



September 2022

Spoken Wheels

THE NEXT MEETING

General Meeting

Friday, Sep.30, **6:30 pm** - Church of the Good Shepherd
The meeting will be called to order at 7:00.p.m.

Don't Miss Our Special September Program

Come to Western Night

The Board continues to make a special effort to engage members and encourage them to come and enjoy the comradery of our monthly meetings.



The September 30 meeting is a triple header

Great program, Great food, Great raffle. Doors open at 6:30 PM.
At the back table you will find:

- (1) **Member Drawing Signup** for those that :
 - (a) arrived in a Model A, (b) wore their badge, and/or
 - (c) wore club clothes.
- (2) **Raffle Tickets** are 1 for \$1 or 6 for \$5 and you can win envelopes stuffed with cash (Large amounts).
- (3) **Tour Signup Lists** for the upcoming driving tours.
- (4) **Refreshments** which this month will include a chili supper and cold drinks.

Patsy Cline on Stage at Our Meeting

Our program will be a musical presentation by Cori Cable Kidder performing as the legendary singer Patsy Cline. Cori is a multi-talented lady who has traveled the country performing as Patsy Cline and choreographing for various schools and dance companies. She will be appearing at the Sierra Madre Playhouse in the role of Patsy Cline.

Her resume includes the following:

Dance- Tap, Jazz, Ballet, Swing

Dialects - American Southern, Australian, Scottish, Irish

Languages - Conversational Spanish, Some French

Sports - Lifeguard, Golf, Cheerleading, Kayaking, Rollerblading

Voice - Mezzo-Soprano (E3 to High C), Belter to E5

Special abilities - Bartending, Ad-Libbing Harmonies, Sewing, Sight-Reading Music, Drives Manual Transmission



PRESIDENT'S MESSAGE BY BOB HARBICHT

There is a write up elsewhere in this issue about this month's program, but I'd like to bring special attention to it here. We are very fortunate to have this entertainer for our club. I have seen her in person in a professional theater and she is terrific! This is a show put on by a professional and it is not to be missed. Many thanks to Janet Beggs who has arranged for the program.



On top of great entertainment at our meeting, we're having a meal fit for a western hoedown: chili. Janet and some of our other members and friends are preparing a great meal. Because of the food, we are starting early: 6:30 for food and fun, 7:00 for the meeting.

Joe Wilson – not only our outstanding newsletter editor, but also tour leader extraordinaire – put in a great deal of planning and effort for the Big Bear Tour. Alas, he couldn't anticipate record heat, expected heavy rains and a forest fire. Big Bear essentially shut down on the week the tour was planned and we had to cancel. Hopefully we can reschedule the trip. It will probably be next Spring as the weather in the mountains gets kinda iffy as we move into winter. But I do want to recognize Joe's efforts. Just another example of the volunteers that make this club work.

I was looking through the latest issue of *The Restorer* and they have a couple of pages of longevity membership milestones. I'm a small-print kind of guy and was perusing the names. Under "25 Years" I saw Santa Anita A's members, Bob & Judi Moore. Also listed was Tom Johnson, although I'm not sure it is our Tom because Sheri wasn't listed with him. But jumping all the way up to "45 Years" I found our own Jim Constantian and Tony and Kathy Catroppa. Congratulations on such a long association with our hobby!

CALENDAR OF TOURS & EVENTS

September

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

October

10- Ladies Brunch, Annia's, 11:00 AM, San Gabriel Valley Airport
20 - Men's Breakfast, 9:00 AM Annia's, San Gabriel Valley Airport
22 - Mt. Wilson Tour - See page 3
28 - General Meeting - Church of the Good Shepherd, Arcadia

December

17 - Christmas party/ Installation Luncheon

BIRTHDAYS & ANNIVERSARIES

October Birthdays

2- Kathy Catroppa
2 - Toshiko Favela
4 - Salvador Diaz
7 - Ruth Ann LeVay
11 - Marlys Cleland
12 - Rob Johnson
16 - Mary Ann Sepulveda
17 - Ann Pam
19 - Peter Gutierrez
21 - Vicky Bartlett
23 - Gary Larson

Birthdays continued

25 - Jean Ware
25 - Sue Chandler
28 - Lisa Henzel
30 - Jim Dolan
30 - Jim Frick

October Anniversaries

7 - Rob Johnson
9 - David & Heidi Van Elgort
20 - Eric & Jennifer Sandberg
22 - Charles & Myriam Davies

PUBLIC NOTICES

Sunshine report - Sue Chandler - Miss Sunshine
All is well

Cookie bringers - Chris Wickersham, Drinks - Chuck Davies

Photo Donors - Janet Beggs, Joe Wilson

NEWS BITS

Santa Anita A's Reach MAFCA Longevity Milestones

The September/October issue of The Restorer magazine included the names of MAFCA members who had reached membership longevity milestones.

Below are SAA's members and their years of MAFCA membership:

40 Years	Tony and Kathy Catroppa Jim Constantian
25 years	Tom Johnson Bob & Judi Moore Andy Sais



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



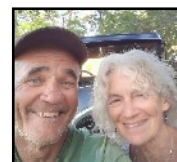
Jeff Headly

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



George & Bernadette Hotaling

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



Nelson & Susie Stanford

818-618-4493
10331 Clybourn Ave., Shadow Hills, CA 91040
mojave13@icloud.com
Joined July 2022 1931 Coupe



David & Heidi Van Elgort

818-825-9257 Cell
14806 Raquel Lane, Canyon Country, CA 91387
dvanelgort@gmail.com
Joined Sep 2022 1928 Sport Coupe



Nino Trapani

626-755-3890 Cell
6003 Avon Ave., San Gabriel, CA 91775
dvanelgort@gmail.com
Joined Sep 2022

Nelson and Susie Stanford are one of the newest members of the Santa Anita A's. While Nelson is not a stranger to older cars, he knew nothing about Model A's.

He selected the Santa Anita A's after several months of reading newsletters and websites of several local Model A clubs. He was very impressed with the quality of our newsletter. He was impressed with all the tours and activities that we have. He wanted to be in a club where he could converse with other members who were knowledgeable about Model A's and had the same interest. There were two clubs closer to his home in Shadow Hills, but he chose us. Yea, for us.

Nelson was born in Glendale, CA, and graduated from Hoover High School in 1978. His wife, Susie, grew up in La Canada and graduated from La Canada High School. Suzie is retired from her job as a Dental Assistant after 35 years. She keeps busy with Pickle Ball five days a week, her horse, and dogs. Nelson works for the City of Los Angeles, Department of Water and Power. He supports the installation of new infrastructure and the upgrading of the old. While he has the word Carpenter in his title, he primarily works with wooden-sided cement foundations.

Nelson and Susie have a 1931 Coupe. Nelson drives the Model A to work each day. Before he purchased the Model A, he used our club newsletter and others as a source for getting information on Model A's for sale. He complimented our website because he could look back on previous issues. It was his friend, however, who told him about one for sale that he purchased. It was only one-half mile from his home. The prior owner was the second owner. That owner and his daughter did a total nut and bolt frame-up restoration, including a counterbalanced engine crankshaft, high compression head, lightened flywheel and V-8 clutch. The repair did not include new paint for the former owner liked the patina of a fine brush stroke. It sounds like a great Model A.

Nelson has the Les Andrews Red Book and has already used it to adjust the brakes. Nelson finds that the Model A is pretty simple, and with the Red Book, you can repair it yourself.



Mount Wilson Tour - it's on Again

Saturday, October 22

by Joe Wilson

The Mount Wilson tour has been rescheduled for October 22. The tour, originally planned for July 23 had to be canceled when we were advised that the road was to be closed for roadwork on that day.

I invite everyone who had previously signed up for the tour to sign up for this new tour. Send me an email, confirming your plan to participate and indicate how many.

This private tour will be on Saturday, October 22. We will meet at McDonald's in La Canada for a 9:00am sharp departure. It will be a 20 mile drive up Angeles Crest Highway to the intersection with the Mt. Wilson road at Red Box. It is a 45 minute drive up the mountain, arriving in time for a 10:00am tour which will last about 2 ½ hours.

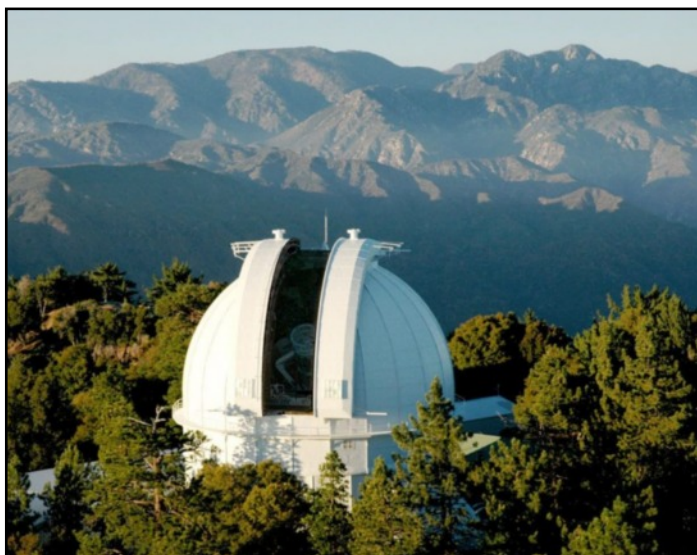
Although they do have a small cafe', everyone should bring a picnic lunch; the cafe' would not be able to quickly serve a group our size.

The cost will be \$13 per person if you have had 62 or more birthdays, if not - \$15. This is a private tour and we have to prepay for the event.

The SAA's visited the observatory some years ago and the tour was well attended. Sign up for this one now!

To participate this is what you need to do:

1. Make a reservation by sending me an email at: Joejoy@pacbell.net or call me at: 818-730-0842 confirming that you (how many?) will attend.
2. Bring a check made out to Joe Wilson in the amount to cover your entrance fee (\$13 or \$15 x the number of people).
3. Bring your lunch (food & drink) or wait in line at the Cosmic Cafe' in the food pavilion.
4. Show up at McDonald's in La Canada for an 8:45am drivers' meeting prior to our 9:00 am "on time" departure.



PAST TOURS & EVENTS

Big Bear Tour

September 8-12



by Joe Wilson

Weather is always an important factor in planning a tour. Normally during my conversation with Mother Nature she has agreed to provide appropriate weather for the event. Apparently she didn't get the message we left on her phone.

The forecasted rain did appear, just a little late. The un-forecasted fire appeared on Monday, a few days prior to our scheduled arrival.

So our tour was canceled - No boat ride, no chair lift ride to the mountain top, no Oktoberfest celebration and no beer.

But, we will make another attempt next spring when we can hopefully get a larger group and more Model A's. We had only 12 club members participating, driving only two Model A's.



View of fire from our cabin across the lake.



The fire started on the backside of the mountain reached by the chair lift in Big Bear

The Monthly Ladies' Brunch

by Bea Fruchter

On the second Monday of each month some of the ladies from the club go to Annia's Restaurant at the El Monte Airport on Santa Anita Avenue at 11:00 to hang out for a little while and have brunch together.

Lately there have only been very few of us, but now that things are getting better, our numbers might go up.

Every month I will have a "LADIES' BRUNCH SIGN-UP SHEET" at the regular club meeting. If you plan to come on the date listed on the sheet, **please sign up**; or else **please call me** at some point before the brunch date to let me know you will be attending.



"I don't like her line of conversation - She is always talking about working on her Model A."

It's important to let the restaurant know how many of us will be there so that they don't have to run around getting a table set up at the last minute.

Annia's has a nice menu, they do separate checks, and the people who run it are really nice. This is a good way for new members to get to know the rest of us, and vice versa. Bea Fruchter (626-797-2048).

NEWS BITS - MORE

Three Ways to Earn Dollars at Our Meetings

Be sure to sign in when you arrive at our meetings so that you will be eligible for one of three drawing.

Drive your Model A - If your name is drawn and you drove your A, you will win \$5.00.

Wear your name tag - If your name is drawn and you wore your name tag, you win \$ 5.00.

Wear a SAA's Clothing item - If your name is drawn and you are wearing any clothing item that has the Santa Anita A's name or logo on it, you will win \$10.00 . The clothing could be a shirt, hat or jacket - new or old. This is a **new** name drawing category. Yes, "dress for success".



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.

The Interstate Highway

by Tom Endy

The year 2006 marked the 50th anniversary of the Interstate Highway system in the United States. The system of highways across the continent began with the Federal-Aid Highway Act signed into law by President Dwight D. Eisenhower in 1956.

During the U.S. involvement in World War I (1917-1918) it became apparent that motorized transport of military equipment was a fact of the future. As a result the government authorized an army motorized convoy to travel from Washington D.C. to San Francisco as a test of the army's ability to move men and equipment to the west coast in the event of war. In 1919, a young Lt. Colonel Eisenhower was part of the convoy effort that consisted of 81 vehicles, 258 enlisted men, and 24 officers. It took almost two months to make the 3200-mile trip over abysmal roads.

The experience left a lasting impression on Eisenhower and convinced him that the nation needed a proper highway system. During World War II (1941-1945), as the Supreme Commander in Europe, Eisenhower saw first hand the need for a highway system to move troops and equipment to the front. He was greatly impressed by the autobahn system created in Germany by the Nazi government.

During the German invasion of France and Belgium early in World War II the roads became choked with refugees fleeing the German advance. It made it almost impossible for Allied troops to move to the front to confront the invasion.

Upon becoming President in 1953, Eisenhower set a goal to initiate a Federal highway system. The system was to have a military aspect to it. In time of war, if an invasion occurred, troops and equipment would be moved to the front on one side of the Interstate, while civilian evacuation would be accomplished on the other side.

To this day, Interstates are fenced off, with only the on and off ramps as access, which can easily be blocked off. The construction of the Interstates bypassed many small towns in the west that catered to the touring public for their livelihood. Many businesses along old Route 66 folded and the highway itself faded into oblivion.

Interstates that run north and south have odd numbers. Those that run east and west have even numbers. Interstates that are alternates meant to bypass a large metropolitan area have three digit numbers

Today it is possible to get on an Interstate on one coast and travel to the opposite coast without having to stop for a traffic signal other than at toll booths or state line agricultural inspection stations. ☺

The roads between Illinois and California in 1919 were abysmal, and mostly unpaved. The Zero Mile Marker sits to this day in front of the White House. It was erected in 1923 to mark the starting point of the 1919 motor convoy. It was intended to emulate the zero mile marker erected in Rome by the Ancient Romans.



The roads between Illinois and California in 1919 were abysmal, and mostly unpaved.



The Zero Mile Marker sits to this day in front of the White House. It was erected in 1923 to mark the starting point of the 1919 motor convoy. It was intended to emulate the zero mile marker erected in Rome by the Ancient Romans.

Does Your Model A Have Spark When It Is Needed?

When a Model A was sold new, it came with an "Instruction Book" which included information about how to operate the various controls that were available to the driver. One of these controls is the "Spark Lever" which is located on the left side of the steering column. The Spark Lever is used to adjust the ignition timing. Ignition timing is the point in the rotation of the crankshaft that the spark for a particular cylinder occurs. The reason for having a means of adjusting the spark is that the combustion process does not happen instantaneously and for the engine to operate most efficiently it is necessary to start the combustion process before the piston reaching top of the compression stroke. Exactly when the spark should occur depends on many factors such as the size and shape of the combustion chamber, the compression ratio of the engine, engine speed and throttle position just to name a few. All engines are different but a general rule is as the engine speed increases, the timing of the spark should occur sooner.

With the Spark Lever all the way up, spark will occur when the piston is at the very top of the compression stroke or at TDC (top dead center). Moving the lever down will cause the spark to occur 40 degrees of crankshaft rotation before the piston reaches the top of the stroke or BTDC (before top dead center). Per the Model A Instruction Book, the spark lever should be all the way up or 0 degree advance for starting, half way down or 20 degree BTDC for average driving and all the way down or 40 degree BTDC for "high speed" driving. The Model A has a very low compression ratio, approximately 4.3:1, and the spark lever positions suggested in the instruction book worked well. However with engine modifications and increases in compression ratios, it is necessary to also modify what Henry originally instructed us to do. As Compression ratios increase, the ignition timing should not be as aggressive. A good rule of thumb is to limit ignition timing to 30-32 degrees BTDC at 2000 engine RPM for stock compression ratios. For a 5.5:1 ratio, use 26-27 degrees at 2000 RPM and 25-26 degrees for a 6.0:1 compression ratio.

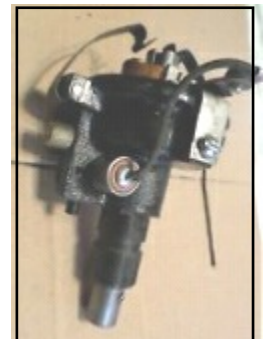
Over Head Valve conversions usually require more spark advance because of the shape of the combustion chamber and location of the spark plug. Follow the manufacturer's recommendations for ignition timing when using OHV conversions.

Some owners like to convert to a distributor that automatically advances the ignition timing as the speed of the engine increases. The original Model B distributor is a good choice for this upgrade but they are getting very hard to find and replacement parts are almost nonexistent. Other manufacturers such as FS Ignitions offer several versions of automatic advance distributors for the Model A. New Rex also makes a automatic advance system that some owners have used with good success. Contact the manufacturer directly for recommendations for

which systems would be best for your particular application.

Whether you are using the original manual spark control or a distributor with automatic advance, remember to adjust the timing that is best for your particular engine taking into consideration any modifications that have been made. Remember, when operating the engine under heavy load or going up a hill, listen and if you hear any unusual noise or knock which may indicate detonation is occurring, immediately reduce the load on the engine or retard the spark a little. Prolonged detonation can lead to serious engine damage.

Model B Distributor



New Rex Automatic Timing System



FS Distributor



Tech Tip

When using other than an original Model A distributor, it may be necessary to use a timing light to set the ignition timing. A handy accessory is a timing indicator which provides a easy to use scale for determining ignition advance. It mounts to the the engine using one of the front motor mount bolts and positions the advance scale adjacent to the front pulley. A mark is made on the pulley to indicate top dead center. This indicator is available from most parts suppliers.



MORE HISTORY

Henry Ford, Einstein, and Rethinking How We Work

By Patrick Kelly - Published Feb 4, 2019

In January of 1914 Henry Ford announced to his board and the public at large of new changes he had decided on. Effective immediately, all assembly line employees would have their working day shortened from 9 hours to 8, and each person would see their daily pay rate double from \$2.50 to \$5.00. To say this was a shock would be an understatement. The board of directors thought he was crazy and actually tried to find a way to fire Ford, assuming this move would bankrupt the company. The competition thought it was great news, as they too assumed this would surely shutdown Ford. Henry Ford did it anyway.



On January 6, 1914, 10,000 men sought employment at Ford Motor Company's Highland Park Plant for the newly announced wage of \$5 per day. This postcard depicts the plant's 50,000 employees in the 1920s.

To understand why he made this drastic change you have to go back a few years before that decision. In 1909 Ford Motor Company was a leader in the new market of automobiles. They were producing 10,000 of Ford's Model T cars per year. As the years passed, demand grew. By the start of 1914 they were making well over 200,000 cars a year, each made by men on the assembly line. Though the company was growing, the profits were not. That was in large part due to its turnover issues.

At the start of 1913 Ford Motor Company had roughly 13,000 employees. Through the course of the year the company hired somewhere between 55,000-60,000 people. And yet when they reached New Year's Day of 1914 the total number of employees was 14,000. **They had to hire 55+ people to net just 1 person.**

A lot of people complain about the turnover issues occurring today, but I have to believe it is nothing like what Ford faced in those days. For Ford, this was a major issue. If someone walked off the assembly line, no matter what stage, production stopped for everyone. This became very

costly. Henry Ford realized he needed to solve this problem by thinking differently, so he brought forth his ideas for change.

It worked. At the end of 1914, a year after bringing the increased wages and shorter working day into his company, their turnover rate dropped to under 10% and they celebrated the most profitable year they had ever had.

There is a great quote from Einstein who said:

"We cannot solve our problems with the same thinking we used when we created them".

It's so simple, yet profound. Traditional thinking on Ford's part would have yielded a traditional answer to the problem: just keep hiring more people. Yet Ford recognized that a new radical idea must be tried to solve the issue at hand.

First Assembly Line in 1913

The first moving assembly line at Henry Ford's Model T factory in Highland Park went into operation on Oct. 7, 1913, with 140 assemblers installing parts on chassis dragged across the floor with a winch and rope along a 150-foot line.

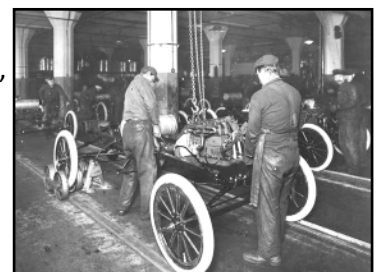


Henry Ford standing beside one of his vehicles.

In early January 1914 the rope was replaced with an endless chain, and Ford launched the \$5 work day, revolutionizing automotive production.

Ford was able to take the 3,000 parts of a Model T and divide the production into 84 steps performed by groups of workers along the line.

With the assembly line, Ford could make a Model T every 24 seconds, selling more than 15 million worldwide by 1927 - then half of all automobiles sold.



SPECIAL REPORT

Ben Stone Acquires Driver's License.

Santa Anita A's member, Benjamin Stone has now acquired his official California driver's licence. Ben is our youngest club member and with the guidance of his grandfather, Tom Endy, he has been restoring his Model A Sedan.



The photo was taken when he first acquired his car and when he was a bit shorter. The car is awaiting his reconditioned radiator, which will complete the restoration. His first official drive will be in his Model A.

THINGS TO PONDER

So, Who Do You Expect to Run the Show?

By Joe Wilson

At our November General meeting you will be asked to vote for club officers and board members for 2023. A nominating committee headed by Randy Harper will present a slate of candidates to fill these positions.

Consider this: What if Randy can not find anyone willing to run for any of the offices? What if no one volunteered to head up our many club committees? Would we no longer have meetings, tours, men's breakfasts, or ladies' brunches. Would there be no newsletter, website, or no one to provide technical help? Unlikely you say - that has never happened before!

Give it some thought. Who will run the show next year? If not you, then who? Please give me some names.

We now have 130 Santa Anita A's "family unit" members totaling 217 individual members. Active participation varies from very little to very much.

We added 5 new "family units" in 2020 during the COVID shut down, 6 in 2021 and 7 so far in 2022 providing a 28 total increase in individual membership. We can expect some of them to assume leadership roles in the near future.

We can not expect "Sam" to do it. No one in our club is named Sam.

MEETING MINUTES

August 26, 2022

The meeting was called to order by President Bob Harbicht at 7:05 pm. The flag salute was led by Randy Harper. There were no announcements, so on with the meeting.

Membership:

Randy Harper introduced guests.

Sunshine Report:

There was no report from Susan.

Program:

Janet Beggs introduced tonight's program which was all about Neon Signs. Paul Greenberg did the slide presentation and Dydia Delyser was our speaker. So interesting I could not keep up and write it all down.

Big Bear Tour Report:

Joe Wilson was sad to say they had to cancel the tour because of the fire and forecasted rain.

Mt. Wilson Tour:

Mt. Wilson tour has been rescheduled for Thursday, October 22.

Spoken Wheels:

No message from Joe.

Approval of Minutes:

The minutes from the last Club meeting were approved and seconded by Bob Moore and Chuck Davies.

Treasurer's Report:

Chuck Davies gave the report with a balance of \$17,299.55.

New Business:

This Sunday, August 28, there will be a car show at the San Marino Motor Classic held in Arcadia at the Vons Pavillion. Some of our members have attended in the past.

Cash Raffles:

(1) Driving a Model A, (2) Wearing you Name Badge, and (3) Wearing Club clothing, were won by club members who had a good time participating.

Next Meeting:

Our next Club Meeting will start at 6:00pm because they are serving Chili. The Club meeting will start promptly at 7:00pm as usual.

Meeting Adjourned at approximately 8:40pm

Respectfully Submitted

Carol Emanuelli, Secretary Pro-tem

FOR SALE

For Sale

Mitchell Overdrive – Model A gearing



New, unopened, in the box – Will fit all Model A's, including the Victoria
\$3,600

If you ordered from the catalog, the list price is \$3,100, plus you would pay California Sales Tax (\$310) and shipping from Mitchell (about \$150), and you would wait up to six months for delivery. You can have one now! Free delivery within 40 miles of Monrovia, CA. You can pick it up or have it shipped. Installation can be arranged for the BLT Guys to install the overdrive in one day for \$500. Ask me about this. Call Bob at 626-353-1889

For Sale

1930 Roadster Pickup



Fully restored with side curtains, Excellent condition
\$25,000.00 obo Contact Mike - 424-366-7627

For Sale

Brand new repro
exhaust manifold -\$90
Contact David Van Elgort
818-825-9257



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.



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
Car & Truck Parts - Accessories - Tools - Literature, Books & much more

7212 Melrose Ave, Buena Park



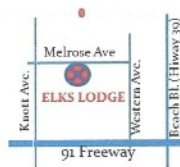
The Early Pickers
Get the Best Deals

•BUY •SELL
•SWAP

All Makes & Models

At the Elks Club Lodge

EFV8 SWAP MEET LOCATION
Elks Lodge - Buena Park
7212 Melrose St.



Dealer
Set-up
7:00 AM

Open to
the Public
8:00 AM

Only \$15.00 per space - non-club members \$25 per space

First come, First served!

Call Tom McLaughlin Ph. 714 998-4528

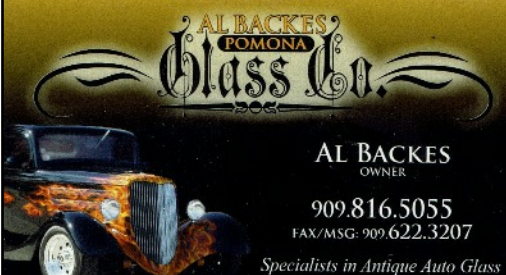
or Gary Zimmerman Ph. 714 726-8384

coffee and donuts will be on sale

Supplied by the So-Cal Regional Group of the Early Ford V-8 Club

"Kool-Feet"
 INSULATED MUFFLER SHIELD
 77 DEGREES OF HEAT REDUCTION
 Heavy Duty Construction
 \$79.95
 Leslie Pam (310) 275-3836
 LAKOOLP@pacbell.net

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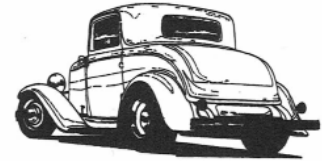
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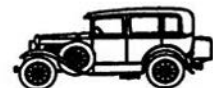
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