



December 2022

Spoken Wheels

THE NEXT MEETING

General Meeting

No December meeting.

The next meeting will be on January 27

NEWS BITS

Dues Are Due



You were sent an invoice by email on December 5 requesting that you submit your 2023 dues. If you have not yet mailed your dues, please do so now. Dues are payable by December 31, 2022.

Write a check for \$30 made out to the Santa Anita A's and mail it before you get lost in the 2023 activities. Mail your check to: PO Box 660904, Arcadia, CA 91066 - 0904

Your prompt payment will be appreciated and will speed up the process of collecting dues and preparation of the club's 2023 roster.

PRESIDENT'S MESSAGE -

BY BOB HARBICHT

Goodbye • Adios • farvel • tot ziens • au revoir • Auf Wiedersehen • Aloha • slán • arrivederci • ha det • Güle güle • bye-bye • cheerio • ciao • so long • toodle-oo

In case you haven't guessed it from the above, this is my last President's Message to you. The farewells may be a bit melodramatic; I'm not really going away. In fact, I am continuing on the board as our Vice President.

About four years ago Bob Travis was chairman of the Santa Anita A's nominating committee. He called me and asked if I would be President of this illustrious group, a conversation we had had a few times in the past. I agreed to do it for a year. Well, four years have gone by since that fateful conversation. Who could have foreseen the Covid-19 panic, lockdowns, etc.? In fact, we have had the exact same officers and board for the last three years, as we struggled to keep the club functioning and together.

The individuals are listed every month in this newsletter, but I suspect few readers spend much time with that list. I'd like to give them a special shout-out here:

Vice President: Jim Kroeger, Secretary: Elaine Perry, Treasurer: Chuck Davies, Board member: Janet Beggs, Board member: Marlin Perry, Board member: Chris Wickersham, Board member: Joe Wilson.

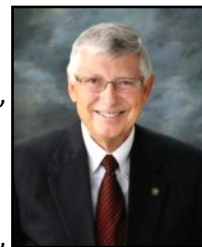
I can tell you that these folks have worked very hard over the last three years and the club owes them a debt of gratitude.

Mickey Fruchter is taking the reins of our club for 2023. I plan to support Mickey in any way I can. I hope you will too! We need people to step up and take on the many jobs that this club needs to function properly.

For example, Dennis Chapman, a relatively new member at the time, called me one day and said something like, "I haven't seen a report lately in the Restorer from our club. Would you mind if I took on that function?" Would I? Thank you Dennis!

Each of us should be doing something for the club! It's too easy to just assume the "other guy" will do it. Have you considered that you should be that "other guy (or gal)"? I hope you will see a job that needs doing and volunteer to do it.

For example, we've been unable to find a "cookie bringer" chairman. Everyone seems to enjoy having a cookie at our meetings while they chat with their Model A friends. The job simply involves making two or three phone calls (or emails) each month to ask members if they could bring a couple dozen cookies to that month's meeting. I guess everyone assumes "someone else" will do it, because we can't find a volunteer. Won't you consider being that "someone else"?



CALENDAR OF TOURS & EVENTS

December

31 - Holiday Motor Excursion - Arcadia Park, 7:30-9:30 am

January

9- Ladies Brunch, Annia's, 11:00 am, San Gabriel Valley Airport

(Call Bea Fruchter to confirm your participation (626-797-2048)

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

27 - General Meeting - 7:00 pm, Church of the Good Shepherd,
400 W. Duarte Rd., Arcadia

29-30 - Turlock swap meet, Stanislaus fairgrounds

BIRTHDAYS & ANNIVERSARIES

January Birthdays

2 - Carolyn Phillips

2 - Leslie Pam

5 - Nino Trapani

5 - Rob Barrosa

11 - Olive Moore

11 - Dino Falabrino

12 - Steve Kurtz

13 - Jamie Frick

15 - Sally Baquet

Birthdays continued

17 - Brad Balmot

18 - Bob Travis

19 - Sheryl Manfor

20 - Jim Kroeger

29 - Tom Johnson

30 - Chris Wickersham

January Anniversaries

22- Jerry & Patty Lampassi

31 - John R. & Marianne Spielmann

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

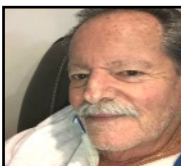


David & Heidi Van Elgort

818-825-9257 Cell
14806 Raquel Lane, Canyon Country, CA 91387
dvanelgort@gmail.com

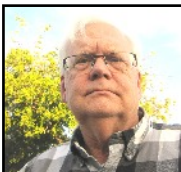
Joined Sep 2022

1928 Sport Coupe



Nino Trapani

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



Scott Nielsen

847-567-5300
2650 McNally Ave., Altadena, CA 91001
sctnielsen@aol.com
Joined November 2022

1929 Tudor

2022 OFFICERS, BOARD & CHAIRS

OFFICERS

President:

Mickey Fruchter 818-512-2556

Vice President:

Bob Harbicht 626-484-4214

Secretary:

Warwick Nethercoat 818-979-1296

Treasurer:

Chuck Davies 323-786-4778

BOARD OF DIRECTORS

Carl Rogers 626-827-5984

Les Eddington 626-961-8209

Dino Falabrino 626-664-6065

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

PUBLIC NOTICES

Sunshine report - Sue Chandler - Miss Sunshine

- We sent a thinking of you card to Les Eddington wishing him well on his upcoming knee surgery.
- A get well and thinking of you card was sent to Joe Wilson wishing him a speedy recovery from back surgery.
- A thinking of you and get well card to Sally Baquet who had pneumonia.
- A condolence card was sent to the family of Bart Bartholomew.
- A condolence card was also sent to Vicky Bartlett on the passing of Bart.
- A get well and thinking of you card to Vicky Balmot.

Cookie bringers - Who knows

NEWS BITS



New Contest

A good photo.
What's your title for this picture?

Scott Nielsen

I grew up in Fox Lake Illinois. Both my parents had family from Fox Lake going back over 100 years. Fox Lake is one of a dozen lakes connected by rivers and channels that is collectively known as the Chain of Lakes. We were just south of the Illinois/Wisconsin border about 25 miles or so west of Lake Michigan.



I acquired my 1929 Tudor in 1987. It had been someone's project and they passed it on to me. I do not know much about the car's history. It did have a 1966 city sticker on the wind shield from Sterling Illinois. I did not do much with the car other than put on new white wall tires, powder coated the spiked rims, and installed a new exhaust system. The car ran very well for the few years that I drove it. Winters in Fox Lake could be long and brutal back then. Normally when one possessed an old vehicle in the Midwest, you park the car in November and keep it off the streets until April and then only when the roads are dry would you take it for a drive. It takes a few good rains before the salt has washed off the roads.

It was one weekend during mid-winter in 1988 that the conditions were such that I took the old car for a spin. My driveway was clear, the roads were dry, so I took off and drove to a boat launch at the end of our peninsula. Snow was packed on our frozen lake and I drove over the ice. I spent the day visiting friends who either lived on the lake or off the numerous channels. I gave my friends rides. I took off across the main part of the lake and caught the attention of a pack of snowmobilers who came along side me and followed me for a time. I visited the east shore of the lake and discovered that the snow was rather deep due to the prevailing winds. I had two dear friends in the car, Bud Ericksen and Ray Agger. We ended up circling Columbia Bay in very deep snow, but to my surprise we never got stuck. As it got late in the day, I set off for home and returned to the western shore of Fox Lake. When I got to the spot off from the Mineola Hotel where the fishing was good, there were still a number of ice shacks on the ice. By law, fishermen are not allowed to leave their shacks out overnight unattended. I noticed some guys pulling their shacks back towards shore. I pulled along side them and had them tie their shacks to my back bumper, and they would ride on the running board until we got to shore. When I was done with that, I returned to the boat launch which was at Korpan's landing. The bar at Korpan's was packed and I suppose word had spread about the lunatic in the Model A

driving around the lake that day. It was a warm welcome home and I thoroughly enjoyed that cold winter day.

I moved to California on New Years Eve in 1989. It was a temporary move, but I fell in love with the climate and the area. I wanted to make a career change. I live in Alhambra and do volunteer work at the Angeles National Forest (Echo Mountain/ Mt. Lowe RR) and the railroad museum in San Dimas and in Perris, CA.

My plan is to get the car running again, restore it and have it finally finished once and for all. I want to leave it in better condition than I found it. I have only been to three meetings of the Santa Anita A's club. I am looking forward to getting to know you.

NEWS BITS

2023 Club Officers and Directors Installed

Santa Anita A's officers and directors to serve in 2023 were elected during the November general meeting and installed at the club banquet on December 17.

Two of the officers and three of the directors are new to the board. Bob Harbicht, our past president, was elected to the position of Vice President. Chuck Davies was reelected to the position of Treasurer. Chris Wickersham and Joe Wilson were reelected to the Board of Directors.

Carl Rogers, Les Eddington, and Dino Fabrinno are new members elected to the board.

Mickey Fruchter was elected to serve as President for the 6th time. Mickey served as President in 2003, 2004, 2005, 2011, 20012 and now 2023.

Here's the line up:

Officers:

President - Mickey Fruchter

Vice President - Bob Harbicht

Secretary - Warwick Nethercoat

Treasurer - Chuck Davies

Board Members:

Les Eddington

Dino Falabrino

Chris Wickersham

Joe Wilson

Carl Rogers



PAST TOURS & EVENTS

Christmas Banquet

December 17

by Joe Wilson



The Santa Anita A's celebrated the Christmas season and installed their new 2023 officers at their banquet on Saturday, December 17. The event was held at the Church of the Good Shepard where we hold our monthly meetings.

The event was held as a luncheon rather than an evening banquet as we have in the past. The food was catered by Jonathan and his wife Tiffany. We served 54 people. Background music was provided by club member Jay Munns.

Santa did not attend this years event. The notice of our change in venue and move to a noon event apparently didn't get to Rudolf and the rest of the deer team.

Because it was a day event, participants had ample time to kick tires and tell lies in the parking lot prior to lunch and the installation ceremonies. Tracy Perry organized the luncheon and entertainment.

Following lunch the officers and board members elected to serve for 2023 were duly installed by Constable Sir Robert Moore. Sir Robert led them in recitation of their oath of office. It was a peaceful transition of power

with no protesters present. SAA's past president, Bob Harbicht, did not challenge the election and indicated that after his one year term was extended to four it was time to retire and collect on the club's retirement program. Bob introduced both the departing and incoming officers and board members with comments about each person's idiosyncrasies.

Jim Kroeger presented Bob Harbicht with a retirement plaque and gavel recognizing his 1,460 days of service. In turn Bob presented each of the past officers and directors with "Nut Plaques" recognizing their "Three tough years - 2020, 2021 and 2022."



This article was written by Sarah Kornacki who is a Media Relations Intern at The Henry Ford Museum.

Five Reasons Why We (and Everyone Else) Love the Ford Model A

It's that time of year again, and Old Car Festival inside the Henry Ford's Greenfield Village is the place to see Ford Model As. The beloved automobile will make up almost a quarter of the sweet rides on display this year. But wait, Old Car Festival covers 42 years of vehicles, 1890-1932, so why are there so many from the four years the Model A was produced? After some research and talking with our Curator of Transportation, Matt Anderson, here's why.



5. You can drive it on the road

Okay, this one seems pretty obvious. But some restored vehicles, no matter how sexy they look, tend to putt along on side streets with lower speed limits. With higher speeds and better brakes, Model As are known to drive pretty darn well on modern roads. Despite being 80+ years old, many Model As can cruise easily at 40-45 miles per hour thanks to an engine exactly twice as powerful as its predecessor, the Model T. And the Model A's mechanical brake system on the wheels—admittedly less secure than a hydraulic brake system—is safer than the Model T's mechanical brakes on the transmission.

Of course, Model Ts are still extremely popular and drivable, but most vintage car owners want to show off their prized vehicles on the open road, and the Model A gives us more route options. Racing down the freeway might not be an option, but give the car a break—the Model A is older than some of our grandmas. And my grandma doesn't drive the freeway, either.

4. You can learn to drive it without a historian present

So the Model A can handle the road. But more importantly, today's drivers can handle the Model A. The car was the first Ford to have controls we're used to, like gas pedals and a conventional gear-shift lever to name a few. Before the Model A Ford "horseless carriages" like the Model T were built under the assumption the driver only had experience driving, well a carriage, horse included.

More modern controls in the Model A help drivers like me and you guess how to, you know, put it in gear or make it stop. We might still need to Google, "how to drive a Model A," but at least we're not completely lost at the wheel.

3. Replacement parts are not crazy difficult to find

If you've got a vintage car that's the coolest, most obscure, one-of-three-ever-made—congratulations. But you know where I'm going with this. Collectors of rare cars dread the day they need to replace a part because finding one or getting a new one made is no easy task. Not all car buffs have the luxury of that kind of time, energy or money.

But with the Model A, a lot of original parts are still floating around out there since Ford built right around 5 million Model As between the 1928 and 1931 model years. And as our Model A love is no secret, there are now vendors who make less expensive, sometimes more reliable copies of vintage parts. So the Model A is a sweet vintage vehicle, plus, the replacement parts are comparatively easier to get ahold of. Especially if you look in the right places, like Bert's Model A Ford Store in Denver or the Model A Ford Club of America's classified ads.

We're not saying restoring a Model A is easy by any means, but the availability of parts opens up the art of car restoration to more of us because the Model A is fun to restore and maintain, not a giant headache.

2. They're relatively affordable

This isn't rocket science, but it's true. Let's revisit a fun-fact we gave you two paragraphs ago: about 5 million Ford Model As were made, and a lot of them are still around. So the Model A is historic, but it isn't quite rare enough to cost an arm and a leg—a phrase which here means the \$70,000 you could pay for a Packard of the same vintage. Yikes.

Some highly scientific research (looking on eBay) revealed there are decent Model As out there priced as low as \$6,000. What's not to love about that?

1. Eye-popping styles and colors

There is a practical side to car restoration, like finding replacement parts and choosing drivable routes, but we can't deny the Model A is just pretty. Seriously, we could stare at this car all day.

With new sporty body-styling, the Model A was an instant hit. Millions of people stormed Ford showrooms on December 2, 1927 because, as an Irving Kaufman song of the time period claimed, "Henry's made a lady out of Lizzie." Well, we think Lizzie was always a lady, but the Model A undoubtedly brought some serious class to the early American auto scene, styled to look like "a baby Lincoln," and offered in an array of colors, contrasting with all those black Model Ts. For all his mechanical prowess, Henry Ford didn't have much of an eye for style, but his son Edsel gave the Model A body the elegant finesse that we can't get over. And today, especially in the Motor City, taking a pleasure cruise in a piece of automobile history is really a special treat.

With the looks, the performance and doable restoration—it's no wonder we love the Model A so much! We can't wait to see the approximately 200 stunning, unique Model As driving the streets of Greenfield Village or parked for up-close ogling during Old Car Festival this year. Join us this weekend and we can drool over wire wheels and glossy colored fenders together.

Adjusting Valves

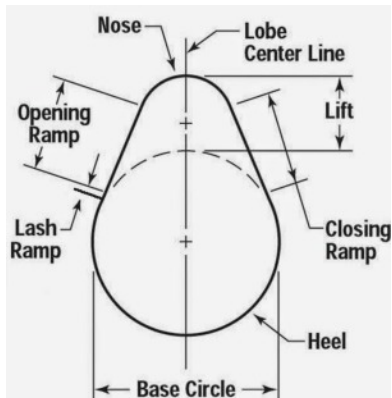
Does your engine talk to you every time you start up your Model A? Do you hear a constant Clack-Clack-Clack as you drive down the road? If so, it is possible that your valves need adjusting. A constant click-click-click noise that increases in frequency as the speed of the engine increases may indicate one or more of your valves are a little loose. Valve noise should not be confused with timing gear or cam noise. Timing gear or cam noise usually only occurs at idle or very low engine speeds and will often go away as engine speed increases.

Some published procedures for adjusting Model A valves call for the crankshaft to be rotated until #1 piston is at the top of its compression stroke and then 4 valves can be adjusted. The crankshaft is then rotated 1 full turn and the other 4 valves are adjusted. This procedure MAY work with an original Model A cam but MAY NOT work with most re-ground, Model B or aftermarket cams. The problem is the clearance between the valve stem and the lifter (tappet) must be checked when the lifter is on the heel of the cam and not close to the cam lobe. With the "4 valves at a time" procedure, some lifters are very close to the actual lobe of the cam and the quieting ramp (lash ramp) portion of the lobe may be partly under the lifter. Adjusting the clearance while the cam lobe is in this position will result in incorrect valve lash.

Before we go on, let us review some modern cam design terminology. The "CAM LOBE" is the raised part of the cam that the lifter rides on that causes the valve to open and close as the cam rotates. The "LIFTER", also known as the "CAM FOLLOWER" or "TAPPET", rides on the "CAM LOBE" and contacts

the end of the valve stem. As the "CAM LOBE" rotates under the "LIFTER", the "LIFTER" moves up and down causing the valve to open and close. "VALVE CLEARANCE" or "LASH" is the space or clearance between the end of the valve stem and the top of the lifter when the valve is in the closed position.

Valve "LASH" is necessary to insure that, when closed, the valve is tight on its seat and not held partly open by the "LIFTER". The "BASE CIRCLE" or "HEEL" of the cam is the round portion of the cam that is not part of the "LOBE". The "OPENING" and "CLOSING RAMPS" are the portions of the "LOBE" that raises and lowers the lifter.



Adjustable lifter

The "NOSE" is that part of the lobe that transitions between the "OPENING" and "CLOSING RAMPS". Now, as the cam rotates, just before the "OPENING RAMP" there is a "LASH RAMP" or as some of us old timers refer to as the "QUIETING RAMP. This "LASH RAMP" is designed to slide under the lifter and take up the valve "LASH" or clearance just prior to the "LIFTER" contacting the "OPENING RAMP". Taking up the "LASH" prior to raising the lifter results in quiet operation of the valves and lessens the wear on the lobe itself.

It is important when adjusting valve "LASH" to be sure the "CAM LOBE" is NOT in a position near the "LIFTER" and "LIFTER" is truly on the "HEEL" of the cam.

When adjusting valves, the following is the accepted procedure to insure the lifter is truly on the heel of the cam and not close to a lobe.

Start with #1 cylinder

FIRST, Rotate the crankshaft in the normal direction as when the engine is running (clockwise when standing at the front of the car) until the #1 cylinder EXHAUST VALVE JUST STARTS TO OPEN (when the valve just begins to lift off its seat). With the cam in this position, ADJUST THE INTAKE VALVE for #1 cylinder.

SECOND, Rotate the crankshaft until the #1 cylinder INTAKE VALVE JUST CLOSES (when the valve just comes to rest on its seat). With the cam in this position, ADJUST THE EXHAUST VALVE for #1 cylinder.

Repeat this procedure for the other three cylinders.

When following this procedure, you will find the cam lobe for the valve being adjusted is almost pointing straight down and is not close to the lifter.

To summarize, "Exhaust opens- adjust Intake, Intake closes-adjust Exhaust".

If you are using new adjustable lifters, be sure there are no rough spots or burrs on the head of the adjusting screw where it contacts the end of the valve stem. A burr can lead to an incorrect lash measurement.

This procedure will help you be sure your valves will be nice and quiet and your Model A engine will not talk to you as you drive down the road.

Tech Tip

When assembling an engine, install the valves before installing the pistons. When adjusting the valves, it takes less effort to turn the crankshaft if the pistons are not in place. Before installing the valve springs, do an initial valve adjustment when the crankshaft is easier to turn. Just hold the valve down tightly with your thumb and measure the lash. After installing the springs, you should find the lash is correct or would only need a very slight

MAFCA's President's December Message

It has been an honor to serve as your President for 2022. It has been a wonderful experience to be involved with the operation of our great national club. I want you to know that our board of directors has done our best to serve you by listening to your ideas to make the club better.



Jay McCord
2022 MAFCA President

My number one goal for this year was to grow MAFCA. I am happy to report that our membership has grown from last year, some say that the old car hobby is dying, I am excited to tell you that the Model A Ford hobby is alive and well. We are seeing new members join every day. This year MAFCA has added four new chapters including our first ever chapter in West Virginia.

I have visited chapter meetings this year and have observed that there are certain elements that lead to fun and successful meetings. I hope these suggestions will help you to build the club and your chapter. These successful meetings begin with a well-planned meeting, an agenda, a program, a raffle, refreshments, and time for fellowship. When your members have fun at meetings, they will want to become more involved and come back often. A quality newsletter is another thing that will strengthen your chapter. This communication tool is the lifeblood of an active club.

This year we have introduced exciting new products that are available at our MAFCA Store, www.mafca.com. Our latest edition in the "How to Restore your Model A series is Volume 10. I believe it to be our finest publication yet. We have also added a new, high-quality baseball cap in Navy Blue, and two new Christmas Cards featuring a Budd Cab Truck and a Phaeton. Proceeds from sales help to offset the costs of running the club.

I am looking forward to attending our National Awards Banquet, in Golden Colorado where we will be introducing our 2023 Board of Directors and presenting the MAFCA National Awards along with the opportunity to visit the wonderful sites in Colorado.

Wishing you all a happy holiday season

MAFCA 2023 Board Announced

The MAFCA Awards Banquet is held each year between November 15 and January 15 in a different location around the country, and hosted by a local MAFCA chapter. This gives the membership a chance to visit during the holiday season, review the year, announce and install the newly elected officers, and present awards for literary efforts, longevity, chapter website awards, and others.

The 2022 National Awards Banquet was held in Golden Colorado on December 8 where the new Board for 2023 was announced



President: Robert Bullard

Vice President: Ed Tolman

Secretary: Kay Lee

Treasurer: Melanie Whittington

Advertising: Gary Price

Marketing: Jay McCord

Publications: Dave Gill

Technical: Chet Wojcik Jr.

A QUIZ FOR OLD FOLKS

You may recognize the hat, or maybe even own one - but can you place the face?



See answers
on page 8.



SPECIAL REPORT

BLT Guys Mitchell Install – December 14, 2022

by Tom Endy

A Mitchell overdrive installation was conducted by the BLT Guys organization on Wednesday, December 14, 2022 at my house. The car is a 1931 Coupe owned by Steve Pavich who lives in Fountain Valley, CA and is a member of the Orange County Model A Ford Club. We began slightly before 10 AM and the car was road tested at around 2:30 PM. A \$500 installation fee was donated to the Model A Youth Restoration Award Program. There was a good turnout of BLT Guys willing to work including two from the Santa Anita A's Model A club.



The overdrive was purchased new from the Mitchell Overdrive Company in 1999 and remained undisturbed in the box all the years and was recently sold to Steve Pavich. The 31 Coupe was recently purchased by Steve and had been driven very little in the past 35 years. The car also has hydraulic brakes.

There were a number of show stoppers that had to be overcome during the installation process. A bracket was welded to the top of the torque tube that contained the hydraulic brake lines that had to be cut loose. The two pinion bearings and the double race were shot and had to be replaced and the pre-load set. The banjo was full of sludge and had to be flushed out with paint thinner and the oil replaced. The overdrive was stiff to rotate and difficult to shift in and out of gear from sitting all the years. During the road test it began loosening up. The hydraulic brake lines had to be bled. This early overdrive housing does not contain a threaded boss to mount the vent valve, even though a vent valve was included in the overdrive kit. The owner will have to fabricate a vent valve boss in the top fill plug later on.

At the end of the day the car performed as Steve Mitchell and Henry Ford ordered.

MEETING MINUTES

SAA General Meeting November 18, 2022

- The meeting was called to order by President Bob Harbicht at 7:05
- The flag salute was led by Patsy Harbicht.
- Announcements:

Reminder - Christmas/Installation party Dec. 17th, deadline for reservation is Dec. 2nd. Reservations to Elaine Perry Cost is \$20.00 per person.

Thank you to Tracy Butkus for organizing the dinner.

Thank you to Mickey and Bea for the raffle.

- Election: Randy Harper presented the slate of Officers and Board Members for 2023:

President Mickey Fruchter

Vice President Bob Harbicht

Secretary Warwick Nethercoat

Treasurer Chuck Davies

Board Members: Carl Rogers, Les Eddington,

Dino Falabrino, Chris Wickersham and Joe Wilson

Bob Harbicht asked for nominations from the floor.

There were no nominations from the floor. Bob Moore moved to accept the slate of Officers and Board members presented by the nominating Committee. Seconded by Pat Utter Motion carried

Bob Harbicht thanked Randy Harper Nominating Committee Chair and Bob Moore and Chris Wickersham for their help

- Sunshine: Joe Wilson had back surgery, Art Moore is still dealing with a pressure sore, and Vicky Balmot had surgery. Olive Moore thanked the members who came and visited.

- Member Moving: Janet announced that Rick & Carolyn Philips will be moving to a smaller home soon. They would like to invite the members to see if there is any literature or parts the club members would like from their garage. Club will meet on Dec. 18th and tour over to their house. Time and meeting place to be determined later.

- Program: Janet Beggs introduced the program presented by the Sons of the Desert, Way Out West Chapter. We saw a short Laurel and Hardy movie titled Hog Wild, and had a very informative talk about their life in the movies. There were 107 movies made.

- Minutes:

The minutes were approved as printed.

- Treasury Report: Treasury Report was approved as read.
- Cash Raffle: Prizes brought by Bea and Mickey
- Member drawing:

Drove Model A - John Emanuelli

Name Badge - Olive Moore

SAA Clothing - Mark Gollhardt

- Bob Harbicht reminded the members about the Festival of Bands - 7 cars are signed up.

- Meeting Adjourned 8:40PM

Respectfully Submitted, Elaine Perry, Secretary

Answers from page 7. (Top- left to right)

Humphrey Bogart, Eroll Flynn, James Cagney, Edward G. Robinson

NEWS BITS - MORE

Another reminder to pay your dues

FOR SALE

For Sale

1930 Model A Coupe

Partial restoration started on drive train and Chassis.
Body off. Have 95% of parts.

\$5,000 or best offer.

Call Richard at 909-201-6398

For Sale

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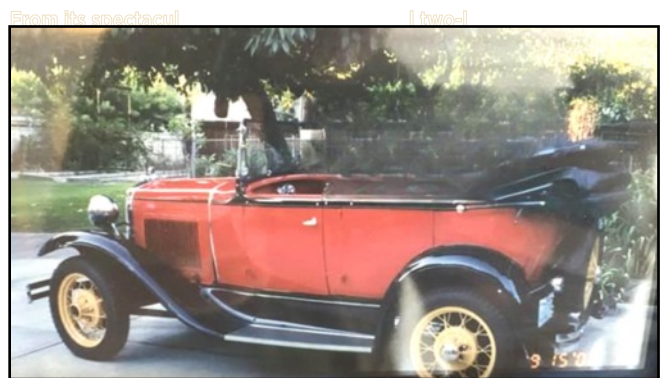
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Yes, this is Jim Frick's candy red car with black fenders, black upholstery and a removable black top.

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.

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Engine stand, tire gage, car jack - \$80

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For Sale

Bench Grinder - \$30

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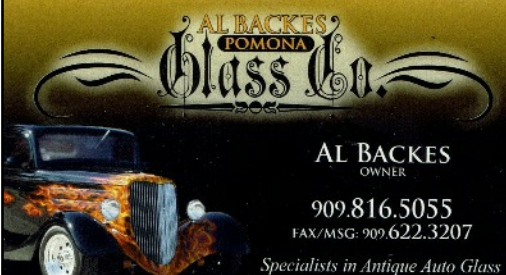
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Tom Endy has accumulated a large quantity of torque tubes & drive shafts as a result of his overdrive installations. They are rapidly multiplying on their own and must go.

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These items are now available for purchase by members.



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8" x 12"
\$ 3.00



Decal
3 1/8" x 3 5/8"
Static cling, reusable
\$1.00



Decal
2 1/8" x 2 3/8"
Static cling, reusable
\$.50



Decal
11 x 2" Static cling, reusable - \$1.00



Coffee Mug - 14 oz.
\$5.00



Licence Plate - Plastic, std. Size
\$2.50



Ball Point Pen with SAA's Logo
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Either Navy or Bone
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8" x 9" For sewing on
back of jackets
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Embroidered Patch
1" x 5" \$.50

Spoken Wheels is the monthly publication of the Santa Anita A's based in Arcadia, California. The organization is dedicated to the restoration, preservation and enjoyment of the Model A Ford. It is a chapter of the national organization, MAFCA (Model A Ford Club of America). Meetings are held on the last Friday of most months at the Church of the Good Shepherd, 400 W. Duarte Rd., Arcadia, California. Address: PO Box 660904, Arcadia., CA 91066. Website: www.santaanitaas.org



Read the newsletter and sign up for everything

Model A Ford Club of America

Santa Anita A's is a chartered member of the Model A Ford Club of America (MAFCA). It is a California not-for-profit corporation and a national historical society dedicated to the restoration and preservation of Model A Ford vehicles as manufactured from 1928 through 1931. We encourage our SAA members to also participate in the MAFCA organization. Check out their website. It contains a wide variety of information about the organization, activities, technical references and instructions on how to join the organization. (www.mafca.com)



PO Box 660904
Arcadia, CA 91066

