



September 2018

# Spoken Wheels

## THE NEXT MEETING

**General Meeting - 7:00 PM, Friday, September 28.**

Live Oak Community Center, 10144 Bogue St. Temple City

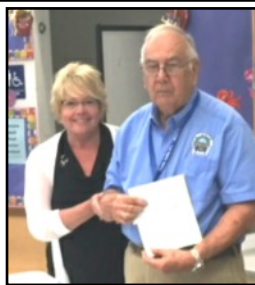
### Program

The presentation this month will be presented by John Larson, owner of OLDPL8S in South Pasadena. He restores and sells Old License Plates. John started restoring plates about 25 years ago for many of his own old cars and then started selling and restoring them for other people. He will be showing us the process he goes through in restoring old plates. John has 10 old cars and is a member of the Early Ford V8, Airflow, Austin Bantam, Buick, Metropolitan Tri-Five and Roaring 20's car clubs. Hope you all can make it to the meeting. This will be a good one!

## NEWS BITS

### Club Receives donation

A \$500 donation was presented to the club at the August meeting by Ellen Hughs, the executor of the Joe Giocomarra's estate. Ellen shared some stories about Joe's life and experiences. She said Joe felt very welcome in the club and enjoyed the interaction with the members.



### Totta Brothers purchase Joe Giocomarra's Model A

Mike and Leonard Totta, the sons of Totta and Son's auto repair shop, previously located in La Canada, purchased Joe Giocomarra's 1931 Sports coupe. Joe was good friends of the Totta brothers and their father, Pete, who had worked on Joe's car over the years. They were anxious to have the car and I am sure Joe would be pleased that his car was now in good hands.

### Low End Boys are ready to help

Mickey Fruchter would like to remind those members who need help in trouble shooting problems with their cars to contact him. The Low End Boys are prepared to help up to but not including major component rebuilding or brake jobs. Mickey Fruchter ((626-797-2048)

## PRESIDENT'S MESSAGE -

**BOB TRAVIS**

I am having a difficult time composing this message because I am distressed over my failure to come up with what I believe to be a suitable venue for Mom and Pops night out. As a result, the event is canceled for this club year. Hopefully your next President will do a better job.



It appears the worst is over for our hot summer. I am certainly looking forward to some cooler temperatures (and lower electric bills). Let's hope it remains cool for our participation in the Duarte Route 66 parade on Saturday, September 22, as we celebrate International Model A day.

It is that time in the year when we need to be thinking about who will be willing to fill key leadership positions as Officers and Directors on the board. The nominating committee will begin soon to identify candidates. If you are interested in serving, contact myself or any of the current board members to let us know your desires.

In closing, I came across an informative article on classic (antique) car insurance that was published in the September issue of the Defender, the monthly newsletter from the ACC (Association of the California Car Clubs). I asked our editor to include it in its entirety in this issue of the Spoken Wheels.

Until next time drive an A every day.

## MAFCA Membership Longevity Awards announced

The September/ October issue of the Restorer listed milestones for length of membership in MAFCA. The listings showed members names starting with 25 years in 5 years increments up to 60 years. There were 9 members recognized for 60 year's of MAFCA membership.

SAA's members included in the list were:

- 55 years - Bob and Joyce Travis
- 45 years - Marlin and Elaine Perry
- 40 years - Doug Nielsen
- 30 years - Hal and Joanne Anthony
- 30 years - Tom Endy

## CALENDAR OF EVENTS & TOURS

### September

- 22 - International Model A Day, A special tour on Route 66  
28 - General Meeting, 7:00 PM, Live Oak Community Center, Temple City

### October

- 7 - Ticket to the 20's, see page 3  
8 - Ladies' Brunch, Annia's, San Gabriel Valley Airport, 11:00 AM  
10 - Board meeting, 7:00 PM, Live Oak Community Center, Temple City  
18 - Men's Breakfast, Annia's, San Gabriel Valley Airport, 9:00 AM  
26 - General Meeting, 7:00 PM, Live Oak Community Center, Temple City  
28 - Alzheimer's Walkathon, see page 3

### November

- 2 - Pasadena Playhouse Tour, see page 3

### December

- 16 - Christmas Party, Monrovia Restaurant, details TBA

## BIRTHDAYS & ANNIVERSARIES

### October Birthdays

- 1 Tony Catroppa  
2 - Kathy Catroppa  
2 - Toshiko Favela  
7 - Larry Butkus  
7 - Ruth Ann LeVay  
12 - Alan Bennett  
16 - Mary Ann Sepulveda  
17 - Ann Petersen-Pam  
17 - Chuck Davies  
21 - Vicky Bartlett  
22 - Trang Weber  
25 - Sue Chandler  
25 - Joyce McCullah  
25 - Jean Ware  
27 - Gary Weber  
28 - Lisa Henzel  
30 - Jim Dolan  
30 - Jim Frick

### October Anniversaries

- 4 - Pete & Gloria Henderson  
4 - Gary and Trang Weber  
20 - Eric & Jennifer Sandberg  
22- Charles & Miriam Davies

### Corrections and Omissions

I missed Hal Anthony's Birthday last month which was on September 19. So, he gets to celebrate again on the 19<sup>th</sup> of October.

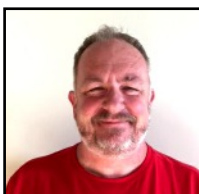
## NEW MEMBERS

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



#### Richard Morgan

626-575-7130 Cell 626-277-9398  
5209 Myrtus Ave., Temple City, CA 91780  
rifleman@pacbell.net  
Joined June, 2018 No car



#### John Formia

661-212-3310  
22933 Red Pine Way, Santa Clarita, CA 91390  
[johnformia@gmail.com](mailto:johnformia@gmail.com)  
Joined July, 2018 1930 Tudor

## 2018 OFFICERS, BOARD & CHAIRS

### OFFICERS

**President:**  
Bob Travis 626-574-0665  
**Vice President:**  
Tracy Butkus 626-279-9724  
**Secretary:**  
Elaine Perry 626-443-0638  
**Treasurer:**  
Sheri Johnson 626-446-3367  
**BOARD OF DIRECTORS**  
Chuck Mauch 626-674-0660  
Carol Emanuelli 626-286-5267  
Jim Frick 626-303-5233  
Jim Kroeger 626-710-6592  
John McDannel 626-791-3221

### COMMITTEE CHAIRS

**Activities:**  
Elaine Perry 626-443-0638  
**Advertising:**  
John Emanuelli 626-286-5267  
**Fashion: Coordinator:**  
Susan Homet 626-798-4964  
**Ladies' Day:**  
Open  
**Low End Boys:**  
Mickey Fruchter 626-797-2048  
**Membership:**  
Randy Harper 626-357-6442  
**Merchandise:**  
Joe Wilson 818-790-0995  
**Raffle – Ladies':**  
Bea Fruchter 626-797-2048

### COMMITTEE CHAIRS - Continued

**Raffle – Men's:**  
Don McBride 626-792-8652  
**Raffle - 50-25-25**  
Tom Johnson 626-446-3367  
**Refreshment Host:**  
Carol Emanuelli 626-286-5267  
**Refreshment Sign-ups:**  
Vicky Bartlett 626-799-6338  
**Restorer Articles:**  
Keith Smith 661-298-0625  
**Roster:**  
Joe Wilson 818-790-0995  
**Seminars:**  
Bob Travis 626-574-0665  
**Southern CA MAFCA Rep. (SCRG):**  
Marlin Perry 626-443-0638  
**Spoken Wheels:**  
Editor-Joe Wilson 818-790-0995  
Proofers - Olive Moore & Elaine Perry  
Mailers -Open  
**Sunshine Lady:**  
Diana Kincart 626-446-7876  
**Technical Director:**  
Chris Wickersham 626-639-3141  
**TourMeister:**  
Jim Kroeger 626-710-6592  
**Webmaster:**  
Eric Sandberg 818-330-9311  
**Youth Outreach:**  
Wilbert Smith Ph.D. 626-791-7636  
  
Santa Anita A's Mailing Address:  
PO Box 660904 Arcadia, CA 91066  
Web Site: [www.santaanitas.org](http://www.santaanitas.org)

## PUBLIC NOTICES

### Sunshine Lady - Diana Kincart - Mrs. Sunbeam

Larry McKinney - get well from surgery  
Sally Baquet - get well from surgery  
Mary McDannel - get well from a fall

### Cookie Bringers - Vicky Bartlett - Head Cookie

Sue Chandler, Tracy Butkus, Barbara Dawson, Chuck Davies

### Photo Donors -

Bob Moore, Carolyn McBride, Joe Wilson

### 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](http://www.mafca.com))



## COMING TOURS & EVENTS

### Ticket to the 20's

Sunday, October 7

by Jim Kroeger

We will travel on Sunday, October 7th to the Homestead Museum in the City of Industry for "Ticket to the Twenties". Come experience the excitement of the 20's featuring vintage jazz, dancing, fashion and silent films. Admission is free.

We will meet at the Perry's, located at 5528 N. Lenore Ave. in Arcadia at 2:00 PM. We are encouraging people to drive their Model A's to lend more authenticity to the Festival.

Special parking is provided for those who wear era fashion, so do so and join us. Fold out chairs are recommended. Sign up at the next general meeting or call your tour leader, Jim Kroeger (626-710-6592) for more information.

### Alzheimers Walkathon

Sunday, October 28

by Tracy Butkus

I will be participating in the Walk to End Alzheimer's for the San Gabriel Valley again this year. The Walk will take place at Pasadena City College on October 28. I am hoping I can get 10 volunteers again this year to display their cars on the campus.

You will need to arrive by 7:30 AM and should be done by 11:30 AM. There will be vendors there giving away free food and beverages.

I will have a sign-up sheet at the September meeting. I would like to thank you in advance for your support. Please feel free to contact me at 323-646-7153 with any questions.



### Pasadena Playhouse Tour

Friday, November 2

by Jim Kroeger

Arrangements have been made for a private tour of the Pasadena Playhouse in Old Town Pasadena. The theater was completed in 1925 and has staged classic drama, new musicals and plays, and integrated itself as an educational facility becoming a prominent place in the national theatre scene.

After the one hour tour of the theater we will walk across the street to the El Portal Mexican restaurant where we will dine in a private room. Meet at the Sears parking lot in Pasadena at 9:30 AM.



There will be a sign up sheet at the next meeting.

Contact Jim Kroeger for additional info (626-710-6592).

## PAST TOURS & EVENTS

### Wrightwood Tour

August 24

by Bob Travis

We had a beautiful day trip to Wrightwood involving 13 members, six Model A's and one modern. We made a scheduled stop on the way at Newcombs' ranch for coffee and doughnuts but there weren't any doughnuts! However lunch at the Grizzly Cafe was superb as usual. While it was pleasantly cool in the mountains, the heat was on by the time we returned to the valley.



Participating on the tour were Bob Travis, Joe And Joy Wilson, Patty and David Lutz, Bob Moore, Chris Wickersham, Don and Carolyn McBride, Chuck Sharpe, Jim Frick, Randy Harper and Mike Kniest.



Zippers have quite an interesting history that dates back to 1893. The Slide Fastener, as it was called back then, was invented and patented by the Universal Fastener Company in Chicago, Illinois. The company was renamed a number of times in the early years, identified variously as the Elyria Fastener Company, The Fastener Manufacturing and Machine Co., and finally on February 18, 1904, The Automatic Hook and Eye Company. This name remained until 1913 when the company faded from the picture as the fasteners just didn't catch on. At this early stage in the game the fasteners could not be guaranteed to consistently work.

The first fasteners were installed in government mail pouches in 1896. Due to technical problems only 20 mail pouches were equipped with this fastener. Chain making machines had to be manufactured in order to produce the slide fasteners. This all took time and money. Many of the new chain making machines would collapse or malfunction when put to use.



In 1905 a Patent was issued on a new version of the fastener device. The fastening elements were clamped along the edge of fabric. This was called the "C-Curity" and advertised as a Placket Fastener. It was sold door to door to housewives to make their sewing easier. The instructions were so wordy and complicated that it failed. Even the C-Curitys that did get installed proved to be very unreliable as they would pop open at the most inconvenient times. In 1906 some improvements were made, but the now newly named PLAKO was tried in mail pouches and tents. Unfortunately it was also a failure.

The next several years saw more patents issued. There had been inventors, engineers, financial backers and many interested parties that came and went. Then in 1913 a man named Lewis Walker Jr. came aboard and "The Hook-less #1" was produced, but the spring clip fastener wore out too

rapidly. The Hook-less #2 answered the problems and was called the world's first successful slide fastener.

After several years in 1917 a few firms agreed to install the slide fastener in such garments as corsets, military equipment, leggings and riding breeches, health belts, gloves, golf bags, riding clothes, and baseball and football uniforms for boys, and lastly in spats. Hook-less #4 was produced to be put in sleeping bags and money belts, flying suits and life vests.

In 1921 the Goodrich Company put a hook-less fastener in rain boots, and by the end of 1922 Goodrich was ready to introduce the zippered boot. The same year #5 was introduced for use in tobacco pouches, gloves and sport clothes and #6 was requested by Gueiterman Bros. for installation in overalls.

By 1924 the company needed more room and a new four-story factory was opened. Now customers were requesting slide fasteners for use in pencil cases, diaries, ledgers, school bags, covers for motor boat engines, hunting boots, shopping bags, to name a few. In 1928 The Hookless Fastener Co. became the manufacturer of the Talon slide fastener. Orders started coming in from manufacturers such as Firestone Footwear Co., Hood Rubber Co., H-D Mercantile Co., makers of Unionalls, Coveralls, and outfits for firemen.

In 1929 the zipper was introduced into Ladies handbags. In the mid-1930's the company focused on the women and men's clothing industry. By late 1930 Kuppenheimer Manufacturing Co. committed themselves to at least making zippers available. In 1933 S.W. Kinney set out to bring the makers of everyday dress for men and women into the long list of fastener users. In 1935 the famous designer Elsa Schiaparelli proclaimed that zippers were here to stay in women's fashions, although they were only seen in custom designer's collections.

**Today I found out why zippers have a YKK on them.**

*The YKK stands for Yoshida Kogyo Kabushikikaisha (say that five times fast). In 1934 Tadao Yoshida founded Yoshida Kogyo Kabushikikaisha (translated Yoshida Industries Limited). This company is now the world's foremost zipper manufacturer, making about 90% of all zippers in over 206 facilities in 52 countries. In fact, they not only make the zippers, they also make the machines that make the zippers. Their largest factory, in Georgia makes over 7 million zippers per day.*





## POOR QUALITY PARTS

It happened to me; I had to have my Model A towed home. I was driving down the freeway thru East Los Angeles while returning from a recent outing with the Santa Anita A's. I shifted the Mitchell Overdrive into direct, let out the clutch and suddenly realized that the engine was no longer connected to the rest of the drive train. Luckily, there was an exit just ahead and I was able to steer my powerless Model A down the off ramp and over to the side of the road. Twenty minutes after a call to the Auto Club, the flat bed truck arrived to take my stricken car home.

The next day I did a little diagnosis. With the engine running, the transmission in gear and overdrive in direct, when the clutch was engaged the car should have moved, but it would not. I noticed the speedometer did not register so that led me to believe the driveshaft was not turning. This meant the problem was between the flywheel and the point on the drive shaft where the speedometer gear is attached. After removing the floorboards and clutch inspection cover, I looked very closely at what I could see of the clutch disc and saw where the disc had come apart and the center springs were missing. Well only one thing to do, replace the clutch.

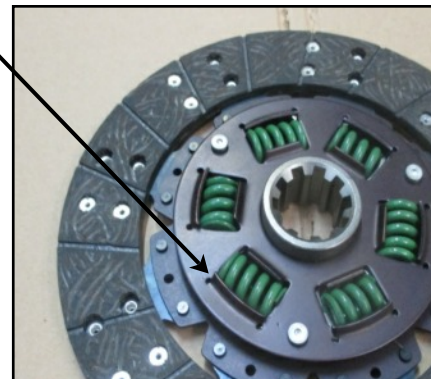
After removing the clutch, I found the disc was in pieces. With just over 12,000 miles on the restoration, the clutch should have still been in good condition. In 2002 when I restored the engine I thought I had purchased the best parts available. For years, I had been using Ft. Wayne Clutch in Indiana to supply clutch components. They were well respected in the industry and I was confident that they supplied only top quality parts. I do remember when I ordered a rebuilt clutch assembly that they supplied new clutch discs and not rebuilt ones. At the time, I did not know these new discs came from China. These were the same clutch discs that for years have been identified with premature failures.

I did some research and found that Bratton's is now having a high quality clutch disc made here in the USA. When I inspected the new disc from Bratton's, I could easily see the difference. The two outside driven plates that retain the center springs are much thicker with tabs formed to better hold the springs in place. The springs themselves are larger and the rivets that hold the driven discs together are much more substantial. The Marcell Springs (the wavy springs between the linings) were better designed with twice as many rivets holding the linings in place. The Bratton disc was obviously a much higher quality product.

A clutch disc should last the life of the engine. It is a lot of work to replace the clutch so buy the best components available. I am just glad this happened where it did and not hundreds of miles away from home while on a tour.

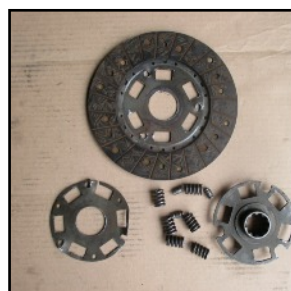
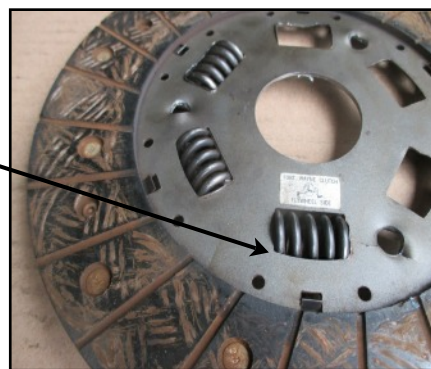
## Good clutch design

*Note: The plate has spring retainer tabs built into the clutch drive plate.*



## Bad Clutch design

*Note: The plate has no spring retainers tabs built into the clutch drive plate*



Disassembled clutch disk

## TECH TIP

When replacing the clutch, be sure to also replace the pressure plate assembly if it shows signs of wear. Also, it is a very good idea to always replace the throw out bearing and the pilot bearing. These parts are not expensive but a lot of work to replace at a later date if they should fail.

This also may be a good time to install a replacement "extra long" clutch release lever. This up-grade will make the clutch softer and easier to operate. Extra long clutch release levers are available from most Model A parts suppliers.

*The following article appeared in the September 2018 issue of the "Defender, a publication of the Association of California Car Clubs. I thought it would be of interest to you. Bob Travis*

## **What you need to know about Classic Car insurance**

If you're a car lover buying a sporty roadster that's not only retro, but also in mint condition, you probably know its value to the nearest dollar. You care more than most car owners about every ding or scratch, and want to make sure your investment is properly valued and worry-free. Because of this, classic car insurance is a little different from the insurance that covers the vehicle you use every day. That's why it pays to spend some extra time making sure a classic car insurance policy includes all the fine points you need. Two things that make them different from an insurance perspective are that classic cars are driven less frequently than regular-use cars, and are usually securely stored. Here are some of the common insurance specifications to understand when choosing classic car insurance.

### **What is a classic car?**

The categories of classic car and collector car are often lumped together. While insurance carriers might have different classic car definitions, figure that a classic car would be at least 10 years old, while an antique car would be a minimum of 25 years old. Collector cars might also be modern, including those with modifications and even replicas of antique cars. A vintage tractor or military vehicle can even be classified as a classic car and qualify for this type of insurance

### **What does a classic car insurance company require?**

A classic car insurance carrier may require that an insured classic car meet certain conditions to qualify for specific coverage. For example, the car might need to be stored in a locked garage rather than left in the driveway. It would need to be driven as a hobby vehicle rather than a daily use car, meaning you should drive it primarily in parades or club activities and bringing it to car shows, though occasional pleasure drives are sometimes allowed. The insurance carrier may require proof that you have another car to use as your primary auto. In order to be considered a classic car, the insurance carrier may require that the vehicle is in good condition and close to the original factory specifications. Sometimes a classic car insurance carrier asks for an appraisal or market value along with a photo.

### **Does coverage include depreciation of value?**

A classic car should hold its value, which is one reason that this type of specialized classic car insurance exists. If there's a claim, the last thing you want is a payout on what the carrier says is a depreciated value on a 30-year-old car, which may happen with traditional car insurance. Before

getting auto coverage, find out the carrier's depreciation policy. For classic car insurance, the company might offer what's called a set value coverage, where a policy is issued with a stated car value. That value stays the same unless the car rises in value and the policy reflects that.

### **Is there a mileage limit for classic cars?**

Not all classic cars are driven for pleasure. Some are just exhibited in car shows, stored or driven in parades. Figure out how you're going to use your classic car to make sure the mileage allowed by the insurance carrier works for your needs. An insurance carrier may offer a no fixed mileage limit, with the caveat that the classic car is not the daily driving car. If it's a daily use car a different car insurance policy may be needed, even if it's a classic or collectible car.

### **Does the classic car insurance policy give a choice of repair shops?**

When getting a traditional car repaired after an auto claim, insurance companies sometimes offer options. With a classic car, going to the right shop makes a huge difference. Some auto repair shops know specialty cars better than others. Find out if the classic car insurance carrier allows a choice of specialist auto shops, which can cost more than traditional repair shops.

### **Is there a deductible?**

Some classic car policies offer a zero-deductible policy, and some make it standard. Find out when inquiring about a policy.

Classic car owners should enjoy their car and should be covered when the unexpected happens. Classic car insurance protects your unique vehicles and can give you peace of mind knowing that your classic car is safe and protected. Product, coverage, discounts, insurance terms, definitions and other descriptions are intended for informational purposes only and do not in any way replace or modify the definitions and information contained in your individual insurance contracts, policies, and/or declaration pages from Nationwide-affiliated underwriting companies, which are controlling. Such products, coverages, terms and discounts may vary by state and exclusions may apply.



## PONDER THIS



- I still haven't learned to act my age and doubt I'll live that long.
- I talk to myself, because there are times I need expert advice.
- When I was a child, I thought nap time was punishment. Now it feels like a mini vacation.
- Aging sure has slowed me down, but it hasn't shut me up.
- My people skills are just fine. It's my tolerance for idiots that needs work.
- It may be that my sole purpose in life is simply to serve as a warning to others.
- Birthdays are good for me. The more I have the longer I live.

### For Sale

1990 Chevrolet Silverado 2500 (3/4 ton) pickup truck. Standard cab with long bed. Split bench seat, automatic transmission w/overdrive, power steering, power brakes, 5.7 liter (350 cu in) motor with electronic fuel injection, power windows, air conditioning, cruise control, chrome bumpers, Ultra 2 pc polished aluminum wheels and Gaylords truck lid (hinged tonneau cover).



Front end aligned and replaced parts needed, new GM water pump and hoses in 2017. Air conditioning serviced in 2018. 130280 miles (been on Mobil 1 oil for 25 plus years). \$2900.00 or make offer.

Richard Morgan 626-575-7130  
Leave message with return phone number. This is my land line. Do not use my cell.

## MEETING MINUTES

### SAA's General Meeting Minutes August 31, 2018

- The meeting was called to order by President Bob Travis at 7:02 PM.
- The flag salute was led by Bob Travis
- Membership: Randy Harper introduced guests Tom & Ellen Hughes, Lenard Totta, Mike Totta, Don Haywood and Jerry Cleland.
- Presentation: Ellen Hughes who is the representative from Joe Giocomarra's estate made a presentation to Bob Travis of a \$500 check to the club. Joe made the bequest to the SAA's in his will. Joe said that he felt very welcome in the club and enjoyed the interaction with the members. He will be missed.
- Sunshine: Diana Kincart said she sent cards to Jack and Barbara Dawson.
- Tours: Jim Kroeger gave the following tour report:
  - 8/24 Wrightwood tour
  - 9/22 International Model A Day, Rte. 66 parade sign up tonight
  - 10/7 Ticket to the Twenties, Meet at the Perry's
- Activities:
  - 9/28 San Marino Homecoming Parade
- Spoken Wheels: Joe Wilson reported that the club flyers are available; pick some up tonight.
- Minutes: Approved as printed
- Treasurer's Report: The Treasurer's report was approved as read.
- Thank You's: Thank you to cookie bringers Vicky, Bartlett, Terry Mills, Kathy Concidine, Joyce Travis, Patty Lutz and Chuck Davies.
- General Announcements: Thank you to Carol Emanuelli for Ladies raffle prizes.
- Program: Tracy introduced tonight's speaker, new member Rob Barrosa and his wife Marianne. Rob gave a very informative and interesting talk about the history and future of the "Electric Car" in America.
- Break
- Drive your Model A: Jim Frick
- Name Badge: Tom Endy
- 50/25/25: Joanne Formia and Nancy Sharpe \$29.00 each
- Raffle
- Meeting adjourned at 8:50 PM

Respectfully submitted,  
Elaine Perry, Secretary

### For Sale

1928 Roadster pickup totally restored by the man I bought it from. It has hydraulic brakes, high speed head & an alternator. \$22,500.




4 new Goodyear 21" white wall tires.  
They were on my 28 Phaeton less than 2 weeks. - \$500.

Both are local in Pasadena.  
Mark Henzel 626-797-1678 or cell 626 286-3531



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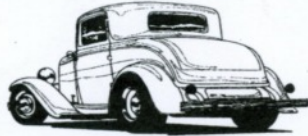


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- **Check the club calendar. We don't want you to miss anything.**
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- **Is you Model A ready to roll? No? Need help? Need advice? You will find most any SAA's member is prepared to tell you what to do. Give someone a call. Maybe call three. You'll get three different answers. Then just figure it out for yourself.**



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