



September 2021

Spoken Wheels

THE NEXT MEETING

General Meeting

The September meeting has been canceled due to concerns about everything.

Program

The program for September will be you reading the September 2021 newsletter.

PRESIDENT'S MESSAGE

BOB HARBICHT

You may be aware that Henry Ford and Thomas Edison were great friends. In fact, they often went camping together. Of course, their idea of "camping" was to take along a chef and people to erect tents, chop wood, build fires, etc.



In case you're taking your Model A on a camping trip or one of our picnic tours, I thought you'd be interested in a recipe used by Henry "back in the day." This recipe allows you to cook your food as you travel to your destination and have a good, hot meal when you get there.

NEWS BITS

MAFCA Announces Longevity Milestones

The September/October issue of the Restorer Magazine announced the names of its members that have reached milestones in their years of MAFCA membership. The milestones range from 25 to 60 years. There are 12 members who have been MAFCA members for 60 years.

Six Santa Anita A's members have reached milestones this year ranging from 25 to 40 years.

40 Years

Mike & Beverly Kniest
Art and Olive Moore

35 Years

Mickey & Bea Fruchter
Ken & Betty Mallory

30 Years

Frank & Mary Ann Sepulveda

25 Years

John & Carol Emanuelli

Henry Ford's Model A Stew Recipe

- 1 ½ pounds lean ground beef (tofu can be substituted by you vegans)
- 2 potatoes, peeled and diced
- 8 oz. can of beef broth (water for you vegans)
- 2 carrots, peeled and sliced
- 1 small onion, peeled and diced
- 1 leek (I don't know what that is either; look it up!)
- 1 tbsps. Curry powder
- 1 tsp. salt (you can use sea salt if you wish, although all salt is exactly the same)
- ½ tsp. pepper
- Any other seasonings you might have around the kitchen

Combine all ingredients in a two-quart metal container with a tight-fitting lid. It is best if the lid is the screw-on type. Place the sealed can on your exhaust manifold. You may have to wire it to the manifold to get it to stay there. Do not use duct tape (one of the few applications where duct tape will not work). By the time you get to your destination the stew should be fully cooked and nice and hot. Sometimes on a long drive some of the broth may be boiled away. Replace it with a half-cup or so of Marvel Mystery Oil (3-in-1 oil for you vegans).

We are going to be having the East Fork Picnic Tour in a couple of months. Mark your calendars for Wednesday, November 17. Each of us will bring our own lunch and dine together at the Oaks Picnic Area. This tour is a club favorite that we have run many, many times in the past. More details as the tour gets closer. Might be a good chance for you to try out Henry's recipe!



Touring is an important part of our club activities. Check out our Calendar of events.

CALENDAR OF TOURS & EVENTS

September

24 - General meeting - Canceled

October

3 - Muckenthaler Car Show, 12021 W. Malvern Ave., Fullerton
 11 - Ladies Brunch, Annia's, 11:00 AM, San Gabriel Valley Airport
 16 - Mulhalland Drive Tour, See Page 5
 21 - Men's Breakfast, 9:00 AM Annia's, San Gabriel Valley Airport
 29 - General meeting - Canceled

November

17 East Fork Picnic Tour, Details TBA
 20 - Arcadia Festival of Bands - See Page 4

December

11 - SAA's Christmas Party - Details TBA

BIRTHDAYS & ANNIVERSARIES

October Birthdays

1 - Tony Catroppa
 2 - Kathy Catroppa
 2 - Toshiko Favela
 4 - Salvador Diaz
 7 - Ruth Ann LeVay
 7 - Larry Butkus
 11 - Marlys Cleland
 12 - Rob Johnson
 16 - Mary Ann Sepulveda
 17 - Ann Pam
 17 - Charles Davies
 19 - Peter Gutierrez
 21 - Vicky Bartlett
 22 - Trang Weber

October Birthdays -Cont.

23 - Gary Larson
 25 - Jean Ware
 25 - Sue Chandler
 25 - Joyce McCullah
 27 - Gary Weber
 28 - Lisa Henzel
 30 - Jim Dolan
 30 - Jim Frick

October Anniversaries

4 - Gary & Trang Weber
 7 - Rob Johnson
 20 - Eric & Jennifer Sandberg
 22 - Charles & Myriam Davies

Birthday Reporting Errors

Last month's newsletter did not include the names of all September Birthdays. Below is a list of the seven people who were not included. All of them were men.

Unfortunately, this created problems in scheduling Birthday Parties. Those whose name was not published in last month's newsletter may now proceed with their celebration.

September Birthdays

1 - Gary Hunter
 6 - Richard Ware
 7 - Larry Rummens
 13 - John Lacey
 20 - Steve Voors
 20 - Stuart Levin



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Raffle - Men's:
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 Vacant
Webmaster:
 Eric Sandberg 818-330-9311

PUBLIC NOTICES

Sunshine Lady - Sue Chandler, Miss Sunbeam

- All is well - no need to mail any cards
- Cookie Bringers - The Cookies crumbled

Photo Donors - Chris Wickersham, Tom Endy, Joe Wilson

NEW MEMBERS



Al Backes

909-816-5055 cell
 1093 N. Gordon St., Pomona, CA 91768
 pomomaglass@gmail.com
 Joined July 2021



Gary Larson

909-861-4151 714-496-2031 Cell
 22517- Eddrdige Dr. Diamond Bar CA. 91765
fordhuckster@icloud.com
 Joined August 2021 29 Roadster, 30 Huckster

John & Cheryl Manifor

562 697-2075 562-665-0381 Cell
 1643 Agave Ave, La Habra Hts., CA 90631
 MANIFOR@AOL.com
 Joined August 2021 28 Roadster, 31 Town Sedan

Men's Breakfast

by Joe Wilson

We had a good turn out for the Men's Breakfast on September 16. Twenty three Members showed up for food and to practice the art of kicking tires. There were 14 Model A's, a 35 coupe and a 2021 Corvette on hand.



Ladies Brunch

by Bea Fruchter

Bea would appreciate if you contact Her @ (626-797-2048) if you plan on going to the Ladies' Brunch so the restaurant can know how many tables to setup for us. The next ladies brunch will be on Monday, October 11th.

Gary Larson



I first met Gary Larson six or seven months ago at Tom Endy's home on a Saturday morning. Tom and the other BLT Guys were installing a Mitchell transmission and Mitchell overdrive in Gary's 1930 Huckster. The BLT Guys do the installation in return for the owner making a contribution to the Model A Youth Restoration Award. I didn't know it at the time that Gary would be joining the Santa Anita A's. In the crew doing the work were other Santa Anita A's members who Tom recognizes as being part of the BLT Gang.

Since the Huckster had been getting work completed in Carlsbad, Gary felt that until it was done, he wanted a Model A to keep at home and drive. That's why he acquired the 1929 Roadster. Gary reports that both cars run well. His most recent acquisition is a 1940 Ford, all original. Gary sure likes Fords.

Gary has a big decision in front of him. Gary has one of the new Burtz engines on order and has not yet decided which car to put it in. He is looking forward to touring with the club. While waiting for the engine to arrive, Gary is learning about Model A engines by helping Art Moore with his projects.

Gary was born in Hamburg, Iowa, a small town of 1,200. He grew up a few miles away on the other side of the Missouri River in Nebraska City, Nebraska, a town of 5,500. At the start of his junior year, his parents moved to Whitter. Two years later, he graduated from Whittier High School. He said it was a big change from the smaller school in Nebraska.

Gary worked as a UPS driver 20 years in Beverly Hills. He then got into setting up commercial booths for trade shows. You can imagine what a Toyota trade show set up entails. With Gary's experience in assembling things to have to fit, assembling a Model A should be a piece of cake.

Beware of Loose Nuts

by Mickey Fruchter

I had a funny thing happen to me which could have been tragic ...

As I was leaving the "Mens' Breakfast", Larry Metz was walking to his car and looked down at my front-right wheel and noticed that one of the lug nuts was almost off of the stud. I checked the other lug nuts on that wheel and they were all loose. All of the other lug nuts on the other wheels were good and tight. SO...check your lug nuts to make sure that you will be safe. Les Andrews says 64 foot pounds of torque is correct.

NEWS BITS - MORE

The BLT Guys

By Tom Endy

The BLT Guys is a non-profit organization dedicated to providing Mitchell overdrive installation service at a modest fee with the money being donated to the Model A Youth Restoration Award Program. The BLT Guys are located in Southern California and have the endorsement of the Mitchell Company. The BLT guys were originated by Bryan Thompson, Larry McKinney, and Tom Endy. All three are members of the Santa Anita A's of Arcadia, California.



A Model A Ford undergoing a Mitchell overdrive installation.

For a number of years these three people did Mitchell overdrive installations and donated the money to the youth restoration program that provides financial assistance to young people between the age of 12 and 21 who are restoring a Model A Ford. The youth restoration program is a 501 C 3 tax deductible organization. In the last few years the BLT Guys have grown to include other Model A enthusiast who are willing to donate their time and expertise on installation day. They include Ben Stone, member of the Santa Anita A's, Wayne Wiedle, member of Palomar A's and Diamond Tread A's, Rick Hall, member of Orange County A's, Tim Stone, member of Orange County A's, and Ed Merati – no Model A club affiliation.

The installations are conducted at Tom Endy's house in Westminster, California, beginning at 9 AM on a Saturday morning and are usually complete within four hours. The BLT Guys are equipped with the various tools required to do the installations. The owner of the car is invited to participate, or just sit and watch, or not even be there. The car must be a running car with no known differential issues. If the owner desires to have a Mitchell synchronous transmission installed at the same time, it is accommodated at a small additional fee. The owner may also have his Mitchell purchase shipped directly to Tom Endy's house.

The owner pays the Installation fee by writing a check for the amount payable to the youth restoration program and giving it to the BLT Guys. The check is then mailed to the president of the youth restoration program. While the BLT Guys are acknowledged as making the donation, the owner of the car is awarded a tax deduction receipt. This service is available to anyone regardless of Model A Ford club affiliation. For further information contact Tom Endy or the Mitchell Company.



Ben Stone attaching a Mitchell synchronous transmission

Festival of Bands is Back

by Bob Harbicht

Maybe the world is starting to return to normalcy. The Arcadia Festival of Bands is returning, and they need our help!

For at least twenty years the Santa Anita A's have supplied cars to drive dignitaries down the parade route before the bands start. They have asked for our help again.

Here's the deal:

Saturday, November 20, 7:45 a.m.

855 S. Baldwin Avenue, Arcadia

The whole thing should be over by 9:00

You can bring your Model A or any other classic car you might have that you'd care to drive.

Club Wearing Apparel Available

It is time to check out your wardrobe to be sure you are prepared to be appropriately dressed for the upcoming tours. We also have a variety of promotional items, like Car Signs, Coffee Cups, Pens, and Decals.

See page 9 for a complete listing. Contact Joe Wilson (818-730-0842) to place orders.



COMING TOURS & EVENTS

Mulholland Drive Tour

October 16th

by Jim Kroeger

When you turn on your tap or water your lawn you can thank one self-taught, Irish American civil engineer. His name is William Mulholland.

Mulholland brought water from the Owen's Valley by building the Los Angeles Aqueduct that allowed the city to grow into the largest in California. He is honored with such landmarks as the Mulholland Memorial Fountain, Mulholland Middle School and of course Mulholland Drive.

Please join us on Saturday, October 16th as we tour part of this historic road to Nancy Hoover Pohl Overlook at Fryman Canyon. Here we will gather for views of the San Fernando Valley before heading back the way we came to the Smoke House in Burbank for lunch. Entrees are between \$15-25.



We will meet at the Kroeger home located at 2669 E. Villa Street in Pasadena at 9:45 am for a 10 am departure. This will be a surface street only tour. Please call Jim Kroeger at 626-710-6592 or email at jimkroeger@sbcglobal.net to confirm your participation. Hope to see you on tour.

Information on Mulholland Drive

Mulholland Drive is a street and road in the eastern Santa Monica Mountains of Southern California. It is named after pioneering Los Angeles civil engineer William Mulholland. The western rural portion in Los Angeles and Ventura Counties is named Mulholland Highway. The road is featured in a significant number of movies, songs, and novels. David Lynch, who wrote and directed a film named after Mulholland Drive, has said that one can feel "the history of Hollywood" on it. Academy Award-winning actor Jack Nicholson has resided at Mulholland Drive for many years and still lives there today.

History

The main portion of the road, from Cahuenga Pass in Hollywood westward past Sepulveda Pass, was originally called Mulholland Highway and was opened in 1924. It was built by a consortium of developers investing in the Hollywood Hills. DeWitt Reaburn, the construction engineer responsible for the project, said while it was being built, "The Mulholland Highway is destined to be one of the heaviest traveled and one of the best known scenic roads in the United States."

The 21-mile (34 km) long mostly two-lane, minor arterial road loosely follows the ridgeline of the eastern Santa Monica Mountains and the Hollywood Hills, connecting two sections of U.S. Route 101, and crossing Sepulveda Boulevard, Beverly Glen Boulevard, Coldwater Canyon Avenue, Laurel Canyon Boulevard, Nichols Canyon Road, and Outpost Drive. The road offers outstanding views of the Los Angeles Basin, the San Fernando Valley, Downtown Los Angeles and the Hollywood Sign. Mulholland Drive has some of the most exclusive and expensive homes in the world, housing mainly Hollywood celebrities.

Route

The eastern terminus of Mulholland Drive is at its intersection with Cahuenga Boulevard at the Cahuenga Pass over the Santa Monica Mountains (at this point Cahuenga Boulevard runs parallel to Highway 101/The Hollywood Freeway). The road continues to the west, offering vistas of the Hollywood Sign, Downtown Los Angeles, and then Burbank, Universal City, and the rest of the San Fernando Valley with the San Gabriel, Verdugo, and Santa Susana Mountains.

The road winds along the top of the mountains until a few miles west of the San Diego/Interstate 405 Freeway. Just west of the intersection with Encino Hills Drive, it becomes an unpaved road not open to motor vehicles. This part is known by many as "Dirt Mulholland". This portion connects with other unpaved roads and bike trails and allows access to a decommissioned Project Nike command post that is now a Cold War memorial park.

The road opens again east of Topanga Canyon Boulevard (State Route 27) at Santa Maria Road but remains dirt until it reaches Saltillo Street. Shortly thereafter, the thoroughfare splits into Mulholland Drive and Mulholland Highway. Mulholland Drive terminates at U.S. Highway 101 (the Ventura Freeway), where it becomes Valley Circle Boulevard. Mulholland Highway continues to the southwest until it terminates at State Route 1 (PCH) in Leo Carrillo State Park at the Pacific Ocean coast and the border of Los Angeles and Ventura counties.



Color of The 30's

From late mid-twenties onward throughout the decade, women's most popular colors brought in peach, grey, blue, rose, yellow, sand and black. Men's color pallet consisted of more conservative colors such as: navy, grey, green and brown.

In reading catalogs of 1920's clothing, the fabrics used to make clothing were not exactly like those of today. Dresses were sometimes made of lisle, and voile. Color names are equally stumping! Some of the names of the new colors were called Gas blue, Palmetto green and French beige. What shade of red is Briar rose? At least men's wear was somewhat more basic. Men tended to wear tested and true natural fabrics of cotton, wool and silk. The favored colors in men's wear were brown, black, army green, grey and navy blue.

Solid colors were preferred over prints. This was because solid colors were able to show off beads, embroidery, and ribbon decoration better than patterns. In the 1920's, clothing did not show much lace at all. Patterned fabrics were most often used in skirts, children's wear, house frocks and lingerie. Everyone owned a plaid overcoat and every man had a plaid or striped suit, dress shirt or pajamas. Popular colors also were somewhat muted or pastel. Here some of the colors were jade green, dusty peach, a deep pink called rose. Other color names then included faded yellow, light grey, sand, burnt orange, buff, and violet or purple. Black was not only for mourning, but a considered a fashionable color.

In general the fabrics of the '20s were for women, delicate, thin and airy. For men fabrics were somewhat stiff but were softening as time went on. Great care was needed to care for 20's clothes. Most garments were not washed as a whole, only spot cleaned as necessary for preservation of shape and color. Dyes ran easily and could quickly turn your brightly colored dress into a faded frock. Today we enjoy color fast dyes, we can use products that make their colors brighter and more vibrant! We can also bleach our whites whiter, and impart them with extra softness, and we can make them smell swell!



In cotton for example, a chemical treatment called mercerizing caused the material to take on a texture similar to silk. This created an inexpensive alternative and was especially popular in manufacturing men's shirts. Lisle was another very smooth cotton which was slightly shiny. This was used to make very affordable stockings for women. Chambray cotton looks like a very light weight blue denim. It was used for house dresses, and sports clothes as well as men's work shirts. Other types of cotton materials used were percale, cotton crepe and broadcloth. One other very popular cotton fabrics known as cotton flannel was used in men's casual shirts and ladies evening sleepwear. Cotton voile, which is linen and cotton is soft and sheer and can hold its shape better than cotton alone. Linen alone was used in summer garments, especially men's pants. The last material to mention here is wool. Many weights and grades of wool were used. Wool can be rough or very soft.

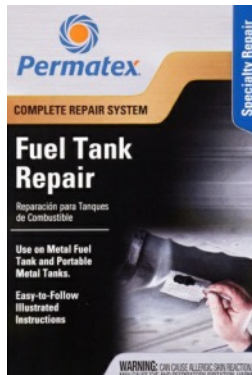
More About Fluid Leaks

Previously, we have talked about engine oil leaks and leaks in the cooling system and how to go about repairing these leaks. Now that all of these problems have been corrected, we need to talk about other components which can also leak fluids. First, we will consider problems associated with the fuel system. The fuel system consists of the gas tank, gas shut off valve, sediment bulb or filter, fuel lines and finally, the carburetor.

First, let's consider the gas tank. A leak in the gas tank itself usually requires that the tank be removed and taken to a shop to have it cleaned and repaired. Sometimes the tank itself is in such bad condition that it must be replaced, however, there are some repairs that can be done while the tank is still in the car.

If there are just one or two small pin holes they can often be soldered or sealed with epoxy. In either case the tank must be empty of fuel and the area around the pin hole must be cleaned down to bright bare metal. If you are soldering the pin hole be sure to use a large enough soldering iron that will get the area hot enough to melt the solder. NEVER USE ANY KIND OF AN OPEN FLAME OR HEATING ELEMENT THAT COULD CAUSE THE FUEL TO IGNITE. I have a big old fashioned electric soldering iron that I have had good success with. Another way to fix a small leak is to make a small patch out of a piece of thin metal and use a fuel resistant epoxy to bind the patch to the tank. Just be sure the area to be patched and the patch itself is absolutely clean.

It is not uncommon to find a leak around the bond between the steering column support and the underside of the tank. Originally, this support was riveted to the tank and then solder was applied all around the support and to the exposed rivet heads to insure there were no leaks. Through the years, with the strain of supporting the steering column, the rivets may loosen a little and the solder bond may fracture which results in seepage around the steering column support. To prevent this from happening, in mid 1931, a new steering column support was used that mounted to the underside of the dash rail and not to the tank itself. If the tank is out of the



car, the support can be re-soldered but re-soldering is not practical while the tank is still installed. I have used gas resistant epoxy to seal this seepage but I also strongly recommended a late '31 style steering column support be installed to eliminate the stress on the tank mounted support and help prevent the seepage from re-occurring.

The fuel shut off valve is another place where fuel leaks can occur. The valve can leak where it threads into the tank.



Sometimes, the valve can be tightened one more whole turn to correct the leak but often the valve must be removed and sealer applied to the threads and then re-installed. Be sure to use an ethanol fuel resistant sealer such as Hylomar Blue or Permatex #2.

Use caution and do not over tighten the valve and damage the threads in the tank. It may be necessary to replace the valve if the threads on the valve are badly worn. If the threads in the tank are worn, a new valve may also help this situation.



If the threads in the tank are worn to the point where a new valve will thread in all the way and still not seal, building up the threads on the valve with a thin layer of solder may help. When tightening the valve, do not turn the valve past where it will line up with the fuel line. If you have to back it up a little, you may break the seal of the threads and a slight leak can develop.

If the valve is leaking around the stem, first try tightening the packing gland nut just a little. For some valves, it may be necessary to remove the handle to access the packing gland. If necessary, re-build kits are available that include new packing material.

The other place a valve can leak is at the fuel line connection. From the start of production until mid 1931, the fuel shut off valve was located under the tank. The fuel line used with these valves had flair at each end that seated against a matching taper on the valve. A nut on the tube is screwed onto the valve which pulls the flair tight and seals it against the taper. This connection is designed to NOT use any kind of sealer. If the tube nut is tight and the connection is still leaking, either the flair on the tube is worn and deformed or the taper on the valve is worn or both. A new valve and tube may be in order.



The late 1931 style valves that are accessed under the hood use a fuel line that incorporates a compression type fitting. Compression fitting connections use a round ferrule sleeve slipped over the end of the tube that is pulled up by a tube nut tight against a matching seat in the valve. Often, after many times removing and re-installing the line, the ferrule becomes distorted and worn and will not seal. Replacing the line, of in some cases just the ferrule, will usually cure the problem.

Again, this connection is not designed to use any kind of sealer. Occasionally, the seat in the valve is worn and the ferrule will not seal, oversized ferrules are available for such situations.



The next component we should consider are leaks associated with the cast iron gas sediment bulb which was used on most Model A's produced through mid 1931. The fuel line from the gas shut off valve can leak where it is connected to the bulb. A remedy for this situation is the same as the other end of the line where it attaches to the gas shut off valve. The outlet line uses the same type compression fitting as used with the under hood shut off valve. The cast iron bulb itself can leak where the brass "cap plug" screws into the bottom of the bulb. This connection is sealed with a lead washer and tightening the brass cap plug is often all that is necessary. The drain valve that screws into the brass cap plug can also leak if it is not tight. Replacement parts for the cast iron sediment bulb are available.



When the under hood shut off valve is used, a sediment bulb of a different design was mounted directly on the carburetor. Leaks can occur around the gaskets for the special mounting bolt. If tightening the mounting bolt does not cure the problem, it may be necessary to replace the gaskets. Again, no sealer is used with these gaskets. Tightening the drain valve usually is all that is necessary to stop it from leaking. The fuel line uses a compression ferrule fitting.

From mid-1929 thru mid-1931, some Model A's were produced with a fuel filter that used a die cast housing and a glass bowl. With this design, a fuel leak can occur with the cork gasket where the glass bowl seals to the die cast filter body. If tightening the glass bowl will not stop a leak, then it may be necessary to replace the cork gasket. Be sure to check the die cast housing for distortion from old age or over tightening the glass bowl. Problems with the fuel line connections are corrected in the same manner as the cast iron bulb.



The last component in the fuel system that can leak is the carburetor. Carburetors on Model A's with an under tank fuel shut off valve are designed with an internal gas strainer screen in the upper part of the carburetor. This is held in place by a 3/4 inch hex fitting that is sealed with a gasket. Tightening the hex fitting or replacing the gasket will usually cure a leak in this area. Fuel can also leak from the drain plug in the bottom of the carburetor which is sealed with a small gasket. If the drain plug and the gas strainer screen fittings are not leaking but gas is dripping from the carburetor, the problem is usually inside the carburetor itself.



But wait, there are two other places a fuel leak may be a problem, the gas gauge and the gas cap itself. If fuel is seeping around the gas gauge, tightening the outer and inner nuts may solve this problem. Special wrenches are available from the better parts suppliers to accomplish this task. Sometimes, the gauge itself must be removed and rebuilt with new gaskets. Kits are available that include all the necessary gaskets and other required parts. When the tank has a lot of gas in it fuel can leak from the gas cap and wet the top of the tank. This not only causes a mess but it can damage the paint. A new gasket or a complete new cap usually will cure this problem. Just be sure to inspect the condition of the top surface of the neck to be sure it is smooth and will seal properly when the cap is installed.

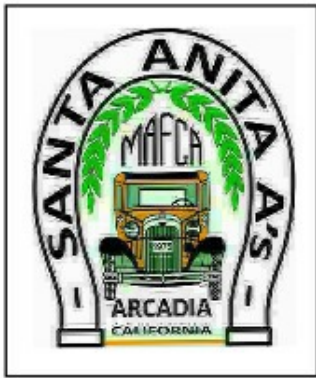
Most leaks in the fuel system can be easily repaired. A Model A that does not have fuel leaks is much more pleasant to drive because we do not have to smell the gasoline and is also a lot safer to drive because of greatly reducing the potential for a fire

Tech Tip

Always close the gas shut off valve when your Model A is not in use. The Model A Ford uses a fuel system where fuel flows to the carburetor by gravity. Under normal conditions, the float valve in the carburetor will stop the flow of gas when the float bowl is full. If a small piece of dirt should get caught in the float valve, fuel will keep flowing and the carburetor will overflow causing excess fuel to form a puddle under the car which could result in a fire. To prevent this from happening, always shut off the gas when you park your Model A.

To purchase these items contact
 Joe Wilson 818-730-0842

Santa Anita A's Promotional Items
 These items are now available for purchase by members.



Magnetic Car sign
 8" x 12"
 \$ 3.00



Decal
 2 1/8" x 2 3/8'
 Static cling, reusable'
 \$.50

Decal
 3 1/8" x 3 5/8'
 Static cling, reusable
 \$1.00'



Decal
 11 x 2" Static cling, reusable \$1.00



Coffee Mug - 14 oz.
 \$5.00



Licence Plate - Plastic, std. Size
 \$2.50



Ball Point Pen with SAA's Logo
 \$1.00



Key Chain with logo
 \$.50



Radiator Badge
 Enameled Brass, 3" Dia.
 \$20.00



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 Men's & Women's.



Available with club logos and your name
 From \$25.00



Dress Shirts
 Men's & Women's.



Short & long sleeve
 Available with club logos and your name
 From \$34.00



Denim Shirts
 Men's & Women's



Short & long sleeve
 Available with club logos and your name
 From \$34.00



Light Weight Jackets
 Either Navy or Bone
 Available with club logos and your name
 From \$ 63.00



Hats
 Three styles-
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Embroidered Patch
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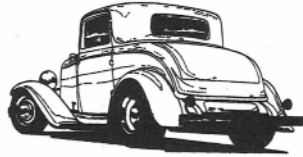
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