



January 2022

Spoken Wheels

THE NEXT MEETING

General Meeting

The January meeting has been canceled because every one else is canceling stuff.

Program

The program will be "How to refurbish your covid mask."

NEWS BITS

January Meeting Canceled- Again

On January 7th members were sent an email advising the the club's general meeting scheduled for Friday, January 28 had been canceled. We will be unable to restart our monthly meetings until the government deems that the country's health has become as stable as its leader's.

But, the tour show must go on! Check out the planned events on page 3.

2022 Club Membership Dues are Due

On January 9th, 2022 an email was sent to a select group of our club's members. This group was advised that they had not yet mailed the check they had prepared to pay their 2022 club dues.

Dues for 2022 were due by December 31, 2021.

Preparation of the SAA's 2022 membership roster will begin shortly. The names of members who have paid their dues by January 30 will be included in the 2022 roster.

What to do? Prepare a \$30 check payable to the Santa Anita A's and mail it to: Santa Anita A's, PO Box 660904, Arcadia, CA 91066.



PRESIDENT'S MESSAGE

BOB HARBICHT

My last President's Message showed a remarkable lack of prescience, so you may want to take this month's message with a grain of salt. I refer to the announcement I made that we would start having general meetings in January. Unfortunately, the Church of the Good Shepherd decided they weren't going to allow any outside groups to meet because of the Omicron variant of Covid-19. In fact, they also cancelled in-person church services; online only.



This is for an illness whose symptoms sound an awful lot to me like the common cold. But the media continues to beat the drum about it. It starts every newscast and is on the front page of every newspaper, every day. This reminds me of a story where a reporter asks an Amish gentleman why the Amish do not seem to be bothered by Covid. The Amish guy answers, "We don't have television."

We are continuing our touring activities though. Our Vice President, Jim Kroeger, led a neat tour earlier this month to the Nethercutt Museum. For those who haven't been there, this is a display of about 125 mostly "brass era" cars; that is, from the early part of the last century. Every car is nearly perfect, is licensed, and is drivable. Breathtaking!

Jim led us through Montrose, up and over La Tuna Canyon and on to our destination. After a tour of the museum, we journeyed on to our lunch spot. Great tour! Thanks Jim!

On Sunday, March 6, Patsy and I will be leading a tour to the Lanterman House in La Cañada Flintridge. Listed on the National Register of Historic Places, the impressive home of Dr. Roy Lanterman and his wife, Emily, is now owned by the City of La Cañada Flintridge.

More details about the tour will be available next month. Mark your calendar now and plan to come on this interesting tour.

CALENDAR OF TOURS & EVENTS

January

28- General meeting - Canceled

February

12- Chino Air Museum, See page 3

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

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

March

6 - Lanterman House Tour in La Canada, Details TBA

April

? - Mystery Tour, The Date, Departure Place & Time TBA

BIRTHDAYS & ANNIVERSARIES

February Birthdays

2 - Patty Lampassi
5 - Keith Smith
5 - Karen Blaylock
8 - Myriam Davies
8 - Michael Flick
8 - John Manifor
16 - Nancy Sharpe
21 - Lori Bonner
21 - Beverly Kniest
29 - Michael Sriro

February Anniversaries

10 - Patrick & Martha Utter
14 - Brad & Vicky Balmot
14 - Tony & Kathy Catroppa
24 - Sue & Carl Rogers
25 - Mark & Lisa Henzel
28 - Mel & Maria Foye

PUBLIC NOTICES

Sunshine Lady - Sue Chandler, Miss Sunbeam

Sympathy card sent to Ken Mallory on the passing of his wife Betty.

Sympathy card sent to Fred Weideman on the passing of his wife Carole.

Get well card sent to John Spielmann.

Get well card to Richard Ware

Cookie Bringers - The Cookies crumbled

Photo Donors - Jim Kroeger, Chris Wickersham, Joe Wilson

NEWS BITS - MORE

Club Members Pass

We are saddened to report the death of two long time Santa Anita A's club members



Carole Weideman passed away on November 24. Services on January 29th at 1:00 PM at Douglas & Zook Mortuary Chapel 600 E. Foothill Blvd. Monrovia, with reception following at the Monrovia Tennis Club 158 N. Sunset Place, Monrovia. Members are invited.



Betty Mallory passed away on January 12. A private family service will be held in late January.

2022 OFFICERS, BOARD & CHAIRS

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Jim Kroeger 626-710-6592

Secretary:

Elaine Perry 626-443-0638

Treasurer:

Chuck Davies 323-786-4778

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Janet Beggs 626-773-2806

Chris Wickersham 626-639-3141

Joe Wilson 818-730-0842

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Vacant

Fashion: Coordinator:

Susan Homet 909-360-3030

Ladies' Day:

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Chuck Davies 323-788-4778

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Raffle - Men's:

Mickey Fruchter 818-512-2556

Raffle - 50-25-25

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NEW MEMBERS



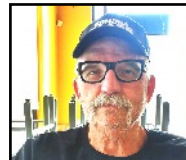
Jay & Margaret Russell

818-705-6582 818-203-7001 Cell

18619 Delano St., Tarzana, CA 91335

russetal@aol.com

Joined December 2021 29 Roadster



Al Backes

909-816-5055 Cell

1093 N. Gordon St., Pomona, CA 91768

pomonaglass@gmail.com

Joined July 2021



Gary Larson

909-861-4151 714-496-2031 Cell

22517 Eddridge 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

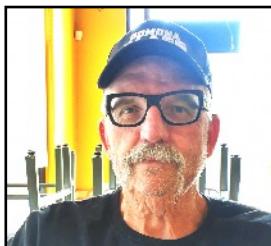
1643 Agave Ave, La Habra Hts., CA 90631

MANIFOR@AOL.com

Joined August 2021 28 Roadster, 31 Town Sedan

Al Backus

Al Backus was born on Gordon Avenue in Pomona 63 years ago and today lives a few houses away from the home where he was born. He feels at home in Pomona. He graduated from Pomona High School in 1977 and went to work for Mission Glass and Upholstery.



As the new employee, they wouldn't let him work on the newer cars that needed repair, so he gained tremendous experience with glass and upholstery on the older cars of the '30s, '40s, and '50s. That experience has made him the expert he is today in Antique auto glass. In 1982, Al started his own commercial glass business which he operates today.

The antique auto glass business is one that he liked to do on the side when he wasn't busy with the commercial work. Al knew there was a future in automobile glass for older cars. When Mission Glass and Upholstery, Valley Glass in Pomona, and Citrus Belt Glass went out of business, Al purchased their inventories which included the window glass patterns for various automobiles. Today, Al has the patterns for most cars from 1928 to 1965 and just about all of the Mopar automobiles. Al describes his company, Pomona Glass Company as "Specialists in Antique Auto Glass."

Al told me the story of a 70-year-old woman who backed her old station wagon in Al's driveway to get a window replaced. She was anxious to learn and helped remove it and then cut the glass. She prepped the glass after Al made the cut and helped Al put it in the frame. She then almost singlehandedly installed it back in her car. When she asked the price, Al said \$80 for the glass and nothing for the labor. Al told her that she had done most of the work.

Al likes to meet and talk with people and has enjoyed his association with the Santa Anita A's, for he has already had some customers come by. Bob Travis has worked with Al and signed him up as a member. Al would be happy to have a show and tell on a Saturday morning if a member would need some glass work done on his or her Model A.

Al is a tall man and hasn't yet found a Model A that he fits in. There must be one out there.



Planes of Fame Air Museum Tour

Saturday, February 12th.

By Chris Wickersham

The Planes of Fame Air Museum is located at the Chino Airport. The collection spans most of the Twentieth Century beginning with a replica of 1903 Kitty Hawk Flyer built by the Wright Brothers.



Also on display is an assortment of planes from the Golden Age of the 1920s and 1930s, including several that represent the last of their kind.

At the heart of the collection are the warbirds of the Second World War. These include aircraft from all sides of the battlefield. The collection enters the jet age with examples from the Korean War, the Vietnam War, and several important test aircraft of the period.

Following a guided tour of the museum, we will drive just a very short distance to Flo's Airport Café for lunch.

This will be a surface street tour approximately 25 miles each way. We will gather at the north end of the Walmart parking lot at 1600 Mountain Ave in Duarte. Plan to arrive at 8:45 for a 9:00 departure.

At this time, only Masks will be required but you may want to have your proof of vaccination with you in case protocols change. Because there is no signup sheet and the restaurant needs a head count, **we are asking interested members to make a reservation. You can email Chris Wickersham at wcwickersham@earthlink.net or call 626-405-9798.**

Lanterman House Tour

Sunday, March 6

by Bob Harbicht

The historical Lanterman House is a house museum with a comprehensive collection of varied arts and crafts elements. Located centrally in La Cañada Flintridge, its uniqueness lies in the fact that it is a rare bungalow-style house museum.



The hand-painted ornamentation and the original vintage furnishing and interiors on the first story are stellar.

Well worth a visit to learn the history of the area. Details of the tour will be announced in the next newsletter.

PAST TOURS & EVENTS

Nethercutt Tour

January 8

by Jim Kroeger

It had been quite some time since the Santa Anita A's visited the Nethercutt Automobile Collection but that didn't deter fifteen club members from satisfying that seven-year-itch with our first tour of the year.



A total of five Model A's and a few modern cars made the 22-mile trip through the Verdugo foothills to Sylmar in the San Fernando Valley.



For classic car enthusiasts the Nethercutt Collection is the premier example of luxury car manufacturing and styling at its finest. It is divided into four distinct automobile eras: antique, vintage, classic and postwar. Here one will find

Pierce Arrows, Oldsmobiles, Duesenburgs, Packards, Cadillacs, Rolls Royces, Auburns, Popes and many others.

For our train enthusiasts the museum also owns a 1937 Canadian Pacific Railway, Royal Hudson, Steam Locomotive. It is displayed with a fully restored 1912 Pullman



sleeping car that was owned by Anita Baldwin, daughter of "Lucky" Baldwin of Arcadia. The museum was graciously able to give our group a tour of the train earlier than usual due to time restraints.



Following the museum tour we headed a few miles up the road to a club favorite known as The Bear Pit BBQ in



Mission Hills for some great Missouri style cooking. Our tour leader ordered the Kodiak as he knew there would be plenty of leftovers to take home to be nibbled on during the week.

Attendees included: Bob & Patsy Harbicht, Chuck & Myriam Davies, David & Patty Lutz, Daniel & Jacki Boardman, Jim Kroeger & Janet Beggs, Chuck Mauch, Joe Wilson & Pat Gerphide, Fred Weideman and Hal Anthony.



CAR STORIES

The following humorous story written by Jane Bode appeared in the August 1953 Motor Trend Magazine. This is the first of a two part report on her experience being married to a "Car Fiend". Jane is a neighbor of mine living in the MonteCedro retirement community in Altadena.

J. Wilson

I Married a Car Fiend!

By Jane Bode

Let's face it — I'm married to a car fiend. Not a pro, or anyone who can sink a lot of money into automobiles—just a guy who's crazy over any four-wheeled vehicle that is chopped, channeled, or de-chromed.

Consequently, I'm one of those wives that spend half their time picking up stray motor magazines and "saving" them with guarded care. Perhaps I'm the forgotten counterpart but, believe me, this car hobby has made a potent impact on my life, my heartstrings—and my budget.

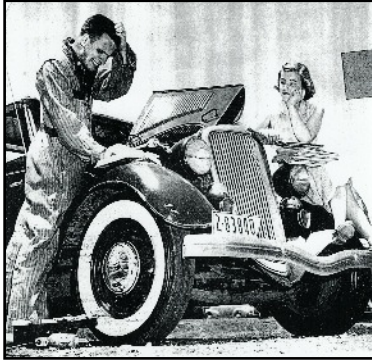
You'd think I would have taken a clue from our college courtship days when I rode in Tom's vehicles. "Wasn't it fun!" I'd exclaim, to be stranded in an immobile, snowbound, but oh-so-sporty convertible—miles from home without a dime in our pockets. I laughed at stories of the old Model T and the midget they'd raced (once) at Soldiers' Field. But I never actually saw the cumbersome engine in the garage or had to scrub grease out of the towels—and suit coats.

The routes we took on dates always passed the best used car lots. and I'd often stood by patiently while he inspected foreign car salesrooms. But when we started married life in a stock six-cylinder Studebaker, I never dreamed what was ahead!

At first (as now, and I suppose always) there were "those magazines." Thousands, it seemed. While I sacrificially limited myself to one seven-cent chain store woman's magazine monthly, my husband picked up a half-dozen or more twenty-five-cent numbers plus a few more expensive "reference" magazines. Even on our honeymoon I learned that nothing else holds the glamorous attraction of a "Sell 'n' Swap" column. And we practically rerouted our entire trip home to see a Continental advertised in a nearby state.

Now, even I agreed that our stock Stude had no "umph." But when the car barely made the last steep incline to our new Colorado home, Tom was convinced that this long apologized for temporary mode of transportation had to go.

I heard envious remarks about Colorado cars from Tom. "Clean bunch of automobiles! A guy in Denver sells beauties, Hon." But I had the utmost confidence in my husband. And since by this time we were expecting a baby, I was sure he would find something nice and dependable.



His eyes simply shone when he took me to see the new car. "I've never seen one in this shape before," he boasted. "We can take it back to Chicago and sell it for a couple hundred dollars profit!"

My heart sank at the sight. "A '34 Ford roadster!" he exclaimed. To me it was a car with no windows and barely room for two and us with a family on the way! But Tom was thrilled. So I took the first windy ride and listened to the glorious details.

"Really a buyand I only used \$100 of the furniture money—which I'll pay back. Bought it from a fellow at a golf range. It belonged to his college professor," He caught my scornful glance. "No, really it did, Hon, and —"

I bit my lip and figured this was one of the consequences of being a car fiend's wife. Mentally I chalked off that hoped-for refrigerator and envisioned a bassinet, car seat, and toys crammed hopelessly into that little cockpit— the baby tossed about, eyes blinking in the breeze.

I must admit, roadster driving was exciting. The little Ford turned all heads in our direction—even that of the policeman, who promptly stopped us for having illegally raucous pipes.

However, the car put a definite crimp in my driving hours since the legs of my 5' 1/4" frame never managed to reach the floorboard. In fact, the only times I sat behind the wheel were those crisp Colorado mornings when we habitually pushed the car down the street until it started—me with my foot on the accelerator, Tom racing alongside trying to jump in and control the thing before the motor died.

Of course this car (as all others) was really a "deal"—a car Tom guaranteed would perform without fault. From this description you'd never expect that it went periodically to the garage where we got another "special deal" from some mechanic who "knows Fords better than anyone in town" for "little" things like a valve and ring job and brake relining. By the way, those bills never found their way into my hands, and to this day our budget is carefully recorded, except for the columns marked "automobile, gas, oil, and repairs."

Regardless of expense and worry, the little car had grown on me. But as the Colorado aspen dropped their golden leaves and snow coated Pikes Peak, my opinion began to change. Tom assured me that side curtains were the answer. Side curtains were a mystery to me, but I discovered they are canvas arrangements which snap on the car (if all the snaps are intact) and re-channel the wind so that it doesn't just envelop you, it blows straight at your face. Combined with a gale from the rumble seat, one achieves perfect cross ventilation.

Well, I managed to retain the appearance of liking the car, and business orders to transfer to Tennessee in November saved Tom from making too many complaints about the cold.

He loaded our family possessions in a four-by-seven-foot trailer hooked behind the roadster and took off for the sunny South. I followed a few weeks later. Evidently his trip was a doozy! The trailer had pushed, prodded, and jolted him (and the roadster) most of the way. The last few hundred miles through the Ozarks had persuaded him that this was not the family car we needed.

Part 2 in February issue

OTHER HAPPENINGS

BLT Guys Banner Day

by Tom Endy

Saturday, January 15, 2022 was a banner day for the BLT Guys organization. We did two Mitchell overdrive installations back to back in one day. Both fees were donated to the Model A Youth Restoration Award program. The first installation began at 8:30 AM and was complete by 12:45 PM. The second installation began at 1 PM and was complete at 4:45 PM. The second installation went smoother than the first. Both installations were done in Westminster, California.

The first installation: 1930 Roadster

The first installation was a 1930 roadster. The owner trailered the car from Santa Clarita, California. When the car arrived it was discovered that the headlights had been left on and the battery was dead. We had to push the car into the carport and as soon as that was accomplished it began raining. Undeterred, we hooked up the battery charger and began the installation process. The only problem we ran into was that the bolt holding the U-joint to the back of the transmission was missing and the U-joint came off with the rear end. The installation was complete before 1 PM and while the car was being road tested we rolled the second car into the carport; by then it had stopped raining. The battery had charged sufficiently on the

roadster so that we were able to start it and drive it around the neighborhood for the road test. We replaced the U-joint bolt with the proper bolt and washer.

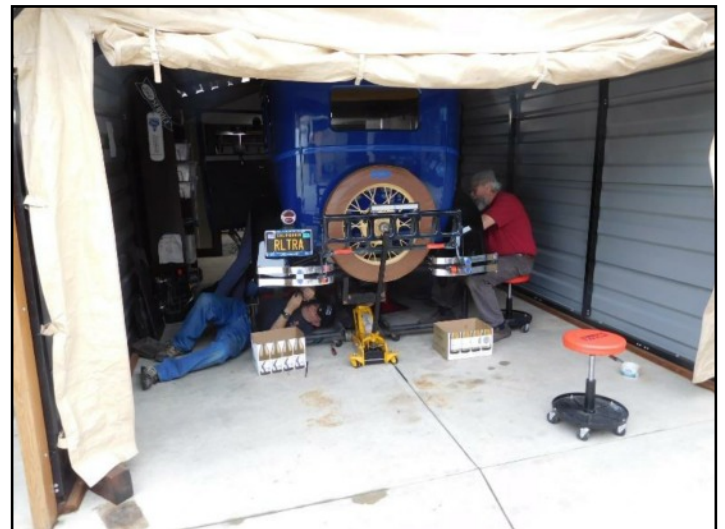


The second installation: 1928 Tudor

The second installation was a 1928 Tudor owned by a local realtor in Huntington Beach, California. It was rolled into the carport minutes after the roadster exited. The installation began at 1 PM and went very smoothly, there were no issues.

Participants of the day's event are members of the Santa Anita A's of Arcadia, California and the Orange County Model A Ford Club of Santa Ana, California. All are official members of the BLT Guys organization.

The BLT organization is dedicated to supporting the Model A Youth Restoration Award program that financially assists young people between the age of 12 and 22 who are restoring a Model A Ford.



"Be decisive. Right or wrong, make a decision. The road of life is paved with flat squirrels who couldn't make a decision."

The New Terry Burtz Model A Engine

In my last months report I said that one of the subjects I would be writing about was the "new" Terry Burtz Model A engine. Terry has been working on this project for more than 15 years and now is finally able to offer his new engine kits for sale.

The idea was to offer an engine that had the outward appearance of an original engine but was more robust and offered features found in a more modern engine. At one point, Terry almost gave up on the project because he could not find a foundry here in the U.S. that could produce a quality casting in the numbers he was able to commit to.

It is sad, but so much of this kind of industry is no longer available in our country. Terry finally found a company in China that manufactures engines who would take on his project. I would liked to have seen these components made right here in the U.S. but that was simply not possible. So, at this time, if we are going to have new engine components for our Model A's, we have to accept the fact, they will be coming from China.

The engine is designed with a fully counterbalanced 5 main bearing crank, insert bearings, full pressure oiling, improved intake porting, hardened exhaust valve seats and a modern rear main bearing seal. The exterior dimensions of the block are exactly the same as the original engine. All original components such as the head, pan, the front and side covers, pistons, cam, lifters and valves all fit the new block without modification. The only components specific to the Burtz engine are the block, crankshaft and connecting rods. Terry cleverly designed the engine so an

external full flow oil filter could be easily added with some very minor modifications to the block. Also available is a new light weight flywheel that is machined to accept a Ford V-8 clutch assembly.

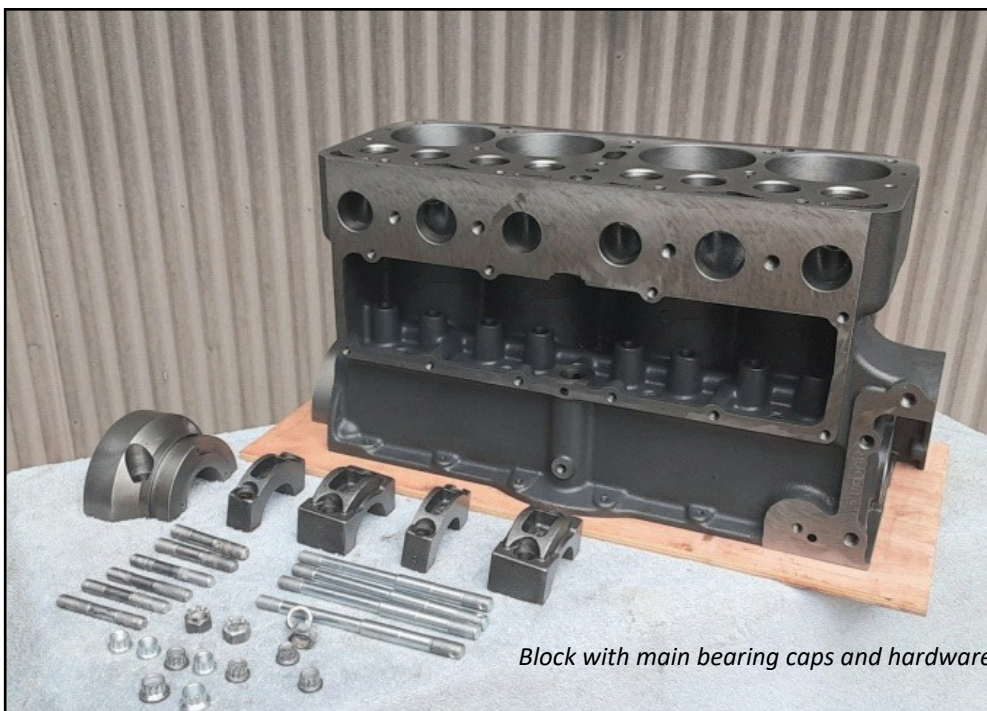
The initial limited run of the new Burtz engine was completed about a year ago but there were a lot more customers than engine kits available. To my knowledge, none found their way to any members of the Model A clubs in our area. The second production run was completed last fall but shipping was delayed because of the back log of ships waiting to off load in our local ports. To expedite deliveries, Terry elected to ship the engine kits to the east coast for distribution from a warehouse in Kentucky. The orders for the west coast were then sent by truck to a distribution center in Hawthorne, California, where the kits could either be picked up in person or they would be forwarded on to the customer.

On Saturday, December 18th, Chuck Davies showed up at my shop with 2 of the new Burtz Model A engine kits and 2 new Burtz light weight flywheels.

Upon initial inspection, it looks like Terry has provided a high quality, well thought out product. The casting is generally smooth with minimal flashing or extra material where the mold sections come together. While all the machining is completed, in order to keep the costs down, de-burring



The Burtz engine kit arrives in 3 boxes: block, crankshaft and connecting rods



Block with main bearing caps and hardware

and smoothing of the casting must be performed by the purchaser. The main caps are in place and the cam bearings are installed. The crank is finished ground and appears to have been done very well. The connecting rods are fully finished with pin bushings installed and finish honed. The optional flywheel was finished machined and balanced, ready for the ring gear to be installed.

The first block was placed on an engine stand and all the critical dimensions were checked and found to be well within specifications. The only thing that I was not completely happy with was the valve seats.

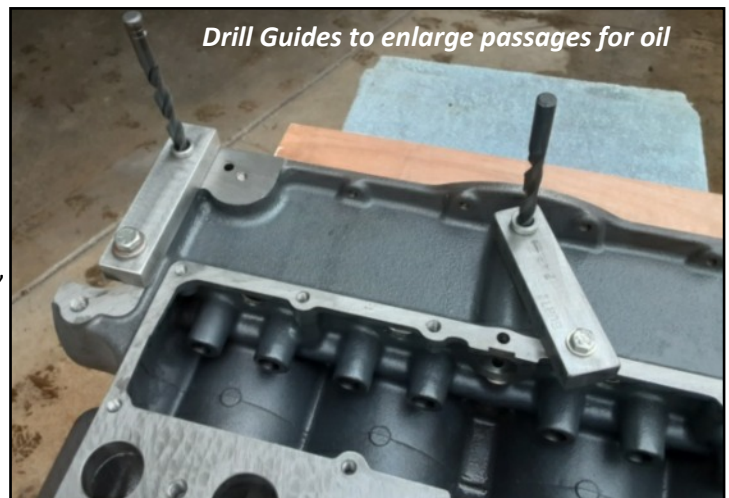


The finish on some were rough and all the seats appeared to have been machined slightly off center resulting in the width of the seat not being consistent. It was decided to have the seats re-ground to insure proper sealing and heat transfer.

All five cam bearings were installed but for those using a three bearing cam, only the end and center bearing shells were drilled for oil. This engine would be using a new five bearing cam. So, using the instructions provided with the engine, the #2 and #4 bearing shells were drilled for oil pressure. This required making a tool to guide the extra long drill bit that was necessary for this operation.

Chuck also wanted to use an external full flow oil filter which required enlarging two holes in the block. Additional tooling was necessary to accurately perform these modifications. The Burtz "New Engine Builders Guide" includes detailed instructions for this operation. The rest of the preparation included deburring the block and generally going over the exterior to smooth out rough areas and removing excess flashing. The only modification performed that was not covered in the instructions was to drill a small hole from the bottom of the outside of the rear cam bearing down at an angle thru the back wall of the block. This hole will allow any oil that may collect behind the cam to drain back into the crankcase and not become pressurized which

could result in a leak between the back of the block and the flywheel housing. After the valve guides were installed, the block was sent to the automotive machine shop to have the valve seats re-ground. While the block was away, the crank and rods were inspected and the dimensions were verified. Again, all dimensions were well within specifications including the fit of the piston pins.



As I get into this project, I am starting to appreciate more and more all the thought and planning Terry has put into his "new" engine. It is a real treat to work on a Model A engine that is not all worn out and has to have major work to try to save a 90 year old block casting that has suffered from lack of maintenance and poor workmanship. The availability of good quality improved components for the Model A engine will be a great benefit to our hobby for many years to come.



Heavy duty connecting rods



Special tooling to drill cam bearing shells

Stand. Stay tuned next month for a report on the assembly process. Hopefully by then, the engine will be finished and ready for the test

NEWS BITS - CONTINUED

Tom Endy's BLT Guys

by Bob Harbicht

One of our members – Tom Endy – performs a service which I think everyone should be aware of. Tom and a group of volunteers install overdrives in Model A Fords. They charge \$500 for the install and donate the entire amount to the Model A Youth Restoration Awards.

I've assisted with about four of these installs, the most recent being last Saturday. I've really enjoyed learning how to install the overdrive and also the camaraderie of the volunteers who gather to perform the work. It's a win-win for everyone. Thanks, Tom, for doing this.



FOR SALE

Portable Body Heater For Your A

by Bob Harbicht

The club's gift presented to our hard-working officers and directors at this year's Installation/ Christmas party was a car blanket with the Santa Anita A's logo on it. It unrolls into a nice lap robe, perfect for those who might be riding in a Model A with no heater, and possibly, no windows.

We have a limited number of these car blankets available for \$20. They were offered for sale at the installation/Christmas party and seven were sold.

If you'd like to purchase one of these blankets, contact Bob Harbicht. pbharbicht@gmail.com



A promotional poster for the MAFCA National Convention. At the top, it says "TEXAS HILL COUNTRY" with a star graphic. Below that, the dates "June 12-17 2022" are prominently displayed. A quote reads: "No Place Offers The Model A Experience Like The Texas Hill Country". The main title is "MAFCA NATIONAL CONVENTION" followed by "YO RANCH RESORT • KERRVILLE, TEXAS". A description says: "From its spectacular scenery to its beautiful two-lane country roads, here you will experience our hobby the way it is meant to be at the 31st National MAFCA Convention!". There are small images of vintage cars and a scenic view. At the bottom, it says "FIND CONVENTION INFORMATION ONLINE AT: WWW.mafca.com". A list of activities includes: "Sightseeing of the • San Antonio's Famous River Walk • Fine Point Vehicle Judging", "workshops • The Alamo - Birthplace of Texas • Era Fashions & Judging", "highlights • Great Sightseeing & Restaurants! • Restorers Class". The logo for "ALAMO A'S" is in the bottom right corner.

MAFFI Sells Memorial Bricks

It's time for you to "Give a Brick".

In 2011 MAFFI began selling memorial bricks to raise money for the Model A Museum. Please consider purchasing a brick for a Model A fan. This is a great way to honor your favorite Model A'ers or recognize your Model A Club. The cost of a brick is \$150.00.



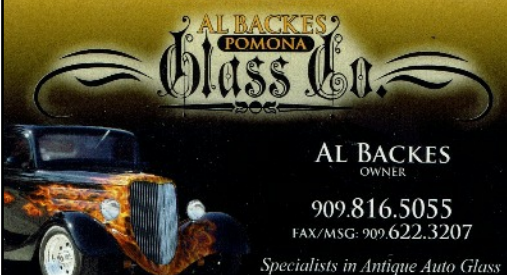
To order a brick, complete the order form and return it to MAFFI with your check. All bricks will be installed on the drives in front of the Model A Ford Museum for everyone to see.

To purchase a brick go to this website and complete the form. <https://www.maffi.org/WSContent/Download/BuyABrickDonation>

Marsha DuBreuil, MAFFI
clubcontact@maffi.org

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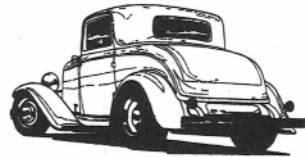
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