



August 2020

Spoken Wheels

THE NEXT MEETING

General Meeting

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

Program:

The program from last month will be repeated this month for the benefit of those who missed the July meeting.

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

By Joe Wilson

For the most part this is a non-fake news issue. I hope you had fun reading the last issue of Spoken Wheels; It was so full of it - fake news that is. And yes some readers were fooled.

There were a total of 10 complete articles or statements that were fake. So did you spot them? Maybe you should go back and reread the July issue so that you are not misinformed.

But everything in this issue is true and accurate; well maybe as accurate as usual.

NEWS BITS

Ken Mallory Misses Important Dodger Game

This is a late report on a wonderful event that Ken Mallory missed.

On April 11, 2020 The LA Dodgers were scheduled to play the opening game in a series against the defending World Series champions, the Washington Nationals. As is the Dodgers tradition, in the middle of the second inning of every home game a military hero is escorted onto the field and is introduced as the Dodgers' Military Hero of the game.



Ken Mallory shows off some of his mementos from WWII.
continued on page 2

PRESIDENT'S MESSAGE

BOB HARBICHT

The Santa Anita A's is in its 46th year of business, having been founded in 1975. This means we have had 46 Presidents over the history of the club. Since I have been President last year and this, I know that there is a fair amount of work that goes into the job. I decided to take a look at those who have served in this position.



Nine of the people who have served as President are still in the club, including our very first President 46 years ago: Brad Balmont. That tells us a couple of things about these people. They are really dedicated to the club and obviously enjoy being in it. Also, most of them were President at a much younger age than some of our recent Presidents (namely me and John McDannel). Otherwise they would not still be around these many years later.

Of the nine Presidents still in the club, they account for over half of the Presidents we've had (27 out of 46).

A list of the Presidents in order of their first service:

- Brad Balmont (twice)
- Marlin Perry (three terms)
- Steve Concidine
- Elaine Perry (four terms, for a total of seven years for the family)
- Bob Travis (six terms)
- Bob Moore (two terms)
- Mickey Fruchter (five terms)
- John McDannel (two terms)
- Bob Harbicht (two terms, God willing & the creek don't rise)

I think my term may be the strangest, because of Covid-19. We've had only two or three board meetings and a similar number of regular meetings. We've also only had two or three tours. Fortunately, Bob Moore has stepped up and organized some birthday drive-bys and Jim Kroeger put together an almost impromptu Fourth of July outing. So, we have had a chance to get our cars out, at least a bit.

Hopefully this pandemic and the disruption in our lives (and the life of the Santa Anita A's) will end soon and we'll return to some sort of normalcy. I, for one, am looking forward to seeing you all again.

CALENDAR OF TOURS & EVENTS

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

August

28 - General meeting, Canceled

September

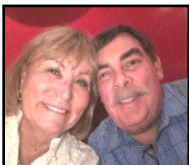
9- Board meeting, 7:00 PM, Canceled
14 - Ladies Brunch - Canceled
17 - Men's Breakfast, 9:00 AM, Annia's, Canceled
19, 20 - Orange Railroad Museum, Canceled

NEW MEMBERS



Benjamin Stone

714-843-2010 Cell 714-408-8405
18891 Clearview Le, Huntington Beach, CA 92648
bennormstone@gmail.com



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

NEWSBITS - MORE

Ken has a Dodger Moment - Continued from page. 1

The selected military hero's accomplishments, are then read to the crowd and his branch of service theme song is played by the organist. He then returns to the stands after first passing by the Dodger dugout where Dodger third baseman, Justin Turner shakes his hand and gives him a signed baseball. But it didn't happen—the game was canceled due to Covid19. Ken was not there to be honored.

This story was reported by By Bill Plaschke, sports writer, for the the LA times in the April 16, 2020 edition.

Ken had purchased 15 tickets to the game for his family. He was going to wear the same uniform he wore when he served in the Army. This was to be his day - - - but his day was not to be.

However, his family did organize a zoom conference where dozens of relatives participated and created a game atmosphere by wearing Dodger uniforms and singing "Take me out to the ball game". It was not a complete shut out.

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:
Editor-Joe Wilson 818-790-0995
Proofer- Olive Moore 909-982-7790

Sunshine Lady:
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

September Birthdays

8/28 - Soli Solomon was missed last month
1 - Gary Hunter
6 - Bonnie Nelson
6 - Richard Ware
7 - Larry Rummens
9 - Les Eddington
9 - Suzan Wiley
13 - John Lacey
14 - Suzanne Rummens
15 - LaVada Hancock
18 - Sondro Kurtz
19 - Hal Anthony
20 - Stewart Levin
20 - Steve Voors

September Birthdays -Cont.

21 - Patti Dolan
21 - Terry Lawrence
21 - Cathrenine Levin
23 - Mark Henzel
29 - Vicky Balmot

September Anniversaries

6 - Howard & Adele White
6 - Tom & Sheri Johnson
6 - Les & Lyla Eddington
8 - Bob & Patsy Harbicht
8 - Art & Olive Moore
10 - Joe & Karen Blaylock
13 - Mike & Beverly Kniest
29 - John & Carol Emanuelli

PUBLIC NOTICES

Sunshine Lady - A get well card was sent to Terry Mills who was hospitalized after a fall.

Cookie Bringers - Can't find any cookies or bringers

Photo Donors - Ken Mallory, Randy Harper, Wilbert Smith

Joe Escandon

Joe Escandon joined the club in January 2010, about two years after he had purchased his 1930 Model A Huckster. Joe has been married to Emma for 43 years and lives in Alhambra. They have three boys and one girl and four grandchildren, the latest granddaughter born last month. Joe was born in El Paso, Texas, and lived in Texas and New Mexico until his family moved to Los Angeles in 1952 when he was five. His family named him Jose and his nickname was Pepe. When he enrolled in Kindergarten in Los Angeles, they said his name would be Joe. All except for his close family know him by Joe. He was the fifth child to join the East Side Boys Club in 1952 and stayed with it all through high school. That experience is what pushed him in the direction of his working career.



Joe graduated from Garfield High School in 1966 and purchased his first car, a 1949 Chevrolet for \$50. Several months later, a friend needed a family car, and Joe traded the Chevy for a hot rod Model A with a V-8 engine. Joe worked at the City of Los Angeles Recreation and Parks following graduation and attended East Los Angeles College.

Joe was not anxious to be in the military, but knowing that he would probably be drafted, he joined the Army with the recruiter promising that he would not go to Vietnam. He did his Basic Training at Ft. Bliss, Texas and Advance Individual Training as a helicopter mechanic at Ft. Rucker, Alabama. Six months later, he was sent to Vietnam. For his first six months, he was a Team Captain working on helicopters at Lane Army Heliport in Qui Nhon, Vietnam, and then as a Crew Chief aboard Huey gunships flying out of Landing Zone English in Bong Son. They supported the 173rd Airborne Division. He received the Air Medal First through Third Oak Leaf Cluster for participation in aerial flights over Vietnam. Ten days after Joe left Vietnam, he received a letter that the flight crew and his old helicopter had crashed and all aboard were killed. A U.S. Army Aviation Museum honoring servicemen was built at Fort Rucker Alabama. Joe's name as a Vietnam Aviation Veteran is engraved on a legacy paver at the entrance along with the names of many others.

After his one-year tour in Vietnam, he returned to Ft. Rucker where he was in charge of the wood and automobile shops. He tried to get a transfer back to the Los Angeles area, but was transferred to Germany for nine months. Following discharge in 1970, he attended LA Trade Tech for a year, followed by East Los Angeles College for his AA degree and then on to Immaculate Heart College, where he studied Mental Health and Community Services which included recreation.

He joined the LA City Recreation Department as a part-time employee. He moved on as a full-time Recreation Leader and then as Director. After 40 years with the city, he retired in 2008. His time growing up in the Boy's Club sure paid off.

Joe's brother sold his first Model A after he joined the Army. His 1930 Huckster which he purchased in 2008, needed complete rebuilding. The wood, which comprises most of the body of the car, needed replacing. Joe is a car guy and also owns a 1956 Buick Station Wagon, 1961 Thunderbird, and a 1987 Corvette.

NEWS BITS - MORE

Check out Sue Homet's Fashion Report

This is not your grandmother's run of the mill fashion report. This one is a "first person" report with a little spice and humor. It starts on page 8. And yes, all you guys will enjoy it.

Advertisers Support the Santa Anita A's

I want to call your attention to the companies who support our club by advertising their products and services in our Spoken Wheels newsletter. We are now in the 2020 - 2021 newsletter advertising schedule and have added some new advertisers this year. Take a look at their ads on pages 10 and 11. They can provide some valuable help in keeping your Model A in top running condition.

And I Approve This Message



PAST TOURS & EVENTS

Short Drive to a Drive-by

Saturday, August 23

By Bob Moore

To honor Sheri Johnson's birthday, the Santa Anita A's and the San Gabriel Valley MARC clubs gathered together at the Outback Steakhouse in Arcadia. We had 10 Model A's, 4 moderns and 22 members.

It was a short drive, less than a mile to Sheri's house. Tom had kept it a secret so Sheri was very surprised and appreciative.



Bob Moore and Mickey Fruchter led the group in singing Happy Birthday playing on their banjos. It was good to get out, although the humidity was in the air.



MORE NEWS BITS

New Section Added to Website

Story on Europe tour featured on SAA's website

Our Webmaster, Eric Sandberg has added a new section to our website. It is called *"Interesting Stories from Members!"* In this section, from time to time, we will be adding interesting stories or articles provided by members. The stories could be about special adventures or experiences that our members have had that may be of interest to our members.

This new section can be accessed by going to our website (santaanitaas.org) then clicking on the tab *"Interesting Stories from Members"*.

I invite you to check out the first story to be included in the new section. It is titled *"Driving a Herd of Model A's Over the Swiss Alps"*, submitted by Ken Mallory.

Ken Mallory Submits First Story For New Website Section

Ken Mallory wrote this first story which has been posted in the new section in the Santa Anita A's website. The story was written with the help of club member Dick Canzoneri and Jim Macklin who is the Past Sheriff of the Westerners, Los Angeles Corral.

This article is scheduled to appear in the Summer issue of their newsletter, the *"Branding Iron"* and is printed on our website with their permission.

To access this story directly click on this link: [Swiss Alps Story](#)
Driving a Herd of Model A's Over the Swiss Alps



Author and adventurer, Ken Mallory, with his 1930 Model A Cabriolet Coupe and fellow adventurers Norma and Dick Canzoneri with their 1930 Model A Tudor Sedan that they drove over the Alps and through Europe in 2001. Photo courtesy of Jim Macklin.

Club Car Census Response Lacking

By Joe Wilson

Our attempt to obtain a census of all members cars has yielded only 35 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. We need the year, model description, the model number and serial number if possible. If your car has some unusual features please report them as "additional comments".

Below is a list of those who have responded. If you can't find your name on this list, I invite you to participate in this club census. This survey will document our ability to obtain car "diversity" in our club and confirm that you are actually still out there - surviving.

Members who have responded to club Census

Anthony, Hal	Kennedy, Don
Bokenoogen, Chuck	Kroeger, Jim
Canzoneri, Dick	Lohr, Charlie
Chandler, Sue	McDannel, John
Concidine, Steve	Nielsen, Doug
Constantian, Jim	Peet, Bill
Conway, Jack	Phillips, Richard
Dawson, Jack	Plessner, Mike
Dolan, Jim	Rogers, Carl & Sue
Eddington, Les	Sandberg, Erik
Flick, Mike	Smith, Wilbert
Frick, Jim	Stoner, Bill
Golhardt, Mark	Thompson, Brian
Harbicht, Bob	Travis, Bob
Harper, Randy	Voors, Steve
Henzel, Mark	Weideman, Fred
Kehret, Leroy	Wiley, Walt
	Wilson, Joe

Guest Tech Report

This month's "From The Bench" article is written by a guest contributor, Randy Harper. His article is an excellent, detailed report on solving your "Model A Idle Problem". Randy aggressively edited his report to reduce it from the original eight page report down to two. This is recommended reading for all of you who have carburetors like the ones that were shipped with your car.

Custom Spray Can Paint

Tom Endy

I have become aware of a company called Combined Coatings Corp which is owned by Jim Michaeloff. His company has the ability to put your paint in a spray can. It has to be a single base paint, no two-part. You can go to a paint store and have a paint mixed to the color you need and he can put that in a rattle can for you.

Supplier: Combined Coatings Corp

4424 Birchwood ave

Seal Beach, CA 90740

E:Mail containerjim@yahoo.com

Cell: 562) 537-77667

Paint supplied by customer/any color or gloss level

- 1) Water/Borne Spray Cans** Pricing: **\$4.75/ can**
Spray Can Yield-24 per gal
Spray Can Yield-6 per Quart (32 oz)
- 2) Solvent/Borne Spray cans** Pricing: **\$3.40 / can**
(single component type)
Spray Can Yield-24 per gal
Spray Can Yield-6 per Quart (32 oz)

Paint supplied by Combined coatings

- 3) Water/Borne primer-Grey** Pricing: **\$6.10 / can**
Paint-Sherwin-Williams Pro-Cryl B66A023
- 4) Solvent/Borne Primer-Grey** Pricing: **\$4.30 /can**
PPG/ ASP-495 Automotive primer

Allow 1 to 2 days to complete order. COD Payment

You Will Never Look at These Logos the Same Way Again.



The 2nd and 3rd "T's" are two people sharing (or fighting over) a tortilla and a bowl of salsa.



The smiley half face is also a 'g'



Do you see the arrow between the "E" and "x" (in white)? I had never noticed it before.



See the "31" embedded in the "BR"? Thirty-one-derful flavors!

Just think, people get paid hundreds of thousands of dollars to dream this up!

This month we have a guest writer, Randy Harper, reporting on how to solve your Model A's idle problems.

Why Does My Model A Have Poor Idle?

This question has been around since time began. Actually, only since the early 1900's.

Possible Answers: (Only one is correct)

1. You've broken a Mirror within the last 7 years.
2. You're driving one of Bob Moore's vehicles.
3. Air or vacuum leak into the cylinders creating a lean mixture at idle.

Vacuum leaks can be from several sources. The most common are: poor fitting intake/exhaust manifold (due to warping and/or gasket deterioration), vacuum controlled windshield wiper (valve inside wiper or deteriorated hose connection), or Carburetor leaks (due to common wear and/or poor fitting throttle plate).

This article will focus on the two most common air/vacuum leaks in the Zenith Carburetor that can reduce the proper functioning of your idle circuit.

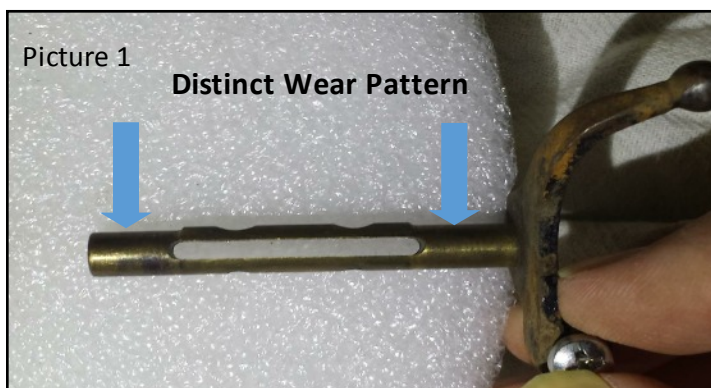
By the end of this article, you will know the cause, the why and a simple test, to see if your carburetor is subject to these conditions and a remedy for both. This would be a good time to put on your thinking cap. You know, the one with the propeller on top.

There are two major causes for the air/vacuum leaks. In the carburetor. There are two moving parts that wear over time, the **throttle shaft** and the **throttle plate**. This is **common**, and there's no reason to panic. I'll let you know when to panic.

The 1st Condition - Throttle Shaft Wear

The top 1/2 of the throttle shaft wears on each side of the throttle plate, where it passes through the body, (see attached Picture 1). Eventually, the gap becomes large enough, which lets in enough air into the throat and then to the cylinders, which creates a lean condition at idle. This situation leans out the air to gas ratio.

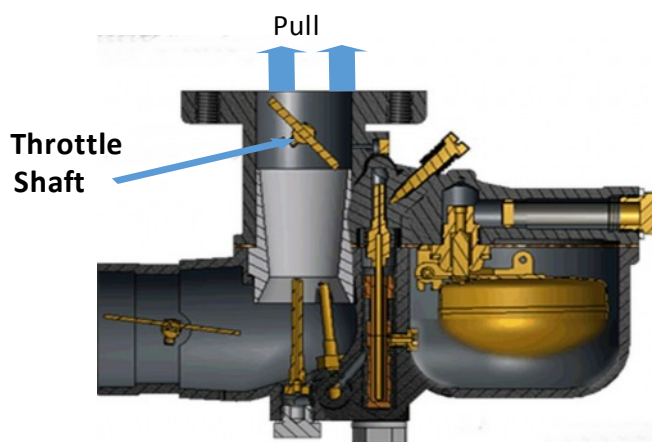
Throttle Shaft Wear



At idle, this mixture/ratio was originally created by adjusting the "Air Mixture Screw" (AMS). However, this lean condition created by the leak will render the "Air Mix Screw" adjustment, somewhat ineffective. How many times have you stood over your carburetor with a screwdriver, turning the AMS in, then out, then in, and nothing happens? Now you know why. This situation creates a secondary detrimental condition to the idle circuit.

Yes, the double whammy. Air leakage into the throat **reduces** the necessary **vacuum** required to pull an adequate amount of gas from the idle jet port. Oops, more leanness. Double bummer.

Vacuum from cylinders creates strong upward pull on throttle plate and shaft, and wears top half of shaft.



Replace shaft with stock size and bushings if case is not worn beyond bushings. Otherwise go with oversize shaft. REPLACE WITH NEW BUSHINGS ON BOTH SIDES.

Drawing by "P. Modlin"

We move on to the 2nd condition - Throttle Plate Wear

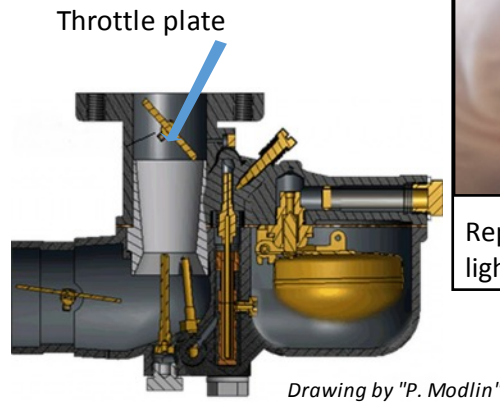
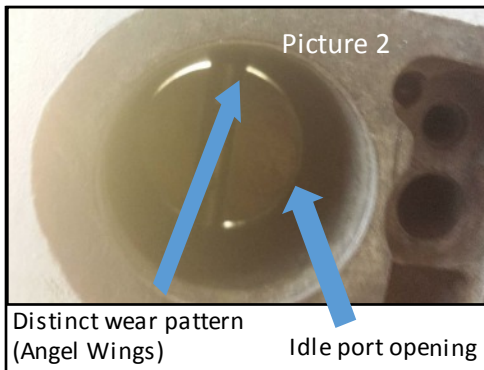
Although technically, this is not an air/vacuum leak, it is just as important to correct for proper functioning of the idle circuit. Throttle plate wear and/or improper fitting of the plate during installation will have the same effect as an air/vacuum leak. What the heck is throttle plate wear?

How's your propeller doing? That's probably not the only thing spinning at this point.

Throttle plate wear is simply the edge of the plate, near the throttle shaft, wearing down as it rubs, or scrapes on the inside wall of the carburetor throat, each time it opens and closes. This creates Angel Wings (gaps) around the plate near the shaft as indicated by the attached picture. (See attached picture 2.) This condition **also** reduces the vacuum necessary to pull gas from the idle port, promoting a lean condition and disrupting the idle.

Condition #2 - Throttle Plate Wear

Constant opening and closing, over time, wears the sides of the plate.



At this time I will not go into the technical aspects and theory of the Bernoulli principle, pressure differential and air mass to density relationship as it applies to all naturally aspirated carburetors. For that you will need to upgrade to a 2 propeller thinking cap.

So, for now, in this next part you'll just have to take my word for it. You have probably stopped reading this article anyway, and moved on to the "For Sale Items" section.

To summarize:

The idle circuit is very sensitive. At idle, the air mass and density in the cylinder is very low, (semi-vacuum). Gas delivery from the carburetor to the cylinders is based on air mass/density, NOT VOLUME. This is why the idle jet is very small. The smallest of all four jets. It meters the gas based on the extreme low density in the cylinders at idle.

DUE TO THE SENSITIVITY OF THE IDLE CIRCUIT, ANY AIR LEAK, MINOR OR NOT, INTO THE IDLE CIRCUIT WILL AFFECT THE MIXTURE RATIO AND REDUCE THE EFFECTIVENESS OF THE AIR MIXTURE SCREW.

There is a simple test for excessive throttle shaft wear. Start your engine and let it idle for a few minutes. If you have a tachometer, on a stock engine, properly tuned, you should be able to idle at 350 or lower. Typical carburetors with excessive throttle shaft leaks will idle quite a bit higher. If you don't have a tachometer, you'll have to play it by ear. As the engine is running, spray the carburetor at the throttle shaft where the arm is attached, with starter fluid. Listen to the rpm. Leaks through here will be indicated by a change in rpm, and sometimes may even kill the engine. Also, not all carburetors have a throttle shaft plug on the engine side of the carburetor. This can be another source of leakage.

If you don't have starter fluid, you can try using carburetor cleaner. It is not as volatile as starter fluid, and you will have to listen very carefully, but it will affect the rpm. Needless to say, the throttle shaft leak can be corrected by replacing bushings, and a new stock shaft.

The second test is for throttle plate wear. Remove the carburetor and take off the bottom 1/2. Loosen the idle speed adjustment screw so it is NOT touching the stop pin when the plate is COMPLETELY CLOSED and SEALED. As you hold the plate closed, hold it up to a light source, and look for "angel Wings". If you see **any** light shining through, replace the plate. I order plates from Brattons. They use a local machinist and the plates are absolutely perfect. This will correct your "angel wings" condition.

With both situations repaired, you now have a very good chance of bringing the idle circuit back to full function. There are other carburetor variables that affect the idle, but these are the two most common, that are often overlooked.

Note: on rare instances, excessive heat can distort the throat opening, making it slightly elliptical where the plate closes. OK, now you can panic. This makes it impossible to seal the throttle plate properly and if bad enough, renders the top of your carburetor, useless. If the carburetor has suffered through a fire, you can usually tell by a blistering effect on the inside surface of the carburetor where air enters, through to the bottom of the venturi. If you see this while you are shopping at the swap meet, DON'T BUY IT.

Oh yes, early in the article, I mentioned that the top 1/2 of the throttle shaft wears. Why does only the top 1/2 wear? Well, if you really want to know, continue reading.

The vacuum created by the piston creates an upward pull on the throttle plate. This creates friction and subsequent wear on the top 1/2 of the shaft, and zero friction, no wear, on the bottom 1/2.

OK, there you have it. Next time you rebuild your carburetor, don't forget to check for these two conditions.

Pasadena High School Model A Ford Club (PHSMAC) Car Raffle 2020 By Wilbert Smith PhD

PHSMAC, founded in 2016, has a membership that has grown with confidence, possessing accomplishments that are quite impressive. Members beginning as young as fourteen-years-old, then ninth graders, are now seniors who leave our club as adults. Together we rejoice as fellow admirers of our great hobby that is now a part of them. They vow to one day own their own Model A.



Club members receive instructions during the car restoration process.

We continue to need your support. We receive no funding from the local school district, nor assistance from MAFCA. We rely solely on our annual raffle. For each one hundred dollars (\$100.00) contributed, the donor receives one raffle entry. Odds of winning are fabulous, given we limit the number of entries sold. Additional cash prizes will also be awarded. We encourage those who can purchase multiple tickets do so, and for that we express our sincere gratitude.

Please address your tax-deductible donation to: PHSMAC, 1968 Lake Ave, Suite 101, Altadena Ca. 91001. Kindly include a stamped, self-addressed envelope along with your phone number and email address. Your entry will be return mailed to you. Clear printing is appreciated.

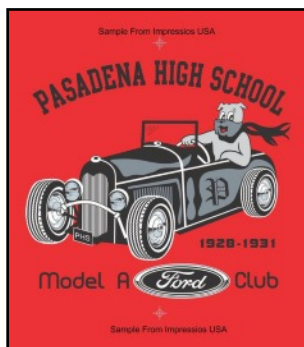
We also accept credit and debit cards by calling 626-375-1367. Winners need not be present. We also welcome any tax-deductible Model A vehicle donation in reasonable restorable condition. Contact us at phsmac@gmail.com to request an email version of this document.

I definitely invite you to take a look at these two youtube presentations about the Pasadena High School Model A Club. They are very well done and give you a good idea of what is being accomplished by the club.

Click on each of these two web sites and wait patiently:

<https://youtu.be/vVa48xQTkNI>

<https://youtu.be/DYN88O2yvrC>



ERA FASHIONS

BY SUSAN HOMET

It Rained on My New Model A

My recent experience of being stuck in the rain in my adorable brand new Model A coupe has soured my enthusiasm a bit! I had owned my new blue coupe for a couple of months. I was feeling much better about motoring around town on my own, and so I decided to go out last Saturday night to the new speakeasy downtown. I was hoping to show her off, I was kinda hoping to run into George Buckwald so I could impress him.

Well, I did run into him on his way in and he really did seem tickled to see me in the front driving seat. And to find out he didn't even know that I could drive! So, since he told me that I should go in with him I was thrilled!

I was wearing my new gorgeous Flapper gown with all the shiny glorious moving beads, new t-straps, silk hose showing off my gams, and a boa around my neck. I was dressed to the nines, dressed to impress, and ready to swing the night away. I had done my makeup perfectly, my cupie bow red lips just as sweet as Mary Pickford's have ever been, I'll tell you! Just had my hair done in the latest do, up in rag curlers all night to get them to stay in perfect waves tight to my head. My new Cleopatra headdress stood atop my head look'in all the rage!



So, I told good old George I'd be happy to sneak in with him! He was looking as dapper as any man could if I don't say so myself. He even had his raccoon Beaver hat and coat with him, which he checked into the cloak room as we made our way inside. I'd decided not to cover my new dress as I was going to be showing my arms off with my Bakelite bangles, and I also wanted them to cause their clacking rhythm as I moved about and danced. Maximum attention was my aim!

Well, it was quite heated up in there, and the joint was jump'n!! I was feeling the heat and even more so after having had a couple of gins George bought for me. I was mov'in to the groov'in, and jiving to the red hot swinging jazz tunes. That gal singing, she could make a fella swoon in wonder, I'm telling you!

Continued on page 9

It rained on my new Model A - continued from page 8

The Jazz trumpets, saxes, and trombones were shaking the place up so that the whole place was jamming together like a bunch of folks stuck out on a ship in a storm. A whole lot of dancing and drinking was happening so loud that nobody even knew that it had begun to rain buckets of cats and dogs outside! Some new folks had come in looking mighty wet, and mad, especially the ladies due to their hair, and makeup were ruined. Hair all bedraggled and flattened out, their wave sets gone, and eyes streaking messy black lines down their faces! They surely were not looking as put together as when stepping out earlier! I think that they had been planning, like myself, to make an appealing entrance that evening. I continued to enjoy myself well into the night, forgetting all about the rain.

So when George suggested we call it a night I happily agreed never even imagining what the rain might have done to my convertible coupe.

George stopped abruptly after reaching it, and roared out loud bending over with his laughter. You have to give him some rope here, we were both quite intoxicated so that the sight of my car with several inches of water inside it did seem hilariously funny. I even laughed until I realized that I would have to get my car running in this condition so that I could get myself and it home.

Well, to make a long story short, George was quite the gentleman and drove me home in his car first. He then assured me that he would take care of returning mine to me the next day. It worked out fine but my car is still drying out, and it has lost that "new car" smell.



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For Sale

Cylinder Head

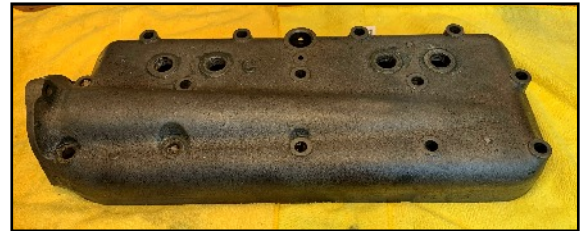
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Spoken Wheels is the monthly publication of the Santa Anita A's based in Arcadia, California. The organization is dedicated to the restoration, preservation and enjoyment of the Model A Ford. It is a chapter of the national organization, MAFCA (Model 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



Buy your Pasadena High School Model A Club Raffle tickets. See page 8 for details

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?

Who has the oddest?

What is your model number?

What is your serial number?



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