



December 2020

Spoken Wheels

THE NEXT MEETING

General Meeting

The December Meeting has been canceled due to concerns about everything.

Program

The program for December will be you reading the December Spoken Wheels.

NEWS BITS

Merry Christmas!

With the help of a lot of miscellaneous people the virus has altered the way we celebrate our holidays. But Thanksiving did happen as will Christmas.

The Reindeer Union demanded a wage increase due to the virus exposure. Delivery of Christmas presents was in doubt, but it did not deter Santa. His trusty Model A is ready to complete his mission.



Santa is prepared to deliver the goods on Christmas Eve in a Model A named Jezabel, owned by club members Marianne and Rob Barrosa. Marianne is the daughter of Sue and John Chandler who originally restored the car.

PRESIDENT'S MESSAGE

BOB HARBIGHT



"Twas the night before Christmas,
Toys loaded in the sleigh.
Santa said to the reindeer,
"Time to be on our way."

But Dancer and Dasher, Donner
and Vixen,

Made not a move, not
even Blitzen.

"We've worked and we've worked
Thru many a Christmas Eve,
"But if things were done fair,
Holiday pay we'd receive."

Santa said he'd discuss it,
"But now's not the time.

"We've got lots to do,
The midnight clock will soon chime."

But the reindeer were adamant,
No work done tonight,
Unless demands were met
And their wages set right.

Santa turned to Rudolph,
"Can you help with your mates?"

Rudolph said, "Sorry Santa,
"We'll deliver no dolls, games or skates."

Santa was in dire straits,
There'd be no Christmas Day.

Then in the corner of the barn,
He spied an old Model A.

"That'll do the job,"
Thought the merry old elf.

We'll load up the toys
And I'll drive it myself.

So Christmas was saved
From the eight reindeer's greed.

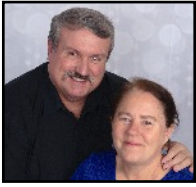
With a trusty Model A,
There's a way to succeed.

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

January Birthdays

2 - Lwslie Pam
5 - Rob Barrosa
11 - Olive Moore
11 - Dino Falabrino
12 - Steve Kurtz
13 - Jamie Frick
15 - Judy Johnson
15 - Sally Baquet
17 - Brad Balmot

January Birthdays -Cont.

18 - BobTravis
18 - Jo Ann Formia
20 - Jim Kroeger
29 -Tom Johnson

January Anniversaries

22 - Jerry & Patty Lampassi
22 - Larry & Joyce McCullah

PUBLIC NOTICES

Sunshine Lady - Sue Chandler, Miss Sunbeam

- A sympathy card was sent to Jim Constantian for the loss of his sister.
- A get well card was sent to Joe Principe who is recovering from surgery in the hospital.

Cookie Bringers - The Cookies crumbled

Photo Donors - Wilbert Smith, Sue Chandler, Tom Endy

2020 OFFICERS, BOARD & CHAIRS

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Bob Harbicht 626-484-4214
Vice President:
Bob Travis 626-574-0665
Secretary:
Elaine Perry 626-443-0638
Treasurer:
Chuck Davies 323-786-4778

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Chris Wickersham 626-639-3141
Joe Wilson 818-730-0842

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Low End Boys:
Mickey Fruchter 626-797-2048
Chuck Davies 323-788-4778
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Randy Harper 626-357-6442
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Raffle - 50-25-25
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Bob Travis 626-574-0665
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Spoken Wheels:
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Proofer- Olive Moore 909-982-7790
Sunshine Lady:
Sue Chandler 626-898-3142
Technical Director:
Chris Wickersham 626-639-3141
TourMeister:
Vacant
Webmaster:
Eric Sandberg 818-330-9311
Santa Anita A's Mailing Address:
PO Box 660904 Arcadia, CA 91066
Website: www.santaanitaas.org

NEWS BITS - MORE

2021 SAA Membership Dues Waived

At their October meeting SAA's Board 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 board's proposal. Approximately half of our members (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 current new members prorated dues schedule.

Club's 2021 Elections to Be Held by Email

Bob Harbicht sent an email to all members announcing that this year's election voting would be by email. In his note members were asked to respond to his email by saying "I agree" if you approve the slate as presented.

If you have not yet voted, please do so by December 23.

Name This Part

A member recently sent a photo of a part to several of our knowledgeable members asking if they could help him identify a part - they did, can you?

This gave me an idea of starting a "name the part" feature in the newsletter. I invite all of our members to participate in this game. Take a look in your "parts pile" and select a part that looks strange with no name readily appearing in your head. Or find one that you can identify but believe might be a challenge to others. Send me a photo & I'll publish it in the newsletter.

As a start, can you identify this part?

Is it a thingamabob? Is it a thingamajig? Or is it a whatchamacallit? What year was it used on a Model A. Is it even a Model A part?

Send me your answer. No prizes for the winners other than bountiful personal recognition.



Yes, It's Time to Order Your Raffle Ticket

We encourage all SAA's club members to support the Pasadena High School Model A Club. The High School club students are currently restoring a 1929 Model A Fordor Sedan to be raffled off when the restoration is completed. For a contribution of \$100 the donor receives one raffle entry. We encourage those who can purchase multiple tickets to do so.

Please address your tax-deductible donation to: PHSMACF, 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.

Credit & debit cards are accepted by calling 626-375-1367.

Take a look at these two videos:

<https://youtu.be/vVa48xQTkNI>

<https://youtu.be/DYN88O2yvrC>



Dennis Chapman

One of our newest members, Dennis Chapman, joined on November 1. He was born and raised in Kentucky and from an early age knew he was going to be a car guy.

His life revolved around cars and trucks, and he describes himself as a professional driver. At age 19, too young to get a license to operate over-the-road trucks, he began working as an escort driver for trucks carrying wide loads. At 21, he secured his license to drive big rigs and did so driving across the US.

When he was 25, he moved to California for the warmer climate and the size of the car hobby. He took a job with a trucking company and opted to drive regionally as far north as Oregon and Washington.

Dennis worked for two different trucking companies in California. He retired five years ago and has kept busy working on his cars and doing "special projects" for his former company. Often that involves meeting a truck at a destination where additional help is required unloading the shipment. He has been busy recently with "special projects" as many of their shipments are medical supplies.

In 1995 when Dennis turned 40, he added the first Model A to his car collection, mostly hotrods. He joined the Pomona Valley Model A Club and was fortunate to meet Art and Olive Moore. His first Model A was sold, but years later when a friend was looking for help with his, Dennis called Art. He happened to mention that he was looking for a convertible and possibly a Model A truck. A few months ago, Art learned that Joe Wilson was selling his wide-bed Model A Roadster Pickup and called Dennis. The next day Dennis and Art went to Joe's house and Dennis became the proud owner.

Dennis mentioned that he was familiar with the Santa Anita A's. At one of the regular Thursday breakfast meetings at Annia's Kitchen, he and his sister were there eating breakfast. Dennis knew Bob Travis as they both attended the same church in Sierra Madre. Bob had also coaxed him into helping install a gas tank into a car he was repairing. Dennis hopes never to install one again. He helped Mickey Fruchter move sound equipment into his and Bob's Church for one of the club Holiday Parties. He knows Jim Constantian as the man with the old-time records and record players from car shows and events.

Dennis looks forward to meeting all the Santa Anita A's members. Welcome Dennis.



MAFCA Announces Awards

Every year MAFCA presents awards to chapters and individual members for their outstanding service. At their December Board meeting they announced the awards for 2020. There are five different award categories.

Service Awards:

This award is given to Chapter members by their chapters for service above and beyond. Awards were given to:

1. Floyd Dupras - Sierra Chapter
2. Ms. Lois Cook - MARC of Arizona
3. Jerry Melland - Enduring A's
4. George Sage - Evergreen A's
5. Pat Davis Dallas - MAFC
6. Chuck & Nora Elderton - Santa Clara Valley
7. Connie Penny - River City MAFC
8. Howard Eckstein - Utah Valley MAC
9. Tom Endy - International Victoria Association
10. Steve Mick - Diablo A's

Newsletter Awards:

This years winners are:

1. Newsletter of the Year -The Accelerator, MAFC of New Jersey, Joan Kimball
2. Newsletter of Excellence - Motometer , Utah Valley Model A Club, Robert Mack
3. Newsletter of Distinction - The Ford Script, Fiftieth Anniversary A's, Patsy Desaulniers
4. Certificate of Merit - 17 Newsletter received this award
5. Most Unusual - Pandemic Press, Palomar A's, John Frazee
6. Best International -Ford Script, Stampede City, MAFCA, Al Friesen
7. Best Special Interest Group - Cabrioletter, Cabriolet SIG Tom Krueger/Alan Mende

Web Site Award:

This year's winners are:

1. Website of the Year - Northwest Missouri Model A Ford Club, Sherry Winkinhofer
2. Website of Distinction - Beaver Chapter, Richard Starkweather
3. Certificate of Merit - Sooner Model A Club, Will Langford
4. Certificate of Merit - Canada's Capital A's, Dave & Pam Jamieson
5. Certificate of Merit - Evergreen A's, Gary Price

Literary awards:

This years winners are:

1. Bill Reeder Award - Howard Eckstein - Should Basic Timing be Altered for High Compression Heads
2. President's Award - Jerry Kelly - Hand Operated Clutch for Model A Fords
3. Editor's Award - Bruce Wood - My 85 Year Journey with Model A Fords
4. Director's Award - Bill DeCarteret - Two Trips in a Model A 90 Years Apart
5. Jim Ryner Photo of the Year - Chris DuVall - July/August Cover Photo - Dogwoods in Blossom and a 1929 Phaeton
6. Fashion Literary Award: Peggy Gill - Color of Fashion in Your Model A World

Longevity Awards:

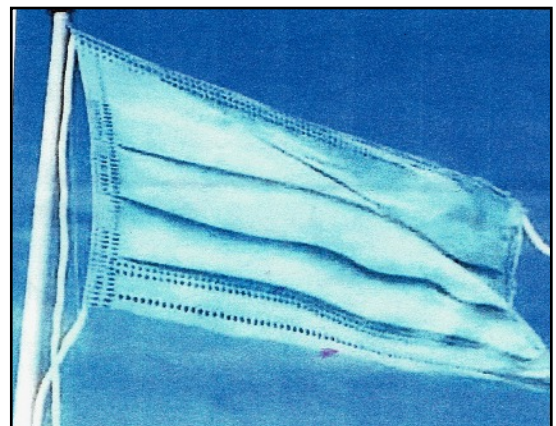
39 Chapters were recognized as reaching their 25th through 60th anniversaries in 5 year increments

BREAKING NEWS**Tom Endy Receives MAFCA Service Award**

Members of the Victoria Model A Ford Club nominated Tom Endy for a Service Award. Tom has been a long time member of this MAFCA Speciality Model A Club as well as a member of the Santa Anita A's.

Spoken Wheels Receives MAFCA Award

Spoken Wheels was one of 17 MAFCA Club newsletter that was awarded a "Certificate of Merit" for its publication. This was the first time the publication has received a MAFCA publication award.

Governor Introduces New California State Flag

My First Model A

by Tom Endy - 2020

The year was 1954; I was home on leave at Christmas. I had been in the navy for about 18 months and had just finished electronics and communication training in Memphis and was newly assigned to a patrol squadron at North Island, San Diego. I would be going overseas on a nine-month deployment to the Philippines in a few months. Home was a 27-foot house trailer in the Greeley trailer court on the corner of Garvey Avenue and San Gabriel Boulevard in what is now the city of Rosemead, California.

One day I spotted this 1929 Model A Ford coupe in a local used car lot. The price was \$80, so I bought it. It had recently been painted yellow and it ran pretty good. I drove it around the whole time I was home. Sometime later I was rolling down Valley Boulevard between Garfield and Atlantic in Alhambra where there were numerous used car dealers then, in fact that was where I bought the Model A. As I passed one of the car lots I noticed a large sign that said *"used cars for sale \$10 and up"*. I had to stop and see what a \$10 used car looked like.

Mr. Slick, the used car salesman said, *"you don't want that car kid, let me show you a really nice one over here"*. I insisted, I wanted to see the car for sale for \$10. Mr. Slick reluctantly took me in the back behind a fence and there sat a 1938 Dodge sedan. The car looked to be in reasonable condition. When I started up the engine it sounded terrible, but I immediately knew what was wrong with it, it had a blown head gasket, so I bought it for \$10. If you look closely at the photo, the car on the left with the paper license on the back bumper was my first Al Bundy Dodge, and I only paid \$10 for it. I replaced the head gasket for a few dollars and the car ran very well.

My mother asked me what I planned to do with it. I didn't have a clue. However, she had a suggestion. I had an elderly aunt and uncle who were of modest means. Their family car, a 1931 Chevy sedan, had just expired and they were in need of a car. Not a problem, I made them a gift of the car and they drove it for a number of years and it served them well.

The Model A was another story. A few months later I did go overseas and the Model A became a derelict sitting in the trailer court parking lot and the owners of the trailer court were on my mother's case about it. Mom wrote and asked what I planned to do about it. I wrote back and told her to have my cousin John Endy come and get it and to sign the title over to him. John was one of the very early old Model A guys. He had a number of Model A's. He eventually disassembled it for parts. Thirty years later John still had some parts around from my very first Model A.



The Model A had a wooden pick-up box in place of a trunk. The Al Bundy Dodge is on the left.

CARS OF INTEREST

Here is another member's "car of interest" that was highlighted during our recent club car census. Wilbert Smith has acquired a variety of Model A "speciality" cars, some of which have been used in movie shoots.

1929 Model A Ford Paddy Wagon - by Wilbert Smith

Nobody really calls a police van a "paddy wagon" anymore, but in the 1920s and 1930s when urban police departments were largely populated by Irish patrolmen, that was the going term for the specialized trucks used to haul away bad guys. Presumably, to the hoosegow.



This 1929 Ford Model A, restored as a seemingly accurate rendition of a period patrol wagon, the kind you see in old black-and-white gangster movies with Jimmy Cagney, or Edward G. Robinson being shoved inside by burly cops.

The prisoner compartment is fashioned from wood, generally built on the platform of a U.S. Model A Mail truck. This vehicle is loads of fun, gets lots of attention from filmmakers. I followed the car for many years determined to one day own one. When I learned it would be offered at auction, I went to Florida to bid. Once purchased I placed it with a carrier and the rest is history.



Paint like a Pro Using a Spray Can

A restoration or repair project on your Model A often requires some painting in order to complete the job. Most Model A owners do not have professional spray equipment and are limited in the options available to paint a part prior to installing it on their car. Years ago, a brush and a can of paint was all that was needed but the results were more toward preventing rust and having something that looked somewhat presentable as long as you were standing at least 20 feet away. It was not a professional looking repaired or restored component.

Now, don't get me wrong, a lot of high quality work has been accomplished by applying paint with a brush. Up until the early 1920's when spray equipment was perfected and became commercially available, most components of the automobile were painted either by dipping the part in a vat of paint or applying the paint with a brush.

By about 1915 when the Model T was in mass production, most of the individual components were dipped and then sent thru an oven to dry. This is one reason that during this time, Ford made all the Model T's the same color, black. All sheetmetal parts like hoods, fenders, body parts, steering columns and chassis components were all dipped. This cut down on the labor required and made inventory control a lot simpler. The same hood or fender would fit any car, it did not have to be a specific color as all the cars were black.

Even later on when our Model A's were manufactured, most of the components on the car that are black were originally dipped using a special fast drying enamel that was very durable when it was baked. This included the fenders, wheels, frames, brake components, steering columns etc. Even the components that made up the horn were all individually dipped in black paint prior to assembly.

Some components such as engine castings, starters and generators were spray painted. The bodies were painted with spray equipment using nitrocellulose lacquer paint. Lacquer paint could be applied smoothly and would dry quickly. Lacquer paint was easily manufactured in a wide verity of colors and could be polished to a high luster. Scratches or imperfections could be easily repaired and when properly done, would be undetectable.

Most Model A hobbyists do not have the facility or equipment to spray lacquer paint and if they did, it is becoming more difficult to purchase lacquer paint and all the other materials needed to apply it. Most of us also do not have the ability to dip anything but very small parts so what options do we have left?

The easiest way to paint small parts is with a spray can. If the surface preparation is done properly and if we carefully apply quality paint, professional results can be obtained. Spray can paint varies widely in quality so for best results, always start with good quality paint of the type that is best suited for your project, but first, you will not get professional results that you are proud of if you do not properly prepare the part prior to applying the paint.

The first rule of preparation is to be sure the part is absolutely clean. It is not absolutely necessary to remove all of the old paint but I find I have better results when starting with bare metal. I often start with paint remover and then follow up with a wire wheel. A lot of components can also be bead blasted to remove old paint, grime and rust. Complete any repairs to the surface that you will be painting such as removing dents and gouges or welding up cracks or imperfections. Do the best you can to smooth out any damaged or repaired places on the surface of the part. How much time you spend depends on how you want the finished job to look.

If you have repaired a part that fits under the chassis and is hidden from view, you may only want to preserve the part and keep it from rusting. In such a case, just cleaning the part and applying a few coats of good quality black enamel is sufficient.

If you are restoring a component to closely resemble how it would have looked when it left the factory, you will want to spend more time on preparation but you have to be careful and not make things look too good. For example, the water inlet casting on the engine had a rough surface and the factory did not attempt to smooth it out. The part was just cleaned and painted and the roughness in the cast surface would show thru the paint so doing a lot of extra work to smooth out the rough casting would not be correct for a restored car.

However, a stamped sheetmetal part such as a steering column or tail light mounting bracket should be smooth with a glossy black finish and may only show a few minor die marks from the manufacturing process that are detectable thru the finished paint.



FROM THE BENCH - CONTINUED

At this point in the process you have to decide if you want to apply the final paint directly over the bare metal or first use some type of primer. This depends on what you are painting, the condition of the surface to be painted and your expectations of the finished project. Finish paint can be applied directly onto the bare metal of most small parts such as castings, forgings or machined components as long as they are absolutely clean and free of grease and oil. I always like to wipe down every part with a grease and wax removing agent or lacquer thinner prior to painting.

When painting most bare metal parts, you will have better results if you first use a coat of self etching primer. Self etching primers are formulated to go right over bare metal and provide a good base for other primer coats or the finish color.

If the part you are painting has rust pits or other minor imperfections that you do not want to show, you will need to use a primer that is formulated to fill minor pits and imperfections and can be sanded. Sandable primer or as it is sometimes referred to as “Primer Surfacer” will help with this process.

If the surface has a lot of pitting or imperfections that the sandable primer will not easily fill, you can purchase “High Build” sandable primer that will do a better job of filling pits and imperfections.

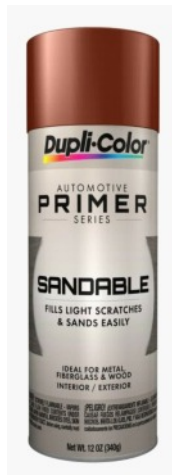
After the sandable primer has cured, sand with fine “wet or dry” sand paper, available at most hardware or paint stores. I like to sand the parts wet using warm water with just a little liquid dish washing detergent to help remove the sanding material and keep the paper clean. If you are using enamel for the finish paint, you can use 320 grit as the final paper but if you are using lacquer, you will have better results with 400 or even 600 grit as the final paper.

Lacquer will show more imperfections than enamel so the surface to be painted must be smoother. If after sanding out the primer the first time, there is still evidence of pitting or surface imperfections that you do not want to show, apply additional sandable primer and sand again. Keep in mind, the quality the

appearance of the finished part is directly related to how well the surface was prepared before the final color was applied.

If a part is rusty and the rust cannot be easily removed, use a primer specifically designed to control rust. Eastwood makes some excellent products specifically for this purpose. Just be sure the product you use is “paintable” which means you can apply other paint over it. Most Eastwood products are paintable but be sure to read the label. Other manufacturers also make rust inhibiting primers but use caution, not all are paintable.

Now that you have the parts clean, repaired, primed, have the rust pits filled and the surface prepped, most of the work is done and you are ready for the finish paint. This part of the process can be very rewarding and hopefully, the end results will meet your expectations. In order to achieve a professional looking result, you will need to use the correct paint and apply it in a careful manner. To learn how to do this, tune in to the second installment in the next Spoken Wheels.



Tech Tip

When preparing parts to be painted, be sure to keep things clean and free of grease and oil and this includes your hands. Wash your hands with soap and water to remove any natural oil on your skin or any residue from hand lotion.

Oil or grease on the surface to be painted will often prevent good adhesion of the paint or may not allow the paint to actually cover the surface. Silicones are to be avoided if at all possible. They are very hard to remove and can cause small imperfections or “Fish Eyes” in the paint that will not cover over with additional coats.

Grease and Wax remover will help clean the parts prior to applying paint or primer. Remember, when it comes to painting parts for your Model A, Henry always said “Cleanliness is next to Fordliness”.



FOR SALE

1930 Model A Deluxe Roadster



Total ground up restoration completed in 2010. Very low mileage. Great condition and runs great.

\$22,500 or best offer.

If interested, contact Paul Hould. (626) 523-0677

1959 Ford Skyliner Retractable hardtop convertible

25,000 miles on rebuilt engine. Has newer paint and upholstery. Power steering, power brakes.



\$28,500 or best offer.

If interested, contact Paul Hould. (626) 523-0677

Wanted

30-31 Model A Frame

Contact Mike Plessner
424-366-7627 or e-mail saxotenor54@aol.com

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.

Click on this website address.

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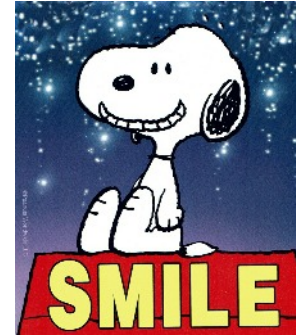
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