



September 2023

Spoken Wheels

THE NEXT MEETING

General Meeting

General Meeting - September 29, 7:00 pm, Church of the Good Shepherd, 400 W. Duarte Rd., Arcadia.

MEETING PROGRAM

Last month's program was a video about a group of Santa Anita A's who participated in a tour of the Canadian Maritime provinces back in 2008. Technical problems prevented showing the entire video.

Additional equipment has been purchased and the problem has been solved. We will be able to see the finale of the trip and whether all of the cars made it home.

This trip was organized by the Model A Touring Club. They are an international club with approximately 100 Family Members in a number of states of the USA and provinces of Canada. Our members particularly enjoy touring in foreign countries.

NEWS BITS



SAA's members who participated in the Mt Wilson Observatory tour pose with their cars in front of the 100 inch Telescope.

PRESIDENT'S MESSAGE

A BIG THANK YOU to Bob Harbicht and the Board for their efforts in substituting for my absence at our last August General Meeting while I was recuperating from a very mild case of Covid. The worst part was that I had to stay secluded for 5 days.



For all of the members who missed the Mt Wilson tour, it was terrific. The weather was perfect, a little overcast on the climb up and a beautiful, sunny, warm day on the mountain. We had a terrific tour guide who was very knowledgeable and enjoyed sharing information with our group. He actually opened the dome in the observatory while we were standing underneath the telescope. He also is a bit of a car nut as well. Thanks to Joe Wilson for all the planning of a wonderful tour. What a great way for our club to participate in the International Model A Ford Day celebration.

We are looking for volunteers to run for positions on the Board and as officers for 2024. Elections will take place at our November meeting. We hope that we can find more women to serve this year. Contact the Nominating Committee if you are interested.

Members of the Santa Anita A's are out helping some of our members with their cars. Vicky Bartlett and Barbara Bishop are being helped by Randy Harper and Chuck Davis. Wilbert Smith asked me to show my car to help recruit students for the Pasadena High School Model A Club.

I hope to see y'all at our September 29th Meeting.

Happy Model AAAAAAAAAA'n
Mickey

CALENDAR OF TOURS & EVENTS

September

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

October

4 - East San Gabriel River tour - See page 5 for details

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

BIRTHDAYS & ANNIVERSARIES

October Birthdays

1 - Tony Catroppa
2 - Toshiko Favela
2 - Kathy Catroppa
4 - Salvador Diaz
7 - Ruth Ann LeVay
7 - Larry Butkus
11 - Marlys Cleland
12 - Rob Johnson
16 - Mary Ann Sepulveda
17 - Chuck Davies
17 - Ann Peterson Pam
19 - Peter Gutierrez

Birthdays continued

21 - Vikcky Bartlett
23 - Gary Larson
25 - Jean Ware
25- Sue Chandler
28 - Lisaa Henzel
30 - Jim Frick

October Anniversaries

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

2022 OFFICERS, BOARD & CHAIRS

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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
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Les Eddington 626-961-8209
Dino Falabrino 626-664-6065
Chris Wickersham 626-639-3141
Joe Wilson 818-730-0842

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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
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Restorer Articles:
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Roster:
Joe Wilson 818-730-0842
Seminars:
Chris Wickersham 626-639-3141
Southern CA MAFCA Rep. (SCRG):
Bob Moore 626-305-2427
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 -Get well card to Judi Moore who had a fall and fractured her wrist.

Received word that Art Moore is back in the hospital.

Cookie bringers - Who knows

Photos - Brock LaRue, Karen Gollhardt, Julie Creps

NEW MEMBERS



Chavarria Guzman (Gus & Alice)
626-571-7131 626-512-4080 Cell
2477 Jackson Av. Rosemead CA 91770
gear1@sbcglobal.net
Rejoined 1930 Tudor Sedan Dlx
Originally joined 9/2/2008

HENRY'S SAYING FOR THE DAY

"Many people are busy trying to find better ways of doing things that should not have to be done at all. There is no progress in merely finding a better way to do a useless thing."

Could this apply to the activities in Washington?

NEWS BITS

Signs of the Times



PAST TOURS & EVENTS

Mt. Wilson Observatory Tour

September 16

The Mt. Wilson Observatory is famous for star gazing. This always happens at night. We were there in the daytime so no stars were in sight, just the bright sun. What we did see was an amazing bit of engineering that took place in the early 1900's. When the Mt. Wilson observatory became operational in 1917, with its 100 inch mirror, it opened a new era in astronomy.



Our tour group assembled at McDonalds in La Canada and departed at 8:45 for the 20 mile drive. We completed the drive to the mile high destination in 45 minutes, averaging a speed of 26.66 miles per hour. No person nor car experienced any problems during the ascent. Not bad for old cars and drivers.

We were met in the parking lot by our tour guide, Nik Arkimovich (nikark@earthlink.net). Because of our personal and vehicle age, rather than walk, Nik led our cars to the top where we were able to photograph our cars in front of the 100 inch telescope.

Our next stop was the 60 inch telescope. This one is very active and is often used in public evening lectures. Nik, at this point gave us a lecture on the whole operation. We walked back to the 100 inch telescope where we climbed 53 steps to arrive inside the dome. We were able see up front and close the immense size of the telescope. Nik is a qualified operator so he opened the "Slot" in the dome where the telescope can see the sky, then rotated dome. It was an amazing piece of equipment.

After our two hour guided tour we recaptured our cars and proceeded to the pavilion for lunch. Those who did not bring their lunch proceeded to the "Sonic Cafe" where we experienced time for conversation in the long line. Nik joined us for lunch.

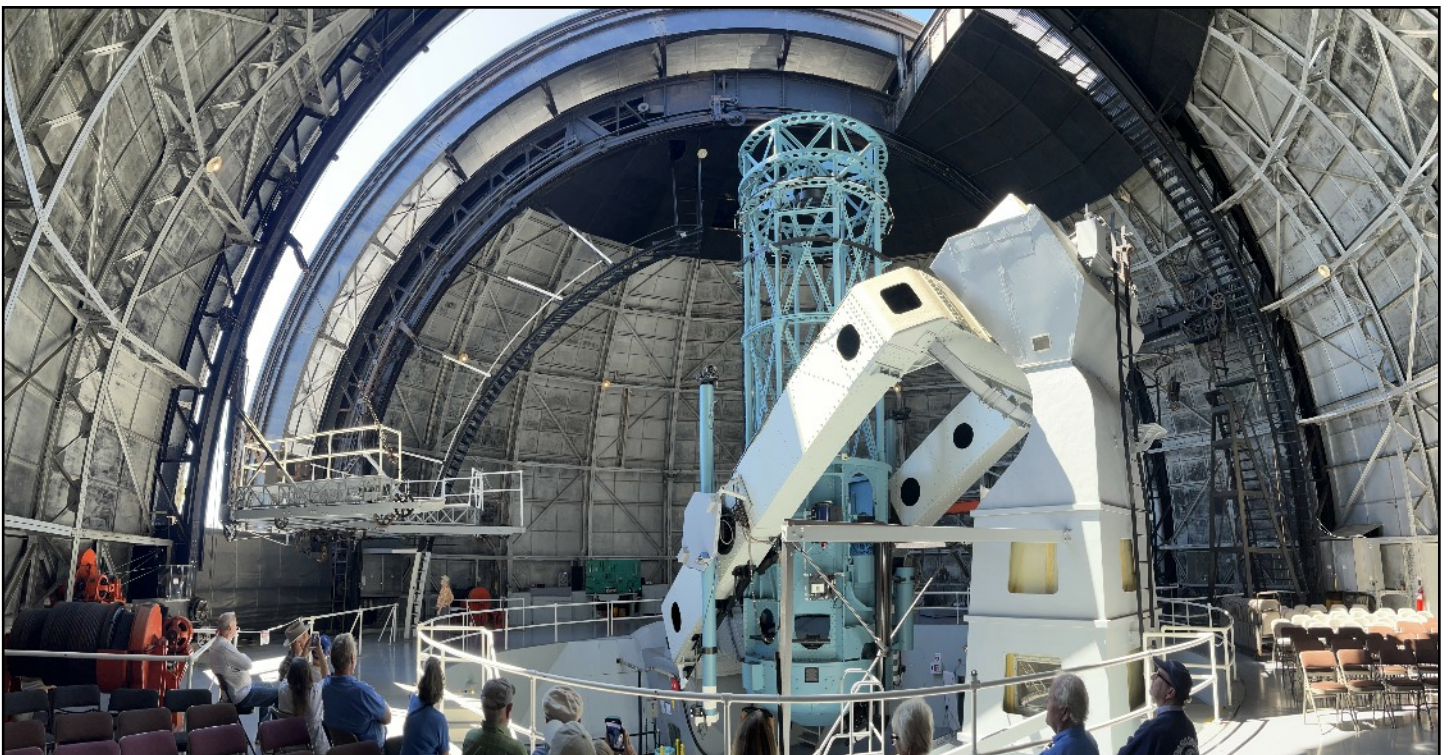


PAST TOURS & EVENTS - CONTINUED

Continued from page 4

It was a "home coming" of sorts for my daughter who had worked at the cafe when she was in high school. The only major change was they had a small zoo near the pavilion which had been disbanded. She was the recipient of the bird collection.

After lunch our group headed down the hill to the low lands of La Canada. One thing everyone agreed to, the knowledge and enthusiasm of our docent, Nik Arkimovich. He shared with us his 20 years of experience as a docent.



COMING TOURS & EVENTS

Tour to East Fork

Wednesday October 4

It's time for our traditional East Fork of the San Gabriel River picnic. This tour was originally scheduled for July 19 but was canceled due to too hot temperatures.

Pack or bring your lunch (extra goodies if you want to share) for a quick drive to be with our Model A friends.

This is only a 21-mile drive into the foothills above La Verne and is always a nice excuse to get together.



This is the Bridge to nowhere which is located on the East Fork of the San Gabriel river. No, we are not going to go there. It's a long hike and it is surely uphill in both directions.

We will meet at Arcadia Park (Santa Anita Ave. & Huntington Dr.) at 10:15 am and leave at 10:30am. Hope to see you there driving your Model A's.

Here is what you need to do now

1. Send an email to Bob Moore (BobMoore1@aol.com) to confirm you are participating.
2. Pack your lunch.
3. Show up at Arcadia Park which is in Arcadia, at 10:15am on Wednesday, October 4.

Things you need to know about the East Fork

The East Fork is the largest headwater of the San Gabriel River in Los Angeles County, California, United States. It originates at the crest of the San Gabriel Mountains in the Angeles National Forest, at the confluence of the Prairie Fork and Vincent Gulch near Mount Baden-Powell. It then flows south and west for 17 miles to San Gabriel Reservoir,

A major point of interest on the East Fork is the Bridge to Nowhere, a 120-foot high concrete arch bridge that was once part of the East Fork Road before the rest of the road was destroyed by flooding in 1938. The East Fork Road was originally intended to connect the Los Angeles Basin to the Angeles Crest Highway, but was never completed due to the high cost of cutting and tunneling through the rugged East Fork Canyon.

A later attempt to build a road through the East Fork via Shoemaker Canyon, in the 1950's, was also aborted due to lack of funds.

OLD STUFF

I found some interesting things in the "Fun Section" of the MAFCA website. The sales literature and publications were a bit different before computers.



This is the cover of a "Ford Dealer & Service Field" publication from May 1928. This was a way they used to communicate information after the telegraph and before the Internet was invented by Al Gore.



This was a sales poster urging you to buy your wife a brand new Ford. I think that would be a hard sell. She already has a very nice horse and wagon.

SPECIAL REPORT

Bob Travis forwarded this article to me. It appeared in the September issue of an Arizona Model A Club newsletter. The article is about the automotive restorer's class offered at McPherson College in Central Kansas. It is the only college offering a Bachelor degree in Auto Restoration. It was written by Bill Akerman, President of the Model A Restorer's Club in Mesa Arizona.

President's Message

President of the Model A Restorer's Club in Mesa Arizona

This month's column will focus on one of my favorite topics- antique car restoration and specifically the McPherson College Automotive Restoration program. This college in central Kansas is a favorite of mine as I have attended their Automotive Summer Institute courses 10 times since 2012, and I still haven't taken all the offered courses.

For some background - McPherson is the only college in the US with a 4-year degree program in Automotive Restoration. The Automotive program was begun in 1976 as part of the small older Liberal Arts college in McPherson Kansas. Initially, it was a 2-year degree program teaching technical skills, then became a full 4-year bachelor's degree in Automotive Restoration in the 1990's. There are currently around 100 students in the program out of a total enrollment of 600 at McPherson College.

And yes, there is a waiting list to get into the restoration program. During June each year, McPherson College offers various one weeklong courses in restoration topics for the more mature hobbyists, like me.

The same excellent faculty that instructs students during the academic year teaches one of 6 courses offered each of the first 3 weeks of June at the "Summer Automotive Institute".

It's great fun and a chance to meet and learn with other like-minded hobbyists from around the country. All the instruction, housing, and meals are included in the registration and provided on campus. The entire experience (M-F) costs about \$1200 for the week, travel of course is on your own. You just show up and immerse yourself for a week in some aspect of the restoration process. Class sizes are limited to 7-8 students and evenings are spent touring local car collections, of which there are many! A great vacation known as "Car Camp for Adults".

In other news, the College has been the recipient of several generous donations for its endowment fund which will fund the program in perpetuity. Recently a \$500 million donation came from an anonymous donor in a 2 for 1 challenge. The school was able to exceed the \$250 million

goal from other donors, raising \$342 million from 466 donors, primarily in the form of estate gifts. As they were about to announce the \$842 Million in total donations, the anonymous donor threw in another \$500 Million, raising the gift giving spree to \$1.342 Billion!!!!

The College's endowment fund now sits at \$1.592 Billion, reportedly the largest of any small Liberal Arts college in the US. It looks like the college is in good shape financially for a very long time.

In 2013, McPherson College decided if they were to become a Center of Excellence in the field then a tangible goal would be to compete at Pebble Beach Concours with a car restored by students. A suitable car was donated, and they embarked on a 10-year project to restore the 1953 Mercedes Benz 300 S Cabriolet to show condition, which has now been completed.

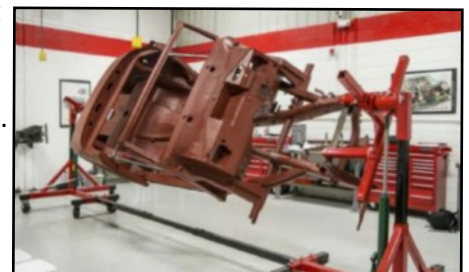


They were recently invited to display the car at this year's Pebble Beach Concours d'Elegance in August 2023. Good luck, Bulldogs! It is a beautifully restored and perfectly correct car. It should do well.

If you're interested in learning more about McPherson College and the Restoration opportunities, check their website: www.mcpherson.edu. Or talk to me or my brother, Phil, as we've both attended the Summer Institute many times. We can get you started and signed up for the June '24 Summer Institute which will begin registration around Christmas.

You will want to get on their mailing list as the classes fill quickly. That is probably more than you want to know about McPherson College! Phil and I plan to attend the Summer Institute in June 2024, and I'm bringing my wife, Jan, this year to attend for her first time. It should be wonderful time and learning experience. Join us if you can.

Dr. Bill



ERA FASHIONS

This article was written by Rosie Cassou, Cruisin' A's of Hemet, CA .
It first appeared in the September 2019 issue of The Restorer.

Plus Four Knickers for Fun

By Rosie Cassou,

Knickers or Plus Four trousers certainly set a style in the Model A Era. The look was one of fun and carefree activity. While the origin of knickers and Plus Fours came from the early 19th century, the practical use for men and women were on the sporting fields, shooting range, golf courses, and for a casual drive in a sporty Model A roadster.

They were called plus fours because they bagged below the knee and were 4" longer than knickerbockers. Plus fours were made in tweeds, linen, corduroy, flannel, and wool. Today women, men, or youth can wear a pair of Plus Fours either in the Original Category fashion judging or in the Era Image Category.



Appropriate Coordinating Apparel would be a long sleeved shirt with a sweater vest, a patterned sweater, or a matching or contrasting suit jacket. A jacket belted in the back, made the outfit more "sporty" looking. The heavy argyle socks worn with tie shoes were often the first features noticed by others. Sometimes the socks and sweater were matching to add a daring flare to the ensemble.

For accessories, a man, or woman might use a golf club, a road map, a suitcase, or a walking stick. For youth, accessories might be sporting or camping equipment or schoolbooks. Fashion enthusiasts can make their own pair of Plus Fours from a pair of roomy trousers with or without front pleats, measure 10-12 inches from cuff and mark this line with safety pins. Try on pants, sit down, and make sure you have plenty of comfort room to bend your knees plus an extra 1/2 inch for the seam allowance. The safety pinned line should not curve up your knee but be parallel to the floor. If necessary, adjust the whole line. You can always trim length, but not add it back on. When you are satisfied your knees will have plenty of bending (sitting) room, and then cut the excess lower leg fabric. Save the cuff cut off the trouser leg for making the band that will fit just below the knee. Fasteners on the band can ease putting the Plus Fours on and will help to hold the band in place below the knee. Another option is to make a casing, inserting wide elastic that measures the circumference of your leg just below your knee. The extra length of fabric will fall over the band creating the ballooning of the fabric, which gives Plus Fours the characteristic style.

As more Model A enthusiasts are finding Era Image a comfortable way to travel, wearing a pair of Plus Fours while driving your Model A will add value to your experience and will certainly catch the eye of onlookers! Enjoy driving all year long in your favorite pair of knickers or Plus Fours.

Santa Anita A's

General Meeting August 25, 2023

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

Announcements:

- President Mickey Fruchter was recovering from COVID, so the meeting was brought to order by Vice President Bob Harbicht at 7:09.
 - He asked Dino Falabrino to conduct the salute to the flag.
 - The July General Meeting minutes were read by Secretary Warwick Nethercoat and approved.
 - Sunshine Report – Carol Emanuelli gave an update on John's accident and recovery. She thanked the members of the Men's Breakfast for the Get-Well card.
 - Two upcoming car events were announced: Carcadia – Cars and Coffee - August 27 @7:00 am- 9:00 am - Arcadia Hub Shopping Center 733 W. Naomi, Arcadia, CA
 - San Marino Motor Classic – August 26 – Lacy Park, San Marino
 - Joe Wilson apologized for the late distribution of the latest issue of Spoken Wheels.
 - He also said that 26 members participated in the club's tour to the Tournament House in Pasadena. Some of the members then proceeded to Towheys Restaurant in South Pasadena for ice cream.
 - He also announced details of the club's upcoming tour to the Observatory on Mount Wilson scheduled for Saturday, September 16, 2023. The entrance fee is \$15.00, and members would meet at the McDonald's in La Canada at 8:00am.
 - Chuck Davies announced that details of the Treasurer's Report are available to club members by contacting him for a detailed report.
- ### Program:
- Bob Harbicht introduced the evening's program, Part 1 of a video of the Model A Touring Club's tour of the Maritime Provinces of Canada in 2008.
- ### Cash winners:
- Club Raffle – Conducted by Carol Emanuelli
 - Carl Rogers – Driving a Model A
 - Dino Falabrino – Club Badge
 - Chuck Davies – Club Clothing
 - The meeting was adjourned at 8:20 pm.

Respectfully submitted.

Warwick Nethercoat, Secretary

Converting the Ahooguh

By Tom Endy – Westminster, California

There is an inclination for many members of the Model A kingdom to convert the electrical system from 6-volts to 12-volts. This is becoming more and more common. The purpose of this article is not to encourage the conversion, but to aid those who have made up their mind to do so.

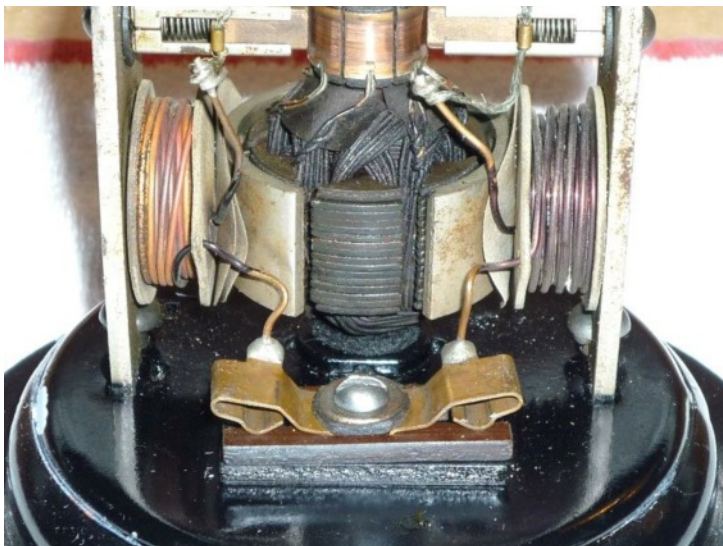
One consideration is the conversion of the ahooguh horn to be able to operate with 12-volts. In the past most people installed a dropping resister that can be obtained from any of the suppliers. This however is not always the perfect solution. The dropping resister has to be a very low ohm value and a high wattage value. If the ohm value is not correct the horn will sound sick. If the wattage value is not correct the resister will burn out. Many of the dropping resisters on the market today cannot handle the power requirement and will burnout with repeated use of the ahooguh.



An ahooguh dropping resister that burned out

A better solution is to rewire the horn from 6-volts to 12-volts. It is an easy task that anyone can do; you don't need to be an electrical engineer. The job does not require the complete disassembly of the motor section of the horn.

What is required is the rewiring of the two field coil windings. Each original field winding is made up of a nominal 10 feet of #20 gauge insulated wire. Each field winding is replaced with 20 feet of #24 gauge insulated wire.



The field windings are on either side of the rotor

Each field winding is attached at one end to a brush connection; the other end is attached to a terminal connection. The two field windings are wound in an opposite direction of each other.

Remove the front and rear section of the horn. Attach the center motor section to a piece of plywood with two screws and C-clamp it to a workbench. This will provide a stable work platform.

Unsolder both ends of a field winding and unwind the wire from its core. A measurement will show it is a nominal 10 feet long. It is not an accurate 10 feet and one side may not be exactly the same as the other side. Replace with 20 feet of #24 gauge wire around each core and solder it to the brush and the terminal. The windings do not need to be uniform or stacked in neat layers.



A roll of #24 gauge wire obtained from a local electronics store and the removed #20 gauge wire from one of the two fields.

The task is not difficult, only tedious. Best to have two people to do the job, one to guide the wire onto the core and the other to start out 20 feet away and loop the wire around the core for each wrap.

When reassembling the motor end of the horn line up the striker button blade in the center even with the rotating ratchet wheel, otherwise you will have a sick sounding ahooguh.

Laundry In the Model A Era

By Patricia Menz, Sacramento Capitol A's

At our car club we talk about the cars and we talk about era clothing, but we do not talk about cleaning our clothing. I have a book written in 1931 about laundering and dry cleaning. The book was published by the Woman's Institute of Domestic Arts and Sciences. After reading this book, I see that laundry is laundry. We still have to sort, wash, dry, iron and fold our clothes.

However, during the Model A era, it was a lot of work. The process took the better part of two days and could be downright dangerous. They did not have the conveniences that we have today.

When Is Wash Day?

A famous poem says that Monday is laundry day. The book says that Tuesday was becoming more popular. Monday was the day to prepare for the washday: put the house in order, remove stains, mend and sort the clothes.

Setting Up the Laundry – The Equipment

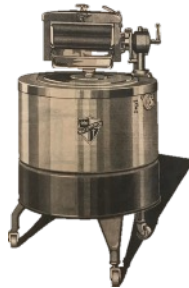
In most homes the laundry was done in the kitchen or in an adjoining room. Sometimes the laundry was in the basement. No matter which room was used, it needed to be well ventilated, well lit and have access to hot water.

Washing Machines and Tubs

There were several types of washing machines. Basically they were washing tubs with a lid and a device inside to agitate the clothing. They could be cranked by hand or have a motor powered by electricity, gas or water. The 1931 Sears catalog advertised an electric washer for \$50.00 to \$65.00 and a gasoline one for \$89.50. A hand activated machine sold for \$16.00.

To put this in perspective, the Model A era was during the Great Depression, when the average annual income was \$1850.00. That is about \$36.00 a week. I suspect that most homes used the hand cranked model. The wash tub with a wash board was still available, as well as a hand held suction plunger or agitator.

The washing machine tubs needed to be cleaned by hand with soap and water. If the tub was copper, a mixture of vinegar, salt and kerosene was used. In our modern era we use a tub cleaning agent and the washer cleans itself.



Soap

Detergent as we know it today was not invented until 1933. A laundress needed to be a simple chemist. Soap used for laundry needed to be flaked, so that it could be dissolved in water. It could be purchased already flaked.



If flaked soap was not available, bar soap was flaked by using a soap flaker. The picture at left shows a basic hand-cranked soap flaker. The soap was dissolved in hot water and jipped to a foam. Soap jelly could also



be made by mixing flakes, water and borax. This mixture was heated on the stove. Soap beads were new on the market in the Model A era. They were supposed to dissolve in water instantly. A laundress also needed to be familiar with bluing, starch, acids, alkalis and how to soften water.

Clothes Washing

After soaking, washing the clothes with soap was the next step. Then, they had to be rinsed two or three times. The washing machines of the era didn't have a rinse cycle. The water would have to be emptied and refilled each time. After washing and between rinses, the clothes were put through a ringer; either electric or hand cranked.

Clothes Drying

For the most part clothes were hung to dry outdoors or inside on racks during inclement weather. There was a clothes dryer patented in 1892, but it basically was a ventilated device that sat on top of a stove with a hand crank. The type of dryer we use today was not sold until 1938.

Irons and Ironing Boards

Ironing boards were similar to the ones we have today. The picture at right shows a typical three-legged board. A sheet of asbestos could be used to hold the hot iron when it was not in use during the ironing process.

There were a wide range of irons available. They came in different sizes and were used for different purposes. It was suggested that if only one iron was purchased, it should weigh between six to eight pounds.



Regulating the temperature of the iron was also more difficult than it is today. Irons were heated through different means: gas, electric, gasoline, kerosene, and charcoal. Or, the old fashioned cast-iron model that was heated on the stove. The gas iron is pictured to the right.

With all of these types, except for the electric iron, drafts could be a problem because they could fan the flames and cause a fire.



The gasoline irons were sold from 1930's through the 1950's. If a house did not have gas or electricity, the self-contained gasoline iron was an alternative.

As we wear our period clothing, especially reproduction and era image, we should be grateful that at the end of the day, that we have more cleaning options and modern technology to more quickly and easily clean our clothes. They will be ready for another day without having to deal with the hazardous and time-consuming process used almost a century ago.

FOR SALE

For Sale

1930 Model A Coupe

Partial restoration started on drive train and Chassis.
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1930

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Contact Bob Travis at:
travisinarc@gmail.com
626.827.0666



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V8 Top loader transmission - Ford 3 Speed V8 "top loader" or top shift style transmission, made from 1935-1939 Ford Passenger Car.

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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



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)



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