



March 2022

Spoken Wheels

THE NEXT MEETING

General Meeting

Friday, March 25

Church of the Good Shepherd - 400 W. Duarte Rd Arcadia

Program

Several members have been asked to tell their "Model A Stories" - how they acquired their first one and what happened next. Other members will be invited to share some of their Model A experiences.

NEWS BITS

The Meeting Will Come to Order!

Our first Santa Anita A's general meeting in two years will be held on Friday, March 25. The three "R's" (rules, regulations and restrictions) have severely hindered our ability to provide programs, tours and events for our members.

But change is on the way - The door is open - So "Come on in and sit right down and make yourself at home" (*Patsy Cline* - 1963).

Our March meeting will provide an opportunity to celebrate our club, its members, our cars and the hobby in general. Do you remember the first Model A you owned? Do you remember how you became involved in the hobby? Do you remember those exciting first long distance tours?

The program for the evening will be an informal presentation by our members of their Model A experiences. Everyone has their "story" to tell and we have asked several members to share them with our members at the meeting. At that time we will invite others to comment on some of their "Model A Experiences".

We expect to have a good turnout for our "first new" post COVID meeting. Be sure you are there.

While you are there you can take possession of your personalized copy of the Santa Anita A's 2022 club Roster.



PRESIDENT'S MESSAGE

BOB HARBICHT

I know this sounds like an old refrain and my credibility is shot to hell . . . BUT, I am announcing with a great deal of confidence (I hope, I hope) that our general meetings are going to return this month!! The Church of the Good Shepherd has opened to outside groups once again and our first meeting in two years is scheduled for March 25 at 7:00. Come on down. Bring your Model A. Say "hello" to all your long-lost Model A friends.



As it happens, Patsy and I are going to be out of town. Not to fear, our intrepid Vice President Jim Kroeger can preside. Not!! Jim is out of town also. I'm pleased to announce that Past-President and installing officer extraordinaire, Bob Moore, will be chairing the meeting. Another good reason to show up.

In fact, this would be a good time to mark your calendar for the last Friday of every month for the rest of the year so you won't miss a single meeting.

If you missed last week's tour to the Lanterman House and the lunch at Los Gringos Locos in La Canada, you missed a good time. About 25 members took part. We had a nice drive through some nice neighborhoods and a very interesting tour of the house. Judging by the noise level at lunch in our part of the restaurant, everyone was enjoying lively conversation and a lot of laughs.

We are three months into the new year and have had three great tours! If you haven't been taking part, you should! Don't worry about your car; there is always plenty of help available if a problem crops up; we always "bring 'em back alive."

Our March tour is a "mystery tour" and promises to be a lot of fun. Chris Wickersham and Joe Wilson are preparing a fun time for all. Even I, your President, don't know anything about it. And if I did, I wouldn't tell you, because then I'd have to kill ya. We all could use a little excitement in our lives and this tour will offer just that. See you there.

Model A youth month is coming up in May. Our national organizations have encouraged every club to do something that month to introduce a new generation to "Henry's Lady." We have arranged to take a few of our cars to the Boys & Girls Club of the Foothills in Monrovia to help kindle interest in some high school and middle schoolers. Final details about date and time are still to be determined, but be thinking about taking part in this fun event.

CALENDAR OF TOURS & EVENTS

March

- 20 - Orange County Pankage Breakfast - see page 9
25 - General meeting - Open for business - see page 1

April

- 5,6,7 - CCRG - Paso Robles
11 - Ladies Brunch, Annia's, 11:00 AM, San Gabriel Valley Airport
16 - Mystery Tour, see page 3
21 - Men's Breakfast, 9:00 AM Annia's, San Gabriel Valley Airport
29 - General Meeting

May

- 5 - Mt Baldy Tour, Details TBA

BIRTHDAYS & ANNIVERSARIES

April Birthdays

- 3 - Karen Gollhardt
4 - Susie Lacey
6 - Bea Fruchter
6 - Richard Favela
6 - Norma Canzoneri
12 - tom Forbes
17 - Joe Farino
17 - Jackie Gross
17 - Patty Lutz
19 - Evalyn Vaughn

Birthdays continued

- 23 - Benjamin Stone
25 - Anrea Plessner
25 - Al Backes
27 - Art Moore
28 - Sheryl Hunter
29 - Tracy Butkus

April Anniversaries

- 16 - Larry & Gerry McKinney
23 - Frank & Mary Ann Sepulveda

PUBLIC NOTICES

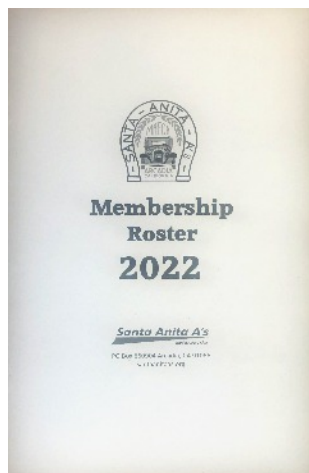
Sunshine report - Sue Chandler - Miss Sunshine
Get well cards were sent to Tom Endy & John Spielmann and a sympathy card was sent to Carolyn Riker and family on the passing of former club member Terry Riker
Cookie Bringers - The Cookies are still outlawed
Photo Donors - Bob Harbicht, Nancy Stancil,

NEWS BITS - MORE

Santa Anita A's 2022 Roster Now Available

The new 2022 SAA's roster contains the names of all current club members and their contact information. The photos included allow you to match names with faces. This is very helpful to our new members.

Your personalized copy will be available for pickup at the next general meeting on March 25. So, it is **important** that you attend the meeting.



2022 OFFICERS, BOARD & CHAIRS

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- President:**
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Vice President:
Jim Kroeger 626-710-6592
Secretary:
Elaine Perry 626-443-0638
Treasurer:
Chuck Davies 323-786-4778
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Marlin Perry 626-443-0638
Janet Beggs 626-773-2806
Chris Wickersham 626-639-3141
Joe Wilson 818-730-0842

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Fashion: Coordinator:
Susan Homet 909-360-3030
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Low End Boys:
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Joe Wilson 818-730-0842

COMMITTEE CHAIRS continued

- Raffle - Ladies':**
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Raffle - Men's:
Mickey Fruchter 818-512-2556
Raffle - 50-25-25
Nancy Sharpe 626-359-1751
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Vacant
Refreshment Sign-ups:
Vacant
Restorer Articles:
Dennis Chapman 909-762-5654
Roster:
Joe Wilson 818-730-0842
Seminars:
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Vacant
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NEW MEMBERS



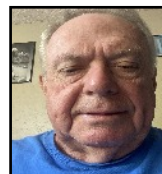
Jay & Margaret Russell

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



Dan & Michelle Paige

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



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

Dan and Michelle Paige

If you wander astray on a Model A trip to the local mountains, our newest member Dan Paige is the one who will help find you. Dan is an active member of the Altadena Mountain Rescue Team, assisting the Altadena Sheriff's station when called upon.

Dan and Michelle live in Altadena near the Balian Mansion. Good to know that when the Christmas lights are on.

Dan was born in California and grew up in the Altadena area attending La Canada High School and PCC. Earlier in his life, Dan was an EMT for an ambulance company for ten years. He then served as an LA County Deputy Sheriff for 15 years, retiring only a few years ago.

Dan has an interest in old cars. His 1930 LaSalle that has been in the process of being restored for 15 years—finding the necessary parts for it caused the search to drag on over the years. That was the most frustrating part of restoring that car. Now, a rebuilt V-8 engine is sitting in his garage, and he recently sent the La Salle and parts, less the engine to the Tired Iron restoration shop in Monrovia where it will be assembled and finished.

Dan still wanted an old car that he could use on a more regular basis. He wasn't in the market for one where the parts were not readily available. After doing his research, he picked the Model A and looked for one that was mostly original but could use some minor restoration. Dan purchased a 1929 Phaeton a few months ago from a man in the San Fernando Valley.

Dan was welcomed into the club by President Bob Harbicht in the auditorium of the Lanterman House on tour earlier this month. If he could see it, Henry would have a smile on his face. Dan drove his 1929 Phaeton and I must say it is a real beauty. There is an issue with the steering and Dan wants to have the wheels powder coated with the correct color.

Dan is an expert at social media and is enthusiastic about participating in club activities. Welcome Dan and Michelle.



Mystery Tour

Saturday, April 16

by Joe Wilson

"If you don't know where you are going, any road will get you there."

This tour will be a bit different than those we normally offer. The destination will remain a mystery until we arrive at the end. The route will not be a normal map with streets identified for direction. The "mystery tour map" will include driving instructions calling out landmarks and distance driven. This will be a simplified version of what is known as a car "Rally".

The driving portion of the tour will be approximately 1 ½ hours long including a midpoint rest stop. At our endpoint we will have lunch where good food will be found.

We will depart at 9:30 am from the Arcadia Park at the corner of Santa Anita and Huntington Drive.

The nature of the tour will require a full time driver of your vehicle and a full time navigator is recommended. All of the instructions will be provided and explained at the start of the tour.

This will be a fun new experience for our members, one you don't want to miss.

We do need to plan ahead for the event and ask that you respond to an email which you will receive by the end of March confirming your intent to participate.



A Navigator is strongly recommended for the Mystery Tour to avoid the risk that your vehicle will lose its way en route.

"I know that you believe you understand what you think I said, but I'm not sure you realize that what you heard is not what I meant."

– Robert McCloskey



PAST TOURS & EVENTS

Lanterman Home Tour

Sunday, March 6

by Joe Wilson

It was like the clock had stopped when the Lanterman Brothers died. Their home, now owned by the City of La Cañada and operated by a foundation, contains all of the original furnishings, furniture and finery. The Foundation has also become the repository of historical information relating to the early La Cañada area history.



Following an introductory video, three excellent docents were on hand to escort our twenty three SAA's members through the facility. This was the largest group they have had visit since the Covid shut down.

Our group met at the Arcadia park for a casual drive led by our tour organizers/ President Bob Harbicht through side streets, viewing many nice homes along the way.

After the house tour we made a short drive to Los Gringos Locos where, you guessed it, we had our fill of Mexican fare, including a margarita or two.



The large living room featured many windows and a fireplace.



Our cars were assembled at the Arcadia park ready to depart.



The billiard room was the center of activities

Roy and Emily Lanterman lived in the home from 1915 until their deaths in 1948 and 1949, respectively. He left the family home and all of its original furnishings to the city in 1987. One of their sons, Frank was an accomplished silent movie organist until "talkies" ruined that gig. In 1950, he was elected to the California State Assembly and he became a well known and powerful politician. The home was opened as a museum in 1993 after undergoing years of exterior restoration using money raised by the museum foundation and through both city and state grants.



The second floor features a very large ballroom.



The formal dining room displays the original silver and china.

Participating in the tour were: Joe Wilson, Pat Gerpheide, Bob & Patsy Harbicht, Dick & Norma Casoneri, Chris Wickersham, Art & Olive Moore, Phil Way, Jim & Jamie Frick, Carl Rogers, Dan Paige, Traci & Marlin Perry, Warwick Nethercoat, Mickey & Bea Fruchter, Les & Lyla Eddington, and Chuck & Myriam Davies

CAR STORIES

The following humorous story written by Jane Bode appeared in the November 1955 Motor Trend Magazine. This is the first of another 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

FIEND GOES FOREIGN

by Jane B. Bode

It was one of those defenseless days when Tom sprang his newest car on me. He strode down the halls of maternity and through the louvered doors of my hospital room, with papers in hand and a grin on his face that could mean only one thing.



It appeared there was no limit to our ability to "store stuff" in the little VW.

What is there about new babies that prompts men to buy cars? Maybe it's the absence of wifely restraint. At any rate, Tom was capitalizing on his week of freedom. There I lay, immobile, while he spouted his persuasive argument, documented with facts from current magazines and including a clincher about this "deal of deals."

I pictured the '29 Model A roadster weathering in our backyard. It too had been the one. On two energetic Saturdays Tom had stripped it of all workable parts: now it stood, a canvas-covered skeleton. It had outlived the pipedream, as usual, and here was that look again.

This deal was a 2nd-hand Volkswagen.

"Such a find!" he exclaimed, ". . . they rarely appear on lots." "And how did this 'gem' happen to slip thru?" I'm skeptical from grim experience.) "Sold by a Navy man—bought it overseas. His wife didn't like it . . . that is . . . you know, too conservative to know a good find! This guy drove it all the way back from New York. Only has 17,000 miles; it's a bear for punishment."

Please understand, I had some pretty shrewd arguments stored up by then, but I let them go. This was going to be his baby. I had 3-day-old Susan to think about.

In the past Tom had concentrated on a Continental, a midget racer, roadsters, Model As, and had taken one regrettable fling at a modern. So this foreign business was new to me. Only once had I glimpsed at a Volkswagen—and this under protest. I'd stalled successfully until one day Tom caught me without an excuse for staying home. In no time I was whisked to a foreign car shop and introduced to a blunt-nosed, goggle-eyed beetle which I had no intention of owning. "Hoax, stupid," I thought, with all the traveling we do – 2 children, the dog, and endless paraphernalia. But now the crazy thing was ours.

I was initiated on my ride home from the hospital with baby Sue. Perhaps it was the sun-splashed autumn that sold me: maybe the soft bundle in my arms. Anyway, I fell in love with this machine from the start.

Tom showed me all the gimmicks: a tricky gas tank without a gauge, the speedometer (in kilometers), those signal windings, and the motor in the rear. Before long I mastered the transmission and could double clutch the downshift. This sounded particularly masterful to me. I could understand torsion bar suspension, quote the gas mileage, and explain gear ratios.

Really, I was quite proud to drive the thing and trusted its clock like innards implicitly. My viewpoint was not shared. Mechanics scoffed, our parents raised their eyebrows and everywhere heads turned in our direction. Children pointed, giggled, and questioned their puzzled mothers. Dignified gentlemen in Cadillacs tried to race us. One man leaned out of his rundown Plymouth and scolded, "You ought to be ashamed to drive a car like that—a big boy like you!"

So while we drove a remarkably well-built car, safely sprung and in excellent condition—a car that cuts bills in half, new body style, maneuvered thru traffic and parked anywhere—we were criticized for it.

However, this was not hopeless martyrdom. Daily, curious people, from the grocery boy to society matrons, debated Volkswagens with us, pro and con. One friend sold his Triumph for a VW; another is still trying to convince his wife.

We took the blue varmint on 500-mile sprints, but the big test came on our winter vacation to Chicago. When about to set forth, we tackled the problem like a keychain puzzle.

Out came the right front seat, and in its place went a baby's travel bed. Three suitcases and cardboard cartons squeezed in the baggage compartment and beneath seats. Bulging duffels lay under the hood. Diapers were crammed everywhere. Baby bottles in a 6-pack cola carton sat squarely inside the spare tire. Stanley, our travel-crazy dog, assumed her position by the heater knob, where occasionally escaped a whiff of fresh air. We even managed about 6 square inches for my feet.

Continued on page 7

The New Burtz Model A Engine (Part 3)

This is the third and final chapter of what is involved in assembling one of the new Burtz Model A engines. Last month, we left off with the basic Short Block finished. Now that the crank, pistons, rods, cam and the rest of the valve train are installed, it is time to finish installing the cylinder head, pan, flywheel and the front and side covers.



Degreeding the cam

Before proceeding with the final assembly, the front pulley was marked for TDC (Top Dead Center) of #1 piston and the cam was "degreed" to confirm that the valves were opening and closing at the proper relationship to the position of the pistons. Cam manufacturers provide specifications for "degreeding" the cam. Opening the valves too early or too late will detract from the performance of the engine. For this operation, a degree wheel is used to indicate the position of the crankshaft and a dial indicator measures the amount of valve opening. We found that the opening and closing of the valves was within $\frac{1}{2}$ degree of specification which is well within tolerance.

We are now ready to complete the engine assembly. First, a new 6.0:1 head was installed using hardened studs and a "Best" gasket. To insure a good seal, Copper Coat spray was used as a sealer for the head gasket. Water inlets and outlets were also installed at this time. Next to be installed were the cam gear covers and the side valve chamber cover. A one piece front crank seal was used along with a new one piece crank pulley.

The engine was then turned up-side down for the installation of the oil pan. But first, the oil pump must be installed. For this engine, we used a Model A oil pump that was modified for an engine with full pressure oiling and an external full flow oil filter. A retainer was used to insure the pump was held tightly up against the block. The retainer bolt was drilled for a safety wire as an extra measure to ensure the pump retainer would always stay tight. The pan, with the dipper tray in place, was then installed. The new one piece rear main seal was next, using a special tool to seat the seal in place. A "Viton" version of the seal was used which should give longer service life than the basic seal material. It was found that a little extra chamfer on the bore would have helped with guiding the seal into place. In the future, the chamfer of the seal bore will be increased during the block de-burring process.

Installation of an external full flow oil filter assembly came next. A custom fabricated bracket for the filter mount was added using the front three side cover bolts. Three-eighths inch thin wall steel tubing was used to plumb the output port on the side of the block to the inlet of the filter and the outlet of the filter to the special return fitting which replaces the standard lower bolt of the cam gear side cover. The internal passages of all the fittings were increased to a minimum of 5/16 inches for adequate oil flow. Because of interference, the original oil return pipe was not used. Caps were made to cover the openings in the side cover and block. This return pipe is not needed because any oil accumulation in the valve chamber will drain into the pan thru the large holes in the floor of the valve chamber.

Next came installation of the flywheel housing and gasket. No. 2 Permatex was used to provide a good seal around rear cam bore area. Do not forget the shims that go between the housing and block at the upper 2 bolt holes. After the starter ring gear was fitted to the flywheel, the flywheel was then installed using extra long flywheel bolts. Now, the engine is ready to be transferred to the engine test stand for start up and run-in.

It is very important to prep a new or newly rebuilt engine for initial start up. First of all, check to confirm that



Completed engine, ready for the test stand

all the fuel connections and radiator hose clamps are tight. Fill the radiator with plain water and check for leaks and correct as necessary. Fill the engine with oil. For this engine, we used 10-30 petroleum based oil. I do not recommend using a full synthetic oil for initial break-in because it may increase the time necessary for the rings to fully seat. An oil supplement was added to insure no scuffing of the cam would take place during initial start-up.

To minimize the amount of cranking when first establishing oil pressure, fill the oil filter itself with oil before it is installed. With the spark plugs removed, crank the engine with the starter until oil pressure reads on the gauge. The engine should crank easily and at a steady speed. It should only take 15-30 seconds of cranking to establish oil pressure. While cranking the engine, listen for unusual noises. Crank the engine for about another 10-15 seconds to be sure all the oil galleries are full and oil has reached all the bearings. Check the ignition timing and install the spark plugs.

Now for start up. Turn on the fuel and be sure there is fuel in the carburetor. Have a screwdriver available to adjust



Engine on Test Stand

the carburetor for idle speed and mixture. Set the throttle to about ¼ open. Turn on the ignition, pull the choke full out and crank the engine a few seconds. Push the choke and continued to crank for a few more seconds and the engine should start, but it didn't.

Repeated the process a second time and the engine fired right up. The engine was run between 1000 and 1200 RPM for about 15 minutes to break in the cam.

During the initial run in do not let the engine idle but keep the RPM's up to allow the cam and other moving parts to get plenty of lubrication. The engine was very smooth and quiet and felt strong. The oil pressure was good and there were no leaks.

Several members of the Santa Anita A's were present during initial start up. Everyone remarked about smooth the engine was and we all felt that the new Burtz Model A Engine components were definitely a great improvement over what we had been working with. Chuck Davies, the owner of the engine, went right home and started to remove the old engine out of his 1930 Coupe and get ready to install the new Burtz engine.

At a later date, I will report on Chuck's experience with the new engine after he has had time to put a few miles on it. My initial impression is that he will be very pleased.

So we took off, in a 4-cylindered blast, while neighbors shook their heads and grandparents waited breathlessly at the end of the line. The VW sped along with the evenness of an electric commuter train. Inside we were secure and warm. We busied ourselves computing mileage (multiply by 5 and divide by 8; it takes intelligence to drive one of these things).

When bottles needed warming, we transferred them from the "trunk" to the round heater vents, and family life went on. Baby Sue lay snug in her bed. Two-year-old Carol bounced gleefully in her car seat, exclaiming about the "big cars." Her prospective is slightly warped!

In farm towns we caused a major sensation on every Main Street. "What's that there frisky thing?" a weathered man inquired. Gas station attendants overflowed the tank as they peeked and probed. One proud fellow refused to speak another word after poking the hose into the rear of the car. At service stations, restaurants, motels (even in driving rain), Tom not-so-patiently explained his little oddity, permitting examination of the engine. Had we charged admission the trip could easily have paid for itself.

What could possible go wrong now?

Read the finale of "The Fiend Goes Foreign" story in next month's Spoken Wheels.

OTHER HAPPENINGS

Ladies Brunch

Monday, March 14

by Nancy Stancil

A fun time was had by the Ladies getting to know each other better at their recent brunch. We invite other Ladies will join us once a month at Annia's, San Gabriel Airport.



Attending were Sheri Johnson, Nancy Stancil, Bea Frutcher, Sue Rogers, Elaine Perry, Patty Lutz, Carol Emanuelli.

Pasadena-Altadena Hill Climb Canceled

After four years of operation the popular Pasadena-Altadena hill climb race was canceled for safety reasons. “Despite the popularity and buzz of the 1909 competition, it was the final year for the Pasadena-Altadena Hill Climb. The perilous nature of the event was likely its undoing. The 1910 competition did not occur as normally scheduled on Washington’s Birthday. Even so, drivers were still prepped to race in March. However, by late March, it was postponed further, after which all searches for the fate of the hill climb are fruitless. One fellow blogger notes that the hill climb was canceled due to its danger, but no official statements from newspapers or the dealers’ association can be found. Nevertheless, we can continue to uncover fascinating moments in the history of Pasadena and its community with further exploration.”

Cancellation of this event was reported in a February 2022 article by Lauren Martinez Tiede in a Pasadena Museum of History publication. Her article titled **“Who do you think you are, Barney Oldfield?”** documents this little known event which occurred early in the 19th century in a location now famous for its Christmas tree lighting display.

The rest of her article will be shared in future issues of the Spoken Wheels.

Pasadena Museum of History Publication

February, 2022 article by Lauren Martinez Tiede

“Who do you think you are, Barney Oldfield?”

On the afternoon of Washington’s birthday holiday, Monday, February 22, 1909, the oiled road of Santa Rosa Avenue was abuzz with the cheers, whispers, and grumblings of anxious spectators from both near and far. Representatives of the press were furiously scribbling down notes, eager to call newspapers around the country to report something unthinkable. Ed Apperson had crossed the finish line of the Pasadena-Altadena Hill Climb with a time of 1 minute and 24 seconds. And what’s more, he did it by beating Barney Oldfield.

So that begs the question —who was Barney Oldfield? Oldfield, a famous automobile racer at the turn of the 20th century whose name was synonymous with speed, was the first human to be officially clocked at a mile a minute in June 1903. Oldfield was a household name before radio and newsreels were available, when “the wires” and newspapers made celebrities.

Though he retired from racing in 1918, Oldfield’s fame carried his name even decades later, with continued mentions in pop culture and the media.

For example, his name was invoked in a season four episode of *I Love Lucy* when Lucy insists that one hour’s worth of driving experience qualified her to drive alone, and Ethel sarcastically responds, “Oh pardon me, Barney Oldfield.” He was similarly acknowledged in episodes of *Dennis the Menace* and *The Partridge Family*.

Barney Oldfield coming to Pasadena for the Pasadena-Altadena Hill Climbing Contest was a big deal, and photographer Emil P. Groetzing was there to shoot it. Groetzing had moved his family to Pasadena in 1908, opening The Flag Studio in 1909 on Colorado Boulevard. Fortunately, that put him and his camera in the right place at the right time to capture a few amazing images of Barney Oldfield and the 1909 Hill Climb. Thousands of Groetzing’s negatives and prints make up The Flag Collection, one of several “frozen” collections stored beneath the Fenyes Mansion at Pasadena Museum of History. Freezing photographic negatives prevents further deterioration, thus protecting Pasadena’s visual legacy and enabling the museum to bring its history back to life, now and in the future.

Without Groetzing and his photographs, I wouldn’t have written this article. Starting with only an approximate date and the image title “Pasadena Altadena Hill Climb, Barney Oldfield, Auto racers on Parade,” I dove deep into the PMH archives to uncover an event only few know about today. Using several of the Museum’s bound volumes of the *Pasadena Daily News* and *Pasadena Evening Star*, an important event in Pasadena’s past is now revealed



Barney Oldfield at the wheel of his Stears race car with his mechanic at the Pasadena- Altadena Hill Climb event on Santa Rosa Street in Altadena.

ORANGE COUNTY MODEL A FORD CLUB
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HARDENED EXHAUST VALVE SEATS
CAM BEARINGS

INCLUDED WITH THE BLOCK ARE:
LIGHTENED FLYWHEEL
CAMSHAFT
1 SET PISTONS W/NARROW HASTINGS RINGS
12 SET ROD & MAIN BEARING INSERTS
SPECIAL BOLT TO ADAPT OIL PRESSURE GAUGE
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RUN BLOCK & CRANKSHAFT THROUGH LEONARD NETTLES' COMMERCIAL PARTS WASHER

PANCAKE BREAKFAST SERVED 8AM-11AM

HERE IS YOUR CHANCE TO WIN A BURTZ BLOCK AT THE OCMFCA'S 59TH ANNUAL PANCAKE BREAKFAST. PAYMENT BY CASH OR CHECK. WINNER ANNOUNCED BETWEEN 12PM-1PM AT THE BREAKFAST. MUST BE PRESENT TO WIN. FOR INFO CONTACT LEONARD NETTLES (714) 231-2569.

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- 3.54 Gears in differential
- Many extras and parts:
- ✓ Custom fender covers
- ✓ New Calif. Car cover
- ✓ Car on Restorer Mag.Sept/Oct20
- ✓ Shows well; many trophies/awards
- ✓ Set of 5 bent spoke Kelsey 16" wheels: straightened, trued, powder coated straw yellow w/ hub caps (value \$3000)



11

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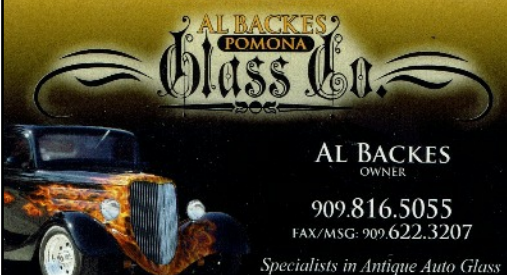
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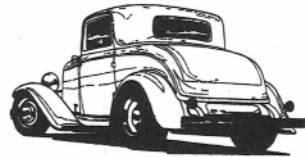
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Spoken Wheels is the monthly publication of the Santa Anita A's based in Arcadia, California. The organization is dedicated to the restoration, preservation and enjoyment of the Model A Ford. It is a chapter of the national organization, MAFCA (Model 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



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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)



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