



March 2023

# Spoken Wheels

## THE NEXT MEETING

### General Meeting

The next meeting will be on Friday, March 31, 6:30 pm, Church of the Good Shepherd, 400 W. Duarte Rd., Arcadia

## MEETING PROGRAM

### Annual Club Auction Redo

Friday, March 31

Our annual auction, scheduled for the February meeting, was canceled due to rain and a small meeting turnout. The Auction will now be held at our **March 31 meeting**.

**Members are asked to bring items to our March meeting for auction.** The items could be Model A parts, tools, books, cookies, pies, pictures, clothing, resort rentals, or any family heirlooms that you no longer cherish.

- Do not bring anything that is broken or unusable. Be prepared to haul home any of your items that do not sell.
- When you arrive, you will be issued an "auction paddle" with your number on it.
- If you wish to offer a bid on an item selected for sale, hold up your numbered plate until it is recognized.
- The item will be sold to the highest bidder who will hold up their numbered plate so that it can be recognized by the ladies at the "bid recording table"
- After the auction is over, you may proceed to the "Recording table" where you will pay the total amount of all the items you purchased.
- Collect any of your items that were not sold and take them home with you. They may be brought back next year for a re-run.
- The auctioneer will be Bob Travis, aided by Bob Moore and Chris Wickersham.



## Big Note:

**Come early - 6:30 pm** to set up your items for auction and get your "auction plate". **The auction will start at 7:00 pm.**

## PRESIDENT'S MESSAGE - MICKEY FRUCHTER

**The BAD NEWS:** The Club decided to reschedule our annual auction due to the low attendance caused by the rain at our February meeting (the "atmospheric river" as it's being called").



**THE GOOD NEWS:** The Auction has been rescheduled for our next meeting on March 31<sup>st</sup>.

**THE BETTER NEWS:** The Board decided to offer pizza and drinks to all who participate.

Our first technical seminar of the year on Model A maintenance has been planned. It will be on Saturday, March 25th, at 9:00 A.M. More info in this "Spoken Wheels". Coffee, donuts and sandwiches will be provided.

Our annual pot luck dinner is scheduled for our April 28th meeting. There will be sign-up sheets at the March meeting so that members who will be attending can let us know what they will be bringing to share. If you don't come to the March meeting but plan to come to the April meeting, call Bea Fruchter at 626-797-2048 to tell her what you will bring. Attendees should bring a salad or vegetable, an entrée, or desert **for ten people each**.

May will be celebrated as Model A Youth Month. More information coming soon.

We are planning a Ladies' Driving Day (probably May or June). Please sign up at the next meeting if you are interested in participating, or email us your thoughts.

Special thanks to Bob Harbicht for designing our "Membership Survey" and tabulating the results. We had great participation and a good report from the membership.

International Model A Ford Day is September 16 this year. If you have suggestions on how to celebrate this event, please let me or any Board Member know your thoughts. Remember that modern cars are absolutely welcome to join all tours; BUT please stay behind the Model A's.

Mickey

## CALENDAR OF TOURS & EVENTS

### March

31 - General Meeting - 6:30 pm, Church of the Good Shepherd,  
400 W. Duarte Rd., Arcadia - **Auction night**

### April

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

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

30 - Orange County Pancake Breakfast - see page 3

### May

4 - Mount Baldy Tour (info TBA|



## BIRTHDAYS & ANNIVERSARIES

### March Birthdays

3 - Karen Gollhardt	19 - Evalyn Vaughn
4 - Suzie Lacey	23 - Benjamin Stone
6 - Mickey Fruchter	25 - Al Backes
6 - Richard Favela	25 - Andrea Plessner
6 - Norma Canzoneri	27 - Art Moore
11 - Patty Lutz	28 - Sheryl Hunter
12 - Tom Forbes	29 - Tracy Butkus
13 - Nelson Stanford	
17 - Jackie Gross	<b>March Anniversaries</b>
17 - Joe Farino	16 - Larry & Gerry McKinney
	23 - Frank & Mary Ann Sepulveda

## NEW MEMBERS



### Scott Nielsen

847-567-5300  
2650 McNally Ave., Altadena, CA 91001  
sctnielsen@aol.com  
Joined November 2022 1929 Tudor



### Richard Anderson

909-923-4522  
2738 Lassen Ave., Ontario, CA 91761  
Richard.vbw@outlook.com  
Joined January 2023 1930 Std. Coupe



### Anderson, Rich & Melanie

626-825-8921  
265 Stedman Place, Monrovia, CA 91016  
rcamja1@aol.com  
Re Joined January 2023 1929 Town Sedan.



### Gus & Alice Chavarria

926-512-4080 cell  
2477 Jackson Ave., Rosemead, CA 91770  
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 323-788-4778

### 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

A get well was sent to Hal Anthony. Hope you are feeling better card was sent to Joe Farino. A get well card was sent to Bev Kniest who is recuperating after surgery. No new news on Don McBride. Don's upcoming surgery was rescheduled.

### Cookie Bringers -

Unknown

### Photo Contributors -

Bob Moore, Jim Kroeger, Dennis Chapman

## PONDER THIS

We live in a time when  
intelligent people are being  
silenced so stupid people  
won't be offended.



## COMING TOUR & EVENTS

### Orange County Pancake Breakfast Redo Sunday, April 30

Due to storm water runoff conditions at Hart Park, the Orange County Model A Club had to reschedule their Pancake Breakfast. For those not familiar with the park, the parking lot is a storm water runoff channel and is currently carrying a significant stream from one of the local canyons and an upstream holding reservoir.



The event had been scheduled for Sunday, March 19, 2023. The new date for the breakfast is **Sunday, April 30, 2023**. This sudden change is unfortunate, but hopefully moves the event to a less stressful time for those affected by our current weather conditions. They will still be doing the Burtz Engine Raffle at the Breakfast.



*Photos are from a previous Pancake breakfast.*

## NEW MEMBER SPOTLIGHT BY BOB MOORE

Rick and Melanie Anderson are just about the newest members of our club. Another Anderson, Richard, an owner of Valley Brake and Wheel, is also a new member, and both joined about the same time.



Rick and Melanie live in *Rick & Melanie Anderson* Monrovia. Rick's family moved from Chicago to Monrovia when he was 10. Rick graduated from Monrovia High School in 1964. Melanie grew up in Duarte and graduated from Duarte High School in 1967. Melanie and Rick met in 1966 while working part-time in the dining room at Royal Oaks Manor. Melanie was in high school, and Rick was awaiting his draft notice.

Rick's father came to California to be in the envelope business. They manufactured standard-sized envelopes and provided custom printing on them. Rick joined the company on his return from Vietnam and spent the next 43 years in every part of the business. After Rick retired, he and Melanie owned and operated four laundromats. Melanie worked as a dental assistant and office manager for dental practices.

Rick recently purchased a 1929 Town Sedan from the original owner's granddaughter. The car is all original, and the interior is proof of that. He is slowly working on it, and the other Richard Anderson is helping him with the brakes. Randy Harper lives close by and is assisting. The engine is yet to be tried, although it will turn with a crank.

Rick is familiar with the Model A hobby. Rick got his first Model A 50 years ago, in 1972. It was a 1929 Roadster Pickup. He was a member of the San Gabriel Valley MARC and served as president for one year. After he sold the Pickup, he purchased a 1930 Town Sedan in pieces. His brother said he would never get it together. That became a challenge for Rick. He put it together, did all the bodywork, and painted it. While working on the Town Sedan, Rick found a 1930 Tudor that he added to his collection. These cars are now memories.

Melanie recalls the day they and their three-year-old son Thad drove to Knotts Berry Farm in the Roadster Pickup. On their way home, the muffler fell off. They put it in the bed and went home. Herb Cuckler, former member and engine expert, had rebuilt the engine on the Town Sedan, and when they were getting ready to start it, Thad put his hands over his ears and yelled, "No! Too loud!" And ran back into the house. He remembered the noise from the drive home from Knotts.

We are happy to have Rick and Melanie as members of our club. We hope to see the new Town Sedan on the road soon.



## PAST TOURS & EVENTS

### Out and About With In-N-Out

February 25

by Bob Harbicht

Positioned nicely in a window between two major rain storms was the In-N-Out tour. Sunday, February 16 dawned clear and bright, after several days of very hard rain. It was also very cold, at least by Southern California standards.

The group set out from Arcadia Park, bound for the replica of the very first In-N-Out restaurant in Baldwin Park. We drove a roundabout route that took us by half a dozen In-N-Out restaurants along the way. As we passed each, we saluted them with a chorus of Aogah horns.



After visiting the replica, we walked a short block up the street to a modern In-N-Out for lunch. No one went home hungry, I can assure you.

Bob & Patsy Harbicht were our tour leaders. Those confident in the weather man's prediction

of a hiatus between rainstorms and braving the cold were: Chuck Davies, Chris Wickersham, Dick & Jean Ware, Mickey & Bea Fructer, Carl & Sue Rogers, David & Patty Lutz, Brad & Vicky Balmot, Mark & Karen Gollhardt (in their '50 Ford Woodie), Gary & Sheryl Hunter, Jim Kroger & Janet Beggs, and Warwick Nethercoat.



### Tech Seminar

March 25

by Joe Wilson

The art of changing oil and lubricating - That was the subject of the seminar presented by Chris Wickersham, our club Technical Director. We learned that there is more to changing the oil in your Model A than opening a can of oil or pumping grease.



The oil and grease products now available are far superior to what was produced when Model A's were new. This has affected the frequency of our oil changes and lubrication schedules. Modern filters are available as add on's to your engine provide more engine protection and longer oil life.



Oil changes and lubrication are an important part of your vehicle maintenance. This service prevents unplanned on-the-road breakdowns and peace of mind. Chris pointed out literature that is available to aid you in performing lube and oil changes.



Twenty three members participated in the seminar which was held at Bob Moore's garage on March 25. They were greeted with coffee and donuts when they arrived and were fed a pizza for lunch following the seminar.

## **Help Clean Out Chuck Sharpe's Garage**

By Bob Moore

On Saturday, April 8, beginning at 8 AM, Nancy Sharpe will be opening Chuck's garage for SAA and SGCVMARC members to acquire additional tools and Model A parts. If you make a reasonable offer, you can own what you find. You can assemble sockets into a set and perhaps a driver to go with them. Wrenches, pliers, cutters, you name it, are probably there.

Model A parts as well. Do they work? That's for you to decide. None of the Model A parts are new, but most may be in working condition. Judge that for yourself and offer accordingly.

Nancy Sharpe lives at 422 N. Myrtle Avenue in Monrovia. The garage is behind her house and accessible off the alley and through the gate to her back door. The alley runs between Myrtle Avenue and North Encinitas Avenue. Parking is on the West side of Myrtle or on both sides of North Encinitas Avenue above Hillcrest.

Nancy will have coffee and donuts for the early birds.

## **Drive an A, or Drive a Modern**

by joe Wilson

One of the questions in our recent membership survey asked what kind of tours you liked and if you did not participate in our tours - why. Some said they were concerned about the reliability of their Model A's. Some were said that their car would not be able to keep up with the others. Others reported that their Model A's were not working at all.

Touring in a "Modern" car is a good alternative. Although members may have Model A's, some chose to drive their Modern Car on a tour.

So, if you have car concerns, pretend your modern car is a Model A and join us on the next tour. It can still be fun participating in a "group" tour and it's good practice.

## **Ladies Model A Driving Class**

by Joe Wilson

We did it before, and we can do it again. A driving class for ladies is being planned. You can be more than just passengers. However, we need to hear from you if you want to learn to how to, or maybe need a refresher course.

Details on what, when, and where will be published if there is interest by the ladies. There will be a sign up sheet for you to express your interest at the next meeting.

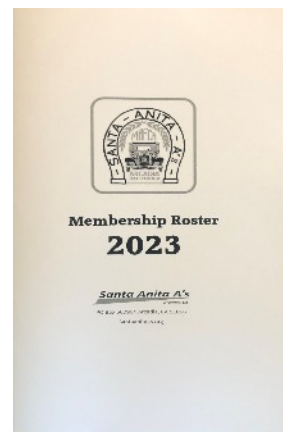
## **New 2023 Santa Anita A's Roster**

by Joe Wilson

The new 2023 Santa Anita A's club roster has been printed and is now available.

Your personally engraved copy with your name on it will be made available at the next club meeting ( Friday, March 31 ). As in previous years, you will be invited to select your personal copy from a "tub" where they are carefully filed in alphabetical order by your family name.

There is a difference this year. You will also be asked to sign up for the raffle, obtain your "bidding plate", get a piece (s) of your preferred style of pizza without spilling the drink of choice in your other hand.



Distribution of the rosters will be accomplished in two ways. The preferred method is for you to pick up your roster by attending the club meeting on March 31. An added incentive for using this method is that you get free pizza and an opportunity to participate in the club auction.

The alternative is for someone to deliver it to your home. We have been recruiting delivery people from downtown Los Angeles. Deliveries will take place sometime between 10:00 pm and midnight, weekdays, Monday through Friday.





## Heiress Sets Style For Her Time

Nancy Clara Cunard, was born at the tail end of the 19th century on March 10, 1896, English and a member of the British Ruling Class. She was born a heiress, there being no other children born to her parents, she was to inherit the Cunard Cruise Line some day.

Nancy was born into cultured luxury. She married only once, at age twenty and was separated and divorced by 1925. There were never any children.

Nancy was unconventional, an original and rather avant-guard young woman whose interests were unusual for a woman of her standing. She loved artifacts of African culture which informed her own personal style. She would wear large bangles from her wrists to her elbows. She would wear the African wooden, ivory, and bone bracelets along with the new, bright and beautiful Bakelite ones.



She was considered to be a great model of the modern world, and during the 1920's and the 1930's all the great photographers photographed her of her time.

Man Ray created iconic photos of her appeared in all the top fashion magazines of the time. There are some of Nancy proudly displaying her arms held up around her face to show them off.

She was a distinguishing fashion plate for all to see. She wore her bangles and bracelets most all the time. Snaking up from her wrists to her elbows, she created a visual feast, and the clacking sounds she made wearing all of them made her hard to miss as well! Everyone could hear her approach.

This was during the Art Deco period in art, fashion and architecture. As the 1920's was approaching the 1930's this style of Nancy's became even more entrenched.

Nancy was extravagantly wealthy so she was able to afford the lovely couture of the time. The fact that her family owned the Cunard Line made her even more visible. She was photographed traipsing around the world in the original Cruise Wear that is still popular today, and is still very costly.

Nancy was able to make Bakelite even more attractive by modeling it in the fashion magazines, so that the ladies of lesser means could afford to buy it and show it off themselves! The early Bakelite was created in the art deco style. The same scalloped edges and angles popular among the art and architectural circles were now being used in the new jewelry designs.

The Bakelite colors were most popular in bright red and black combos as well as colors with creative names like "banana" and "root-beer". This was really wonderful because most women could not afford classic gold and gemstone jewelry. Yet they were able to accessorize their ensembles with the new, modern and contemporary jewelry designs. During the days of the Great Depression things were tight, even buying food was difficult for many.

Nancy Cunard joined the greats of her time in Paris where she partied with the likes of Picasso, Hemingway, Ezra Pound and many more! She even opened her own printing press company, and she herself wrote poetry. So she was one of those lucky enough to be in Paris during the days of the creative revolution between the two world wars. She traveled to Spain during the Spanish wartime to overthrow Stalin and his regime. Nancy predicted that the Spanish War would bring about the Second World War. She was right!

She was a woman ahead of her times. She loved to help those in need. She was known for her assignations with men, and she lived and loved fiercely. Her longest relationship was with Henry Crowder whom she met at a jazz club in Paris. Crowder was born in Georgia, the youngest of twelve children. He taught music to himself saying that it just came.



Nancy was provocative and controversial. Her wearing of the African and Bakelite bangles was at first considered to be the Bohemian affectation of an eccentric heiress.

Sadly, Nancy was not to remain rich as she was disinherited by her parents for living in her own way. She was an alcoholic and had mental illness problems and was found almost dead in the streets of Paris in 1965. When she was taken into Hospital (as the Europeans say), she was found to weigh only four stone and one pound. So she weighed only fifty seven pounds, and was just 69 years old.

## Spring Has Sprung

Now that spring has arrived, we are looking forward to getting our Model A's out of the garage for some deserved exercise. It may also be a good time for an annual inspection and perform a little preventive maintenance. A Model A Ford in good condition is very reliable and a joy to drive. The last thing that we want is to experience a breakdown. Dealing with a problem while parked on the side of the road is much more difficult than if it would be if the problem had been identified and repaired during a scheduled maintenance session.

Normal oil changes and chassis lubrication should be performed on a regular basis. How often is determined by how our cars are used. Henry specified the engine oil should be changed every 500 miles but with today's modern oil formulations and how we use our cars, this may be way too often. Today's oil with detergent additives will help keep the engines clean. A good rule of thumb that I like to use is for normal local driving on a regular basis, you can change the oil every 1000 miles. If on a long distance tour, especially multi-day tours, the oil change interval can be extended to 2000 miles or more. If you rarely drive your car and when you do it is just very short trips around the neighborhood when the engine does not have a chance to get up to full operating temperature, a 500 mile or even a more frequent schedule may be appropriate.

One of the biggest factors that dictate how often you should change the oil is how often you run the engine for an extended period of time when it is at full operating temperature. The Model A engine does not have a good ventilation system and moisture, which is a result of the combustion process, can accumulate in the valve chamber and in the oil itself. To best prevent rust, oil sludge and contamination from the accumulated moisture, it is highly recommended that you have a thermostat installed in the cooling system. A thermostat will help the engine warm up faster and keep the engine at operating temperature which will help eliminate moisture. You will also find the engine will run better and the fuel economy should improve. All the better parts suppliers offer thermostats for the cooling system.

The choice of oil to use is up to the owner. Any oil you can purchase today is better than what was available when Henry made our cars. Multi weight, 10-40 or 20-50 oil work well. Original Model A engines do not require oil with zinc additive but using oils specifically



formulated for "classic" cars that contain zinc will certainly not harm anything. If you have an engine with upgrades to the valve train or is equipped with an over head valve conversion, oil with zinc may well be justified.

For my own cars, I use the least expensive petroleum based, multi weight oil available and then add a little zinc (ZDDP) additive. I do not recommend synthetic oil as they have a greater tendency to leak than petroleum based oil.



Frequency of chassis lubrication can also be extended. For most of our driving, an interval of anywhere from 2000-3000 miles is usually acceptable. If you have driven in a lot of rain or have forded a lot of streams where the chassis has been exposed to a lot of water, a shorter interval would be appropriate.

When you change or lubricate the chassis, always take a little time to check the steering gear, transmission and differential fluids and give your Model A general safety inspection. Check to be sure all lights are operating, look at the tires for excessive wear, take a general look at other under hood components such as the radiator hoses and fan belt and just generally go over the whole car. Occasionally, you will discover an issue that is easily taken care of in your own garage, may develop into a problem which could turn into a roadside repair or even a total breakdown that would require a trip home on the back a tow truck.

One of the best sources of information for maintaining your Model A is the "Model A Instruction Book, commonly known as the Owner's Manual. This little book has a world of basic information which I find very helpful. If you do not already have one, buy one and read it cover to cover. Even though you may think you know everything there is about a Model A, you will find something new that you were not aware of.

I also find the series of publications authored by Les Andrews to be very helpful. His first book, "Model A Ford Mechanics Handbook, Vol. 1", contains the most general information relating to normal maintenance and general repairs but the other two publications also have a lot of very good information.

Two new publications from MAFCA, "Tiny Tips, Vol. 2" and "How to Restore Your Model A, Vol. 10", are full of good information. I am sure you will find information and ideas about better and easier ways to repair and maintain your Model A. Tiny Tips is full of little tricks that I find very helpful. These publications are available

Continued on page 8



directly from MAFCA or from some of the better Parts suppliers.

Periodically take a little time to care for your Model A. You will find a lot of satisfaction in knowing your Model A is always ready and able to experience the open road.



## CARS OF INTEREST

Photos of prominent Model A owners appear in the Restorer magazines, a publication of MAFCA.



*President Franklin D. Roosevelt's phaeton in the background while he chats with children on bicycles.*



*John Fitzgerald Kennedy with his friends in South Carolina in 1942.*

## MEETING MINUTES

**February 24, 2023**

The meeting was held at Church of The Good Shepherd, United Methodist Church, Arcadia, CA.

Before the meeting there was an impromptu meeting of the club's Board Members, where in it was decided to postpone the club auction, scheduled for this meeting, to the March general meeting. This was due to the lack of attendance because the rainstorm. Subsequently the potluck dinner scheduled for the March general meeting would now be held before the April general meeting.

The meeting was called to order by Mickey Fruchter at 7:00 PM, followed by the flag salute led by Jim Kroeger.

### Announcements:

- Mickey Fruchter announced that the club auction scheduled for this meeting would be postponed till the March general meeting, and that the potluck dinner will be postponed till April.
- Bob Harbicht reminded the club members that the In-N-Out Burger Museum tour would take place Sunday February 26, and the members would meet at the Arcadia County Park at 10:00 AM.

### Program:

- Because the club auction was due to take place at this meeting there was no formal program planned.
- Bob Harbicht provided a summary of the club survey, and that the results would be discussed at the next Board meeting. He also thanked the club members for their participation.
- Chris Wickersham announced that there would be a club seminar on Saturday, March 25<sup>th</sup> at Bob Moore's house. The subject would be Maintenance & Lubrication of The Model A. Coffee and donuts would be provided. He also announced the intention of holding another seminar in May.

### Tours:

- Bob Moore gave an outline of some of the events that were to take place at the CCRG meet scheduled for April 20-23, 2023.
- He also reminded members of the upcoming Orange County Model A Breakfast on March 19<sup>th</sup>, 2023.

### Other Business:

- Chris Wickersham asked any members who have problems with their cars to email him with the issues they are having. He also announced his intention to update the list of vendors that the club maintains. He also discussed the services that Valley Brake & Wheel in El Monte, can provide to Model A owners.

- Meeting was adjourned at 7:49 PM.

Respectfully submitted.

Warwick Nethercoat, Secretary



### Henry Ford's Quadricycle

*This article was taken from the Ford Corporate Web Site. It was a 1996 news release footage - celebrating the 100th year anniversary of the Quadricycle.*

In the early morning of June 4, 1896, Henry Ford made his first trial run in a small, four-wheeled vehicle he called a Quadricycle," subsequently described by historian Allan Nevins as "Strikingly small and light - the lightest vehicle of its type yet produced." This Quadricycle had 49-inch wheelbase and was 79 inches long overall. It was only 45 inches wide and 43 inches high. For the 32-year-old inventor the Quadricycle's successful first outing was the result of the inventiveness, determination and hard work that later earned him the title of "genius of the automotive industry."

Three giants - steel, oil and railways - set the stage for Henry Ford and the beginnings of motor transportation. In 1864, a year after Mr. Ford's birth, the open-hearth process was developed and the modern age of steel began. The following year, the oil industry laid the first stretch of pipelines in the Allegheny River Valley. In 1869, the American continent was linked from east to west by the railway.

From his boyhood days, Henry Ford was a master of mechanical logic. From a glance at a machine he could understand the inter-dependence of its parts and trace the interaction of gears, ratchets, spurs, cams and levers. According to his father, William Ford, neighbors referred to Henry as a young man with "wheels in his head." After leaving home - a small farm just outside Detroit - at the age of 16, he became an apprentice in a Detroit machine shop that made steam engines. Within a few years, he had become chief engineer of the Edison Illuminating Company. His colleagues described him as "highly proficient as a mechanic and as an operational engineer."

In the early 1890's Henry Ford began tinkering with a tiny vehicle in a small workshop at the rear of his home at 58 Bagley Avenue in Detroit, a few blocks from the Edison plant. At that time, any man experimenting with "horseless carriages" was considered something of an oddity. An elderly Detroitier said Henry Ford - no exception to this prejudiced rule - was regarded with some suspicion around the neighborhood. The young inventor was supported by his wife Clara, whom he had married in 1888, and by the help of friends and colleagues from the Edison Company - David Bell Jim Bishop, George Cato and "Spider" Huff.

Henry Ford's first motor sputtered its way into history on Christmas Eve in 1893 - the same year his only son, Edsel Bryant Ford, was born. For the next few years, he experimented with engine designs, but he did not begin work on the final larger motor for his Quadricycle until January 1896.

In the months before the Quadricycle was finished, he worked night after night until midnight or later, and all day and night Saturdays. According to Allan Nevins, Ford did not mind the long hours. "I cannot say that it was hard work," he observed years later. "No work with interest is ever hard." He was confident of the results - "they always come if you work hard enough."

Apart from the motor, wheels, axles and steering tiller the vehicle was constructed of wood, and weighed only 500 pounds, without fuel. It had a buggy-like seat and ran on bicycle-size wheels with pneumatic tires. Ford's "horseless carriage" had two speeds - 10 and 20 miles per hour selected by twin drive belts. It had a neutral gear but no reverse. Gear changes were made by a clutch lever mounted on the floor to the right of the driver. Final drive was by a single chain. There were no brakes, but Ford included a doorbell as a horn. During the two days before his invention was finished, Ford hardly slept at all. Finally, in the early morning hours of June 4, 1896 the vehicle was ready.



As Ford prepared for his first ride, he realized the completed Quadricycle was wider than the garage door. With an axe he broke out frame and bricks to widen the opening and rolled the vehicle out into the alley. With his wife and a helper Jim Bishop, anxiously watching, Ford put the clutch in neutral and spun the flywheel. The motor came to life! Ford drove the Quadricycle slowly along nearby Detroit streets, with Bishop on a bicycle ahead of him and a few curious passers-by staring incredibly. A spring

actuating one of the "ignitors" failed during the short run, but it was quickly repaired, and the two men returned triumphantly to the Ford home, got a few hours of rest and then reported for work at Edison.

Although the outing was successful, Ford was not satisfied and he practically rebuilt the Quadricycle in the following months. He and his helpers replaced many wooden parts with metal, installed a cooling system in the engine, and fitted sturdier wheels. Henry Ford subsequently built other cars and on June 16, 1903 - seven years after his first trial run - he launched the Ford Motor Company in a small, converted carriage factory in Detroit. Henry Ford sold the Quadricycle later that year for \$200, though he repurchased it in 1904 for only \$65, and it still survives today in a permanent display at the Henry Ford Museum in Dearborn, Michigan.

## NEWS BITS - MORE

### 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

### 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



#### Valley Brake and Wheel

Family owned & operated since 1961  
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#### Richard Anderson

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El Monte, CA 91732

Tel. (909) 215-6398  
Fax. (626) 444-1204

## For Sale

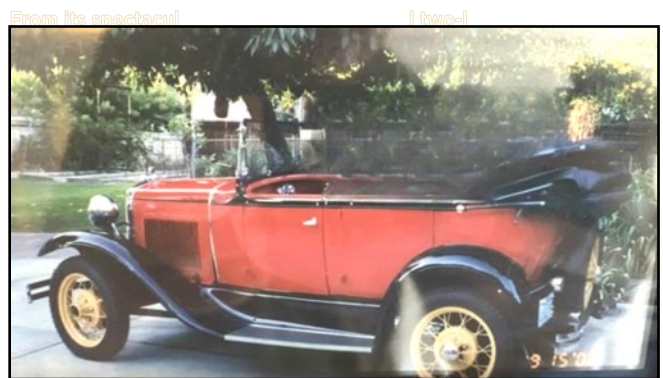
#### Parade Ready 1930 Model A Phaeton

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.



## For Sale

#### Police Car



The Police Car is displayed as a "Barn Find" at shows and Police events. It has a balanced motor with original high compression Police Head marked with a "B", a 32 distributor with mechanical advance, 12 volt system with alternator. Halogen heads lights, V/8 clutch, 39 transmission, B/W overdrive, fresh brakes and all police equipment as a police car would have.

Asking \$13,500 cash. 310-837-3026.

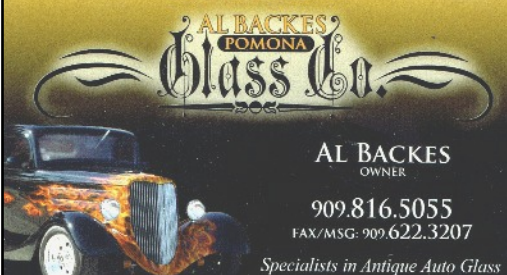
Steve Newton Culver City

Also, I will be having a Model A parts yard sale later in the year but if any member needs something they can give me a call. Maybe Hot Rod stuff.



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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 vehicle 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))



PO Box 660904  
Arcadia, CA 91066

