



September 2020

Spoken Wheels

THE NEXT MEETING

General Meeting

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

Program

The program for September will be the same as the previous March through August 2020 programs.

NEWS BITS

Report on Census

What started out as a suggestion by Mark Henzel that we try to identify the oldest and newest Model A's in our club has morphed into a full fledged census of our members' cars.

A good portion of this newsletter is devoted to a report on the results of the census.

A summary of the results of the census is shown on page 3. A listing of all members who responded to the census and their reported data is shown on page 4.

Board to Meet - Finally

The Santa Anita A's Board is scheduled to meet on Wednesday, September 23. This will be the first board meeting since March. The meeting will operate under all past, current and future city/county/state/Federal/United Nations proto calls for holding such gatherings, if it matters.

Jack Dawson Passes

Club Member Jack Dawson died at home on Tuesday, September 15 from respiratory problems. Jack and his wife Barbara have been members of the Santa Anita A's since 1997.

Jack was a strong supporter of our club activities and had participated in many local, regional and international tours.

No information about services are available at this time.



PRESIDENT'S MESSAGE

BOB HARBICHT

Our editor has a number of stories about members and their A's in this month's issue that I think you will find interesting. It got me thinking about my introduction to the Model A Ford.

When I was about 18, best friend Larry announced one day that he was going to restore a Model A. As always, I jumped in with both feet. After all, we had built many soap box racers; even once built a motorbike, which included my sister's mostly unused bicycle as a principal component (unbeknownst to my sister or parents, until one day she decided to take a bike ride and couldn't find her bike. But that's another story).

I don't know where Larry got the first Model A, but little of it ended up in the final version. I can't even recall the body style of the original; we had three different bodies on it before we finished. The final body was a coupe, the roadster that had resided on it for a time discarded for some reason.

This was in Duarte. Larry grew up in a very large home on Royal Oaks Drive that took up eight full lots between Royal Oaks and First Avenue. It's still there, 1632. The point is, we had lots of room to work, store parts, etc. In fact, there was a huge oak tree that we attached a block & tackle to and used to lift bodies, engines, etc. into and out of the car.

In those days Model A's were easy to find. We would drive around the city and see them sitting in the street, looking almost abandoned. We'd go up to the door and ask if they wanted to sell it. Usually \$25 would close the deal. We'd scavenge it for parts.

One guy said he'd sell us the body but he wanted the rest of the car back. So, we towed it home and removed the body. Fortunately, the guy lived downhill from Larry's house. We put a couple of apple crates on the frame, pushed the car up to Royal Oaks and started coasting down the street. That's when we discovered that the brakes didn't work. I fell off when we bumped over the railroad tracks. It then jumped the curb on the south side of Orange Avenue, and stopped by running into the curb on the north side, right in front of



CALENDAR OF TOURS & EVENTS

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

September

25 - General meeting - Canceled

October

3 - Ticket to the Twenties - Canceled

12 - Ladies Brunch - Canceled

14 - Board meeting, - Canceled

15 - Men's Breakfast - Canceled

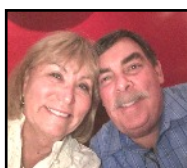
30 - General meeting, Canceled

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



Scott & Sandy Johnson

626-241-6905 cell
8809 Longdon Ave., Temple City, CA, 91780
Scott-Sandy@juno.com

President's Message - continued from page 1

the guy's house! We both picked up our apple crates and walked back to Larry's house.

I don't know what happened to that car. After all, it was Larry's! We finished it and drove it a few times. Then I headed off to college and never saw it again.

About 45 years later – having gotten college, career, children, etc. out of the way – I rekindled my interest in the Model A and bought one of my very own.

NEWS BITS - MORE

A Thank You From Sheri Johnson

Despite everything that is happening in the world in 2020, I had a wonderful birthday surprise visit from the two Model A clubs. I feel truly blessed that 22 people came to my house, in the heat, to help me celebrate my special day. The banjo accompaniment was great-thank you Mickey and Bob. My thanks to all of you for showing up!

Sheri

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

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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

October Birthdays

1 - Tony Catroppa
2 - Kathy Catroppa
2 - Toshoko Favela
4 - Salvador Diaz
7 - Larry Butkus
11 - Marlys Cleland
12 - Rob Johnson
16 - Mary Ann Sepulveda
17 - Ann Pam
17 - Chuck Davies
19 - Peter Gutierrez
21 - Vicky Bartlett

October Birthdays -Cont.

25 - Sue Chandler
25 - Joyce McCullah
25 - Jean Ware
28 - Lisa Henzel
30 - Jim Dolan
30 - Jim Frick

October Anniversaries

7 - Rob & Judy Johnson
20 - Eric & Jennifer Sandberg
22 - Charles & Myriam Davies

PUBLIC NOTICES

Sunshine Lady - A sympathy card was sent to Barbara Dawson

Cookie Bringers - Can't find any cookies or bringers

Photo Donors - Mark Henzel, Chuck Davies, Bryan Thompson

Santa Anita A's Car Census

Included in this report is a summary of the information received from 48 of our 120 club members.

The award for the oldest car in our club goes to Mark and Lisa Henzel who own a 1928 Phaeton Model 35A with a serial number of 115690.

We have determined that we have a tie for the members who have the newest Model A cars in the club - Chuck and Myriam Davies, and Bryan and Wendy Thompson. Both have 1931 closed cab pickup trucks manufactured in September or later in 1931.

More to Come

From the response to the club car census, in addition to the oldest and newest cars, we have identified eight vehicles of special interest. I will include a report on these vehicles in the next issue of Spoken Wheels. These "special interest cars" include several with special bodies, one that has been driven the most miles, one that has been owned the longest and one that has passed down through multiple generations. You will find these to be interesting stories.

Identifying the Cars

We were able to identify the oldest car by serial number. Factory records are available which document the month of manufacture by serial number.

Identifying the newest car in the club was difficult due to the inability to know the correct serial numbers of some of the 1931 cars. The serial number on the engine usually doesn't match the one on the frame. So, the only way the real serial number can be confirmed is by separating the body from the frame. We didn't ask that it be done.

We have some 1931 vehicles with indented firewalls indicating they were made after June 1931, but we don't have their serial numbers to verify the exact month of their manufacture.

However, there were changes made to the closed cab pickups that placed their manufacture date toward the end of 1931. The Budd Company manufactured pickup truck bodies for Ford and began in the month of September to manufacture all steel roofs.

We have two members in our club who own Budd cabled trucks. We have decided to identify both of them, Chuck Davies and Brian Thompson, as owners of the newest Model A's in our club.

The detailed summary of the data shown on this page was prepared by Chris Wickersham.

Santa Anita A's Car Census Results

We have 120 "Family Unit" members in our club. Of that number, we had 48 respond to the survey. These numbers reflect what was reported, not our entire club.

Number of Model A's owned by members:

27 own only one Model A
9 own 2 Model A's
5 own 3 Model A's
1 own 4 Model A's
2 own 5 Model A's
1 owns 6 Model A's
3 respondents did not own a Model A
87 total Model A's owned by members responding

This works out to be on the average of 1.8 Model A's per responder. If you do not have at least 1.8 Model A's you are not doing your part.)

Most popular Body Styles:

15 - Fordor (all models)
15 - Pickup's (note - There were almost twice as many Fordor Sedans made than Pickup's).
13 - Coupes, (all Models)
11 - Tudors (30% of all Model A produced were Tudor Sedans)
6 - Standard Phaetons
3 - Victorias

Of the Cars owned in the club:

22 (27%) are 1928-1929 Models
59 (73%) are 1930-1931 Models

This is interesting when compared to the mix of total Model A's produced

1928-1929 models - 2,432,814 (56%)
1930-1931 models - 1,887,632 (44%)
Total number of Model A's produced - 4,320,466

Unusual Model A's in our club.

1930 Standard Phaeton - Right hand drive (Jim Frick)
1931 Slant Window Town Sedan driven about 120,000 miles (Mickey and Bea Fruchter)
1931 Coupe owned since 1963, 37 years. (Doug Nielsen)
1929 Mail Truck, Very limited production commercial vehicle (Wilbert Smith)
1929 "Safari" Wagon, constructed from Plans in Popular Mechanics Magazine. (Bob Moore)
1929 Custom Bodied Hearse (Wilbert Smith)
1929 Pickup, owned by the same family for 3 generations (Mark Golhardt)
1930 Closed Cab Pickup - Has Calliope mounted in bed with gas powered compressor to provide music on the go. (Jack Conway)

Member Car Census Report

The chart below includes the information received from all of our members who responded to the Santa Anita A's 2020 Car Census.

9/19/2020

| | Last Name | First name | Year | Model Name | Model No. | Serial Number | Comments |
|----|-------------|----------------|-----------------------------------|---------------------------|-----------|---------------|--|
| 1 | Anthony | Hal | 30 | Std. Coupe | 45B | A2882311 | |
| | | | 31 | Town Sedan - Slant Window | 160B | A4367808 | |
| | | | 31 | Closed Cab PU | 82B | | Wide Bed, Indented firewall |
| 2 | Balmot | Brad | 29 | Std. Phaeton | 35A | | |
| | | | 31 | Roadster | 40B | | |
| 3 | Barrosa | Marianne & Rob | 31 | Deluxe Roadster | 40B | | Previously owned by Sue & John Chandler |
| 4 | Bokenoogen | Chuck | 30 | Deluxe Coupe | 45B | | Previously owned by Dick Canzoneri |
| 5 | Catroppa | Tony | 30 | Deluxe Coupe | | A5783172 | |
| 6 | Callahan | EJ | No car today - but maybe tomorrow | | | | |
| 7 | Canzoneri | Dick | 30 | Std. Tudor | 55B | | |
| 8 | Chandler | Sue | None | | | | Gave car to daughter & Son-in-law, Barrosa |
| 9 | Concidine | Steve | 31 | Victoria | 190A | | |
| 10 | Constantian | Jim | 30 | Closed cab PU | 82A | 239150 | |
| 11 | Conway | Jack | 30 | Closed Cab PU | 82A | A3895439 | Equiped with a Calliapi on truck bed |
| 12 | Davies | Chuck | 29 | Tudor | | | |
| | | | 30 | Fordor Sedan | | | |
| | | | 30 | Cabriolet | | | |
| | | | 30 | Coupe | | | |
| | | | 31 | Closed Cab PU | | | Budd Cab |
| | | | 31 | Slant Window Sedan | | | |
| 13 | Dawson | Jack | 30 | Fordor (Briggs) | 155D | | 17 Dia. Split rim wheels, adjustable hood louvers. |
| | | | 31 | Closed cab PU | 82B | | |
| 14 | Dolan | Jim | 28 | AA Closed Cab Stake Truck | | AA2580360 | |
| 15 | Eddington | Les | 28 | Tudor | 55A | | |
| | | | 28 | Std. Phaeton | 35A | | |
| 16 | Endy | Tom | 31 | Steel Back Victoria | A190 | A4639272 | Indented firewall, sliding seat, dropped stering mount |
| 17 | Flick | Mike | 31 | Deluxe Coupe | 45B | | |
| 18 | Frick | Jim | 29 | Roadster PU | 76A | | |
| | | | 29 | Tudor Sedan | 55A | | |
| | | | 30 | Phaeton | 35B | | Righthand Drive |
| 19 | Fruchter | Mickey | 31 | Town Sedan -SW | 160C | | Driven 120,000 Miles |
| 20 | Golhardt | Mark | 29 | Closed cab PU | 82A | | Owned by 3 generations. Grandfather bought for \$5 |
| 21 | Harbicht | Bob | 30 | Roadster PU | 76 A | A3369723 | Body and Engine numbers match |
| | | | | | | | |
| 22 | Harper | Randy | 30 | Deluxe Coupe | 45B | A3182718 | |
| 23 | Henzel | Mark | 28 | Phaeton | 35A | 115690 | |
| 24 | Johnson | Tom & Sheri | 29 | Roadster PU | 76A | | |
| | | | 29 | Tudor Sedan | 55A | | Special Trunk to fit the car |
| | | | 30 | Coupe | 45A | | Has Eybrow fenders |
| 25 | Kehret | Leroy | 29 | Fordor Leather Back | 60A | A748203 | Replaced with engine SN A2610844 ? |
| 26 | Kennedy | Don | 30 | Sports Coupe | 50B | | |
| 27 | Kroeger | Jim | 30 | Town Sedan | 155D | | Briggs Body |
| 28 | Kurtz | Steve & Sandra | 31 | Tudor Std Sedan | | A3294859 | |
| | | | 31 | Sports Coupe | | LB16433 | |
| | | | 30 | Fordor Deluxe Sedan | | A3585567 | |
| | | | 30 | Roadster Deluxe | | A4869197 | |
| 29 | Levin | Stewart | 31 | Closed Cab PU | | #000000001 | Wide Bed |
| | | | 31 | Tudor Sedan | | #000000002 | |
| 30 | Lohr | Charlie | 30 | Closed Cab PU | 82B | | |
| | | | 31 | Tudor Sedan | 55B | | |

| | Last Name | First name | Year | Model Name | Model No. | Serial Number | Comments |
|----|------------|---------------|------|------------------------------|------------|---------------|---|
| 32 | Moore | Art | 28 | Std. Phaeton | 35A | CA099894 | |
| | | | 30 | Deluxe Roadster | 40B | A1864450 | |
| | | | 30 | Open Cab Pick-up | 76B | A2606322 | |
| 33 | Moore | Bob | 31 | Slant Window Sedan | 160B | LB4099731 | Replaced W/ Pinto Engine |
| | | | 28 | Safari Station Wagon | | 125226 | Made from Popular Mechanic Magazine plans |
| | | | 30 | Caberolet | 68B | 3754896 | w/29 firewall & engine SN 3754896 |
| | | | 31 | Slant Windw Sedan | 160 A or B | | |
| | | | 31 | Phaeton | 35B | 1442240 | Engine replaced w/No. 1442240 |
| 34 | Morgan | Richard | | No Model A | | | |
| 35 | Nielsen | Doug | 31 | Deluxe Phaeton | 180A | | |
| | | | 31 | Panel Delivery | 79B | | Buffalo Restoration center piece car |
| | | | 30 | Coupe w/rumble | 45A | | Owned vehicle since 1963 |
| 36 | Peet | Bill | 31 | Sports Coupe | 50B | | 29 Engine |
| 37 | Phillips | Richard | 30 | Town Sedan | 155D | | |
| 38 | Plessner | Mike | 30 | Roadster PU | 76A | | |
| 39 | Rogers | Carl & Sue | 29 | Tudor Sedan | 55A | A934565 | |
| | | | 31 | Deluxe Coupe | 45B | A4057026 | |
| 40 | Sandberg | Erik | 30 | Deluxe Roadster | 40B | | w/ oval Speedometer |
| 41 | Smith | Wilbert | 31 | Deluxe Coupe | 45B | | |
| | | | 29 | Special Coupe | 49A | | |
| | | | 29 | Police Paddy Wagon | 79A | | Special Body |
| | | | 29 | Mail Truck | 79A | | Special Body |
| | | | 29 | Hearse | 130A | | Custom Body |
| 42 | Stoner | Bill | 30 | Town Sedan | 155C | | |
| 43 | Thompson | Brian & Wendy | 31 | Closed Cab PU | 82B | | Budd Cab |
| 44 | Travis | Bob | 30 | Fordor Town Sedan | 155C | | Murray body |
| | | | 31 | Deluxe Phaeton | 180A | | |
| | | | 31 | Wide Bed roadster PU | 76B | | With V8 60 Ford engine |
| | | | 31 | Deluxe S/W, Blind Back Sedan | 165C | | |
| 45 | Voors | Steve | 31 | Tudor Sedan | 56B | A3976224 | |
| 46 | Weideman | Fred | 28 | Roadster PU | 76A | A1242338 | Hot Rod |
| | | | 28 | Std. Phaeton | 35A | A273677 | |
| 47 | Wiley | Walt | 28 | Roadster PU | 76A | A2846015 | |
| 48 | Wilson | Joe | 31 | Town Sedan -SW | 160C | | |
| | | | 31 | Wide Bed Roadster PU | 76B | | Indented Firewall |
| 49 | Wickersham | Chris | 30 | Tudor | 55B | A2625026 | |
| | | | 31 | Victoria | 190A | | |
| | | | 31 | Deluxe Roadster | 40B | | |

NEWS BITS - MORE

MAFCA Announces Longevity Milestones

Brad Balmot has been recognized for his 45 years of membership in MAFCA. The annual MAFCA Membership Longevity Milestones list has been published in the September/October issue of The Restorer Magazine. Congratulations to Brad. Brad was one of the founding members of the Santa Anita A's in 1975 - 45 years ago.

YouTube Posting on Model A Fender Repair

Club member Mike Pleasner's son Charlie has just completed and posted a video on YouTube on the repair and fender well installation of two 30-31 model A front fenders. It is a very detailed video worth watching. Go to "YouTube" on your computer then type in on the search box "onewhocollects fenders" **or** click on this link: <https://www.youtube.com/watch?v=7AxN7pLUcl0>

Some good visual info here.

The Oldest Car in the Santa Anita A's

1928 Phaeton

Owned by Mark and Lisa Henzel

With a serial number of 115690, this car was likely built in June of 1928. Lisa and I have owned the Phaeton since January 2018. We bought the car from Thurston and Ruth Ann LaVay. He got the car from Mel Gross in the early nineties. Mel restored the car and I believe he bought it from the original owner.



The car was built in the Ford Los Angeles factory, early in the 1928 production run. We have taken it down to Seventh and Santa Fe and photographed the car in front of the building.

In the short time we owned the car we've done a few club events and drives but our big adventure was to take the car back to Dearborn Michigan to the Henry Ford Museum for their old car festival. What a great time we had. We drove the car all over Dearborn prior to the show, World HQ, Henry Ford's home, then throughout Greenfield Village during the three day event. We had a blast! If you can, that's one event all old car fans should see if they can!

The car is a good ten footer and probably should be painted and have the seats reupholstered, but it runs great and I love driving it around Pasadena.

When Lisa and I first joined the club in 1989, I wanted to buy this car from Mel but couldn't make it happen due to a shortage of financial resources and storage space. I was a broke newlywed with a 1930 coupe that was in pieces in my garage that I didn't know how to restore! Thurston was a good steward for the car for thirty years and when I heard he was looking to sell it, I guess it was finally the right time to own it. I hope Lisa and I will get many more years of adventures with this 1928 Ford Model A Phaeton.

The Two Newest Cars in the Santa Anita A's

1931 Closed Cab Pickup

Owned by Chuck & Myriam Davies

I purchased this car in 2014 from a man in Orange County who was in the motorcycle business. The car originally came from Oregon where it had been restored over the years.



The serial number is not known but it has a steel top cab manufactured by the Budd company. That means it had to be produced in September of 1931 or later. The car had a B engine in it and ran OK but I replaced it with another B rebuilt engine. I fixed the brakes and steering, added the wood side rails and switched to 16" wheels.

I have used the truck for some local tours and took in on the Club's Central Coast Tour several years ago.

This was the fourth Model A I purchased and now have a collection of six.

1931 Closed Cab Pickup

Owned by Bryan and Wendy Thompson

I previously owned a 1930 Town Sedan for a few years. I then decided to get a Budd cab pick up. It took quite a while to find one that I liked and could afford.



Many people selling the Budd cab pickups must think that a steel top is made of gold. I found my truck on Craigslist near Folsom, CA in December 2016. The truck looked good and had a Mitchel overdrive and transmission.

It did have a few mechanical problems that were easily corrected with the help of Tom Endy. We removed, and sold, the overdrive and trans and installed them in the sedan. This helped lower the purchase cost of the Truck.

We rebuilt the rear end, front end, installed brakes (purchased from Randy Gross) and an F-100 steering box that Randy's dad, Mel, adapted for a Model A. A rebuilt bell housing, original rebuilt trans, and a Mitchel overdrive were also installed. I am still running with the engine that came in the truck.

The truck is driven several times a week to Home Depot or the grocery store. I drive it more than I do my 2017 truck. I have also driven it on several camping trips to the Eastern Sierra mountains.

Styles Make Dramatic Change

I recently viewed a collection of photographs from the 1920's, which is the period of time that our Model A's were manufactured. The photos were done in black and white so they are even more dramatic than they would be in color. The pictures show many of the actresses and socially connected ladies of the era wearing stunning clothing. You can view it on You Tube. It's titled: 70 Fabulous Photos of Women's Fashion during the 1920's. It's put on You Tube under "Yesterday Today ". It offers subscription which seems like something I may consider, as they have other YouTube shows about the 1920's era. There is even a 1920's Fashion Encyclopedia.

The thing that hit me while viewing the approximately 15+ minutes of this was the sheer modern appearance of the women and the clothing that they were wearing. The styles were so new, and so very far from the previous recent era that they were almost shocking. Previously, clothing was constricting and somewhat uncomfortable to wear.



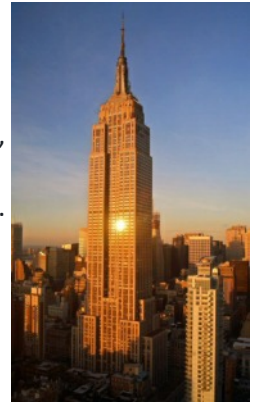
During the era just preceding known as Edwardian Era (so named for King Edward of England), the skirts were worn long, several inches up from the floor, tight at the waist and voluminous. This period was also known as Art Nouveau, and covered the period of time from the late 1880's and up through the late teens. The period was very naturalistic and had flowing soft lines. Architecture and furniture lines were similar.

Following the Great War, or WWI, fashions were moving in new directions. Women were making great strides in the world at this time. At the beginning of the decade they were getting to vote, working outside of the home more, and attending colleges and universities. Several things signaled change. Women began to cut off their long locks of hair in favor of short cuts. They were "bobbing" their hair, and

dressing in much less material. The newer dresses were shorter, simpler, and had dropped waistlines. Many were sleeveless. This was new and hadn't been seen since Classic Grecian times.

The ideal figure type of this time was a body without curves, flat chested, and on the shorter side, nice and compact, not particularly feminine. The new period was opposite of the Art Nouveau styling. The new period was highly geometric, all straight lines, and simpler.

The architecture echoed the new style, an example of it is the Empire State Building. The art and designs of this period are still extremely popular today. We can observe the designs on many of our buildings today, office buildings, government buildings, and all over if you just look around your home town. This period is known as Art Deco.



The 1920's were simply the beginning of modern times. The new styles of clothing, and the new ways of wearing them, allowed women to compete in the world alongside men. Clothing is simply an outward expression of the lifestyle and fashions were loosening up and allowing women room to breathe.

Fashion & architecture reflected the style of the time - Art Nouveau

MORE NEWS BITS

Pasadena High School Raffle by Wilbert Smith

The Pasadena High School Model A Club is currently restoring a fabulous 1929 Model A, Fordor Sedan. The vehicle is undergoing a complete restoration, all done by students, grades nine through twelve. This car will be raffled off around January 1, 2021.

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 to do so, and for that we express our sincere gratitude.

Please address your tax-deductible donation to: PHSM AFC, 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 & debit cards by calling 626-375-1367.

I invite you to take a look at these two videos:

<https://youtu.be/vVa48xQTKNI>

<https://youtu.be/DYN88O2yvrc>

OTHER STUFF

This report came from a publication of the ACCC

ACCC Update-Avoid "Unleaded 88" with Your Old Car

By David Knapp

If you set off touring in your Model A or other car older than model year 2001, be aware of fueling concerns outside California. Particularly, if you pass through Nevada or destinations East you may run across an option at the pump called Unleaded 88. Even though it may seem attractive with the lower price do not fuel your collector car with Unleaded 88 or Ethanol 30% Flex-Fuel. Unleaded 88 is approved for any vehicle manufactured since the year 2001. Unleaded 88 has 15% ethanol and is especially harmful to older classic car components.

If you have a car that is older than 2001, do not use Unleaded 88. Also, small engines, such as lawnmowers, leaf blowers motorcycles and snow mobiles are not recommended for (higher blend ethanol) fuels like Unleaded 88.

Unleaded 88 is offered in Nevada but is currently not offered in 7 western states, i.e. California, Oregon, Washington, Arizona, Utah, Idaho, and Montana but this could change at any time so please be alert when fueling your classic car.

Legislative Alert

There are some concerns to share from the ACCC about collector car registration. This is a bill that the ACCC introduced several years ago relating to "Non-operational Vehicle" designations. Here is the vehicle code as written in legalese:

VC 4600 (a) Except as otherwise provided in subdivision (d), prior to the expiration of the registration of a vehicle,

if that registration is not to be renewed prior to its expiration, the owner of the vehicle shall file, under penalty of perjury, a certification that the vehicle will not be operated, moved, or left standing upon a highway without first making an application for registration of the vehicle, including full payment of all fees. The certification is valid until the vehicle's registration is renewed pursuant to subdivision (c). (d) A certification is not required to be filed pursuant to subdivision (a) for one or more of the following

(1) A vehicle on which the registration expires while being held as inventory by a dealer or lessor-retailer or while being held pending a lien sale by the keeper of a garage or operator of a towing service.

(2) A vehicle registered pursuant to Article 4 (commencing with Section 8050) of Chapter 4 of Division 3.

(3) A vehicle described in Section 5004, 5004.5, or 5051, as provided in Section 4604.2. However, the registered owner may file a certificate of non operation in lieu of the certification specified in subdivision (a).

(THIS IS THE SECTION THAT MATTERS FOR OUR CARS.)

(4) A vehicle registered pursuant to Article 5 (commencing with Section 9700) of Chapter 6 if the registered owner has complied with subdivision (c) of Section 9706.

Simply put, according to the ACCC, this states that any vehicle 25 years old or older or of historical interest is exempt from filing a NON-OP and with this designation is also exempt from past years fees and penalties. However current year's fees are due. If you have a vehicle of this type it is recommended that you take a copy of the above Vehicle Code section with you to DMV when registering your vehicle.



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FOR SALE

For Sale

1931 Roadster Pickup Truck

Truck features the desirable all metal wide bed with "indented fire wall" which became available in late 1931. The original fixed cloth top has been replaced with a folding Le Baron Bonney top. It has a Borg Warner overdrive and two side mounted spare tires. All good tires. A generous size custom storage box has been installed in the bed. Has modern tube shock absorbers.



Truck has been stored for about 5 years. Has not been run since stored.

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Contact Joe Wilson 818-730-0842

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1931 Slant Window Town Sedan. Excellent condition.

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



For Sale

Rare antique Teardrop Trailer. I restored it in 1973 and used it for about 8 years, I then loaned it out to a friend for about 10 years..

My son began a restoration and gutted it. It is now in need of re-restoration. There is a butane stove, a gas/electric refrigerator, small water tank; all are in need of installation. New cabinetry is required along with other modifications desired by the new Owner. Top and rear doors to access the Kitchen are Aluminum.



I purchased it in 1973. The Licence Plate is California HS 9938. It was Last licensed in early 2000.

It is Free to any Santa Anita A's member. Negotiable to any others Interested.

Call John Emanuelli - 626 286 5267.

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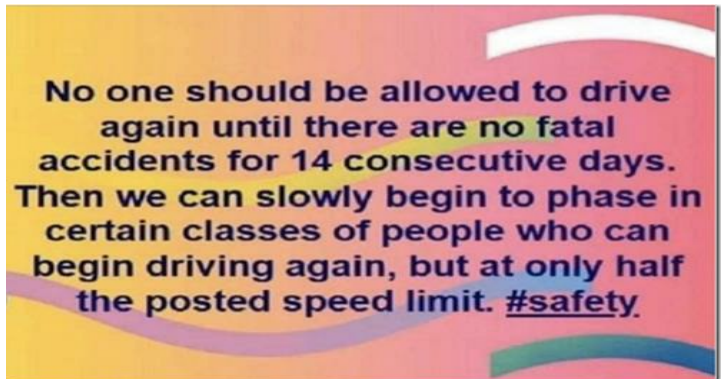
Spoken Wheels is the monthly publication of the Santa Anita A's based in Arcadia, California. The organization is dedicated to the restoration, preservation and enjoyment of the Model A Ford. It is a chapter of the national organization, MAFCA (Model A Ford Club of America). Meetings are held on the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



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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)



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