



April 2021

Spoken Wheels

THE NEXT MEETING

General Meeting

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

Program

The program for April will be you re-reading all the March 2020 through March 2021 Spoken Wheels.

NEWS BITS

Men's Breakfast is Back With a New Name

The "Men's Breakfast" is back on our event schedule as the "Men's Brunch". We are now meeting for a 11:00 AM meal which provides us either a late breakfast or an early lunch. Our April gathering brought out 14 Model A cars and 23 members.



We had plenty of time for tire kicking before sitting down for our eats. This month we were back to our normal seating arrangement in the restaurant with two long tables.

We will be doing the Men's Brunch again next month. Come join us at Annia's at the San Gabriel Airport on May 20, the third Thursday of the month. Cars begin arriving and the conversations start in the parking lot at 10:00 AM prior to brunch at 11:00 AM.



PRESIDENT'S MESSAGE

BOB HARBICHT

Our world is slowly, ever so slowly, inching its way back to normality from the Covid panic. We're not quite ready to resume our regular meetings yet, but hopefully that will come in the not-too-distant future.



Some of us have been taking part in some informal activities in our Model A's such as the occasional birthday drive-by, a few impromptu tours, etc. Patsy and I have gone to every one of these informal get-togethers that we could. Now we're seeing a few more-formal events coming up.

The Men's Breakfast has returned, but under the new name of "Men's Brunch." Those who wish to are gathering at Annia's for brunch. It has become brunch so we can avoid the crowds that gather at breakfast and lunch in the restaurant. Our first brunch in March had us sitting at tables for four. We are now back to sitting at two long tables. We had plenty of time to stand around in the parking lot, commune with our friends and practice our storytelling. I'd like to offer thanks to John Emanuelli for taking the initiative to start this up again.

Probably elsewhere in this issue is a description of the Mt. Baldy lunch tour. I remember the first time Patsy and I took this tour. We had only owned our Model A for a short time and hadn't yet tested it for mountain climbing. We were somewhat amazed when it chugged right up the mountain. We were equally amazed – and gratified – that when we got back to the bottom, it stopped! We're looking forward to the trip again, including the stop at Royal Oaks Manor for the short car show. And, of course, the donuts. C'mon out and join us.

I plan to convene a board meeting in the next few weeks to discuss opening the club again. Part of that decision will be predicated on when the Church of the Good Shepherd allows use of its building for indoor meetings. We are in a rapidly changing environment as vaccinations are carried out and things slowly open up. Stay tuned.

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

Phillip & Kelly-Phu Chen

626-522-6813 cell
20507 Mesquite Ln., Covina, CA 91724
Phillip.chen@therapedcs.org
Joined April, 2021 1930 Tudor



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

May Birthdays

2 - Martha Utter
2 - Richard Morgan
2 - Joe Escandon
3 - Chuck Mauch
5 - LeRoy Kehret
6 - Howard White
9 - Sue Rogers
13 - John Spielmann
13 - Sandra Loe
16 - Chuck Boekenoogen
16 - Jack Conway
16 - Bill Stoner
19 - Nancy Stoner

May Birthdays (Continued)

22 - Chuck Sharpe
25 - Marianne Barrosa

May Anniversaries

3 - Randy & Ruth Harper
3 - Ken & Betty Mallory
3 - Fred & Carole Weideman
4 - Richard & Jean Ware
11 - Ronald & Marlene Martinez
15 - Dave & Deborah Galassi
19 - Mike & Andrea Plessner
20 - Leslie & Ann-Petersen Pam
28 - Corky & Sharon Gray
29 - Richard & Toshiko Favela

PUBLIC NOTICES

Sunshine Lady - Sue Chandler, Miss Sunbeam

No Get Well Cards were sent this month because no one earned one.

Cookie Bringers - The Cookies went stale and were discarded.

Photo Donors - Bob Moore, Joe Wilson

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NEWS BITS - MORE

Board Meeting to be Scheduled

Bob Harbicht will be scheduling a SAA's board meeting later this month where we will discuss "Where do we go from here". The good news is that restrictions on our interactions are being relaxed a bit. I am told that masks are no longer required at nudist colonies.



Just a little longer, things will get better.

COMING TOURS & EVENTS

The Umpteenth Almost Annual Mt. Baldy Tour Just Around the Corner - Car Show, Brunch and Ice cream Thursday May 6, 2021 by Bob Moore

Yes, it's that time again for the short Model A trip to Mt. Baldy Lodge for brunch. Because of Covid restrictions, we missed this special tour last year. However, as the rules are easing, we are planning on an event this year on the National Day of Prayer. Weather permitting, we will be sitting on the patio.

Our day will start at 8:50 AM at Royal Oaks Retirement Center on Royal Oaks Drive North, Bradbury. Our cars will be the centerpiece of a very brief car show for the residents. This is the National Day of Prayer and the cars, drivers and passengers will be blessed.



Royal Oaks has its own requirements:

"All drivers and passengers must wear masks at all times!

If you have been vaccinated you may walk around and mingle while eating your donut, however if you have not been vaccinated, please eat donut away from residents, keeping a social distance and wearing masks the entire time. Thank you for understanding! The safety for everyone is important!"

At 10:00 AM, we will depart for Mt. Baldy, a leisurely 26-mile drive with no freeways. Weather permitting, superb buffet brunch on the patio starting about 11:15 AM. Yes, there will be the cinnamon rolls. After brunch, down the hill to Art and Olive Moore's who are hosting the club to ice cream sundaes. Great opportunity for new members to get their Model A's on the road and to meet other members. Many willing hands if your car has a problem.

The cost for brunch is \$18.00 per person including tax and tip. However, payment for lunch must be made in advance and received by April 29. Checks must payable to and sent to Santa Anita A's, P.O. Box 660904, Arcadia, CA 91006. Questions? Call Bob Moore.

NEWS BITS - CONTINUED

Ladies Brunch is Back

Monday, May 10, 2021

by Bea Fruchter

How about resuming our monthly Ladies Brunch which meets at 11:00 on the second Monday of each month? Let's begin with the second Monday of May, which is May 10. The location will be the same - Annia's Kitchen at the El Monte Airport. The address is 4233 Santa Anita Avenue. [If you want to check on their seating arrangements; their phone number is 626-401-2422.] If you need directions, call Carol Emanuelli at 626-286-5267 as she lives in the area.

Call me (Bea Fruchter at 626-797-2048) to make a reservation so I can plan how many will be attending. With the Covid situation and limited seating, it is very important that we have a 'head count' rather than just showing up, so **please do call** me or Carol. We still need to wear our face masks while entering the restaurant, but can take them off when we are seated at a table. I understand that we will probably be seated at tables of four because of "social distancing". However, at the men's brunch they were seated at long tables. If you have any questions call me or Carol. We're looking forward to seeing everyone again.

"A World" a Model A Magazine for Children

By Mickey Fruchter

A World magazine for school age children is the creation of two MAFCA members and former school teachers, **Archie Cress** and **Frank Rosin**, from Washington State. They published A-World from its inception until 2010, when a new editor was named: **Sherry Winkinhofer**. Sadly, Archie passed away in 2011.

This newsletter is now published 4 times a year and is written for school age children from Kindergarten through 12th grade. Until the end of 2015, it was mailed to subscribers. In 2016, to reduce the cost of publication, the current issue will always be available on the website.

Bob Moore contributes an article for every issue of the A World magazine about the Youth Restoration Award.

To view the current issue - [just click here.](#)

Any MAFCA member may request that a copy be sent to them by email. Request by email to Aworld@mafca.com. Issues of A-World back to 2011 are available - [click here for a list.](#)



1930 Ford Model A goes from New York to LA in 50 hours, 20 minutes

By Jay Ramey Nov. 24, 2013

Rod Wade and Michael Flanders have set a new modern record for a pre-war car, driving their 1930 Ford Model A from New York to Los Angeles in just 50 hours, 20 minutes and 6 seconds. Right before departing Staten Island, New York, just past midnight on Friday, Wade filled up a bottle with water from the Atlantic ocean, and emptied it into the Pacific when the team reached Venice Beach in Marina Del Rey, Calif., late on Saturday night. Their first attempt five weeks ago ended in mechanical failure 38 hours into the drive, with the Ford Model A suffering a broken crankshaft, but with a replacement 40-hp engine, the team was successful on the second attempt.



Not only did they beat 60 hours as they've planned, but they arrived almost 10 hours early, in the process posting a faster time than Erwin "Cannon Ball" Baker's 1933 time of 53 hours and 30 minutes. Baker was driving a V8-engined Graham-Paige model 57 Blue Streak 8. His record that stood for 40 years. But this is a different type of record, of course -- Baker didn't have the modern Interstate Highway system, GPS navigation, or a support car in his 1930s cross-country racing effort. So Baker's record very much stands and will continue to stand, as it's impossible to try to best his feat under modern conditions using a pre-war car. But Wade and Flanders' 50-hour, 20-minute record isn't quite the same as modern attempts made using modern cars. Instead, it's a new benchmark for pre-war cars in modern times.

The Ford Model A was running well early on after having left New York just past midnight, and team reached St. Louis on Friday about 16 hours into the drive, when the sun was just setting over Missouri. The team continued on to Oklahoma without incident, but then a powerful winter storm approached from Texas and New Mexico. The storm had done considerable damage, and Wade and Flanders saw

overturned cars in the ditch as they made their way through Texas and New Mexico. Up until that time Flanders, an Australian, had not actually seen snow falling before, even though he'd seen snow. The team had to stop every few miles as they made their way through New Mexico to clear snow that was building up on the Ford's vertical windshield.

On this attempt, the team didn't have to worry about the car overheating, but now they faced a much different set of problems. Wade was concerned about black ice before the departure, though the team thought that once they were past the Midwest they wouldn't have winter weather to worry about. Little did they know that they would have to drive through slush in Texas and New Mexico.

Pushing on through the winter storm with the car running perfectly, they stayed in the low to mid-60 mph range throughout much of the drive. Despite the storm, Wade was focused on setting a time for the pre-war cars that others would have difficulty beating. Talking to the team in their garage in New Jersey, a best-case-scenario time of 57 hours was discussed given the 2,947-mile distance, the fuel stops needed, and the simple fact that a 40-hp engine would be pulling a rather heavy car driven by two drivers who were going to take turns napping for an hour or so at a time. Wade thought that 57 hours was very doable, and we all agreed that a Sunday morning arrival was assured if they didn't run into any severe weather or mechanical issues.



On the second day the weather had cleared as the team entered Arizona. But on Saturday morning the team noticed that they were well ahead of schedule, and that a time in the low 50 hours was possible. The team flew through the Midwest on the first day, cruising in the low 60s all the way, and even though they faced some severe weather on the second day their average speed remained very high. Monitoring the team on GPS in real time, we saw them cruising at 60 to 65 mph for hours a time as they made their way through Oklahoma, Texas and New Mexico.

The team made good time through the last leg of the trip through Arizona and California, just after the sun set on Saturday. The Ford was still cruising the low 60-mph range, and even watching their progress on GPS in real time one could sense that they wanted to set a record that would stand for quite some time. Wade and Flanders didn't ease off even when they were just 20 minutes from their destination, carving their way through the maze of Los Angeles freeway overpasses while staying pretty close to the Ford's maximum speed.

Continued on page 5

The team arrived at the Venice Beach Fishing Pier just a little past 11:15 p.m. Pacific time. The Ford had covered 2,947 miles along interstates and parts of Route 66, with an overall average of 58.5 mph. That's no small feat for the co-drivers, and that's no small feat for a 1930 Ford Model A, either.



On arriving at Venice Fishing Pier, Wade said, "I can't believe we got here in such a good time. It got scary through Amarillo again, but we battled on. If it wasn't for the weather conditions, we would have done it in 40-odd hours. Maybe next time!"

The team [made this record attempt to benefit Kidney Health Australia](#), a subject close to Wade. Wade has a few more cross-continental adventures in his long-term plans with the Ford after this, including a coast-to-coast trip across Australia.

We have a feeling that if Henry Ford was told in 1930 that one of his cars, with no improvements to its power output, would be able to go from New York to LA in 50 hours, he'd laugh in disbelief. And if Ford was told in 2013 that an 83-year-old Ford Model A would be able to accomplish just that... he'd probably be surprised that one of his 1930 cars lived to the ripe old age of 83 and was flying across the country at blistering speeds.

Wade and Flanders feel confident in their record, even though they know there are V8 cars out there from the late 1930s that could challenge it. But we have a feeling there aren't too many two-man teams out there willing to stay up for the better part of 60 hours driving a pre-war car nearly 3,000 miles across the country. That's the true accomplishment on Wade and Flanders' part.

THINGS YOU NEED TO KNOW

Another Invention by Henry Ford

book by Todd Roberts.

On June 16, 1903, the Ford Motor Company was established. Henry Ford was the founder. This was not his first rodeo, as he had previously operated the Henry Ford Company. He left that company and took his name with him. What became of the Henry Ford Company? They became known as the Cadillac Motor Company.

What does any of this have to do with the photo of a barbeque grill? Hang on.

Ford's Model T, which would number in the millions sold, required 100 board feet of wood to build. Ford despised waste. His motto was, "Reduce, reuse, and recycle." He was also a nature-lover, an environmentalist of his time. His escape from the stress of life was camping in the great outdoors.



Frustrated by the mountains of sawdust his lumber mills created, he and his partners sought a way to utilize the scrap wood and sawdust into a useful (and profitable) product.

An idea came to him one day as he was camped with some friends in the wilds of Michigan. After his party spent a long time collecting sufficient wood for a campfire, an idea pops into Ford's mind.

Upon returning back to the lumber mill, he shared the idea with some of his partners and set to work on it.

The idea? Lumping a fistful of sawdust and cornstarch with a bit of tar to form a briquette. After charring it, it performed exactly what Ford imagined it would. He then built a charcoal briquette factory adjacent to his lumber mill where the waste from one became the fuel for the other.

A new Model T was now frequently sold with a bonus bag of Ford Charcoal Briquettes, so you could drive into the woods to camp and not worry about finding campfire wood.

So now you know. Ford not only created the modern automobile industry which takes millions to work and back each workday, but he also created the weekend grilling and camping industries.

In 1951, the Ford Charcoal Briquettes Company was sold. The new company was named after Ford's real estate partner who helped him find the land to supply wood for building the early Ford automobiles- E.J. Kingsford.

Kingsford Charcoal is the largest producer of charcoal briquettes in the world.



Model A Brakes and Oversize Drums

Why do my brakes not work well after the drums are turned?

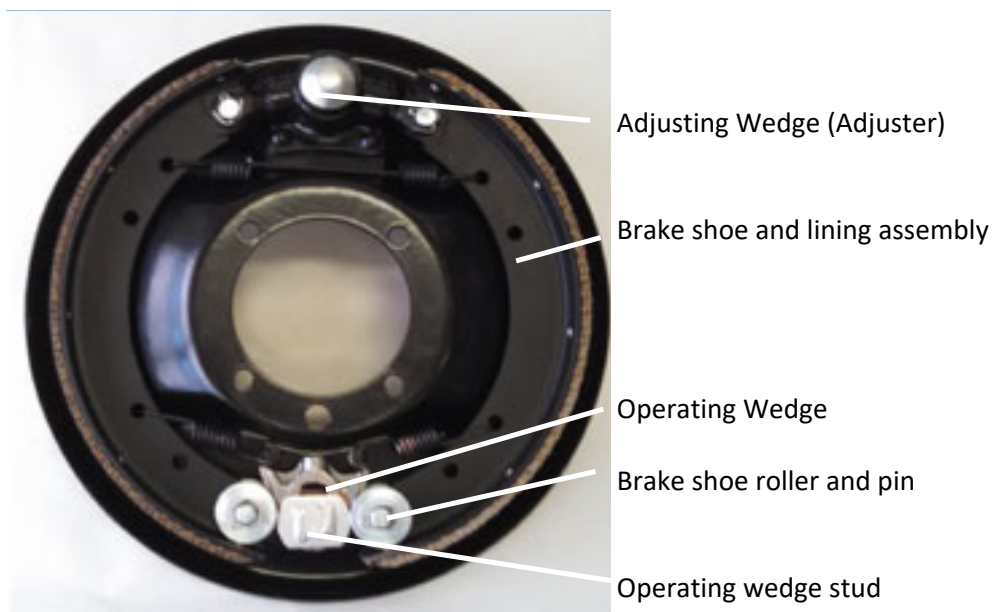
Model A brakes work very well when all the components are restored to exactly how they were designed. But problems occur when some components are not within original specifications. Good quality replacement parts are available including brake shoes and linings, operating wedges, rollers, pins, adjusting shafts (upper shoe links) and drums. Now that good quality cast iron drums have been in use for many years and as cars with these drums have been driven enough miles, brake linings will wear and have to be replaced. When doing so, it is customary to also “turn” the drums to make the drums absolutely round again and restore the finish of the lining contact surface. The result of this is a drum that is “oversize” or slightly larger than what Henry original specified. Oversized drums can cause two problems.

The first problem is the radius of the drum is now slightly larger than the radius of the linings and the linings will no longer have full contact with the drum. Only the center of the shoe will have contact and the ends of the lining will not be touching the drum when the brakes are applied which will result in very poor brake performance. This can be easily corrected by having the shoes ground or “arced” so the surface of the lining is the same radius as that of the drum. A special machine is used to perform this process but with time and patience, the arcing procedure can also be performed by the hobbyist.

Now for the second problem. As originally designed, when the brakes are assembled and adjusted, there should only be a very small clearance (apx. 0.010 of an inch) between the lining and the drum. To understand the importance of maintaining this clearance, let’s first consider the design of the front brakes of the Model A and we will easily see how it becomes a problem.

Now that the drums are larger, when the newly arced shoes are installed, there is too much initial clearance between the lining and the drum. The clearance at the upper end of the lining can be corrected by moving the shoe closer to the drum using the brake adjusting wedge (adjuster). The only way to move the lower end of the shoe closer to the drum is to move the operating wedge down which will push the lower end of the shoes out closer to the drum. This is accomplished by adding shims or “pills” to the operating wedge to initially position the wedge down further when the brakes are released. The operating wedge however has a limited amount of extra travel available because of the length of the slot in the center of the wedge and the size of the wedge anchor stud (See Illustration 2). If the operating wedge is positioned too far down when the brakes are released, the operating wedge will not have enough available travel and will bottom out on the wedge anchor stud before the brakes are fully applied. When this happens, under heavy braking you will sense the brake pedal has become firm and the wheels should start to lock up but you find the car only slows down a bit. This is because the operating wedge has bottomed out and you are not actually fully applying the brakes.

Continued on page 7



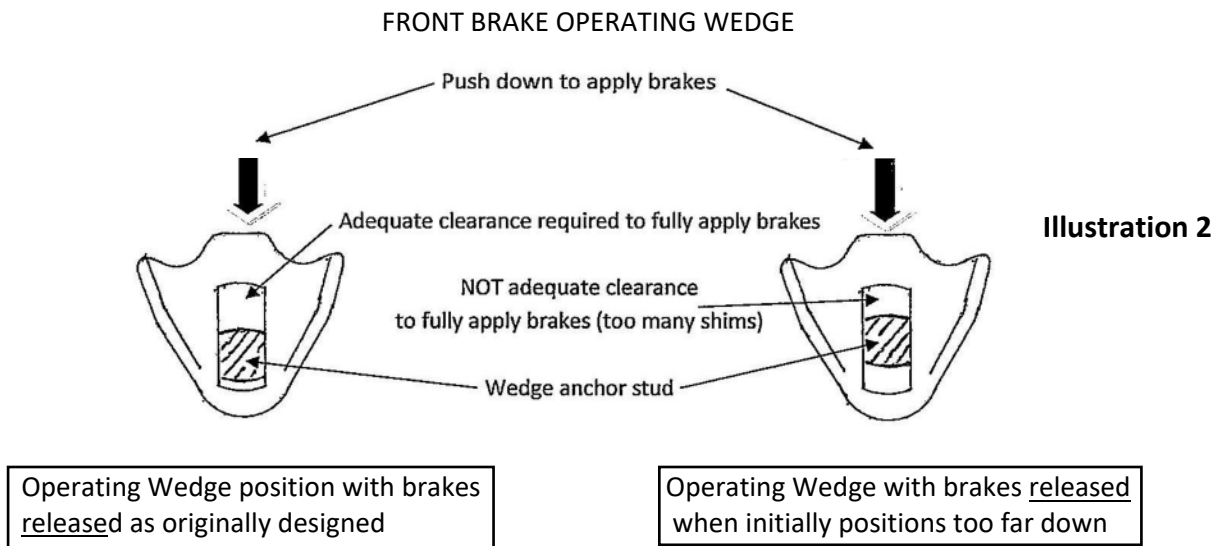
To correct this situation, it is necessary to re-establish the initial lining to drum clearance. This is accomplished by installing extra thick brake lining and grinding it to the correct thickness and radius that will compensate for the amount of oversize of the drum. Extra thick linings are available from most of the better Model A parts suppliers. As designed, Model A brake drums had a diameter of 11.000 inches and the linings were 3/16 inches thick. When using oversize drums, the correct radius of the lining is determined by the actual radius of the oversize drum.

The correct thickness of the lining is determined by adding the amount of increase of the drum radius to the original 3/16 inch design thickness of the lining material. For example, if the drums have been turned 0.060 inch oversize, that is an increase of 0.030 inches in the radius of the drum. The lining should now have a finished radius of 5.530 inches ($11.060 / 2$), and a thickness of 0.218 inches, ($3/16$ or 0.188 + .030). Both the radius and thickness of the lining are critical for proper operating brakes.

If the radius is not correct, the linings will not have full contact with the drums. If the linings are too thin, there will be too much initial clearance between the lining and drum and the operating wedge may bottom out. If the linings are too thick you may not be able to install the drums.

Brake drums that are no more than about 0.020 inches oversize will usually not require extra thick lining but drums that are 0.030 to 0.060 inches oversize will usually require extra thick lining for good brake performance. For safety considerations, I would not recommend using drums that are more than 0.060 inches oversize.

Modern hydraulic brakes have enough adjustability built into the design that re-establishing the drum to lining clearance is not a problem but the Model A brakes will not function properly with oversize drums without taking into consideration the final radius and thickness of the lining.



Tech Tip

When doing brake repairs, it is not always necessary to turn the drums. When it is necessary, only remove as little material as possible. If the drums are round and smooth, you can “re-condition” the lining contact surface with 80 grit sand paper. Also, for best brake performance, always use the original type “woven” lining material. The modern “molded” lining material is too hard and has a much lower coefficient of friction than the original type woven Scandinavian lining.

Fashions Were Changing

Twenties fashion is often remembered for its glitz and glamour, though underlying this was a move toward simplicity in dress. For women this meant shorter skirts and simple shapes, while men enjoyed casual suits.

This article will focus on the women's wear. At the dawn of the 1920's the world was still reeling and recovering from the First World War. The conflict, which ended just over a year before the new decade began, had a fundamental and irreversible effect on society, culture and fashion.

Essential to these new styles was a simplicity that hadn't previously been seen in women's fashions within the previous 500 or so years, and really not since classical fashion in Greece! dress historian Jayne Shrimpton writes in Fashion Magazine in the 1920s:

"Development of a more convenient, modern female wardrobe was a major trend of the 1920s and was achieved through the progressive simplification of dress as the decade advanced - a rejection of formality and multiple layers, in favor of comfort and a lighter, more natural effect."



This simplicity created the popular tubular "la garçon" look that dominated much of the decade. Also known as the flapper, the look typified 1920s dress with a dropped waist and creeping hemlines that could be created in economical fabrics. Coco Chanel helped popularize this style and was a prominent designer during the period.

Both waistlines and hemlines followed similar projections throughout the decade, as waistlines dropped until 1923 before beginning to rise again in 1928, while hemlines rose until 1926, when they started to fall again.

In evening wear dresses sometimes still reached the ground, though many of the popular styles followed the hemline trends of day wear. While simplicity in construction was key to both day and evening wear benefited from ornate decoration: beadwork, sequins, and embroidery all helped the glamorous looks of the decade. Evening dresses made of silk and rhinestones with long, full skirts were romantic and stunning!



THINGS TO PONDER



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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)



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