



July 2021

# Spoken Wheels

## THE NEXT MEETING

### General Meeting

The July Meeting will not be held- just because.  
If there is no meeting, there can be no program

## NEWS BITS

### The Quail is Covid Free

The Santa Anita A's celebrated their freedom from masks with a "Cocktails and Quails' Part on July 17. See page 5 for "The Rest of the Story".



Why are Jim and Jim smiling?



This may be the reason.

## PRESIDENT'S MESSAGE BOB HARBICHT

It is July, 2021 and things are finally returning to normal. We can dine in restaurants, show our unmasked faces in public and say "hello" to friends we haven't seen for a long time. I'm hopeful that we can begin having our monthly general meetings soon. Perhaps in August!?!



We didn't try for July because we had a club wide event scheduled - Cocktails & Quails. Patsy and I enjoyed welcoming about 60 club members to our home for an evening of food, fun and frolic. The party also featured some great entertainment by the Sugar Sisters. If you weren't there, you missed a great party.

A special "thank you" to Janet Beggs, who did a terrific job planning this event and making it happen. As to my management style, I'm a great believer in inertia. If something is going the way I want it to go, I just get out of the way and let it happen. Fortunately, with Janet, there was no concern that things wouldn't go exactly right. Thank you, Janet (with help from Jim Kroeger)!

Patsy and I led Golf Course Tour II a couple of weeks ago. We had a dozen or so cars and it seemed that a good time was had by all. I know Patsy and I sure had fun. I'm hopeful that we can get a full slate of tours scheduled in coming months. So, if your Model A needs some TLC, now's the time to do it so you'll be ready to get back out there with your friends.

You'll read elsewhere in this newsletter about how Mickey Fruchter and I were able to rescue a Model A from years of inactivity. We also, along with Chuck Davies, installed a new ignition switch for Marlin & Elaine Perry. If you need some help from the Low End Boys, give Mickey Fruchter a call. He'll fill you in on what we do and don't do. The Low End Boys are a significant benefit to being a member of the Santa Anita A's.

## CALENDAR OF TOURS & EVENTS

### July

30 - General meeting - Canceled

### August

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

### September

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

### December

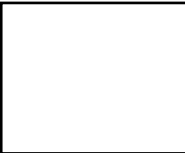
11 - SAA's Christmas Party - Details TBA

## NEW MEMBERS



### Phillip & Kelly-Phu Chen

626-522-6813 cell  
20507 Mesquite Ln., Covina, CA 91724  
[Phillip.chen@theraped.org](mailto:Phillip.chen@theraped.org)  
Joined April, 2021 1930 Tudor



### Scott Doudrick

818-687-9836 cell  
280 Marathon Rd., Altadena, CA 91001  
[doudrick@sbcglobal.net](mailto:doudrick@sbcglobal.net)  
Joined May, 2021



### Marion & Tom De Lellis

323-258-6400 818-400-4193 cell  
562 Cameo Verde, S.Pasadena, CA 91030  
[marion.delellis@gmail.com](mailto:marion.delellis@gmail.com)  
Joined May, 2021 1928 Fordor Sedan



### Thurston & Ruth Ann LeVay

626-239-6783  
1035 E. Huntington Dr. #18, Monrovia, CA 91016  
Rejoined May 2021, Originally 1978 No Model A

## NEWS BITS - MORE

### Information Needed

I am working on an article for the "Restorer Magazine" about ladies driving Model A's. I am looking for photos taken at our past ladies day driving classes. Please contact me if you can possibly dig up some photos for the article.

Mickey Fruchter  
818-514-2556



## 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

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

### COMMITTEE CHAIRS

**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:**  
Dennis Chapman 909-762-5654  
**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

## PUBLIC NOTICES

**Sunshine Lady - Sue Chandler, Miss Sunbeam**

No problems reported

**Cookie Bringers - No cookies for no people**

**Photo Donors -**

Janet Beggs, Jim Kroeger, Bob Moore, Nancy Stancil

## BIRTHDAYS & ANNIVERSARIES

### August Birthdays

1 - Alice Mount  
2 - Mike Kniest  
5 - Pam Kehret  
5 - Phillip Chen  
5 - Terry Mills  
13 - E. J. Callahan  
14 - Reina Rogers  
17 - Marlene Martinez  
17 - Jerry Cleland  
18 - Barbara Dawson  
22 - Sheri Johnson  
28 - Soli Solomon  
28 - Jacki Boardman

### August Anniversaries

4 - Marlin & Elaine Perry  
6 - Mickey & Bea Fruchter  
8 - Joe & Sue Guarrera  
10 - Larry & Gloria Metz  
19 - Joe & Barbara Farino  
19 - Mark & Karen Golhardt  
27 - David & Patty Lutz  
28 - John & Mary McDannel  
28 - Rick & Carolyn Phillips  
30 - Richard & Sandra Loe

**Santa Anita A's to the Rescue**

by Bob Haricht

Many of our Long-time members will remember Herb Cuckler. Herb was a master Model A mechanic and a good guy to be with on a tour if you had trouble with your car. Herb passed away about 20 years ago. Well, we recently had a chance to pay Herb back for all his help.



President Bob received a call from Jamie Menetrey, Herb's granddaughter. She is in possession of Herb's 1931 Closed Cab Pickup. There was some confusion about how long it had been since the truck had been started, but it may have been 20 years, certainly at least 10.

Bob contacted Mickey Fruchter and the two of them journeyed to Glendora, where the truck now resides, to take a look at it. Fortunately, hand-cranking showed that the motor had not seized up. They removed the spark plugs, installed a new battery, checked the points & spark, and put in some new gas. After a couple of hours work, Bob stepped on the starter while Mickey kept a wary eye on the engine.

Lo and behold, after a few tries, it started! In fact, it ran really good for a truck that had been idle for so long. Of course, knowing Herb, it would have been in tip top shape when he passed on. Herb's granddaughter and family were very grateful for the help. Bob & Mickey were just happy to see another Model A back on the road.

**Phillip and Kelly Phu Chan**

Phillip Chan and his wife Kelly Phu are new members of our Club. Both Phillip and his wife were born in Viet Nam but grew up in the US. Phillip began his schooling in the second grade in Simi Valley and where he graduated high school. Kelly Chu came to the US several years later. Phillip and his wife both attended Cal Poly Pomona, he with a degree in Biology and Kelly Phu with a degree in computer science. Phillip went on to secure a Master's Degree in Occupational Therapy, that being his occupation.



Phillip and Kelly Phu have a set of triplets age 12; Bryce, Carlie and Cyrese. People ask Phil why they don't have Vietnam names and he replies that they are American. In 1978, he, his parents and 400 others escaped Vietnam by boat to escape communism. During the boat trip, they were robbed by pirates and spent the next year in Thailand. They arrived in the US on June 20, 1980. Gary says that he is still fighting communism and teaches his children about the misinformation on social media sites.

The main reason Phillip purchased a Model A is because it is an iconic American automobile. He says it represents what America is. He likes iconic vehicles and also has a 1975 Corvette Sting Ray. His 1975 Porsche 914 is almost iconic.

Phillip's Model A is a 1930 Tudor Sedan which he has owned ten years. He met the owner through a friend and when the owner died, his wife's new boyfriend sold him the car in Covina.

Phillip is learning about the A. After a discussion with Mickey Fruchter, he realized that he needed to double clutch to avoid grinding the gears. He is still working on that and says it will take some practice. When the radiator boiled over, he had it repaired and cleaned. He has changed the water pump, rebuilt the carburetor and dropped the oil pan to remove many years of sludge. Phillip really likes working on the car but says that working six days a week makes it difficult.

Phillip told me his wife had not yet ridden in it. He said there was problem with the accelerator as there is only a button and that it has tractor like spoke wheels. I explained what was missing on the accelerator and that he had the correct wheels.

Mickey turned Phillip on to the Model A Bible, the Les Andrews book and he feels comfortable doing most repairs. I explained that he had only to make a phone call to get whatever advice and help he needed.

## PAST TOURS & EVENTS

### Golf Course Tour II

June 26, 2021

by Bob Harbicht

On a warm Saturday eleven Model A's set off on Golf Course Tour II, an all-new sequel to a tour led by President Bob and wife Patsy a couple of months back.



Eleven cars started the tour and most of them finished. One or two peeled off during the tour to their own destinations. Among those who came along were Mickey & Bea Fruchter, Dennis Chapman, Chuck Davies (joining Bob Travis in his car), a car with Nancy Stancil, Marlin Perry and Joe Principe, Jim Kroeger & Janet Beggs, Bob & Judy Moore, Carl & Sue Rogers, Dick & Norma Canzoneri and Bob & Patsy Harbicht.

The tour ventured East and passed a number of golf courses, including Rancho Duarte Golf Course, San Dimas Canyon, Glendora Country Club and Marshall Canyon. There was general agreement that it was a "neat" and scenic route.



Many of the cars stopped at Legends in Glendora for breakfast/brunch/lunch. A good time was had by all.



## COMING TOURS AND EVENTS

### Cocktails and Quails

July 17

by Joe Wilson

There we were, on a Saturday night in Southern California talking with our friends, enjoying the beautiful weather - **sitting next to each other with no masks on. Hurrah!**



The *Cocktails and Quails* party was planned to celebrate the relaxing of government restrictions on the way we live. We were mask-less.

We had a gathering of 58 members participating in the event which included food, drink and entertainment. The food was prepared by BBQ of S. Pasadena. The drinks were provided by the SAA's which included a special drink called "The Quail", designed by Jim Kroeger along with wine, beer, sodas and H<sub>2</sub>O. The entertainment was provided by the Sugar Sisters.



The event took place at the home of Bob and Patsy Harbicht. There was no reported damage to the home, garages nor the landscaping. We thank them for the use of their home

We thank Janet Beggs for organizing the event. She arranged for the food, the tables and chairs, the decorations and entertainment.

The Sugar Sisters put on a fun show and afterwards posed with members for photos.

There was one limitation placed on our "Celebration of no more masks". The county had announced that as of 11:59 PM that night, the requirement to wear masks indoors was reinstated.

Well, we will just have to have another party when we are allowed to be free again.



## Sierra Madre Parade

July 4

by Joe Wilson

The Sierra Madre Independence Day Parade was not an official SAA's tour but some of our members have participated in it in recent years.

This year there were only two Model A's in the event: Brad Balmot in his roadster and Jim Kroeger and Janet Beggs in his Fordor. There was a good turnout of both participants and viewers.



## THINGS YOU NEED TO KNOW

### The Fourth of July

It is also known as Independence Day or July 4<sup>th</sup> and has been a federal holiday in the United States since 1941, but the tradition of Independence Day celebrations goes back to the 18th century and the American Revolution. On July 2nd, 1776, the Continental Congress voted in favor of independence, and two days later delegates from the 13 colonies adopted the Declaration of Independence, a historic document drafted by Thomas Jefferson. From 1776 to the present day, July 4th has been celebrated as the birth of American independence, with festivities ranging from fireworks, parades and concerts to more casual family gatherings and barbecues.

On June 7, when the Continental Congress met at the Pennsylvania State House (later Independence Hall) in Philadelphia, the Virginia delegate Richard Henry Lee introduced a motion calling for the colonies' independence. Amid heated debate, Congress postponed the vote on Lee's resolution, but appointed a five-man committee—including Thomas Jefferson of Virginia, John Adams of Massachusetts, Roger Sherman of Connecticut, Benjamin Franklin of Pennsylvania and Robert R. Livingston of New York—to draft a formal statement justifying the break with Great Britain.

John Adams believed that July 2nd was the correct date on which to celebrate the birth of American independence, and would reportedly turn down invitations to appear at July 4th events in protest. Adams and Thomas Jefferson both died on July 4, 1826—the 50<sup>th</sup> anniversary of the adoption of the Declaration of Independence.

### Fun Ford Facts

Henry Ford's first try at an automobile company was in collaboration with Thomas Edison and was called the Detroit Automobile Company. Ford had Edison's last breath saved in a test tube and you can still see the test tube at the Henry Ford Museum. **In 1918 he ran for a US Senate seat, but lost.**

**Henry** was educated at the local one-room **school** for eight years where he demonstrated an early interest in mechanical objects. His father gave him a pocket watch when he was fifteen. Even at such a young age, **Henry** reassembled it and gained the reputation as a watch repairman.

By 1898, Ford was awarded with his first patent for a carburetor. In 1899, with money raised from investors following the development of a third model car, Ford left Edison Illuminating Company to pursue his car-making business full-time.

## Does Your Model A Leak Oil?

Of course your Model A does not leak oil, well may be just a little. When Henry first built the Model A, it did not leak a lot of oil. Occasionally there may be just a small spot after the car had been run for a while but not enough to have to go around and put a drip pan under it every time the car was parked. A properly restored Model A engine with Babbitt bearings and none of the "Modern" modifications and seals that are sold today should not leak an excessive amount of oil. A drop or two may leak from the vent hole in the bottom of the flywheel housing but there should not be a puddle under the car every time you park it. If you do have excessive oil leaks from the engine area, there may be some easy repairs you can make without getting involved in major engine work.

First, it is necessary to find out exactly where oil is leaking from. Just because oil is leaking from the rear of the engine does not mean that the rear main bearing is leaking and cannot be fixed without taking the engine apart. Oil could be migrating from some other area of the engine and dripping off of the back of the pan. There could also be more than one leak. To narrow down the source of the problem it is necessary to thoroughly clean the outside of the engine. A small paint brush and a container of kerosene is a good place to start. Be sure to put a flat drip pan or a lot of newspaper under the engine to catch all the drippings. I like to follow up the kerosene wash with Simple Green or a good strong detergent and hot water and then rinse with water from a garden hose. Now that the engine is clean, start the engine and look for any evidence of an oil leak. You may have to drive the car a bit before you will be able to see where oil is leaking from. Look carefully at the oil return pipe back behind the carburetor. Often the large circular seals at each end of the pipe or the copper sealing washers under the bolt heads may be leaking and will run down the pan rail and off the rear of the engine. Hopefully all that is necessary is to just tighten the 2 bolts. If the leak persists, remove the pipe and replace the 2 large circular seals and the 2 copper washers. If the pan gaskets are leaking, check to see if the pan bolts are snug but not too tight. Over tightening the pan bolts can cause the gaskets to squeeze out and fail. If oil is dripping from the right rear corner of the engine and no other problem can be found, the leak may be from the rear cam bearing bore. There is a gasket between the back of the engine and the flywheel housing that should seal the surface of the rear of the block



around the cam bore. Occasionally, this gasket is missing or no gasket sealer was used when the engine was assembled. Replacing this gasket is a major job which requires the removal of the engine.

The other two common places a leak can develop are the front and rear crankshaft seals. An oil leak at the front of the engine is usually caused by a failed seal or excessively worn front pulley seal contact surface. Replacing the front crankshaft seal requires the removal of the oil pan and front timing gear cover. The rear of the crankshaft is a different manner. If oil is leaking from the rear main bearing area, it may be from the gasket around the rear of the pan where it mates to the rear main bearing cap, from the bolts that hold the rear main cap in place or from oil that is passing thru the rear main itself. The rear main bearing does not have a seal as such but is designed with a labyrinth and tube to return the captured oil back into the pan. To better see where the oil is coming from, remove the half circle inspection cover on the flywheel housing below the main bearing area. With a good light, you should be able to get a better idea of the source of the leak.



Sometimes a rear main bearing will leak in an engine that has not been run for a long period of time. In such a case, the piston rings may have lost their seal and excessive blow-by will increase the pressure in the crank case to the point where oil will be pushed out thru the rear main bearing. Driving the car a few hundred miles will usually allow the rings to re-seal and the leak should diminish or stop all together.

Another cause of a rear main leak is inadequate crank case ventilation. This can be caused by the oil fill cap being pushed down too far into the oil fill tube blocking off opening which allows the engine to vent fumes from the crankcase. A rag tightly wrapped around the oil fill cap can cause the same problem. Simply using oil that is too thin can also result in a rear bearing leak. I recommend for a stock Model A with Babbitt bearings to use 10/40 or 20/50 oil. The thicker oil is definitely recommended for summer time and long distance driving such as going on tours.

Not enough oil in the pan can cause oil to pass thru the rear main and cause a leak. The rear main bearing cap is made with a tube that drains off oil that has passed thru the rear main bearing and is captured by the labyrinth. Excess oil flows thru the tube and is returned to the pan below the level of the oil

The oil in the pan acts as a buffer for the pressure pulses in the crankcase and allows captured oil to drain back into

*Continued on page 8*

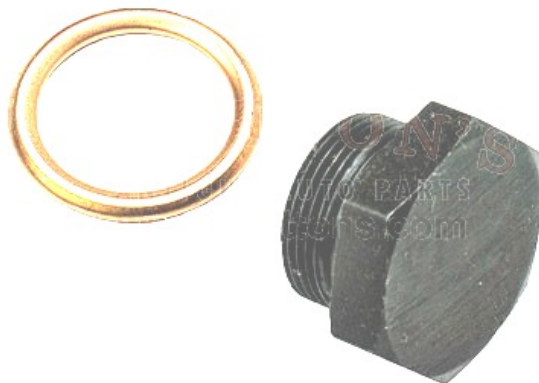
the pan. If the oil level becomes too low and the end of the tube is exposed, pressure pulses in the crankcase will not allow oil captured by the labyrinth to drain back into the pan. Too high oil level may also cause oil to leak from the rear main. Always maintain the oil level between the "F" and "L" marks on the oil level indicator (dip stick).

Other causes of excessive oil leak at the rear main are a missing or plugged up oil return tube or a problem with the rear main bearing itself, either too loose, damaged or worn. Sometimes a repair can be made by removing the pan to access the rear main but a damaged or severely worn bearing may require major engine work.

To summarize, identify where the leak is coming from and then try the easy solutions first. If the leak cannot be brought under control and the engine otherwise runs fine, you may want to accept the leak until it is time to remove the engine and get more involved. Oil is cheap and your model A may run for a long time with an oil leak as long as you do not allow the oil level in the pan to become too low. It is not uncommon for an owner of a Model A with an oil leak to attach a small pan to catch dripping oil to keep from making too much of a mess.

## Tech Tip

When changing oil, to prevent the drain plug from leaking, do not continue to re-use the drain plug gasket. After a few uses, the drain plug gasket will become flattened and distorted and may not provide a tight seal. Also, check the threads on the plug to be sure they are not excessively worn. Good quality replacement drain plugs and gaskets are available from the better Model A parts suppliers.



## Year of Manufacture Licence Plates

Many owners of collector cars prefer to use "Year of Manufacture" licence plates on their cars rather than the normal plates issued by the DMV. Usable vintage plates are difficult to find and are sometimes very expensive. A small tab is attached to the vintage plate to which the annual renewal stickers may be applied.

Club member, Larry Pare, sent me a link to a California site which showed California licence plate data regarding Year of Manufacture plates. I have extracted only the section relating to the year: 1928, 1929, 1930 and 1931. Before purchasing vintage plates check with AAA or the DMV to determine that the plates numbers are not already in use.

### Year of Manufacture (YOM) License Plate program

Appendix 1E - California License Plate Data (1914-1980)

California Code of Regulations, Title 13, Article 3.3, §§205.00–205.14

Year of Manufacture (YOM) License Plates were originally issued by the California Department of Motor Vehicles (DMV). YOM License Plates will be authenticated by DMV personnel and:

- Must be supplied by the vehicle owner.
- Must display legible and unaltered characters.
- May be restored/painted but cannot deviate from the original colors or configurations.
- Validation year-stickers or tabs corresponding to the model year of the vehicle must be attached to the license plate prior to authentication by a DMV employee
- Each YOM license plate application is reviewed for authenticity and acceptability is determined on a case-by-case basis.

The following charts contain information for license plates issued between 1928 and 1931.

Year	Plate Color	Character Color	Comments	Plate Size	Plate Material
1928	Blue	Yellow	No stab or sticker issued	13 7/8" x 4 7/8"	Embossed steel
1929	Black	Orange	No stab or sticker issued	14" x 6 1/8"	Embossed steel
1930	Orange	Black	No stab or sticker issued	14" x 6 1/8"	Embossed steel
1931	black	Orange	No stab or sticker issued	14" x 6 1/8"	Embossed steel

**19th Annual All Ford Car Show and Swap Meet**



**ALLAN HANCOCK COLLEGE**  
Benefits Allan Hancock College Industrial Technology Scholarships

**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](http://www.santamariamodelclub.com)

**Old Town Orcutt**  
at the Orcutt Union Plaza  
201 S. Broadway, Orcutt, CA 93455

Contact Jay McCord (805) 598-8133 • Curt Warner (805) 478-1231

**FOR SALE & WANTED**

**For Sale**

**1930 Ford Tudor Sedan  
Culver City Police Patrol Car**

Vehicle made to look as a "BARN FIND" with Patina.  
Has a lot of up-upgrades and winnings at shows.  
Comes with show displays and dash plaques.  
Will need some repair.

Asking \$12,500

Call for information on build sheet 310-837-3026  
Steve Newton Health forcing sale.



**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 a 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](mailto:saxotenor54@aol.com)

**Wanted**


28-29 roadster body, or parts.  
Call Mike Plessner - 424-366-7627  
email - [saxotenor54@aol.com](mailto:saxotenor54@aol.com)

**Wanted**

**30-31 Model A Frame**  
Contact Mike Plessner  
424-366-7627 or e-mail [saxotenor54@aol.com](mailto:saxotenor54@aol.com)

**"Kool-Feet"**  
 INSULATED MUFFLER SHIELD  
 77 DEGREES OF HEAT REDUCTION  
 Heavy Duty Construction  
 \$79.95  
 Leslie Pam (310) 275-3836  
 LAKOOLP@pacbell.net

 **NATIONWIDE**  
 AUTO TRANSPORT  
*"Treating Your Vehicle Like Our Own"*  
**1-800-689-6498**

  
**AL BACKES**  
 POMONA  
**Glass Co.**  
 AL BACKES  
 OWNER  
 909.816.5055  
 FAX/MSG: 909.622.3207  
*Specialists in Antique Auto Glass*

1-888-ANTIQUE jctaylor.com  
  
  
 55 Years Experience  
 Agreed Value Coverage  
 Superior Claims Service  
**Protect Your Antique With J.C. Taylor**

**1909-48 Ford Parts & Accessories**  
 Serving You since 1962  
**800.242.6491**  
**www.gaslightauto.com**  
  
 Urbana, Ohio 43078  
  
**Gaslight Auto Parts**

  
**Candy Kiblinger**  
 Sales Representative  
 Orders: 800-423-5525  
 818-998-2100 x158  
 Fax: 818-998-2442  
 candy@calcarcover.com  
 www.calcarcover.com  
 9525 De Soto Ave., Chatsworth, California 91311

**SEATBELTS**  
**www.buckle-up.net**  
 714-870-7920 1889 W. Commonwealth Ave. #N  
 Fax 714-870-5715 Fullerton, CA 92833


**COMPLETE AUTOMOTIVE REPAIR & RESTORATION**  
  
**Classics and Vintage since 1979**  
**Warren Record**  
 Owner  
 626.448.5838  
 3925 Peck Road  
 El Monte, California 91731  
 recordperf@gmail.com

  
**800-866-3443**  
 562-945-3419  
 Fax: 562-693-1635  
 info@egge.com  
 egge.com  
 Obsolete Engine Parts  
 11707 Slauson Ave., Santa Fe Springs, CA 90670-2217

**Mm MITCHELL MANUFACTURING**  
  
**Steve & Cyndi Mitchell**  
**Mitchell MFG.**  
 530-458-4500 800-859-2088  
 www.mitchelloverdrivemfg.com  
 MODEL A FORD  
 SYNCHRONIZED-TRANSMISSION FORD OVERDRIVES/UNDERDRIVES  
 VINTAGE CAR OVERDRIVES 1928-1948  
 P.O. Box 925 1157 Parker St. Colusa, CA 95932

**EARLY FORD STORE** Specializing in Rare Parts  
and Accessories for  
Early Fords 1928/1972  
Passenger Car & Pick-Up  
[www.earlyfordstore.com](http://www.earlyfordstore.com)

**Bill McGrath**  
San Dimas, CA 91773  
108 W. Bonita Ave.  
Tel: (909) 305-1955  
Fax: (909) 305-1953



The World's Largest Selection of 1909-31 Ford Parts

**Snyder's**  
**ANTIQUE AUTO PARTS**

12925 Woodworth Rd. • New Springfield, OH 44443  
Toll Free Ordering (888) 262-5712  
or FAX (888) 262-5713  
Order On-Line @ [www.snydersantiqueauto.com](http://www.snydersantiqueauto.com)

FREE Fully Illustrated CATALOG  
\$10.00 outside the U.S., Canada, & Mexico



**BRATTON'S**  
**ANTIQUE AUTO PARTS**



**800-255-1929 Phone**  
[www.brattons.com](http://www.brattons.com)  
800-774-1930 Fax  
1606 Back Acre Circle  
Mount Airy, MD 21771

*Your source for Quality Model A Ford Parts since 1976*

**Aries Mufflers**

We manufacture original Model A Ford  
exhaust systems precisely to the Ford  
design both sound and appearance

**[www.amuffler.com](http://www.amuffler.com)**

16 West Jackson Street [jdavis@amuffler.com](mailto:jdavis@amuffler.com)  
Medford OR 97501 650-279-6609

**Mike's "A" Ford-able Parts**  
**Mike Butcher**


124 Model A Drive, Maysville, GA 30558  
email: [mike@mikes-afordable.com](mailto:mike@mikes-afordable.com) - [www.mikes-afordable.com](http://www.mikes-afordable.com)  
Fax: 706 652 2492 - Phone: 706 652 3866  
1 888 TRY MIKE (879 6453)



*Specialising in 1928 - 1931 Model A Ford Parts*

**ARIZONA MODEL A, L.L.C.**

- NEW PARTS
- USED PARTS
- SERVICE
- RESTORATION
- HOUR: TUES-FRI 9-12, 1-5  
SAT & EVES BY APPOINTMENT



**SAMUEL P. GUTHRIE**

15838 S. GILBERT RD., CHANDLER, AZ 85225  
(480) 782-0266



**Bert's Model "A"  
Ford Center**

2767 S. Tejon, Englewood, CO 80110  
ph# 303-293-3673 or 800-321-1931  
email address - [parts@modelastore.com](mailto:parts@modelastore.com)  
[www.modelastore.com](http://www.modelastore.com)

**We buy and sell original and reproduction Model A Ford parts!**

**CW Moss**  
FORD PARTS

1928-1948 Ford  
Parts & Accessories

420 W. Chapman Ave. Orange, CA 92866  
Fax: 714-509-1618 • [Sales@CWMoss.com](mailto:Sales@CWMoss.com)  
ebay: [stores.ebay.com/CWMossAutoParts](http://stores.ebay.com/CWMossAutoParts)

**800-322-1932 • [CWMoss.com](http://CWMoss.com)**

**Antique Automotive Industries**  
*New Parts For Old Cars*  
REPRODUCTION PARTS AND SUSPENSION COMPONENTS  
**SPECIALTY FORD PARTS**




**JIM GORDON**  
SALES MANAGER

9109 GARVEY AVE  
ROSEMEAD, CA 91770 - USA  
(626) 288-2121



**H & H**  
**Antique Ford Engine Rebuilding**

**Max Herman**

4451 Ramsdell Avenue Tel: (818) 248-2347  
La Crescenta, CA 91214 Fax: (818) 248-0161  
[www.handhantique.com](http://www.handhantique.com) [handhantique@hotmail.com](mailto:handhantique@hotmail.com)

Spoken Wheels is the monthly publication of the Santa Anita A's based in Arcadia, California. The organization is dedicated to the restoration, preservation and enjoyment of the Model A Ford. It is a chapter of the national organization, MAFCA (Model A Ford Club of America). Meetings are held on the last Friday of most months at the Church of the Good Shepherd, 400 W. Duarte Rd., Arcadia, California. Address: PO Box 660904, Arcadia., CA 91066. Website: [www.santaanitaas.org](http://www.santaanitaas.org)

### Model A Ford Club of America

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](http://www.mafca.com))



**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](http://www.mafca.com)



PO Box 660904  
Arcadia, CA 91066  
[www.santaanitaas.org](http://www.santaanitaas.org)

