

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 Winkhofer
Property:	Lee Donius
Webmaster:	Dave Telles
Director:	Walt Jones
Director:	Malcolm McIntyre

Birthdays

Melissa Spawn	02/02	Jean Gayle Parker	02/16
Vicky Roseberry	02/03	Patricia Adams	02/21
Clarence Lawson	02/05	Dave Telles	02/22
Malcolm McIntyre	02/07	Elizabeth Osborn	02/26
Doug Scott	02/14	Lanell Young	02/27
Sylvia Donius	02/15	Richard Rector	02/29

Anniversaries

Milton & Sharon Hessefort	02/09
Scott & Rhonda Forsen	02/11
Bill & Sandy Skaggs	02/14
Pat & Kay Lawlor	02/20
Ron & Belva Carson	02/23

Monthly Meeting

February 2nd 2015

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

Board Meeting

February 19th

(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:

Contrary to normal expectations for January (very winterish), we have been experiencing an unusual oasis of early spring-like weather in the N.W. Mo. Area. The lovely Model A's that appeared at the Corner Cafe in Liberty seemed to be thumbing their radiator at "ole man winter". What a sight!

We are chugging on toward February and we should be there soon. February, also normally winterish, needs to be considered as VALENTINE MONTH. The Model A hobby tends to have a somewhat obsessive interest in nuts and bolts, parts and pieces, paint and chrome and a million other THINGS. The MONTH of VALENTINE should remind us that although THINGS are important; PEOPLE are much more important! There are those who support us, who encourage us, who help us, but most important are those who journey down life's highway with us. Perhaps you see them as a blessing, or as a great gift. Either way they should never be taken for granted.

HAPPY VALENTINE MONTH

John Kunkle- President

"Procrastination is the art of keeping up with yesterday "

day.Kom1zqc9vYh.99 "

Editor's Comments:

So far it's been a cold winter, but John has a few "Eat and Greet" (or maybe better called "Eat & Gab") lunches planned so we can all keep getting together until its warm enough to get the A's out again! I think that's a great idea to give friends more opportunities to get together!

Unfortunately I'm going to be out of commission for the first one as I finally have to get my Carpal Tunnel taken care of this month. Yep, no typing for a couple of weeks after the 16th of January. That's why I'm actually getting the Road Runner together early instead of rushing at the last minute like it seems to be more and more my norm!

So if you see any errors in this months edition, well at least I can blame it on having to finish it up one handed! That's my story and I'm sticking with it, this month at least!

I can't use that excuse for last month when I forgot to put John's lunches on the calendar. But I think it was combination of Christmas and the fact that he sent them to me early. I'm not used to early! I'm used to getting items right up against the deadline and stressing to get them in on time. But John, don't change anything, I think I like "early"! I promise to try not to miss you next month! At least I'll try my darnest! But since I don't get a salary, I don't think they'll dock my pay (this time at least!)

Looking forward to touring season!

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".

February 6th & 7th—40th & Final Sunflower Swap Meet

Open from 8AM to 6 PM & Feb 8 8AM to 4PM,
Kansas Pavilions, 85th St N and I-135, Wichita KS, \$5 parking
<http://wichitaas.com>
See page 7 for ride info

February 21st —“Eat and Greet “

Cook's Corner Café, 214 Main Street, Dearborn MO
1:00 p.m. Just show up in any mode of transportation you see fit!

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/>
Registrations before April 1, 2015 receive 2 Free Gas Pump
Raffle Tickets (\$10.00) value!

If you are planning on joining in on any of the tours or activities, but haven't put your name on a sign-up sheet, let John Osborn know!
Phone: 816-436-0452 or Email: techguy@nwmomodela.com That way if it has to be canceled or has a location or the schedule changed, you will be notified!

Next meeting:

***Special appearance by Jim
Spawn and his A Team
Band at the February 2,
2015 NWMO membership
meeting!
See you there!***



Alert!

***If you have not paid your 2015 dues, this will be
your last Road Runner!***



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

Meet our New Members!



**Edward & Marilyn Ernat
Hamilton, MO 64644**

Don't forget to add them to your roster!

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
Smithville Mo. 64089



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
Webmaster: webguy@nwmomodela.com
Tech Advisor: techguy@nwmomodela.com

Visit **www.nwmomodela.com** today!

The club website is maintained by
Webmaster Dave Telles
Please email any info, pictures, questions &
suggestions to **info@nwmomodela.com**



Northwest Missouri Model A Ford Club Meeting

January 5, 2015 – 7:00 p.m.

Vice President, Terry Richardson, lead us in the pledge of allegiance. Our program for the evening was Max McKeller, owner of Backyard Bird Center. He gave a presentation of "Bald Eagles of Smithville Lake".

Secretary's Report: Motion was made by Bob Martin and seconded by Jim Shaw to approve the minutes as printed in the Road Runner. Motion passed.

Treasurer's Report: Approved as read.

New Business: Charlotte Sandige, manager of the American Legion hall, said they were glad of our business and anything she could do to make it more enjoyable for us to let her know. She said if there were any additions to the menu we would like to have to also let her know.

Vice President – Terry asked for ideas for future programs. The March program will be the silent auction and asked we start getting items together for it. Bill Auch reminded us all bids will be in increments of a dollar.

Activities/Touring: John has set up January 17th for all members to have lunch and visit at Corner Café in Liberty. It will start at 1:00 p.m. Another will be held on Feb. 14th at Cooks Corner in Dearborn, same time. Anyone who would like to host a tour contact John Osborn as he would be more than glad for any help with tours.

Concerns/Calling: In the absence of Cheryl Taylor, Karol Russell read the January birthdays.

Membership/Public Relations: In the absence of Liz, Walt introduced new members Ed & Marilyn Ernot from Hamilton, Mo. They do not currently have a Model A but are looking for one.

Merchandising: Nothing to report.

Newsletter/Publications: Sherry has a box of items for the regional goodie bags she and her family have been collecting using Harbor Freight coupons. Send any pictures and articles to her you want to contribute to the newsletter. This is the time of year she can use our help since there is not much going on.

Technical: Winner of December question was John Osborn. January was Bob Hess.

Properties: An updated inventory sheet will be available next month.

Web Master: Dave explained how to get on club web page and then go to regional 2015 site. He then explained the registration letter posted this week.

Regional Chairman: Harvey thanked Sherry Winkinhofer for proof reading the registration information and Dave for getting it put on the web.

Mary Ann asked people to sign up on the sheet in back for raffle items they will contribute to the regional. Any contributions to the goodie bags will be gladly accepted. Anyone who knows of people or companies that would be interested in putting an ad in regional information book please contact Mary Ann.

Directors: Walt and Malcolm had nothing to report.

Meeting was adjourned at 8:30. Respectfully submitted by Sandi Shaw.

Regional Information Goodies

Marilyn Griggs has volunteered freezer space if anyone would like to bake cookies in advance for the Hospitality Room at the June Regional.



Cookies, breads, or any goodies that will freeze well would great! Contact her to make arrangement to bring them to a meeting or other drop points!

Valentines Activity?

Pres John Kunkle has suggested that we look at a Valentine activity this year. For a group that has so many sweethearts that spend time going down life's highways together in a Model A, it seems like this would be a no-brainer!

If you'd be interested in hosting one, attending one, or perhaps have a suggestion for good lunch place to having onet at, bring your ideas to the February meeting!



Monthly Meeting January 5th, 2015

Sherry Wink

Our speaker this month was Mark McKellar, owner of Backyard Bird Center at 6212 NW Barry Road. Mark has a degree in wildlife biology and seemed to really enjoy speaking on one of his favorite subjects, migrating birds. Mark has years of experience working with birds, and it comes through in his easy presentation style.



During the evening, we learned about the bald eagles currently making a comeback in our area. Starting with the story of DDT which endangered them and many other birds and moving through the pattern of migrations which bring the eagles here, we learned that Missouri has the second largest winter population in the continental US. This year already, twenty bald eagles have been sighted at Smithville Lake alone. And if you think it's an eagle, it's probably a bald eagle even if its brown. Bald eagles don't get their white heads and tails until they are 4-5 years old. And golden eagles are just very, very rare in this area. By the end of the evening, we were all ready to go to the lake

and start eagle watching! At least I was!

Following our speaker, we moved on to the business of the club: Along with other business, Dave Telles also gave us a quick hands on overview of the Regional Registration forms. They are now up on the web, and they look fantastic! Very easy to use!

Charlotte Sandige, new manager of the American Legion introduced herself and let us know how much they appreciate our business. She also asked for suggestions for items we might like to see back on the menu for our club nights or any new item anyone might suggest. Hopefully she knows how glad we are to have such a great place to use for our meetings free of charge too! Remember, it's the meals we buy that continue to keep it that way!



It was a good meeting, hope you enjoyed it too!



Powder Coating & Media Blasting

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tammy@opcpowdercoating.com

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Friendship brings antique car back to life

By STEVE TINNEN
LEADER PUBLISHER

Stan Mallory is used to putting cars back together having owned and operated his auto repair shop in Braley for 40 years before retiring in 2012. However, it is his Model A Ford Coupe that he has restored in honor of his late friend, Harry Lewis, that puts a smile on his face.

Saturday morning, around 9 a.m. Stan was able to show off his restoration masterpiece during a brief stop at Larry's Two Stop, in Plattsburg, before members of his Northwest Missouri Model A Car Club arrived from Smithville to coordinate a trip. The group, numbering 20 Model As, had planned a trip that would take them to Kingston, Hamilton and on to Gallatin to visit their unique jail; and then finish back at Gower for a late lunch. The best laid plans didn't allow for the Kingston connection, but the group was able to tour the jail and arrived in Gower around 3:30 p.m.

The late Harry Lewis was known for his enthusiasm for history and his dream of putting the antique classic car back to its original glory was not achieved before he passed away on January 2, 2011. Stan said Harry had purchased the car around 1967 from Mr. Rice of Trimble. The car was not in good condition and given Harry's tight budget, the car was moved from friend-to-friend with hopes that it would be restored.

"I started restoration work on the car before Harry passed away and after he died I was awarded the car since I had time and money invested," said Stan. "I contacted his brother Lloyd and he was not interested in the car, so I was able to go ahead and finish what Harry had always dreamed about."

The restoration has taken almost two years and the finished product is perfect from bottom to top. Even the wheels, which Harry had asked to be 'apple' green, are part of the décor of this historic antique car. This

particular model is a 1931 Model A Ford Standard Coupe. The Ford Model A was built from 1928-1931 and was the second huge success for Ford Motor Company, following its predecessor, the Model T. This particular model was available in four colors and the prices ranged from \$500 for a Tudor or a Town Car with dual cowl at \$1,200. The high water mark for sales hit 3-million in 1930 and when sales ended in 1932 over 4.8 million had been produced.

As a member of the club, Stan has logged over 5,000 miles in his Model A and has participated in numerous parades as part of the joy of driving. He says the car goes right down the road at 40-45 miles per hour and gets around 14 miles to the gallon.

This Model A isn't the only car Stan has restored. At the young age of 13 he started working on cars, with a Roadster being the first one he restored in 1960. He sold it soon after he restored it and used the money



Stan Mallory (above) stands with the Model A he restored on Saturday, November 1 in Plattsburg. The restoration was a special project started by his good friend Harry Lewis. Stan's wife, Cieta rode with him last Saturday.



(At left) On the rear window of the Model A is a decal in Harry's memory.

for the next project. He says he has rebuilt several cars over the years, but this one has a special place in his

heart. "Harry spent a lot of time hanging out in my shop tinkering and we were

friends," he said. "It makes you feel good to see Harry's dream become a reality."

Editor's note: This is a great article from a local community paper about one of our current members and his special car. It's also a nice tribute to the late Harry Lewis who was also one of our members! I remember Harry talking about this and how happy he was to have Stan working on his car. He told me he spent a lot of hours over there visiting while the work was being done and he would have loved to see how it finally turned out! He always fussed a little over how much it was going to cost him, but didn't really seem too worried about it. I could tell he was thrilled to finally be having it restored and looking forward to taking it for a drive when it was done.

Harry told me he was the third owner of this car and he knew both the previous owners. The first was the town doctor who drove it on his rounds before finally selling it. Harry bought it from the second owner. That owner wanted \$75 for it. Harry went to look it over, several teenagers had just looked at it, and headed back to town to try and scrounge up the money. Harry offered \$60 cash on the spot, and the offer was accepted. He said he passed the boys on the way back while driving it off, and they sure looked disappointed! I say he got a bargain, wouldn't you?

Model A Envy

Didn't have enough money for a new Model A? For a little less, you could buy this "Rumble Race" body described as "A snappy new roadster body like the new improved Ford Roadster".

It says it fit any 'T' chassis using improved Ford fenders and running board.

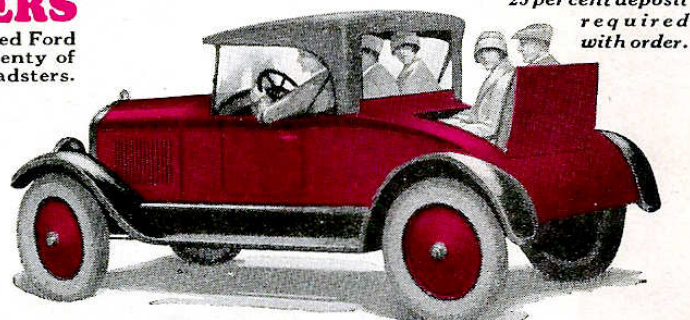
From a 1928 Western Auto Parts catalog.

NEW RUMBLE RACERS

A snappy new roadster body like the new improved Ford Roadster. Opening the rumble seat affords plenty of room for another couple, just like expensive roadsters. Note the many exclusive features:

SPECIFICATIONS

Selected hardwood frame. 20-gauge cold rolled selected auto body polish steel body. A door on either side. Doors open from outside with locks and nicked "T" handles. Full-stuffed upholstery of imitation leather. Shock-absorbing spring cushion in deep-tilted seat. Makes the roadster a four passenger car. Slanted ventilating sport windshield with glass set in rubber. One-man bow top of rubber top fabric. Complete side curtains. Sporty high hood with large vents. Uses regular Ford tank at back compartment. Battery position unchanged. Big tool compartment. Fits any "T" chassis using improved Ford fenders and running board. Can be used with individual fenders, underslung parts and disc wheels. Standard instrument board. 122 in. long. Dash to back of seat 56 in. Cowl 24 in. high. Sides 20 in. high. Extreme width of seat 40 in. Doors 20 x 20 in. Price includes hood and shell, top, windshield and rumble seat, painted in gray prime.



25 per cent deposit required with order.

PAINTING EXTRA

We can furnish in Tan and Gray or Blue.

4.50
NET

8A10500—Complete.....
State make, model and year when ordering.

86⁶⁷
NET each

8A10501—Set of four individual fenders, close running, without aprons or dust shields. Per set.....

21⁵⁶
NET

Be sure to state year and model when ordering.

Not Just Black Oxfords

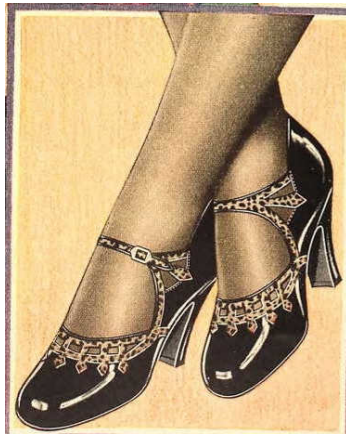
Sherry Wink

Think you are stuck wearing boring shoes when you are styling Model A era fashion? Not necessarily! Check out these fun shoes from a 1929 Sears and Roebuck catalog!

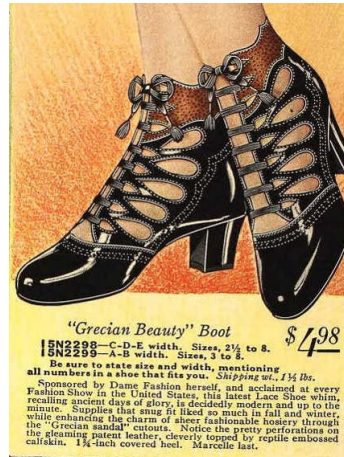


These tie shoes came in purple!! Enough said!

Tie shoes like this were very popular in the 28-29 years. I wish they made them like this today, they are really interesting looking!



These may look like simple one strap pumps in the picture, but reading the print in the catalog closely indicates that the trim is leopard skin print, with cutouts in the leather, and a 2 inch covered spike heel. Not sure I would really consider this a spiked heel, but that's what it says!



Actress Isadora Duncan, with her Greek inspired robes started a whole Greek fashion craze in the 20's. I know a few young women today that would love these "Grecian Beauty" boots! They are black patent leather with reptile skin embossing on the ankle as an extra touch.



These are described as "Whoopie Booties. (Really!) 1929 is the year Eddie Cantor had a huge hit with the song "Making Whoopie", a Broadway musical called "Whoopie" opened, and Laurel and Hardy had a very popular short called "Double Whoopie". Apparently it was a very trendy word that year!

A yummy looking recipe from a 1928 recipe book called "Cake Secrets" from Swan's Down Cake Flour!

Orange Tea Cakes

2 cups sifted Swans Down Cake Flour	1 egg, unbeaten
4 tsp baking powder	1 tbs grated orange rind
2 tbs butter or other shortening	1/4 cup milk
1 cup sugar	1/2 orange juice

Sift flour once, measure, add baking powder, and sift three times. Cream butter, add sugar, and cream together until thoroughly. Add eggs and beat until light and fluffy. Add orange rind. Add flour, alternately with milk and orange juice, a small amount at a time. Beat after each addition until smooth. Pour into muffin pans, filling them 2/3 full. Bake in moderate oven (350°F) 25 minutes. Makes 12 large or 18 small cup cakes.



Editor's note: notice in the picture that these cakes were frosted upside down to form little domes. Most cupcakes I've found pictures of from these years were the same.

Brands We Still Know

Frank Mars made the first Milky Way bar in his kitchen in Minneapolis Minnesota in 1923. It started being sold nationally in 1924.

It was the first filled candy bar and sold for a nickel. Its name was based on a popular malted chocolate milkshake of the time and the original ads called it "A Chocolate Malted Milk in a Candy Bar".

Hershey chocolate was used for the outside shell. In 1926 it became available in two flavors, chocolate and vanilla, at first in the same package, and then in 1936, as separate bars.

Interesting note: The modern European version of the Milky Way bar has no caramel topping!



Saturday Evening Post April 1931

Model A Mystery Part

Question: What is this Model A part?

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

Ray Meyer, 710 NW Rosaceae Drive
Blue Springs MO 64015

or email Ray at techguy@nwmomodela.com



Photo courtesy
of Ray Meyer

December Quiz Question

Question: What is this Model A part?

A front spring clamp or (spring clip, depending on whose catalog you look at!) These clips for the leaf springs keep them in a stack

Answer: - This month's winner was Bob Hess!



New! The first respondent correctly guessing the mystery part will win one raffle ticket for the monthly meeting! Must be present at monthly meeting.

Tech Article : HANDY TOOL -Nu-Rex Spark Timing Tool

Ray Meyer, Tech Director

Here's a great tech article co-written by some high school students. Great to see younger Model A getting involved! This was found at modelabasics.com

Two Tooth Steering Basics

Simple once known

by Paul Modlin and Mishawaka High School students:
Tim Glasco, Bradley Howe, and Christian Mestach

The Ford Model A two tooth steering system is designed to be adjustable to compensate for wear. There are three adjustments to the two tooth steering system that can be made with the steering column in the car. They are: **1. End play in the two tooth sector**, **2. end play in the steering shaft**, and **3. proper mesh of the two tooth sector in the worm gear**. The Model A Ford Service Manual recommends "When it is necessary to make any one of these adjustments, the other two adjustments should also be checked." Make all adjustments in the order listed above.

Tools:

- Standard Screw Driver
- Offset Screw Driver
- Needle Nose Pliers
- 5/8 Wrench
- 7/8 Wrench

Prior to Making Adjustment

Jack up the front of the vehicle, place the car on jack stands and block the rear wheels.

Initial Inspection For Problems

Inspection For: End play in the steering shaft

To Detect: Push and pull on the steering wheel and feel for movement.

Inspection For: Proper mesh of the two tooth sector in the worm gear

To Detect: Grip the pitman arm and rotate it back and forth, checking for play before it engages.

Inspection For: End play in the two tooth sector

To Detect: Push and pull on pitman arm and feel for movement.

1. End Play in Two Tooth Sector

To adjust: Loosen the lock nut and with an offset screw driver, tighten the Sector Thrust Screw.

To inspect: There should be no end play, yet the steering arm should rotate freely. Repeat the adjustment if necessary.

Remember to: Tighten the lock nut on the thrust screw when finished.

2. End Play in Steering Shaft

Setup: Turn the steering wheel to either extreme and back 1/8 of a turn. Loosen housing clamp bolt.

To Adjust: Loosen the lock nut, and turn the worm adjusting screw clockwise until right back off 1/4 of a turn. Tighten lock nut.

To inspect: Grip the steering wheel, push and pull to check for movement. Note: the steering wheel needs to rotate freely with no stiffness.

Remember to: Tighten clamp housing bolt and worm adjusting lock nut when finished.

3. Proper Mesh of the Two Tooth Sector in Worm Gear

Before adjusting: Loosen Eccentric Stud Nut 1/2 turn.

To adjust: Turn the Eccentric Adjusting Sleeve slightly clockwise.

To inspect: Grip and rotate the pitman arm. There should be no loss of motion before engaging. Next, turn the steering wheel from extreme to extreme position there should be no binding. Repeat the adjustment if necessary.

IMPORTANT: When finished, tighten the Eccentric Stud Nut first, before tightening cover nuts.

Final Inspection: Attach the drag link, and turn the steering wheel from one extreme to the other. If all feels well, remove the car from the jack stands.

Wichita Swap Meet Trip

Malcolm McIntyre

Friday February 6th is the annual Wichita Swap Meet, and after 40 years this will be the last one hosted by the Wichita A's. Lonnie and I will be driving our vans out again this year looking for rusty treasures so if you would like to make one last trek to Wichita, we will have sign up sheets at the next meeting or talk to one of us. We will leave at 0400 from the Hy Vee parking lot off Englewood (same Hy Vee as the Wednesday breakfast). We will stop in Emporia for breakfast and then will arrive in Wichita at the meet about 7:30.

John Kunkle brought in this July/August 1989 Restorer Magazine to share this story of another Model A lover. It makes for some great reading!

MAFCA member Andy Griffith

by Fred Carlton, editor

'The actor inside the car has won five Emmys for Best Supporting Actor in a comedy series . . . the man outside the car has never won anything. However, he owns the car.'

Thus began a letter to the editor of The Restorer. What caught the editor's eye was not only the readily recognizable faces in the photo, but the letterhead upon which the letter was sent. It read, "Law Offices, Benjamin L. Matlock" and was signed "Ben Matlock."

The letter went on to say that the 1930 Cabriolet was a gift to "the man with his foot on the running board" by none other than Bill Harrah of Reno, Nevada.

Andy Griffith, aka Ben Matlock, aka Sherriff Andy Taylor, aka "Deacon" Andy Griffith, has been a dues paying member of MAFCA for several years and the editor had heard that if Andy's copy of The Restorer was a few days late, the office staff in La Habra would receive a call from Andy wanting to know where it was . . . apparently we have a mutual admiration society; we've long been a fan of Andy's work, and he of ours. I

n a telephone interview Andy confirmed that the car had in fact been a gift by Bill Harrah. As Andy put it, "Bill would have his headliner over to his mansion at Tahoe for dinner and after the meal Bill asked me if I wanted to see his car collection. Of course I did and he proceeded to show me through several warehouses full of classic cars; there must have been 500 of them. Later I asked Bill's wife whether he would sell me a Model A and she said, 'why don't you ask him yourself; he's standing right behind you.' I mentioned that I liked a Cabriolet he had shown me and as it turned out about a year later I was on the set of the Andy Griffith show and someone told me I had a visitor.

"I walked outside and there stood Bill standing beside this Cabriolet with a big grin on his face and said, 'this is for you.' "I said, I don't know what to say, and he said, 'how about thanks.'

Andy's love affair with the Model A developed from having grown up in a small furniture factory/mill town in North Carolina where both he and his father worked for the furniture factory (Andy started there at age 16).

"Most of the cars in Mt. Airy were Fords and Chevys, but we didn't have a car. I couldn't drive until I was 23. I took a friend's '41 Chevy Coupe out on a dirt road trying to learn how to drive and was so frightened when I met an oncoming car that I took to the wrong side of the road . . . in fact I went all the way to the left and into a deep ditch. To this day I still can't parallel park.

"My personal involvement with Model A's really began when we were on the set one day and I noticed a Model A Coupe parked outside. I asked whose car it was and was told that Jim Nabors (who was then doing the Gomer Pyle show) had bought it as a gift for Carol Burnett. I remarked, why not give it to me, I gave him his job. My manager overheard that comment and bought me a Tudor for Christmas."

Andy has had the '30 Cabriolet pictured here since 1970, a '31 A-400 Convertible Sedan, and a '28 Phaeton. His non-Model A's include a '34 Pickup, a '38 Buick Convertible Special Coupe, and a '46 Ford Woodie.

This is the Cabriolet's second restoration and Andy readily admits it is his favorite and he wouldn't take anything for it.



When asked about the antenna on the rear of the Cabriolet, he indicated that a friend had helped him search through many swap meets to locate an original radio dial and then built a totally self-contained transistor radio for the car and mounted it under the gas tank. They had first tried mounting the antenna under the running board but found the reception unacceptable. With the antenna mounted on the rear of the car, the radio works "like a charm."

Andy admits entering show business because he had been a school teacher and "I didn't like it and wasn't very good at it." He started as a standup comic by addressing local civic clubs and had written a story about "a country fella's first experience at a football game." "Someone in the audience came up and said he had a small record label and wanted me to record the story. It was 'What It Was Was Football' and Capitol Records bought it and it sold a million copies. They put my name on the label as 'Deacon Andy Griffith' and that stuck with me for years.

"I appeared in 'No Time For Sergeants' on TV in the U.S. Steel Hour, then did it on Broadway; then made the movie. Later came the movie 'Onionhead,' a Broadway play called 'Destry,' and finally television. I did a pilot of the Andy Griffith (Mayberry) Show and got a call from Don Knotts who saw it and wanted to be in it with me. That show ran for eight years, followed by Mayberry R.F.D., and now I'm doing Matlock."

Andy's career has had two major interruptions: he broke his back about 10 years ago and more recently overcame a bout with Guillain-Barre Syndrome, a form of crippling paralysis similar to polio. While he admits the Matlock series should keep him busy for probably two more years, he has no plans to retire. "I'm going to keep on working as long as I'm able," he says. "And I plan to keep tinkering with Model A's."

"Failure is simply an opportunity to begin again, this time more intelligently."

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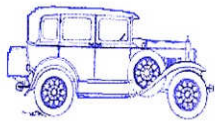
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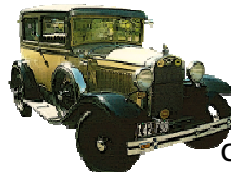
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