



January 2021

Spoken Wheels

THE NEXT MEETING

General Meeting

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

Program

The program for January will be you reading all about the good things our politicians did for us in 2020.

NEWS BITS

The Parade Must Go On

Who said there wasn't a Rose Parade this year? Read Bob Harbicht's article on the car parades that took place in Pasadena on December 31 and January 1.



New 2021 Club Roster

The new 2021 club roster has been completed and will be ready for distribution by the end of January. This year the roster will be mailed to all members by US Mail. The roster is also currently available on our website.

PRESIDENT'S MESSAGE

BOB HARBICHT

I'm a history buff, particularly American history. Some time back I bought about 75 very old American Heritage magazines at a library book sale. I figured, it's all history, what does it matter when it was written?



I'm reading the April, 1967 issue and it has an article, "Goggles & Side Curtains" about the early days of "automobiling." Lack of paved roads, unreliable cars, poor tires, no maps or road signs, etc. were all part of the driving experience. There was a section entitled "Travel Hints for Early Motorists" which included such tips as:

- Use chewing gum to mend a leaky gas line.
- Carry a can of ether for winter starting.
- Test for an overheated engine: Spit on it. If there is a sizzle, all is well. If steam rises, check your radiator.
- Strain all gas through a chamois skin to remove water and dirt.
- If the spark lever slips while you are cranking, tie it in position with a piece of string.
- A box of oatmeal flakes is handy when the radiator springs a leak. Pour flakes into the water. As they swell, they fill the hole. Dried horse manure is also good and, of course, always available.
- To rejuvenate a worn tire, pump in a cupful of chopped feathers and hot molasses. Spin tire to distribute the mixture evenly and seal pores and holes. Watch out, though, if there is a blowout.
- A gun is no longer needed when you visit the western states.
- To clean the celluloid windows in your side curtains, use vinegar.
- To keep windshield clear on rainy days, rub sliced onion over it.

Maybe our Model A's are more "modern" than we like to think. I don't remember getting any of these suggestions from Chris Wickersham or Bob Travis at any of our seminars.

CALENDAR OF TOURS & EVENTS

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

Everything we used to do and then some.

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 Way

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 1931 Roadster PU

BIRTHDAYS & ANNIVERSARIES

February Birthdays

2 - Patty Lampassi
5 - Keith Smith
5 - Karen Blaylock
8 - Michael Flick
8 - Myriam Davies
16 - Nancy Sharpe
21 - Lori Bonner
21 - Beverly Kniest
29 - Michael Srio

February Anniversaries

10 - Patrick & Martha Utter
14 - Brad & Vicky Balmot
14 - Tony & Kathy Catroppa
24 - Sue & Carl Rogers
25 - Mark & Lisa Henzel
28 - Mel & Maria Foye

PUBLIC NOTICES

Sunshine Lady - Sue Chandler, Miss Sunbeam

A get well card was sent to Joe Principe who is recovering from an operation.

Cookie Bringers - The Cookies crumbled

Photo Donors - Bob Harbicht, Tom Endy

2021 OFFICERS, BOARD & CHAIRS

OFFICERS

President:
Bob Harbicht 626-484-4214
Vice President:
Jim Kroeger 626-710-6592
Secretary:
Elaine Perry 626-443-0638
Treasurer:
Chuck Davies 323-786-4778
BOARD OF DIRECTORS
Bob Travis 626-574-0665
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:
Vacant
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:
Vacant
Roster:
Joe Wilson 818-730-0842
Seminars:
Chris Wickersham 626-639-3141
Southern CA MAFCA Rep. (SCRG):
Marlin Perry 626-443-0638
Spoken Wheels:
Editor-Joe Wilson 818-730-0842
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

NEWS BITS - MORE

Club Promotional Material Available

Some members are not aware that the club offers a wide variety of promotional materials and clothing. All of these materials are described in our Promotional Catalog which can be found on our website.

A short list of these materials is included on page 8 in this newsletter.

I invite you to take a look at these materials. They all provide ways to promote our club.

The promotional items are in inventory. The clothing can be ordered to your specifications and will be delivered within a week or two.



Club's 2021 Elections Held by Email Voting

The SAA's 2021 election of Officers and Board Members has been completed by email voting

Officers and board members were asked to continue in their positions for 2021. Most agreed. A nominating slate was prepared and emailed to all members announcing that this year's election voting would be by email. Members were asked to respond by email, casting either yea or nay vote. The slate as presented was unanimously approved. Approximately half of our membership responded. No reports have been received contesting the election.

Members elected to serve for 2021 are:

Officers:

President: Bob Harbicht
Vice President: Jim Kroeger
Secretary: Elaine Perry
Treasurer: Chuck Davies

Board Members:

Bob Travis (Past President)
Marlin Perry
Janet Beggs
Chris Wickersham
Joe Wilson

Bob Harbicht has asked last year's Committee Chairs to continue on in their positions for 2021. For the most part, they have agreed to do so. Their names are shown on page 2.

Have You Ordered 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 returned to you by mail. 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>



Identify the "Mystery Part"

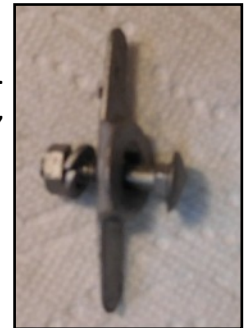
Last month I introduced a new feature to the newsletter which invited members to identify a Model A part from a photo. I will publish a photo of a "Mystery Part" from time to time in the newsletter asking members to identify it and describe when and where it was used.

I invite members to send me a photo of a part to use in the "Mystery Part" newsletter section. You don't know what the part is? No problem. Send in and let our member experts figure it out.

Last Month's "Mystery Part"

Bob Moore and Chris Wickersham both correctly identified last month's "Mystery Part". Chris provided the following detailed description of the part.

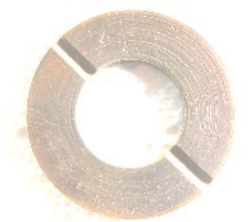
This is a fender "reinforcement". It is used to reinforce the area where the outside edge of the fender attaches to the fender brace. Because of the length of the bolt, I suspect this particular reinforcement was used with a "forged" fender brace. Forged fender braces were used on most 1928 and 1929 Model A's but could also have been from an early 1930 as there were some of this year Model A's assembled with "forged" braces. The later stamped steel braces were thinner and used a shorter bolt.



January's "Mystery Part"

This Month's "Mystery Part" was submitted by Tom Endy. He has provided the following hints.

- It is made of bronze.
- It is used in the Drive Train.
- It was only used in 1928.



Send me your definitive answer or best guess as to the name of the part. If you are correct, you will be recognized as the current "Parts Wizzard" in the next newsletter. Submit your answer by February 15th.

THINGS YOU NEED TO KNOW

The Victoria Association and Other MAFCA Special Interest Groups

By Tom Endy

There are a number of body style special interest groups in the Model A kingdom. Those that have been active for a number of years are the Victoria Association, Cabriolet Club, Postal A's, and Woody Wagons.

Other Special Interest Groups are the 30-31 Deluxe Phaetons, A-400, and Town sedans. These are relatively new and I don't believe any of them put out a newsletter.

The MARC website lists all the special interest groups. There are several others that are not a body style club, such as the Ad Collectors Club, and Lady Model A Drivers. MAFCA apparently does not recognize these special interest groups as such. There is nothing on their website or in the Restorer about them. The Victoria Association is both a chapter of MAFCA and a region of MARC.

MAFCA recognizes the Victoria Association and the Cabriolet Club as a chapter because they put out a newsletter. This year they awarded the Cabriolet Club a best newsletter award for a special interest group.

For the 25 years I have been editor of the Bustle for the Victoria Association. MARC has awarded me an award of continuing excellence each year, and in 2018 they awarded me best special interest newsletter of that year with a suitable wall plaque.

The Victoria Association has never received a newsletter award from MAFCA. The reason for that is that the Bustle does not conform to the requirements set up by MAFCA for consideration for an award. A newsletter must describe club events, tours, seminars, era fashions, and advertise MAFCA activities. We are not a traditional Model A club and we don't do any of that stuff; we are a body style group and all we offer is a newsletter.



Tom Endy's Vicky on the Big Island in Hawaii in 2003.

The members of the SAA's who own a Victoria and are members of the Victoria Association are myself, Chris Wickersham, Steve Concidine, Jackie Gross, Peter Gutierrez, Larry McKinney and Frank Sepulveda. Bob Moore is a member of the Victoria Association, but does not own a Victoria, and Larry Pare owns a Victoria, but is not a member of the Victoria Association.

OTHER HAPPENINGS

The Parade Must Go On

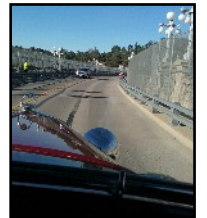
by Bob Harbicht

You may have heard that there was no parade on Colorado Boulevard this year. Well, you heard wrong! Hundreds, if not thousands, of classic cars paraded on the boulevard both New Year's Eve morning and all day New Year's Day.



Every year a group gathers at Foothill & Michillinda for an informal car show and a cruise down Colorado on the morning of New Year's Eve. This year was no exception! Approximately 200 cars showed up this year and the grand cruise was on.

The next morning the Horseless Carriage Club (which usually holds its event on the Saturday between Christmas and New Year's) met at the same spot on New Year's Day. Several Santa Anita A's cars were there. Patsy and I drove Colorado, through downtown Pasadena, and over the Colorado Street bridge.



We had heard that the Orange County A's might be coming up to Tournament House, so we journeyed down there and, sure enough, several cars from that club were there.



We exchanged stories, took each other's pictures, and enjoyed the beautiful weather.

We understand that there was a Trump rally that afternoon where over 1,000 cars toured the boulevard.

So, Pasadena had a January 1 parade! Even though there were no floats or bands, there were plenty of folks; and all seemed to be having a good time.

Paint like a Pro Using a Spray Can

Second Installment.

Last month, we discussed preparing the surface to be painted: cleaning the part, removing old grime, grease rust and old paint and repairing surface imperfections if the part will be visible. We talked about the necessity of proper preparation in order to obtain the desired results. Now that we have the part ready for final color, it is time to choose the best paint for our project.

Let's talk about painting parts black. You don't just grab a spray can of any old black and paint away because there are many different kinds of black paint. What black paint you chose will depend on where the part is used and how you want the final finish to look. For example, enamel is usually the type of paint that is best for most chassis parts as well as interior and exterior parts. If you are painting brake drums, a thin coat of high temperature paint works well. Carburetors and other components of the fuel system will require a paint that is impervious to our modern day fuels that contain ethanol. Now we also need to consider the appearance of the finished part. You may want the steering column to be a glossy black while a chassis part would look best if it had more of a satin appearance. So the amount of gloss in the final finish is a factor to consider.

Some of the paint I have had good success with include:

Rust-oleum Professional High Performance Enamel

I use this paint for most of my black painted parts. It is available in either **High Gloss** or **Semi-Gloss** finish. It covers very well and will cure to a hard durable surface that will withstand a lot of wear and tear. Use the high gloss paint for components that are highly visible such as the headlight bar, horn, spare tire and tail light brackets. When applied correctly, High Gloss Black very closely resembles the original factory dipped paint process. Semi-gloss paint will not show surface imperfections as a gloss finish would and works well for chassis components that are not highly visible.



Rust-oleum Satin Black

This is a good choice for chassis and other components that do not require a glossy finish. This is a good quality general purpose black paint that covers very well, is easy to use and tends to conceal minor surface imperfections. One tack coat followed by two full coats will usually provide a good durable long lasting finish. **Satin Black** also works well for the lower part of the 1930 and 1931 radiator shells.



Rust-oleum High Heat, Satin Finish

This is a very good choice for brake drums. It is durable and will withstand the heat developed by the brakes. For best results, apply 2 thin coats. Too thick of a paint layer will lessen the ability of the drums to cool. Do not use primer or undercoats, just apply over clean bare metal.



Krylon ColorMaster Semi Flat Black

This is a good choice for painting the depressions in the late 1930 and 1931 instrument panels. A couple of light coats are all that is necessary for a professional looking finish. Krylon Semi Flat Black is also a good choice for your radiator. Try to get the radiator as clean as possible and then apply a couple of very thin coats. It looks good and can be easily touched up without showing. Krylon is not as durable as an enamel but works well especially for small interior parts.



Dupli-Color Engine Enamel with Ceramic

This is the best fuel resistant paint I have found for the Model A carburetor and cast iron sediment bulb. When applied over clean properly prepared cast iron and fully cured, our modern fuel with ethanol does not seem to affect it. I use **Ford, Semi-Gloss Black** which leaves a dull finish that very closely resembles the original factory finish. Dupli-Color paints are available at most of the larger auto parts stores. I buy mine at O'Reilly Auto Parts which is just a few blocks from my shop.



Now that we have chosen the paint for our project, let's talk about how to get the paint from the can and onto the part. For best results when using spray cans, always be sure the paint is well mixed. If a spray can has not been used in the past day or so, sometimes it is necessary to shake the can a minute or more to be sure the components that may have settled to the bottom are mixed well with the rest of the paint. This is especially true for a new unopened spray can.

Hold the can 10-12 inches from the part applying the paint in a smooth uniform motion. Do not apply too much at one time or the wet paint may sag or runs may develop.

Paint outside or in a very well ventilated area and wear a painter's mask. Have a place inside or under a cover or shelter to hang the parts after they are painted. Some of the slower drying enamels will collect dust from the air if just hung out in the open to dry. This is most important if you are painting parts that require a high quality glossy finish. Do not try to paint in very damp or cold weather. Cold parts on a damp day may collect moisture as the paint is being applied and the finish may "Blush" or appear cloudy when it cures.

A little extra care must be taken when applying enamels. It is easy to apply too much paint at one time and which can result in sags or runs in the final finish. First, apply a thin "tack" coat being sure to evenly cover the whole part. Wait a few minutes for the paint to "tack up" or just start to dry. Use your finger on a place that will not show to test the paint to see if it sticks to

your finger. If so, the part is not ready for a second coat. When the paint is sticky or "tacky" but will not transfer to your finger, the part is ready for the next coat. Apply the second heavier coat going over the part twice. Keep the surface wet but use caution to not get any sags or runs. If necessary, additional coats can be applied after the previous coat becomes tacky. When using enamel, usually no more than three coats are necessary to produce a professional long lasting finish.

A word of caution when applying enamels, do not allow the paint to completely dry before applying additional coats. Apply additional coats when the previous coat is still "tacky". Also while enamel paint may seem to be dry after several hours and the part can be handled, it actually takes a lot longer for enamel paint to completely cure. The length of cure time depends on temperature and the how thick the paint was applied. Additional paint applied during this curing process may cause the underlying paint to dull or wrinkle.

There are a lot of different types of black paint available in spray cans but the ones we have discussed will go a long way to meet the needs for most Model A repair and restoration projects. Remember, quality paint properly applied to a well prepared surface will usually result in a finish you can be proud of.

Next month we will discuss other types of paint and spray can coatings for special applications.

Tech Tip

One of the main problems when using spray cans to achieve a good finish is the paint is not always well atomized when it leaves the nozzle which results in a grainy surface with lots of "orange peel". Increasing the pressure in the can and decreasing the viscosity of the paint will help with to better atomize the paint. The easiest way to do this is to be sure the spray can is warm. Usually, if you place the can in the sun for about fifteen minutes to a half hour before you are ready to use it will warm the contents. Warm paint will be less viscous than cold paint and the gas propellant will increase in pressure if it is warm. Warm paint will also flow out better which also helps promote a smooth even finish.

Another way to warm up a spray can is to submerge it in a container of hot water. Every minute or so, remove the can and shake it to help get all the paint warmed up. This procedure really helps on a cold day.

Dressing for Moonshine - Part Two

So's here I was all dressed up with nowhere's to go! That's when the tailor guy said to me that "the boss" had asked for me to go see him soon's I was ready in the new threads. The tailor gave me an address across town, and told me to commence to be gettin' over there prompt! So, a course, that is exactly what I did. I jumped into my "A" and made it across town pronto!

As soon as I arrived I could see that the place was swank. Impressive as all get out. The building was one of the new style designs that they was calling "Art Deco". Just been built and shiny as a new penny! The place looked like some kinda Art alright. Swirls, and rickrack like designs made it look slick and modern. So I got inside by way of some shiny glass



door that went in and out at the same time. I could see that I needed to get up to the second floor to find the office. Climbed the stairs in about five seconds or less. After entering the office a very beautiful secretary inquired about my name, and told me to take a seat to wait on a very nice old couch of softened brown leather, nicely broken in. I did as I was told. She called on the telephone to announce my arrival. After waiting quite awhile I was told to go on in. I was nervous as a jay bird. I was hoping that my sweat didn't show or smell too bad.

The man behind the substantial desk of some kind of shiny wood, maybe mahogany, also told me to sit, and sit I did, with my heart racing fast. Mr. Virgadamo looked up at me and just stared at me for about 30 very long seconds and then told me to stand up. He was looking me over and seein' how I looked in the new suit, and hat. Then I was told to sit. He said I looked alright and thought that I was "right for the job".



I was wondering what job, but kept the lips zipped.

He starts talking about a very special and serious position he is trying to fill with somebody who is smart (knows how to be discreet and loyal). This person must know how to drive (knows how to drive fast and can be counted on to evade cops by getting away and following directions to the letter).

Since I was already working for them and had "done real good so far" he was thinking of me for this position. The thing was though, I had to be filled in on some stuff that I was needed for, that's if I was willin' to be considered for the job. Then he told me that I might hafta do some things shady with the law. Since I was already working in a "shady position" with the law I assured him that I was smart and an excellent driver. He then said that he would need to reveal something about his organization. I think I knew what was coming and I was coiled up inside like a rattler ready to spring. I wasn't breathing real good either. I was very tense when he gave me the job description. So, like, he didn't actually come out with it in so many words. I have learned since then that if a guy ain't born into it and don't have no actual Italian blood he's gotta stay out of the way of the actual members, but he is kinda like a trusted servant who speaks only when spoken to an doesn't ask questions. You know, like, he knows, but he gotta keep it quiet.

Just on the side, though, I gotta say that these guys really do know how to dress. The men are always wearing the latest fashions, same with the ladies, an especially the crime bosses wives. All in the best sent straight outta Italy,

and Paris. They got these new "designers" like Coco Chanel who at first started out working in a hat shop, then got so good that she opened up her own hat shop, an then branched out into makin up designs for dresses and ladies suits. These guys wives could afford to wear the best and outshone most of the other ladies out at the Speaks! It was like they were in competition to wear the best and most beautiful dresses to all of their kid's birthday parties, holidays and what not. What money can buy when most of the people were lucky to put food on the table!

So what really is my new job?

To be continued nex month

When I sell liquor, its called bootlegging; when my patrons serve it on Lake Shore Drive, its called hospitality.



Al Capone
American gangster
(1899 - 1947)

QuoteHD.com

Santa Anita A's Promotional Items

These items are now available for purchase by members.



Magnetic Car sign
8" x 12"
\$ 3.00



Decal
3 1/8" x 3 5/8"
Static cling, reusable
\$1.00'



Decal
2 1/8" x 2 3/8"
Static cling, reusable
\$.50



Decal
11 x 2" Static cling, reusable \$1.00



Coffee Mug - 14 oz.
\$5.00



Licence Plate - Plastic, std. Size
\$2.50



Ball Point Pen with SAA's Logo
\$1.00



Key Chain with logo
\$.50



Radiator Badge
Enameled Brass, 3" Dia.
\$20.00



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Available with club logos and your name
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Short & long sleeve
Available with club logos and your name
From \$34.00



Denim Shirts
Men's & Women's

Short & long sleeve
Available with club logos and your name
From \$34.00



Light Weight Jackets
Either Navy or Bone
Available with club logos and your name
From \$ 63.00



Hats
Three styles-
Baseball, Straw
Safari, Visor
\$18.00



Embroidered Patch
8" x 9" For sewing on
back of jackets
\$15.00



Embroidered Patch
1" x 5" \$.50

More information on this merchadize can be seen in the complete Promotional Catalog which is available on the club website (www.santaanitaas.org).

Contact Joe Wilson to place your orders (818-730-0842).

I got a call from John Emanuelli reporting that a Santa Anita A's member, Corky Gray, needed help with the lights on his 1931 Tudor Sedan. Corky had just replaced the starter and then his lights stopped working. The horn worked and the car would start and run. This was a very strange problem that I had never encountered before. I called Chris Wickersham to see if he had any ideas as to what could be the problem.

We checked all the wiring and could find no problems. We checked the headlight bulbs and found that one was burned out. After checking all the bulbs (including the tail and stop light bulbs), we found they were all burned out.

We checked Les Andrews' Book about "Trouble Shooting the Electrical System". On page 4-7, Item #1- Light Bulbs Burn Out, it reported the possible cause to be...Poor Grounds. We cleaned the ground strap connection to body and installed a star washer to make a better connection. Then cleaned the bulb sockets in order to make better electrical connections.

The driver's side headlight had a broken socket and had to be replaced. Since we had a new headlight sockets but no 6 volt bulbs we could not complete the repair.

One more thing we did was to install a fuse mount assembly. Hopefully, we were able get on the road to getting his car back to life again.

Word to the wise: When you wash your car or when it rains, be sure you oil the Headlight Rim Latch spring (underneath the headlight) or spray it with WD 40. If it rusts you could lose the headlight lens (\$25.00) and Headlight Rim (\$35.00). (It happened to me!)

FOR SALE & WANTED**Wanted****30-31 Model A Frame**

Contact Mike Plessner

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

WWII Ration Coupons

Because of these shortages, the US government's Office of Price Administration established a system of rationing that would more fairly distribute foods that were in short supply. Every American was issued a series of ration books during the war. The ration books contained removable stamps good for certain rationed items, like sugar, meat, cooking oil, and canned goods. A person could not buy a rationed item without also giving the grocer the right ration stamp. Once a person's ration stamps were used up for a month, she couldn't buy any more of that type of food. This meant planning meals carefully, being creative with menus, and not wasting food.

**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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