

# The ROAD RUNNER



MAFCA Charter

MAFCA "Certificate of Continuing Excellence" 2010  
MAFCA "Newsletter of the Year" 2009, MARC "Award of Excellence" 2009

MARC Region

## Officers

President:	Ron Anderson
Vice President:	Bob Russell
Secretary:	Malcolm McIntyre
Treasurer:	Vickie Roseberry
Activities:	Eddie Griggs
Activities:	Scott Forsen
Publications:	Sherry Winkinhofer
Sunshine/Concerns/Calling:	Karol Russell
Historian:	Joy Osborn
Tech Advisor/Property:	Walt Jones
Membership:	Ken "Wink" Winkinhofer
Webmaster:	Dave Telles
Purchasing:	Mary Ann Jones
Public Relations	Lyman Ridgeway
Director:	Bill Auch
Director:	Harvey Roseberry

## Birthdays

Melissa Spawn	02/02	Jean Gayle Parker	02/16
Vicky Roseberry	02/03	Marlynn Pugsley	02/22
Clarence Lawson	02/05	Dave Telles	02/22
Malcolm McIntyre	02/07	Elizabeth Osborn	02/26
Sylvia Donius	02/15	Richard Rector	02/29

## Anniversaries!

Milton & Sharon Hessefort	02/09
Bill & Sandy Skaggs	02/14
Arlo & Jeanne Hartman	02/19
Pat & Alice Lawler	02/20

## Monthly Meeting

**Feb 7th 2010**

6:00 dinner, 7:00 meeting

The American Legion, 92 Hwy & DD,  
Smithville MO

## Board Meeting

**Feb 17th**

The 3rd Thursday of the Month, 7 pm

The Mid-Continent Library

Boardwalk Shopping Center, Barry Road and I-29

## Technical Meeting & Breakfast Club

Meets every Wednesday 6:00 AM-10:00 AM  
HY-Vee, 207 NW Englewood, Kansas City MO 64118

## Ice Cream & Socializing

Every Saturday evening 6:00 PM

Big Burger

4700 NE Vivian Rd

Kansas City MO 64119

## President's Comments

I don't know about you folks, but I've been staying inside most of the time the last couple of weeks. Got the old trickle charger on the "A" just in case we have some decent days for driving.

Thought the worst was over, however, as I'm writing this, they are forecasting as much as 6 inches new snow starting tomorrow - Wednesday.

We have had some sad times in our club lately. As most of you know Harry Lewis passed away. Lived to be 90 and was still coming to our club meetings as late as last year. Then good members Dan and Dorothy Wantland lost their son last week. He was 58, a Marine, and a long time Kansas City police officer. They are in our prayers.

It seems a number of our members have been missing the meetings. If you notice someone hasn't been coming please give them a call, or if you see them, encourage them to start coming back. We miss you guys and girls.

I would ask that everyone who has a club name tag wear them to the meetings. If you don't have one we will provide a temporary one for you to wear. Our club is getting so big this will help everyone get to know each other better.

One thing that's good about procrastination; you always have something to do tomorrow.

See you on the 7th.


**Ron Anderson, President**


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"Some days you're a bug, some days you're a windshield"

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## Editor's Comments:

I can't believe another year has come and gone! It just seems like time is flying faster and faster. This marks the beginning of my fourth year as Newsletter editor, not bad for a job that I really didn't want. And I can't believe just how much fun I've had doing it, either!

I like to think that this newsletter has had a little bit to do with the success of our young club. It's my opinion that a good newsletter helps showcase all the good things about a club. Of course, that's all it is, one small part.

Because without an active membership, there wouldn't be much to write about. Without those members willing to standup and share the planning and the work, there wouldn't be those great tours, or activities to print pictures of or write stories on. And I've been so lucky with all the members that keep me in mind when they read an interesting story or tech tip, or send me those pictures. That's what it takes to make a good newsletter and a good club, something from everybody to make sure something for everybody is included.

So, keep up the good work! Keep having the fun, sending the pictures, writing the articles, and most of all, keep driving those "A"s.

Happy A-ing to Everybody!


**Sherry Winkinhofer, Newsletter Editor**




## Activities & Regional Events

"Departure places and times for events will be published on the Web Site and Newsletter the month prior to the event".

- ★ *Club Sponsored Activity*
- ◆ *Club participation invited*

### **Feb 4 & 5 - 36th Annual Sunflower Swap Meet**

85th St. North & I-135, Wichita, Kansas  
Wichita A's Model A Ford Club  
<http://www.wichitaas.com>

### ★★ **Feb 7th - Northwest Missouri Model A Ford Club** ★★

6:00 dinner, 7:00 meeting  
Smithville MO

### ◆ **Feb 12th - Grandpa's Garage Seminar**

3301 W. 83rd Street, DeSoto KS  
Milt Hessefort - Horns, Bob Russell - Carbs  
9:00 am to ?, lunch afterward  
Bring your own chairs

### ★★ **March 1st - Northwest Missouri Model A Ford Club** ★★

Silent Auction—get your stuff ready!!

### **Mar 17th & 18th - Chickasha Pre-War Swap Meet**

"World's Largest Early Auto Meet"  
Chickasha OK  
Mike or Susie Erslund (405)224-9090  
[information@pwsn.com](mailto:information@pwsn.com)

### **Mar 24th & 25th - 2011 MARC Membership Meet**

St Augustine FL  
[www.modelarestoresr.org](http://www.modelarestoresr.org)

### ◆ **April 29th - May 1st Gatsby Days**

Excelsior Springs MO  
[www.gatsbydays.com](http://www.gatsbydays.com)

### ◆ **April 9-15 - 2011 MAFCA National Tour**

Will follow along the Natchez Trace Trail,  
a 444 mile stretch between  
Natchez Mississippi and Nashville, Tennessee  
[www.MAFCA.com](http://www.MAFCA.com)

<http://mafca.com/events/Natchez%20Highlights.pdf>

### ◆◆ **Jun 5th - 11th Plain Ole A's 2011 Regional Meet** ◆◆

Planes, Trains, & Model A's

Driving tours, Kansas Speedway, & more—  
Host hotel is the Overland Park Marriott.

[www.plainolas.com](http://www.plainolas.com)

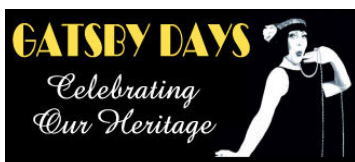
Info: [Ron Guenther](mailto:Ron.Guenther@overlandparkmarriott.com) at (913) 682-2545

### **Next Meeting— February 7th:**

Our speakers at the February meeting will be Marilyn Gerdes and Brenda Spicer of the Excelsior Springs Cultural Guild. They will be giving an informative talk about the upcoming Gatsby Days, and will also present a fashion show from the era. It ought to be a lot of fun!

Also, as an extra for the ladies, there will be an organized "Jewelry Swap". Bring in any old jewelry you don't wear anymore and trade it out with someone's else's! From trash to treasure, don't you know!

Sheryl Hanks is donating several nicer pieces she inherited from her mother, that will be sold at a silent auction, with all proceeds going to the club. If you have any nicer pieces to donate, bring them too! Ladies, we could all go home with a few new vintage pieces for Valentines!



### **Harry Lewis 1920-2011**

We received the sad news that Harry Lewis passed away at the first of the year.

Harry was an active member right up to the end, and although he never drove his Model A, we did see a lot of pictures and hear a lot of great stories about it and the days when they both were new.

Harry will be missed by all.

### **SUNSHINE/CONCERNS**

Karol Russell is our Sunshine/Concerns lady! If you know anybody in need of a card or phone call, please let her know. And, if you just want to share the news of a happy event, such as a new grandbaby or a wedding, let her know that too!

Call 816-628-3929

### **Deadline for the Next Road Runner**

**The 20<sup>th</sup> of the preceding month**  
Email to [roadrunner@nwmomodela.com](mailto:roadrunner@nwmomodela.com)

Or mail to: Sherry Winkinhofer  
14900 Green Briar Dr  
Smithville Mo. 64089



### **Club Contact Information:**

President Ron Anderson 816-741-5965  
All Officers: [info@nwmomodela.com](mailto:info@nwmomodela.com)  
Tours and Activities: [tours@nwmomodela.com](mailto:tours@nwmomodela.com)  
Publications: [RoadRunner@nwmomodela.com](mailto:RoadRunner@nwmomodela.com)  
Membership: [membership@nwmomodela.com](mailto:membership@nwmomodela.com)  
Webmaster: [webguy@nwmomodela.com](mailto:webguy@nwmomodela.com)  
Tech Advisor: [techguy@nwmomodela.com](mailto:techguy@nwmomodela.com)

### **Visit [www.nwmomodela.com](http://www.nwmomodela.com) today!**

The club website is maintained by  
Webmaster Dave Telles  
Please email any info, pictures,  
questions & suggestions to  
[info@nwmomodela.com](mailto:info@nwmomodela.com)



# Northwest Missouri Model A Ford Club Meeting

## January 3, 2011 American Legion Hall Smithville, MO 7:00 pm

Entertainment was provided by Don Shields who gave a presentation on Internet Safety.

Ron reported that member Harry Lewis passed away Saturday.

Marcia reported on the Women's Tea event held in November and presented Thank You's to Sherry Winkinhofer, and Donna & Laura Martin.

**Treasurer's Report** – Approved as read.

**Vice President:** Bob read two proposed changes to the by-laws: Prorating the membership fees by month for new members from the month in the year that they join, and making members automatic honorary status at the age of 90. Both items passed unanimously. Bob also read that he had performed an audit on the club's books and that everything was in perfect order. Brenda Spicer will be the entertainment next month talking about Gatsby Days in Excelsior Springs, and involvement for our club.

**Activities:** Scott Forsen and Eddie Griggs are the activity director's for this year. If you have any ideas for tours please contact them. Scott mentioned that there is a sign up for the Wichita Swap meet Feb 4th. See Scott to sign up.

**Publications:** Sherry reported that she received a Continuing Excellence Award for the Road Runner and she is also the editor of A World, the MAFCA children's publication.

**Concerns:** Karol read the December and January birthdays and anniversaries. Karol sent a Thinking of You card to Harry Lewis, and then a Sympathy card for Harry.

**Historian:** Joy is looking for 2010 photos.

**Technical Advisor:** Walt reported that there is an upcoming seminar Jan 21<sup>st</sup> on crankshafts and camshafts being put on by the Model T club, see Walt for information.

**Membership:** Ken reported that we have 56 members in attendance tonight. Club totals are 78 family memberships and 141 members.

**Webmaster:** Dave reported that the website is up to date. There is a DVD available for \$5 that has ~500 photos of the 2010 tours and activities. Dave also received a Certificate of Merit for the website from MAFCA.

**Purchasing:** Mary Ann showed the magnetic signs with the club logo that are for sale for \$10 each. She also has hats and sweatshirts available.

**Public Relations:** Lyman had nothing to report

**Directors:** Bill has volunteered to organize the silent auction again in March. Harvey encouraged members to plan for the upcoming June Model A Regional, and the national tour in April, the Natchez Trace in Nashville. Lyman announced that the mystery member for the month was Ray Meyer.

Next month there will be a free jewelry swap. Bring in old items that you no longer use or want to get rid and they will arrange it out on tables.

Meeting was adjourned at 8:25. Respectfully submitted Malcolm McIntyre

### Mystery Member!

#### January's Mystery Member was Ray Meyer

##### No Mystery Member available for February

Lyman's out looking for a few good mysteries! If you're willing to stand up and talk a few minutes at one of our meetings, go talk to Lyman.

You don't have to have kissed Phyllis Diller, or met a president. Everybody's got a few good stories in their life, and Lyman will be sure to point out those interesting facts to you, once you have a nice visit with him!

I WANT YOU



### Website Award

It was announced at the January meeting that Dave Telles won a national MAFCA award for our website. Dave was recognized with a "Certificate of Merit" in recognition of exceptional merit for his work on the website in 2010.



**Way to go Dave!!!**



It was a cold dreary day for our January meeting, but inside the Legion Hall, it was bright and warm. With good food, and great company, we all enjoyed the after-the-holiday air of relaxation while visiting with all our friends.

Following the meal, we were entertained by internet security expert Don Shields. Don provided us with information regarding using the internet safely, discussing spam, safe shopping, and other vital knowledge we all need to know in this ever more electronic world. It was a great talk with interesting and well presented material.

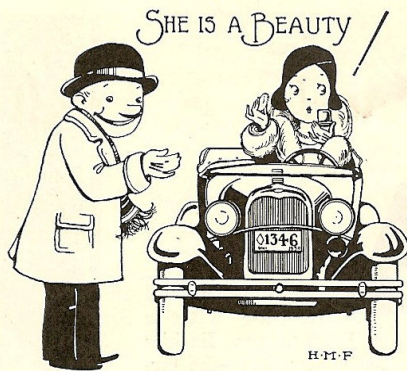
Our normal business meeting followed, with all the various and sundry matters that needed to be addressed.

Marcia Auch gave a very nice thank you to the hostesses of the Ladies recent Luncheon and Tea, and presented each of us with a delightful book about tea. A very nice gesture, indeed!

Bob Russell presented the new By-Law changes as recommend by the board, and printed in the last Road Runner. The changes passed unanimously.

The new door magnets with the club logo were presented to the membership for purchase and Mary Anne had a good business going with these popular items.

Following the meeting, we spent a little more visiting time and then headed back out into the cold!



*That Is What They Said and They Referred to the Car*

## New Styles Go Big at Kansas City Showing

*Enthusiatic Crowds Visit Dealers' Places From Morning to Night*

◆◆◆◆◆

KANSAS CITY turned out early to see the new Ford bodies displayed in the showrooms of the twelve dealers in the city proper. As soon as the doors were opened people started streaming in and the lines kept up far into the night. As this is being written there is not a display room in the city that has not entertained its thousands of visitors. A check made shortly after noon on the opening day showed that an average for the twelve dealer salesrooms was 1500 visitors each. This is remarkable when it is considered that the opening was on Tuesday, a regular work day. Had the opening been on a Saturday, with its "half work day," this number might have been larger.

"This sort of interest by the public means a good year is ahead of us in 1930," G. T. O'Malley, veteran dealer in Kansas City, said. And this sentiment was echoed and re-echoed throughout the city.

"It means we will see more people riding in Fords than any of us would have predicted before the Model A first came out," H. J. Perry, largest dealer in the state of Kansas, declared.

With sentiments such as these, expressed on the first day the new bodies were shown, nothing less than a calamity can slow down Ford sales for many months to come.

The public seemed well pleased in every way with the new styles set out for them to gaze upon. And not all the visitors were men. Women came, many stopping on their way to their places of business and employment. While the larger percentage was men, the woman interest was demonstrated.

One of the outstanding occurrences that dealers noticed was the lack of interest in the engine. At one place 165 men and women passed around the bright Tudor sedan placed next to the display room entrance before a single person lifted the hood and looked at the engine. After a moment of inspection this man remarked:

"The water hose is a little longer, that's the only difference under the hood." This demonstrated conclusively the public was familiar with the Model A engine and didn't expect a change.

In almost every case persons who climbed in "to try out the seat" remarked on the new steering wheel. The wheel was twisted and pushed on and inspected thoroughly. The comments made invariably were: "It fits better with the wheel closer."

The two-tone color schemes created much favorable talk. Many questions were asked about the color combinations available. The two-tone red and the two-tone green seemed to have a larger number of admirers than did the yellow or the black and blues.

The wheels probably drew the most notice of any visible change in the new styles. The wide hub cap and the smaller diameter of the rim gives the impression of a "lower, sturdier car" as several spectators put it. The higher radiator was immediately recognized and labeled almost universally as "better looking than any other car anywhere near the same price."

Another idea that the public seemed generally to comment upon was the fact that though the car was changed some in appearance, it was not changed enough to make the 1929 model look out of date.

"That's a thing I have always liked about Fords," a woman said. "You can buy a car and feel sure it is not going to look obsolete right away. As long as you keep the paint looking good the model stays in style. I was afraid the new styles would be a lot different from the original Model A, but I see they are not."

The dealers in Kansas City are well satisfied with the reception the new bodies received. Though the past sixty days have been sort of slow in business, not only with Ford dealers but with merchants in every line, the feeling prevails that the new bodies will stimulate sales until the "slack times" will be taken up before 1930 is well underway.

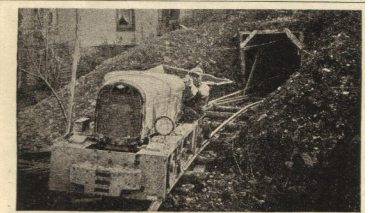
## February 1930 Article from the "Ford Dealer & Service Field" magazine

submitted by Malcolm McIntyre.



Looks like Kansas City has had a love affair with the Model A from the beginning! No wonder our area clubs are so active!

Alternative uses for the Model A engine from the February 1931 Ford Dealer & Service Field Magazine, also shared by Malcolm.



Brookville Locomotive used for odd jobs on construction project

## Contractors Need BROOKVILLE LOCOMOTIVES

DEALERS, take advantage of the activity in contracting and public works construction by selling Brookville, the efficient and reliable locomotive, with Ford power, Ford four-speed transmission (all forward speeds available in reverse) and Ford clutch,—all installed without alteration to facilitate service by your shop.

Five Sizes—2 to 4 tons

Write for Bulletins

BROOKVILLE LOCOMOTIVE CO.  
P. O. Box 26A BROOKVILLE, PA.



## Model A Mystery Part

*This is a necessary part for most 28-29 Model As. Do you know what it is?*

For "Bragging Rights", put your answer on a postcard and send it to:

Walt Jones,  
1019 NE 113th Terr  
Kansas City MO 64155

Or email Walt at: [techguy@nwmoModelA.com](mailto:techguy@nwmoModelA.com)



Picture courtesy of  
"Mike's "A" Ford-able Parts  
[www.mikes-afordable.com](http://www.mikes-afordable.com)

Last Month's mystery part:

## 2 TOOTH STEERING COLUMN CLAMP

This is the clamp to hold the steering tube onto the steering box.

*Did you know?*



Picture courtesy of  
"Brattons"  
[www.bratton.com](http://www.bratton.com)

## Walt's Old Time Tech Tip



Walt Jones, Technical Director

When an engine head is removed for valve work or overhaul, carbon deposits should be removed. There are a number of reasons that deposits occur. Among these are oil pumping past worn rings and incomplete fuel combustion primarily caused when the engine is out of tune. Missing promotes oil pumping and carbon formation as oil passing into the combustion chamber is not burned. If the carburetor feeds too rich of mixture there will not be enough air to consume all the fuel and therefore not enough to burn excess oil that has passed into the combustion chamber. Incomplete combustion means carbon.

Carbon deposits in the combustion chamber are not desirable because they may cause overheating and noisy operation resulting in loss of power. One cause of knock is preignition. This occurs when the newly introduced air gas mixture explodes before the plug ignites it. One operating condition within an engine that can cause this is surface ignition. This may start at hot spots which

are on edges of carbon deposits left glowing from the last ignition cycle. When knocking occurs, the stresses developed on pistons rods and bearings are very detrimental to engine operation.

The knock produced by carbon is a clear tinkling sound usually heard when climbing grades at higher speeds. Carbon deposits are also indicated by a sharp knock heard when the engine is speeded up by opening the throttle. The knock caused by having the spark too far advanced is duller than that caused by carbon.

Carbon removal has been done without taking the engine apart by allowing water to be drawn through the system when the engine is running via the use of engine vacuum. Carbon can be removed when the engine is disassembled by scraping.

Pistons when left in the engine should never be wire brushed as this might allow a strand of wire to get caught and left unnoticed between the piston and cylinder wall causing scoring. Wire brushing is ok if the pistons have been removed from the

engine and of course would be acceptable for use to remove carbon from the head.

A putty knife with a blade about an inch wide makes a good tool to remove carbon from a piston top. A commercial scraper with several independent wire rods of approximately number twelve steel wire sharpened on the end and mounted with a handle can be purchased. A similar home made tool can be made from an old fork. To make this tool squeeze the tines of the fork together then sharpen them to a wedge shape on the grinder. When this is done place the fork in a vice and bend the tines at a convenient angle (45 degrees) to the fork handle. There you have it, a convenient home made carbon scraper. The advantage of this type of scraper is that the individual cutting edges of the tines will follow the most irregular surfaces and they will spring back in line for cleaning smooth surfaces.

Have fun and enjoy  
your Model A projects.

## For Sale / Wanted

To place an ad send your information to [info@nwmoModelA.com](mailto:info@nwmoModelA.com), or call or send to Sherry Winkinhofer 816-532-3133

*As a service to our members, the three area Model A clubs have decided to mutually share our classified ads sections!  
(this will include Model A specific items only.)*

**For Sale:** two 1930-31 gas tanks, both in primer, excellent condition, no dents, no rust. Also, several rebuilt carburetors for sale, call with any needs you have. Contact: Warren McWilliams 816-380-4013

**For Sale—**Older restoration 1929 Model A Ford 2 coupe with rumble seat. New brake, bearings, wheel seals, exhaust pipe & muffler. Includes 4 additional wheels. Drives Good \$10,000. Bobby Rains

**For Sale:** LeVic Plastics made a precision mold of a Hubley wheel, and is manufacturing new wheels using better plastic resins. These new wheels are balanced and will last longer and roll better than the originals. \$2.00 each, contact Lance Burton 816-809-8648

**For Sale:** Late 1931 Deluxe Coupe with indented firewall. Older restoration, but many rebuilt and refurbished parts. Very nice car. Rumble seat, dual front spares and mirrors, rock guard, step plates, hood ornament with motometer. Mostly original, runs great. Yellow & black. \$13,500 Contact Mark Virden at 913-362-4282

**For Sale:** 12 volt fuel pump, never used. Perfect for down-draft carburetor. Original cost \$45.00, will sell for \$35.00 Contact Max Dalsing at 913-782-5560.

**For Sale:** 1929 Model A Tudor, complete, superficial rust, a good deal at \$3,850. Call me for more details, Merlin Kirby 913-626-6633

**Wanted:** Round Warner speedometer for 1931 Model A, must be re-buildable Call Delbert Felts 913-845-3113

**For Sale:** 1930 Standard Roadster Contact Andy Bennett 816-587-4242

**Wanted:** Stromberg 81 or 97 carburetors. Call Jim Shaw at 816-436-5538

**For Sale-**1930 Fordor, restored. Tan and Black. \$9900. Call Don Maher, Ph 515-263-8509

**For Sale-**1930 Standard Tudor Model A: Andalucite Blue. Nice gray L.B. interior. Older Restoration. Nice car. \$11,500. Photos available. Contact Duane Miller 1808 S. 11th Ave. Eldridge, Iowa. Ph: 563-285-8613.

**For Sale-**1931 Tudor, black. Rebuilt engine, Turn Signals, seat belts, steering stabilizer. \$10,500. Ph: 515-549-3764 or e-mail: [orvalynn1h@wccta.net](mailto:orvalynn1h@wccta.net)

## Modern vs. Vintage

Sherry Wink

Having trouble finding the right old hat? Well, there are a few modern styles available that can do a good job masquerading as vintage. You might need to add a little trim or a few flowers, but here are a few examples to get you started!

New: shopnational.com \$9.95 1-800-480-4673



Old: Eaton's Midsummer Sale catalog 1930

New: Headcovers.com \$27.99 800-264-4287



Old: Robert Simpson 1928-29 catalog

New: Forever21.com \$12.80 Internet only



Old: Montgomery Ward 1928-29 Fall and Winter

New: Forever21.com \$12.80 Internet Only



Old: Robert Simpson 1928-29 catalog

New: Villagehatship.com \$13.95 888-847-4287



Old: Bellas Hess Winter 1931

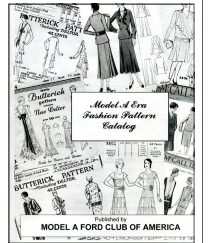
New: Payless.com \$14.95 1-877-474-6379



Old: Sears spring and summertime 1930

## NEW Pattern Catalog from MAFCA!

This "NEW" catalog illustrates 320 era patterns for ladies, men and children purchased by MAFCA in 2008. The MAFCA Era Fashion Committee has reviewed the patterns for authenticity and period correctness and where possible a date is provided. The catalog presents each pattern now available to the Model A Ford community and provides information for ordering full-size copies printed on durable paper for use in constructing your own era reproduction garment! What a great resource!



### Devilled Egg in Aspic

From a 1929-30 Durkee's Salad Dressing recipe book. (Per this book, aspic is defined as "a savory jelly for cold dishes, usually containing meat".)



#### DEVILLED EGG IN ASPIC

Cut three hard cooked eggs in halves. Remove yolks and mix with 2 tablespoons **Durkee's Salad Dressing** and ½ tablespoon mustard. Replace yolks. Add 1 package gelatine dissolved in 2 tablespoons cold water to 2 cups hot soup stock. When cold pour a little of aspic into wet molds, carefully set the half egg in this—add a little more aspic. When stiff add sliced olives and egg. Fill with aspic. Place in ice box to stiffen. Unmold and serve on lettuce with **Durkee's Salad Dressing**.

### Brands We Still Know!

Cadbury's Chocolate's have been made since 1820. The "Glass and a Half" (of milk) advertising began in 1928 indicating the healthy benefits of chocolate!

A British brand, the Cadbury's we eat in the USA are now made by Hershey's.



### Lousy Limericks

By Leif Spring

A cute little rhyme from the October 2010 issue of "The Ahooa News", Beaver Chapter, Portland Oregon.

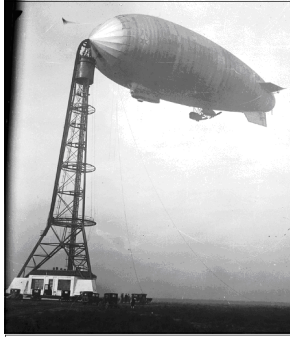
I'm told an "A" wagon is great  
So I ordered one sent to my gate  
Never seen one, I swear  
So off I did tear  
The wood that I thought was the crate



## Did you know the history of the Ford Proving Grounds?

### Ford Airport, Dearborn, MI

*(This wonderful bit of history was shared by Tim Fields, and originated with the "Classic Thunderbird" club of Kansas City. This is the second of 2 parts.)*



circa 1940's photo

The Ford Airport's dirigible mooring mast was demolished in 1946. A circa 1940's photo of a blimp being moored at Ford Airport (from [Wayne State University's Virtual Detroit website](#), via Mike Denja). Note that this blimp appears to be a K-type airship. Were surplus K-type airships used for civilian purposes after WW2?

The Ford Air Transport Office moved to Detroit Metropolitan Airport in 1947, and the Ford Airport was closed (according to [an article in Machine Design magazine](#)).

By the time of the 1948 Detroit Sectional Chart (according to Chris Kennedy), the airport was no longer depicted at all.

Ford Airport was shown only 2 years after it was closed, in a 1949 aerial photo (courtesy of Mike Denja).



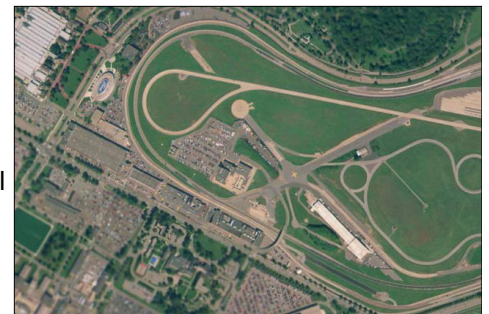
1949 aerial photo

Both paved runways remained intact, and note the lettering which was barely discernable on the middle of the former northwest/southeast runway. A number of paved aircraft parking spots were located just east of the runway intersection. The circular clearing for the former dirigible mooring mast was still visible on the east end of the field, but it appears the mast itself had already been taken down.

In a circa 2001 aerial photo, the remains of 2 paved runways (the longest is 3,300') were still discernible in the middle of the auto proving grounds.

Along the south end of the former airfield, the building farthest to the left is a Ford Engineering facility that was built in part of the old Ford Airplane Factory. Looking at it today you could never tell what it was in a former life. Moving to the right, the next small building is all that remains of the powerhouse for the former Ford Airplane Factory. Today this building houses garages for prepping cars for the test track.

The next building to the right is a 123' x 300' sandstone & steel hangar, where the first Ford Tri-motors were first assembled while the big factory was still being built. The hangar was later used to house the Ford Tri-Motor airplanes. It still exists today but houses a small wind tunnel for experimental vehicles.



circa 2001 aerial photo

To the south of this hangar is the Dearborn Inn. The 4<sup>th</sup> building moving to the right was built back in the 1970's and is another testing facility.

Located north of the 3<sup>rd</sup> & 4<sup>th</sup> buildings is a small structure that has been heavily added onto - that is the former Ford Airport passenger terminal. Just beyond that is a concrete circle where the dirigible mast used to be.

A photo of a 1929 Ford Tri-Motor which landed at Ford Airport in 2003, for the Ford 100 Year Anniversary Celebration (courtesy of Greg Steinmayer).

On June 9, 2003, five vintage airplanes (including 2 Ford Tri-Motors) landed at the former Ford Airport. It was the 1<sup>st</sup> time in 56 years the test track had been used as an airport. The planes were part of the "Taking Flight: Ford's History in Aviation" exhibit, which was one facet of Ford Motor Company's 100<sup>th</sup> anniversary celebration.

A 2004 photo by Greg Steinmayer "of the original Ford Airport hangars which still exist, complete right down to their huge glass sliding doors (now painted over). The building is now used for 'Experimental Engines' by the Ford Motor Company."

Greg Steinmayer continued, "The original Ford hangars, complete right down to the original hangar doors, still exist on the Southwest side of the former airfield (along Oakwood Boulevard). They are currently used as testing labs. Directly across from the hangars is the Dearborn Inn, constructed as the worlds first specific airport hotel. It is still in operation as the premier hotel in Dearborn."

Greg Steinmayer reported in 2005, Ford Airport, which became the Ford Proving Grounds, is no more. Ford has completely restructured the proving grounds and eliminated all traces of the former runways, which were still extant as part of the proving ground's roadway system. My brother, who works at Ford nearby, confirms that the former runways are at least covered, if not gone

The Ford Airport site is located north of the intersection of Oakwood Boulevard & Rotunda Drive.

[The Henry Ford Museum](#) is adjacent to the airport site.



original Ford Airport hangars

## Low Cost Soda Blaster

Submitted by Tim Fields

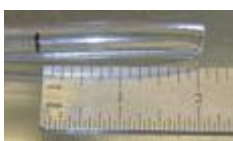
Tim sent us this great article that was featured in his newsletter from "Classic Thunderbird Club of Kansas City". The original article can be found at [http://www.aircooledtech.com/tools-on-the-cheap/soda\\_blaster/](http://www.aircooledtech.com/tools-on-the-cheap/soda_blaster/). It's obvious that this technique will be great for our cars too!

Cleaning and rebuilding your carbs can be difficult these days. The really good cleaners of yester-year are no longer available now that they have been deemed "bad for the environment" and outlawed. The cleaners we could always count on are now effectively rendered almost useless. Awe yes, I remember being able to buy a gallon can of carb-dip at the local parts store and it would strip decades of grime away over night with one 12 hour soaking. Now the same brand barely loosens varnish let alone cleans it away with days of soak time. . . You still need to get carbs clean, but chemicals today just can't do it alone and you don't want to spend an afternoon scrubbing all the nooks and crannies of your carb housings. What's a guy (or gal) to do??

Blast them!! "But wait", you say, "Blasting my carbs will fill them with grit that I'll never get out and my expensive carbs will be ruined." The solution is to use baking soda as the media. Yes, common, household baking soda!! "But don't I have to own a blasting cabinet or pressure blaster in order to blast my carbs??" The answer is NO. Below is a list of the items you need in addition to an air source like an air compressor:

-1 - [air gun attachment](#), 1 - two foot length of 7/16" clear vinyl hose, 1 - one foot piece of wood dowel, metal rod or thick wire, 1 - box of baking soda, 1 - small roll of tape (masking or duct), 1 - sharp knife (or razor blade)

**NOTE:** As far as air compressors are concerned for blasting, the bigger the better. The more CFM it flows the better the results will be. If you try and blast with a tiny 2 gallon compressor, you will be disappointed. For best results use a compressor with at least a 25 gallon tank that flows at least 6 - 7 CFM. I personally use a 60 gallon, 5hp, upright, Ingersol Rand and get fantastic results. Again, the bigger compressor the better.



You start by cutting your length of vinyl hose approximately 2-2.5 feet long. Vinyl hose is available at home stores like Home Depot, Lowes, etc. for around \$2.00 for a 10 foot roll. Then measure from one end in about 2" and mark it with a Sharpie.

Take your knife or razor blade and make a small cut across the hose **ONLY** through one side. The cut needs to be just large enough so that the tip of the air wand attachment will stick into the hose. Stick the tip of the air wand into the hose and let it stick in about 1/4" - 1/2".



Positioning your wand tip like this will create a venturi effect in the hose causing the soda to be pulled up from the box by low pressure and mixed with the high pressure air from the wand. Use

one length of tape to wrap around the end of the air wand and hose. This will keep the hose in the proper position on the wand tip during blasting.

I cut the other end of the vinyl hose at a 45 degree angle to allow better flow of the soda into the hose. Then I tape the piece of dowel, metal rod or wire to the other end of the

hose. This will help keep it from curling up in the box of soda and help you keep good flow into the hose. You will need to periodically shake the box to keep the soda flowing nicely.

Now you have your ultra low-tech & cheap soda blaster ready for blasting!!

**WARNING:** Blasting should ONLY be done outside in a well ventilated area such as a patio or concrete driveway. Of course proper eye protection and a face mask should always be worn. Baking soda is not poisonous but it feels like you're breathing a soft drink if you inhale it and it's irritating, so protect those lungs!!



Baking soda will get all over you and the surrounding area, but don't worry, it won't harm anything. Just wear some cloths you don't need to wear for a hot date later because they will be coated white when you're done. Adjust your air pressure to about 80 - 90 psi on your compressor. You only need to hold the blaster tip about 6" or so from your carb parts and begin the blasting.

Soda is a soft media and will not harm the factory finish of your carbs. It removes all organic matter from the carb bodies as well as heavy corrosion scale in aluminum. It will not remove rust or corrosion from steel hardware; it only removes the scale build-up. You can freely blast into passages and the carb bowls since soda dissolves with water!! Once you are finished blasting, simply place all your parts into a pot of warm tap water. The soda will dissolve into the water and leave NO RESIDUE behind. Then blow out the passages with air just as you normally would and your carbs are ready for re-assembly.

The mess on the concrete cleans up just as easy. Simply spray it down with the garden hose to dissolve the soda. NO caustic chemicals to seep into the ground water for future generations to deal with; this is a real "green" solution to carb cleaning and it's inexpensive too.

Below are a few before and after photos of some rare Porsche 356 carbs that I cleaned with this exact low-tech blaster. The results speak for themselves. Total cost for this blaster is about \$5 including the box of soda!! So the next time you need your carbs cleaned, give this AircooledTech; Tools-on-the-cheap soda blaster a try and see what you think. I'll bet you never go back to chemical carb cleaners again!!





## Topping the Model A

by Bob Russell

Almost everyone knows that most of our Model A's are "rag tops", that is they all have a sealed cloth topping material for the roof. Eventually this canvas like material, through age and wear and tear will start to deteriorate and leak plus the fact that it becomes very unsightly. There is a "Top Dressing" sealer material available that does a credible job of renewing a top but will only extend the life of it about a year. The only sure fire method to cure a deteriorating top is its total replacement.

Replacing a Model A top is a job that is well within the capabilities of most car owners. There are several top kits on the market that are especially designed for the amateur restorer and are very complete even up to including the tacks to secure the top.

Before replacing a top one should gather as much knowledge as possible concerning this procedure. There are several articles in past issues of the "Restorer" and the "Model A News" magazines. A detailed set of step-by-step instructions in the old "Ford Service Bulletins-pages 521-526" is a handy reference as well as several videos on the web that concern top replacement.

In replacing the top we must remove the old one and ascertain the condition of the wood framing that supported it. If the top was leaking at all, in all likelihood there will be some deteriorated wood present either in the top bows or the header. Any deteriorated wood must be replaced (new top bows and headers are available from the various vendors) in order to preclude later problems. In removing the top be especially careful with the trim and gutter strips as these will be reused.

After the wood is replaced and cleaned up, chafing strips are applied over the wood bows and side stringers. This prevents the "chicken wire" that will support the new top from rubbing against the wood and "making sawdust". Some kits supply the chafing material; otherwise use black friction tape or its equivalent. A top support of "chicken wire" must now be stretched tightly over the top opening while securing it to the side stringers and headers with staples or tacks. This is definitely a two-man job, one pulling and stretching while the other staples the edges. It is imperative that no wrinkles are present in the wire as these will show up in the finished roof. A "Denim" like cover is then stretched tightly over the top wire in order to protect the cotton batting.

Next the cotton batting supplied in the kit (about 1/2 inch thick) is laid down over the denim cover and sealed at the edges with

tape. In the case of a Victoria or Leatherback the batting itself should be adhered to the side metal panels with a "Trim Adhesive" (3M etc.). A "Foam" padding is also available for use if desired.

We must select a warm sunny day to apply the final covering, a vinyl like substance. Vinyl will stretch when it is warm and shrink when it is cool. If we were to apply the top on a cool day wrinkles would appear in it when it warmed up. One of our more knowledgeable members even goes so far as to roll the car he is working on out outside in the sunlight when he is applying a top.

Now that we have our nice warm day it is a simple matter to stretch the top material over our previously prepared roof and tack it down along the edges. Start from the center and pull and stretch and tack until all wrinkles are gone. Don't be afraid to remove some tacks and redo any areas that you are not satisfied with.

The previously removed trim strips and guttering are now fastened back down around the edges with small nails. Use a good grade of weather-strip adhesive/sealant under the trim and guttering and around the nails to prevent any future rain leakage. A "Wire-On" or "Hidem" type welting could also be used instead of the trim strips.

Then stand back and admire your Model A's new roof.

**NO JOINTS-NO SEAMS**

**EASY TO PUT ON**

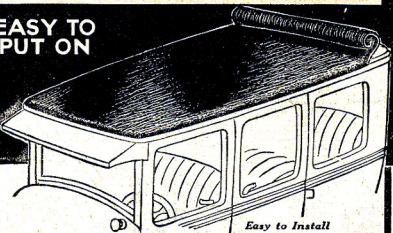


**TOP DECK COVERS**

**\$198**

**And Up**

**RECOVER THAT TORN TOP WITH EASE**



**Easy to Install**

**Editor's comment:** Apparently this was a problem right from the beginning! This ad is from the 1930 Spring & Summer Sears Catalog.

**For Fords, Chevrolet and Other Cars**

Be Thrifty! Replace at low cost that leaky, shabby top cover of your closed car. This specially prepared rubber cloth of long grain, finely woven and waterproof, will dress up your closed car and will give it a new look. Put on right over the old top cover, if you do not want to complete with all tacks and welt necessary for a good job.

**28V15746 1/4—Ford Coupe, Model A, 1928-29, Postpaid..... 2.15**

**28V15747 1/4—Ford Tudor Coach, Model A, 1928-29, Postpaid..... 3.10**

### Bob Hess Tech tip for February

An easy way to mount tires onto a wheel is to use a plastic trash bag. Hold the tire upright supported with your legs. Shove the wheel into the bottom side of the tire opening so that the inner half of the wheel is inside the bead of the tire. Lay the wheel and tire on the ground. Use a blanket between the wheel and the ground to prevent scratching paint. Fish the plastic bag around the wheel so that it is between the wheel and bead.



Stand on the tire and walk around it. It will pop into place. Pull out the bag. Flip the wheel & tire over. Install the tube and place the plastic bag around the back side between the wheel and tire bead. Stand on the tire and walk around it until the tire pops into the wheel. Remove the trash bag and fill the tire with air. Good luck.



Happy motoring,  
Bob Hess



Cowtown "A" Newsletter, August 2010 issue  
Fort Worth Model A Club

## Wed's Technical Meeting & Breakfast\*



Walt Jones, Tech Director



Wednesday morning meetings have not been quite as well attended this past month probably as a result of holiday activities and bad weather. Never the less some fairly good discussions ensued. Several discussions concerned on going projects. Malcolm's project began with a nasty noise coming from the area of the bell housing. Malcolm pulled the rear end, removed the transmission and bell housing and found a loose bolt that worked its way out of its pressure plate mounting hole and had been tumbling around inside. It had only caused minor damage. Malcolm decided that while he had every thing apart that he would replace clutch, pressure plate, have the flywheel balanced and overhaul the transmission. During the process, he removed his steering sector and sent it off to be repaired. When he looked at the mounting position of the sector on the frame he found that a piece of the frame above the mounting holes missing. After some discussion and consultation he has decided to have the hole repaired via welding.

Wink having received a "polk of gold" for contract farming last fall purchased a Mitchell overdrive and is now anticipating its installation. As his garage is pretty cramped he has located a site with plenty of room where he should be able to start installation this week.

Bob Russell now finished with the wood and metal panel work on his 28 Leather Back is waiting for warmer weather for top installation. He is passing the time by removing the engine from the frame for painting and is also anticipating removal of the body from the frame so that the frame can be cleaned and painted. Bob encountered some minor difficulty with the engine removal. It seems that his car was manufactured in October of 1928 and therefore has the solid front motor mount. He is now considering removing it with a "polish milling machine" and installing the later style front mount with yoke and coil springs.

Charlie as you know had his crankshaft break after the last tour of the season. He has acquired a new crankshaft but has been delayed getting it installed due to other projects including his latest tractor restoration. Judy has pointed out to him how fast the next touring season is approaching and her desire that the car be in shape for it.

Sonny reported that the Crankshaft seminar held out at Hutchison Ks. was fairly well attended and very informative with several speakers and much good information concerning crankshafts and camshafts. Each of these projects and their various facets have sparked considerable discussion at the Wednesday morning meetings. Come join us and participate in these and other fun discussions every Wednesday morning from 6:30 am ?? till approximately 9:00 am at the Hy-Vee store North Oak and 54th street in Gladstone.

B.S. session and Breakfast

Although always welcome, "Henry's Ladies" are extended a special invitation to attend the Breakfast meeting on the Third Wednesday of each month, to enjoy each other's camaraderie! At this meeting, you know you should always find other club ladies to share the table and a fun and interesting morning with!



Don't forget to check out  
"The Plain Ol' A's" website!  
[www.plainolas.com-website](http://www.plainolas.com-website)  
This club invites us on many of their outings  
and we really appreciate their friendship!

## New Members!:

**John & Janice Kunkle  
from Atchison KS**



Please welcome our newest members! We hope they have as much fun as the rest of us! If you see a face you don't know, don't let it happen twice! Introduce yourself the first time, and the next time it will be a friend you're seeing!

## Featured Sponsor:

*As a new feature, each month, I plan to highlight one of our advertising sponsors. Not only do these generous companies help support our club with their sponsorship, they are also vital for the support they provide to the Model A community. We "A" owners are lucky to have so many reliable sources for the parts and service needed to keep our cars running and looking good! So I thought I'd provide a little support from the other side.*

This months featured ad is our newest advertiser:

**Cushman Corporation Speedometer Repair.**



[www.cushmanspeedometer.com](http://www.cushmanspeedometer.com)  
[info@cushmanspeedometer.com](mailto:info@cushmanspeedometer.com)

5704 N. Athenian Ave.  
Wichita, KS 67204  
(316) 648-2444  
(316) 832-9090

Ran by Chris Cushman, this company provides years of speedometer experience. Model A speedometers are one of their specialties. Located in Wichita, he's relatively close too, but he will ship anywhere.

Cushman's does repair and restoration, and can provide decals for some models. Work done includes odometer repair, speedometer calibration, & cleaning and lubrication. Their work is even guaranteed for one year.

Wink can personally attest to the quality of the work, after having won a restored speedometer that Cushman's donated to the raffle at the 2010 Membership meet in Colorado Springs. (As started previously, another company that gives back to the Model A community). If you have a speedometer that needs some work, this is a great place to do business with.

