



November 2020

# Spoken Wheels

## THE NEXT MEETING

### General Meeting

The November Meeting has been canceled due to concerns about your governor's dining practices.

### Program

The program for November will be the same as the previous March through October 2020 programs.

## NEWS BITS

### This is a "Model A Story" Issue

Because we have not had and do not expect to have any scheduled club events - I have nothing to report. But we can tell stories - stories about our Model A adventures. So on the following pages you will find stories from some of our members and members from other clubs. Be sure to check out Susan Homet's "Fashion car story" on page 7.

There are also a continuum of the reports on "Cars of Interest" from the Club Car Census Report several months ago.

### Everyone Has a Story to Tell

I invite all of our readers to tell us your Model A story. Share with us about how you found your first Model A. Tell us about an unexpected adventure in your your Model A. Send your story to the Spoken Wheels Editor, Joe Wilson (joejoy@pacbell.net). He will provide any help you might need in putting your story on paper.



## And Happy Thanksgiving

## PRESIDENT'S MESSAGE BOB HARBICHT

I'm sure everyone was on pins & needles sweating out the results of the recent election. The results dragged in and the networks were loath to project a winner. At our house tension was mounting by the hour. At last the count was in and Joe Wilson informed me that our members had ratified the board's decision to not collect dues next year.



My modern car is a Mazda Miata, bright red, of course. I have a little pad I keep in my glove compartment and make a note every time I buy gas. The other day I filled it up (about 10 gallons) and noticed that it was the first time I'd bought gas in four months. Four months!

That means I'm using a little more than a half-gallon a week. I tell people, "I drive it every day; I just don't go anywhere." Of course, with our Covid-incarceration most of us aren't driving as much as we normally do.

One of the reasons I'm not driving the Miata as much is that I realize that my other cars need to be exercised. So, even though I'm driving far less than normal, when I do have a need to go somewhere, I often take one of my collector cars.

The Model A probably gets driven the least. You know why? It's so reliable that it can sit for a month or two and, when I fire it up, it's like it was driven yesterday. I don't know why, but I don't have the slightest concern that it will start and run great.

My '34 Ford cabriolet usually fires right up, but I'm just a little less sure that it's going to. And my MG is running great right now. But it's an MG and they are temperamental little buggers. Love driving it, but sometimes it's a little iffy. I think the British are still a little upset about that dust-up in 1776 and this is their way of getting even.

Are you getting your Model A out and about during this lockdown? You should. They don't like to just sit around. That's an invitation for bad things to happen to them. Find an excuse to take it around the block, or to the store, or someplace. We want to make sure they're ready to go when this whole thing is over.

## CALENDAR OF TOURS & EVENTS

### Here's What Is on Our Scheduled "Not To Do List".

Everything

## NEW MEMBERS



### 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



### Phil Wray

323-327-6880 cell  
522 E. Orange Grove Blvd., Pasadena, CA 91104  
Philway1@gmail.com  
Joined Nov. 1 2020 1928 Tudor



### Dennis Chapman

909-396-5956 909-762-5654 cell  
2100 Chestnut Creek Rd., Diamond Bar, CA 91765  
DennisOFDB@verizon.net  
Joined Nov. 1 2020 1831 Roadster PU

## BIRTHDAYS & ANNIVERSARIES

### December Birthdays

3 - Don Kennedy  
3 - David Lutz  
3 - Ken Mallory  
5 - Pat Utter  
6 - Jim Bortolotti  
7 - Doug Nielsen  
8 - Kathy Concidine  
11 - Rick Phillips  
11 - Andy Sais  
12 - Joann Smith  
15 - Jerry Lampassi  
16 - Joe Blaylock  
16 - Eric Sandberg

### December Birthdays -Cont.

16 - Debbie Austin  
16 - Gerry McKinney  
17 - Dave Hancock  
17 - Babara Farino  
28 - Richard Loe  
31 - Joe Principe  
31 - Carl Rogers  
31 - Elaine Perry

### December Anniversaries

8 - A.C. & Josie Byrd  
12 - Michael & Amy Srio  
16 - Chuck & Nancy Sharpe

## PUBLIC NOTICIES

**Sunshine Lady** - I sent two cards this month: Get well wishes to Marlin Perry following surgery for melanoma and to Nancy Stancil following eye surgery. Happy to report that both Marlin and Nancy are recuperating well.

**Cookie Bringers** - Cookies are but a distant memory.

**Photo Donors** - Wilbert Smith, Mickey Fruchter, Mike Kniest & Tom Endy

## 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:**  
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**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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Vacant  
**Webmaster:**  
Eric Sandberg 818-330-9311  
**Santa Anita A's Mailing Address:**  
PO Box 660904 Arcadia, CA 91066  
**Website:** www.santaanitaas.org

## NEWS BITS - MORE

### 2021 SAA Membership Dues Waived

At their October meeting SAA's Bosrd voted to not charge dues for 2021. Our club by-laws requires that dues changes be approved by the membership.

On October 26 Bob Harbicht sent an email to all members requesting that they approve the the board's proposal. Approximately half of our membersm (66), responded to the request for a vote. Sixty two of our members voted to approve and 4 voted against the proposal.

Accordingly, all current members who have paid their 2020 dues will not be charged for dues in 2021.

New members joining in 2021 will pay 2021 dues based on our curent new members prorated dues schedule.

## A BIT OF HISTORY

### Some Thanksgiving “Did your Knows?”

- The first Thanksgiving was celebrated in 1621 over a three day harvest festival. It included 50 Pilgrims, 90 Wampanoag Indians, and lasted three days. It is believed by historians that only five women were present.
- Turkey wasn't on the menu at the first Thanksgiving. Venison, duck, goose, oysters, lobster, eel, and fish were likely served, alongside pumpkins and cranberries (but not pumpkin pie or cranberry sauce!).
- Abraham Lincoln proclaimed Thanksgiving a national holiday on October 3, 1863. Sarah Josepha Hale, the woman who wrote “Mary Had A Little Lamb,” convinced Lincoln to make Thanksgiving a national holiday.
- Harry Truman is often credited with being the first president to pardon a turkey, but that's not quite true. He was the first to receive a ceremonial turkey from the National Turkey Federation – and he had it for dinner. John F. Kennedy was the first to let a Thanksgiving turkey go, followed by Richard Nixon who sent his turkey to a petting zoo. George H.W. Bush is the president who formalized the turkey pardoning tradition in 1989.

## CARS OF INTEREST



### Wilbert Smith's 1931 Ford Model A Mail Truck

One of only 1400 mail trucks were built on a Model A chassis. My truck was assembled in the Denver Regional Postal Garage, and was used in central Colorado until the mid-fifties. It delivered locally and hauled bulk mail between Denver and Colorado Springs. It has been restored to its original condition including new wood throughout. The military green paint used by the post office was surplus materiel left over from World War I, and used on post office vehicles, when the postmaster general officially requisitioned Model A trucks to move America's mail. While I have done some upgrades, the bulk of the restoration was completed by a former owner. Included are mail bags and a postal hat from years past.



### Wilbert Smith's 1929 Model A Ford Hearse

From about 1650 the word hearse came to denote the vehicle on which the dead are carried to the grave. Since that time, the hearse has been known by other names such as the funeral van, funeral coach, conveyer for a coffin, undertaker's limousine, meat wagon, and dead wagon to name a few.

Originally, hearses were hand-drawn then horse-drawn. After massive decorations and other means of increased weight, cities provided special rail lines and/or funeral trolley cars to carry both bodies and mourners.

The first electric motorized hearse was introduced to the United States in the early 1900's, becoming widely accepted by the 1920's. The 1929 Model A pictured in this article was custom built for an upscale German mortuary catering to middle-to-upper middle class clientele.

This hearse was built on an early AA truck chassis. Its cargo bay contains two period-correct, cherry wood caskets complete with bale handles, circa 1929. The coach is befitting the economic means of its clientele. The custom chassis, built at a local Ford plant in Germany, is 19.5 feet long with a coach height of 7.5 feet. The cargo bay is accessorized with black curtains and custom wood trim on the exterior.

The early 1930's front stone guard grille, mounted outside the traditional Model A radiator, was not officially introduced by Ford until years later, but was used along with a uniquely trimmed hood to accommodate the customized hearse. Original records including engine number and photos reflect 1929.

The spark lever is positioned beneath the fuel tank on the passenger side. It has manual lighted turn signaling and signage with a sliding glass window to facilitate privacy and selected communication with rear seat passengers.

Approximately one year ago, the hearse was shipped to the U.S. via ocean carrier from Germany by way of the Netherlands. Six weeks later, it arrived at the Port of Long Beach.



### Pandora Is Out Of The Box

By Mickey Fruchter

The story of PANDORA begins in 1984 when my brother purchased a 1934 Packard sedan and began its restoration. He seemed to be having a great time finding parts and working on "Bertha" and getting on the road. I talked to my wife, Bea, about my doing



something similar and her big question was "will it just sit in the garage or would I plan to drive it".

I wanted a car that I could drive and have fun with and I was told that a Model A Ford was what I probably wanted. We joined the Santa Anita A's in 1985 (one of the best things we have ever done on a personal level) and then started looking for a sedan that we could drive our kids and grandkids around in and take long trips in.

We found a late 1931 slant window sedan in bad shape....BUT the asking price was only \$2,500.00. I asked the owner if he would take any less and he told me that if I paid cash and took it the very next day he would accept \$2,000.00 as is. He had to get rid of it fast as his neighborhood association was not happy with it sitting on his driveway. We did just that and then the fun began.

With the help of club members Mel Gross, Ted Bruns and Marlin Perry, we started the project. Herb Cuckler rebuilt the engine, but before he finished the job he had major heart surgery and we were trying to have the car ready for our daughter's wedding. I started looking for a second engine to use and Herb assured me that he would have my engine working before the wedding. Members from the Santa Anita A's came over to work on the engine with Herb supervising the procedure from a near-by chair.

While the engine was being overhauled, the body was towed to Don Cass' home to have the upholstery done. When the interior was completed, the club had a seminar on replacing the roof.

Everything was restored or replaced by 1990: brakes, engine, clutch, transmission, rear-end and gas gauge. The only part that was still operating was the speedometer. That became a joke, because shortly after the car was test-driven the speedometer died. With a new speedometer the miles began to add up. Our daughter Lori (member of Santa Anita A's and MAFCA ) had helped with the restoration and wanted me to drive her to and from their wedding. We drove her to her wedding without a

back window (which we broke trying to install it). She had a lot of fun waving her hand out the back as her veil was waving in the breeze. The rest of the wedding party were driven by members of our club in their Model A's.

Our first major trip was to attend the MARC/MAFCA Meet in Tacoma, WA in 1994. That first engine lasted about 35,000 miles. As we were preparing to attend a meet in Oregon with members of our local club, I changed the oil and found that much of the babbiting of my engine was on the bottom of my engine pan. I called Mel Gross and he connected me with Taylor Engines in Whittier, CA. They just had an engine come in which had been a "backup engine" for a car which was driven in the "Great Race" that year. The engine was replaced and I drove to Oregon with the club. The new engine has a pressurized oil system and inserted bearings. Since then we have driven (not trailered) to and from meets in Reno & Las Vegas, NV; Colorado Springs & Breckenridge, CO; Portland, OR; Dallas, TX; Marquette, MI; Vancouver, BC, Canada and many other meets.

Shortly before we left for Marquette, Michigan (in 2012), Santa Anita A's member, Chuck Sharpe had to rebuild our engine. He had to replace the 'thrust bearing' as I cannot recall being told to not keep my foot on the clutch when stopped, but to shift into neutral. He told me that if I hadn't worn out the thrust bearing by riding the clutch, I could have driven another 50,000 miles. It ran well for the 7,000 mile trip to and from Marquette.

This past November 16<sup>th</sup> we drove to a Hill Climb near Temecula, CA, and were nearing 100,000 miles on a two-lane highway. We wanted to stop and take a photo of the odometer as it was changing back to zero but there was no place to stop on this mountain road, so we turned off the highway at the closest driveway I could find. It was on the private property of Dennis & Emily D'Antin who own "Secluded Garden Estates" (a beautiful and popular venue for weddings in the Pala, CA, area). We hoped to drive around on the property until the exact moment. We were told by the security guard that there was a wedding going on and we would disturb it. After we explained why we wanted to stop in the area, he called his boss who lived up on the hill and then he and his wife came down to see us because, as it turns out, Dennis & Emily recently purchased a Model A Ford truck and joined the Temecula Valley Model A Club. We visited with them for a long time and they said that after the wedding we could drive around the property and take photos of our odometer.

We really enjoy our Model A and our club and all the wonderful national members who we have met at the many MAFCA meets. We encourage other members who do not drive their Model A's very much to do so, as they are pretty dependable and a lot of fun.

### You Meet the Nicest People In a Model A Ford.

By Mike Kniest

Saturday morning May 14, 2016 was such a beautiful day to take a long drive in the 31 Model A, so my nephew Dru and I decided to travel the back roads of Angeles Crest Highway (2). Our destination was Wrightwood to have lunch while enjoying the crystal clean air along the way. We often take this route as it is a mere one hundred forty miles round trip. Normally I don't drive this scenic alpine road on the weekends, as there are often many high-speed motorcycles to make it a pleasant country drive and today was no exception. The first thirty miles to Newcomb's Ranch proved to be exceptionally busy with higher than normal traffic. After passing this popular restaurant and watering hole, we had the road all to ourselves for the next ten plus miles. The car was running superbly as usual with Dru at the wheel. It was then when Dru asked if I could hear a slight exhaust leak. As my hearing is less than perfect, I said "what noise"? Well within minutes the intake/exhaust gasket completely failed. "Oh that noise" was my reply as Dru pulled over to a shady spot for an unscheduled roadside seminar. We picked a fantastic spot to be forced to stop, absolutely in the middle of nowhere. We are now over seven thousand feet in elevation, which included no cell reception.

In the silence of the National Forest we gathered our thoughts, tools and a new gasket from the trunk and began the task of replacing a simple gasket around a very hot manifold. Within ten minutes, the very first "Good Samaritan



Motorist" stopped to render aid and assistance was none other than Jay Leno. What a pleasant surprise and a true motoring knight of the road. He was not the only passing motorist to offer help, as two others took the time and effort to insure our safety.

Now for our two wheeled road travelers, none even slowed down to look to see if we might need assistants as they were in too much of a hurry. So the moral to this story is to carry the needed spare parts, tools and always slowdown to enjoy the scenery. You will be amazed by what you may find on some country back road.

As someone stated "It's not the destination but the journey" and I must inject it's always the unexpected pleasant surprises one may find along the way.

### My Model A Story and a Bit More

By Dennis Lee

Charter Oak Model A Club, Visalia

1953 - Hedrick, Iowa is a somewhat remote and very small (600 population) community in farm country. A time and place with near zero crime and lots of trust. Not only were cars never locked but we never locked our house either. Seems odd now.

Dad purchased a Model A coupe for his daily driver. It was just an old used car at the time and not considered interesting or special in any way. We only had a single car garage and that was for the family 53 Buick. That meant the Model A was parked on the street — mostly dirt with a touch of gravel here and there and oiled with used engine oil (now hazardous waste) during the summers. Not only was the Model A not locked but Dad would often just leave the windows down in the summer to keep the car cooler.

We had not had the car very long and parking it on the street with the windows open proved to be its undoing. One morning early we woke to find the old Model A with a blazing interior fire. Apparently someone had flicked a lighted cigarette through the open window. End of the Model A. Dad was very angry but never found out who did it. I vaguely remember riding in it but never got a chance to drive it; but then I was only 10.

About this time, Dad built my first "car". It had a cut-down Model T front axle, T steering column/wheel, T hand brake lever, rear end out of a 3 wheel motorcycle, and wheelbarrow tires and wheels. The frame was 2X4 wood and a short



rudimentary wood front clip and wood seat. He rigged up a one cylinder engine from a Maytag washing machine on a sliding board with a V belt back to the rear end (a V pulley was fitted in place of the original chain sprocket). I would slide the board forward with a rod and latch it to tighten the belt and make it go. Model T brake lever activated a band brake on the rear end. Crude but it worked and he never got around to improving it or the body. I drove it all around town as you could do that in those days. Seems odd now.

## **The Running Board Adventure**

by Tom Endy

Story written in 2007

Lynn and I had an interesting experience on the way south returning from the Yellowstone summer tour. We had left Missoula, MT early that morning and had just crossed into Idaho. We were running low on gas about 70 miles north of Idaho Falls. We stopped at a place called Spencer. It consisted of one store and one gas pump. The people who own the store live in San Clemente, CA and stay in Spencer six months of the year. They own an opal mine there. The store is half jewelry store and half traveler's provisions store. They boast that they are the only jewelry store in the country that has a gas pump.

While there I asked if there were hotel accommodations north of Idaho Falls. The lady told me Idaho Falls was it; there was nothing but more Idaho until we got to Idaho Falls. She offered to look up the phone number of the Comfort Inn there. She wrote the number on the back of their business card. I called the hotel on my cell and made a reservation. I jotted the confirmation number down on the business card and stuck it in my shirt pocket.

Just before we left we bought a bag of ice and put it in the ice chest. While doing this Lynn put her purse on the right running board of the Vic. When we pulled out she forgot about the purse and left it on the running board. It apparently fell off as we were on the on-ramp to the I-15. The purse contained a lot of cash, credit cards, driver's license, and everything else a woman does not want to lose.

About 50 miles down the road Lynn discovered the purse missing, and remembered where she had left it. Since I had the store in Spencer's phone number on the business card in my shirt pocket we called them and asked if they would look for the purse. The lady said she would and would call us back.

We sat along side the road about 20 miles north of Idaho Falls and waited for about 20 minutes with little hope of ever seeing the purse again. The lady called back and said that the local sheriff had come along shortly behind us and had found the purse on the I-15 on ramp and it was at the sheriff's station.

This meant we would have to drive 50 miles back to get it. The lady at the store said she was driving

down to Idaho Falls in the morning and would be glad to bring it to the hotel for us. Lynn called the sheriff and spoke to the dispatcher and properly identified herself (date of birth, address, etc) and told them what she wanted to do.

This became a paramount legal obstacle. They would need a written release written on the hotel letterhead stationary faxed to them. When we got to the hotel the fax machine did not work. Lynn called the dispatcher back and started to explain when the dispatcher said that the sheriff's wife would be at the hotel in the next 5 minutes with her purse. Five minutes later the sheriff's wife showed up and delivered Lynn her purse. Everything was there nothing had been lost. What a happy ending.

Two things that we never figured out, was how did the storeowner hook up with the sheriff, did she call him, or did he call her? How did the sheriff's wife cover those 70 miles in such a short time? Since she pulled into the hotel parking lot about 10 minutes behind us she had to have been on her way while Lynn was discussing all the legal aspects with the dispatcher?

The moral to this story is, never set anything on the running board of a Model A when you are on the road.

When I was about 10 years old I had an uncle who was in his 70's. He was an old time deer hunter and used to go into the wilds of Utah driving old Chevy's to deer hunt. One night he placed his false teeth on the running board when he bedded down beside. The next morning he drove off without them. Somehow I can't imagine; he must have skipped breakfast. The family joke was that somewhere up in Utah there was a deer roaming around wearing false teeth.





## Dressing for Moonshine

My names Ned, and I want to tell you a story about some pretty bad stuff that I got into back in the day. I was working for some shady fellows back then in the twenties. I'm not gonna make a lot of excuses for myself, but I was greener than an iguana then, and thought I was invincible to boot! I was 22 in '29. So this is how I came to be delivering bootleg hooch in my 1929 Ford Model A Roadster Pickup.

I'd been working in a joint that catered to rich folk needin' some "special libations" for their wild dance parties, and other "special occasion get togethers". So I did this a few nights a week and didn't quit my day job. I got the job from Shorty, an acquaintance of mine from one of the speaks I was frequenting at the time. He told me one night, when I was full of some lousy bathtub gin fizzle, and feeling real nice, that he knew of a place needing to hire somebody who could work hard and keep their mouth shut! I was real pleased to pay attention to my newly found friend as he commenced to telling me about an opening he had heard about for a delivery job. Since I was already working in the same "field", meaning moon shine, boot leg, and hooch, he said that I would be perfect.



Since I had just recently bought myself a Model A I was needing to make some real good dough to cover expenses. Being that I was stayin' most nights with my Ma at home I needed to cover the electric bill, pay for food, and whatever Ma needed. She needed me, I was all she had, so, I had to go to work. There just weren't a whole lotta job openings legit for a fellow like me. I had to take what I could get!

So I stated driving delivery for some swanky gentlemen. Much later, after I had been driving and delivering for a few months I was loading up my car with a delivery and I kind of overheard some of the crew talking about business. That there had been nasty doings down at the river the night before. Some names were mentioned that I could match up with their mugs. I was trying not to listen but the talk was loud and angry. So

that's when I realized I was working with some Italians with some serious mob connections. This was up in a 'burb outside in the country a short ways from Chicago.

The place was a smallish town known as Harvard, Illinois. The first job I ever had was in a car dealership there, I got hired to wash cars, change oil, and to generally keep a watch over the place when old man Ferris, the boss and owner of the place wasn't around. I was also a card player and was able to save my winnings to put toward my Model A. I started at it when I was sixteen years old and had had enough of school! I serviced many clients and folks there in the dealership and knew that there were quite a few "tough customers" and some other characters around. I just never put it together that some of them were working for the mob, organized crime.

So, I started working at the suggestion of my pal Shorty with making deliveries. I did the work nights after working days for my boss Ferris. He never knew about my night job, and would not have approved. I kept that day job until I was otherwise fully employed by what had been my night job.

Once I realized what I was dealing with I figured that I was already into it and didn't want to disrespect anybody. So I learned to keep the lip zipped, and I was always available to work, and I became very popular with my coworkers. Then I got approached by one of the higher ups. He said that they liked me and my work ethic, and would like to use me in some of their other areas of employ. The new job would require more "formal wear". I was to be set up with some new threads.

At first I was very nervous and had some serious night sweats. What if I blew it and upset the bosses? I knew enough by then to be afraid - make that terrified.

So one day not too long after I was called into an office in downtown Harvard and told to strip down to my skivvys. I know I was not only afraid but cold as well. The winters in Harvard are brutally cold. I was greeted kindly and told to put on a new pair of socks, some soft woolen pants with suspenders, an Arrow shirt which had a separate collar that kept the cotton collar up. A jacket matching the trousers was passed to me as well. Upon donning the suit I stood there quiet and unassuming. The tailor then started to all manner of pulling and pinning, and measuring. The spats and boots I was fitted with were a perfect fit, in a size ten and a half.



*End of part one. Part two next month!*

## What Should I Put in the Radiator

During these “COVID” times when we are not getting out as much with our Model A’s, we have time to do some maintenance. One thing that is often overlooked is what is in the radiator. Because we live in a warm climate where we do not worry about freezing temperatures, we do not pay as much attention to the cooling systems of our Model A’s as owners in the colder climates do.

Before moving to California, I lived in Missouri where we would regularly experience temperatures below freezing in the winter. It was a regular ritual every fall to clean and flush the cooling systems and fill with the proper ratio of anti-freeze and water. I used alcohol based antifreeze in my Model A because if the head gasket should decide to leak a little, the alcohol antifreeze would not harm the old original babbitt bearings. The alcohol antifreeze would only last until spring when the weather was warm and the alcohol would boil off and leave only the water behind. To try to keep things from rusting up, we would add a little water soluble oil to the radiator. Today, here in Southern California, where we do not experience freezing temperatures, we have several options. We can only use water, we can use antifreeze, or we can use a synthetic coolant.

Many owners do not use antifreeze but just use water with additives to help prevent rust from forming, lubricate the water pump and reduce the surface tension of the water to help with heat transfer. I recommend using distilled or de-mineralized water with either “Water Wetter” or “Purple Ice” added to the coolant. Both of these additives contain anti corrosive properties, water pump lubricants and an ingredient to reduce the surface tension of the water. These additives have been around for many years and are available at most auto parts stores.

Some owners use ethylene glycol antifreeze. Preston, Peak and Xerox are just a few trade names. Today it is common to see several different types of anti-freeze in the stores. But if you look carefully, you can still find the older formulated green ethylene glycol type antifreeze, either the premixed 50/50 with water or the concentrated where you add water to provide the mix you want. It is most common to use a 50/50 solution but a lesser concentration will suffice in the climate we have here. Be sure to use only distilled or de-mineralized water to help prevent rust from forming in the cooling system. The long life type antifreeze is not recommended for our cars. There have been reports of the “Long Life” coolants degrading of some of the gasket materials that are used in the Model A engines.

A few owners are using Evens, a non-water based, permanent coolant. Evans is a synthetic coolant that has a very high boiling point, will provide lubricant to the water pump, will not form rust and is permanent which means it does not have to be changed. Evans is becoming more commonly used in older engines where overheating is a problem or when the owner wants to be sure the cooling system will stay clean and free of rust. One disadvantage with Evans is it is several times more expensive than antifreeze based coolants.

It is recommended that straight water with additives or Anti-freeze solutions be changed every two years. But most important, do not overlook the cooling system in your Model A. Keep the cooling system clean and use the type of coolant you feel is best for your car.



### Tech Tip

When changing the coolant in your Model A, be sure to flush the cooling system with water to remove all the old coolant and any deposits that may have formed. If the cooling system is especially dirty or rusty, a good cleaner to use is Rust 911 Radiator Cleaner. It does a good job of cleaning the cooling system and removing minor rust deposits. For cooling systems with heavy rust deposits, use Rust 911 rust dissolving solution. Rust 911 products are available online direct from the manufacturer at [rust911.com](http://rust911.com).





Hi Santa Anita Members.... not much to report as we have had no requests for help getting your "A" started. I suppose the weather (very hot summer and quite cold) has taken some of the "fun" out of driving your cars. I figure that I am getting about 3 months to a gallon.

In speaking to Chris Wickersham about the fact that members are not driving their cars he commented that the cars **SHOULD** be driven!!! We found a nice Model A with a frozen engine due to the fact that it had not been driven for a very long time. Even with adding Sta-Bil to the gas tank, it needs to have fresh gasoline in the tank. (F.Y.I. rebuilt engines cost between \$4,000 to \$6,000). Driving around every week will keep the battery charged and lubricate the engine and give you less trouble in the long run.

The Low End Boys (L.E.B.) is not **ONLY** for men, ladies are also invited to join us as well. The L.E.B. are there to assist you with getting your Model A up and running.

Call Mickey Fruchter (626) 797-2048

P.S. We don't work on brakes.



*When you need a real friend to talk to - get a dog.*

**FOR SALE****For Sale**

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



- Top Bows for 1931 Model A Roadster PU Truck - \$100

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

**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.

**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.**

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[www.mafca.com](http://www.mafca.com)

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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](http://www.santaanitaas.org)



**Buy your Pasadena High School Model A Club Raffle tickets.**

### **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](http://www.mafca.com))



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