



June 2020

Spoken Wheels

THE NEXT MEETING

General Meeting

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

Program:

No meeting- no program

PRESIDENT'S MESSAGE BOB HARBICHT

Well, our club continues in "stand down" and we don't know yet when we'll resume normal activities. Unfortunately, we have decided to cancel one of our club's favorite and best-attended events, the pancake breakfast. There is a great deal of effort that goes into the breakfast and, with the uncertainty about reserving the park, etc., it was felt it would be best to cancel. Rest assured, we have every intention of continuing this club tradition next year.



Most of our cars have had – or are fast approaching – their 90th birthday. There aren't many mechanical things that still operate at such an age. At this 90-year mark, how many Model A's do you think are still around?

Ford produced 4,858,644 Model A's during the four years it was manufacturing them. Most estimates of survivors range from 4% to 5%. That means there are in the range of 190,000 to 230,000 Model A's around today. I was going to say, "on the road today," but suspect that quite a few of the survivors are not road-worthy. Am I describing any of our members' cars?

On the positive side, there are still many Model A's that are driven long distances. I'm talking about trips of 500 to 1,000 miles or more. Looking back a few years we see trips taken by our own members to Death Valley, various national MAFCA meetings around the country, and even to Europe.

In this month's newsletter there should be a summary of a survey we did among our members about their attitudes to touring with the club. This was undertaken because your board feels that touring is an important part of our club activities, a great way for our members to socialize and get to know each other and an opportunity to show off our cars to the general public.

If you're not coming along on the tours the club offers, I hope you will consider trying it out. It's the best way to get to know your fellow Model Aers, and you'll have a good time. If you think your car isn't up to snuff, it's time to see to that. The Low-end Boys will get it started for you if it doesn't start. They'll also give you advice on what needs to be done to get it in touring shape. Mickey Fruchter (818-512-2556, mcfru@aol.com) heads up this group of people eager to give you a hand.

If you're concerned about car trouble while you're on the tour, I can assure you that there are people on the tour with some expertise in Model A repair that will help you get going again. There is no shame in having a bit of car trouble in a 90-year-old vehicle.

• • • I'm keeping my fingers crossed that we can have a general meeting in July. Hope to see you there.

NEWS BITS

Club Tour Survey Completed

The Santa Anita A's tour survey has been completed. Bob Harbicht's report can be found on page 6 and 7. Take a look at what our members said about our tours.

Model A Fords Found To Be At Great Risk

A new government study reports that Ford cars produced from 1928 through 1931 are susceptible to the Corona Virus. This may reveal why many Model A's frequently stop and fail to operate for no obvious reason. No information available to substantiate claim.



Randy Harper has his car ready for a quick run to the market.

CALENDAR OF TOURS & EVENTS

Here's what is on our scheduled "not to do List".

June

26 - General meeting, Canceled

July

4 - Pasadena Parade - Canceled

8 - Board meeting, 7:00 PM, Canceled

13 - Ladies Brunch - Canceled

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

August

1 - Santa Anita A's Pancake Breakfast, 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



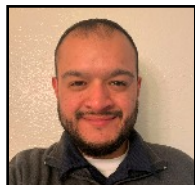
Rob Johnson

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

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Joe Wilson 818-790-0995
Raffle - Ladies':
Bea Fruchter 818-807-7143

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Raffle - Men's:
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Raffle - 50-25-25
Nancy Sharpe 626-359-1751
Refreshment Host:
Vacant
Refreshment Sign-ups:
Vacant
Restorer Articles:
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Website: www.santaanitaas.org

BIRTHDAYS & ANNIVERSARIES

July Birthdays

6 - Gloria Henderson
6 - Carole Weideman
7 - Mel Foye
17 - Ronald Martinez
20 - Walt Wiley
22 - Jon DePew
23 - Gina Falabrino
26 - A.C. Byrd
26 - Amy - Sriro
27 - Gloria Metz

July Anniversaries

1 - Stewart & Catherine Levin
7 - Rob & Marianne Barrosa
7 - Scott & Lori Bonner
16 - Bill & Nancy Stoner
20 - Bob & Judi Moore

PONDER THIS

If there's a baby boom nine months from now, what will happen in 2033? There will be a whole bunch of quaranteens.

I ran out of toilet paper and had to start using old newspapers. Times are rough.

PUBLIC NOTICES

Sunshine Lady -

Everybody's Happy, No reported sickies

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

Photo Donors -

Sheri Johnson, Joe Wilson

Club Census - Your Action is Required

In the May issue of the Spoken Wheels it was announced that we were planning on taking a club wide census of all member's Model A's. On May 31, everyone was sent an email which provided instructions for reporting on how to participate in the census. To date we have 27 responses.



In order to make the census useful, *This is interesting, 70% of the responses to our survey said they don't respond to surveys.* we need a response from more members.

I am asking that those of you who have not yet responded to the census request, do so now.

Please respond, even if you don't have a car, please send me a note saying so. We need to have a complete picture of our club's car population.

Here is what you need to do:

1. Simply respond by email, sending me your name, the Model Name and Model Number of your car. Here is an example - 1931 Standard Coupe - 45B. If you have more than one Model A, report each one in the same manner.
2. If you wish to participate in the "Oldest and Newest" part of the census, please include your vehicle serial number.
3. If you have a unique or unusual Model A, please send a description and a photo.

For your convenience, shown on page 5, is a chart that identifies all the Model A body styles and their model numbers.

Although participation in this census is a voluntary you are all encouraged to "opt in" in order to make it complete and accurate. This will be a fun project. So please respond to this request right now, before you forget.

The results of the census will be published in the Spoken Wheels.

From the Low-End Boys.....DURING THE PANDEMIC

We have had a few requests for help by a couple of members. A few have been able to get "HELP" via a telephone call or an email. Some will have to wait until it is safe to go out and work on members cars during the Pandemic.

One very important item I really want to empathize is for members who are not driving their cars on a regular basis is to be sure to add some "Staybil" to their gas tank if the car is going to sit for a few weeks or months. It will keep your gas from clogging up the three gas filters; one in the tank, two in the gas bowl filter bowl and 3 in your carburetor. You can purchase "Staybil" just about anywhere - Pep Boys, Auto Zone or O'Reilly's. Since Model As' have 10 - 11 gallon tanks only about half of the small bottle needs to be added to a full tank.

Jim and Patti Dolan

Jim was born at St. Vincent's Hospital in Los Angeles. He grew up until age 6 in El Monte. The family moved to Sacramento when his father, experienced in the dairy industry, took a position with the State of California in the Milk Inspection Division.



Jim went to High School in Sacramento and then to Cal Poly San Luis Obispo. Jim bought his first Model A, a 31 Coupe, for \$15 when he was junior in high school. He sold it two years later for \$45.

During college, he met his wife Patti, and after graduation, they were married. Patti taught school in Sacramento for a few years before they moved to Arcadia. Jim's first job was with Challenge Creamery, a milk processor and distributor in Los Angeles. Two years later, he moved to Driftwood Dairy in El Monte, a family business since 1948, Like Challenge Creamery, Driftwood Dairy was also a creamery and distributor of milk.

We know they were also retailers for the drive-in dairy is still located at the foot of El Monte Avenue in El Monte. When Jim first went to the dairy, they had cows and the creamery on the property in El Monte. To expand the creamery operation, Driftwood relocated the cows to Chino.

In 2006, Driftwood Dairy was sold to some investors. Jim remained on until he retired in 2010 after serving 35 years as President. Jim and his wife Patti have four children and seven grandchildren.

One of Jim's grandfathers had a farm in Fresno with a Model AA farm truck. Jim's cousin, who lives near Santa Rosa, acquired it and completed the first half of its restoration; he took it apart. When his wife was tired of looking at it, Jim stepped in and moved it to Arcadia. It was a chassis and boxes of parts. Jim completed the restoration and drove it to some meetings at the Red Cross building. He decided to pull the engine and have it rebuilt.

It is recently back from the machine shop and Jim has started the assembly process, but the inserts don't seem to fit correctly. Hopefully, when the shop reopens after being shut for Covid-19, he can get the problem resolved.

OTHER STUFF

This story, "I miss Our Model A" was written by Paulette Bruns and was published in the Spoken Wheels sometime around 2011. The article appeared in the Restorer a few years later. Paulette and Ted Bruns were long time members of the Santa Anita A's. They sold their Model A but with great regrets as told in Paulette's story below.

I Miss Our Model A

What is it like to be a wife of a man who loves old cars, especially Model A Fords? Don't you get angry because he is always working on cars? How can you ride in something that old?

These are some of the questions I have been asked over the years. Yes, sometimes I get a little upset because he still is out in the garage, after the third call for dinner. Then I realize it is better than after the third phone call to the local bar asking that he come home for dinner. Yea, I can get a little upset, when we are going somewhere special and we were taking the Model A. We stop for gas and the guy at the next pump is asking questions, and my husband just keeps on talking to the guy even though he knows we are running late. But, at the next club meeting a new person comes and walks over and says thanks for taking the time to talk to me at the service station. So yes, there were times that I would get upset, like when all of the sudden my living room has car parts laying around. But, you are told, "I can not leave them in the garage because they may be stolen". So, what is a girl to do? Just enjoy the fact that your husband is at home, he takes you on outings in a very special vehicle and he loves you more than the car.

Oh, but it is so much fun to ride in something that old. You get asked all sorts of questions. You meet new people and even the older folks will tell about the wonderful times they had in the rumble seat. You will meet a person who has some Model A era clothes or parts for the car and is so happy to give them to you because they know they will be well cared for. If you have a handicap placard, like I have, you often wonder if you are parking in the handicap spot for you or the car.

We have been all over the western United States in our cars and we have never had anyone vandalize them. One time we did have a person get in our car without permission, so my husband went and sat in his car. Boy, did he exit our car fast. He wanted to know what my husband was doing in his car. My husband asked him what he was doing in our car and the man blushed and apologized.

The best story was on our first long Model A trip. We left the group in southern South Dakota and headed north. We stopped for lunch in a small farming town, when we came out of the restaurant there was a group of men standing around our car, and we heard one of them say, "Yep, I had one just like this, but it was green and a Chevy." So, enjoy all your trips, even if you get tired of riding in that old car all day long.

We attend club meetings; my husband has been past president twice. We enjoy the fellowship with other Model A people. We have several women in our club that own their own cars. Some do not even own a Model A, but enjoy the cars. We have ladies who are into the fashion scene, who enjoy driving the Model A (I do) and support their husbands in their hobby.

Unfortunately, due to some health issues we had to sell our last Model A, and we bought a more modern Ford, a 1948 F-1 Pickup.

Now my husband is in the garage having a ball working on his new truck. We had some friends from our club over helping him put in a new clutch. When I thanked The Low End Boys, because it wasn't a Model A, they all said that he had helped them in the past and was just returning the favor. That is a Model A'er.

So, enjoy your husbands hobby. You don't have to get your hands dirty, but you could help him bleed the brakes and keep him company in the garage. Ride around with him and wave to the people as they point at you and smile. Enjoy those moments, for they can be gone quickly.

I still love Model A's and I do miss ours.



Paulette and Ted Bruns miss their Model A

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

Santa Anita A's Touring Survey Results

By Bob Harbicht

It is believed that one of the important services our club offers its members is the opportunity to tour with our fellow members in our automobiles. It was desired to know:

1. How many of our members tour with the club
2. Among those who do not, or do so infrequently, why they do not
3. What those who do tour find attractive about it
4. Attitudes toward some aspects of touring

Under the direction of Joe Wilson and with the invaluable assistance of Eric Sandburg, with questionnaire design assistance from Bob Harbicht, the club conducted a survey of our members about their attitudes toward touring with the club.

An electronic questionnaire was sent to every member of the club. By the cutoff date, 43 members had filled out and returned their questionnaires. Since our club has over 125 members, this represents a return of about one-third. This is considered an excellent return in the survey research business. On the other hand, those who did return are not necessarily representative of those who did not. I would assume that those who did not return would tend to be people who do not tour and have little interest in touring.

Survey Results

Frequency of Touring With The Club

About 70% of the respondents reported touring with the club at least occasionally, with 30% reporting regular touring with the club.

Since two-thirds of the members did not respond to the survey, it is likely that a far smaller portion than 70% actually tour with the club at all.

Question 1 - How often do you tour with the club?

Total Respondents 43

Answer -

Regularly	30%
Occasionally	40%
Rarely or never	30%

Reasons given for not touring

One of the major purposes of the survey was to determine what could be done to entice more members to tour with the club. Therefore, those who answered that they "occasionally" or "rarely/never" toured were asked why they didn't tour more often.

Total Respondents 30

Question 2 - Those of You Who Don't Tour Regularly, Why not?

Answer -

Age/illness/disability	20%
Concerned about car trouble	20%
Model A doesn't run	17%
Don't know people	13%
Trips are too far	13%
Afraid I might get left behind	7%
Afraid I might get lost	7%
Don't feel welcome	0%

There is little that can be done with people who say they are too busy to tour. Each person has his own life to lead and sets his own priorities. Likewise, those who don't tour because of age or disability are probably not candidates for touring.

Concern about their car was a major concern, especially when the three answers in this area (car doesn't run/concern for car trouble/getting left behind) are combined. Together, these reasons were mentioned by four out of ten non-tourers. There are at least two things the club can do to address this:

1. Reassure potential tourers that there are members who are ready, willing and able to help them on tour.
2. Publicize the services of the Low-end Boys to our members

Reassuringly, no member checked "don't feel welcome" as a reason for not touring.

Why People Tour

Destinations are important! Almost equally important are the opportunity to get out in our Model A's. Friendship and camaraderie are also important reasons our members come on tours.

Question 3 - What do you like about touring with Club?

Total Respondents 43

Answer -

The destinations	70%
Like to get out in my Model A	65%
Interacting with friends	65%
Seeing the other cars	51%
The meal stops	42%
Reactions of the people we pass	42%
Discussing the cars	37%
Seeing my car make it.	28%

Meals on Tours

Over half the members said they liked having a meal as part of the tours. Only a few didn't want a meal. Interestingly, over a fourth of members didn't answer this question. In any case, it is clear that having a meal is a desirable part of the tours.

Question 6 - Attitude toward meals on Tours

Total respondents 43

Answer -

I prefer having a meal as part of the tour	53%
I'd just as soon we didn't have a meal	14%
Get-together's that have a meal only	5%
No answer	28%

Tour Scheduling

Members were asked what days of the week worked for them. One in four said they could only tour on weekends. Reflecting the age of our membership, two-thirds of the respondents said they could tour on weekdays or it didn't matter to them.

Question 8 - Preferences for tour scheduling

Total respondents 43

Answer -

Day doesn't matter to me	49%
Prefer weekends only	23%
Weekdays are OK	14%
No answer	15%

Length of Tours

Shorter tours are most appealing. Three out of four members prefer tours of one hour each way, and more than half opted for one to two hours each way. This suggests that we should primarily plan relatively short tours to attract the greatest participation.

Overnight and multi-day tours drew the least interest. On the other hand, a healthy minority expressed an interest in such tours. These types of tours clearly should continue to be planned, recognizing they will appeal to a smaller – perhaps more intrepid - group.

Question 9 - What types of tours are you Interested in ?

Total respondents 43

Answer -

One hour or less driving each way	72%
One to two hours driving each way	58%
All-day tours	28%
Overnight tours	28%
Multi-day tours	21%

Other Information

A number of "open-end" fill in the blank questions were asked. As would be expected, the responses were scattered and don't really lend themselves to meaningful analysis.

A verbatim transcript of these answers will be prepared, with their primary value being idea-generation.

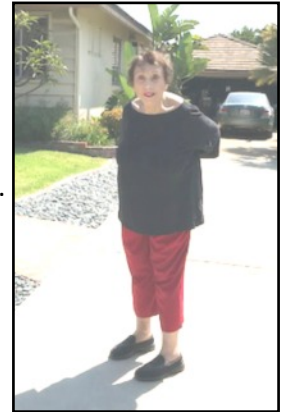
PAST TOURS & EVENTS

One More Drive-by Event

June 4

Another birthday drive-by event included two SAA's and one San Gabriel club members. There were about 10 to 12 Model A's and modern cars that gathered at Clearman's Village for a 21 mile round trip drive. The first drive-by was for Jackie Gross in Montebello. The next was a surprise visit to A.C. and Josie Byrd's home who waved from their balcony.

The third visit was to the home of Albert Robles, a member of the San Gabriel Valley MARC club. Albert is a WWII veteran who was celebrating his 95th birthday.



Jackie Gross awaits the drive-by cars



Josie and A.C. Byrd greeted our cars from the balcony of their home.



This virus thing has gone to the dogs.

What Sealers Do I Need for My Model A?

A few weeks ago, one of our members was in the process of replacing the head gasket on his Model A and asked me what to use for a sealer. Actually, there is not just one product that is needed but several different sealers and compounds that are necessary to do the job. The following is a brief discussion of several products I have been using for many years with very good success; products that every Model A mechanic should keep in their tool box. For best results, be sure the sealing surfaces of the parts being assembled are absolutely clean and free of oil or grease. I use acetone or lacquer thinner for the final cleaning of the sealing surfaces.

Gasgacinch

This is a rubber cement based product that comes in a can with a dobber built into the cap for applying. This product is also sold under the name "Edelbrock 9300 gasket sealer". I have been using Gasgacinch for years for paper and cork gaskets. It is very easy to use and provides a long lasting seal and is an excellent product for pan, front and side covers, water pump, flywheel housing and transmission gaskets. It can also be used as a belt dressing if you have a squeaking fan belt.



Spray Copper Coat

This is the best sealer I have found for head gaskets. For best results, spray on several coats on both sides of the head gasket and assemble while the sealer is wet. Copper Coat is sold thru K & W and Permatex. Spray Copper Coat is also good for differential gaskets when it is necessary to use a sealer. Just lay the gaskets out flat and spray a light coat on both sides of each gasket.



Silicone RTV "Gasket Maker"

This product comes in a tube and is usually blue, orange, gray or black in color and is the stuff that a lot of owners try to use for every repair. When used properly, this is a very good product but many problems have resulted in its overuse and in applications where it is not appropriate. I use RTV silicone very sparingly, usually just a little for installing the one piece front crank seal and when installing the pan, just a dab where the pan rail gaskets meet the cork seal on the rear main bearing cap. The one place I highly recommend it be used is in place of the gasket when installing the water outlet on the top of the head. I DO NOT use a gasket in this location because of the chance of breaking the ears off the water outlet when torquing the head. This is more critical with high compression heads and the higher head nut torque required. Do NOT use this stuff for installing studs in the block. Little globs of silicone can find its way into the water jackets and stop up the radiator. It is NOT a good sealer for this and similar applications.



High Temperature Silicone

This is the stuff similar to RTV Silicone but only will cure with heat. It is usually red or orange. The only place I use it is when installing manifold gaskets. Along with the gland rings, some high temp silicone on the gaskets will help make a good, long lasting seal around the intake and exhaust ports.



Permatex #1 - Hard Setting, Fast Drying

Apply a little hard setting Permatex between cylinders 1&2 and 3&4 when changing a head gasket where the block or head surface is not perfect. It is also good when a machined sealing surface of a casting has a defect that may cause a leak. Assemble the components while the Permatex is wet. Do not let it dry before you finish assembling the parts.



Permatex #2 - Non-Hardening

A very good sealer when installing head studs into the block. It will seal well but has a little "give" when the head nuts are torqued. While Non-Hardening #2 Permatex is NOT fuel resistant, it can also be used for oil and water fitting pipe threads but NOT fuel fittings.



Hylomar Sealant

This is a fuel resistant sealer that is very good for sealing the pipe threads of fittings in the fuel system. It also works well for sealing oil line pipe threads. Hylomar is also sold thru Permatex.



Anti-seize compound

While this is not a sealant, every Model A mechanic should have some in his tool box. Put a little on the threads of the nuts that attach the manifolds to the engine, the nuts and bolts for the muffler head pipe to the exhaust manifold connection clamp. A little on the threads of the spark plugs is also not a bad idea. If you have an aluminum cylinder head, be sure to use anti-seize on the spark plug threads or you may not be able to get them out. Do not use Anti Seize on the threads of the head nuts. It is not a good lubricant for this application. Use a drop of engine oil.



Tech Tip

Shrinking Paper Gaskets

Sometimes when we are using paper gaskets we find they have shrunk a little and the holes will not line up. This can be frustrating but there is a very easy and quick fix. Just place the gasket out flat in the bottom of a sink and add a little water. After a few minutes, you will find the gasket is once again the correct size. Paper gaskets will dry out and shrink with age and a little water will cure the problem. You do not have to wait until the gasket is completely dry, it can be installed while it is still damp. So don't throw out those old paper gaskets, just put them in a little water and they will be as good as new.

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



MEETING MINUTES

No March 27 Meeting

Ergo - No Minutes to report

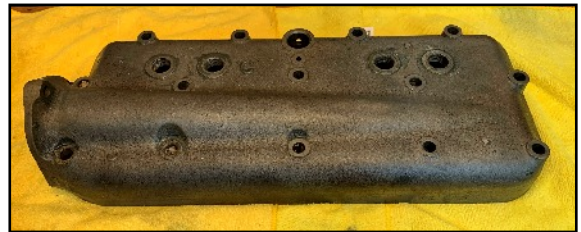
MORE FOR SALE

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)
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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)



Please respond to our email census on all Model A Models owned by our members.

Who has the oldest?
Who has the newest?
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What is your model number?
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