



October 2020

Spoken Wheels

THE NEXT MEETING

General Meeting

The September Meeting has been canceled due to concerns about your governor.

Program

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

NEWS BITS

Club Census Reveals Many “Cars of Interest”

Last month we announced that through the census we had identified the oldest and newest cars in our club. We also discovered that there were a number of unusual cars and cars with interesting histories in our club. In this issue we will feature several of these “cars of Interest” with additional stories scheduled for future issues.

Shown below is one of the unusual cars featured in this newsletter. Bob Moore appears to have taken possession of his new “Safari Wagon” on site. The elephant is real but not part of the transaction nor the original photo.



PRESIDENT'S MESSAGE BOB HARBICHT

As you are aware, our club has been largely inactive this year. Well, recently we had a board meeting after six months of not meeting. A couple of significant things came out of that meeting.



The board discussed the fact that many of the normal activities of the Santa Anita A's did not – or would not – take place: club meetings, ladies' day, pancake breakfast, Christmas party and installation banquet, etc. Some of the costs of these activities are paid for from member dues. Because most of these expenses had not been incurred, the board decided that we would not collect dues next year. In other words, if you paid your dues for 2020, you would not have to pay for 2021.

Seems simple and straightforward. But not quite. Turns out that the club bylaws say that the board recommends the dues amount, but their decision must be ratified by the membership. I suppose this provision is in there to ensure that your board doesn't go crazy and raise dues by a dollar or two without the members having an opportunity to rein them in.

While I think it's unlikely that the membership would object too strenuously to not having to pay dues next year, we must follow the bylaws. So, in the not too distant future you will receive an email asking you to reply and indicate whether or not you approve of zero dues for 2021. The board will be on pins and needles awaiting your response.

It was also decided that – since there had been little business transacted through the year – we would ask all the officers, directors and chair people to continue in their same jobs through 2021.

Again, we will be holding the election remotely, since the election is normally done at a club meeting and we aren't having any meetings. Watch your email inbox for further developments for the election.

These are strange times we are living in and your board is trying to navigate these previously uncharted waters as best we can. Hang in there, and we appreciate your support.

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
Joined March 2020 1930 Tudor



Gary and Sheryl Hunter

626-688-0798 Gary, 626-688-7355 Sheryl
1421 Carmelita Pl. Arcadia, CA 91006
grouter@Malcolm
Joined March 2020 1930 Tudor



Scott & Sandy Johnson

626-241-6905 cell
8809 Longdon Ave., Temple City, CA, 91780
Scott-Sandy@juno.com
Joined Sep. 3, 2020 1931 Dlx Coupe

NEWS BITS - MORE

"New" Model A Engine Successfully Tested.

Long time MACAO member Terry Burtz of Campbell California has long been working on a project to have a new Model A engine block, crankshaft and connecting rods manufactured. The engine will be identical to the original Model A engine on the outside but will have 5 main bearings, a balanced crankshaft, and full pressurized oil system.

Terry has received all the parts and castings for his "new" Model A Engine. The first engine has been assembled, tested on a test stand, installed in a Model A Coupe and successfully road tested.



Continued on page 9

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 818-730-0842

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 818-730-0842

COMMITTEE CHAIRS - Continued

Raffle - Ladies':
Bea Fruchter 818-807-7143
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 818-730-00842
Seminars:
Bob Travis 626-574-0665
Southern CA MAFCA Rep. (SCRG):
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Spoken Wheels:
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Technical Director:
Chris Wickersham 626-639-3141
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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

November Birthdays

2 - Larry Pare
3 - Jim Austin
3 - Bob Moore
4 - Adele White
5 - Mary McDonnell
9 - Mark Foolhardy
11 - Elsie Johnson
12 - Steve Newton
14 - Don McBride
15 - Frank Steeple
17 - Marlin Perry
19 - Sue Guerre
19 - Wilbert Smith
19 - Joe Wilson
20 - Scott Bonner

November Birthdays -Cont.

24 - Maria Foye
24 - May Pare
26 - Judi Moore
28 - Carol Emanuelli
28 - Marianne Spielmann

November Anniversaries

1 - Tracy & Larry Butkus
15 - John & Susie Lacey
20 - Keith & Joann Smith
22 - Steve & Barbara Voors
23 - Steve & Kathy Concidine
25 - Chuck & Gail Boekenooen
27 - Cliff & Alice Mount

PUBLIC NOTICIES

Sunshine Lady - Everyone is OK, no cards sent.

Cookie Bringers - Cookies are but a distant memory.

Photo Donors - Too many people to list.

Board Had a Meeting - Finally

The Santa Anita A's Board met on Wednesday, September 23. This was the first board meeting since March. The meeting operated under all past, current and future city/county/state/Federal/United Nations protocols for holding such gatherings - if it matters.

The board voted to send memorial donations for the passing of two club members: one to Descanso Gardens in the name of Joy Wilson and one to the Pasadena High School Model A Club in the name of Jack Dawson.

The board voted to donate \$100 to the Alzheimer Walk in the name of Cancantella Warriors Chapter.

The Board voted to donate \$100 to the Model A Ford Foundation (Gilmore Museum).

Elaine announced that the 2021 club pancake breakfast is scheduled for August 21

The Board Voted to donate \$100 to the Pasadena High School Model A Club.

Pasadena Model A Ford Club

The Shakespeare Club Makes Donation

Janet Beggs reported that her philanthropic organization had planned a fund raising event for the Pasadena High School Model A Ford Club but due to the Covid 19 they could not hold the event. They donated \$1,000 to the club instead. Janet said they wanted to support the club from the perspective that the high school club's membership includes a large number of girls.

Order Your Raffle Tickets Before They Run Out

The 1929 Model A Fordor Sedan currently being restored by the club will be raffled off sometime around January 1 2021.

You are encouraged to purchase your \$100 raffle ticket. Please address your tax-deductible donation to: PHSM AFC, 1968 Lake Ave, Suite 101, Altadena Ca. 91001. **K i n d l y** 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>

Marianne and Rob Barossa have been members of the Santa Anita A's for two years. They have two children, Emma, 17 a senior in high school, and Tommy, 14, a freshman in high school.



Marianne teaches fourth grade in a home school based charter school system which involves the children's parents as coaches. She creates lesson plans based on the criteria of the charter school program and the state of California. Because the program is a home school-based program, Marianne would do her teaching on-line, even without Covid. Rob is an executive with Electrify America, a subsidiary of Volkswagen of America. He is focused on converting the automotive industry to electric powered automobiles. With Covid, everyone in the family sits down at their computer to do their work, homework, or teaching.

Marianne and her two brothers grew up with Model A's. Her father, John Chandler, who passed away several years ago, was one of the first members of the Model A Ford Club of America. John joined when he was in high school and remained an avid supporter throughout his life. Marianne's mother, Sue Chandler, also a club member, got introduced to Model As and learned to love them when she married John.

Marianne's first remembrance of a Model A was a 1930 fordor sedan named Lulu Bell. Her first ride in a Model A was in Lulu Bell, which is now owned by Chuck Davies. Marianne said that she and her brothers used to feed rocks to the car by putting them on the running board's step plate. The next morning they were always gone.

Marianne took her driving lessons in another one of her fathers' car; a 1931 Deluxe Roadster named Jezebel, the same vehicle she and her family enjoy today. When time allows, they will all hop in Jezebel for short rides. A typical short ride is to her brother's house to honk and wave, and then to her mom's house to pick her up.

Marianne knows that her father would be smiling just knowing that they were all out in the car having fun. Marianne said that the kids love riding in Jezebel and run to the garage when they hear her start. Daughter Emma did not have the same experience as her mom in learning to drive in Jezebel. She can look forward to that in the future.

CARS OF INTEREST

Jim Frick's 1930 Right Hand Drive Phaeton - The car's life began in Argentina

Short story, I bought my 1930 right-hand drive Phaeton in September of 2002. Why I bought my Phaeton is a longer story.



I grew up in West Covina and across the street was a neighbor with a Model A Coupe. He would occasionally give us rides in the rumble seat. I also had a distant relative in San Dimas who also had a Model A he kept in his barn. So when an attorney I worked with told me of a Model A Roadster Pickup for sale in a junkyard in Irwindale, I was hooked.

This project car was in pieces and missing parts, so it turned out to be a lengthy endeavor and I wanted a car to drive. This is why I bought my Phaeton on Ebay from a man in South Indiana. I was told the car came from Argentina (back when Argentina still drove on the left sides of their streets) and was restored as "stock" (with the exception of a 12 volt upgrade).

My Phaeton was such a solid driver that I've had to do almost no improvements with the exception of the brakes and gas tank. At first the brakes were so bad the car almost couldn't stop, but after new brake drums, a much needed adjustment, and new "Flat Head Ted floaters, it now stops on the proverbial dime. I also have chased a rust problem in the gas tank but now that has been licked.

My Phaeton has not only been a great driver, but a highly sought after car for parades. As an open car it's great for showing off city officials and I'm usually near the beginning of the route, so there's less time sitting around and I'm also done with the parade sooner. So imagine my surprise when driving in the Arcadia "Battle of the Bands parade that my "dignitary" turned out to be the real estate agent that sold us our first home in Monrovia.

Small world and always made better in a Model A.

Doug Nielsen's 1930 Coupe named Blackie - Has owned car for 57 years

I purchased the Coupe from a young man in Eagle Rock in July 1963. (Yes, I have had an A for over 57 years.) After reading an ad in the Los Angeles Times, arrangements were made to see it and the \$500 asking price was negotiated down to \$450. The car was driven home the same evening. The car was basically very sound and ran well. It had a slightly damaged rear fender, 16 inch rims and wheels with dual fender mounted spares and a '39 Ford hydraulic brake system. The interior had been redone in a black with a silver thread sofa fabric. Other than these items, the car was stock.



A few years later six replacement 19 inch rims were located in a black smith shop in Iowa. They were carted back to South Pasadena and were painted straw and new Firestones installed. For three or four years, no other changes were made and the car was driven on a regular basis taking our first daughter, Maryann and our standard poodle on regular drives.

As time went by, career and family obligations left less time to enjoy the A and it soon became a chore to get the battery charged up each time it was taken out.

When I retired in 1999, the car had not been driven for over ten years. The first retirement project was to get that little black coupe into the shape that I had always wanted. Unfortunately when it rolled out of the garage the engine was found frozen from years of neglect.

Since then, the engine has been replaced with a fully reconditioned one from H & H, the trunk was converted to a rumble seat, a new LeBaron Bony interior was installed and the car was painted. Add-ons include a radiator stone guard, trunk, etched wind wings and a speed plane hood ornament.

Finally that little Coupe looks and runs the way it should! The odometer shows only 315 miles, but the actual mileage is believed to be about 75,000. The A has only been used for local touring. Although it is supposed to be a Standard Coupe, it had the cowl lights on it when purchased, so it became a "Special".

Although additional A's have since been purchased, I have had a soft spot for the Coupe that has been in the family so long.

Mark Gollhardt's '29 Closed-cab Pickup - Car has been passed on through three generations

My grandfather bought the car for \$5 in the 50's and put it behind the barn so my grandmother wouldn't see it.

After his son (my uncle) got out of the service, he helped my grandfather rebuild it after he had an accident in his '30 coupe. They used parts from both vehicles to rebuild the truck. It was built with a 6 ft. flatbed on the rear.



It was my grandfather's daily driver to and from work. I learned to drive it when I was 14 and drove it up and down the alley behind their home in Pomona. When my grandfather passed away I inherited the truck when I was in high school. The banjo housing in the rear end broke so I decided to repair it. But then I decided I wanted to restore it, so I disassembled the entire truck. That was in 1971!!!

It was in pieces for decades until I seriously started working on it four years ago. After being in Art Moore's garage for over a year, I drove it home from Upland to Glendora about a year ago. I have been doing all the fine tuning ever since. At this time I just have to finish the electrical, install the visor, and put the wood side rails on it.

Jack Conway's Model A Closed Cab Pickup - Car features include an operating Calliope

I purchased this pickup on November 13, 1981 from Joseph Caughlin in Sierra Madre. The running gear had been restored and it had five 16 inch wheels with brand new tires.

It had been brought up from Mexico where it looked like it had been used as a tractor; no bed, glass, lights, horn, upholstery, window regulators or wiring harness. A steel sheet had been welded on the roof, which had to be cut off.



I spent a great deal of time at swap meets to find missing parts. Then going through parts catalogs to buy parts. I spent seemingly endless hours on the wire wheel removing rust. I chose skilled people to do the harder work. Body and paint were done by SDA auto body. The upholstery and door panels were done by Ackermans Upholstery. When the engine developed problems that there was no easy fix for, I had it rebuilt by Jay Steel.

It has been driven to the Mount Wilson Observatory, and many local car events and tours. It has also been taken to many Automatic Music Collectors' events and band organ rallies. It has been part of the L. A. County Arboretum "Western Days" event several times. It took second place at Los Angeles Brewery Day.



Mounted in the bed of the truck is a 1926 Tangle CA-43 Calliope. It plays 10 tune type A music rolls. The rolls automatically rewind and play again. A generator allows it to be used in parades. It has been in the Sierra Madre 4th of July Parade fifteen times and in the South

Bob Moore's Safari Wagon - Car built from Mechanics Illustrated magazine plans

About six years ago, I saw the Safari Wagon listed on Ebay. It caught my interest instantly. I kept the owner's email address and contacted him after the listing expired. The car was located just outside the entrance to the Royal Gorge in Colorado.



Mike Kniest knew of my interest and flew with me to Colorado Springs to check it out. On the way to the Royal Gorge, we toured my father's hometown, the historic gold mining town of Cripple Creek, Colorado.

The seller had one wheel off to show me the new brake linings. Had I removed the rear wheel, I might have noticed that it wasn't equipped for an emergency brake. It drove terribly but looked so great. Of course I bought it.

It is called a Safari Wagon because it has an opening above the rear section to stand and either take pictures or shoot at something. From the windshield back, it is a wooden body, two doors, with a hardwood planked rear floor section and a drop-down tailgate; perfect for tailgate parties. It was originally green, but I preferred yellow.

The October 1950 issue of Mechanics Illustrated had an article with plans to build the car. The article was entitled "The \$350 Station Wagon." It says, "if you already have a good chassis and engine, it can be built for as little as \$350". And that included a rebuilt engine, transmission, a new radiator, a new battery, a tailor-made top and the original car". The car in the article was not the Safari model. You can't buy a new radiator for \$350 today.

OTHER HAPPENINGS

The BLT Guys

by Tom Endy

The BLT Guys are a non-profit organization dedicated to providing Mitchell overdrive installation service at a modest fee with the money being donated to the Model A Youth Restoration Program Award. The BLT Guys are located in Southern California and have the endorsement of the Mitchell Company. The BLT guys were originated by Bryan Thompson, Larry McKinney, and Tom Endy. All three are members of the Santa Anita A's of Arcadia, California. For a number of years these three people did Mitchell overdrive installations and donated the money to the youth restoration program that provides financial assistance to young people between the age of 12 and 21 who are restoring a Model A Ford. The youth restoration program is a 501 (c) (3) tax deductible organization. In the last few years the BLT Guys have grown to include other Model A enthusiasts who are willing to donate their time and expertise on installation day. They include Ben Stone, member of the Santa Anita A's, Wayne Wiedle, member of Palomar A's and Diamond Tread A's, Rick Hall, member of Orange County A's, Tim Stone, member of Orange County A's, and Ed Merati – no Model A club affiliation.

Ben Stone is one of this year's Model A Youth Restoration Award recipients.

The installations are conducted at Tom Endy's house in Westminster, California, beginning at 9 AM on a Saturday morning and are usually complete within four hours. The BLT Guys are equipped with the various tools required to do the installations. The owner of the car is invited to participate, or just sit and watch, or not even be there. The car must be a running car with no known differential issues. If the owner desires to have a Mitchell synchronous transmission installed at the same time, it is accommodated at a small additional fee. The owner may also have his Mitchell purchase shipped directly to Tom Endy's house.

The owner pays the Installation fee by writing a check for the amount payable to the "Model A Youth Restoration Award" program and giving it to the BLT Guys. The check is then mailed to the president of the youth restoration program.

While the BLT Guys are acknowledged as making the donation, the owner of the car is awarded a tax deduction receipt.

This service is available to anyone regardless of Model A Ford club affiliation. For further information contact Tom Endy or the Mitchell Company.



The photo on the left shows a Model A Ford undergoing a Mitchell overdrive installation. The photo on the right shows Ben Stone attaching a Mitchell synchronous transmission to a bell housing.

Fashion Influences and Trends

During the 1920's, people realized they had some leisure time, and along with it, a little money to spend. The ideas of keeping up with fashion trends and buying things they were not used to buying began to take hold of folks.

Well, it wasn't just women who were interested in fashions. Men were starting to show more interest in clothing and fashions. In menswear, there were two distinct periods in the 1920's. Through the decade, men wore short suit jackets, the long jackets being used for formal occasions. The early 1920's were characterized by extremely high waisted jackets, often worn with belts. Lapels on jackets were not very wide as they tended to be buttoned up high. This style jacket seems to have been greatly influenced by the uniforms worn by the military during the First World War. Trousers also began to be worn cuffed at the bottom by this time.

By 1925, wider trousers commonly known as Oxford bags came into fashion, while suit jackets returned to a normal waist and lapels became wider and were often worn peaked. Loose-fitting sleeves without taper also began to be worn at this period. During the late 1920's the double breasted jacket also became quite fashionable. During the 1920's men had a variety of sports clothes available to them, including sweaters and short trousers. The English called them knickers. For formal occasions in the daytime, a morning suit was usually worn. For evening wear men preferred the short tuxedo to the tail coat, which was now seen as rather old-fashioned and snobby.



Men's fashions also became less regimented and formal. Men favored short jackets with two or three buttons rather than jackets with long tail coats as well as pin striped suits.

Of course, fashion trends tend to come out of the needs of people. Ranch men had need for more Levi's, tough work shirts and overalls. Most men in rural areas had need

of a suit, just one, as they could wear it for church, weddings, and funerals and other important occasions and social events. Moving into cities and working in indoor settings, such as offices, called for more than one suit. A man would then need several suits, ties, handkerchiefs, belts, hats and shoes. A man now required a wardrobe with these and other items, and if he played sports he would need the appropriate clothing and gear!

Most men these days also have wardrobes full of these items and more. Men's fashions have become big business and plenty of men enjoy wearing clothing that is fashionable and becoming. Men's color pallets have broadened to include pastel shades, and ties of course offer men's fashions lots of fun and interesting means of personal self-expression. Men's fashions are bound to continue to change and offer men things to wear.



Bead Blasting and Sand Blasting Model A Parts

When doing a project on these old cars, one of the biggest chores is cleaning the parts. If you need to clean big old rusty parts that will be painted such as front axles, wheels, frames, fenders and bumper brackets, one very good choice is to have these parts sand blasted. Sand blasting will leave the parts clean and rust free and make repairs and preparation for painting a lot easier. In recent years, bead blasting has also become very popular. A lot of old car hobbyists have a small bead blast cabinet in their shop they find very useful for cleaning small parts.

While sand blasting and bead blasting are good for cleaning a lot of the components, these processes are not really recommended for parts such as the torque tube, rear axle housings and engine or transmission internal parts. You can sand blast a torque tube but then you have the problem of how to get all the sand out of the inside. Sand will find its way to the inside the torque tube and become imbedded in the old dried up grease and oil and it is just about impossible to remove all of it. Any leftover sand can find its way into the rear end bearings or gears and ruin a fresh rebuild. This is the same for blasting engine and transmission internal parts and castings. It is easy to clean a transmission case by sand or bead blasting but the abrasive will find its way into the pores of the casting and you cannot get it out. Many a project has been ruined because loose abrasive found its way into the working components.

After blasting, you can paint the inside of a casting with Glyptal to seal the pores but this is only successful if the casting is absolutely clean and free of any old grease or oil, which is just about impossible, or the Glyptal will not completely adhere.

One particular component that should never be blasted is the intake manifold. Almost all of these old manifolds have old dried up varnish and fuel residue in the passages that sand or beads can stick to. The new fuels that contain ethanol will dissolve this old varnish and residue and any imbedded abrasive can enter and ruin the engine. Even if you think you have the inside of the manifold clean of old fuel deposits, the sand or beads can also find its way into the pores of the casting.

Carburetors should also not be blasted. It is easy to take a carburetor apart and bead blast the inside to get rid of the old rust and grime but how do you get the beads out of all the passages? Bead blasting the bores of the butterfly shaft will leave it rough and the new shaft may not operate smoothly and will wear prematurely.



If you are working with sheet metal such as fenders or doors, be sure the sand blast operator is very familiar with blasting sheet metal. Done incorrectly, the sheet metal can be warped if too much pressure is used or the nozzle is held at the wrong angle or too close to the work. The surface of the metal can also be “work hardened” which makes future body work much more difficult. Other methods have been developed for blasting sheet metal parts that use less aggressive media such as soda, walnut shells or plastic.

One of the most successful applications for sand blasting is Model A wheels. There is almost no other way to get these old wire wheels really clean. Sand or bead blasting can make cleaning old car parts a lot faster and easier but use caution, blasting is not the best cleaning solution for every part of your Model A.



Tech Tip - Cleaning Small Rusty Parts

An easy way to clean small rusty parts, such as carburetor castings, is to use a rust dissolving solution. Good success has been achieved by first using Metal Kleener 2014 to remove any old grease or oil and then soaking overnight in Rust 911. These 2 products are bio degradable, are available in concentrated form and can be ordered online directly from the manufacturer, rust911.com.



NEWS BITS - CONTINUED

Continued from page 2

It is estimated it will take them 90 days to deliver blocks to the US once production is authorized. As a result, they expect to be in a position to deliver blocks to customers around the end of January or early February 2021.

During the first 60 days, the block kit, including crankshaft and connecting rods, small parts (cam bearings, thrust washers, oil galley plugs etc.) and a "Builder's Guide" will be offered to buyers directly at a discounted cost of \$3,500.



Following the initial offering period, cost will be \$3,900 with availability through parts distributors and engine builders. For those that are interested, Terry will be following up shortly with pre-order details and delivery details.

Click on this link for photos and videos on Bert Engine.
<https://www.dropbox.com/sh/at89mx8btg29u3s/AACQC DP522aJQ8zyj-WMbIVVa?dl=0>

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.

FOR SALE

For Sale

- 1931 Left Front Fender
\$100



- Borg Warner T5 five speed transmission suitable for installation in model A's
\$250



- Top Bows for 1931 Model A Truck
\$100

Contact Joe Wilson
 818-730-0842
joejoy@pacbell.net

Are you a member of MAFCA?

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

Membership Benefits

- The Restorer magazine (6 issues per year)
- Technical Support (free via mail or email)
- MAFCA Chapters in your local area National Meets
- National Banquets - National Tours
- MAFCA produces publications for sale including:
 Restoration Guidelines & Judging Standards,
 Paint and Finish Guide; Hardware Standards,
 A series of publications on How to Restore Your Model A, Era Fashion Guidelines, and a number of other publications related to the Model A Ford and its era.

Check out the MAFCA website.

Click on this website address.

www.mafca.com

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