

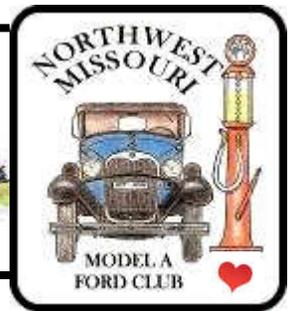
The ROAD RUNNER

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

MAFCA Charter

MAFCA "Newsletter of the Year" 2009, MARC "Award of Excellence" 2011

MARC Region



Officers

President:	John Kunkle
Vice President:	Terry Richardson
Secretary:	Sandi Shaw
Treasurer:	Bob Martin
Activities/Tours :	John Osborn
Technical	Ray Meyer
Concerns/Calling:	Cheryl Taylor
Historian:	Laura Cook
Membership/Public Relations:	Liz Blakley
Merchandising:	Marilyn Griggs
Raffle	Donna & Laura Martin
Newsletter/Publishing:	Sherry Winkinhofer
Property:	Lee Donius
Webmaster:	Dave Telles
Director:	Walt Jones
Director:	Malcolm McIntyre

Birthdays

Dana Alexander	06/02	Cheryl Taylor	06/21
Rosemary Smith	06/03	Sue Long	06/22
Sylvia Schroeder	06/06	Chili Canida	06/25
Michael Simon	06/08	Dennis Hartman	06/26
Sherry Winkinhofer	06/09	Scott Forsen	06/27
James Argotsinger	06/17	Eddie Graham	06/27
Harley Wahl	06/17	Andy Bennett	06/30
Lee Felsburg	06/20	Melissa Graviett	06/30

Anniversaries

Joe & Pat Wishon	06/01	Robert & Grace Sansom	06/06
Harold & Betty Blaker	06/01	Philip & Sylvia Schroeder	06/06
Doug & Lura Scott	06/02	Terry & Peggy Richardson	06/07
Walter & Mary Anne Jones	06/03	Eldon & Max Stamp	06/16
Tim & Joy Osborn	06/03	Lonie & Sandy Hank	06/22
Kevin & Kim Kerr	06/05	Eddie & Mary Graham	06/22
Lee & Sylvia Donius	06/06	Jim & Melissa Spawn	06/25

Monthly Meeting

June 1st 2015

6:00 dinner available at special price, 7:00 meeting
The American Legion, 92 Hwy & DD, Smithville MO

Board Meeting

June 18th 2015

(The 3rd Thursday of the Month, 7 pm, Mid-Continent Library
Boardwalk Shopping Center, Barry Road and I-29

Technical Meeting & Breakfast Club-KC

Every Wednesday 6:00 -10:00 AM
Hy-Vee, 207 NW Englewood, Kansas City MO

Technical Meeting & Breakfast Club-St Joe

Every Monday 8:00-10:00 AM
Hy-Vee 201 North Belt Highway, St. Joseph

Ice Cream & Socializing

Every Saturday evening 6:00 PM
Big Burger, 4700 NE Vivian
Kansas City MO 64119

Presidents Comments:

The middle paragraph from the September 2011 ROAD RUNNER-Presidents Comments: "Our Board of Directors has voted to host the Model A Regional for 2015. For you who have not attended other regionals; they are a lot of fun and gives us a chance to see folks from other clubs and their vehicles. This will entail a lot of hard work on our part as a club. In the future we will be asking for volunteers to participate in the many segments of organizing and putting on this meet. I hope the majority of our members will be willing to dig in and make this Regional one to be proud of."

In very simple and basic terms, 2011 Club President, Ron Anderson pointed out the task ahead. After many thousands of hours of planning and preparation; the Regional Committees have the parts, pieces and details ready to fall into place.

In the past, others have entertained us-we were the GUEST. Now it is our turn, we are the HOST.

To REPEAT the words of Past President, Ron Anderson: "I HOPE THE MAJORITY OF OUR MEMBERS WILL BE WILLING TO DIG IN AND MAKE THIS REGIONAL ONE TO BE PROUD OF."

John Kunkle- President

If you could kick the person in the pants responsible for most of your trouble, you wouldn't sit for a month

Editor's Comments:

Time for the Regional is upon us! I hop everyone is ready to pitch in! I've been to a few Regionals, and a few Nationals and I have enjoyed them all immensely. So I figure this is my time to give back. I'm ready to try and make our event as pleasurable for the attendees as they have done in the past! I hope to see a lot of my fellow members doing the same! I had a lot of fun helping the Plain Ol' A's when they had theirs in Kansas, and I think I will enjoy this event too!

I'm disappointed that the Vetran's Home canceled our tour due to the weather. I know that others were looking forward to it as much as I was. To date, due to scheduling and gearshifts, I haven't had the opportunity to drive any tours this spring, and the Old Lady and I are starting to feel antsy! Hopefully we'll get some driving in at the Regional and start to feel better! Hope to see you there!

Happy "A"ing.

Sherry Wink, 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".

June 6th—Legion Riders Car and Bike Show

Register by 9:00

American Legion DD & 92 Hwy in Smithville

Registration fee goes to Veteran projects

Lets support the Legion like they support us by allowing us to have our meetings for free at their wonderful facility!

More details at June meeting

June 8-12th-Model A's in Missouri Regional Meet

Our regional is fast approaching!!!

Registration info at <http://www.2015regional.com/>

<http://www.2015regional.com/>

June 18-21- 37th Annual Antique Car, Tractor, & Engine Show.

Lathrop Antique Show Grounds

Looking for help to man the gas station!!

Check with Clarence or Charlie

Join us with your "A" on Sunday to display

June 20th—Club Picnic Sail Boat Cover Smithville Lake

See page 7 for details

July 4th—Independence Day Parade Parkville MO

Meet on the west side of Price chopper at 45 Hwy (Tom Watson Drive)and 9 Hwy at 8:00am.

Line up starts at 9:00am and the parade starts at 10:00 AM

July 11th—11th Annual Vineyard Car Show

12300 NW Arrowhead Trafficway, Kansas City, Missouri

Free Entry and lots of awards. air conditioned area,

Registration 7:30-10 a.m. Awards at 1:00 p.m.

July 11 & 12 Overnight to Table Rock Nebraska

Final details pending

Make reservations at one of the

nearby Bed & Breakfast

www.conventhousebb.com

www.nebraskabb.com/listings/myblueheavenbandb-pawnee-city-nebraska.html

<http://www.gandyhouse.com/>

Next Meeting:

Instead of a formal program, we will be assisting in filling the goody bags for the fast approaching Regional!

See you there!



Regional Update

Harvey Roseberry

Regional 2015 is only weeks away. With registration sold as of 5-15-2015 the final numbers are now in. We were hoping for 80 to 100 and had to close at 125 which is the reasonable limit we can accommodate. This next few weeks are very important to make Regional 2015 a success. Scott Forsen has Regional book proofed and ready to print. Club members are making final pre-preparations for parking, raffle & door prize items, along with preparations for seminars, banquets, welcome party and registrations. At our June meeting we will need everyone's help in packing 125 goodie bags, 200 plus brown bag tour goodie bags. Mary Ann will have her crew ready to assist in assembly of different bags. Lyman Ridgeway will provide his covered trailer to house and transport needed Regional items to Hotel.

Member Barbra Simon passed away May 3rd.

Condolences to her husband Mike during this sad time.



Sunshine/Concerns



Cheryl Taylor 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 816-456-4978

Final numbers for Regional 2015 are as follows, Welcome Party 210, Abbey Tour 214, Seminar #1 70, Seminar #2 72, Hat Decoration 40, Ladies Lunch 75, Men's Lunch 92, Hubley 50, Shatto/Lathrop 213, Car Games 50, and Banquet 150. Time for everyone to step up and make Regional 2015 a huge success.

Deadline for the Next Road Runner

The 20th of the preceding month

Email to roadrunner@nwmomodela.com

Or mail to: Sherry Winkinhofer
14900 Green Briar Dr



Club Contact Information:

President John Kunkle: info@nwmomodela.com

913-367-3345

All Officers: info@nwmomodela.com

Tours and Activities: tours@nwmomodela.com

Publications: RoadRunner@nwmomodela.com

Membership: membership@nwmomodela.com

Visit www.nwmomodela.com today!

The club website is maintained by
Webmaster Dave Telles

Please email any info, pictures, questions & suggestions to [in-](mailto:in-fo@nwmomodela.com)

fo@nwmomodela.com



Northwest Missouri Model A Ford Club Meeting

American Legion Hall - Smithville, Mo.

May 4, 2015 7:00 P.M.

Vice President, Terry Richardson opened the meeting with the pledge of allegiance.

Secretary's Report: Motion was made by Karol Russell seconded by Vickie Roseberry to approve minutes as published in the Road Runner. Minutes were approved.

Treasurer's Report: Approved as read.

President: John Kunkle said the American Legion Riders invited us to a Bike/Car show on June 6th at the Legion. A change will be made to the by laws regarding the audit of financial records. Currently it states the treasurer will audit records. Motion was made by Walt Jones and seconded by Lois Lobner for Vice President and two club members to audit financial records. Job description of vice president will note this change. Motion approved with one objection. A new roster will be printed next year. Make sure your information is correct in the current one or contact Liz Blakely to make changes.

Vice President: Terry urged all club members to help with the Regional in June.

Membership – 57 members and 1 guest present tonight. Our guest tonight is now a member, Kelly Klaus. Liz had a quiz from an old Road Runner on the Ford Motor Company. The Ladies winner was Janice Kunkle and the Men's Malcolm McIntyre.

Activities/Touring: The sign up for activities is now on the web site if you don't get a chance to sign up at the meeting. May 16 – Mo. Veterans Home in Lathrop, June 20 – Picnic at Smithville Lake, July 4th Parade in Parkville, July 10 – weekend trip to Table Rock, NE.

Concerns/Calling: Karol Russell had a thank you note from Glenda Dunlap for the cards and good wishes from club members. Mike Simon's wife, Barbara, passed away.

Publications : Nothing to report.

Technical: Did not receive a correct answer to the mystery part this month.

Merchandising: Marilyn will have vests, hats, coffee mugs etc. for sale after the meeting.

Properties: Nothing to report.

Webmaster: In Dave's absence, John Kunkle presented the need for a new projector and screen to be used at club meetings. They are outdated for use with current computers. Motion was made for expenditure of up to \$2,000 for new equipment. Approved by membership.

Regional Chairman: Currently there are 117 registrations from 9 states. Security has been hired for 10 hours a day in parking lot. We will fill goody bags at the next meeting. Vickie said on May 9 at the St. Joe library at 9:00 club ladies will be making button flowers for ladies luncheon. Anyone interested in helping please plan to attend.

Directors: Nothing to report.

The program for tonight was a Meet and Greet.

Business meeting adjourned at 8:00 p.m. Respectfully submitted by Sandi Shaw.

Model A Prom



Member Nate Spears didn't quite make his goal of having his Fordor ready for prom, but Grandpa Charles Rothwell came to the rescue with the use of his Model A pickup! Nate and his beautiful date Reghan enjoyed a special time they should always remember!



Leakless Pan Gasket

By Frank Rosin, Kirkland, Washington, Originally published in "The Restorer" March April 2002

Leakless pan gasket? You bet! Our Model A Ford engines can be plagued with oil leaks, but it is not necessary to have an Exxon Valdez under our car. There may be a drip now and then no matter what we do. but it need not come from the pan gasket. Gary Duff, who belongs to the Evergreen A's in Seattle, a long-time engine rebuilder and machinist, was kind enough to share his method of installing the pan gasket. Many cars in our area do indeed have a leakless pan gasket using engines that he has rebuilt. The ones I have done remain leakless also. This procedure will work on an A or B engine, on the engine stand in the shop, or from underneath with the engine still in the car.

(A) You will need to make four guide pins from some 5/16 x 18 bolts about 1 1/2 inches long if you don't already have them in your tool box. They will come in handy when putting on the valve cover as well as the engine pan. Simply cut the heads off the bolts. Bevel the cut edges slightly with a file or grinder. Cut a slot in the top with a hacksaw so they can be removed with a screwdriver after the parts are in place. If you are doing the pan while the engine is in the car you will need a retainer to fit the 1/8 pipe threaded hole in the side of the engine to hold the oil pump in place. The retainer is a small pipe fitting tapped to hold a machine screw. The retainer is screwed into the threaded hole and then the machine screw inside the retainer is tightened to hold the oil pump in place. This retainer has been the subject of previous articles in The Restorer and other publications. Later the retainer is removed and the regular pipe plug is put in the hole.



(B) You will need two kinds of adhesives, three if the engine is in the car, and some lacquer thinner for cleaning. These adhesives are used in very small amounts. This is the key...use very small amounts and only in the places necessary. They are Permatex Aviation Form-A-Gasket Sealant, Permatex Ultra Copper, and some contact cement only if the engine is in the



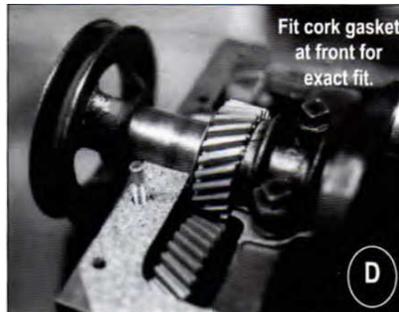
car. DURO is one among many contact cements that seems to work well. Since I am presently rebuilding a B engine, I have photographed the steps on the B. There is no difference between the A and B engines in doing this gasket installation with two small exceptions. These will be explained as we go along. The same Model A cork gasket set is used for both. Clean surfaces with Lacquer Thinner

C) Clean the surface of the block and dent free surface of the pan with lacquer



thinner. Purchase a Model A cork gasket set which fits properly. There are pan gaskets on the market that are about a half an inch too short.

(D) The cork gasket must fit exactly against the main pulley at the front of the engine using a guide pin to line up the gasket. You may have to trim the gasket for an exact fit, but it usually is correct and no fitting is necessary. This fit is critical to keep the front of the engine leak free.



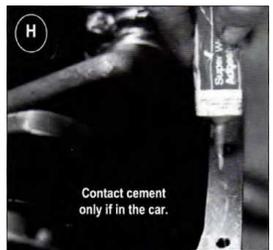
(E) The cork gasket needs to be trimmed at the rear of the engine to fit into the groove of the rear main cap. Use a guide pin to line up the gasket. It will be too long so trimming here is necessary. Take some time with this as the tabs must fit well



(F)(G) Apply a small bead of Ultra Copper both above and below the tabs on the rear of the cork gasket.



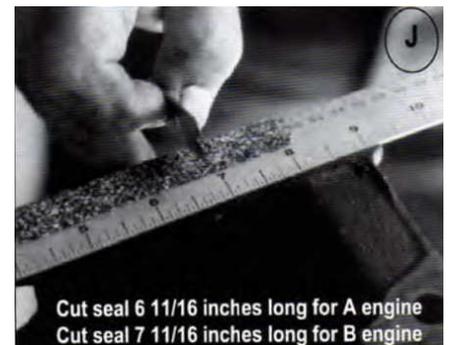
(H) If the engine is in the car, and only if the engine is in the car, a small bead of contact cement is applied to the block surface to hold the gasket in place. Use only enough cement to hold the gasket in place. Use guide pins to line the gasket up with the bolt holes because once gasket is in place, it is not going to move.



(I) If you are doing a B engine you will need to cut a small plug for a gasket hole that is not used, one on each side. There will be a small amount of gasket material that was trimmed off when fitting the tabs to make this plug. It is not necessary to plug holes on an A engine.

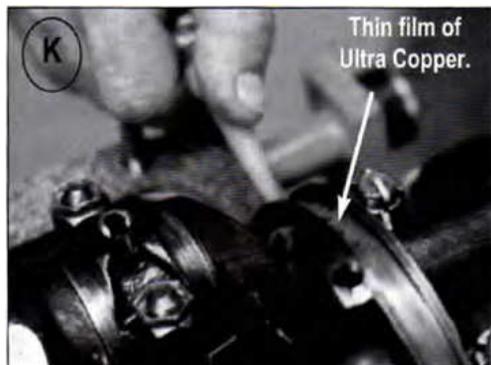


(J) Cut the long rectangular rear cork seal exactly 6 11/16 inches long (7 11/16 if a B engine).

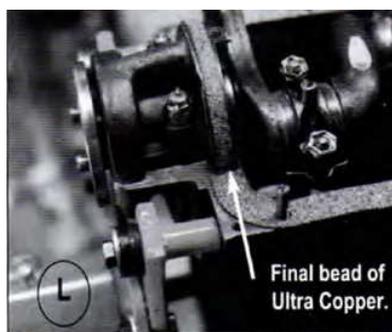


If your pan gasket set has a rear seal too short for a B engine rear main, a longer one is available from the suppliers and must be used to do the B. Sometimes this gasket is a little too thick to fit into the groove. In this case, you can squeeze the cork in your bench vice, first one half and then the other half, as the vice is probably not wide enough to do the entire gasket. The gasket will remain compressed long enough to fit into the groove. Do not soak this gasket in oil. We do not want this gasket soaked with oil, it is the rope gasket at the front of the pan and timing gear cover that needs to be soaked in oil. If you wish, you can soak this rear cork seal in water and allow it to dry in a tuna fish can. It will retain a circular shape which conforms to the groove in the rear main cap when dry. This is really not necessary because it is not difficult to make this gasket fit and stay in place.

(K) Apply a very thin film of Ultra Copper in the cap groove and fit the cork gasket. It may seem a tad long, but it will fit.



(L) After the cork is in place put a small final bead of Ultra Copper at the joint between it and the pan gasket.

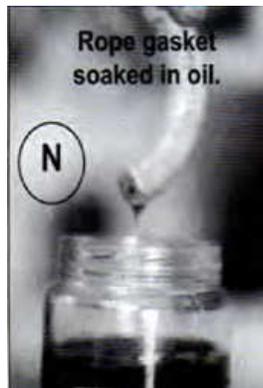


(M) At the front of the engine a small dab of Permatex Aviation Gasket Sealer is



placed first on the top of each of the rope gasket ends and then a dab on the top of the pan gasket. Notice that no other Ultra Copper or Aviation Gasket material is used. The pan gasket is put on dry on all other surfaces.

(N) Take a rope gasket that has been soaking several days in a jar of engine oil and place it in the groove at the front of the pan. It can either be pounded lightly in place with a socket that is about the right size to fit the curve (O) or rolled in with a round bar (P).

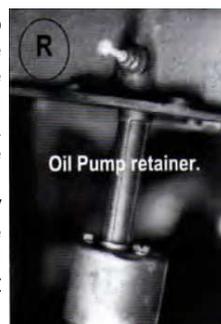


(Q) Trim the rope gasket with a sharp single-edge razor blade about 1/16 inch above the pan surface. The same applies to the timing gear cover rope gasket if you have had the timing gear cover off. If you are just replacing the pan and pan gasket without removing the timing gear cover, it is not necessary to change the timing gear cover rope gasket half, as long as it is in good shape and not leaking.



There is an alternate O ring gasket to replace the rope gasket available. It requires removing the crankshaft for installation and is beyond the scope of this article. Besides, I want to show that a quality leakless installation can be done easily with traditional materials.

(R) Now the oil pump is put in place. Use the retainer made from a pipe fitting tapped to hold a machine screw if the engine is in the car. The oil pump will stay in place if the engine is on an engine stand upside down without the retainer.



(S) Using the four guide pins in the corners, front and rear of the block, the pan may be eased into place. If your guide pins are longer than 1 1/2 inches it may be difficult to get the pan in place in the car because of the front cross member. In this case get the pan almost in place and then insert the guide pins in front and rear of the block through four pan bolts holes, then slide the pan all the way home.



(T) Put in the pan bolts and tighten them evenly. Remove the guide pins and put bolts in those locations. About five or six foot-pounds is enough. It would be wise to put the flywheel housing dust cover in place first before inserting pan bolts at the rear of the pan to avoid dropping a bolt into the housing. Any of the pan bolts or timing cover bolts that do not go into blind holes in the oil chamber should have a small amount of Permatex Aviation Gasket Sealer on the threads to prevent oil from seeping out.



Remember that the rope gaskets at the crank pulley have been soaking in oil. The pressure on these gaskets when the pan is bolted down will force some of that soaked oil out over the first few miles of driving. From then on, after that small amount of oil is wiped up, you will have a truly leakless pan gasket using regular materials and a minimum amount of adhesives. There is no sticky goo to ooze out and get on your fingers. There is no sticky or hard cement to remove or chip away at some future date when the pan is off once again for some other engine work. Most of all, your pan gasket does not leak oil!

This does work and it is simple. Give it a try next time you remove and replace a pan. You'll be pleased with the leakless result!

Swimming Weather!

Sherry Wink

Here is some interesting information on Era swim suits I found at <http://fuzzylizzie.com/swimsuits.html>

I shudder at the thought of wearing wool next to my skin, let alone wearing it wet as a swimsuit!



By the mid 1920s, the tank suit was becoming more popular, but the trunks were very often covered by a modesty panel. This panel was used on both men's and women's suits, and continued into the 1930s.

These bathing suits were made from a wool knit, very similar to the stitch that was being used for sweaters at the time. The wool suits fit well when dry, but as soon as the wearer got them wet, they began to sag and stretch. And they absorbed quite a bit of water so they became very heavy.



In 1928 the great Elsa Schiaparelli designed knit bathing suits which were based on her famous trompe l'oeil sweaters. These were imported into the USA by Saks 5th Avenue. This suit, while not made by Schiaparelli, was certainly inspired by her designs. It was probably made in the US, and was sold by Saks 5th Avenue's lower-cost cousin, Saks and Co.



This wool suit could have been made anytime in the 1920s through the mid 30s. It is a basic tank and trunks suit that could have been worn by either a man or a woman. It was not considered decent for a man to go tankless until around 1930.



This is a women's suit and is style 35 as pictured in the 1929 Jantzen catalog. A similar suit was made in 1928 but the colors were different.

It is made from wool, and the original cost was \$5.50.



This suit is a true classic! Jantzen made versions of it for several years because it was so popular.

This suit dates to 1930.

An old recipe book from 1929 distributed in Kroger stores from Pompeian Olive Oil.

Stuffed Pepper Rings

- | | |
|--------------------|--------------------------|
| Lettuce | Cream Cheese |
| Chopped Parsley | Green Peppers |
| Sweet Cream | Salt |
| Pompeian Olive Oil | Thousand Island Dressing |

Choose smooth, well formed green peppers for this salad. Moisten cream cheese with cream and flavor with salt.

Remove seed pits from the green peppers; add a small amount of chopped parsley to the cheese and pack the peppers tightly with the cheese mixture.

Place in the refrigerator for two or three hours to become cold and firm. Then cut pepper in narrow slices crosswise and arrange three slices on a bed of crisp lettuce for each individual serving. A tiny sprig of parsley may be placed in the center of each pepper ring as a garnish.

Serve with Pompeian Olive Oil Thousand Island Dressing.,



Brands We Still Know

In 1898, B.J. Johnson developed a formula for soap made from palm oil and olive oil. He soon established a company in Milwaukee, Wisconsin. The soap was so popular, they renamed the company Palmolive. It was one of the world's best selling soaps by the 1900's. By 1906 they were making over 3000 products.



From a 1928 coloring book put out by Palmolive.

By 1910, a long running ad campaign had created a brand new category of "luxury soap" Palmolive used extensive advertising including radio programs such as "The Palmolive Hour (1927-1931)

In 1926, Palmolive merged with a Kansas City soap company called Peet. In 1928, the company, now known as Palmolive-Peet merged with the Colgate company. They became the Colgate-Palmolive-Peet company, but the Peet was later dropped in 1953.

Model A Mystery Part

No Mystery Part for June due to the Regional work load!



Photo courtesy of Ray Meyer

April – May Quiz Answer

Question: What is this Model A part?

Answer: This is an emergency brake cross shaft support bracket

Answer: - Three people got it right! Vicky Roseberry, Charles Ishmael, & Tim Osborn

Family Treasures

Gary Smith has built a unique storage box for his Model A Pickup!

History—In the middle 50's, as a school project, Gary built a headboard for his parent's bed. His parents passed away 40 years later and the headboard was returned to him.

Ten years later Gary saw an ad in the Restorers Magazine for a storage box for many \$\$\$. Being as he describes himself "a frugal person", he knew he could build one cheaper.

He disassembled the headboard and without any pattern, he glued some boards and sawed others. Soon he had his "new" storage box built out of an old family keepsake. Now, memories of his folks travel with him!



Update!

Nate has the motor running and recently took a trial run with the chassis on his 29 Fordor!

Looks like he's ready to move on to the bodywork and interior!

Great going Nate!



Picnic—June 20th

Last reminder!

See you at the club annual picnic on Saturday June 20th! Arrive at Sailboat Cove around 11:00 to be ready to eat at Noon.

The club provides the meat, you bring a covered dish. It should be a feast for all as always!

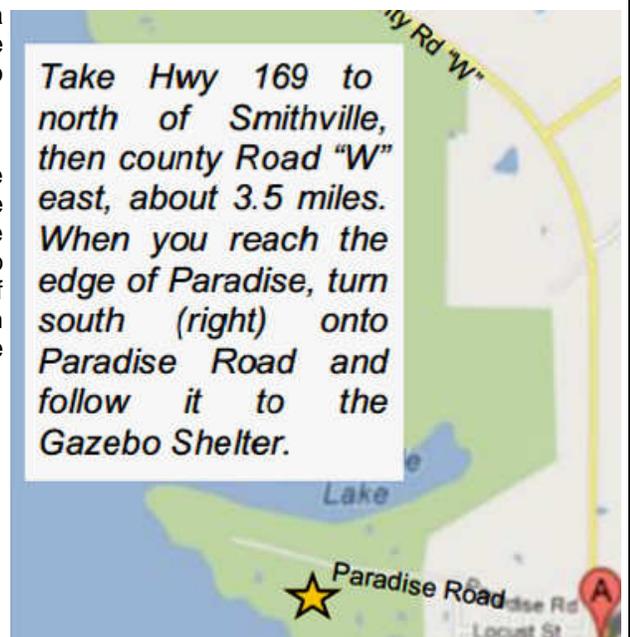
It's a county park so there is a \$5 per car entry fee.

Don't forget to drive your Model A:

it's always a great time for a photo op!

Hopefully this year we will find time to line the cars up to get a shot of them with the lake behind them.

Take Hwy 169 to north of Smithville, then county Road "W" east, about 3.5 miles. When you reach the edge of Paradise, turn south (right) onto Paradise Road and follow it to the Gazebo Shelter.



We have a new member!

Please welcome:

**Gerald Calder
Holt, Missouri**

Gerald is 91, and owns a 1929 Coupe!



For Sale / Wanted

As a service to our members, the three area Model A clubs have decided to mutually share our classified ads sections! We are also now including items from our friends in the Central Iowa Model A Club (this will include Model A specific items only.) Ads will run approximately 3 months unless we are notified that the item is still available.

<p>For Sale: Dan Wantland's 1929 Pickup \$12,000 or best offer Contact: Terry Wantland 816-560-7596</p>	<p>For Sale: ; 2 Front wheel hub inner bearings, 2 front wheel hub outer bearings, still in their Federal boxes. All four \$60. Contact: Bill Auch 816-436-3230</p>
<p>For Sale: Model A Cars : '28 Fordor Sedan, '29 Tudor, '29 Special Coupe, '30 Coupe, '31 Coupe, Contact: Alvin Vickroy @ (515) 238-1502 (CIMA 6/2015)</p>	<p>For Sale: 1931 Standard Coupe for \$13,000.00 firm. Four new black wall tires and a new radiator installed last year. The car runs great and it's a later restoration. Contact: Larry Gagnon at 517-542-2544. (6/2015)</p>
<p>For Sale: Unfortunately we do not have the time to enjoy our 1929 Model A Tudor. Therefore, we are putting it up for sale. Asking \$13,750.00 (no trades). Several members of the Northwest Missouri Model A Club are familiar with this car. Contact: Bob Dunham 816-830-8270</p>	<p>For Sale: Model T-A and more parts for sale. Since my garage building is too full of cars and I have no more space to build more, I guess I am now quitting building cars. I now will share my parts -lots of parts!! Contact: Dean Weller 913-585-3326 or 913-585-1313 (POA 10/2014)</p>
<p>For Free: I have approximately 30 Model A generators and 30 Model A starters (some of which are in pieces) that I would like to give a good home. These are left-over from Pam's rebuilding business and it's time to move them along. They are FREE to whoever would like to come and get them. If multiple people are interested, I am willing to divide them into portions, but no cherry-picking, please. Contact: Doug at (913) 972-1829 email: 4doug.ebert@gmail.com. (POA 03/2015)</p>	<p>Wanted: A pair of aftermarket headlamp lens' used as replacements for the 1928 straight fluted lens. They look almost similar except they had three crescent shaped semi-circles at the top. They were 1/32 inch smaller but fit in the model A bezel OK. Made by Globe Spec. Co. Chicago USA can be found along with size at the very perimeter. Most restorers replaced them after good original types became available. Email me if you would like a picture of one. Contact: Don Van Diepen, 515 961-4114 Email: tubadon40@aol.com (CIMA 04/2015)</p>
<p>For Sale: 1930 Model A Fordor formerly owned by Bud Clark. \$10,500 for car and some spare parts. Contact: Fred or Paula Denton 402-486-0122 home Paula cell: 402-430-5972 Fred Cell 402-450-9028</p>	

LOST IN TRANSMISSION IS NOW CASTING!



Automotive aficionado and TOP GEAR co-host, Rutledge Wood, and fellow car fanatic, George Flanigen, are hitting the road with one mission: rescue and restore America's most under-appreciated classic cars. Do you have a rare ride from the past that you need to get back on the road to live another day?

1. Name and Age
2. Location
3. Contact Info
4. Car make & model
5. Pictures of you and the car interior and exterior
6. Quick bio: What's your story? What needs to be done to car? Where did you buy the car? What it would mean to you to get it?

Email transmission@producinghollywood.com:

Dust Bowl Jamboree

August 8, 2015
E.H. Young Riverfront Park



Bluegrass Festival and Vintage Automobilia

To Register:

Go to Facebook
@ Dust Bowl
Jamboree

or

call Jim Spawn at
816.916.4100

Car Show

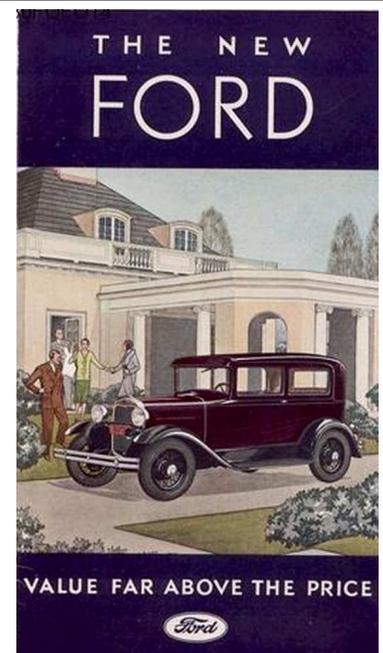
The car show is free. However, due to parking available within E. H. Young Riverfront Park, the show is limited to 150 vintage vehicles. All vintage vehicles must pre-register. Fill out the Car Show Entry Form and submit it. You will receive a confirmation via email.

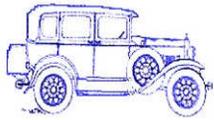
We want the vintage cars in place before the Blue Grass Festival begins. You should arrive between 8:30 am and 9:30 am. Follow the instructions of personnel. We will attempt to group the cars based on their age....1920s, 1930s, 1940s, 1950s and 1960s. Cars newer than 1979 will be parked along with modern cars.

Each vehicle will receive a Goody Bag which is a replica flour sack. It will be loaded with freebies. The Bluegrass Festival begins at 1 p.m. and should run to 6 p.m. We ask that you to leave your car in place until 6 p.m.



DEAR OLD LADY (having a lift—her first motor ride—as chauffeur signals a turn). "Look here, young man—you keep both hands on the wheel. I'll tell you when it begins to rain."





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