



March 2021

# Spoken Wheels

## THE NEXT MEETING

### General Meeting

The March Meeting has been canceled due to concerns about our governor

### Program

Read the newsletter.

## NEWS BITS

### Impromptu Tours

The tour must go on! Despite it all, our members have been able to create impromptu tours to treat the "Pent-up Tour Syndrome", which has affected all of our members. Read all about it in this newsletter; birthday drive-by's, golf course drive-by's — Whatever justification is at hand.

### Let's Meet For Brunch

It has been a long time since we met for breakfast on Thursday morning - too long ago.

Now that restaurants are allowed to be open for inside dining, John Emanuelli has stopped by for a late breakfast at Annia's at the Airport where we used to meet. They had reduced their seating capacity but were fairly busy. He was there for a late breakfast and noted that the breakfast crowd had cleared out about 11:00 AM, leaving open tables.

Is it time? Can we reinstate our breakfast event? Why not give it a try?

As an experiment we are suggesting that on Thursday, March 25 we all meet for "Brunch" at Annia's at 10:30 AM. We can talk about our Model A's for half an hour, then proceed to the restaurant for an 11:00 AM brunch.

John has talked to the management and they are prepared to welcome us. The table arrangements will be different; we will be seated 4 to a table. So, we can only talk to three people at a time rather than 20. Not a problem.

You need not call or email anyone to say your coming. Just start up your A and show up at 10:30 AM. Let's see what happens.

## PRESIDENT'S MESSAGE

BOB HARBIGHT

Do ya ever wonder how our favorite car was given the name "Model A?" After all, Ford had been producing the Model T from October 1, 1908 to May 26, 1927, almost 20 years. Shouldn't the next model have been called the Model U? Henry Ford had already produced a car called the Model A, way back in 1903 – 1904 when he was marketing his first effort.



Fortunately, long-lost minutes of the meeting at which the Model A name was selected have been unearthed:

*Edsel Ford: So Dad, we need to come up with a name for the Model T replacement.*

*Henry Ford: Whatsamatta with Model U?*

*Edsel: It just doesn't have any pizzaz to it.*

*Henry: Model U is a perfectly good name. You don't need a name with so-called pizzaz!*

*Edsel: What do you know about names? Who the hell names his kid Edsel?*

*Henry: So, what's your idea?*

*Edsel: What do you think of "Thunderbird?"*

*Henry: What, in the name of heaven, is a Thunderbird?*

*Edsel: It's nothing; it doesn't exist. I just think it sounds cool.*

*Henry: Over my dead body will we name a car of ours a stupid name like Thunderbird!*

*Edsel: Well, how about Crown Victoria, Mustang, LTD, Torino, Bronco, Ranger, F150, Focus, Falcon, Explorer, Fiesta?*

*Henry: Those are all terrible! We're going back to the beginning. We're just going to call it the Model A!!!*

## 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

### April Birthdays

3 - Karen Gollhardt  
4 - Suzie Lacey  
6 - Richard Favela  
6 - Norma Canzoneri  
6 - Mickey Fruchter  
6 - Betty Mallory  
12 - Tom Forbes  
17 - Patty Lutz  
17 - Jackie Gross  
17 - Joe Farino  
19 - Evalyn Vaughn

### April Birthdays (Continued)

23 - Ben Stone  
24 - Larry McCullah  
25 - Andrea Plessner  
27 - Art Moore  
28 - Sheryl Hunter  
29 - Tracy Butkus

### March Anniversaries

19 - Scott & Sandy Johnson  
16 - Larry & Gerry McKinney  
23 - Frank & Mary Ann Sepulveda

## PUBLIC NOTICES

### Sunshine Lady - Sue Chandler, Miss Sunbeam

Get well cards were sent to Don McBride and Joe Wilson

### Cookie Bringers - The Cookies crumbled

**Photo Donors -** Patsy Harbicht, Bob Moore, Tom Forbes, Joe Wilson, etc.



Happy St. Patrick's Day

## 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  
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Marlin Perry 626-443-0638  
Janet Beggs 626-773-2806  
Chris Wickersham 626-639-3141  
Joe Wilson 818-730-0842

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**Advertising**  
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**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

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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:**  
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**Seminars:**  
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**TourMeister:**  
Vacant  
**Webmaster:**  
Eric Sandberg 818-330-9311

## NEWS BITS - MORE

### New Member Spotlight

Bob Moore contacted our new member Phil Way to gather information for his "New Member Spotlight" article for the newsletter. In response to Bob's request for information, Phil wrote a first person article about his "Life with cars". His story appears as a feature article on page 3 in this newsletter.

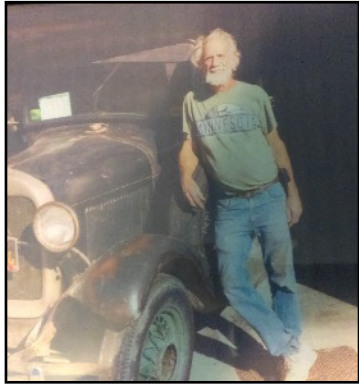
### New Model A Engine Now Available

For some years Terry Burtz has been attempting to manufacture a redesigned Model A engine that has significant improvements over the original design. While the exterior of the engine appears to be the same, it includes a 5 main bearing crankshaft and camshaft, new rods, new head and a new block with improved intake and exhaust flow ports.

Terry is now taking orders for these engines. Two of our members Mike Kniest and Chuck Davies have placed orders for the engines. They expect to receive these engine packages within the next few months.

Mike Kniest has written an invitation to all Santa Anita A's to participate with him in the assembly of his engine. See his article on page 5 of his newsletter.

My name is Phil Way. I am a brand-new club member with Santa Anita A's, but have been a member of MAFCA for some years. I have been a member of the Horseless Carriage club since the early 70's. I grew up in southern California, graduating from Temple City High School in 1957. I grew up with a man who grew up with automobiles. Dad learned to drive on his dad's '13 Packard as soon as he could crank-start it by himself and he started collecting cars in his teens. When he was in college his dad told him that if would get all the old junk out of the yard he would buy him a new Ford. It was a '29 phaeton, and thus began my dad's lifelong odyssey with Model A's. My grand-dad later said it was the worst deal he ever made in his life because the collecting never stopped. Dad sold that one in the late 30's but it was in his blood. He bought a primo low-mileage '29 leatherback in '48 and kept it 'til he died. In 1946 he bought a primo unrestored '13 T. This one also stayed with him until he died in '86 and it passed to me.



Like my dad, I started collecting cars from the get-go, and, unlike his dad, my dad fed my habit. By the time I graduated high school, I had 5 or 6 cars. My principal drivers were '34 Fords (3) a '31 Chrysler sport-coupe with rumble-seat, and later a '31 Chrysler roadster.

When I was 16, I drove a '39 Caddie that my dad gave me to British Columbia for the summer. The next year, I repeated the trip in my first '34 Ford. My girlfriend rolled it but it survived and got me back to L.A.

When I was in high school and beyond, dad started leading treks of teen-agers with Model A's into the high Sierra and into rural Mexico. He taught a whole generation of kids to drive on a beater of a '29 tudor. The "high adventure trips", as he called them, were teaching events, learning how to put a Model A over difficult terrain, and keep it going. Not having a Model A of my own, I once drove on one of the trips for a kid who was too young for a license. Nevertheless, I continued taking my '34 Ford into the high country and long road trips. In '58 I drove my '34 from L.A. to British Columbia, Montana and Ohio and back to L.A.

In 1963 I was working in the eastern Kentucky mountains and found a nice running '28 A tudor. Asking price was \$250. I gave him \$50 and a '51 Chevy truck. I spent a year whipping it into shape to pull the trailer to California. In '64, I pulled the trailer with the A to northern California, and dad accompanied me driving my '48 Ford woody. I still have the A. I wish I still had the woody.

I graduated college at Humboldt State U in Arcata CA in 1966. I remained in Humboldt County for the next 25 years. Through much of the 60's and 70's the 1929 tudor served as a daily driver, sometimes my only driver. I made several trips with the A to LA, and a couple of trips to BC. Once I took the family on a mountain ramble in the A for a week through the Oregon Cascades back roads.

In '89 I inherited the '13 T from my dad and got active with the local Horseless Carriage Club. In '91 I organized and led an HCCA National Tour through the back roads of Humboldt County.

I moved to Pasadena in 1991. I had to sell the T, but have been trying to get the A back on the road after a tragic failure of my cherished Model B engine. I like touring and road-tripping and am anxious to install a newly rebuilt touring engine. I am looking forward to club functions where I can begin to meet members of the club.





## PAST TOURS AND EVENTS

### Golf Course Tour

March 6

By Bob Harbicht

President Bob Harbicht was tired of sitting around the house re-arranging his sock drawer and he decided he'd like to take a ride in his Model A with some of his closest friends. So, he created a tour that passed a number of our beautiful golf courses and invited the entire membership to come along with him.



About 15 cars and their drivers took him up on the offer. Along for the ride were Les & Lyla Eddington, Jim Kroeger, Bob



& Judi Moore, Nany Stancil & Joe Principe, Larry Butkus & Marlin Perry, Chuck Davies, Mike Plessner & family, Randy Harper, Tom Forbes, Bob Travis and Dick & Norma Canzoneri.

Bob Travis' car had a dead battery. Not to worry. Several volunteers pushed him by hand up the Arcadia Park parking lot so he could pop the clutch and get it started. Of course, that almost ended the tour for the pushers, several of whom were seen clutching their hearts.

The tour was about 25 miles and took us by seven different golf courses, ranging from San Gabriel Country Club, to the Brookside courses (where the many, many



walkers and joggers circling the Rose Bowl showed a lot of appreciation for the vintage cars), to Eaton Canyon golf course.



The tour ended with the survivors gathering at the home of Bob & Patsy Harbicht where the intrepid tourists enjoyed soft drinks, cookies and muffins. Everyone agreed that the route was fun, the company outstanding and the treats were welcomed.

### Birthday Drive-by

March 7

by Bob Harbicht

Another chance to get out in our Model A's came on Sunday, March 7 when Carolyn McBride celebrated a signature birthday. Since she was sitting out at the curb with a big sign, I don't think I'd be giving away any confidences if I told you it was her 80<sup>th</sup>.

Tracy Perry was the organizer of the event and managed to draw a crowd: Larry Butkus, Marlin & Elaine Perry, Bob & Judi Moore, Jim Constantian, Mike, Andrea & Charlie Plessner, Tom & Sheri Johnson, Joe Principe & Nancy Stancil and Bob & Patsy Harbicht.

The drive was a short one from our meeting place at Clearman's Boat. We were greeted by the birthday girl and cookies specially made for the occasion.

Several of us also had the opportunity to chat with Don McBride, who is home from the hospital and on the road to recovery.



## THINGS YOU NEED TO KNOW

### Who Is St Patrick and Why Is He Important?

St. Patrick was a 5th-century missionary to Ireland who is credited with bringing Christianity to Ireland. He became a legendary figure by the end of the 7th century and is considered a patron saint of Ireland



### What do leprechauns have to do with St Patrick's Day?

Leprechauns are actually one reason you're supposed to wear green on St. Patrick's Day—or risk getting pinched! The tradition is tied to folklore that says wearing green makes you invisible to leprechauns, which like to pinch anyone they can see.

### What miracles did St Patrick perform?

Of course the best known miracle attributed to Saint Patrick involves the banishment of snakes from Ireland. The legend goes that he climbed to the top of a mountain overlooking the sea and ordered all the serpents in Ireland to assemble at his feet before he drove them into the water by beating a drum.

## COMING TOURS & EVENTS

## MORE THINGS YOU NEED TO KNOW

### Invitational Tour to Laughlin. Nevada

April 16 - 18

The Pomona Model A Club has invited the Santa Anita A's to participate in their traditional Tour to Laughlin, Nevada. The destination is the Don Laughlin Riverside Hotel. The tour group will caravan on Friday morning, April 16, meeting at the McDonalds off I-15 at Hwy. 138 at 7:00 AM.

#### Tour Schedule:

**Friday** afternoon and evening: everyone is on their own to explore, eat and play

**Saturday** 9am – 2pm – Poker Run (To Oatman, AZ and ending at Baxter's BBQ) \$10 entry. Top 3 hands split the pot.

Baxter's BBQ – 3pm – All You Can Eat Baby Back Ribs, Tri-Tip, Beef Brisket and Chicken and assorted salads and deserts. \$10 per person (limit 70)

Talent Show – 5pm – Sign up to share a talent after dinner. If we don't have enough then we'll plan trivia games.

**Saturday evening** – You're on your own. Don't play too late as it's a long drive home Sunday morning.

**Sunday morning** – Breakfast on your own. Check out time is 11am.

**Sunday afternoon** – Arrive home so you can rest from all the fun you had!

A special group rate has been arranged for attendees at the Don Laughlin Riverside Hotel at \$69 per night. Each registrant is responsible for their own lodging. (Check in is 3pm) Please call: (800) 227-3849 and ask for Group Reservations and then mention (C/Pomona) for special Model A group rate. (Regular price is \$109 night)

If you are interested in joining this tour, contact Ed Tolman ([edtolman@gmail.com](mailto:edtolman@gmail.com)). Request a registration form which should be submitted by April 1.

### An Invitation to all Santa Anita A's From Mike Kniest

Hello Fellow Model A club members. For those who are not familiar with me, I have owned my 31 Coupe since 1974, driving it over 41,000 miles while thoroughly enjoying the hobby through club involvement for many years now.

If you have followed the evolution of Terry Bertz's dream and efforts since 2004 to manufacture a "New Model A Engine" featuring modern internal engineering improvements not possible when produced over 90 years ago. Well, the time has finally arrived.

I have eagerly committed to purchasing one of Terry's new dream engines and it will likely be in my hands by April or May 2021. The scope of this project for me is to evaluate & assemble this new engine while documenting every detail of the project so others may experience and learn the pros and cons of this revolutionary, future impact on our beloved hobby. I will eventually install it into my 31 Coup for driving evaluation and pleasure.

This project will be accomplished in stages from now through likely sometime in July with no definite time frame nor prescheduled dates. If you have an interest or curiosity in seeing all or part, just call me at (626) 282-2936 to see what we can arrange, or if you simply have questions.

There will be no "Club Seminar" per se, just an opportunity to look, feel and learn for yourself. If you would like to receive my e-mail updates as the project transpires, just send me your email at [mfkniest@aol.com](mailto:mfkniest@aol.com) and I will be happy to put you on my project update list.

And, of course, at a later date after the engine is installed in my 31 Coupe, I will offer you an opportunity to test drive this engine for your personal evaluation or to simply satisfy your Curiosity.

All the information regarding the "Re-engineered Engine", from concept to the latest updates, are available at Terry's website. Check it out, you'll find some interesting information. <http://www.modelaengine.com>





## BLT Mitchell Overdrive Installation Report

*Tom Endy and his crew, Larry McKinney and Bryan Thompson have been installing Mitchell overdrives on Model A's on a near production line basis. Known as the BLT Guys (Brian, Larry and Tom) charge the customer \$500 for the installation with that amount being donated to the Model A Youth Restoration Award. The Youth award organization's President, Bob Moore reports that they have installed about eight overdrives so far. The funds are awarded to young members of Model A clubs who are restoring their own Model A's.*

### Overdrive Installation

February 20

By Tom Endy

A Mitchell installation took place at my house on Saturday February 20, 2021 beginning about 8:30 AM and finishing up at about 6:30 PM. This was the most difficult installation we have done to date; it was a double, both overdrive and transmission.

The car is a hybrid. It is registered as a 1930, but had a 1928 transmission tower with an early E-brake handle, and it has a custom wooden station wagon body, so it is difficult to tell what year the car is.



The owner recently bought the car and knows little about it, or about Model A's in general. When he ordered the transmission from Mitchell the belief was that the existing transmission was an early one. It wasn't!

A few days before the install, the owner brought the Mitchell transmission over to my house where we attached it to a rebuilt bell housing that he bought from me. He had also bought the little gismo that Mitchell sells that inserts into the two holes in the bell housing where the shift rods stick through. That was installed also.



We found the transmission was stuck in high gear and we had to call Mitchell to get it unstuck. The bell housing we later removed from the car was in poor condition, so replacing it was a good call.

The car had a number of issues that caused us grief during the installation. Fortunately we were able to overcome all that confronted us. The first issue we encountered was we

were not able to get the spring spreader under the rear spring because incorrect U-bolts with a number of spacers were installed. We had to pull the rear end with the spring attached. One of the U-bolt nuts had been cross threaded and was jammed on the U-bolt. We had difficulty getting it off and had to re-thread the U-bolt with a dye before we could re-install it. We also had to replace the nut. Fortunately I had one.

The removal of the torque tube and drive shaft and the installation of the overdrive went without difficulty, though I did find the nut on the end of the drive shaft had not been properly torqued to a nominal 100 ft. lbs. and it was little more than finger tight. The pinion bearings, however, had the proper pre-load. The ring & pinion appeared to be in good condition and I was pleased to see that it was a 3:78 ratio. There had been concern that the rear end was a 1928 with the early 3:70 ring & pinion set-up that is not compatible with a Mitchell overdrive install.

The next problem was with the removal of the existing transmission. There was a jury-rigged spring assembly pulling the brake pedal back that had to be disconnected, and a poor quality brake switch that came apart.

When the new transmission was installed we discovered that Mitchell had delivered an early transmission configuration (as ordered) with a rear bearing retainer with the off-set bolt pattern. This was not compatible with the U-joint housing we removed since it had been attached to a later transmission and had the symmetrical bolt pattern. We could not swap out the rear bearing retainer on the transmission since it is Mitchell modified. This could have been a show-stopper. Fortunately I had an early U-joint housing and we swapped the entire assembly out.

Another development we had not anticipated that added additional time and effort to the project was that the owner brought along another flywheel, pressure plate, and clutch disk and wanted them swapped out.

The car has many issues that the owner is going to have to address if he plans on driving it. The brakes on the car are in terrible condition, and the engine runs poorly and has little power. The car had been brought to the installation on a trailer. We recommended that the owner take the car to Jim Nichols Model A shop in Costa Mesa to have the repair work done.

**At the end of the day the Mitchell overdrive and the Mitchell transmission worked properly.**



## Help Is on the Way

It has been almost 4 year's since I agreed to serve as the Technical Director of the Santa Anita A's. I have tried to do the best I can to provide information to help keep our model A's running and in good condition. I have enjoyed discussing a repair or restoration project with an owner and answering technical questions about our beloved little cars. A great part of my enjoyment is getting out in a Model A and participating in activities with fellow enthusiasts and enjoying our hobby, but it saddens me when I see a Model A just sitting in a garage collecting dust. When a Model A is not being use, often it is because the owner cannot get it to run. Every member of the Santa Anita A's should always keep in mind that there are helps available should they find themselves in a situation where they cannot resolve a minor mechanical problem that prevents them from being able to drive their Model A.

A very important part of our club is helping others with their cars and doing what we can to keep our Model A's in good running condition and well maintained. We are so fortunate to have the Low End Boys, a great group of knowledgeable volunteers headed up by Mickey Fruchter, who will make house calls to help an owner with minor mechanical issues. Most often, they are able to make an effective repair in short order and get the Model A back on the road. The Low End Boys will also assist an owner when an extra hand is needed for a major project such as changing an engine. For many years, the Low End Boys have been a big help to our club.

One advantage to owning a Model A is all the information that is available. There are very good repair manuals that often will provide the owner with the detailed information that is needed to make minor repairs and properly maintain the car. Other help available to an owner is the great technical information that is posted on our web site. [www.santaanitaas.org](http://www.santaanitaas.org) Tom Endy has written many very detailed technical articles about various specific problems an owner may encounter. Tom's articles are even recognized by our national organization MAFA, as a good source of information that cannot be found elsewhere. Also on our web site are the Articles that I, as your Technical Director, have written for our Newsletter. These articles are usually a little more general in nature but some may have the answer to a particular question.

So if you have a Model A that just sits in the garage collecting dust because you can't make it run, help is available. Reach out to the Low End Boys, your Technical Director or look up one of the great articles on our website. You will also find it is a lot easier to keep your Model A running well when it is used on a regular basis. You will enjoy our great hobby so much more with a Model A that runs and is dependable and you are able to participate with others who have similar interests.

## Your New Seminar Organizer

After much arm twisting by our president, Bob Harbicht, and a promise of guidance and help from Bob Travis, our past Seminar Committee Chair, I accepted the position of Seminar Committee Chair. Actually, Technical Director and Seminar Organizer sort of go hand in hand as they both deal with the inner workings of the Model A Ford. Because of the COVID 19 situation, we have not been able to conduct a seminar for more than a year but hopefully in the next few months, restrictions will be relaxed so we can once again gather on a Saturday Morning and take part in a repair project or learn more about our Model A's. I always enjoyed attending our seminars in the past and Bob Travis has set the bar high when it comes to the organization and quality of our seminars. I have a lot of work to do to keep up with the high standards that we have all come to expect. As soon as we can once again gather in larger groups and the need for strict social distancing is relaxed, we can all look forward to getting together on a Saturday morning and getting our hands dirty.

## Now, I Need Your Help

As your Technical Director and your new Seminar Organizer, I need your help. I am always looking for subjects for the Technical Articles and will be looking for ideas for future seminars.



Subjects that I may have particular interest in may not be of interest to others. I want to offer a variety of subjects relating to the Model A Ford and offer material that will be useful in keeping our Model A's well maintained. If there is a topic of particular interest to you, please let me know. Send me an email with your ideas or feel free to give me a call if you would prefer. I am looking forward to hearing from you.

Chris Wickersham Technical Director, Seminar Organizer  
[wcwickersham@earthlink.net](mailto:wcwickersham@earthlink.net)  
(626) 405-9798 (home) or (626) 639-3141 (cell)

## Tech Tip

Drive your Model A often. You will find your Model A will have fewer problems and will be a lot happier if you drive it on a regular schedule. Just sitting in the garage, we find that these cars often get cantankerous and develop problems. Batteries run down, gas gets old and stale and electrical gremlins seem to multiply. I currently have 2 Model A's that are in running condition and I try to drive each one at least once a week. They always start right up and seem to be happy to get out for a little exercise.



## Dressing for Moonshine - Part 4 and Final

We were makin our getaway with my foot heavy on the gas. We had a lead on the Coppers and the car hadn't sprung any leaks and the tires were doing their job! I kept the car on the highway until after a few miles I was able to just make out where the small dirt road turned off to the right. I took it keeping the tires in the track. After about a mile or two there was another smaller turn off that looked more like a foot path than a road. I took that right turn as well. So I was heading down the path about 1/8 of a mile or so to an old saggy barn near an old empty dump of a farmhouse. I pulled right into the barn. We all jumped out and began lifting and moving moldy bales of hay all around the car. Some extra loosened hay was thrown over it completely obscuring it from sight.

The men started to remove their coats, hats and any unnecessary items so as to alter their appearance. The bags of cash were hidden and only the lead man knew where. He told the rest of us to meet later that night at an Italian restaurant in down town Chicago. One of the guys said to me that I should dress for dinner. I dusted off my one suit, added a blue silk shirt with my only good tie and attached a pair of spats over the tops of my shoes.



The real gents, the high up Mafiosos were elegantly turned out in luxurious long coats of furs and fine woolens. They wore red silk shirts from Rio, blue scarves from New Orleans, and high-heel boots from New York. Many of the men were handsome with their raven hair slicked back, and their menacing black eyes. Gold glinted in their cuff links, hanging pocket watches and rings with diamonds and other precious gems adorned their hands. What I remember most of that night was the way they were dressed and displayed their slapdash elegance. I felt that I "had arrived" and was being allowed a look into their rarified world.

After that night I was accepted as what I was, a reliable get away driver. I got paid enough to make life decent and

was able to get by for the remainder of my life. They retired me from service after I sustained a gun wound that left me with a bum leg that required a cane in order to get around. I was 39 years old. My Ma didn't mind helping me get around, and she was happy to the end. What a ride it was for me!



## ANSWER THE PARTS QUESTION

### February's "Parts Question"

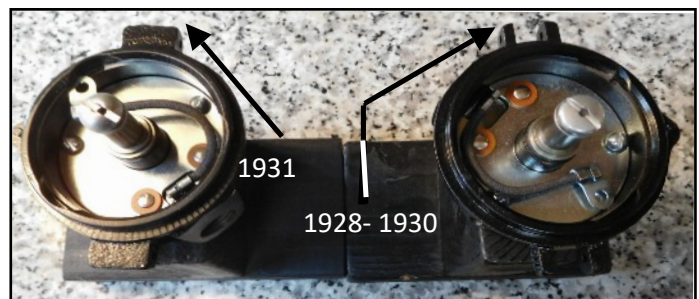
Last month we switched our parts quiz from "Identify the Mystery Part" to - "Answer the Parts Question". This question was submitted by Tom Endy.

### February Question:

What is the difference between a 1928-1930 and a 1931 Model A distributor?

### Answer:

The 1928-1930 has open little grabber arms for the two straps that lock the top down. The 1931 has a solid bridge across the top of the arms. The reason for the change was to strengthen them because they are prone to break off.



### The Winner:

Dick Canzoneri was quick to respond with the correct answer. He wins a BYOB (Bring Your Own Bodyguard) trip to downtown Portland, Oregon.

### Need your Help:

I am looking for contributions to "Answer the Parts Question. Send me a question, whether you know the answer or not. I'll publish it in the newsletter. Send me your question by April 15, so I can put it in the next newsletter.



## THINGS TO PONDER



## FOR SALE & WANTED

### FOR SALE

- **6 ea Jack stands** made by Craftsman, rated at 3 1/2 tons (7000 lbs) Four of these stands are slightly used while 2 are brand new still in the box.

\$25 each or all 6 for \$125.

- Very good Craftsman floor jack rated at 3 1/2 tons. \$125

Contact Bob Travis 626-574-0665

## For Sale

1929 Ford Special Coupe. Purchased new in 1929 by current owner's father-in law. Her deceased husband did a fine point restoration of this mint original. Model A back in 1957.

This car runs and drives like brand new. The interior is letter perfect, the beautiful black lacquer is absolutely stunning, but does have some minor chips from age.



A great car to tour with or save for a blue ribbon build in the future. Accessories include B police head, correct era fog lights, Firestone white walls. Missing all 4 shocks, links and arms. Probably removed for restoration at some point and we are unable to find them.

Offers around \$17k.

Located in Harbor Pines (Palos Verdes).

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