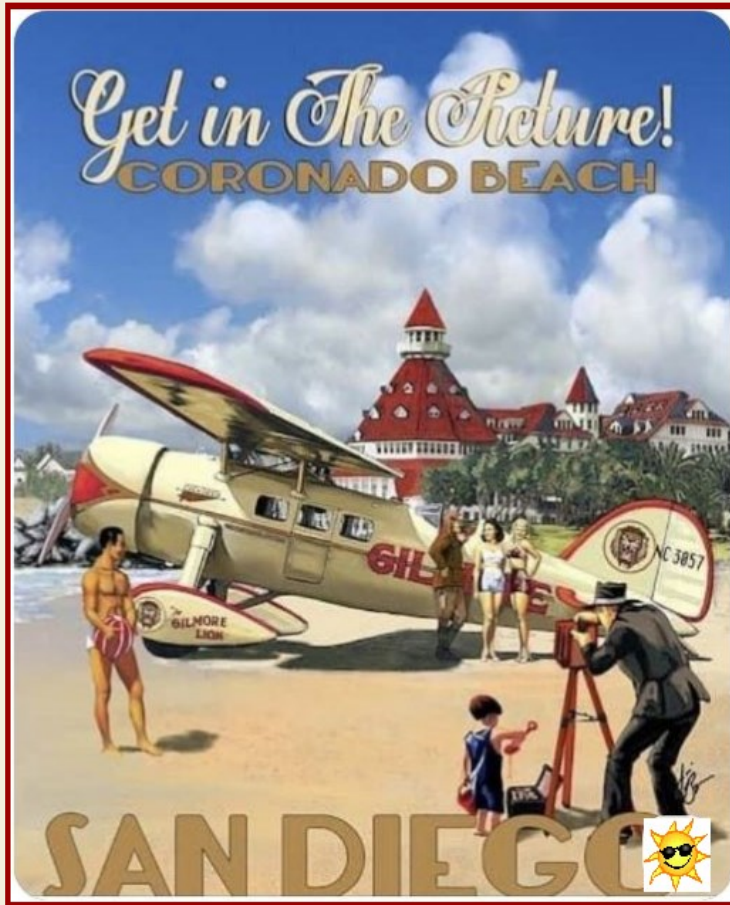
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