



February 2022

Spoken Wheels

THE NEXT MEETING

General Meeting

Another February meeting has been canceled again

Program

No Meeting - ergo - No Program

NEWS BITS

Rules for Touring

Now these are some rules for touring,
Common sense most people would say.
But they would be wise to observe them,
When venturing out in the old Model A.



Is the air in the tires sufficient?
Have the lug nuts been torqued down real tight?
Did you measure the crankcase oil level?
Did you check that tiny stop light?

Is the radiator topped off with water?
Do you carry a gallon for spare?
Are your brakes tight and safely adjusted?
Or do they need some additional care?



Do you carry a cell phone with you?
Power on, charged up and all?
Cause it ain't worth much in your pocket,
With no way to give you a call.

When touring in line with the others,
Are you careful to keep up your speed?
Do you signal upcoming turns clearly,
For the driver behind you to heed?



And while we speak of that fellow behind you
Do you keep him clearly in sight?
If he disappears from your review mirror,
Slow down to determine his plight.

We're all in this tour together,
Our goal is to have some fun.
Be patient with those who have problems,
You just might be the next one,



If everything's not to your liking,
Accept it and button your lip.
If you think you can do the job better,
By all means plan the next trip!

PRESIDENT'S MESSAGE

BOB HARBICHT

Our regular meeting place, Church of the Good Shepherd, is continuing the lock down of their facilities to outside groups; so we won't be having a general meeting in February. In fact, the church is still not holding in-person services. Their governing board will be meeting soon to decide on March. Hopefully their decision will be positive and we can re-institute our regular monthly meetings.



We had a very successful seminar on the new Burtz Model A engine, probably reported on elsewhere in this issue. The engine in question belongs to Chuck Davies and Chris Wickersham has been assembling it. On a Tuesday, I was fortunate to be at Chris' shop when it was started for the first time. Those assembled for the unveiling thought it would be a good idea to have a seminar on the new engine.

After looking at a number of possible dates, we decided to have the seminar four days hence. We were concerned that with such short notice, attendance might suffer. Not to fear! As a result of a single email, 30 people showed up! Maybe people are just ready to get out of the house and back to normalcy. Or was it the coffee and doughnuts graciously supplied by Chuck Davies?

Thanks to Chris Wickersham for planning and leading a great tour to the Planes of Fame Museum at the Chino Airport. We had another great turnout; about 40 members took part. Most gathered at Flo's for a great lunch and fellowship. Chris brought up the rear on the way home and reports that he didn't encounter any Model A's stranded by the road.

Elsewhere in this issue is information on a tour to the Lanterman House in La Canada Flintridge that Patsy and I will be leading on March 6. This tour may be of special interest for the ladies. We're hoping for another large turnout and look forward to seeing all of you.

Thanks to Dick Eberle, Cape Henry Region, MARC

CALENDAR OF TOURS & EVENTS

February

25 - General meeting - Canceled

March

6- Lanterman House Tour in La Canada, 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
20 - Orange County Model A club Pancake Breakfast -See page 9

April

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

May

5 - MT Baldy tour - Details to be announced

BIRTHDAYS & ANNIVERSARIES

March Birthdays

1 - John Emanuelli
3 - Carolyn McBride
3 - Josie Byrd
4 - Jim Constantian
5 - Ruth Harper
10 - John McDannel
14 - Fred Weideman
18 - Les Eddington
19 - Randy Harper
20 - Warren Record
21 - Bart Bartholomew

Birthdays continued

22 - Mike Plessner
22 - Larry Metz
24 - Dick Canzoneri
27 - Warwick Nethercoat
27 - Marion De Lellis

March Anniversaries

31 - Steve Concidine
3 - Larry & Mao Pare
10 - Larry & Suzanne Rumens
12 - Jim & Jamie Flick

PUBLIC NOTICES

Sunshine Report

Get well card was sent to Rich Ware and Jim Constantian who had a knee replacement.

Cookie Bringers - The Cookies crumbled

Photo Donors - Joe Wilson, Jim Kroeger, Nancy Stancil

NEWS BITS - MORE

Ken Mallory Thanks Members

My family and I thank you for your notes cards and thoughts about the death of my wife, Betty. *Ken Mallory*

Trip to National Convention Planned

I am planning to drive to Texas this June to attend the MAFCA National Convention (June 12 - 17). Anybody interested in Joining us contact Mickey Fruchter 626-797-2048.

Meeting Place Lock down Continues

The political Covid lock down continues, preventing the Church of the Good Shepard from opening their facilities to us for our meetings.

Club Member Tom De Lellis Passes

Tom and Marion De Lellis joined the SAA's in May of 2021. As new members they had not been able to participate in our activities so we were not able to meet them. Their 1928 Model A Fordor was given to their son in Florida.

2022 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

Activities:
Janet Beggs 626-773-2806
Advertising:
Vacant
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

NEW MEMBERS



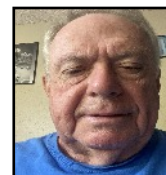
Jay & Margaret Russell

818-705-6582 818-203-7001 Cell
18619 Delano St., Tarzana, CA 91335
russetal@aol.com
Joined December 2021 29 Roadster



Dan & Michelle Morgan

626-241-2499
2010 Mendocino Ln., Altadena, CA 91001
HT40@hotmail.com
Joined February 2022 1929 Phaeton



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

NEWS BITS - MORE

May is Model A Youth Month

By Bob Moore

In early February, I presented the "Model A Youth Month" program to SAA's officers and board members and asked for their support for the program. I am happy to say that it was well-received.

This May will be the inaugural "Model A Youth Month." How did it get started, you ask? The Model A Youth Restoration Award (MAYRA) program observed in its 27 years of helping youth financially, the primary reason youth get involved with Model A's is a connection to a family member. Building the hobby and assuring its future means the message of the Model A needs to go well beyond the family into the community and the new generation. After all, among the youth will be future owners of our Model A's, members of our clubs, and the leaders of the national organizations.

In 2021, MAYRA presented the idea "May is Model A Youth Month," to the Boards of MAFCA and MARC. Both endorsed it and the *Restorer* and *Model A News* had articles on the program. Its essence is putting Model A's in front of as many of the younger generation as possible. Success depends on Model A clubs believing that getting the attention of youth is important for the future of the hobby, their clubs and then taking action. May 2022 was chosen to have a target for getting something going. Hopefully, clubs will repeat a youth activity at least each May, THINK YOUTH all year long and proactively seek ways to sell the Model A hobby.

MAYRA recognizes that the event needs to be a sensory experience to hold the audience. The kids need to be immersed in the experience. They need to honk the horns, hear the engine, smell, see and touch the cars. MAYRA believes that the Model A experience can still appeal to today's youth if exposed to it. MAYRA hopes this exposure will plant a hobby seed. Some may sprout early, and some may sprout many years out. Both are good for the hobby.

I presented the concept to the Santa Anita A's Board. A discussion followed my presentation. I suggested some activities that might work, including the Boys and Girls Club of Monrovia. Bob Harbicht said he knew the director and would line up a date. I'm working on other opportunities.

I want to thank the Officers and Board members for their willingness to support the program. Whatever we do will be a fun activity.



COMING TOURS & EVENTS

Lanterman House Tour

Sunday, March 6

This month's tour will take us on a pleasant drive to the Lanterman House in La Canada Flintridge. We have arranged for a guided tour of the house and its gardens.



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 and maintained and administered by the non-profit Lanterman Historical Museum Foundation. The home, covering about 11,500 square feet, including the basement, was the first totally reinforced concrete home built west of the Mississippi River. It was designed by architect Arthur Haley in 1915 and features a U-shaped Mexican Colonial hacienda design with a fountain courtyard in the middle, pergolas with plantings on all sides of the house, and English Arts and Crafts design elements throughout.

The tour will be Sunday morning, March 6. We will be meeting at Arcadia Park at the corner of Santa Anita & Huntington. Exact starting time to be determined.

The mileage for the tour will total 35 to 40 miles, much of it along beautiful streets with a variety of interesting houses. In fact, many of the streets we will be driving have recently been re-paved, making for a pleasant drive in our 90-year-old cars. We will be stopping for lunch after the home tour.

Plan to come on this interesting tour and enjoy a view into our area's past.

Contact our leader, Bob Harbicht pbharbicht@gmail.com so we can plan numbers for lunch.

PAST TOURS & EVENTS

Bertz Engine Seminar

February 5

Joe Wilson

A seminar on assembly of the new Bertz Model A engine block was presented by Chris Wickersham at his shop on Saturday, February 5th. The seminar was created on short notice, a few days after Chris finished assembling the engine and had it running on his test stand.

Thirty SAA's members, including a few guests were on hand for the presentation. Five of our club members have received a total of eight Bertz engine blocks.

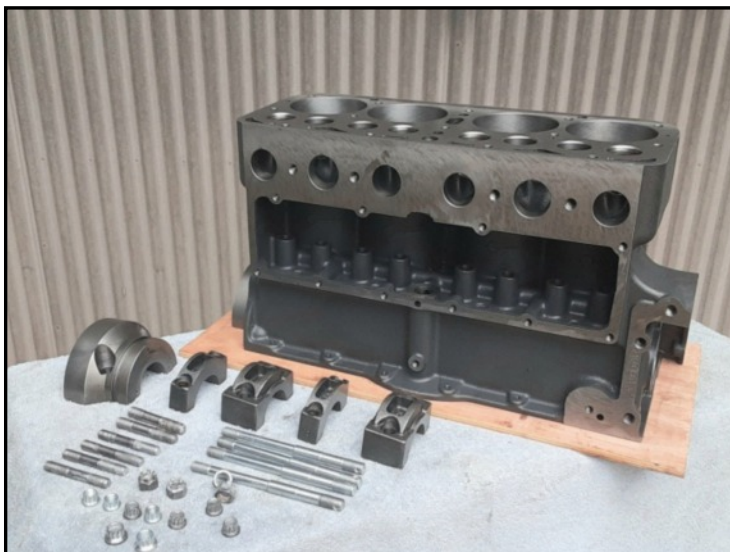
Chris first commented on all of the parts included in the Bertz engine kit which includes the engine block, crankshaft, connecting rods, miscellaneous hardware and the optional flywheel. The camshaft, pistons, valves and related parts along with miscellaneous hardware items need to be purchased new. The Cylinder head, pan and other parts required to assemble a running engine can be salvaged from other engines.

Chris displayed some of the special tools that he had made to prepare the block for assembly. He also described the special procedure used to add a remote oil filter.

Attendees were provided a document which included a list of all parts required to assemble a complete engine. It also identified sources for the various parts including camshafts, heads, valve train components and hardware.

Chris is writing a series of articles on preparation and assembly instructions for building up the Bertz engine. Part one appeared in last month's Spoken Wheels, part two appears in this issue.

The engine assembled belongs to Chuck Davies who has now installed the engine in one of his Model A's. Chris will write a report on the installed engine in next month's Spoken Wheels.



Planes of Fame Tour

February 12

by Joe Wilson

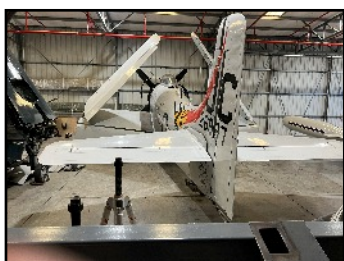
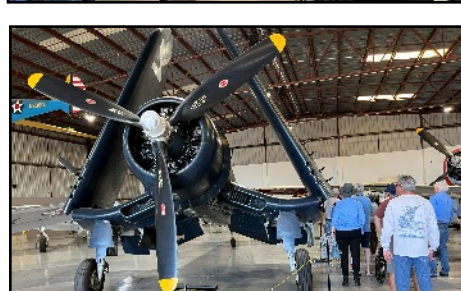
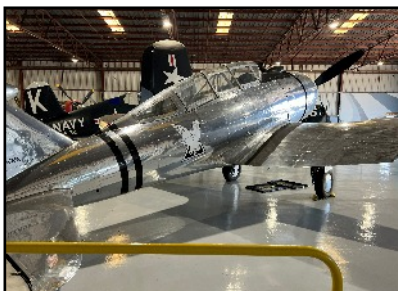


Our tour to the Planes of Fame museum at the Chino airport brought out 35 SAA's members to view the planes, experience the pleasure of driving their Model A's, socializing with other members and, of course, having a very nice lunch at Flo's airport cafe.

We had two very knowledgeable museum docents escort us through the collection. They had special stories to tell about each plane.

The Planes of Fame Air Museum collection now numbers close to 160 aircraft. The majority of these are maintained in pristine condition and are on display throughout the Museum, either at the Chino or Valle/Grand Canyon locations. Many of the planes have been restored to a flyable condition. Monthly, one of the planes are selected to provide a demonstration flight for the museum attendees.

We didn't have time to visit all of the hangars so a number of our members plan to return to complete their tour. Art Moore said he plans to become a member of the museum..



The New Burtz Model A Engine (Part 2)

Part 1 of this report included comments on the efforts of Terry Burtz to design and manufacture an “improved” Model A engine block assembly. I also commented on the components in the “block kit” purchased by Chuck Davies, one of our Santa Anita A’s members. He brought one of the new Burtz Engine kits to my shop and wanted me to “help” with the assembly. Since this was my first experience with the new Burtz Engine, I decided to document the process.

Last month was the first installment of what is involved in putting together the new Burtz Model A Engine. We left off with the block being de-burred and the necessary alternations made to adapt to a full flow oil filter.

An inspection of the critical dimensions had been performed and all measurements were well within tolerance with the exception of the valve seats. The width of the part of the seat closest to the center of the engine was noticeably wider (aprox. 0.030 inches) than the width of the opposite side of the seat. This was noted with all the intake and exhaust seats. The seats also appeared to be a little rough. This same inconsistency was found in 2 of the other Burtz blocks I had in my shop but a third block had seats which were very uniform and smooth. For this first engine, it was decided to re-grind the seats to insure good sealing and longevity.

After the valve seats were re-ground, the block was cleaned and prepared for paint. The cleaning process included several steps using solvent, Simple Green, high strength detergent, lots of hot water and finally a pressure flushing of all oil and water passages. Long brushes were used to clean all the oil passages to insure they were absolutely clean and free of chips and debris. After the final rinse with hot water, the block was immediately dried and the cylinder bores were protected with a light coat of oil. To help insure good adhesion of the paint, keep the outside of the block free of oil and be sure your hands are clean as well as any tools you are using. At this point, I use a big plastic bag to keep the block clean when not being worked on.



The head, block and front cover are temporarily installed for painting.

The block is now ready for paint. When painting a Model A engine, I have found the easiest way to keep paint off the surfaces you do not want to get painted is to set the block on a table and temporarily bolt on the head, side and front covers. I use only a few bolts, just enough to hold the parts in place. A little masking on the rear machined surfaces and some old spark plugs to keep paint out of the cylinders and you are ready to paint.

For this engine, it was decided to use the original Ford Engine Green however the color the engine is painted is strictly up to the individual. Years ago, we would paint the engines of our old Hot Rods red because a car with a red engine always seemed to go faster.

Now for the fun part, assembling the engine. The first item on the assembly process is to install all the oil galley plugs but there was a minor problem with one of the plugs. Terry Burtz designed the engine to use straight machine thread plugs for oil galley plugs.



The arrow points to an oil passage hole that must be plugged and sealed by a 7/16-14 “set screw”.

There is one place where a 7/16-14 “set screw” is used to plug a short oil galley at the front of the engine. This set screw was intended to only be screwed in until it was flush with the outside machined surface of the casting but the threads were tapped so deep that the set screw could be screwed in so far in that it would block off an intersecting oil galley. If the engine was not being used with an external oil filter this would not be a problem but these passages are used to supply filtered oil to the main oil galley when using an oil filter.

Continued from page 6

I sent an email to Terry Burtz and he very quickly responded and said this plug was intended to only be installed flush with the machined surface and not screwed all the way in. Terry proceeded to communicate my finding to his quality assurance team and also made an addition to the "Builders Guide" to point out this issue.

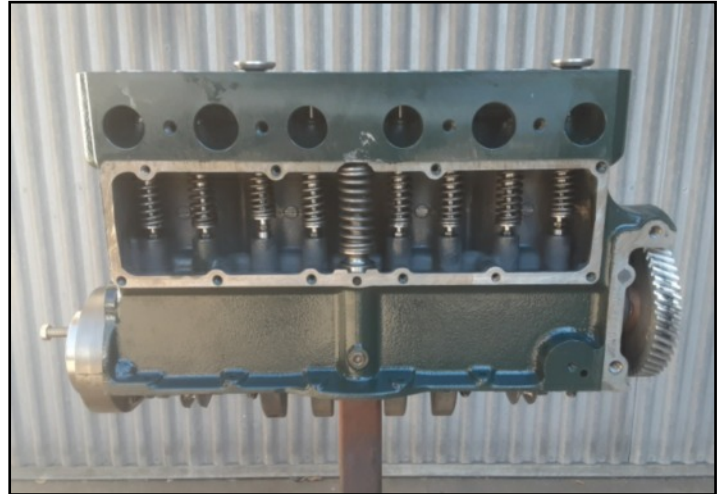
To insure this plug and all the other galley plugs would stay in place, all but one were installed using epoxy as a sealer. The exception was the plug for the main galley at the rear of the block. A half inch long, 1/2-13 socket head cap screw (Allen screw) with an aluminum sealing washer was substituted for the 1/2-13 "set screw" type plug supplied in the kit. I had heard from others that there were a few instances where an oil leak had developed when the "set screw" did not seal properly. Using a cap screw with a sealing washer will provide a positive seal.



The arrow shows where a 1/2 inch long, 1/2-13 socket head cap screw (Allen screw) with an aluminum sealing washer was installed.

The next step was to install the crankshaft. Following the directions in the "Builders Guide", the crankshaft was cleaned and inspected and the main bearing studs and bearing shells were installed. The crankshaft was placed in the block and bearing clearances were checked. While all the other bearings were well within specification, it was found the rear bearing had a clearance of 0.004 inches which is a little loose. To correct this, the rear bearing cap was lapped on the surface plate until the desired clearance of 0.0015 inches was achieved. When completed, the crank turned free and smooth. Before I continue, just a note about the nuts that were supplied for the main bearing studs. All of the nuts supplied in the kit were a little loose on the studs. The solution for this was to purchase new grade 8, 12 point jet nuts and new castle nuts which were found to fit much better.

Now, on to the valve train: The tappets were placed in the block. The crank and cam gears were installed and the cam was placed in the block. A liberal amount of assembly lube was used on the foot of each tappet and on each cam lobe and journal as well as the cam thrust surface at the front cam bearing. The valves, springs and keepers were then installed and the valve clearances adjusted. When adjusting the valves, I find it a lot easier to rotate the crank without having the pistons and rods in place.



Block assembled with crankshaft, pistons, rods, cam and valves.

The piston and rod assemblies were next. Each piston was installed on a rod and the rings installed on the piston. These assemblies were then installed in the block. Bearing clearances were checked and all found to be within spec.

One issue that did come up was one rod cap bolt on each rod protruded slightly thru the rod just where the rod comes closest to the cam. I was not able to determine exactly how much clearance there was between the cam and the tip of the rod bolt but I did know the cam comes very close to the rod at this point. To insure there was no interference, the corner of the end of the each bolt was removed back flush with the rod.



Arrow indicates where rod cap bolt protruded slightly.

This completes the assembly of the basic "short block". All in all, the assembly went well. The few issues that were found were easily resolved and I am confident the new Burtz Model A Engine will be far superior to any of our previously available options and will result in an engine that is smoother, stronger and much more reliable than the original Model A or B engines. Also, it should not leak oil.

Part 3 will appear in the March Newsletter

CAR STORIES

The following humorous story written by Jane Bode appeared in the August 1953 Motor Trend Magazine. This is the second 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 - Part 2

So, by the day I arrived, the time was ripe to sell. "You have to sell when you have a buyer," he repeated his stock phrase. "If you pass up an offer, you're sorry. You have to find a guy who's looking for the car you've got." He had found the buyer who was willing to pay \$100 more than purchase price, so it was sold. Another of those "good deals," you know—where you make \$100, not counting \$150 sunk into mechanical improvements.

There was just one hitch. "I'll sell it if you can find me a Continental," he told the guy. I had heard about Continentals until I was blue in the face. I'd patiently agreed that the lines were sharp. I'd listened to statistics about this "queen of the classics." I'd peered in Continental windows and stood by embarrassed while my husband wrote his telephone number on a note and pinned it under some Lincoln owner's windshield wiper, but I was confident we'd never be in the class to fool around with the "queen" herself.



Before I could open my mouth, a '41 Lincoln was ours---and "such a deal!" Now the roadster (most beloved memory of days past) seemed just a minute risk compared to the hulk of metal we drove home.

"I know it doesn't look like much, dear," Tom began, "but it's the lines that count. When we dumped the V12, pound out the body, have it painted, get new upholstery and carpeting, we'll net a couple hundred dollars profit. and besides...." He lapsed into that dreamy state that spellbinds the driver of a continental. "Just heard what these things sold for new. Look at all the buttons on the dash. This is for directional signals and these lights....." Well we never discovered what they all meant, although they lit up periodically, or perhaps I meant spasmodically. Personally, I was sure they were preliminary signals for the whole thing to fall apart.

Of course, my feet came short of the floorboard, so I patiently reclined on the torn but once so luxurious leather seat, the same one that was propped up by a rock and fell backward with any sudden jolt. Peering out over the hood felt like we were cruising on a yacht.

Well, our cruising days were short lived, and we took to walking when the car went into one shop after another to get its face lifted. Naturally we were getting special rates from special friends or a friend of a friend.

Though I had doubts, I too summoned the faith that one day we would be able to market a "prize". We'll drive it a few years Tom assured me, "but when the right guy comes along".

That elusive reward sank even lower when on our first trip with the new engine, the clutch burned up as we zoomed majestically over the crest of an Arkansas hill. But luck was with us - we coasted to a stop at the very house of our destination.

Two clutches, two garage bills and one crooked mechanic later, the car again ran right into the body shop for more hibernation. We did get a fair deal on body and paint work (below estimate) although the car came out a light gray instead of metallic blue. "Dark colors show up ripples too well - Tom defend the job, "and you can't get them all out."

Now we had a nice-looking automobile from the outside. The interior looked like a moth haven. "Maybe we ought to get rid of the thing." Tom was reconsidering, it hadn't been much of a joy so far, and with the baby almost ready to arrive we badly needed a washing machine. "But we'll have to upholster it first. It means a couple hundred bucks' difference in the final price.

Having little time to do the work himself - Sent the Lincoln back to automotive school with his kid brother so he could work on it during classes with the advantage of professional advice.

Typical of a college age brother he sent no letters concerning the progress of his work. When he returned the car a month later he had burned his hand welding parts in shop laying him up for a week, and had been arrested twice on suspicion of possessing a stolen car. To top it all, the newly covered panels had been stolen out of the back seat. So, there it was--the "queen" in worse condition than before with an ample number of gas bills to its credit or should I say to ours?

"This settles it", my husband spoke with determination. "I haven't got the time to spend on it, so we'll have to sell it soon. "You", he pointed to me, "can upholster the seats and I can take off a day or two to do the panels". Before I could stop him, he had the seats piled up in the bedroom of our tiny duplex. Fortunately, the next day he got another "special deal" on special made seat covers and within a short time the car was advertised in the newspaper.

Calls were slow in coming and Tom's face grew more serious with each passing hour. The "low" who inquired marveled, you can't get that much for a Lincoln. Tom went into his spiel: "You'd have to be looking for a Continental to appreciate this, it's completely restored"

Continued on page 9

At last, "the" call came, and so did "the" customer. I knew from the look in his eye and the tolerant expression on his wife's face that he had the bug too—and the Lincoln was sold.

I was actually feeling gay, free, and unburdened. But at supper he broke the news. "Remember that chopped Mercury convert I told you about the other day?" Odd, it had slipped my mind. "Now, believe me. I'll look for a deal at the car lot," he consoled. "But, if I don't find something I like I'm not passing it-up."

That night I went along to view the Merc. It looked like a bomb. The top was chopped so much that two inches vision remained between the steering wheel and the visor. The doors didn't shut right, the battery was almost dead, the clutch chattered, and the convertible top didn't convert.

"It'll take about \$100 worth of work to bring it up to par." Tom answered my questioning gaze. "But ...". He rapped out the pipes and relapsed into that familiar dreamy state.

Well today, as I sit at home, he is out looking for that nice, sensible car. But his last words were, "If I can't find one I like". And, after all, life would be dull and disheartening for us car fiends' wives if our husbands moped over their magazines day after day and never gave vent to their fond automotive dreams.

I guess the lady won't mind those chopped windows, and didn't I always want a nice dependable de-chromed Mercury?

OTHER HAPPENINGS



59th Annual

See you at
Hart Park
701 S Glassell St
Orange, CA

**2020
2021**

Breakfast served from 8am-11am
Pancakes, eggs, sausage, juice and coffee

Pancake Breakfast

Donations
Adults \$9
Children \$5 (ages 2-10)

Many raffle opportunities
Expecting 300+ Model A's on Display

**2020
2021**

Sunday
March 20, 2022

Sponsored by the
Orange County
Model A Ford Club

For info contact Frank Reese at 714-348-2507

LOW END BOYS

BY MICKEY FRUCHTER

The "Low End Boys" assisted Marlin and Elaine Perry in replacing the float in the gas tank of their Model A Pickup truck.

Work had been done to remove the dash and the speedometer cable from the speedometer. Getting the old gas gauge cork was easy as was replacing the new brass float. The ammeter was damaged so it was replaced. BUT, the imported part would not fit and stay in place. A dab of Gorilla Glue did the job. The speedometer needed to be reconnected and required the hand of Elaine to get her smaller fingers to finish the job.

Bottom line, the job was completed in record time (the longest probably in history) and was road tested by Marlin. Another job well done by your friendly "Low End Boys" (and Elaine). Please contact Mickey to see if we can help you get your "A" back on the road.



FOR SALE

1930 Deluxe Coupe w/ Rumble Seat \$25,000

- 3rd owner
- Numbers matching
- LED headlights
- Turn signals
- Powergen Alternator
- OPTIMA battery
- Leakless water pump
- Electronic ignition
- Downdraft Winfield carb and manifold
- V8 clutch w/ lightened flywheel
- 3.54 Gears in differential
- Many extras and parts:
 - ✓ Custom fender covers
 - ✓ New Calif. Car cover
 - ✓ Cover Car on Restorer Mag. Sept/Oct 2011
 - ✓ Shows well; many trophies/awards
 - ✓ Set of 5 bent spoke Kelsey 16" wheels: straightened, trued, powder coated straw yellow w/ hub caps (value \$3000)

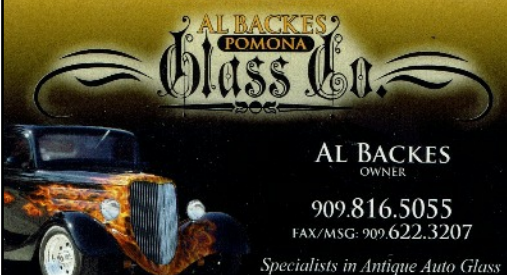


I'm looking for someone with the passion I have had to maintain this classic authentic car.

Contact Tony 562-743-3141 Tcatroppe.tc@gmail.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



CALIFORNIA
 Car Cover Co.
 James Herndon
 Sales Representative
 Orders: 800-423-5525
 818-998-2100 x118
 Fax: 818-998-2442
 james@calcarcover.com
 calcarcover.com
 1650 Voyager Ave. Suite B, Simi Valley, CA 93063

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

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

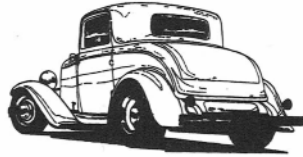
Mm MITCHELL MANUFACTURING

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 of California

www.earlyfordstore.com

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



Specializing in Rare Parts
and Accessories for
Early Fords 1928/1959
Early Ford Pick-Ups 1928/1972

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



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



BRATTON'S ANTIQUE AUTO PARTS



800-255-1929 Phone
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

16 West Jackson Street 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 - 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
www.modelastore.com

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



1928-1948 Ford
Parts & Accessories

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

800-322-1932 • 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
La Crescenta, CA 91214
www.handhantique.com

Tel: (818) 248-2347
Fax: (818) 248-0161
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



Read the newsletter and sign up for everything.

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)



PO Box 660904
Arcadia, CA 91066

