



August 2021

# Spoken Wheels

## THE NEXT MEETING

**General Meeting** The August Meeting will not be held- just because and if there is no meeting, there can be no program

## NEWS BITS

### Post Office Planning Update of Their Vehicle Fleet

We have received an unconfirmed report from government experts that the U.S. Postal service has plans to upgrade their fleet of mail delivery vehicles. An RFP (Request for Proposal) has been sent exclusively to all Congressmen and Senators. Winner of the bid will be personally responsible for the planning, scheduling, sourcing, financing and management of this project.

This upgrade was originally proposed to congress in 1932. However, multiple political problems delayed the project until now. To save costs, the original 1931 vehicle design will be retained.



*Current vehicle design now in use*

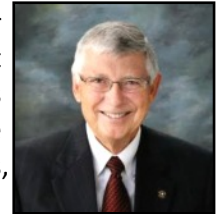


*Proposed design for new delivery vehicles includes a no-leak lubricating system.*

Starting on page four of this newsletter is an interesting story on the life of a Model A Mail Truck. It makes for good reading.

## PRESIDENT'S MESSAGE BOB HARBICHT

Things have been pretty quiet for the club, after the excitement of last month's tour, party, etc. So, there's not much to write about. I do have some news of some of our members, which I think you'll find interesting:



- Mickey & Bea Fruchter celebrated their 60<sup>th</sup> wedding anniversary. Mickey, ever the romantic, gave Bea a bracelet that belonged to his grandmother. It said, "Do not resuscitate."
- During the Covid crisis they said you could get together with up to eight people without issues. Tom Endy said, "Hell, I don't even know eight people without issues."
- Losing weight is not working for Wilbert Smith. From now on he's going to work on getting taller.
- Eric Sandberg childproofed his house, but the kids keep getting in.
- Bob Moore told me, "My wife and I had words, but I didn't get to use mine."
- When Bob Travis was filling out his application to join the Santa Anita A's it said "Sign here." He put Sagittarius.
- John Spielmann said he doesn't like to plan his day. Then words like "premeditated" get tossed around in the courtroom.
- Mike Plessner keeps having this disturbing, recurring thought, "What if the Hokey Pokey is what it's all about?"
- Don McBride's wife Carolyn had her credit card stolen a couple of months ago. He hasn't reported it to the police yet. So far, the crook is spending less than she was.
- Chris Wickersham still hasn't learned to act his age, and doubts that he'll live that long.
- Tom Forbes spent his career in education. He said a teacher is a person who used to think he liked children.
- Jim Constantian thought atheists came from Athens.
- Chuck Davies has a full 6-pack. He just lacks that little plastic thingy to hold it all together.
- I'm not saying that Joe Farino is slow, but it takes him an hour and a half to watch "60 Minutes."

## CALENDAR OF TOURS & EVENTS

### August

27 - General meeting - Canceled

### September

11 - International Model A Club Day

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

13 - Ladies Brunch, Annia's, 11:00 AM, San Gabriel Valley Airport

16 - Men's Breakfast, 9:00 AM Annia's, San Gabriel Valley Airport

24 - General meeting - Canceled

### October

3 - Muckenthaler Car Show - See page 9

### December

11 - SAA's Christmas Party - Details TBA

## NEW MEMBERS



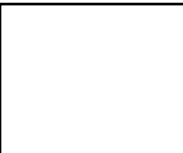
### Phillip & Kelly-Phu Chen

626-522-6813 cell

20507 Mesquite Ln., Covina, CA 91724

Phillip.chen@theraped.org

Joined April, 2021 1930 Tudor



### Scott Doudrick

818-687-9836 cell

280 Marathon Rd., Altadena, CA 91001

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

Joined May, 2021 1928 Fordor Sedan

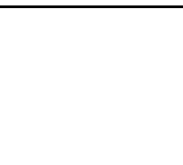


### Thurston & Ruth Ann LeVay

626-239-6783

1035 E. Huntington Dr. #18, Monrovia, CA 91016

Rejoined May 2021, Originally 1978 No Model A



### Al Backes

909-816-5055 cell

1093 N. Gordon St., Pomona, CA 91768

pomomaglass@gmail.com

Joined 7/1/21

**Bumper  
Stickers  
Worth  
Reading**



## 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):

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#### Spoken Wheels:

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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

A sympathy card was sent to Paulette Bruns on the passing of her husband Ted.

### Cookie Bringers - No cookies for no people

### Photo Donors - Lots of people

## BIRTHDAYS & ANNIVERSARIES

### September Birthdays

3 - Les Eddington  
4 - Mark Gollhardt  
5 - Susan Wiley  
6 - Bonnie Nelson  
8 - Cliff Mount  
14 - Suzanne Rummens  
15 - LaVada Hancock  
18 - Sondra Kurtz  
21 - Patti Dolan  
21 - Terry Kennedy  
21 - Catherine Levin  
29 - Vicky Balmot  
30 - Kelly Chen

### September Anniversaries

6 - Tom & Sheri Johnson  
6 - Howard & Adele White  
6 - Les & Lyla Eddington  
8 - Art & Olive Moore  
8 - Bob & Patsy Harbicht  
10 - Joe & Karen Blaylock  
10 - Phillip & Kelly Phu Chan  
13 - Mike & Beverly Kniest  
29 - John & Carol Emanuelli



### No Club Meetings Planned

Bob Harbicht reports that the "Church of the Good Shepard" where we meet is still in "shut down mode". All of the City, County and Federal directives dictate the manner in which the Church may operate. Club meetings are still on hold.

### Ted Bruns Passes

Long time SAA Club member Ted Bruns passes away. Ted and his wife Paulette joined the club in 1981 and dropped out in 2019. Ted was president of the club in 1989 and 1992..

### Early Santa Anita A Member Passes

Margaret Hunter, an early SAA Club member passed away on July 4 in Brownsboro, Texas. Margaret and her husband Jerry were in the Santa Anita A's for many years. They moved to Brownsboro, Texas in 2019. Jerry continued to attend many of the men's breakfasts at the airport after they dropped out of the club over 10 years ago.

### Chuck Sharp Gets Older

It happens every year on May 22 without fail - Chuck Sharp continues to get older by one year. To observe this happening this past May, a number of Santa Anita A's gathered on "Gasoline Alley" behind Chuck's home for the event. This was the 92<sup>nd</sup> time he did this since he started the tradition.



This photo was provided by Chuck's neighbor, Jim Frick. In his note to the editor, Jim invited all club members to "Chuck's Place" for coffee and fellowship on any Saturday and/or Tuesday morning at 9:00 AM. Jim said you need to bring your own coffee (BYOC). A nice chance to get out and do somethin.

### Pasadena High School Model A Club Update

The Pasadena High School Model A club (PHSMAC) was founded in 2016 and continues its mission of engaging the high school students in the Model A hobby.

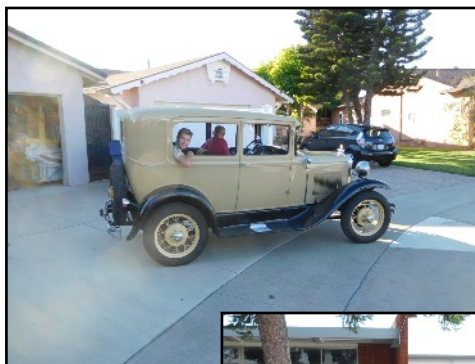
They are currently preparing a 1929 Murray Fordor which will be ready for Auction by October. PHSMAC is asking that you provide financial support by purchasing raffle tickets.

**Raffle tickets may be purchased by sending your check of \$100 each to PHSMAC, 1968 Lake Ave, Suite 101, Altadena CA 91001. Please include a stamped, self-addressed envelope along with your phone number and email address. Your entry will be return mailed to you.**

Jack and Barbara Dawson were long time club supporters of the high school club effort and had provided strong financial support. Jack passed away in September last year but Barbara is continuing their support for the club. She invites our members to purchase raffle tickets in memory of Jack and she thanks you for your helping the high school club.

### Ben Stone's Model A Update

July 30, 2021 was a banner day for Tom Endy's grandson, Ben - he had his first driving instruction in the parking lot of Sequoia School. The theme of the school was changed from the Indians to the Eagles a number of years after the Endy kids went there and their new motto is "Soar With The Eagles". So here is Ben, instead of soaring with the eagles, he is double clutching with the pigeons in his Model A Ford outside of Mr. Lamb's 6th grade classroom and heading for the Endy house across the street.



## PAST TOURS & EVENTS

### Arcadia Reverse Parade

July 3

by Joe Wilson

The Downtown Arcadia Business Association held a "Reverse Parade" on Saturday, July 3 to celebrate our nation's birth. We were invited and ten SAA's signed up to participate.



A reverse parade you say? In a "normal" parade the participants move along the prescribed route passing in front of the viewers. In a "reverse" parade the viewers are invited to drive along the prescribed route while the "participants" are parked at the curb.



The parade proceeded down First Avenue without any known break downs of either the moving viewers or parked participants.

#### Editor's note:

*This article was scheduled to appear in last month's newsletter - but didn't.*

*It "once was lost but now has been found".*



## MODEL A STORIES

*The story below was sent to me. It originally appeared in the "Hemmings" automobile publication.*

### Model A Delivers Mail For 40 years

The Ford Model A is one of the most endearing vehicles of all time. More sophisticated and less cantankerous than its predecessor, the 1928-'31 Model A was stylish, well built, and pleasant to drive. It retains all of those qualities to the present day and is a popular collectible among folks whose grandparents weren't even driving yet when the A was new. Ryan Thiebault, of Milton, New Hampshire, is just 30, but he's been a fan of Model A's and T's his entire life. He even does repair work on them now, under the name "Tebo Barn." This truck, in particular, has been in and out of his orbit for most of that time.

"I was about 10 or 11 when I first encountered it," he recalls. "I used to go to a car show and there was a gentleman who was a car dealer and a collector. He had the truck for quite a while and I got to ride back and forth in it quite a bit. I thought it was cool, I thought the history of it was cool. I liked the unrestored part of it. Pretty much everything about it I just liked."



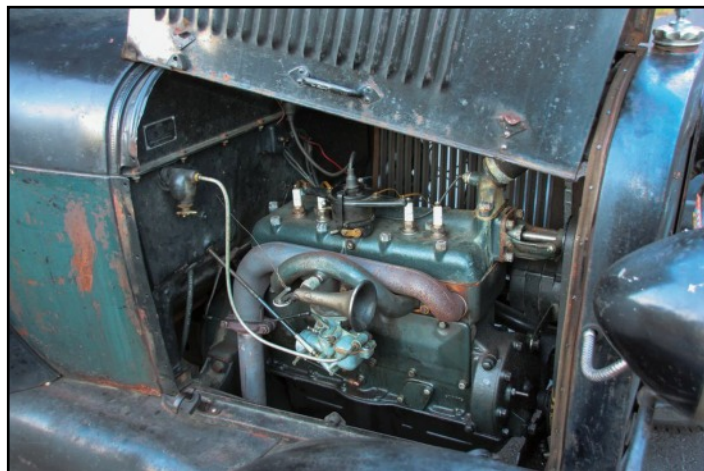
The visual appeal of the old truck is obvious. The weathered metal, wood, and upholstery all tell of a long life spent working. It's a long life that is unusually well documented, thanks to the truck's fascinating first owner, a man named Leslie Topham.

Topham, born in 1898, entered the workforce just as World War I was winding down. In 1924, he had become a postal carrier in Sanford, Maine, just 20 miles from Ryan's home in Milton. At that time, the United States Post Office (now the United States Postal Service) would pay its carriers for the use of their personal horse, and Topham used his own horse and buggy for deliveries for five years. Then, in 1929, he noticed that the horse stipend matched up with the payments on a Model A.

*Continued on Page 5*



The Post Office owned a fleet of Fords, but those were Model AA 1-ton trucks. This is a smaller truck, based on the car chassis, but absolutely rugged enough for rural mail delivery. Topham clearly agreed, as he never changed mounts over the next 40 years. When he retired in 1969, he was still driving the Model A for which he'd paid \$930 new.



That this was noteworthy was evident fairly early, as Topham and this truck wound up in a 1953 issue of *Ripley's Believe It or Not!* for having racked up 150,000 miles — or, as Ripley's phrased it, having driven the circumference of the Earth over six times. Topham estimated that he'd put another 50,000 miles on the truck by the time he parked it in 1969 (or another two trips around the equator). All of this, without ever leaving Sanford.

Topham lived to be 102, dying in 2001, but he sold his truck shortly after his retirement—for a mere \$10. The next owner, proprietor of Dave's Country Store, also in Sanford, used it for dump runs, but briefly. The truck then took its own, long, retirement until right about the time Ryan first encountered it.

Perhaps because it was a specialty vehicle, the old truck remained largely in the state it had been in back in 1969: unmodified, to the casual observer, and worn, but still rock

solid. When Ryan acquired it in 2008, he took care not to disturb the Ford's fascinating visual history.

"Mechanically it was pretty tired," he says. "It pretty much needed everything. Around 2000-'01, the guy who owned it when I was a little kid got it out of the barn where it had been parked. It had actually been stored with a bag of salt in the rear. It was all sagged down, but he kept wetting the wood and jacking it up, then installed iron pieces for support. Then he just got it going and drove it the way it was.

"He later sold it to another car collector. That fellow had it five or six years and then I got it in 2008 from him. He had done nothing to it, so when I got it, it needed tires. It needed everything. In fact, the first time I drove it, I took it to that same car show—I got three flats on that trip."

That's something important about Ryan. He's not just a collector—he drives all of his early Fords. His first was a 1930 Fordor that he daily drove to high school. Currently his collection holds everything from an unrestored 1913 Model T touring car—found not long ago in a barn —to another (different) '30 Fordor. You may recall Ryan recently drove his 1929 Tudor from New Hampshire to California, via Route 66, then home via a northern route, a process we reported on at [HMN.com/modelaroadtrip](http://HMN.com/modelaroadtrip).

Model As inspire a lot of confidence in their owners, which is probably why so many of them survived the Great Depression and World War II to become collector cars in the 1950s.

"Growing up around A's and T's, I liked the sound, the ride. It's simple and yet it just works so well — especially the Model A. It's so simple but it's reliable, you can kinda keep up with traffic. The fact is that most of the time, if you break down, you can fix it right on the side of the road. I always figured the worst thing that could happen is you lose a bearing in the engine. Depending on how bad, you might even make it home — depending on how far away you are." The rugged simplicity of a Model A even lends itself to what you might call "field expedient" fixes in emergencies. Many an old-time road-trip account involves stories of replacing (or simply omitting) burned out pistons during a gas stop, or replacing a destroyed bearing with a chunk of leather belt or even bacon rind. Nobody recommends such fixes, but they do demonstrate exactly why early Fords were the backbone of the car hobby for so many years —and why they have a great future at the hands of folks like Ryan and other Millennials who have come to appreciate prewar machinery.

A look at the Model A chassis is illuminating. A simple ladder frame with three crossmembers with solid axles front and rear. The front axle is a gracefully curved, forged I-beam hung from a transverse "buggy" spring and located with a "wishbone" V-shaped radius rod, as was Ford practice through 1948. In back is the distinctive Ford's "banjo"



differential, another piece that would persevere until the big redesign of 1949. The rear axle is also buggy sprung and is located with radius rods bolted to the axle housings and torque tubes. Lever-action Houdaille shock absorbers were a major improvement in 1928, as previous Fords had lacked shocks entirely.

The four-cylinder engine is another strong point. The original displaced 200-cu.in. and was rated at 40 hp. When Ryan acquired this truck, the factory-installed engine was long gone, and a 1931 version was in its place. Ryan has had a couple engines in the truck since then, as he was on a high-schooler's budget when he first started. At present, there's a 1932-'34 Ford Model B engine under the hood, which was an upgraded version of the Model A and originally rated at 50 hp. This one has an aftermarket camshaft and a 5.5:1 compression-ratio cylinder head from Snyder's Antique Auto Parts for a bit more power.



Connecting the engine to the powertrain was another new-for-'28 feature in the Ford line. The Model T used a two-speed planetary transmission, shifted with foot pedals, but the A received a floor-shift three-speed box along with conventional clutch, brake, and accelerator pedals. The only thing that would perhaps confuse a modern driver is the lack of gear synchronization, but the old "crash box" is easy enough to shift if the driver is thoughtful and practiced in his or her movements.

This mail truck shares all those pleasant attributes and drives much the same as any other Model A, though, Ryan says, "It's definitely a little top-heavy. I can cruise at 50 mph comfortably. It's a truck, but it's a ½-ton truck because it's on a car chassis. It goes down the road decent. It's got a few rattles in it but it's been through a lot, so..."

Don't think that Ryan's care and attention have been solely devoted to the engine, however. He re-bushed the kingpins to eliminate slop in the front suspension and he's done some thoughtful restoration and preservation on the truck. Take the roll-down tarps on the sides, for

example, intended to protect mail during inclement weather (a real thing in Maine!).

"There were like four tarps on it when I got it," Ryan says. "They were all ripped. I didn't want a new tarp, so I took every layer off carefully. The original was mostly intact, except in the center, so I patched it together with parts of the others and tarred over it with black roofing tar. The original side curtains are hard as a rock and rolled up, but I do still have them [the truck wears reproductions currently]. I have the gates on the back that swung open, but they rattled and clanged all the time. I use it differently now, so it wouldn't be that much of a hassle to put them back on."

That using it differently means Ryan no longer deploys the truck for his own dump runs and trips to the scrap-iron dealer. He does still use it for hauling parts to regional swap meets, however, and he's got some intriguing long-term plans for the truck—including a possible second Route 66 trip. The Tudor he drove previously had a tent platform built onto the roof for the trip, though it wasn't used, but the screened sides of the mail truck seem to beg for camping use. There's also some further preservation work planned. "I'd like to someday straighten out the wood that's a little tender on the front there," he says, but "I definitely don't want to restore it, paint-wise, or anything."

That's good, because when you look at this truck, there are so many little details. Not only the patina, but things like the jeweled accessory reflectors, the headlamp shields, and myriad other touches that so many Model A's acquired during their lives as working vehicles, but are so often erased during restoration efforts in an effort to duplicate as-delivered condition.

Ryan has also added a touch or two himself. For example, the original "ahooga" horn was long gone when he acquired the Model A, and some kind of late '30s- or early '40s-vintage



horn was mounted to a bracket under the hood. That bracket failed a few times, so instead Ryan added a vintage siren

—acquired at a swap meet—under the delivery body. "Just to raise hell," as he puts it, but don't expect any shenanigans too crazy. Instead, anticipate Ryan and his dog Sandy simply racking up more trips around the Earth and enjoying every minute of it. Such is the appeal of a Model A.





## Fixing Other Fluid Leaks

Last month we talked about identifying and fixing engine oil leaks. This month we will continue the discussion and take a look at other sources of fluid leaks from the engine area. Other than oil leaking from the engine, the next most common area for leaks is the cooling system which includes the radiator, hoses, water pump, cylinder head and the engine block itself.

Leaks from the radiator hoses can often be cured by tightening the hose clamps, however often the hose clamps are in poor condition or the poor quality replacement clamps will not grip tightly all the way around the hose. For owners who are not involved in showing their Model A and do not need the original type clamps, I recommend using the more modern stainless steel worm screw type band clamps that are readily available at most hardware and auto parts stores. These hold much better and can be used over and over. For those who want to look of original Model A hose clamps, good quality reproductions are available from the better parts suppliers. If tightening the clamp does not correct a leak, take a good look at the hose itself. Radiator hoses do not last forever and a cracked or deteriorated hose should be replaced before it becomes a major problem.



If properly taken care of, radiators will give many years of good service but they also do not last forever. If the radiator in your Model A is old and has been leaking, it may be time to consider having it re-cored or replaced all together. A new or rebuilt radiator will also cool the engine better. Minor leaks in the tanks or a soldered joint can sometimes be easily repaired. A good heavy duty soldering iron and some solder may be all that is necessary. Just be sure the area to be repaired is absolutely clean and well tinned by using a good flux. I have repaired some leaks in the upper tank without removing the radiator from the car. Just be sure you drain the coolant first or you may never get the area hot enough to solder.

Another component of the cooling system that will leak is the water pump. As originally designed, the Model A water pump had a packing gland or nut where the shaft entered the rear of the housing. This gland was packed with a graphite impregnated material that would provide a seal around the shaft. A drop or two of coolant occasionally leaking around the shaft at the packing nut is not uncommon and usually the packing nut can be tightened to reduce or stop the leak. A better and more permanent solution is to install a redesigned water pump that has an actual seal around the shaft. "Leakless" water pumps that incorporate a permanent seal are offered by the vendors. You can also buy a kit to rebuild your water pump and convert it to the "leak-less" permanent seal design.

Coolant leaks that involve the head gasket can be more difficult to deal with. Head gaskets can either leak externally or internally or both. A lot of Model A engines have evidence of a minor coolant leak where the head meets the block, especially on the left side of the engine. This will appear as some corrosion or deposits along the head gasket line. Most of the time a little seepage will not harm anything and if you are lucky, it can be cured by re-torquing the head nuts. If coolant is actually leaking from the head gasket, changing the head gasket is usually the only solution. Minor external head gasket leaks can sometimes be cured with radiator stop leak.

A more serious problem is where coolant is leaking internally into the combustion chamber of the engine. This is usually the result of a failed head gasket or a crack in the block or head casting. Combustion chamber leaks can usually be identified by evidence of coolant or rust on one or more of the spark plugs and water droplets or steam from tail pipe after the engine is at operation temperature. Using a "Combustion Leak Test Kit" to check for the presence of carbon monoxide gas in the coolant will confirm this problem. These kits are not expensive and are available at most auto parts stores. Please note that it is normal to have some moisture exit the tail pipe when the engine is first started and warmed up. Combustion chamber coolant leaks are usually accompanied by poor running or a chronic overheating problem.



Other internal engine coolant leaks can also occur where the coolant leaks directly into the valve chamber or crankcase and mixes with the oil. The engine may run fine but the oil is "milky" in appearance and the oil level on the dip stick increases as more coolant leaks into the engine. This is most always a result of an internal crack, is often difficult to repair and usually requires disassembly of the engine. "Block Seal" may stop an internal leak if the crack is not too large and may provide several years of service before a more permanent repair is required. Just be sure to carefully follow the directions when using any kind of block sealers or coolant stop leaks.



Now that you have all your engine oil leaks under control and have taken care of the coolant leaks, next month, we will discuss other fluid leaks and how they may be addressed. In the mean time, drive and enjoy your Model A; don't let it just sit in the garage.

## **Dickies - An Old time Name Brand Makes History**

So, what about those Dickies? I imagine that many of you are familiar with the Dickies brand of work garments. Well, the origins of the Williamson-Dickie manufacturing company has transformed itself from a small bib overall company to the largest workwear manufacturer in the world!

The famous brand is sold in every state in America. Dickies now offers a broad spectrum of work garments ranging from work pants and work shirts to denim jeans and women's workwear. Since it's beginnings in 1922, every piece of Dickies workwear has stood for the quality, toughness, and pride that embodies the spirit of the American worker.



I always enjoy checking them out when I see them in Sears, and the K- Mart up in Big Bear Lake! I like to compare them with the other brands of workwear clothing that I find. I have noticed that many of the other brands offered don't seem to be nearly as well made for work purposes. Dickies have more seams, and tougher thread than many of the others. They are also priced at a lower point price while serving those wanting work clothing that will hold up for years of hard wear!

C.M. Williamson and E.E. "Colonel" Dickie began their business careers in Bryan, Texas. In 1918 they made what turned out to be a momentous decision when they and a few friends established the U.S. Overall Company. Then, in 1922, C.Don Williamson joined with his father and cousin to buy 100% of the overall company on a one- third-each basis and renamed it Williamson-Dickie Manufacturing Company.

From its early years Williamson-Dickie enjoyed steady growth, slowed only by the Great Depression, and World War II, the company was sequestered to produce millions of uniforms for the nation's armed forces. In converting to civilian production after the war, C. Don Williamson began a strategy of geographical enterprise, and established new production facilities, warehouses, and sale territories throughout the United States.

In the late 1950's, Williamson-Dickie became an international company by expanding into the European market -where Texas oilmen introduced the Dickies brand to Middle Eastern oil fields.

While Williamson-Dickie began as a bib overall company, today it has grown to be the number one manufacturer of work apparel worldwide. By continually expanding and updating its selection, Williamson-Dickie now offers work shirts to items such as women's workwear, chore coats, and denim jeans. I say, watch out Levi's, you might just have been out- toughed by Williamson Dickie AKA " Dickies"! Today Dickies can be purchased in South Africa, Russia, Chile, Japan, Iceland, Canada, Europe and Mexico.

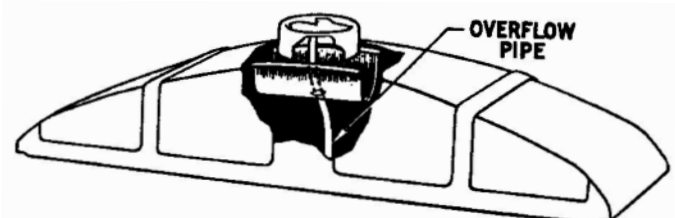
So, please consider, when selecting your next set of workwear, the Dickies brand as its got what it takes to hold up to work on Model A's, which I suspect many of you might find interesting, and useful!



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## **Tech Tip**

Coolant dripping from the overflow tube of the radiator is a concern to some new Model A owners. To prevent this from happening, do not overfill the radiator when the engine is cold. Always be sure to leave room for expansion as the coolant comes up to operating temperature. The radiator has an overflow tube just below the radiator cap opening that will drain off excess coolant. When the engine is cold, if the coolant level in the radiator is above the tubes in the radiator core, there will be room for expansion without losing excess coolant thru the overflow.





# 19th Annual All Ford Car Show and Swap Meet



2021 Honoring our First Responders

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-grades 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



# MUCKENTHALER

2021 MOTOR CAR FESTIVAL

1201 W. MALVERN AVE. FULLERTON CA 92832

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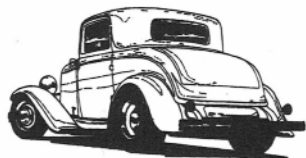
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