



May 2021

Spoken Wheels

THE NEXT MEETING

General Meeting

The June Meeting has been canceled due to conflicting rules from the Governor.

Program

The program for June will be you re-reading the May Spoken Wheels every day for one week.

NEWS BITS

Santa Anita A's to Celebrate our Freedom from Covid - Save the date

A dinner party is being planned to celebrate our new "Freedom" as we approach the light at the end of the Covid tunnel. The event will take place on Saturday, July 17 at the home of Bob and Patsy Harbicht. There will be food, drink, and entertainment.

This will be a Major Event you do not want to miss.

You will receive details in the near future on how you can "sign up" for the party.

Cocktails & Quails The "Comeback from Covid" Party with Summer Supper & Song



July 17, 2021 - 5:00 p.m.
At the home of Bob & Patsy Harbicht
663 Gloria Road, Arcadia, California

PRESIDENT'S MESSAGE

BOB HARBICHT

You will read in another part of this newsletter about the club trip to Mt. Baldy, after a neat car show at Royal Oaks Manor. I understand we had more than 20 Model A's involved in the event, which shows that there is a lot of pent-up demand to get back out in our favorite cars.



A very big "thank you" goes to Bob Moore, who planned and coordinated the event and Art & Olive Moore, who opened their home for ice cream sundaes after we drove down the mountain. It just goes to show, when it comes to Model A outings, "the Moore the merrier."

Many of you took part in the "Golf Course Tour" I planned and led a couple of months ago. Well, I'm currently planning Golf Course Tour II for sometime in June. It will be new golf courses, a new route, and hopefully some new people, along with those who came out last time. Stay tuned for more info in your inbox.

We still haven't planned our first general meeting yet. We're monitoring the guidelines and also waiting for the Church of the Good Shepherd to open our meeting place again.

Your Board Members are working on a "Welcome Back" party for our club. Mark your calendar for Saturday, July 17 in the evening. More details will be available as the planning firms up.

With regard to the lockdown and restrictions, I think I'm seeing a light at the end of the tunnel. Hopefully it isn't a train coming right at us.

The Men's Breakfast & Women's Brunch are Back!

Reception to our restarting the Men's Breakfast and Ladies Brunch has been positive. Both events will continue in June following the same format as used prior to the Covid shut down.

Please note that the Men's Breakfast will return to the regular start time of **9:00 AM** with tire kicking starting earlier.

CALENDAR OF TOURS & EVENTS

May

28 - General meeting - Canceled

JUNE

14 - Ladies Brunch, Annia's, 11:00 AM, San Gabriel Valley Airport
16 - Men's Breakfast, 9:00 AM Annia's, San Gabriel Valley Airport
25 - General meeting - Canceled

July

17 - Long Beach Model T Club swap meet - See page 9
17 - SAA's Cocktails & Quails Party - See page 1

September

11 - Orcutt All Ford car show and swap meet - See page 9

December

11 - SAA's Christmas Party - Details TBA

NEW MEMBERS



Phillip & Kelly-Phu Chen

626-522-6813 cell
20507 Mesquite Ln., Covina, CA 91724
Phillip.chen@therapeds.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

June Birthdays

2 - Dave Galassi
4 - Bob Harbicht
9 - Cliff Mount
12 - Bea Fruchter
12 - Joe Guarrera
13 - Daniel Boardman
13 - Corky Gray
13 - Larry McKinney
15 - Sharon Gray
20 - Patsy Harbicht
21 - Barbara Voors

June Birthdays (Continued)

24 - Phil Way
27 - Gail Boekenooen

June Anniversaries

4 - Steven & Sondra Kurtz
12 - Gary & Sheryl Hunter
16 - Dino & Gina Falabrino
17 - Dick & Norma Canzoneri
24 - Don & Carolyn McBride
26 - LeRoy & Pam Kehret
28 - E.J. & Barb Vomela Callahan

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Vacant
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Eric Sandberg 818-330-9311

NEWS BITS - MORE

SAA's Member Helen Johnson Passes

We have just received word that Helen Johnson passed away in April 2020. She and her husband, Gordon, were one of the founding members of the Santa Anita A's in 1975. Helen and Gordon had not been active in our club in recent years and she discontinued her membership after her husband, Gordon, passed away.



PUBLIC NOTICES

Sunshine Lady - Sue Chandler, Miss Sunbeam

A thinking of you card was sent to Tom Johnson. He has problems with a skin condition.

A get well card was sent to Dennis Chapman who is recovering from a fall.

Cookie Bringers - The Cookies went stale and were discarded.

Photo Donors - Bob Moore, Joe Wilson, Tom Endy

PAST TOURS AND EVENTS

Mt. Baldy Tour - Again

May 6

by Joe Wilson

The “Almost Annual Mt. Baldy Tour” was on again after last year’s cancellation due to the Covid virus which was reported to be living in the mountains. The pent-up need for touring resulted in a good turnout with over 20 Model A’s participating and 45 people making it to our destination for lunch.



Our cars were on display at the Royal Oaks retirement center

Following tradition, the tour started with our gathering at the Royal Oaks retirement Center in Bradbury for a car show. Following tradition our cars and participants were blessed by an unidentified person. The blessing this year was presented using “25 words or less”.



Santa A's members “explained” their hobby to the residents

Now, with faith in hand, we departed for a 26 mile drive for brunch at the Mt. Baldy Lodge. We were blessed with mountain sunshine enabling patio dinning. With great anticipation we proceeded down hill for our traditional ice cream sundae social hosted by Olive and Art Moore at their home. Art had gathered a number of cars which he had on display in his driveway. His garage was, as usual, a point of interest for our participants.

There were no reports of cars missing in action and a “good time was had by all”.



Cinnamon rolls were an important part of the food offerings.



The mountain sunshine allowed outside dinning.



Art Moore set up a mini car show in his driveway.



Jim Kroger had a short conversation with and blessed the resident tortoise named Cleo.

BLT Guys Mitchell Install

April 24, 2021

by Tom Endy

A Mitchell installation was conducted by the BLT Guys organization on Saturday, April 24th 2021 at my house. The install was a double: a synchro transmission and an overdrive. The car is a 1931 Sports Coupe owned by Steve Miller who lives in Garden Grove and has no Model A club affiliation. We started at 9 AM and the car was road tested at 3:30 PM. The installation fee was donated to the Model A Ford youth restoration program. There was a good turnout of BLT willing workers including a large contingent from the Santa Anita A's Model A club.

The owner opted to purchase one of my rebuilt bell housings that enabled us to mount the new synchro transmission to the bell housing a few days before. We also installed a Mitchell "real deal" widget. This turned out to be a good call as the bell housing we removed from the car had the two bottom ears broken off and was cracked across the bottom. Both the pedal shaft and the clutch release shaft were badly worn. We also found a broken Bendix bolt in the bell housing.



Steve Miller and his 1931 Sports Coupe that received both a Mitchell transmission and overdrive installation.

The project included installing both a new pressure plate and clutch disk. We found the fingers on the new pressure plate were way out of adjustment. Fortunately we have a tool to properly adjust the fingers. Pressure plates procured from the Model A suppliers are touted to be properly adjusted. Don't bet on it!

The 1931 Sports Coupe was in reasonably good shape. The owner had done a lot of work on it and he drives it regularly. We did not find any strange things that had been done to the car, so we did not anticipate any show-stoppers. We were wrong!



*My son-in-law, Tim Stone, at left, Mickey Fruchter at right. The bottom of the license plate frame has the words **DD214 ALUMNUS**. Only a military veteran knows what that means.*

We almost had a show stopper. We removed the torque tube and attached my pinion puller to the drive shaft and expected to pull the whole pinion assembly out intact, instead the only thing that came out was the drive shaft. The threaded end of the shaft was butchered and the nut was missing.

We were at an impasse on how to get the pinion assembly out. I did not have one of the pullers that you put behind the two large pinion nuts. However, the owner of the car had bought such a tool from Mitchell. He had to go home to get, but it saved the day. When we got the pinion assembly out we were able to fish the nut out of the banjo with a magnet. Fortunately there was no damage to the ring and pinion. I suspect what happened is that when the differential was last worked on the drive shaft nut had not been properly torqued and it came loose and backed off to the end of the shaft that allowed the nut and the end of the shaft to ride against the carrier grinding the nut and shaft down. Fortunately the nut remained captured between the end of the shaft and the carrier and did not fall into the banjo and destroy the ring and pinion. It appears a cotter pin had been installed at one time as there was a small portion of one remaining on one side of the nut. There were some metal particles in the differential oil, however, we were able to clean up the pinion bearings and reset the pre-load. The oil in the banjo was changed. The overdrive was successfully installed.

The owner of the car donated the Mitchell tool to the BLT Guys organization.

At the end of the day the overdrive, transmission, and clutch all worked as Henry would have ordered. The owner was so pleased he asked that we invite him to the next Mitchell install as he would like to be a BLT Guy.



Steve Miller's son Chad at left, Bryan Thompson at right



The owner of the car Steve Miller at left, Bob Harbicht at center, Mickey Fruchter at right

Author's Note:

The installation of only an overdrive is usually a four hour event and is pretty straight forward unless there is a show stopper. The addition of a synchro transmission is a completely different ball game. Many more things are involved and it is a longer day. There is usually a desire for additional things such as a new throw-out bearing, clutch and pressure plate (that needs adjustment), pilot bearing, and sometimes a resurfaced flywheel. The bell housing is also usually found in poor condition. That is why I encourage the purchase of a rebuilt bell housing prior to the install. And a synchro transmission install opens up the possibility for additional show stoppers.

BLT Guys participants in the one-day project were: Bryan Thomson, Larry McKinney, Tom Endy, Wayne Wiedle, Steve Miller (owner of the car), Hadd Miller (the owner's son), Bob Moore, Bob Harbicht, Chuck Davies, Mickey Fruchter, Joe Wilson, Tim Stone, Kevin Vidal.



Santa Anita A's members who were on hand to help with the installation. Participation ranged from worker to advisor/supervisor.

What is the BLT Guys Organization?

The BLT Guys organization was started by three guys, Bryan Thompson, Larry McKinney, and Tom Endy (Bryan-Larry-Tom, the BLT Guys). The purpose is to install Mitchell overdrives and synchro transmissions during a one day event and charge a reasonable fee with all the money donated to the Model A Youth Restoration Award program (MAYRA) that provides financial aid to youth between the ages of 12 and 21 who are restoring a Model A. The organization was started a number of years ago, and has since grown to include many more willing workers and has seen numerous installs accomplished. An official badge is issued to each participant. The BLT Guys are recognized by the Mitchell Manufacturing Company, and have their full support.

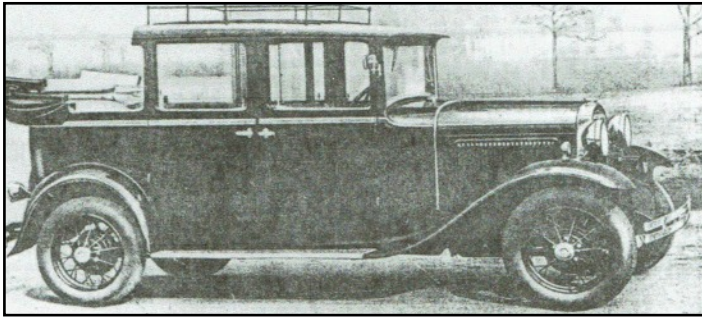
Not to be confused with a bacon, lettuce, and tomato sandwich..



Bob Moore constantly busy all day.

WHAT WAS A FORDALETTE?

By Steve Pargeter, Nashua, New Hampshire



Have you ever heard of a seven seat Model "A" with a 117 11/16" wheelbase? This model was news to me but since I am new to the Model "A" body, I assumed it was just another common story that I hadn't heard. The more I checked with local experts, the more convinced I became that not many people had ever seen or heard of the Fordalette model. The following details are what I learned and includes the available pictures. If any one has more information, I would appreciate hearing from them.

The Fordalette was produced at Manchester England from October to December 1931 and was described in the June 1931 issue of "Ford Times", pages 397 and 398. It was created for people conducting public hiring services. In reality it was an early version of the stretch limousine. Sales were very Small with only five made.

The front of the car was normal for an English car, equipped with right hand drives. The passenger compartment was special since it included two "jump seats" called "cricket" seats which folded up into the back of the driver's seat. The body was a six window style with all windows fully functional. It contained a dividing window between the driver and passengers like any proper English limousine. The most striking feature of the body was the convertible top on the rear of the car called the head, which was much like a cabriolet on a four door sedan.

The price was 335 pounds which was equivalent to \$1,508, so this was a very expensive Model "A" and probably helps explain why so few were made. The Fordalette was equipped with the "large" 200 cubic inch engine rather than the "normal" 124.6 cubic inch English engine. The car also came equipped with two rearview mirrors and a luggage rack on the top. The weight of the car was not given but I would suspect it was the heaviest Model "A" as well as the longest.

Because the Fordalette was built especially for those people who catered for public hire, it was in every way a deluxe vehicle. The body finish was Royal Blue pyroxylin cellulose and the upholstery was in blue leather to match. The rear seat, which accommodated three passengers in comfort, was fitted with arm rests. The two auxiliary seats folded completely out of the way when not in use. The folding back collapsed easily and quickly making the Fordalette an airy, open car for fine weather.

The collapsible portion of the head was trimmed in black enameled hide. Sliding windows behind the driver's seat allowed conversation between the driver and passengers. A roof light was fitted and all six windows had winders that were nickel plated as was the ashtray which was within convenient reach of all passengers. A rear view mirror was provided for the passengers in addition to the one fitted for the driver. A small parcel net was fitted. Luggage rails were fitted to the top of the body. Stainless steel was largely used in the external bright work.

The Fordalette was built onto the well known Ford Model "A" chassis which was extended to give a wheel base of 117 11/16 inches. This ensured ample room for all passengers.

Important dimensions: Length of body from instrument board to back of rear seat - 105 1/2 inches. Height from floor to top of roof - 74 inches. Width of rear seat - 48 1/2 inches. Width of front seat - 44 inches. Width of collapsible seats - each - 13 inches. Overall length for garage purposes - 13 feet 11 inches. Width of car 5 feet 7 inches.

Equipment: safety glass windscreen, 4 hydraulic double acting shock absorbers, 4-wheel brakes, front and rear bumpers, 5 detachable wheels and tires, cellulose and stainless steel finish, combination stop and tail light, thief-proof ignition lock, speedometer, petrol gauge, automatic windscreen wiper, grease gun lubrication, 2 driving mirrors, ashtray, parcel net,

Specifications:

Engine: four cylinder. Bore: 3.875 inches. Stroke: 4.25 inches. Treasury rating: 24.03 hp, Brake horsepower: 40 at 2,200 revolutions per minute. Detachable cylinder head. Cylinders cast en bloc and together with the top half of the crankcase:

Valves: special silicon chromium steel. Special mushroom ended stein.

Crankshaft: three main hearings babbitt lined. Thrust taken on rear bearing. Diameter of main bearings 1 5/8". Diameter of crankpins: 1 1/2". Material: special Ford carbon manganese steel.

Pistons: aluminum alloy.

Rings: three rings are fitted above the gudgeon pin on each piston.

Gudgeon Pins: fully floating in piston and rod. Hollow 1" diameter.

Lubrication: type: pump, splash and gravity feed. Gravity feed to main bearings and camshaft bearings. Gear oil pump. Connecting rods, gudgeon pins and cylinder walls splash lubricated. Bayonet-type dip stick fitted.

Cooling system: pump assisted thermo siphon. Font centrifugal impeller pump. Fan of Ford make and design. "V" fan belt 5/8" wide.

Fuel system: carburetor- Ford. Gravity feed from tank under scuttle. Tank capacity 9 gallons. Ford filter under bonnet.

Engine suspension: sprung front end support to eliminate vibration. Exhaust system: special Ford silencer.

Ignition system: make: Font Current source: battery. Manual spark control, giving 20° advance, Firing order: 1,2,4, 3. 7/8 " diameter spark plug.

The Prince of Fashion

I am sure that many of you are familiar with Prince Edward, the Prince of Wales who was very influential in fashion in the 1920s. I have been aware for quite some time of his name, as it is the name for a period of fashion known as the Edwardian Era of fashion! His "era" was roughly between 1910 and 1919. The era was a short period of fashion, something like a bridge between the Victorian era, and the 1920s. During this time women were fighting for the right to vote. This period of fashion came about the same time the women's rights movement was gaining steam. This affected fashion, promoting androgynous figures and the death of the corset.

The Edwardian period was one of change in the complete look of men's and women's fashions. This period got away from the very stiff and rigid forms of dress of Victorianism. It ushered in more relaxed forms of apparel and gave folks a much more comfortable and casual manner of dressing.

Though many men looked to Britain generally for their sartorial inspiration, one man stuck out for his influence: Edward, Prince of Wales. Though later a controversial figure, in the twenties, the Prince of Wales was the good-looking, well-dressed son of the king who was often seen at parties in London. He had the reputation of a playboy but he was also known for his fashion sense and many men on both sides of the Atlantic aspired to dress like him.

Though he was often photographed in morning suits and tuxedos, he was also a fan of the plus fours, kind of like the look of the big pants that would be low in the waist area because they were falling off of the younger group back a few years. And they say fashion doesn't repeat itself!! He would wear them with argyle sweaters and socks both on and off the golf course. Argyle sweaters they say? Anybody hear of the current very famous fashion designer named Tommy Hilfigger? The kids wearing the large pants in our era liked pairing them with some Tommy style argyles too! Again, fashion comes around once more!

This portrait of Edward from 1927, the first year of production of our sweet Model A's, showed Edward in this very attire. He was the epitome of the English style that men looked to in the 1920s. Men generally wore their hair short and covered with a hat: popular styles included the felt hat, the fedora or trilby, flat caps or the straw boater depending on the season and the man's status. Men moved away from uncomfortable lace-up boots and preferred lower-cut oxfords or brogues.

Yes, Prince Edward was rather a sharp dresser, and a very popular prince, and party-goer! He loved the good life and enjoyed being admired for his fashion and style sense.

I am sure that most of you reading this are aware that he is the prince that married a divorced woman, Wallis Simpson, in lieu of becoming the King of England. They say that Wallis had style down to a "T", and that clothing looked fabulous on her, and she enjoyed showing them off.

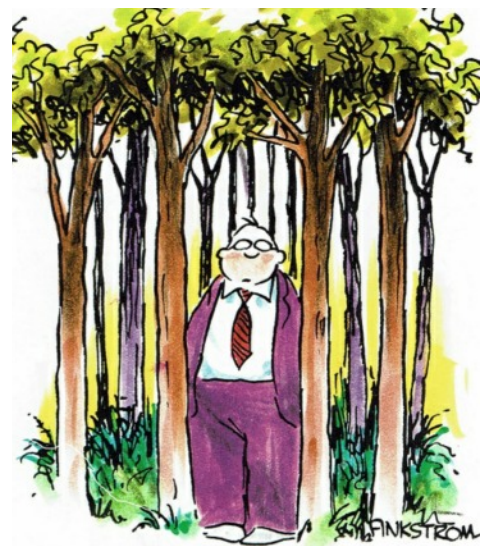


Re-occurring Inferior Replacement Parts

A few years ago, one of my "From the Bench" articles discussed the poor quality of a foreign made clutch disc assembly that is prone to failure. Some parts, if they fail, do not affect the basic operation of the car and are easy to change. However, a failure of the clutch disc will prevent your Model A from being able to move under its own power and is difficult and very labor intensive to replace. This is not a repair that you are going to be able to accomplish while parked on the side of the road but will necessitate a shop with the appropriate tools and equipment.

Even though there has been a big effort to try to get the word out on this and other poor quality parts, they still seem to be cropping up. Recently, Tom Endy and the B.L.T. Guys were installing a Mitchell Transmission. The owner also wanted the clutch assembly replaced and had purchased all the necessary parts. The clutch disc he had purchased was one of the poor quality foreign made ones. The owner did not know that this was an inferior part and was glad that Tom caught the problem before it was installed.

Because there still are a lot of our members who are not aware of this problem, I am re-printing the article. In the next few months, I will also be writing about other poor quality parts to look out for. If you have had a bad experience with a recently purchased replacement part, please forward the information to me and I will help get out the word to others.



IF A MAN, STANDING IN A FOREST
SAYS SOMETHING, AND HIS WIFE
ISN'T THERE TO CORRECT HIM...
IS HE STILL WRONG?

POOR QUALITY PARTS

It happened to me; I had to have my Model A towed home. I was driving down the freeway thru East Los Angeles while returning from a recent outing with the Santa Anita A's. I shifted the Mitchell Overdrive into direct, let out the clutch and suddenly realized that the engine was no longer connected to the rest of the drive train. Luckily, there was an exit just ahead and I was able to steer my powerless Model A down the off ramp and over to the side of the road. Twenty minutes after a call to the Auto Club, the flat bed truck arrived to take my stricken car home.

The next day I did a little diagnosis. With the engine running, the transmission in gear and overdrive in direct, when the clutch was engaged the car should have moved, but it would not. I noticed the speedometer did not register so that led me to believe the driveshaft was not turning. This meant the problem was between the flywheel and the point on the drive shaft where the speedometer gear is attached. After removing the floorboards and clutch inspection cover, I looked very closely at what I could see of the clutch disc and saw where the disc had come apart and the center springs were missing. Well only one thing to do, replace the clutch.

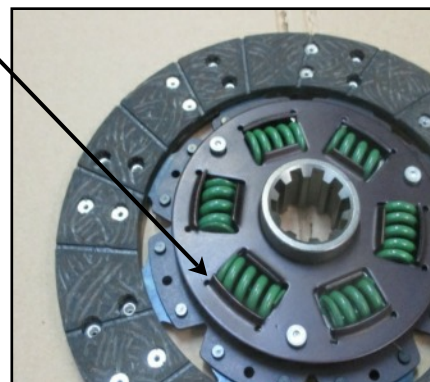
After removing the clutch, I found the disc was in pieces. With just over 12,000 miles on the restoration, the clutch should have still been in good condition. In 2002 when I restored the engine I thought I had purchased the best parts available. For years, I had been using Ft. Wayne Clutch in Indiana to supply clutch components. They were well respected in the industry and I was confident that they supplied only top quality parts. I do remember when I ordered a rebuilt clutch assembly that they supplied new clutch discs and not rebuilt ones. At the time, I did not know these new discs came from China. These were the same clutch discs that for years have been identified with premature failures.

I did some research and found that Bratton's is now having a high quality clutch disc made here in the USA. When I inspected the new disc from Bratton's, I could easily see the difference. The two outside driven plates that retain the center springs are much thicker with tabs formed to better hold the springs in place. The springs themselves are larger and the rivets that hold the driven discs together are much more substantial. The Marcell Springs (the wavy springs between the linings) were better designed with twice as many rivets holding the linings in place. The Bratton disc was obviously a much higher quality product.

A clutch disc should last the life of the engine. It is a lot of work to replace the clutch so buy the best components available. I am just glad this happened where it did and not hundreds of miles away from home while on a tour.

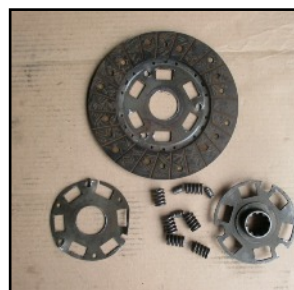
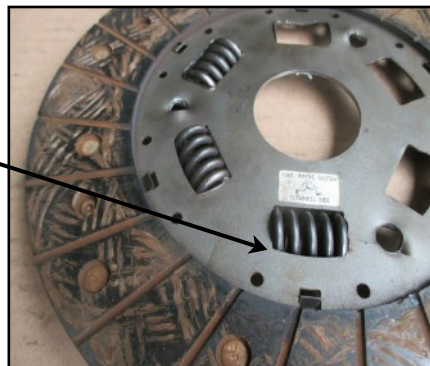
Good clutch design

Note: The plate has spring retainer tabs built into the clutch drive plate.



Bad Clutch design

Note: The plate has no spring retainers tabs built into the clutch drive plate



Disassembled
clutch disc

TECH TIP

When replacing the clutch, be sure to also replace the pressure plate assembly if it shows signs of wear. Also, it is a very good idea to always replace the throw out bearing and the pilot bearing. These parts are not expensive but a lot of work to replace at a later date if they should fail.

This also may be a good time to install a replacement "extra long" clutch release lever. This up-grade will make the clutch softer and easier to operate. Extra long clutch release levers are available from most Model A parts suppliers.

THINGS TO PONDER

19th Annual All Ford Car Show and Swap Meet



Saturday September 11, 2021

Car Show • 9 am-3 pm | Swap Meet • 7 am

AWARDS • RAFFLE PRIZES • 50/50 • LIVE MUSIC
Non-Food Vendors Welcome!

ENTRY APPLICATIONS AVAILABLE AT: www.santamariamodelclub.com

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7:00 AM UNTIL IT'S OVER
Long Beach City College
Veterans Stadium
5000 Lew Davis St. Long Beach, CA.
Enter off Conant St. Between
Lakewood Bl. and Clark Ave.**

**\$5.00 ADMISSION
FREE PARKING**

**SPACES AVAILABLE, 20 ft wide 16 ft deep
Spaces are \$40, or three for \$100**

FOR SALE & WANTED

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).

Call Mike Plessner to set up appointment.

424-366-7627 email saxotenor54@aol.com

Wanted

28-29 roadster body, or parts.
Call Mike Plessner - 424-366-7627
email - saxotenor54@aol.com

Wanted

30-31 Model A Frame

Contact Mike Plessner

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

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