



July 2020

Spoken Wheels

PRESIDENT'S MESSAGE

BOB HARBICHT

Do you recognize the car in the picture? It is the 20,000,000th Ford produced by the Ford Motor Company. More specifically, it is a 1931 Slant Windshield Town Sedan 160B. The engine and body were stamped with the number 20,000,000. This, in itself was unusual. The other 4,800,000 Model A's were stamped beginning with #1 and working upward. Before the number was the letter A or AA.



It took a while for Ford to produce a total of 20,000,000 vehicles. #1 was in 1893. The progression of production numbers shows the very rapid buildup through the Model T and Model A:



- Ford built its 1,000,000th vehicle in December, 1915
- Its 2,000,000th in June, 1917
- Its 5,000,000th in May, 1921
- Its 10,000,000th in June, 1924
- Its 20,000,000th in March, 1931

The numbers show an interesting pattern. Ford produced 5 million vehicles in the roughly three years from May, 1921 to June, 1924. But it took almost seven years to produce the next 5 million. What happened?

Well, remember Ford closed production completely for much of 1927 as it designed and tooled up for the "new" Model A. So, for several months there it was producing no cars.

Also, the stock market crashed in 1929, marking the beginning of the Great Depression. For most years of Model A production, the U.S. was undergoing an unprecedented economic hardship. The market for new cars – any new car – was rapidly reduced.

Who would have thought that 90 years later some of those cars would be still on the road? And owned by some of the nicest people you could hope to meet.

THE NEXT MEETING

General Meeting

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

Program:

Create your own program at home. Make it a "Fantasy Program."

Caution

The July newsletter is a "Fantasy" issue and may contain some articles with real, accurate information.

It may also include some "fake news". It is up to you to identify which is "The Real Story" and which is "Fake News".

I'm sure there is an article elsewhere in this newsletter about the Fourth of July tour. Suffice it to say that a simple email turned out 19 cars on Independence Day morning to have our own parade since all the "official" parades had been canceled.

It turned out that Sierra Madre did have a modified parade and we joined in. This one wound through residential streets. The word was somehow gotten out because there were hundreds of people outside their homes cheering us on.

Thanks to Jim Kroeger for working his magic and creating another successful event. Or maybe I should be thanking Janet Beggs. Bob Moore was also trying to put something together for the Fourth and I asked him to contact Janet so they could coordinate events. When Bob contacted Janet, she said, "It was Jim's idea." So Bob contacted Jim, only to have him say, "It was Janet's idea."

CALENDAR OF TOURS & EVENTS

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

July

31 - General meeting, - Canceled

August

1 - Santa Anita A's Pancake Breakfast - Canceled

10 - Ladies Brunch - Canceled

12 - Board meeting, 7:00 PM - Canceled

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

September

26 - Paradise Valley Model A Club swap meet - 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



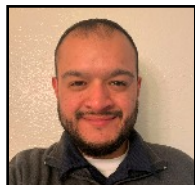
Rob Johnson

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



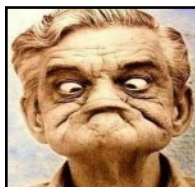
Michael Flick

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



Rupert Corona

Various borrowed numbers
LAPD Detention Center
RC@blm
Joined 4/1/2020 Re-purposed Edsel Ford

PONDER THIS

The old saying "No news is good news" has been replaced with "No news is gooder than fake news"

2020 OFFICERS, BOARD & CHAIRS

OFFICERS

President:
Bob Harbicht 626-484-4214
Vice President:
Bob Travis 626-574-0665
Secretary:
Elaine Perry 626-443-0638
Treasurer:
Chuck Davies 323-786-4778
BOARD OF DIRECTORS
Jim Kroeger 626-710-6592
Marlin Perry 626-443-0638
Janet Beggs 626-773-2806
Chris Wickersham 626-639-3141
Joe Wilson 818-790-0995

COMMITTEE CHAIRS

Activities:
Janet Beggs 626-773-2806
Advertising:
Sheri Johnson 626-446-3367
Fashion: Coordinator:
Susan Homet 909-360-3030
Ladies' Day:
Vicky Balmot 626-303-3111
Low End Boys:
Mickey Fruchter 626-797-2048
Chuck Davies 323-788-4778
Membership:
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:
Joe Wilson 818-790-0995
Seminars:
Bob Travis 626-574-0665
Southern CA MAFCA Rep. (SCRG):
Marlin Perry 626-443-0638
Spoken Wheels:
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Proofer- Olive Moore 909-982-7790
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Sue Chandler 626-898-3142
Technical Director:
Chris Wickersham 626-639-3141
TourMeister:
Vacant
Webmaster:
Eric Sandberg 818-330-9311
Santa Anita A's Mailing Address:
PO Box 660904 Arcadia, CA 91066
Website: www.santaanitaas.org

BIRTHDAYS & ANNIVERSARIES

August Birthdays

1 - Alice Mount
2 - Mike Kniest
5 - Pam Kehret
5 - Terry Mills
13 - E.J. Callahan
14 - Reina Rogers
17 - Jerry Cleland
17 - Marlene Martinez
18 - Barbara Dawson
22 - Sheri Johnson
28 - Jacki Boardman

August Anniversaries

4 - Marlin & Elaine Perry
6 - Mickey & Bea Fruchter
8 - Joe & Sue Guarrera
10 - Larry & Gloria Metz
19 - Jack & Barbara Dawson
19 - Mark & Karen Golhardt
27 - David & Patty Lutz
28 - John & Mary McDannel
30- Richard & Sandra Loe

PUBLIC NOTICES

Sunshine Lady - A get well card was sent to Fred Flintstone who suffered severe stomach distress after eating 47 Bronto Burgers during the annual Bedrock Bronto Burger eating contest.

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

Photo Donors - Nancy Stancil, Jim Kroeger, Joe Wilson, Bob Moore, Alfred E. Newman

Club Car Census Response Lacking

By Joe Wilson

Our attempt to obtain a census of all members cars has yielded 28 responses. This represents a small portion of the 130 club members we now have in our club. I hope to obtain a response from more members to make the census meaningful.

I will be sending out a follow up email inviting those members who have not yet responded to the census to do so. I also invite those members who do not currently have any model A's to respond to the census as well.

We would appreciate your help by responding to our request to include your cars in the count.



Thanks for All the News That's Fit to Print - The Fine, the Factual and the Fake

By Joe Wilson

The world wide shut down has severely restricted the activities of the Santa Anita A's - no meetings, no tours, no lunches, no brunches. However, members have been innovative in creating informal drive-by events. All this means I have little to report on.

This month I invited my regular contributors to the newsletter to be creative and provide reports on events real or imagined. I hope you enjoy their responses and can identify fake news when you see it.

I counted 9 pieces of fake news in this issue of the Spoken Wheels. **How many did you find?**



John and Sarah Walsh

John Walsh was born and raised in Portland, Maine. John grew up working on his father's lobster farm. John says that his earliest memories were going out in the early mornings with his father to feed the lobsters. Lobsters were primarily harvested between June and December when they are the most active. During the off months, they would give extra food to bulk them up, and harder pellets to build up their claws.



John's introduction to Model A's was the Model A engine in his father's lobster boat which had been converted to marine use. Eventually, a better marine engine was secured and John's father purchased a complete 1930 Model A Coupe without engine from a member of the Kennebunkport Flying A's Model A club. (John Kennedy had been a member) John Walsh drove that car to high school and left it with his father when he joined the Coast Guard after graduating from high school.

John spent most of his Coast Guard service stationed in New York Harbor. It's a funny story how he met his wife. On a one-week pass, John decided to return home. He was extremely tired when he got to the airport and boarded a plane for Portland, Oregon, rather than Portland, Maine. His future wife Sally was sitting across the aisle. John said he didn't understand why she didn't have the same Down east accent that he had for she was also flying home to Portland. He was surprised to learn he was headed to the wrong Portland.

After his discharge from the Coast Guard, he flew to Oregon and married Sarah. In his garage in Salem, he started Play-It, a small manufacturing company that supplied parts to the game board puzzle maker industry. His biggest client was Parker Brothers who made Monopoly and Sorry. (It is now owned by Hasbro.) As his business grew, he moved to a larger manufacturing facility which left room in his garage for his high school Model A. He joined the Willamette A's and over the years, worked his way down to President.

Sarah initially taught third grade, but stopped working when the first of their three children, two boys and one girl were born. In 2017, with the children on their own, the big house empty, the business sold and now tired of the rain, they moved to Pasadena.

John and Sally joined the Santa Anita A's in March, 2018. They have infrequently participated in local tours and have attended only a few meetings. John says that his Model A is in good operating condition and plans to become more active in the club after the Covid has gone.

Please say hello to John and Sarah when you see them.

PAST TOURS & EVENTS

Sierra Madre Parade Huge Success!

July 4

by Jim Kroeger

Most 4th of July parades travel in a straight line with people cheering on marching bands, floats, children on bicycles, dignitaries, first responders and classic cars. This parade was anything but traditional as the nation celebrated its 244th birthday.



The city of Sierra Madre hosts an annual parade down Sierra Madre Blvd. but up to the last minute nobody knew if it was going on as scheduled. The SAA's and the SGVMARC met at Sierra Donuts in Pasadena and were ready to create their own parade in case the annual one was canceled or they were not allowed to participate.



A quick check of the traditional route by a Model A scout located a parade marshal that said it was still on but only cars were allowed and if we wanted to we could jump in line after the last entry. She said not to tell anybody.



Mum was the word as a record 44 club members and their guests along with 17 Model A's just made the parade in time.

As I stated before this parade was unusual. Instead of following the regular route down Sierra Madre Blvd., we zig zagged past local homes throughout the city. People were on their porches waving American flags and chanting U.S.A., U.S.A. and it gave the parade a home town feel.



Many club veterans said it was the best parade they'd ever participated in and that the city should keep the same route for next year.

Of course this won't be happening and car participation will be limited to only a few per club, but for one year, due to challenging times, everyone got in the parade.



Thanks to both clubs for making it a day to remember.

Fantastic Fantasy Pilgram Caravan Tour

Monday, August 32

by Janet Beggs

The Pilgrimage Tour

A long time ago in a Motor City far far away, lived a man name Ford, Henry Ford. He was very famous. He made the very cars we now drive. It is important that we visit this man where he currently resides.



On Monday, August 32, we will meet in front of Jim Kroeger's home for donuts and driving instructions - Model A's only. We hope to pass thru the Rust Belt without incident from tornado, hail storm or locusts.

But not to worry - Chris Wickersham and his magic toolbelt will bring up the caravan's rear. Enjoy local cuisine along the way such as White Castle and Cracker Barrel and the weekly Friday Fish Fry at a local Moose Lodge.

Best to bring portable lodging as we are not sure if the Governor of Michigan will allow us to cross the state line as she may decide her Michiganders need a lock down and a spanking by the time we arrive.



Caravan! Model A caravans are awesome but you won't want to miss this one! Join us as we revert to original style and caravan on camels! That's right! We'll take the Ships of the Desert to Palm Springs. Oasis break for date shakes on the way.

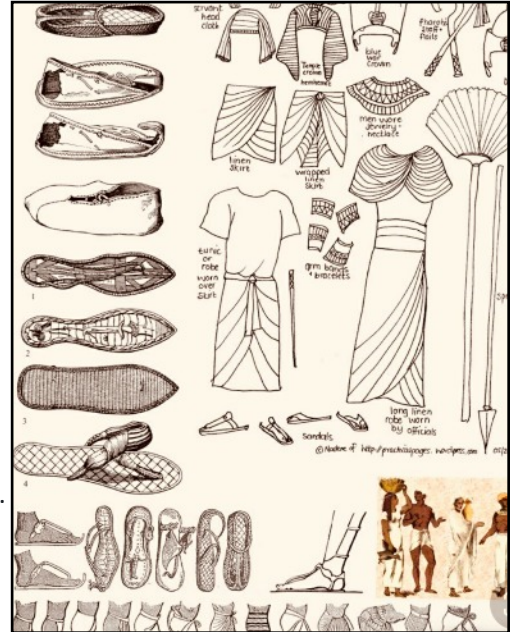
Please RSVP to Jim Kroeger and specify one hump or two.



Desert Travel Fashions

When planning a trip via camel in the Egyptian desert, being prepared was imperative! The sun reflecting off of the sand can create a fearsome heat. Fortunately, our "ride" being a double hump, we were able to travel farther between fill-ups! The fuel stations are usually quite a long distance apart.

Ladies "back in the day" wanted to be as comfortable as possible while riding in the cab up on top of their Beast. So this usually meant wearing a very lightweight linen garment, which was created out of one rectangle of fabric. The fabric was draped around the body loosely, over the arms. The material was then made to criss-cross around the back, and was then brought back again to the front. Then it wrapped the front of the figure and then up again in front to cover stomach and breasts. It was then secured by tying so that it stayed on. This method of dress allowed for comfort, and covered up enough for sun protection as well as dignity for the wearer.



Shoes designed for desert travel needed to provide comfort as well as protection from the hot hot sand. Occasionally a "pit stop" was necessary and ladies feet had to be able to "take the heat", as they used to say back in the day. Sandals were constructed of thick leather bottoms with a thinner leather side which was decorated by lightly carved designs. Many times animal and plant dyes were used to create lovely colors on the sandals and shoes. Some sandals had long leather "laces" to wind up the leg, crisscrossing the wearer's ankles and lower calves.

The ladies liked to wear their hair cut with short bangs across the front of their faces. Hair length was many times worn in a short straight cut bob, shorter in back and longer in front. Hats or headwear was similar to another time period, that of the 1920's, when women liked wearing tight cap like hats that fit their heads snugly. The Egyptian women wore tight shingle like "hats" which were close against the head but were longer than the other period's had been. The shingle treatment of these head coverings allowed for movement. The movement created reflection from the sun as did the longer length of the headdress.

Travel atop camels in the desert was not ideal but it was what was available in that era. The Egyptian ladies knew how to do it in style, and grace!

Youth Restoration

by Tom Endy

Model A Fords have been a part of the Endy family for many years. My daughter Ginger has participated in Model A activities since she was a teenager. It is not surprising then that her oldest son Benjamin Stone inherited the same interest.

Ben wanted his first car to be a Model A Ford. A plan was hatched to find one for him so that he could begin working on it even before he was old enough to drive it.

Ben is 14-years old and a freshman at Huntington Beach High School and wants to drive a Model A to school. Ben is a card carrying member of MAFCA and SAA.

A 1930 Tudor was located in the San Fernando Valley that seemed to be the right car for him. It was purchased in early March 2020 just about when the pandemic began. Ben has been out of school ever since and able to work on the car most every day. The car was delivered to my house where we erected a portable garage for a work place. We then proceeded to take the car apart.

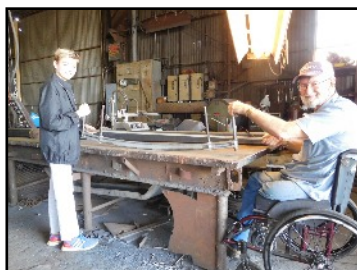


It has been a great learning experience for Ben, he has become an expert bead blaster and parts cleaner. SAA members Bryan Thompson and Larry McKinney have also contributed to Ben's learning experience by providing Model A expertise. The car was a

good candidate for restoration, though we encountered many broken and rusted bolts that had to be drilled out.

Much has been done to the car. The rear end and front end have been rebuilt and are back in the car. A complete restored brake system was supplied by Randy Gross. Randy also rebuilt the F-100 steering box. The front axle was found bent and taken to Art Moore's shop where he straightened it with his 200-ton press. Art also supplied a re-ground B-cam.

The transmission and bell housing have been rebuilt and are waiting for the engine to come back from a repair shop where some machine work is being done. The radiator was



sent to Tom's Radiator Shop in the City of Orange for restoration. The water pump was sent to "Leakless" Rupert in Bakersfield for restoration. A restored pop-out cable was acquired from Dick Crabtree in South Dakota, and a Trico windshield wiper was sent to Fricken Wiper Service in New York for restoration.



Ben and I restored the distributor, Zenith carburetor, and we rewired the ahooguh horn so it can ahooguh on 12-volts; the car is being converted to 12-volts. All the top bows and the wood header

were replaced and the car is currently at a body shop in Lancaster where a friend of Mickey Fruchter is installing a metal roof. All new wiring will be installed along with turn signals and LED lights.



A back up camera is also being installed along with a cell phone charger outlet. When the car is back together and in driving condition it will receive a new interior, along with seat belts.

Ben will no doubt be the only kid driving a Model A Ford to Huntington Beach High School in a couple years.



SAA Survey – Suggested Tours

by Bob Harbicht

As part of the tour survey sent to members, we asked them to name suggest tours – either new or ones that they had done in the past – that they’d like to see the club offer. The results were very scattered, but may have some value for generating ideas of tours people would like. Below I have listed the various answers given. If it was mentioned more than once, I indicated how many times it was suggested.

Future Tours Suggested by Members

Big Bear (4)	Death Valley
Progressive dinner (2)	Phillips house
Julian (2)	Civil War Museum
Calico (2)	Olivera Street
Poker run (2)	Bishop area
Maloof	Red Mountain
Neighbor tours	Santa Maria area
Charity events	Coast North of San Francisco
Hollywood sign	Gold Country
Bronson Canyon	Lake Isabella
Perris Train Museum	Temecula
Southern California	San Antonia Winery
Railroad Museum	“Back in the Day” antique store
Solvang	Pasadena History Museum
Rancho Los Alamitos	Paloma Street in jacaranda
Palm Springs	season
Candlelight Pavilion	Kimberly Crest homes
Flappy Jacks	Redland historic district
Legends Restaurant	Mission Inn
Workman Temple Museum	California Missions
Wrightwood	Tractor/engines in Vista
Arrowhead	Oak Glen
Griffith Park Observatory	Nethercutt
Mystery tour	Bridges
Christmas lights tour	Whittier Historical Museum
Gymkana	Arcadia Police Building
Orange Empire Railroad	Arcadia National Forest facility
Modjeska Home	San Gabriel Mission
Live Steamers	See’s Candy
Progressive home tour	Sriacha factory
Vista Steam Engine	Deeding Banjo Company

MEETING MINUTES

SAA General Meeting Minutes Some Friday in June 2020

- The meeting was not called to order by President Bob Harbicht at 7:00 PM.

- The flag salute was not led by Bob Harbicht because we did not have a meeting.

- Announcements:

Only one announcement; just got official notice that Wilderness Park is still closed so no Pancake Breakfast this year, which we already knew. No other announcements since there was no one at the meeting to hear them.

- Membership: Randy Harper did not introduce any guests because we had no guests.

- Sunshine: We certainly hope everyone is well and staying at home.

- Tours: Jim Kroeger did not report on any tours. He only made phone calls to encourage members to attend a self-driving tour with social distancing on 4th of July.

- Spoken Wheels: Joe Wilson made no report as there was no report to give. Only communication is by email.

- Minutes: The minutes were not approved as we have not had a meeting since Feb. 28th.

- Treasures Report: The Treasurers report was not read - hope we still have money.

- Program: Bob Travis did not introduce the program as no one was there to hear the program.

- Break.: We had no break, refreshment, regular raffle, name badge or car driving raffle. No 50/25/25. Club saved some money on prizes so did members on raffle tickets.

- Meeting was not adjourned as we did not have a meeting to adjourn.

Respectfully submitted,
Elaine Perry Secretary.

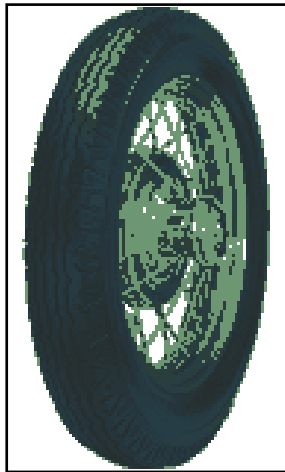
A Better Tire for Your Model a Ford

I finished the restoration of my 1930 Tudor Sedan over fifteen years ago and have used it extensively for Model A events and also have participated in multiple tours with the Model A Touring Club. After more than 20,000 miles, the tires I originally installed on the car were getting very thin and it was time for replacements. While I was generally happy with the tires that I had on the car, I felt there may be a better alternative so I started to investigate.

I liked the looks of the Goodyear Diamond Tread tires but they make a noticeable humming noise at certain speeds and they were really expensive. I considered replacing with Firestones but I do not like the appearance of the tread pattern and they are too fat to fit in the fender wells. I knew if I took my time and looked hard enough I could find just what I wanted.

I talked to other Model A owners and everyone has a different opinion about the best tire for the Model A. Some owners only considered the initial purchase price but cheap tires usually did not wear well and almost always performed poorly on the road. Other Model A owners were adamant about whitewall tires to which I responded "Henry never put whitewall tires on the cars and I wasn't about going against what Henry did". Remember, I am the guy who still runs a six volt electrical system with a generator on all of his cars so whitewall tires were definitely not an option.

I had just about given up and was ready to replace the tires on my Tudor with the same brand that I had originally purchased for the car when I remembered a conversation I had with a Model A owner at the Horseless Carriage Club Holiday Excursion event back in December. Robert was from England and was visiting some of his family who were living in Arcadia. During our conversation, the subject of tires came up and Richard told me about a new tire for our Model A's that was being made in the UK. He had recently purchased a set for his car and said he could not be more satisfied. He said they looked good, were the proper size, drove very well and were considerable less expensive than the Goodyear or Firestones. I took his name and contact information and filed it away for future reference. I decided before ordering new tires of the same kind that was on my Tudor, I would find out more about the new tyres that were being made in the UK.



I contacted Robert and he remembered our conversation about tyres. He passed my name on to the distributor for the new English made tyres and suggested they send me some information. In about a week, I received a big packet of stuff which included specifications, dimensions, illustrations, performance data and a price sheet. After carefully going over everything, I decided to purchase a set of these new British tyres for my Tudor. I placed the order and transferred the funds and waited with great anticipation for my new tyres to arrive.

The first problem I encountered was when the distributor sent me an email that said they were temporarily out of stock on blackwall tyres in the size I had ordered but as they had plenty of whitewalls in stock and because he wanted to get these new tyres into the hands of Model A owners in the U.S., he was sending me whitewall tyres at no extra charge. I immediately emailed him back and explained that whitewalls would not do at all and I only wanted blackwall tyres because that is what Henry originally put on the cars etc, etc, etc.

The next email advised me that it would be about 4 to 6 weeks before blackwalls would be available. I told him that was fine, I was willing to wait. Almost 6 weeks later, I got another email explaining that because of the Coronavirus situation, the factory had to temporarily shut down for a month and it would be a little longer, hopefully no more than another 3 to 4 weeks.

After another 5 weeks, I got tired of waiting and was just about to the point of canceling my order when I received an email saying my order had been filled and was being forwarded to the shipper. It now looked as if I would not be that much longer before I was able to put new tyres on my Tudor.

Because of the cost of express shipping, I had elected to have my order shipped at a cheaper rate but I did not realize that would be by "surface" which meant "by boat". I was told it should take only about 3 weeks so I was not concerned but after more than 4 weeks and no tyres, I started to investigate. The distributor confirmed the tyres were forwarded to the shipper and the shipper confirmed they were put into a container and loaded on a ship destined for the port of Long Beach. He even gave me the identification number of the container that I could use to track it, just like tracking a UPS package.



After a little investigation I found the container did arrive in Long Beach but was being held in customs. After several phone calls, I was able to talk to a customs agent who explained that they had found counterfeit sports merchandise in the same container and all the contents were being held for further investigation. I told him that there was supposed to be 5 new tyres for my Model A Ford in that container and ask if there was any way I could get them released from customs. He said it did not appear that my tyres were part of the counterfeit merchandise and if I came down in person and brought originals of my purchase and payment documents and a picture identification or a Pass Port, he would see what he could do.

The next morning, I made the trek to the Port of Long Beach and found the Customs Building. I went inside and talked to the person at the front counter. She looked at my ID and made copies of my paperwork and directed me to a waiting room.

After waiting for what seemed to be a very long time, an agent came out and asked to see my identification. He then took me inside this huge warehouse and sure enough, there were my tyres. After signing several forms I was able to take my tires and leave.

The next day I got my new tyres mounted and balanced and installed on my Tudor. The tyres looked good and seemed to be true and round and required very little weight to balance. That evening, I was looking forward to taking my Tudor, with its new tyres, out for a long drive.

After breakfast the next morning, with great anticipation, I was ready to try out my new tyres from England. The ride was smooth and quiet and all seemed well until I realized that there may be a couple of problems, the car continually wanted to steer itself to the left side of the road and it would pull in and stop at every corner pub.



FOR SALE

For Sale or Lease NOS Air For The Purist

A quantity of high pressure cylinders have been recovered from in a non-conforming gas station. We had the contents tested and found that they contained vintage air. Further testing determined that the air was drawn from the atmosphere during the early 1930's.

If you want to make your vehicle period correct, this is for you. Limited quantities. One cylinder per customer. Price negotiable.

Contact us at the California Department of Clean Air, Sacramento, California. Call 911-CLEANAIR

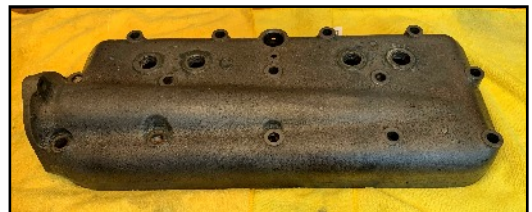
For Sale

Cylinder Head
1932-'34 Ford Model B Marked with a 'C'
Model B 3 bolt Water Pump
Plastic fan

Cylinder head 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.

Everything - \$150

Contact: Eric Sandberg
eric_roadster@hotmail.com



For Sale

1931 Slant Window Town Sedan. Excellent condition.

Runs great with its 2.0 - liter Pinto motor. It has newer brakes and brake drums, hydraulic brakes, new Mitchell transmission, 4:11 rear end, air conditioning, dual wipers, tinted windows all around, outside visor, two inside visors, clean interior, tachometer, temperature gauge, electric fan for parade use, dome light works, trunk rack, radiator guard and drink holder. Metal tube stems. Lots of tread on tires but not new. Paint is very good but not perfect. Perfect tour car. Car is located in Bradbury, CA.



Asking 21,500.

Call Bob 626-358-2027 or bobmoore1@aol.com.

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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)

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