



July 2022

Spoken Wheels

THE NEXT MEETING

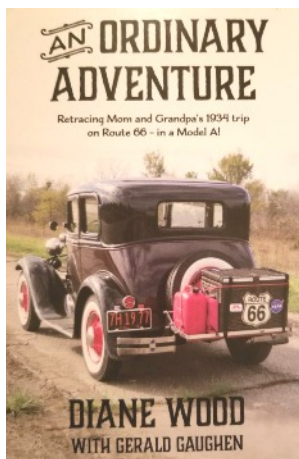
General Meeting

Friday, July 29, **6:00 PM**

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

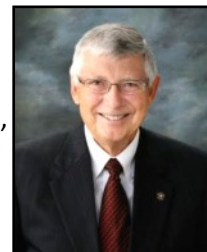
Program

This month's program will be a presentation by Diane Wood and Gerald Gaughen who love to share their story of retracing the trip her mom and Grandpa took in 1934, traveling from Michigan to California on Route 66 in a Model A. This will be a full-color narrated show.



PRESIDENT'S MESSAGE

I want you to mark your calendars right now for the Santa Anita A's Christmas Party and Installation of Officers. It will be held at the Church of the Good Shepherd on Saturday, December 17, the same place we hold our monthly meetings. And we're trying something a little different this year: a luncheon. I'm happy to report that Tracy Perry is going to be chairing the event. Tracy has put on our annual party in the past and always does a super job! Thanks Tracy.



Our monthly meetings are on again! If you haven't been coming, the meeting of Friday, July 29 would be a good one to come back to. The club is providing **free pizza** to everyone. So don't plan on cooking that evening; come down and enjoy some pizza and fellowship with your Santa Anita A's friends. Because the meeting includes dinner, it is starting earlier than usual: **6:00 p.m.** All we ask is that you let us know you're coming so we'll have enough delicious pizza for all.

We've also reconfigured our raffle at the meetings. There will be no men's raffle, no ladies' raffle, but a raffle for everyone, without regard to your gender. Also, if your ticket is drawn you don't have to decide on which prize to pick, because the prizes are **cash**. We've found that cash is always the right size, the right color and suits almost everyone's fancy.

The new raffle was tried out at the last meeting and a great time was had by all, particularly Chris Wickersham, who won the Route 66 (\$66, get it?) grand prize.

Thanks to: Janet Beggs, who put together the raffle last month, Nancy Stancil who is making arrangements for our pizza dinner, and Bea & Mickey Fruchter who are chairing this month's and future raffles.

This month's program should also be very interesting. It will be by a woman who retraced her parents' 1930's trip across the country in a Model A Ford. She's put together a terrific slide show about her trip and also written a book about it. Come on out and hear this fascinating program.

So there you have it: free pizza, fun cash raffle, great program; what more could you ask for? See you Friday, July 29 at Church of the Good Shepherd, corner of Duarte Road and Holly in Arcadia, six o'clock.

NEWS BITS

Pizza For All at Our July Meeting.

Yes, it is true, our July club meeting will be preceded by a Pizza dinner. But, you must come early. The Pizza will arrive at 6.00 pm and you should too. The meeting will begin around 7:00 pm, depending on how much and how fast you eat your pizza and drink your drink.

Nancy Stancil is in charge of pizza procuring and needs to know how many slices to order. The more people who attend the dinner meeting, the more pizza slices we need.

So, I will send everyone an email early next week asking - **Do you plan to attend the July 29 dinner meeting and expect to eat pizza? - Yes? And how many people?** Your "yes" response will reserve you a chair, a pizza, a drink and possibly even more.



CALENDAR OF TOURS & EVENTS

July

29 - General Meeting - Church of the Good Shepherd,
400 W. Duarte Rd., Arcadia

August

8 - Ladies Brunch, Annia's, 11:00 AM, San Gabriel Valley Airport
18 - Men's Breakfast, 9:00 AM Annia's, San Gabriel Valley Airport
21 - Workman Temple Tour
26 - General Meeting - Church of the Good Shepherd, Arcadia

September

9, 10, 11, 12 - Big Bear Tour - See page 3

December

17 - Christmas party/ Installation Luncheon

BIRTHDAYS & ANNIVERSARIES

August Birthdays

1 - Slice Mount
2 - Mike Kniest
5 - Philip Chen
5 - Pam Kehret
13 - E.J. Callahan
14 - Reina Rogers
17 - Jerry Cleland
18 - Barbara Dawson
21 - George Hotaling
22 - Sheri Johnson
28 - Soli Solomon
28 - Jacki Boardman

August Anniversaries

1 - Dan & Michelle Morgan
4 - Marlin & Elaine Perry
6 - Mickey & Bea Fruchter
8 - Joe & Sue Guarrera
9 - Jay & Margaret Russel
10 - Larry & Gloria Metz
19 - Joe & Barbara Fariono
19 - Mark & Karen Golhardt
27 - David & Patty Lutz
30 - Richard & Sandra Loe

PUBLIC NOTICES

Sunshine report - Sue Chandler - Miss Sunshine

Get well cards were sent to Tracy Perry, Larry Pare, Art Moore, and Judi and Bob Moore who both had Covid.

Cookie bringers - This month we will have both cookies and pizza.

Photo Donors - Bob Moore, Nancy Stancil, Joe Wilson, etc.

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 - 1929 Phaeton



Jay & Sheryl Munns

626-991-4459 Cell
1428 Holly Oak Dr., West Covina, CA 91791
jcmunns@gmail.com
Joined May 2022- 1930 Tudor, 1929 Shay Roadster

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

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Sunshine Lady:

Sue Chandler 626-898-3142

Technical Director:

Chris Wickersham 626-639-3141

TourMeister:

Vacant

Webmaster:

Eric Sandberg 818-330-9311

NEWS BITS - MORE

Mount Wilson Tour To Be Rescheduled

Our tour scheduled to Mt. Wilson on Saturday, July 23 was canceled due to road work being performed on the road from Red Box to the Mt. Wilson observatory.

The Mt. Wilson Institute who organizes the tours made an unsuccessful attempt to have CALTRANS change the road maintenance to another day.

The Mt. Wilson Institute who organizes the tours has offered to reschedule our tour. You will be notified when a new date is selected.



Jeff Headly

818-237-9500 775-400-7548 Cell
1146 N. Central Ave. #350, Glendale CA 91202
jeff@headley.com
Joined July 2022 1928 Tudor Sedan

Geoge & Bernadette Hotaling

626-695-1646
2080 Lorain Rd. San Marino, CA 91108
geohota@sbcglobal.net
Joined July 2022- 1929 Coupe

COMING TOURS & EVENTS

Workman Temple Homestead Museum Tour

Sunday, August 21

by Bob Harbicht

On Sunday, August 21 Bob & Patsy Harbicht will be leading us on a tour of the Homestead Museum in City of Industry. We are scheduled for a private tour of the mansion on the grounds and lunch. You will love the lunch, because you are bringing your own. We will be picnicking in the picnic area at the museum.



The 1920's Mansion, La Casa Nueva.

The Workman and Temple Family Homestead Museum is a historic house museum located City of Industry, California, that features the homes and private cemetery that belonged to the pioneer Workman-Temple family. This is the same location where we visited in past years for the "Ticket to the Twenties" event held in the adjacent park area.

The tour will leave from Arcadia Park, corner of Santa



Anita & Huntington, at approximately 9:00 a.m. The drive is in the neighborhood of 25 miles, round trip. The folks at the museum are excited to have our old cars to add to the ambience of this fascinating place.

Please respond to the Harbichts if you are coming (pbharbicht@gmail.com).

Big Bear Tour - Need to Plan Ahead

September 9, 10, 11, 12

by Joe Wilson

Why must we tour to Big Bear you may ask? Because it is there I say. It is not just the destination, but also the drive that will make this a special tour.

We will spend two full days and three nights on the mountain filled with enough activities to keep you and your Model A busy. The annual Big Bear Oktoberfest starts in September, just in time for our arrival. The weekend will include participating in the Oktoberfest activities, a ski lift ride to the top of the mountain, scenic back road drives, boat rides, a lake side BBQ and things we have yet to plan.

We did this tour 10 years ago and we had a **Big** turn out. So take a crayon and circle these dates in September so they are reserved for a Big Bear experience.

I am now planning the event and need to determine about how many people to expect. If you are considering making the trip, please send me an email (joejoy@pacbel.net) or call me (818-830-0842) asking that you be put on the tentative participation list.



NEWS BITS - MORE

Reconfigured Real Rational Raffle Rules

Last month we had an experimental raffle at our June meeting. We made it a unisex cash raffle. There were no men's or women's raffle, just one. There were no Model A parts or china plates, just cash.

Janet Beggs organized the raffle. Non-gender raffle tickets were priced as before, \$1.00 each, 6 for \$5. Various amounts of cash were placed in sealed envelopes. Numbers were drawn for each envelope. The process was quick and the total winings awarded was \$200.

Chris Wickersham approved of the new "Remade Rational Raffle Rules"; he won the contents of two envelopes. One was the "Route 66" grand prize which totaled \$66.

This new raffle process will be tested again at the July meeting. So, bring your dollars and participate in this new raffle experience.



SPECIAL REPORT

Model A “Grænsetræf” held in Denmark

For many years a “grænsetræf” has been held in Denmark organized by the Denmark Model A Club. In English, “grænsetræf” means “border meetings”. Eighty-nine Model A’s from Denmark and various countries participated in the 2022 gathering.



NEW MEMBER SPOTLIGHT

BY BOB MOORE

Jeff Headley is our newest member. He grew up in nearby Glendale and graduated from Hoover High School in 1971, then Cal State Northridge in 1975, before deciding he wanted to drive on the other side of the road.



“Go west, young man” was in his DNA, and he moved to Australia. There he received a Master’s Degree in Global Project Management and an MBA from Torrens University Adelaide, while also becoming Australia’s first Microsoft Certified Professional. Jeff spent several decades in Australia and China managing large projects. He re-opened Australia’s first iron ore mine that had been closed for decades, migrated a state’s electrical utility’s data centers into “the cloud”, and managed the redesign and automation of Australia’s largest steel-making plant, among other challenges.

Now Jeff’s back in the US as project manager for a state of Nevada software system that will automate the permits and routing of oversized vehicles on major highways.

About 20 years ago in Middleton, a tiny country town in rural South Australia, Jeff stopped at a Ford dealer and chatted with the very elderly owner. He greatly admired their brand new looking Model A in the showroom. The man in his 80s called it a 1927 Model A, saying they put it on display when they opened in January 1927. Jeff pointed out that car didn’t roll off the assembly line until later that year, and was officially a 1928. The old man leaned across the counter, looked him in the eye, and replied with a grin, “You’re far too young to know that!”

Jeff restored his first Model A in high school and college. He’s now doing a full restoration of a 1928 Tudor. He splits his time between Carson City, Nevada, where his father (and currently the Tudor) live, and Glendale. Jeff has pulled the A entirely apart and is reassembling it as nearly original. The only modifications will be a Burtz engine which has just arrived, hydraulic brakes already installed by Bowling Brothers in Lindsay, CA, and a Mitchell overdrive. So not only should it tour faster, it might also be able to stop.

We hope Jeff’s schedule will allow him to be in Glendale on one of our meeting days. Jeff told me that he knows the church very well, and his 1930 sedan-with-a-rumble-seat made many trips there during college. He used to date the church organist, Martha, who lived in a house behind the church while she attended UCLA.

Why did Jeff select the Santa Anita A’s? Chris Wickersham’s articles in our newsletters caught his eye. He identified Chris as someone with undeniable wisdom. He also speaks highly of Tom Endy’s articles on the website. And he said he enjoys reading and hearing about how the whole group loves our mutual passion.

A BIT OF HISTORY

Editor's note:

This is one of a series of articles Tom Endy wrote some years ago. These articles will be reprinted in Spoken Wheels from time to time.

Fordlandia

by Tom Endy

Fordlandia was the name of a settlement in Brazil established by Henry Ford in 1928. The purpose was to produce natural rubber for Model A tires. The enterprise was a colossal failure costing The Ford Motor Company over twenty million dollars.

At the time the British and Dutch had a lock on the world's natural rubber trade. They formed a rubber baron cartel that controlled market prices similar to the oil cartel of today. Natural rubber was produced from rubber trees grown in Southeast Asia. The trees had actually been imported from Brazil, where they grew wild.

Henry believed that he could establish rubber tree plantations in Brazil. Unfortunately rubber trees do not fair well in their native land due to leaf blight. Henry also did not originally include botanists with the management organization he sent to Fordlandia. The attempt was to build an American style settlement in the jungle. A rubber processing plant, power plant, modern hospital, library, golf course, hotel, and row after row of Midwestern style clapboard houses were erected.

The plan was to run the operation much like his auto assembly plant. He also insisted that the native workers adhere to his strict standard of moral behavior. Alcohol was banned from Fordlandia, and he insisted that all workers learn to dance and attend his weekly square dance sessions.

Though he paid the native workers 37 cent an hour, which was twice the going rate, they disliked the cultural constrictions placed on them. In 1930 they rioted and caused wide spread damage. The Brazilian Army had to be called in to restore order.



Henry Ford's 37 cent an hour work force



A Ford truck resides in the river after the riot



A 1937 Zephyr mired in the mud of Belterra

Belterra did not prosper either and continued to drain money from the Ford Motor Company. During World War II synthetic rubber was developed and the market for natural rubber for tires no longer existed. In 1945 Henry Ford II discontinued operations at Belterra and sold all the property back to the Brazilian government for \$250,000, which was a fraction of what was paid for both Fordlandia and Belterra. Many of the buildings of the doomed effort at Fordlandia and Belterra still stand today.

Fordlandia by Greg Grandin, ISBN 10: 0-850-8236-0, published in 2009, is an account of the adventure.

Parts Cleaning and when NOT to use a Bead Blaster.

When working on our old Model A Fords, often a lot of time is spent cleaning the parts after a component has been disassembled for repair or restoration. When doing engine work in the “Old Days”, we would use solvents such as kerosene or even gasoline (which is absolutely not recommended) to wash off all the old grease and grime. This was a dirty and time consuming job but often there was not a better way, especially for the amateur mechanic working out of his garage. Today however, the hobbyist may have a much better equipped work shop with some of the latest tools to help with the task at hand. One such piece of equipment is a Bead Blaster.

In recent years, bead blasters, and the larger air compressors necessary for their operation, have become more affordable. Bead blasters save a lot of time and work very well for cleaning a lot of different types of parts but there are some components that definitely should NOT be bead blasted. A good general rule is “Any surface that is exposed to any lubricant SHOULD NOT be blasted with glass beads or any other type of abrasive media”. This would not only include engine components, but the housings and internal parts of the transmission and differential. The reason for this is that it is almost impossible to remove all the old glass beads and the new lubricating oil will loosen these residual beads and they will get mixed in with the oil. Glass beads are very hard and abrasive and will cause bearings and other finely machined surfaces to wear premature and fail. I have seen several engines ruined when they were assembled with parts that had been cleaned using a bead blaster.

Recently, when putting together several of the new Burtz Engines, some owners thought they were doing me a big favor by bringing me used parts, such as the oil pan and front and side covers, that they had cleaned and painted and were ready for assembly. This was fine and much appreciated except when a bead blaster had been used to clean the parts. I then had to spend a lot of extra time washing and scrubbing the bead blasted parts to be as sure as I could that all the old beads had been removed and were not stuck in the pores of the cast iron or caught in some old residual grime that had not been completely removed.

One particularly difficult part to clean is the oil pan dipper tray. There are three baffles that are spot welded to the underside of the tray. The flanges of the baffles do not perfectly conform to the shape of the tray which results in small voids between the tray and baffles. Thru the years, sludge and old oil residue will fill these voids and when the tray is blasted, glass beads will be trapped and imbedded in this old crud only to be released back into the clean oil once the engine is completed and running. Once the part has been bead blasted, it is virtually impossible to perfectly clean all the trapped beads out of these voids. To be sure these voids are absolutely clean if a dipper tray has been bead blasted, the spot welds have to be drilled out and the baffles removed from the tray. After the areas where the baffles fit to the tray have all been thoroughly cleaned, the baffles can then be re-welded to the tray. This is a time consuming but necessary process.

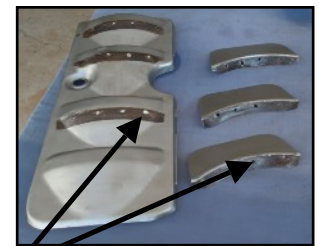
Another popular part to bead blast is the intake manifold. The inside passages in the manifold are rough and also will often have accumulated a coating of old dried up fuel that the beads can become imbedded in. Fuel in the incoming mixture can pick up these trapped beads and when they go thru the engine they can score the pistons and cylinder walls. No matter how hard you try, you cannot be completely sure that all the old beads have been removed from the inside passages of a manifold.

So, how do you clean these types of parts? For the hobbyist, soaking parts in solvent is a good place to start. Old paint can be removed using paint remover and a motorized wire wheel is also a great tool. Rusty parts can be soaked in a rust dissolving solution such as Evapo Rust or Rust 911. The final clean for any part should be a good scrubbing using soap and hot water. This will leave the surface clean and free of oil and solvent and the part will then be ready to paint or assemble into the engine.

To summarize, using a bead blaster to clean parts such as bumper brackets and similar chassis or body components is fine but DO NOT glass bead any part that will be exposed to fuel or lubricating oil. Remember, as Henry always said, “Cleanliness is next to Fordliness”.



This part may look clean, but it isn't.



Residual glass beads are trapped under baffles.



Cleaned parts with baffles re-welded.

Tech Tip

Removing the Dipper Tray from the Oil Pan

I use an old headlight bar as a lever to remove the dipper tray from the oil pan. I find the 28-29 headlight bar works best but the 30-31 will also do the job. With the pan on the floor, just hook the end of the headlight bar under the tray in the opening for the oil pump. Use your foot to hold down the other side of the pan and a sharp downward push on the bar and the tray will pop right out.

Santa Anita Club Member Doug Nielsen Passes

Doug Nielsen passed away peacefully in his sleep from natural causes on June 8, 2022, at the age of 84.

Doug was born in Ringsted, Iowa in 1937 and moved to Los Angeles after serving in the U.S. Army for two years. He met and married Helene, his next door neighbor. They moved to South Pasadena where they raised three children. Doug and Helene joined the Santa Anita A's in October of 1999 and owned a number of Model A's.

They were both active until Helene died some years ago. They were previous editors of the Spoken Wheels.



Nielsens' Document history of Member's Cars

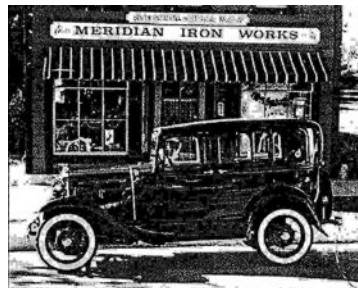
While they were editors of the Spoken Wheels, Doug and Helene Nielsen wrote a series of articles about Model A's owned by the Santa Anita A's club members. I was able to make copies of these stories for use in future issues of our newsletter. Following is the story he wrote about his 1931 Model A Ford Town Sedan. The article appeared in an early issue of Spoken Wheels.

Doug and Helene Nielsen's 1931 Town Sedan Named Thelma

In the summer of 2000, Doug had just gotten his 1930 Coupe on the road and looking good, when he decided that it would be nice to have an A with a little bit more room and one that could accommodate taking passengers without having them sit in the wind behind the driver's compartment. The late 1931 Fordor was always one of his favorites, after all it was not only larger, but the largest Model A made.

A search was made on the Internet and available car newsletters and magazines to locate a suitable second A. In June, 2000 a 1931 Panel Delivery was spotted on the Internet that was very appealing about the same time that a four door A was listed for sale in Pasadena. Doug was impressed by the unique look of the Panel and ended up in Washington state to purchase it and have it delivered to South Pasadena.

Still somewhat curious about the Fordor Model A, as it was advertised, and shown with a very dark frontal photo that made it impossible to determine the model, he drove over to the Volkswagen dealership in Pasadena in his newly acquired Panel to check out the ad. The Panel was a big hit



with the VW staff as they were used to dealing in motorized inverted saucers and other nondescript vehicles. After a wide array of questions and an inspection of the Panel, Doug and the sales manager then went into the service bay to have a look at the Ford that was for sale. To Doug's surprise, it was a Slant Window Town Sedan.

The sales manager explained that the owner of the dealership had purchased the A over the Internet sight unseen from an individual in Chestnut Ridge, New York and had it shipped to Pasadena hoping to drive an antique car of his own. The A was never registered in the State of California as it was being carried as dealer inventory. After keeping it for only about six months, he decided to sell it as he was not familiar with A's and was disappointed with the lack of power, mechanical brakes and he thought the motor was constantly overheating.

The A was parked in front of the service department parts counter and the repairmen were required to walk around it each time they needed to get some parts. The sales manager was anxious to get rid of the car and free up the space as they were very crowded. Doug had to drive the car when it was taken for a test drive because no one else knew how to drive a Model A! After returning to the dealership, Doug indicated that he liked the A but had just purchased the Panel, and another car at this time would put a squeeze on the Model A budget. He was, however, hesitant to walk away from an A he wanted, so he made a lowball offer of about 75% of the asking price. To his surprise, after a call to the vacationing owner, a purchase was made the same day.

New drums, hubs and brakes put the car in great shape. It turns out the radiator was full of undiluted antifreeze which was churned by the overactive Model A water pump and bubbled out around the radiator cap. Draining the radiator and filling it with water and a small amount of soluble oil ended what appeared to be a problem. The engine works great. Doug has since had a Mitchell overdrive installed and says he really likes it and is sure that Henry would have put his mark of approval on the unit if it had been available. The A is painted Ford maroon and black and has vermilion red striping.

All in the Family

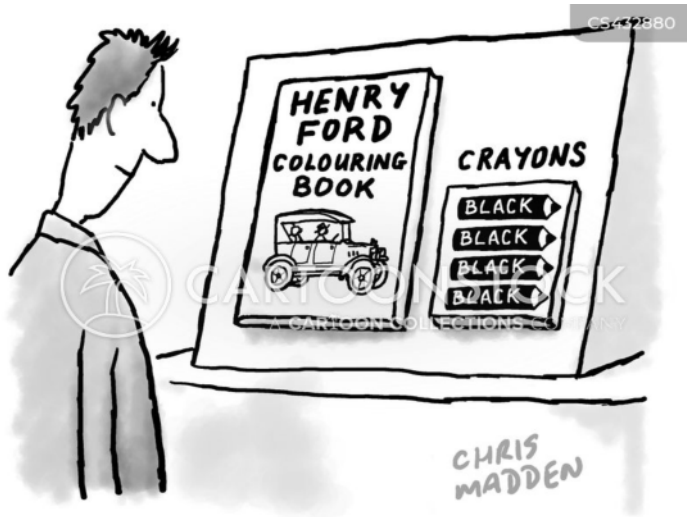
Doug drove his 1931 Model A Slant Window Sedan a number of years before he traded it for another 31 Slant Window Sedan owned by Bob Travis. Some years later Doug sold his "new" sedan to Chuck Davies who still owns it.

After acquiring the car described in this article from Doug Nielsen, Bob Travis sold it, later replacing it with a number of other cars. Now, did you follow all that?

THINGS TO PONDER

A Few of Henry Ford's Quotations

- "If I'd listened to customers, I'd have given them a faster horse."
- "One who fears failure limits his activities. Failure is only the opportunity to more intelligently begin again."
- "Impossible means that you haven't found a solution yet".
- "The only real mistake is the one from which we learn nothing".



- "Any man who thinks he can be happy and prosperous by letting the government take care of him, better take a closer look at the American Indian."
- "Anyone who stops learning is old, whether at twenty or eighty. Anyone who keeps learning stays young."
- "As long as we look to legislation to cure poverty or to abolish special privilege, we are going to see poverty spread and special privilege grow."
- "As we advance in life we learn the limits of our abilities."

MEETING MINUTES

SAA General Meeting
June 24, 2022

- The meeting was called to order by Vice President Jim Kroeger at 7:10PM. The flag salute was led by Joe Farino.
- Announcements:
Jim announced tonight is the first night for an all cash raffle. Also, refreshments will be available during the meeting. We will not take a break, so please be courteous when you are getting your refreshments.
- Program:
Tonight's program was presented by Dale Carter from the Santa Anita Depot at the Arboretum. He gave a very informative talk about Lucky Baldwin and how the depot was built in Arcadia.
- Membership:
Randy Harper introduced a guest and former member Will Jong.
- Sunshine Report:
Bob and Judi Moore both have Covid.
- Minutes:
The minutes were approved at printed.
- Treasury Report:
The treasurer's report was approved as read
- Tours:
Joe Wilson told about the following tours:
Mt. Wilson Tour July 23rd. Meet at 10:00 AM at McDonalds in La Canada. Tour will last 2 ½ hours. Bring your lunch. Cost \$13.00 per person.
Workman Temple Homestead Tour August 21st
Big Bear Tour Sept 9 -12th
- New Business:
Chris Wickersham said he has found a radiator shop in Burbank that will work on older radiators. It is called Burbank Radiator.
- July Meeting:
The July meeting will start at 6:00 PM and we will have Pizza and drinks. The speaker for the July meeting will be Diane Wood.
- Raffles:
Cash prizes brought by Janet Beggs. Thank you Janet.
50/25/25 - No raffle
- Drawings:
Drive your Model A won by John Emanuelli
Name Badge drawing won Larry Rummens
- Meeting Adjourned at 8:30PM

Respectfully Submitted
Elaine Perry, Secretary

FOR SALE

Bargain of the Day Sand Blast Cabinet

Free to any Santa Anita A's member.
Measures 36" x 23" x 55"
Located in La Crescenta.
Contact Jerry Cleland
(310) 429-3617



For Sale

Vintage License Plates

Jerry Lampassi is offering a pair of 1930 license plates for \$300.00 or best offer. The plates are cleared and in good shape. Contact Jerry at: (909) 899.6015 or jerrylampassi@live.com

For Sale

1931 Model A Custom Hot Rod

Based on Model A Phaeton, no engine or transmission
Nice body, includes pink slip, will roll.
\$2500.00
Mike Plessner 424-366-7627

For Sale

Parade Ready 1930 Model A Phaeton

Yes, this is Jim Frick's candy red car with black fenders, black upholstery and a removable black top. The car has a new 12 volt battery and an alternator, otherwise is pretty much stock. A reliable first time starter if it has been running within a few days. It is a right hand drive car which gives it even more uniqueness. It is easy to learn how to drive and a good conversation piece.

Asking \$25,000 or best offer.
Call Jim's cell at 626-733-0369.



20th Annual All Ford Car Show and Swap Meet

*Celebrating 60 Years
of Shelby Performance*



Benefits Allan Hancock College Industrial Technology Scholarships

Saturday September 10, 2022
Car Show • 9 am-3 pm | Swap Meet 7 am

AWARDS • RAFFLE PRIZES • 50/50 • MUSIC
Non-Food Vendors Welcome!

ENTRY APPLICATIONS AVAILABLE AT: www.santamariamodelclub.com

Old Town Orcutt
at the Orcutt Union Plaza
201 S. Broadway, Orcutt, CA 93455

Contact Jay McCord (805) 598-8133 • Curt Warner (805) 478-1231

11th Annual So-Cal Early Ford V-8 Club Inter-Regional

Giant... Collector Car Swap Meet Lots of Ford Flathead Stuff

Saturday, October 1, 2022

The only place that you're going to find Early Ford stuff
is at a swap meet like this - put on by Early Ford V-8 Club Folks
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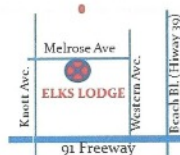
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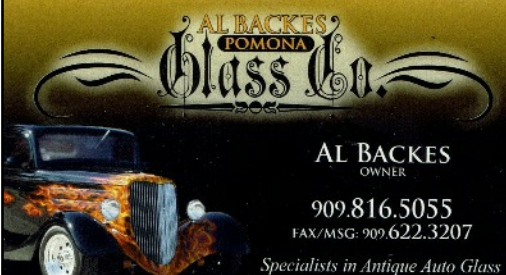
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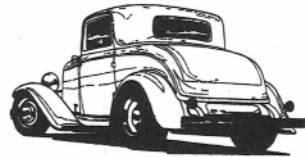
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Santa Anita A's is a chartered member of the Model A Ford Club of America (MAFCA). It is a California not-for-profit corporation and a national historical society dedicated to the restoration and preservation of Model A Ford vehicles as manufactured 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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