



March, 2016

Spoken Wheels

FICTION AND FACT

General meeting

Friday, March 25 - 7:30 PM

Arcadia Red Cross. 376 Huntington Dr. Arcadia

Program - The program will be presented by Rob Lihani who is a TV documentary producer, collector of WWII memorabilia, a builder of props for motion pictures and restorer of a 1942 Ford built Army Jeep. He is a graduate of the USC Film School, served in the US Air Force filming their activities all over the world. He now has his own production company which specializes in military history shows for various TV networks.

PRESIDENT'S MESSAGE - JOHN MCDANNELL

THE APRIL TUNE UP

As I sit here in Boston reflecting on this past week, I feel gratified that I attended the MARC Club's timing seminar held at **Bob and Judy Moore's** home. **Tom Johnson** prepared a one-page step-by-step explanation on how to time your Model A engine. In addition, Tom and his team were tuning up other Model A's that were on site. **Sheri Johnson** backed up their seminar as their club photographer.

The seminar was well attended. I had the opportunity to meet several new people and ran into the Past President of the San Fernando Club – Jim Lank. FYI, I have been a member of the SF Club for 25 years. Unfortunately for me I have not been able to be that active. Their meetings are too far away for me to attend very often. That is the primary reason why I joined our club. Our meetings are held much closer to Pasadena and I know I have found a new home.

As I get more involved in my new role as President, I have learned that I have really missed out on the hobby by not being more involved in these valuable seminars, tours and social activities. Lack of free time has always been my enemy. Some would say it is called being spread too thin and that is totally my own fault!

Continued on page 9

2016 SAA Membership Roster

The new club Roster has been printed and was distributed at the February general meeting. Because not all of our members attended the February meeting I have quite a few left to hand out at the March meeting. If you miss this meeting also, you will be "there" and I will have your roster "here". So we need to figure out how to get both you and your roster either here or there. Options would be to send it to you with your tax refund, mail it to your probation officer or ship it to you freight collect by UPS.

Additional Rosters will be available at no charge. There will be a nominal \$2.00 "handling and processing fee." Better yet, have one of your neighbor's kids go to our club web site, download and print as many copies as you wish. Look for it in the "Members Only" section.

This year's "new and improved" roster has a glossy cover, a photo for every member listed, and minimum number of errors.

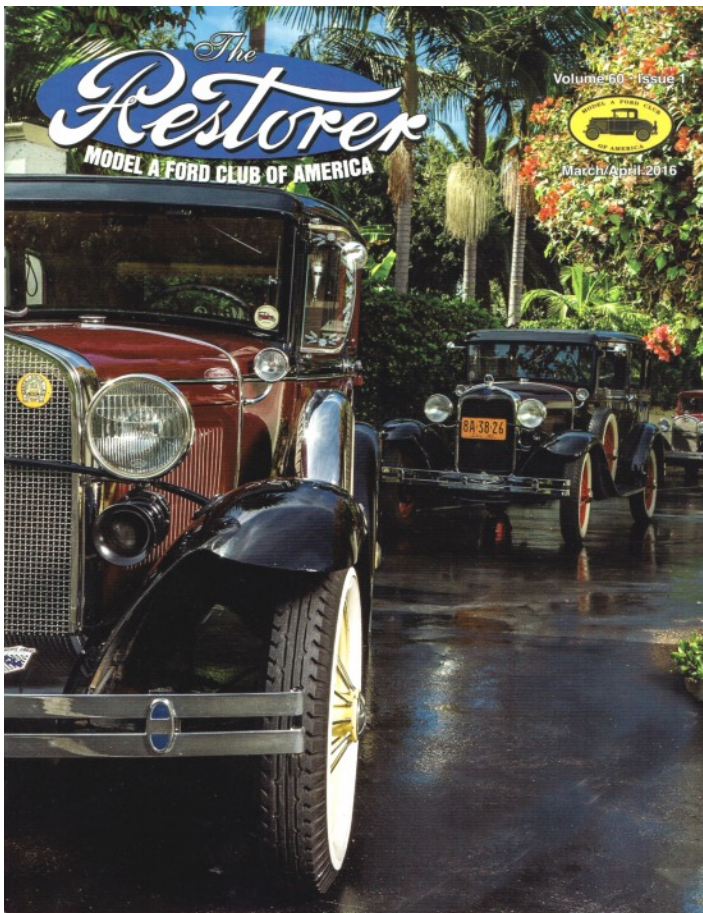


Photo taken by Wilbert Smith and his son Brian was featured on the cover of the March/April issue. See page 6 for the rest of the story.

CALENDAR OF EVENTS

March

- 25 - General meeting
- 31 - California Poppy Reserve Tour, page 4

April

- 10 - Orange County Model A's Pancake Breakfast, page 4
- 11 - Ladies Brunch, Annia's Restaurant, El Monte Airport, 11:00 AM
- 13 - Board Meeting- Temple City City Hall, 7:00 PM
- 13 to 18 - CCRG
- 21 - Men's Breakfast, Annia's Restaurant, El Monte Airport, 9:00 AM
- 23 - Mom & Pop's Night Out, Play "Catch Me if You Can", see page 4
- 29 - General meeting

May

- 5 - Mount Baldy Tour, see page 4
- 7 - Antique Nationals, see page 4
- 15 - Bracket Airport Tour, details TBA
- 29 - Vintage Clothing and Textile Show, Pickwick Gardens in Burbank. details TBA

June

- 11 - Driving Miss Daisy Tour/Shakespeare Club to Waldo Ward Jelly Co.
- 19 -24 - MAFCA National Convention
- 26 - Henry Ford Picnic

July

- 4 - South Pasadena Parade
- 9 - Fillmore & Western Railroad Overnight Tour
- 28 - San Gabriel East Fork Picnic Tour

August

- 13 - Santa Anita A's Pancake Breakfast
- 27 - Doheny Mansion Tour

September

- 11 - Paramount Ranch Tour

October

- 2 - Ticket to the 20's-Homestead Museum
- 21-23 - Vista Fall Antique Engine & Tractor Show

November

- 5 - San Bernardino Route 66 Tour

December

- 15 - Christmas Lights Tour

Youth Outreach event at Pasadena High School

March 22

Our Youth Outreach Chairman, Wilbert Smith, planned this event to introduce the Model A hobby to students at Pasadena High School. The event was originally scheduled for February 18 but was rained out and re-scheduled for March 22. A total of 32 members with cars have signed up to participate. Unfortunately we have to "go to press" just prior to so won't be able to report on the event until the April issue.

OFFICERS, BOARD & CHAIRS

OFFICERS

President:

John McDannel 626-791-3221

Vice President:

Ken Mallory 626-305-2418

Secretary:

Elaine Perry 626-443-0638

Treasurer:

Sheri Johnson 626-446-3367

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Fashion Coordinator:

Susan Homet 626-798-4964

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Vicky Balmot 626-303-3111

Low End Boys:

Mickey Fruchter 626-797-2048

W/John Emanuelli, Marlin Perry, Larry Rummens, Randy Gross, Louie Formia, Dick Homet, Chris Wickersham, Brad Balmot, Jim Frick

Membership:

Randy Harper 626-357-6442

Merchandise

Mickey Fruchter 626-797-2048

Participation Record Keeper:

Jim Frick 626-303-5233

Phone Committee:

Joyce Travis & 626-574-0665

Bea Fruchter 626-797-2048

Raffle – Ladies':

Patty Lutz 626-915-7037

Raffle – Men's:

Tom Johnson 626-446-3367

Raffle - 50-25-25:

Bea Fruchter 626-797-2048

Refreshment Host:

Gerry McKinney 714-963-2724

Refreshment Sign-ups:

Diana Kincart 626-446-7876

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Youth Outreach:

Wilbert Smith 626-791-7636

Santa Anita A's Mailing Address:

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Web Site: www.santaanitas.org

THINK ABOUT IT

A fine is a tax for doing bad. A tax is a fine for doing well.

SUNSHINE LADY -

JUDI MOORE

Get Well card sent to Helen Cortez

Thinking of you card sent to Leroy Gilbert

COOKIE BRINGERS ALERT - DIANA KINCART

Bea Fruchter, Carolyn McBride, Joyce Travis, and Carol Emanuelli.

PHOTO DONORS

Carolyn McBride, Wilbert Smith, Carol Emanuelli, Bev Kniest and possibly others

NEW MEMBERS

Here are the new members who joined in the last six months. Welcome them into our club.



Bryan & Wendy Thompson
Cell 562-305-4793
13332 Dorsey Circle, Westminster 92683
wjbgthom@gmail.com
Joined Jan. 2016 1930 Town Sedan



Jim Bortolotti
626-622-3651
9119 E Woolley St., Temple City CA 91780
No email
Joined Jan. 2016 1930 Roadster



Patrick & Martha Utter
626-961-3015 cell Pat 626-482-5799
14029 East Trailside Dr., La Puente 91746
patricku@aol.com, meutter@aol.com
Joined Jan. 2016 1930 Coupe, 1931 PU



Marco Marquez & Mayrena Ocha
Cell 626-318-1070
375 Parke St., Pasadena 91101
onemarcmarquez@yahoo.com
Joined Sep. 2015



Gary & Trang Weber
626-799-8135 cell 626-862-3721
2059 La France Ave., S. Pasadena 91030
Blumustang65@sbcglobal.net
Joined Sep. 2015 1931 Coupe



Richard & Jean Ware
626-338-0653 Cell 626-827-9642
1317 S. Evanwood Ave., West Covina 91790
dware42@msn.com
Joined Feb. 2016 1929 Tudor

BIRTHDAYS & ANNIVERSARIES

April Birthdays

3 - Karen Gollhardt
4 - Susie Lacey
4 - Ted Bruns
6 - Richard Favela
6 - Mickey Fruchter
6 - Norma Canzoneri
6 - Betty Mallory
12 - Tom Forbes
14 - Leroy Gilbert
17 - Joe Farino
17 - Mike Harryman
17 - Jackie Gross
17 - Patty Lutz
19 - Helen Johnson
27 - Art Moore
28 - Jack Dawson
29 - Tracy Perry Butkus

April Anniversaries

9 - Jack & Barbara Dawson
16 - Larry & Gerry McKinney
23 - Frank & Mary Ann Sepulveda

Missed March Anniversaries

My apologies and regrets
2 - Alan & Susie Bennett
25 - Dan & Jackie Boardman

NEW MEMBER SPOTLIGHT BY BOB HARBICHT

Jim Bortolotti

Jim has had a 1930 Model A roadster for about 30 years, and he finally joined the Santa Anita A's. The car had not been run for about five years and needed some work. He came to the right place; Mickey Fruchter and Randy Harper to the rescue. They rebuilt the carburetor and the car is back on the road.



A friend of Jim's named Bill Wilson built the car about 30 years ago. Jim has pictures of its beginnings as a "junk pile" to the finished product.

Jim spent his career in the grocery business. He started at Market Basket (some of us old-timers remember them) at Rosemead & Longden. He worked his way up to store manager. He later moved to Boys Markets and finished his career at Ralph's. About a dozen years ago he retired.

He's lived in this area most of his life, arriving here with his parents in 1952. He attended Temple City Schools, Pasadena City College and Cal State L.A. He also spent six years in the National Guard.

Never married, Jim likes the outdoors, particularly fishing. Jim just joined the club in January, so let's give him a Santa Anita A's welcome when you next see him.

Spoken Wheels is the monthly publication of the Santa Anita A's based in Arcadia, California. The organization is dedicated to the restoration, preservation and enjoyment of the Model A Ford. It is a chapter of the national organization, MAFCA (Model A Ford Club of America). Meetings are held on the last Friday of most months at the Arcadia Red Cross facility, 376 Huntington Drive, Arcadia California. Mailing address PO Box 660904, Arcadia.

Web Site www.santaanitaas.org

Model A Ford Club of America

Santa Anita A's is a chartered member of the Model A Ford Club of America (MAFCA). It is a California not-for-profit corporation and a national historical society dedicated to the restoration and preservation of Model A Ford vehicles as manufactured from 1928 through 1931.



We encourage our SAA members to also participate in the MAFCA organization. Check out their web site. It contains a wide variety of information about the organization, activities, technical references and instructions on how to join the organization. (www.mafca.com)

COMING EVENTS

Wrightwood Tour

March 31

Cancelled

California Poppy Reserve Tour

Thursday, March 31

by Bob Travis

The Wrightwood tour has been canceled because of road closure due to rock slides. A replacement tour is planned. We will visit the California Poppy Reserve located just East of Lancaster (the address is 15101 Lancaster Rd). Assemble at Mc Donalds (La Canada) at 8:15 AM for an 8:30 AM departure. We will be picnicking at the Reserve. Bring your own or place an order for box lunch from California Pizza kitchen at the time you sign up for the tour at the next meeting. Drinks will be provided. For more info contact tour leader Bob Travis at 626-574-0665

Orange County Pancake Breakfast

Sunday, April 10

This will be the 55th Annual Pancake Breakfast organized by the Orange County Model A Club. Breakfast is served from 8:00 AM through 11:00 AM, followed by the traditional raffle. They expect to have over 300 Model A's on display. You should be one of them

Members going by freeway will meet at the Live Oak on ramp to to the 605 Freeway and depart at 7:00 AM. Those preferring to take surface streets should find a leader and leave the night before.

The event will held at Hart Park, 701 St. Orange, CA.

Mom & Pop's Night out

Sunday, April 23

by John McDannel



This is a reminder for those of you who signed up for our Mom and Pop's night out which will take us to the Glendale Center Theater where we will see the play "Catch Me If You Can". This is a 3:00 PM matinee performance on Sunday, April 23, followed by dinner at a local restaurant.

Note Change: We will NOT meet at the Sears store in Pasadena. We will NOT travel by school bus to the venue in Pasadena. Go directly to the theater which located at 324 N. Orange St. In Glendale. Suggest you be there by 2:30 PM.

We have 46 members signed for this fun event.

Mostly Annual Mt. Baldy Tour, Car Show, Brunch and Sundaes at the Moore's.

May 5, 2016

by Bop Moore

Yes, it's that time again for the short trip to Mr. Baldy Lodge where donuts, brunch and ice cream are involved. Our day will start at 8:50 AM at Royal Oaks in Bradbury, 1763 Royal Oaks Drive North, home to Ken and Betty Mallory.

Our cars will be the centerpiece of a very short car show for the residents. Actually, our cars will be the only ones in the show. Royal Oaks will provide light refreshments. May 5 is also the National Day of Prayer and the minister will bless all the cars, drivers and passengers before we depart. And no offering plate.

At 10:00 AM, we will depart for Mt. Baldy. It is a 25 mile drive and freeways are not involved. We have always had a superb buffet brunch and this year should be no exception. The brunch is scheduled to start between 11:15 and 11:30 AM, allowing for a leisurely drive up the hill.

After lunch, we will drive down the hill to Art and Olive Moore's home where they are hosting us for ice cream. Art and Olive live in Upland, so it is downhill all the way to their home. Directions will be distributed at the brunch. What a day!

We are encouraging new members to get their Model A's on the road for this tour. Prizes will be awarded for new members joining in for the day. A new member is defined as never having been on a previous Mt. Baldy Tour.

The cost for brunch (with tax and tip included) is \$18.00 per person. What a deal!!! This is important: Payment for the brunch must be made in advance. April 29 is last day to pay.

The SGVMARC club and the Orange County Club have been invited to join us. Treasurers for all three clubs have agreed to collect for the tour. Any questions call Bob Moore at 626-358-2027 or email - bobmoore1@aol.com.

Antique Nationals

Saturday, May 7

by Joe Wilson

Come see old cars go really fast at the 46th annual "Antique Nationals" drag race. The event is hosted by the "Four Ever Four Cylinder" car club and held at the Auto Club Dragway, 9300 Cherry Ave., Fontana, CA.

The Antique Nationals is the original nostalgia drag race. Racing is open to any 1954 or earlier type vehicle (Ford trucks OK thru 1956). Race cars must pass tech inspection which requires seat belts and helmets in all cars. Open cars running 13.99 or quicker must have an NHRA approved roll bar/arm restraints. For Tech info, call Ron Mosier at 661-255-1931.

General Admission: Adults \$20, Children under 15 free with adult. Tech Cards (Racers) \$50. Info: Ron Mosier at 661-255-1931.

Gates open at 8:00 AM. Preferred parking for pre 1974 vehicles.

PAST EVENTS

Griffith Observatory Tour

February 22

by Joe Wilson

It was a good day to visit the planets and stars. But we had to start from someplace on earth and that was COCOs in Arcadia. From there it was less that a light years drive to the Griffith Park Observatory. The plan was to get 30 people, nine A cars and four moderns to the top of the hill in Griffith Park in time for a 10:45 AM show. We temporarily lost a sick car in the Griffith Forest just short of the observatory. A car full of rescuers were dispatched and soon returned - "Mission Accomplished".



Parking at the observatory for the trip to the universe is worse than not so good but we were able to secure reserved parking for the entire group near the space rocket departure area.

The planetarium's "Water is Life" show at the observatory provided a amazing view as we traveled through the universe in search of water. After the show some visited the Lenard Nimoy theater for a show on the history of the observatory and toured the many exhibits. We then gathered at the "Cafe at the end of the Universe" for some space food. Then, of course, there was the Hollywood sign to photograph.



Our visit to the Griffith Observatory completed our "Space Odyssey". In prior tours the SAA's have visited Mt Wilson Observatory, Palomar Observatory, JPL and Cal Tech.



Ladies Day

March 11

by Carol Emanuelli

Well, as many of you know we had our 2016 Ladies' Day early this year which was Friday, March 11. There were 34 ladies, members and guests, attending this event. We started out at Mimi's for brunch which began at 10:30 AM with a great selection of entrees. After our brunch we left Mimi's and headed for the Arcadia Senior Center for their Tea and Fashion Show. We entered a ballroom that was set up for 150 quests. There we enjoyed a delicious tea with sandwiches, pastries, cookies and fruit displayed in the middle of the table. We already had our brunch but it did not keep us from sampling the treats set before us.



Our hosts for the Tea and Fashion Show were the Arcadia Senior Services Volunteers and Staff including the Historical Society Members. Models for the fashion show were members of the hosting organizations.



A brief history of Tea Time – Tea has been enjoyed by the Chinese since the third millennium BC. It was introduced to England in the 1660's by King Charles II and his wife. The social event of afternoon tea was introduced by Anna, the seventh Duchess of Bedford, in the year 1840. During the 1880's upper-class and Society women would change into long gowns, gloves and hats for their afternoon tea. This tradition lives on today with tea parties being anticipated; social events to celebrate a number of occasions – birthdays, engagements, holidays, fashion shows and more. Enjoy your tea



Insurance Seminar

March 12

Joe Wilson

One maxim comes to mind when the topic of insurance comes up: "If it sounds simple, you asked the wrong question".

There has been considerable confusion, misunderstanding and misinformation about insurance as it relates to our club, our cars and ourselves. Bob Travis organized an "Insurance Seminar", to be presented by Wilbert Smith, Bob Moore, and himself. Unfortunately illness prevented both Bob's from attending, but Wilbert lead a group of 22 members through an informative Q and A discussion.

The major topics were: 1. What does the MAFCA insurance provide for the club and the individual member, 2. What kind of personal auto insurance should we have, and 3. The role of umbrella insurance for our regular and antique cars.

Wilbert commented on all of these topics. Several members reported on the input they received from their insurance agents which were somewhat inconsistent and contradictory. I made some follow up calls which provided new information and clarified (I think) some of my confusion.



A period correct visitor inspects our cars during our insurance seminar.

This topic requires more research, discussion and perhaps publication of a "white paper" on the subject of "Insuring you and your Model A". Stay tuned

Mike Antonovich Breakfast

by Joe Wilson

Wilbert Smith invited our club members to participate in a "meet and greet" breakfast at a church in Pasadena where he was introducing County Supervisor Mike Antonovich who is retiring after 36 years of service. Mike brought his chief of staff, Cathy Barger, who he has endorsed as his replacement. During the program Wilbert introduced the SAA members who were in attendance and described our youth outreach goals. Wilbert wants to promote a relationship with people and agencies that can be helpful to the club's activities.

Fourteen SAA members participated in the breakfast meeting. We had 10 Model A's prominently on display in front of the church.



Cathy Barger said she owns a Model A Woody, will join our club, and offered to present a program at one of our upcoming meetings.

At their February meeting the SAA Board of Directors voted to revise the club's policy for placing personal ads in the Spoken Wheels newsletter. This policy applies only to individuals, not companies, placing paid ads in the newsletter, nor the free listing of business suppliers on our web site.

Henceforth, only SAA club members will be allowed to place ads in the Spoken Wheels. All ads must be automotive related. Previously, selected ads from other clubs and non-SAA members were accepted. Members may not place ads on behalf of nonmembers. The board also voted to place the same restrictions for posting on the SAA web site.

A review of all personal ads which appeared in the Spoken Wheel from January 2014 thru February 2016 revealed that members placed 60 ads, non-members placed 15 ads for a total of 75 ads.

Restorer Magazine

By Joe Wilson

The March/April issue of the Restorer magazine featured a cover photo of Santa Anita A's member's cars and included feature stories on two of our club events.

The cover photo was taken at the Shakespeare Club where we celebrated our 40th Anniversary Ruby Gala event. The three cars were: Rick Phillips' 1930 Town Sedan, Jim Kroeger's 1930 Town Sedan and Joe Wilson's 1931 Slant Window Town Sedan. This photo was one of many that were taken by Wilbert Smith and his son Brian during a professional photo shoot which took over three hours.

The first feature story in the Restorer magazine was written and photographed by Jim Kroeger. It reported our September tour to the battleship USS Iowa at the Port of Los Angeles. That was a two page story with photos.

The second feature story was about our Ruby Gala 40th Anniversary celebration in November which was held at the Shakespeare Club in Pasadena. That also was a two page story with photos, written by Joe Wilson.

It is a bit unusual to have two feature stories and a cover photograph from one club to appear in the same issue of the Restorer.

Those SAA members who are not members of MAFCA and did not receive a copy of the magazine, I suggest you either join MAFCA to see the magazine or borrow a copy from someone you know who is a member of MAFCA.



Santa Anita A's Veteran



Andy Sais USAF 1951-1954

In January of 1951, I was in my second year of college and had a deferment, but I signed up for the Air Force pilot training program. During the series of tests that we took prior to being shipped out, I qualified for Officers Candidate School and pilot training. However, a problem soon developed. Due to overcrowding I had been sent to an airbase in South Carolina for basic that had been re-activated a few months before and was considered a reserve air base. In order to be able to go to OCS right after basic, I had to be on a regular air base. Because I was in limbo and they didn't have a permanent job for me because of my status (waiting for OCS), I was sent to radar operators school at Biloxi, Mississippi for 6 weeks in June and July of 1951. Upon completion of the school, I was sent back to my base, awaiting transfer to a radar operations group. Because of red tape, my transfer did not take place until October, to Sewart AFB, outside of Nashville, Tenn. This was a regular AFB, but when I went through channels to transfer to OCS, I was told that there was now an 18 month waiting list for pilot training, so I was stuck in the radar group and we soon went overseas.

Our Group was made up of 4 National Guard squadrons, 3 from Georgia and 1 from North Carolina to which I was attached. One Georgia Squadron was sent to Korea and the other three of us went to French Morocco. We were used to set up a Radar ring around French Morocco, as we had a B-29 bomber base there, with nuclear bombs at the ready in case the Russians wanted war.

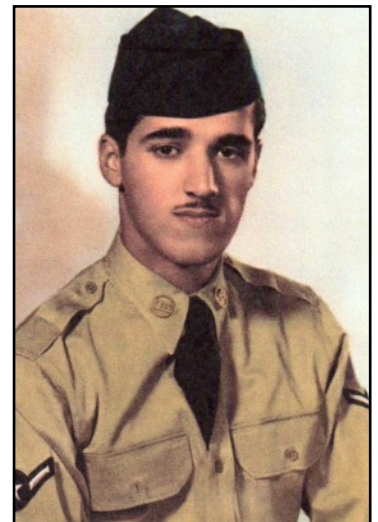
Before leaving the US, those of us that were regular Air Force, had to teach the National Guard guys how to become radar operators, including their officers. From January to July of 1952, we were just outside of Casablanca, teaching radar operations. Then I was sent with a detachment of 45 men about 80 miles north where I remained with the detachment for the next 10 months until I returned to the US in May 1953.

Here are a few highlights while in French Morocco. I was assigned to the Group calibration team, which went to different locations in Morocco, with the help of B-29's to calibrate sites for possible use as early

warning radar sites. In October 1952, a calibration team of ten of us was put together and sent to Korea, where we stayed for 5 days to calibrate a new site for our squadron stationed in Korea. Even though a demarcation line had been established, the war wasn't over and we were still bombing the north. The commanding officer of the squadron decided to move the site closer to the demarcation line, where we were promptly shelled by North Korean artillery and the radar antenna was destroyed and about 8 men wounded. New equipment was sent from Japan and we had to calibrate it on a new site far enough back from the demarcation line that was safe. We had to calibrate the site by workings with the B-29's that were on actual bombing missions. After we were done we were flown back to Morocco and went back to our regular assignments.

In January, 1953, we moved our site, 300 miles to the Northeast, right on the Mediterranean Sea, where Morocco is only 6 miles wide, with Algeria on one side and Spanish Morocco on the other. It was a summer resort for Europeans but we were there in the winter and it was cold and the little town of Saidia was almost deserted. The Army Corps of Engineers and the French were arguing about who would build our permanent site, so in the meantime, we had to be a construction squadron as well as radar operations, and build our own site. We had to work at construction during the daylight hours when we were not working on the radar.

I returned to the US in May, 1953 and was advised my orders to OCS had come through. However, I declined the offer as it would have meant another four years and by then I wanted to return to civilian life. I was discharged in December 1954. I returned to college and became a high school teacher for the next 34 years. I retired in 1992.



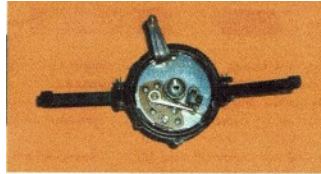
Andy Sais 1951

This article which appeared in the March/April 2013 issue of the Restorer magazine was written by Les Andrews

Point & Condenser Ignition vs. Electronic Ignition

Point and Condenser Systems

The original ignition system in the Model A consists of a coil, points and condenser. The points are opened and closed with lobes on the distributor cam. The four lobes on the distributor cam control the ignition firing to each of the four cylinders. When the points open, the ignition primary circuit is interrupted. But the flow of current cannot be stopped instantaneously. The current continues to flow and arc across the points. To stop this flow, a condenser is connected across the points so when the points start to open, the current surges into the condenser. By the time the condenser is fully charged the points are open wide enough to prevent an arc and the current flow stops and the magnetic field in the coil collapses quickly. The speed of collapse is aided by the discharge of the condenser back through the coil primary windings in reverse direction. Therefore, the purpose of the condenser is to reduce arcing at the points, thereby increasing point life, and to speed up the collapse of the magnetic field of the coil.



The period of time that the points remain closed is called "dwell time." The Model A dwell should be about 31 degrees on the cam. A point gap of .018" will result in about 31 degrees dwell on a standard distributor cam. At that setting, maximum saturation of the secondary windings in the coil is completed, allowing the coil to produce its maximum high voltage to the spark plugs.

The above explanation of point and condenser operation points out how critical "point gap" is for efficient running of the engine. Point gap is changed by: 1. Wear on distributor cam, 2. Wear on point block, 3. Wear on distributor shaft and bushings, 4. Wear on point contact and 5. engine rpm (causing point bounce).

Electronic Ignition

The most efficient ignition system is the electronic ignition. There are no moving parts or wear to cause a change in timing. A cobalt magnetic sleeve that slips over the Model A distributor cam is used to trigger the igniter module. The electronic ignition provides a constant high voltage to the spark plugs when used with the recommended coil, allowing for a more even and quicker burning of the air/fuel mixture in the cylinders, resulting in more efficient power from the engine. Engine RPM has no reducing factor as there are no mechanical points to bounce at higher RPM's. High voltage remains constant at idle to max RPM, resulting in a smoother and more efficient running engine. In most cases, fuel economy will increase by 3 or 4 miles per gallon.



SAA General Meeting Minutes - February 26, 2016

The meeting was called to order by John McDannel at 7:31 PM. The flag salute was led by Ken Mallory. John McDannel said we had 67 attend the meeting tonight & 10 Model A's in the Parking lot.

Program: Trash Talk . Ken Mallory introduced Teri Muse, Public Sector Solutions Manager for Waste Management. Teri gave a very informative talk on the changing world of recycling and the waste materials we generate. The facility also has tours open to the public the 4th Thursday of each month.

Membership: Bob Moore standing in for Randy Harper introduced new member Richard Ware. Bob Travis introduced guest E.J. Callahan.

Tours: March 17th - Bob Moore also talked about the invitation to join the MARC club for a St. Patrick's Dinner at the Pepper Tree. Sign up tonight the cost is \$17.50.

Jim Kreoger thanked Joe Wilson for leading the Griffith Park tour and reported on the March 31 Wrightwood Circle tour. John McDannel talked about the April 23 Mom and Pops Night Out. We will attend a play "Catch Me If You Can" at the Glendale Center Theater. This is a matinee performance with dinner after at a local restaurant. Cost to members is \$15.00 per ticket, guest \$23.00. Cost of dinner is separate.

By-Law revision vote: Bob Travis explained the reason for the By law revisions and revisions of Job Descriptions. Chuck Davies moved that the proposed by law revisions be approved as presented. Seconded by Pat Utter. Motion carried.

Awards: Bob Travis recognized what he calls the "Little People" who do the many jobs in the club to keep the club running smoothly. Bob presented each member that held a supporting job for the last 18 months a set of very nice Model A coasters.

Recognition:

John McDannel presented a good egg award to Dick Homet for his donation to the club. Dick was not present so the award was given to his daughter Susan. John also presented a good egg award to Chris Wickersham for helping John with his car on the last tour. Each award was one-dozen eggs from his chickens.

Ladies Day: Vicky Balmot reminded the ladies about Ladies Day on March 11th meet at Mimi's at 10:30 AM

Spoken Wheels: Joe Wilson said the new Club Roster may be picked up tonight. The roster is also on the Web site and you may send in corrections via the web site.

Youth Outreach: Wilbert Smith spoke on the Youth Outreach event at Pasadena HS on March 22nd, he said there are 30 cars signed up for this event. He is making signs for the cars and will have drip pans to go under the cars. Meet at 11:00 AM n Washington and Sierra Madre.

Sunshine: Judi Moore reported she had send cards to Joyce Travis, Helen Johnson and Leroy Gilbert.

Break & Recall to Order:

Thank You's: Thank you's to: The cookie bringers - Joy Wilson, Carol Emanuelli, Diane Kincart, Nancy Stancil and Bea Frutcher, The Refreshment Helpers - Nancy Stancil, Elsie Johnson & Tracy Butkus.

Minutes:The minutes were approved as read.

Treasure's Report: The Treasurer's report was approved as read.

Drawings: Name Badge - Joe & Joy Wilson, Drive your Model A: Jim Kreoger, 50/25/25 : Jack Dawson and Mary McDannel

Men's and Ladies Raffle

Meeting adjourned at 9:40 PM.

Respectfully submitted, Elaine Perry, Secretary

LOW END BOYS

BY MICKEY FRUCHTER

A group from the "Low End Boys" worked on Jim Bortolotti's car. He is a new member with a nice car with a few problems. He and Pete Henderson got his car running...BUT it would not start the next day. Brad Balmot, John Emanuelli, Mickey Fruchter and Chris Wickersham showed up to see what they could do to help out. It needed a little TLC: (timing and adjusting the points, cleaning and tightening all the electrical connections, loosening the stuck valves so he could get compression, adjusting the spark plug gaps and then cleaning the jets in his carburetor which finally got his engine running. The next day, Jim tried to start his car and it would not start. Chris talked to him about draining his gas tank and putting fresh gas back in as the tank had been treated with a "sealer" and the thought was that the new gas would dissolve the sealer and clog the carburetor again. Jim says the car is now running very well. He was advised how to lubricate many parts on his car and he will soon be an expert.

President's message- continued fro page 1

As mentioned in my last article the Restorer Magazines March/April issue featured our Clubs 40th Ruby Gala on its cover. What we didn't know was that they published two articles about our club in the same issue. Pretty impressive I might say. I called **Jim Kroeger** to compliment him on his article called the "The Big Stick" and learned that he has a journalism degree. Read the article and you will see his ability at expressing himself. The second article is also well written by Farmer John's Pullet -Prize Winning editor **Joe Wilson** writing about Our 40 Year's Ruby Gala. Good job boys!

As April Fool's Day approaches, it reminds me of my federally mandated retirement date in 2001 when the FAA forced me out of the cockpit at age 60. The mandatory retirement date has since been raised to age 65. Rats, I was forced out of one of the greatest and most challenging jobs in America. The one thing I always knew was that I was a pilot and didn't know how to time a jet engine. Thanks to the mechanics that did have the know how to tune those jet engines. And now I say thanks to the mechanics that continue to show us how to keep our Model A's tuned up and running on the road. Having said this, I still had six engine failures in flight and some on the ground!

Lastly, I would like to thank all of you for signing up for the "Mom and Pops Night Out" at the Glendale Center Theatre on April 23rd. Our club contracted for 50 tickets and 46 of our members have stepped up to the plate and are supporting this Murder Mystery at the theatre in the round.

Please remember that if you don't like the play, you can try to "**Catch Me If You Can**". HA, HA. Cheers John Mc Dannel

ERA FASHIONS

BY SUSAN HOMET

The end of the 1920's, and the beginning of the 1930's encompass our Model A Era period. The automobiles were designed, built and sold these years, and reflected the times. The clothing of the time period also reflected the times. The 1920's were good times, prosperous and expansive.

As the decade came to a close, however, things went downhill, and so did the skirt lengths. The years 1926 and 1927 had the shortest skirt lengths of the decade. By 1928 and 1929 the lengths had started coming down. Then at the end of 1929 the stock market came crashing down and the skirt lengths came down along with it!



Santa Anita A's Fashion Coordinator, Susan Homet, models period correct attire next to a period correct Model A.

The decade of the 1930's began on the dreary note of worldwide monetary depression. The "boyish look" of the 1920's, emphasizing a slim, athletically flat and trim figure disappeared. In it's place skirts dropped from mid-knee to mid-calf, hair grew to a "shingle" that half hid the ears, and hats moved back to reveal the forehead. The clothing was now cut on the bias, which gave skirts a clinging fluidity. The most important accessory of the early to the mid 1930's was the glove, worn in all lengths, and often matching the gown.

When we dress and create our Model-A era facades we are reminded of the unique circumstances and challenges of an earlier time. These memories can be useful when we are re-creating the fashions of this time.




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NEXT GENERAL MEETING - March 25 - ARCADIA RED CROSS HEADQUARTERS

Your to-do List:

- 1. Sign up for the tours**
- 2. Practice using the SAA Web site**
- 3. Show up at the March meeting to pick up your new 2016 club roster**



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