



May 2020

Spoken Wheels

THE NEXT MEETING

General Meeting

The May Meeting has been canceled due to concerns about our state government.

Program:

No meeting- no program

NEWS BITS



A new face for the Santa Anita A's

Drive-in, Drive-away, Drive-through, Drive-by

The term "Drive-by" has taken on a new meaning in recent times. Our club members have been "exercising" their cars by participating in a number of "tours" which involve driving by someone's home to celebrate a birthday, or, through a retirement home facility to simply provide needed entertainment for both the "Drive-by-ors" and the Drive -by-ees".

You will find a report on these events in the "Coming Tours and Events" and the "Past Tours and Events" sections of this newsletter.

PRESIDENT'S MESSAGE

BOB HARBICHT

In last month's President's Message I announced that there would be no activities for April. As for May, I said all we can do is "wait and see." I am striving to not be political in my message, but our house arrest continues and we have no activities scheduled for May, into June.



As it happens, we have had a couple of informal events where we had a chance to get out in our Model A's. We did a birthday drive-by for Tracy Perry and she enjoyed it tremendously. We managed to keep it a secret, so she was totally surprised when about 15 Model A's were honking out in the street as she worked from home.

A week or so later we thrilled the residents of Royal Oaks Manor as a similar number of cars made two circuits through their grounds. The residents had been informed of our coming and dozens and dozens of them were at the side of the drives waiting for our arrival. This was followed by a similar drive-thru of Westminster Gardens, albeit to a much smaller crowd.

I'd like to thank Bob Moore for putting these two events together. In fact, Bob has organized two more birthday drive-bys for late-May. You should have received an email about these. Why don't you come out, join in the fun, and give your Model A a little exercise? We'd love to see you.

Photo Contest

Last year we had the "25th Annual for the Very First Time" Santa Anita A's photo contest. We had about a dozen or so entries, featuring Model A fun both old and new. The members of the club voted on the photos at the Christmas/Installation dinner and had a lot of fun doing it.

As of now, I've received only one entry for this year's contest. Surely some of you have photos from our tours this year or the birthday drive-bys! Simply email them to me, along with a brief description of what's going on and you'll be entered in this year's contest and will be eligible for a fantastic prize. The prize will be different from last year, primarily because I can't remember what last year's prize was. I'm sure last year's winner, Tom Endy, remembers and is displaying it proudly.

I'm keeping my fingers crossed that we'll resume our normal activities in June. I, for one, am looking forward to seeing everyone again.

CALENDAR OF TOURS & EVENTS

Here's what is on our scheduled not to do

May

29 - General meeting, Canceled

June

7 - Henry Ford Picnic - Canceled

8 - Ladies Brunch - Canceled

10- Board meeting, 7:00 PM, Canceled

25 - Men's Breakfast, 9:00 AM, Annia's, Canceled

NEW MEMBERS



Benjamin Stone

714-843-2010 Cell 714-408-8405
18891 Clearview Le, Huntington Beach, CA 92648
bennormstone@gmail.com
Joined 3/2020 1930 Tudor



Gary and Sheryl Hunter

626-688-0798 Gary, 626-688-7355 Sheryl
1421 Carmelita Pl. Arcadia, CA 91006
garyhunter289@gmail.com
Joined 3/2020 1930 Tudor



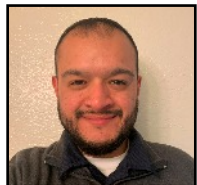
Rob Johnson

714-788-6438
141 S. Mount Vernon Ave., Prescott. AZ 86303
robjohnson52@gmail.com
Joined 1/2020 1929 Ford Roadster PU



Michael Flick

818-957-3807 818-438-3807 Cell
3915 Pleasure Way, Montrose, CA 91020
mcflick@hotmail.com
Joined 12/2019 31 Deluxe Coupe



Salvador Diaz

818-340-9309 Cell
602 N. Sumit Ave., Pasadena, CA 91103
Sdiaz@pasadena.edu
Joined 12/2019



2020 OFFICERS, BOARD & CHAIRS

OFFICERS

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Vice President:
Bob Travis 626-574-0665
Secretary:
Elaine Perry 626-443-0638
Treasurer:
Chuck Davies 323-786-4778
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Marlin Perry 626-443-0638
Janet Beggs 626-773-2806
Chris Wickersham 626-639-3141
Joe Wilson 818-790-0995

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Activities:
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Susan Homet 909-360-3030
Ladies' Day:
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Low End Boys:
Mickey Fruchter 626-797-2048
Chuck Davies 323-788-4778
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Randy Harper 626-357-6442
Merchandise:
Joe Wilson 818-790-0995
Raffle - Ladies':
Bea Fruchter 818-807-7143

COMMITTEE CHAIRS - Continued

Raffle - Men's:
Mickey Fruchter 818-512-2556
Raffle - 50-25-25
Nancy Sharpe 626-359-1751
Refreshment Host:
Vacant
Refreshment Sign-ups:
Vacant
Restorer Articles:
Keith Smith 661-977-1145
Roster:
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Vacant
Webmaster:
Eric Sandberg 818-330-9311
Santa Anita A's Mailing Address:
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Website: www.santaanitaas.org

BIRTHDAYS & ANNIVERSARIES

June Birthdays

2 - Dave Galassi
4 - Bob Harbicht
9 - Cliff Mount
12 - Joe Guarrera
12 - Bea Fruchter
13 - Dan Boardman
13 - Corky Gray
13 - Larry McKinney
15 - Sharon Gray
20 - Patsy Harbicht
21 - Barbara Voors
27 - Gail Boekennoogen

June Anniversaries

4 - Steven & Sondra Kurtz
16 - Dino & Gina Falabrino
12 - Gary & Sheryl Hunter
17 - Dick & Norma Canzoneri
17 - Jerry & Marlys Cleland
24 - Don & Carolyn McBride
26 - LeRoy & Pam Kehret
28 - E.J. & Barb Vomela Callahan

PUBLIC NOTICES

Sunshine Lady -

Everybody's Happy

Cookie Bringers - No head cookie, No place to eat cookies

Photo Donors -

Nancy Stancil, Bob Moore, Joe Wilson

Tour Survey Provides Valuable Information

Several weeks ago you were asked to respond to an online survey regarding our tours. The purpose of the survey is to re-evaluate what we have offered our members in the past and plan events in the future that meet their expectations.

We have about 115 family member units. To date we have received 45 responses. While this is a reasonably good survey return response, I would like to encourage those of you who have not responded, to do so; your comments are important to us.

To respond to the survey please just click on this link: <https://form.jotform.com/sandbug/SantaAnitaA-Membersurvey>

The information you have supplied so far has been valuable and important, but we want to hear from the rest of you as well.

Even if you never have been on one of our tours, nor ever expect to participate in any, we would still like to hear from you.

If so, just send an email directly to Joe Wilson, advising him that you do not intend to participate in our tours. This will help us know how many members do and do not consider touring an important part of their Model A experience with the club.

Five States Abolish Speed Limits

Maximum speed limits were abolished in five states in 1929, while 12 states raised the limit, with the objective of speeding up traffic, according to reports received by the California State Automobile Association. Kansas, Tennessee, Vermont and Wisconsin prescribe a speed that is "reasonable and proper". In effect this means that speed is not to be considered prima facie evidence of reckless driving, and such cases will be considered on their merits.

With improved highways and added safety qualities in motor cars, the tendency throughout the country has been to speed up traffic, and each year finds the legislature of various states fostering proposals to abolish maximum speed laws.

Speed Limits Increased

States which increased their speed limits by action of the legislature during 1929 are: California, from 25 miles per hour to 40; Delaware, from 30 to 35; Illinois, from 35 to 45; Minnesota, from 35 to 45; Nebraska, from 35 to 45; Nevada, from 45 to 50; New Mexico, from 35 to 45; Ohio, from 35 to 45; Pennsylvania, from 35 to 40; South Dakota, from 25 to 40; Texas, from 35 to 45; and Virginia, from 35 to 45.

A total of 11 states do not prescribe maximum speed laws. These are: Connecticut, Florida, Indiana, Kansas, Maine, Michigan, Montana, Tennessee, Vermont, Wisconsin and Wyoming. The limits in other states range from 20 miles an hour in Massachusetts to 50 miles per hour in Nevada, with the majority of states placing the limit at between 35 and 45 miles an hour.

(from The Evening News, San Jose, California, Wednesday, August 27, 1930)

Government Requires Collector Car Count

Concurrent with the 10 year U.S. Census now under way, there is also a requirement that there be a count of all "collector" cars located within each state. These numbers are required to determine the allocation of government rebate funds. Details on the census and how we are to proceed to report the count are shown elsewhere in the newsletter.

Santa Anita A's Launches Model A Census

Contrary to an earlier report in this newsletter, the census is not mandatory but voluntary; we do think it is a good idea.

Club member, Mark Henzel, suggested that it would be interesting to find out who had the oldest and newest Model A's in our club. So, we decided to expand on his idea and do a club wide census on club member's cars.

Who in our club has the oldest Model A? Who has the youngest? Which ones are illegal imports? Which ones are unusual?

I count 51 distinct Model A body styles according to the MAFCA judging standards. How many of these different Model are in our club?

For your reference, on page 5, I have listed the Model A vehicle model numbers and the engine serial numbers.

Let's Do a Census

I will be sending you an email in the near future inviting you to respond with the following information:

1. The model number of your car(s) and your vehicle serial number(s).
2. If you have an unusual Model A, I will ask that you send me a photo and description.

I will publish a report on the results of the census in the next newsletter.



COMING TOURS & EVENTS

More Birthday Drive-bys

Thursday, June 4

We will do a Triple birthday drive-by on June 4. It will include stops at Bob Harbicht's, Albert Robles and one other which is a secret surprise.

Bob Harbicht is celebrating his 80th for the first time. Bob Robles is a WWII vet celebrating his 95th birthday and is a member of the San Gabriel MARC Model A Club. The third stop will remain a secret until the beginning of the tour.

We will gather for the tour on June 4 at 9:00 AM in the parking lot along side McDonalds (143 E. Foothill Blvd.) in **Arcadia**.

These are important milestone birthdays. Let's create some memories for all three in Model A style. It is a good excuse to get out of of your house and exercise your model A.

PAST TOURS & EVENTS

Tracy Butkus Birthday Drive-by

April 29

It was a surprise birthday party on wheels for Tracy Butkus when 15 Model A's showed up in front of her house with horns blowing. Proper social distancing was practiced and all participants were in disguise so we don't know who all was there.



National Day of Prayer

May 7

Our traditional car show and drive to Mt. Baldy for brunch on the National Day of prayer was compromised this year by the virus restrictions. Our compromise was to disguise ourselves, then do a drive-by through Royal Oaks and Westminster Gardens retirement homes. We added a drive-by at Chuck and Nancy Sharpe's home.



No food was served, no hands were shaken, no mouths were seen. But we did have sixteen or so Model A's happy to be on the road again.



May 20 Birthday Drive-by Tour

May 20

We were invited by the San Gabriel Valley MARC club to participate in a drive-by tour for one of their members, Ellie Reitz who was celebrating her 90th birthday. We had 11 Model A's plus 4 modern cars on the B'day min-tour.



Model A Census Reference Material

Use this information to respond to our request for information about your Model A's.

MODEL A BODY TYPES 1928-29 1930-31

OPEN

STANDARD PHAETON	35-A	35-B
DELUXE PHAETON		180-A
STANDARD ROADSTER	40-A	40-B
DELUXE ROADSTER		40-B
CABRIOLET	68-A	68-B,C
CONVERTIBLE SEDAN		A-400

CLOSED

STANDARD COUPE	45-A	45-B
DELUXE COUPE		45-B
SPECIAL COUPE	49-A	
SPORT COUPE	50-A	50-B
BUSINESS COUPE	54-A	
TUDOR SEDAN	55-A	55-B
DELUXE TUDOR SEDAN		55-B
FORDOR SEDAN (Leatherback)	60-A,B	
FORDOR SEDAN (Steel back)	60-C	
TOWN CARS	140-A	
TOWN SEDAN (Murray, Briggs)	155-A,B	155-C,D
STANDARD FORDOR SEDAN (S/W)		160-A
TOWN SEDAN (S/W)		160-B
DELUXE FORDOR SEDAN (SW -2 wdw)		160-C
STANDARD FORDOR (Murray, Briggs)	165-A,B	165-C,D
STANDARD FORDOR (2 wdw - Briggs)	170-A	170-B
DELUXE FORDOR (2 wdw-Briggs)		170-B
VICTORIA		190-A

LIGHT COMMERCIAL

DELUXE PICKUP		66-A
OPEN CAB PICKUP	76-A	76-A,B
PICKUP (BOX)	78-A	78-A,B
CLOSED CAB PICKUP	82-A	82-A,B
PANEL DELIVERY	79-A	79-A,B
DELUXE DELIVERY	130-A	130-A,B
TAXI-CAB	135-A	
STATION WAGON	150-A	150-A,B
PANEL DELIVERY (Drop Floor)		225-A
SPECIAL DELIVERY (Natural Wood)		255-A
TOWN CAR DELIVERY		295-A

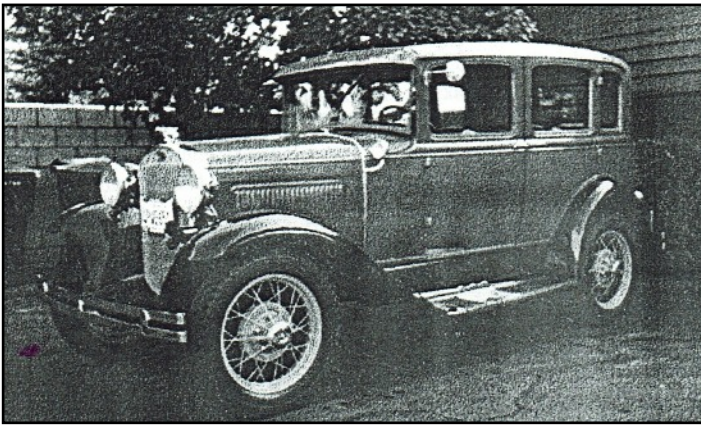
MODEL A ENGINE NUMBERS

Month	First No.	Last No.
1927		
October 20, 1927	1	137
November	138	971
December	972	5275
1928		
January	5276	17251
February	17252	36016
March	36017	67700
April	67701	109740
May	109741	165726
June	165727	224276
July	224277	295707
August	295708	384867
September	384868	473012
October	473013	585696
November	585697	697829
December	697830	810122
1929		
January	810123	983136
February	983137	1127171
March	1127172	1298827
April	1298828	1478647
May	1478648	1663401
June	1663402	1854831
July	1854832	2045422
August	2045423	2243920
September	2243921	2396932
October	2396933	2571781
November	2571782	2678140
December	2678141	2742695
1930		
January	2742696	2826649
February	2826650	2940776
March	2940777	3114465
April	3114466	3304703
May	3304704	3509306
June	3509307	3702547
July	3702548	3771362
August	3771363	3883888
September	3883889	4005973
October	4005974	4093995
November	4093996	4177733
December	4177734	4237500
1931		
January	4237501	4310300
February	4310301	4393627
March	4393628	4520831
April	4520832	4611921
May	4611922	4695999
June	4696000	4746730
July	4746731	4777282
August	—	—
September	4777283	4824809
October	4824810	4826746
November	4826747	4830806
December	—	—
1932		
January	4830807	4842983
February	4842984	4846691
March	4846692	4849340

Model A's - Déjà vu All Over Again

Some years ago when Helene and Doug Nielsen were editors of the Spoken Wheels, they did a series of stories on various members cars. Below is a story they did on Bob Travis' Model A and Cliff Mounts "Parade Car". Since that time Bob has made a number of modifications to his car, including installation of hydraulic brakes and an overhead valve head. Cliff said he has worn off some rubber and added a few dents and rust since the original article was written.

Bob and Joyce Travis' 1930 Fordor Town Sedan named Ole Betsy. Bob bought their model 155C Town Sedan in 1963 from a junkyard in Belen, New Mexico, a town about 35 miles south of Albuquerque. The A was very complete when purchased, but was not running. It had an original 4:11 ratio ring and pinion differential and the car had been painted all black. Bob says the previous owners are not known, but he believes that the car was first sold in Berthold, Colorado, as the car was equipped with original running board step plates from the dealership.



The A has a five speed overdrive Borg-Warner transmission and a rebuilt "B" block engine with balanced crank and Brumfield head. Presently there are 4,852 miles on the odometer, but he thinks it has gone about 60,000 miles in total. The A's identification number on the registration is A2202872 and matches the engine number.

Bob restored the Model A in 1964 and had it painted kewanee green and black and installed a LeBaron Bonney interior. At the time, he was a charter member of the Poco Quatros Chapter of MAFCA.

The car was entered in the New Mexico State Fair in 1964 and won a first place blue ribbon! The A was stored for a number of years in New Mexico while Bob pursued his military career and was just retrieved last year and hauled by trailer to Arcadia. Bob has since refreshed the restoration and as you know, if you follow the Traveses on tour, you better be ready to roll as this Model A is a mover.

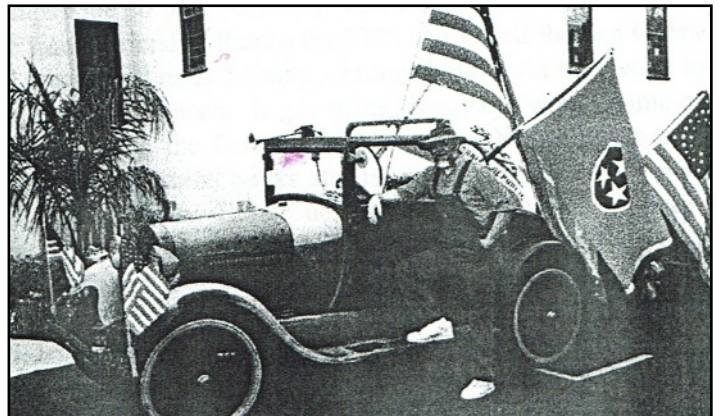
Bob says, "My three daughters grew up with this car. The oldest, Clirie, at age seven won a local club contest for being able to identify the most engine compartment parts in a contest consisting of Model A owners wives!" In September, the Traveses went to Southern Europe as part of a larger group of members of the Model A Touring Club, and drove Ole Betsy 1,300 miles in Switzerland, Germany, Austria and Italy over a three week period. The car performed without a hitch.

The Traveses also own a 1931 Deluxe Phaeton which has scored highly in national judging and Bob is currently restoring a 1931 Roadster Pickup. He intends to enter the Deluxe Phaeton in judging competition at the Riverside National Convention next year.

Bob has served two terms as president of our club and has been involved in competition and judging at local, regional and national meets. He is currently on the club board of directors.

Cliff and Alice Mount's car is a Model 54A 1929 Business Coupe. Cliff purchased his car in 1989 from a friend and fellow teacher at the school where he works. It had been owned by his friend since the late 1960's. It was found on a farm in Hacienda Heights. Cliff describes his A as being unrestored and the body color as "various." He says all that is needed to get it on the road is a battery. He thinks the car has about "ten million" miles on it and he says he is still waiting to receive a trophy. The car has been seen in parades and was spotted at the Pancake Breakfast in Orange last year. Cliff says this unique A, with its trademark heavy gage rope wrapped around the front head lights and brass horn fastened to the top of the windshield frame of the topless car, is the most popular of the club when it is in parades! When asked if he had taken the A on any trips, he simply says he was taken for a trip when he bought it.

One thing is certain, when you see Cliff driving his car, he is having a good time. Isn't that what owning an A and being in the club is all about? You don't need to have a high point trophy winner, you just need to get into your A and join in the fun!



Men's Knickers and Plus Fours

In the 1920s men were enjoying a new trend for trouser separates. At first, the golfing knickers came off the court and onto British gentlemen who wore them in Summer for various non-sporting events and resort wear. Knickerbockers, later shortened to knickers were popular sports wear for wealthy gentlemen. Knickers were baggy pants that fit low on the natural waist and were tight below the knee, ballooning out around the thighs. For upper-class gentlemen, wearing white or light striped knickers in summer with a matching Norfolk jacket was the look of the teens and early 1920s.



Knickers gave way to their cousin, "plus fours" - something between knickers and pants. Then, as soon as the plus fours trend came in, wide legged Oxford bags replaced them and stuck around for the rest of the twenties. It was a whirlwind of fashion trends that marked the 1920s as the decade of crazy pants.

Variations of knickers included plus-fours, plus-sixes, plus-eights and plus-tens. The plus is the number of inches below the knee they hung. Plus fours came in tweeds, linen, corduroy, and flannel. Many were solid colors, but to be really trendy, men wore stripes, checks, and plaid patterns. They were already on trend when the Prince of Wales went on tour in America wearing plus fours. His approval meant any man NOT wearing them was out of fashion.

Knickers were worn for more than just sports and casual entertainment. They were common among both fashion forward industries such as the movies, but also among working classes who found the sturdy knickers material quite useful on the farm, for making deliveries, and for some factory work. The short legs and light weight clothes made them cool to wear in summer.



There were many who despised the sportswear look and in particular did their best to regulate plus fours out of fashion.

As an aside here, this reminds me of the period of the very baggy and low waisted pants being worn during the earlier part of this decade. These pants are still being worn in some places by the younger men in some circles. The school district I was working in, LAUSD, tried to regulate the wearing of these pants at that time as well.

In Ivy League schools knickers were banned from classrooms. This only inspired the invention of the very wide legged pants in 1924 - Oxford bags made to wear over knickers. Oxford bags were 25 inches wide at the knee and 22 inches at the ankle. At the most extreme, some Oxford bags came to 40 inches around the ankle! These pants were so popular with Americans that suit fashion started to shift from the British style back to American's preferred wide legged trousers and natural shouldered jackets. What Europeans copied back from Americans was the array of colors and material.



The success of the Oxford bags relegated knickers and plus-fours back to the golf course to the relief of the anti-casual crowd. The 25 inch widths of the mid-twenties gradually narrowed to a more reasonable 18.5 inches. The wider leg became part of suits, pant separates, work trousers, and even overalls. The skinny leg look of the Jazz Age was gone for good.

The thirties embraced the wider legs with pleated waistband, making them even fuller than Oxford bags.



Knickers and Plus Fours

Knickers were baggy pants that fit low on the natural waist and were tight below the knee, ballooning out around the thighs. ... The plus is how many inches below the knee they hung. Plus fours came in tweeds, linen, corduroy, and flannel.

Good Information

There are a lot of negative comments about computers and the Internet and how they influenced our hobby. But, there is also a lot of interesting information that can be derived from the Internet. I was recently sent a presentation on the Model A Ford ignition system, how it works, trouble shooting problems, how to check the distributor for wear, how to adjust the points and finally, how to set the timing. This is a very complete easy to follow step by step illustrated procedure that all Model A owners should be able to follow.

Go to their web site (modelabasics.com). On their home page click on "How to time the Model A". This is not just an instruction on the actual timing procedure but a step by step procedure for first inspecting the components, then adjusting the points and finally, setting the timing. At the end, there is very good explanation of how the Model A ignition system works. This is the best overall tutorial on this subject I have ever seen.

It seems like I have spent a lot of time on this subject but for a lot of owners, the Model A Electrical system and the ignition system in particular is like some mysterious subject that only a privileged few are ever allowed to understand. Henry did not always follow the current thinking when he designed his automobiles and this is true of the electrical system.

Actually, the Model A ignition system functions in the same manner as other automobiles of the day however his approach to how the Model A is wired was a little different than others but the end result was simple, reliable and actually easy to understand.

The modelabasics.com site is managed by the Hoosier Model A Ford Club and includes other interesting subjects such as "How the carburetor works", "Roadside troubleshooting", "Adjusting a 2 tooth steering gear while it is installed in the car" and "How to fix a flat".

I found the modelabasics.com web site has several interesting and informative presentations that many owners may find helpful. I do not think there are many of us that will mount and dis-mount their own tires but it is not that hard to do on a Model A. Go to modelabasics.com and have a look. Very interesting and helpful information.

A "Youtube" video was recently sent to me that I found interesting, "The invention of the Ford V 8 Engine". It is not exactly Model A stuff but there is some good Model A footage in the first part and a lot of interesting factory footage and a good presentation of what Ford did to try to sell cars when the country was in a depression. I really enjoyed it.

There are many other "Youtube" videos on the Model A that use original factory film footage that was shot in the day. Just do a search for "Youtube Model A Ford" and see what you come up with, there is a lot of good material out there. I like the videos with the old black and white footage.

Other sites I have found interesting and helpful are "Ford Barn", "Ford Garage", and "Model A Barnyard". I especially like "Ford Barn". I can ask a question about some obscure detail on a Model A that I may be working on and almost always I get a good answer back in a short period of time.

When we are stuck at home with this COVID 19 situation, spend a few minutes on the computer and do a few searches and you may be surprised what you come up with.



Tech Tip

Don't let your Model A just sit.

In this time with the COVID 19 restrictions that prevent us from getting out and participating in most Model A activities, we tend to just let our cars sit in the garage. Just like the owners, our Model A's need to get out and get some exercise. If possible every week or so take your Model A for a drive, even if it is just around the neighborhood.

Just starting up your Model A every so often and letting it idle for a while may be doing more harm than good. By exercising your car on the road, the engine is brought up to temperature which helps reduce condensation and harmful deposits from forming in the crankcase and the running gear components get properly lubricated. Exercising your Model A on a regular schedule is good for both the car and the owner.

INFORMATION FOR SALE

For Sale Entire Rear End Assembly With 4:11 Ring and Pinion Gears

Why spend \$650 for a new 4:11 ring and pinion for your Model A Ford when you can have the entire assembled differential including the axles and torque tube, plus backing plates for \$500? The differential was assembled by Tom Endy, the premier differential builder with a new 4:11 ring and pinion gear. All new parts were involved in the assembly. My plan was to use a Pinto motor in the Model A, but the engine and the car never made it out of my garage. After 20 miles, three weeks ago, I purchased another complete differential with a 3:78 ring and pinion and installed a Model A engine. Pick up only.
Contact Bob Moore 626-358-2027

For Sale

5,000 rolls of high grade (single ply) NOS toilet paper.

These rolls are unused and are in their original wrappers.

Will accept offers of 50% off my cost.

Offers accepted for single rolls, carton or entire lot. Contact me for pricing. No added freight cost. Stock located in local warehouse for your pickup.

Contact Elmer Fudd at Arcadia City Hall for further details. Cash only.



Wanted Spray Bottle Sanitizer

Looking for all sanitizers that are capable of killing anything. Will accept offers in any quantities.

Willing to pickup order delivered to Sacramento area. Will pay cash only. No checks or credit cards.

Contact Elmer Fudd at the California State Capitol after 5:00 PM for further instructions.



MEETING MINUTES

No March 27 Meeting

Ergo - No Minutes to report

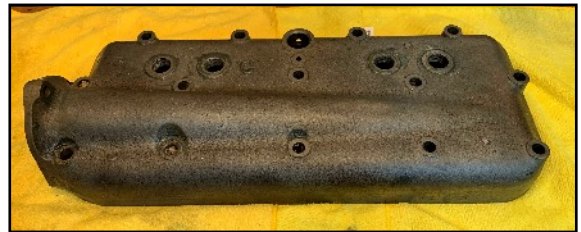
MORE FOR SALE

For Sale

Cylinder Head - 1932-'34 Ford Model B
Marked with a 'C' \$150

Worked fine when taken off my B Engine. Stripped of all paint, soaked in rust remover, power washed, water run through all channels, and then sprayed with light oil to protect from surface rust.

Contact: Eric Sandberg eric_roadster@hotmail.com



Are you a member of MAFCA?

We encourage all Santa Anita A's members to also be members of our national organization -
The Model A Ford Club of America

Membership Benefits

- The Restorer magazine (6 issues per year)
- Technical Support (free via mail or email)
- MAFCA Chapters in your local area National Meets
- National Banquets - National Tours
- MAFCA produces publications for sale including:
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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 Church of the Good Shepherd, 400 W. Duarte Rd., Arcadia, California. Address: PO Box 660904, Arcadia., CA 91066. Website: 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 website. It contains a wide variety of information about the organization, activities, technical references and instructions on how to join the organization. (www.mafca.com)

1. If you have not yet responded to our "Tour Survey" please do so. Click on this link:

<https://form.jotform.com/sandbug/SantaAnitaA-Membersurvey>

2. Be prepared to respond to our email census on all Model A Models owned by our members.

Who has the oldest?

Who has the newest?

Who has the oddest?

What is your model number?

What is your serial number?



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