



January 2023

# Spoken Wheels

## THE NEXT MEETING

### General Meeting

The next meeting will be on Friday, January 27

## MEETING PROGRAM

### SAA's January meeting will look very youthful!



*All 2022, Model A Ford club, grades nine through twelve*

The January meeting will be more youthful because of the Pasadena High School (PHS) Model A Ford Club who will be our guest. Students grades nine through twelve, along with their certificated instructors, will join us on Friday, January 27, 2023. This is the first time the full high school club will fellowship with the SSA's.

The PHS club will share the elements of their unique club. Today, they remain the only high school club located anywhere in the nation. Formed in 2016, the club has restored three Model A's, each raffled to a lucky family. The resulting proceeds are used to fund the club's expenses and restoration programs.

The club provides valuable training in the areas related to Model A restoration. It remains one of the most popular clubs on campus for both male and female members.

The students have requested that you drive your "A" to the meeting. They will arrive early (6:15 pm) to view member cars. Also please consider purchasing a raffle entry for their current restoration car by calling 626-390-7322.

## PRESIDENT'S MESSAGE - BY MICKEY FRUCHTER

### I'm BACK!



The first thing on my list is to thank Bob Harbicht, the Board and the Committee members who kept the Santa Anita A's going during the Covid years. Now that the situation is improving, we are looking ahead to the meetings, seminars, and tours which we were not able to do due to Covid. Our new Board and Officers are very energetic and eager to return to the needs of our membership. I am requesting "feedback" from our members for suggestions which will help us grow in the direction we would all benefit from.

Please contact me with any ideas you have for tours, meeting subjects/entertainment, etc. I will bring your thoughts to the following board meeting for discussion.

Our board has decided to do a short membership survey to seek your feedback on some issues involving the club. This survey will be mailed to you soon. I urge you to respond promptly to it.

This month's General Meeting will feature the Pasadena High School Model A Ford Club. The students, along with adult volunteers, will be there to present an inside view of their unique club.

We have been enjoying the Men's Breakfast gathering on the third Thursday of each month at 8:00-ish am to kick tires and at 9:00 am to dine at Annia's Restaurant (located at the El Monte Airport) for food and fellowship. If any of you guys haven't been there recently, stop by for some breakfast and fun.

Our ladies are invited to have brunch at Annia's on the second Monday of each month at 11:00. Please call Bea Fruchter if you plan on coming so she can reserve a table(s). Call her at 626-797-2048. Annia's always provides separate checks for both groups.

Our February Meeting will be our Club Auction....This is our major fund raiser of the year. Please bring your unwanted holiday gifts and tools and parts which our members can not do without. AGAIN...PLEASE...NO JUNK and whatever does not get auctioned off...YOU MUST TAKE IT HOME WITH YOU. As always, the Auction is a FUN experience.

This should be a wonderful and enjoyable meeting. I hope to see all of you there.

## CALENDAR OF TOURS & EVENTS

### January

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

29-30 - Turlock swap meet, Stanislaus fairgrounds

### February

13 - Ladies Brunch, Annia's, 11:00 am, San Gabriel Valley Airport  
(Call Bea Fruchter to confirm your participation (626-797-2048

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

### March

19 - Orange County Pancake Breakfast - see page 3

## BIRTHDAYS & ANNIVERSARIES

### February Birthdays

2 - Patty Lampassi  
6 - Nancy Sharpe  
8 - Flick Michael  
8 - Manifor John  
10 - Anderson  
18 - Myriam Davies  
21 - Lori Bonner  
21 - Beverly Kniest  
28 - Bernadette Hotaling

### February Anniversaries

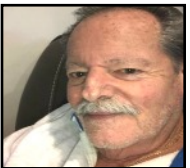
10- Patrick & Martha Utter  
24 - Sue & Carl Rodgers  
25 - Mark & Lisa Henzel  
28 - Mel & Maria Foye

## NEW MEMBERS



### David & Heidi Van Elgort

818-825-9257 Cell  
14806 Raquel Lane, Canyon Country, CA 91387  
[dvanelgort@gmail.com](mailto: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](mailto:dvanelgort@gmail.com)  
Joined Sep 2022



### Scott Nielsen

847-567-5300  
2650 McNally Ave., Altadena, CA 91001  
[sctnielsen@aol.com](mailto:sctnielsen@aol.com)  
Joined November 2022 1929 Tudor

### Richard Anderson

909-923-4522  
2738 Lassen Ave., Ontario, CA 91761  
[Richard.vbw@outlook.com](mailto:Richard.vbw@outlook.com)  
Joined January 2023 1930 Std. Coupe



### Gus & Alice Chavarria

926-512-4080 cell  
2477 Jackson Ave., Rosemead, CA 91770  
[Chavarriaalice@yahoo.com](mailto:Chavarriaalice@yahoo.com)  
Re Joined January 2023 1930 Tudor Dlx.

## 2023 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:**  
Bob Moore 626-773-2806  
**Advertising:**  
Vacant  
**Fashion: Coordinator:**  
Susan Homet 909-360-3030  
**Ladies' Day:**  
Vicky Balmot 626-695-5483  
Carol Emanuelli 626-286-5267  
**Low End Boys:**  
Mickey Fruchter 626-797-2048  
Chuck Davies 323-788-4778  
**Membership:**  
Randy Harper 626-357-6442

### COMMITTEE CHAIRS continued

**Merchandise:**  
Joe Wilson 818-730-0842  
**Raffle - Money**  
Bea Fruchter 818-807-7143  
**Refreshment Host:**  
Dino Falabrino 626-664-6065  
**Refreshment Sign-ups:**  
Nancy Sharp 626-359-1751  
**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 909-456-6935  
**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 sent to Vicky Balmot.

### Cookie Bringers -

Dino Falabrino - Coffee & cookies  
Nancy Sharpe - Cookies

### Photo Contributors -

Dennis Chapman, Joe Wilson, and others

## NEW MEMBER SPOTLIGHT BY BOB MOORE

### Nino Trapani

Nino Trapani joined the Santa Anita A's last September. He was born in Cygna, Kansas, a small oil town where his father was a wildcatter. When the well came in soon after he was born, it was mixed with water and, in 1937, could not be separated. In debt, his father and mother moved to San Diego. In a few years, the family moved to San Marino. Nino was in the first graduation class from San Marino High School in 1956.



Nino retired from Lascco, a family-owned seafood company that pickles and smokes seafood products; smoked salmon and pickled herring. For 49 years, Nino was a salesman and traveled the world extensively. He lives in San Gabriel.

Often, new members have a connection with a current SAA member. Nino first met Marlin Perry when Marlin was the receiver for Ralphs in Temple City. He delivered Marlin a smoked turkey one Christmas, and a relationship developed.

Nino previously owned a 1930 Model A Coupe. His wife, who died in 2016, had talked him into selling the A. At the time, he was a San Gabriel Valley MARC member. Nino's A was one of two identical 1930 Coupes that were restored at the same time by the same person in 1960 and had consecutively numbered license plates. He keeps an eye out for it and wants to buy it back. Another 1930 Coupe is probably in his future. Nino's favorite activity with his Model A was longer-distance touring.

Nino has other cars that keep him active in the car hobby. He shows his 1941 Studebaker hot rod, and it keeps company with his 2017 Corvette. Welcome to the club. We hope you find your Model A soon.

## A QUIZ FOR OLD FOLKS

### Photo Title Contest Winner

Last month I invited members to chose a title for this photo of Elaine Perry and Chuck Davies.

The winners is Olive Moore who wrote:

**"How many times do I have to explain this to him?"**



## NEWS BITS

### Annual Club Auction

Friday, February 24

It's time to start gathering your "stuff" for our annual aucion which will be held during our February meeting. Remember, **do not** bring unusable items. Any items not sold must be retrived and hauled away by the bringer.

### Member Survey

A survey will be mailed to all club members asking for feedback on some issues involving the club. Included with the mailed survey is a return stamped and preaddressed envelope. The survey will be mailed on Monday January 23.

***Please fill out the short survey, place it in the envelope and mail it the same day you receive it.***

Responses to the survey will be reviewed at the February Santa Anita A's board meeting. We thank you in advance for participating in this important survey.

### Dues are Still Due

An invoice for 2023 club dues was emailed to you on December 1, 2022. Dues were payable by January 1, 2023.

If you haven't already mailed your 2023 dues, we ask that you do so ASAP. Please write a check for \$30 made out to the Santa Anita A's and mail it to **PO Box 660904, Arcadia, CA 91066**

## COMING TOURS & EVENTS

### Orange County Pancake Breakfast

Sunday, March 19



## PAST TOURS & EVENTS

### Annual Holiday Tour

by Joe Wilson

The local Horseless Carriage Club has organized a car show and tour every year in Pasadena on the Sunday between Christmas and New Years Day - except this year. This year there was no Sunday between the two holidays. So, It was held on Saturday, December 31.

This is the 66<sup>th</sup> Annual Holiday Tour, which was held again this year in the Arcadia Regional Park. The gathering for the car show was 7:30am. The tour departed at 9:30am. Cars eligible to participate in the tour were limited to 1932 and older.




We had a reasonable club turn out for the show. Some showed up for a photo but it is believed there were somewhere between a total of 11 and 100 club members there.

SAA's members who were known to have attended were:

Jim Frick, Bob Harbicht, Mickey Fruchter, Dennis Chapman, John Emanuelli, Randy Harper, Jim Kroeger, Bob Moore, Charlie Plessner, Carl Rogers, and Steve Voors.





**66<sup>TH</sup> ANNUAL**

**HOLIDAY MOTOR EXCURSION**

Presented by  
**The Horseless Carriage Club of So. Cal.**  
**Saturday/December 31, 2022**  
**7:30 am arrival @ the Park**  
**Tour Departs around 9:30 am**  
*Donations Greatly Appreciated*

**\*1932 and older stock vehicles required for tour participation\***

**Arcadia Regional Park**  
**405 S Santa Anita Ave Arcadia CA 91006**  
\*\*Limited spectator parking available\*\*  
Please park in designated parking spots only.

Please no trailers at the County Park  
All vehicles must be clear of the Park by 10:00 am

## OTHER HAPPENINGS

### BLT Guys have a banner day - a 4 hour Installation

December 28

by Tom Endy

Another banner day for the BLT Guys organization, they installed their sixteenth Mitchell overdrive in a Model A with all the \$500 installation fees being donated to the Model A Youth Restoration Award program. The car was a 1930 Tudor owned by Santa Anita A's club member Ben Stone, a recipient of two awards from the youth program. The installation began at 9:30 AM on December 28, 2022 with the Tudor being road tested by 1:30 PM. At the end of the day the Tudor performed as Steve Mitchell and Henry Ford ordered.

The restoration of Ben's Model A began March 9, 2020 and has been a comprehensive restoration, concluding with the Mitchell overdrive installation. The overdrive is a Victoria configuration to fit in the car along with a Tudor basement installation!

The overdrive unit was awarded to Ben as his second youth restoration award. The day the Tudor arrived the restoration began. Ben Stone was almost 14 years old.



## CAR STORIES

*This article appeared as written by Mark J. McCourt and appeared in the 09/22/2018 issue of Hemmings Motor News. It features the 1928-'31 Model A Ford. The article was titled "The Start of a New Line".*

### The Start of a New Line

With more than 15 million examples built through 19 years of production, the Model T changed the face of America. While the ruggedly simple T would remain a primitive automotive icon, it was the modern Model A that followed that set the stage for the Ford Motor Company of the future, a car whose build quality and engineering were comparable to those of anything on the road, and a car that was more elegant than anything that inexpensive had a right to be. The Model A, in all of the variants available in its four-year production span--which are grouped by aficionados into early (1928-'29) and late (1930-'31) cars--remains one of the most popular antique automobiles, and its level of restoration and parts support, 80 years since it rolled off the assembly line, is better than ever.



Edsel Ford finally prevailed upon Henry to replace the Model T with a car of style and substance, a "baby Lincoln." And compared to its predecessor, the 1928 Model A--available in Roadster (with or without rumble seat), Coupe (with or without rumble seat), Phaeton, Sport Coupe and Tudor sedan, as well as Commercial styles like the open cab Pick-Up, with prices ranging from \$385 to \$570--was a leap forward. Later additions included the "leather back" two-window Fordor sedan, Business Coupe, Panel Delivery and closed cab Pick-Up.

Design cues from the first year of production include a smooth, nickel-plated radiator shell, vertically fluted headlamp lenses, drum-shaped taillamps and a sheetmetal radiator fan shroud. And these first-year cars, like all the Model As that would follow, featured a 200.5-cubic-inch L-head four-cylinder engine, a three-speed sliding-gear

transmission, four-wheel mechanical drum brakes and sophisticated hydraulic shock absorbers.

Like they had done with the Model T, Ford continually upgraded the Model A as production progressed, and some new features for 1929 included Twolite lenses in cup-shaped headlamps with a matching taillamp, external door handles for open variants, pushbutton instead of pistol-grip handbrake lever actuation and a black steering wheel to replace the early, dark red version. New body styles included the three-window Town Sedan and standard three-window Fordor (with bodies by Briggs and Murray), the Station Wagon, the Cabriolet and the upscale Town Car.

The six-cylinder Chevrolet and hydraulic-braked Plymouth were eating into Ford's sales by 1930, so while the Model A's mechanicals were basically unaltered, the styling got a refined update. Smaller diameter wheels lowered the car, and the new polished stainless steel radiator shell (with a black painted lower insert) was redesigned to match the taller, narrower hood and cowl panel, which was now flush on Roadsters, Phaetons, Coupes, Tudors and Pick-Ups, and contained a one-gallon-larger gas tank. The fenders were reshaped for a more flowing look. Finely trimmed new DeLuxe versions of the Coupe, two-window Fordor Sedan, Phaeton and Roadster added a fender-mount spare, while the "bustle-back" Victoria Coupe, with its slanted windshield and internal rear luggage area, was the most stylish to date.

Further cosmetic updates would mark the 1931 Model As, the year that the 20 millionth Ford--a Slant Window Town Sedan--was built, and they included another grille shell design with paint in the recessed upper portion, accented with a pressed stainless Ford badge, an amber and red taillamp lens and a redesigned instrument panel housing. The most striking visual change for Fordor sedans and the stylish new Convertible Sedan (dubbed the A-400, it combined a folding soft top with fixed side window frames) was the Victoria-style slanted windshield, which reduced headlamp glare. A DeLuxe Tudor and DeLuxe Pick-Up Car were also added to the lineup.

The sturdiness of the Model A has meant that a surprising number of the more than five million built worldwide have remained in service as regular, if not daily drivers. Like the Ts, many As were converted to "doodlebug" customs for off-road use, and although the four-cylinder engine was more plebeian than the V-8 that arrived for 1932, numerous A speed parts were developed--with Ford's own "police" high-compression cylinder head and Harry A. Miller's overhead valve conversion among the notables--motivating thousands of Model A-based hot rods since the 1940s.



And restoring old Fords has been a popular part of the old car hobby since the 1950s, when the Model A Restorers Club (MARC) and Model A Ford Club of America (MAFCA) were formed, and NOS parts were still available in volume. As the popularity of these restorations grew through the 1960s and 1970s, the reproduction restoration parts market grew to the point that fully finished Roadster and Roadster Pick-Up cab bodies and Pick-Up Beds are available new today. Jim Spawn, the editor of MAFCA's *The Restorer*, says that nothing is impossible to find; "We've probably never been in this good shape--there's a great market for A parts. The parts that were once obsolete are now being remanufactured. In the 1970s and early 1980s, a lot of the restoration parts available came from offshore, so there were quality issues, but Model A vendors are constantly trying to improve them. If you simply can't find a part, and enough people want it, someone will remake it because they can sell it. It may take money, searching and networking, but in the end, you'll always find whatever parts you're looking for."



Although their high survival rates mean that most Model A variants will never be prohibitively expensive, their values have increased notably since the days they were considered a "poor man's hobby." "I've talked with some guys who do nice A restorations, but they say that they wouldn't do another because it's cheaper to buy a finished car," explains MAFCA member John Firth. "The cost of restoring a Model A depends on how much a person can or wants to do himself. If you take a Model A to a professional restoration shop, you can easily sink \$40,000-50,000 into it. But if you want a Model A to drive the grandkids down for an ice cream cone on Sundays, a car costing \$10,000 or less will serve the purpose. If you want to compete with the big boys on Blue Ribbon judging at national events, which works on a 500-point system, the rule is that if you're going for anything over 425 points, it will cost you \$1,000 for each point you gain," he laughs.

Famous writer E.B. White summed up the Model A's enduring appeal more than 50 years ago. "The reason the A is going strong today is simple: The car is a triumph of honest, unfussy design and superior materials. It doesn't look like a turbojet or like an elephant's ear, it drinks gasoline in moderation, it puts on no airs, and when something gets out of adjustment, the owner can usually tinker it back to health himself."

The general specifications for Ford's L-head four-cylinder didn't change throughout Model A production, so all cars shared a 3.876 x 4.125-inch bore and stroke and 4.22:1 compression ratio, and with their Zenith updraft carburetor, made 40hp at 2,200 RPM and 128-lbs.ft. of torque at 1,000 RPM. Engine parts availability is very good, although the days of visiting a junkyard to pick up another block are long past. Full engine rebuilds are the most expensive and laborious part of a mechanical restoration, and they will include removing the old babbitt bearing material from the block, machining the surfaces and pouring new bearings. Dark stains where the lower tank bracket holds the steering column indicate a gas tank leak in 1928 through 1930 As.

Improving these cars' highway friendliness is common. John says, "People fit Ford's 'police' head, a higher compression head with a 'B' stamped on top. And when they rebuild the engine, they'll sometimes include a B-grind cam from a 1932 Model B four-cylinder, which brings improved valve duration. They'll also lighten the



flywheel by 10 or 15 pounds. Some will use insert bearings instead of poured bearings, but at this point, you're getting into the \$3,500-4,000 price range for a rebuild."

Being from well before the safety era, these Fords offer little in the way of passenger protection, so drivers who travel any distance in their Model As are encouraged to retrofit them with such devices. Jim explains, "Safety items like seat belts will never be deducted for in judging; people drive these cars at 50-55 MPH, and Model As are more often used in touring than Model Ts, so installing seat belts, extra mirrors and turn signals is fine. As came with a single taillamp, but adding a second gives more visibility and allows you to run turn signals, and side mirrors can help with the cars' terrible blind spots. These additions are forgiven, even in Blue Ribbon judging."

## Does Your Model A Engine Suffer from Cam Slap?

Do you hear a clacking or slapping noise when the engine is at idle that seems to go away as the engine speeds up? Often, this is mistaken for noisy valves where the valve lash is incorrectly adjusted. Valve noise will occur at all engine speeds but cam or timing gear noise will usually go away as engine speed is increased from idle. Cam or timing gear noise can be a result of a bad cam gear, a loose cam gear nut or excessive timing gear backlash, especially when using aluminum or brass gears. But most often it is the dreaded "CAM SLAP".



*Aluminum Camshaft Timing Gear With Helical Cut Teeth*

Usually, the source of cam slap noise is when the thrust bearing surface of the camshaft is not held tight against the front of the block and the cam is allowed to move slightly fore and aft in the block. In order to better understand why this occurs, let's look at what is actually happening when the engine is running.

As the camshaft rotates, a lobe on the cam moves under and pushes up on a valve lifter which raises a valve. As the cam continues to rotate past the full open position and that valve starts to close, the valve spring will cause the valve to push down on the lifter, holding it tight against the back side of the cam lobe. When the lifter pushes on the back side of the cam lobe, the cam momentarily will try to turn backwards. Because of the configuration of the camshaft of the Model A engine, this phenomenon happens 4 times during one complete revolution of the camshaft.

For quiet operation, the teeth on Model A timing gears are helical cut, or cut at an angle. Because of this angle, as the crankshaft rotates, the crank gear will not only turn the cam gear but also will try to force the cam back toward the rear of the engine keeping the cam tight against the block. Now, at very slow engine speeds, at the point in the rotation when the cam is trying to turn backward, the forces on the gear teeth are reversed and, again because of the angle of the gear teeth, the cam is now being driven toward the front of the engine and away from the block. As the rotation of the cam continues, the cam gear teeth are again loaded on the drive side and once again the cam is forced back toward the rear of the engine. To keep the cam back against the block and not allow it to move, Henry provided a spring loaded plunger that pushes on the front end of the cam. If the plunger spring is not strong enough, at slow engine speeds, the cam still may move forward a little and then slap back

against the block as the forces on the gear teeth change direction. This slight movement of the cam will cause a slapping noise which usually goes away as the speed of the engine is increased from idle. This cam slap noise has become more pronounced with the more aggressive cam profiles we find with touring and high performance cams and with the use of stiffer valve springs.

One way to eliminate cam slap noise is to use a heavier plunger spring. This is OK but increasing the plunger load on the end of the camshaft can result in increase wear of the plunger or the cam itself. I have even seen cases where the cam thrust spring will keep the plunger against the surface on the block is also badly worn when a heavy spring was used.

Another method to solve this problem is to replace the spring with an adjustable bolt that will limit the movement of the plunger. This is done by simply drilling and tapping a hole in the front engine cover and replace the spring with a threaded bolt and lock nut. This will work but may not eliminate all the noise because of the necessary clearance required between the plunger and cam.

A better solution would be to use is a combination of the two, an original softer spring and a means of limiting the movement of the plunger. This consists of a pin that is installed thru the center of the spring with a bolt that pushes only on the end of the pin. The original spring will keep the plunger against the end of the cam at all times but at very low engine speed when the spring does not have enough force to keep the cam in place, the pin will limit the travel of the plunger and keep the cam slap noise in check. The advantage of this design is an overall quieter running engine without increasing the load on the plunger.

Another advantage with the new Burtz engine, is that there will be a slight increase in oil pressure. There is less oil loss from the passage that provides lubrication to the cam thrust surface on the front of the block.



*Finished Installation*

### Modifying the Front Cover

Drill and tap a 5/16-24 hole thru the front engine cover centered in the thrust plunger bore. First drill a 1/4 inch diameter hole from the back side of the front cover. I made a bushing to fit inside the plunger bore to help center the drill.

Note, if you do not have a spot face tool, you can skip the first and second steps and go directly to the third step. After the hole is tapped, use a flat file to carefully make a small flat area for the lock nut to seat against.

Second, from the outside of the cover, use a spot facing tool with a 1/4 inch pilot to square the surface that the nut will tighten against. Just face a small area. Remove as little material as possible in order to keep the casting as thick as possible.

Third, enlarge the hole using a letter size "I" drill. This is the correct drill size for a 5/16-24 thread tap. I made a second bushing for the letter "I" drill.

### Installation & Adjustment

Install the front cover as you normally would with the plunger and spring in place. Insert the pin thru the tapped hole followed by the bolt and lock nut. Screw the bolt in until it just comes into contact with the pin. At this point, the pin should be bottomed out in the bottom of the plunger. Back off the bolt ever so slightly and lock the bolt in place with the nut. Do not over tighten the lock nut as you do not want to strip the threads in the cast iron cover. A little gasket sealer on the bolt threads may help prevent any oil from seeping out around the bolt.

When properly adjusted, there will be just a few thousands clearance in the end of the pin and bottom of the plunger. You do not want to add any pre-load to the plunger. The idea is to limit how far the camshaft could move away from the block by limiting the travel of the plunger.

### Additional Parts Needed

- 1 - One pin, 1/4 inch dia. X 1 & 1/8 inches long
- 2 - One, 5/16-24 fine thread nut
- 3 - One, 5/16-24 X 3/4 inch long fine thread grade 8 bolt



### Tools Needed



1/4 inch drill and bushing



Spot face with 1/4 inch pilot



Letter "i" drill and bushing



5/16-24 TAP

## NEWS BITS

### Robert "Bart" Bartholomew Passes

Bart Bartholomew passed away at his home in Long Beach on November 25, 2022. Bart was born in Minneapolis, Minnesota where he attended University High, graduating in 1955. He was also a graduate of Dartmouth College. In the 60's, Bart began working at CDC as a Public Health Advisor in Oklahoma City, Reno, Olympia, San Mateo, Orange County, and Los Angeles County. He was a lifetime member of the Watsonian Society, an organization of Public Health Advisors.



Bart's interest in cars started as a teenager and continued throughout his life. In addition to being a member of Santa Anita A's, Bart was also a member of FAST and the Diamond Tread Chapter of MAFCA in which he served as Editor of the Diamond Tread News for six years and Editor Emeritus contributing material for the Diamond Tread News for 5 1/2 years. His other hobbies were carving wooden toys and creatively using stamps to make greeting cards.

Bart's wife, Sharon, passed away in 2005. He is survived by his two sons and their wives, Lee and Kathy Bartholomew of Redondo Beach and Rex Bartholomew and Lisa Miller of Long Beach; grandson Max Miller of Long Beach; life partner Vicky Bartlett of South Pasadena; and two sisters Polly Feigl of Seattle, WA and Susan Bartholomew of Hamden, CT.

A Celebration of Life was held on Saturday, January 21, at 11 am at the Unitarian Universalist Church of Long Beach located at [5450 Atherton St., Long Beach, CA 90815](https://www.google.com/maps/place/5450+Atherton+St,+Long+Beach,+CA+90815).

## INTERESTING PROJECT IDEAS

Bob Travis suggested these projects for those who have extra spare time.



Who said men can't decorate

## 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

#### 1930 Roadster Pickup



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

### Free

#### Model A Torque Tubes & Drive Shafts

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.

Contact Tom Endy 714-943-4555

## 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.

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

***Another reminder -  
Have you paid your  
dues for 2023?***



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