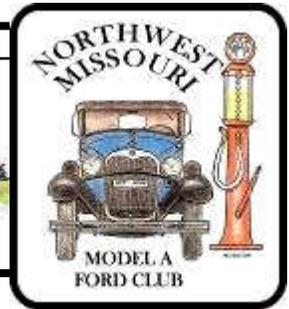


The ROAD RUNNER

MAFCA Charter

MAFCA "Newsletter of the Year" 2009, MARC "Honorable Mention" 2008

MARC Region



Officers

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

Birthdays

Larry Weigum	04/07	Richard Bauer	04/15
Maxine Rhoades	04/09	Mickey Staron	04/16
Gary Minor	04/14	Bob Dunham	04/19
Clara Ford	04/11	Larry Gilmore	04/19

Anniversaries!

Will & Mickey Staron	04/02
Henry & Clara Ford	04/11
Richard & Mary Rector	04/23

Monthly Meeting

The 1st Monday of the Month,
6:00 dinner, 7:00 meeting
The American Legion, 92 Hwy & DD,
Smithville MO
April 5th, 2010

Board Meeting

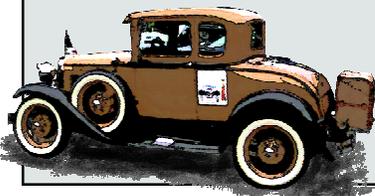
The 3rd Thursday of the Month, 7 pm
The Mid-Continent Library
Boardwalk Shopping Center, Barry Road and I-29
April 15th, 2010

Technical Meeting & Breakfast Club

Meets every Wednesday 6:00 AM-10:00 AM
HY-Vee, Englewood and N Oak

Ice Cream & Socializing

Every Saturday evening 6:00 PM
Big Burger
4700 NE Vivian Rd



Presidents comments:

Decided I can't wait any longer, I finally went out to my garage and started my spring maintenance on my 31 coupe. My goal is to have it ready to roll for the shake down tour on the 27th of this month. I did take my manifold heater off, hope that wasn't a mistake. I am sure my co driver will let me know.

March meeting silent auction was a huge success. More than 70 members present, all the tables were full of donated items from baked goods to one water pump, Thanks to all those who donated items and help surpass last year's total. Our Northwest Model A Ford Club Model A spirit was on full display during our March meeting.

Just received my confirmation back for the Pony Express Tour in June. Not being able to go on the complete tour, it will be exciting to be a part of this historic event. Check out MAFCA web site for information and plan to attend some of the events if possible.

As we return our A's back on the road let's remember to keep driving safety a top priority.

A Ford Enthusiast



Harvey Roseberry, President

"The man who smiles when things go wrong has thought of someone to blame it on."

Editor's Comments:

Wink had to spend some time working on the old lady this month. Since we were getting to the point where we couldn't climb hills anymore (not good in Missouri!), he decided it was time to put a high compression head on it.

Well, as usual, once the top was off, more work that needed done popped up, including a crack in a valve, leaking around the valve seats, and a leaking water pump that was noticed at the same time.

So of course after a long day working on it with Charlie in his heated garage, he came home and gave me all the details. After about an hour of listening to this, can you guess what I finally had to ask him? Probably not, cause I couldn't believe the words were coming out of my mouth either. It was "Can I come help tomorrow?"

Far from being bored, it really made me want to see under that hood to see what makes the Old Lady tick. I didn't get to stay too long to watch and help, since a trip to a new antique store presented itself, but enough that I now can picture what Wink's talking about with the rings, valves, pistons, etc. That's one more bit of information in my slowing growing knowledge base about my favorite old car!

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".

★ **March 27—Shakedown Cruise**

Details below

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

★ ★ **April 5th NWMO Model A Ford Club Meeting** ★ ★

American Legion, Smithville MO
Radios

Apr 9-11 MARC Membership Meet

Sycamore A Region, Terre Haute, IN
<http://2010marcmeet.com/tours>

Apr 10-11 Shrine Swap Meet

Route 50 & Route 291, Lee's Summit MO
816-923-6220 for more info

★ **Apr 17th Guided Tour, Truman Library**

Details Below

April 18-25 Gatsby days

www.gatsbydays.org

★ **Apr 24th "Out-N-Back" Lunch Trip**

Show up at the Legion at 9:30

April 30 Lawrence Swap meet

Douglas county fairgrounds thru May 2nd

★ **May 15th—Veteran's Appreciation Day**

Veterans Home, Cameron MO
Wear your vintage outfits!

May 29th—Atchison Fly-In

Details next month

◆ **Jun 5th—New Market Founders Day Celebration**

Car display—more details next month

Jun 7-11 Meadowlark A's Regional Meet

Crown Plaza, 655 No. 108th Ave., Omaha, NE.

Email: meadowlarks@omahaneb.org

<http://meadowlarks.omahaneb.org>

Jun 14-18 2010 MARC National Meet

French Lick, IN

<http://2010marcmeet.com/>

Jun 19-27 Pony Express Model A Tour,

St Joseph MO—Sacramento CA

Jul 10th Vineyard Classic car Show

Vineyard Church, 169 Hwy a& 425

Details to be announced

Aug 1-6 MAFCA International Meet

Vancouver, BC, Canada

Passports required

Next Meeting—

Come join the fun!



Walt Jones is going to talk about old radios from the era of our cars. Vintage radios are Walt's other passion and he's ready to give us an exciting view of the heyday of wireless entertainment.

Come join us for a great evening of fellowship, fun, and information.

Truman Library Tour

Meet at 8:30am in the Mall parking lot behind Perkins on the NW corner of hwy 291 & 152.

Depart at 9:00am arriving at Truman Library at 9:45 for the 10:00am guided tour. (cost \$5.75 in advance)

Lunch at 2pm at Ernie's Steak House in Sugar Creek, 605 N. Sterling Ave. About 40 miles round trip.

2010 Shakedown Cruise!



Saturday, Mar. 27. We meet at the Legion 9:30AM, for coffee and doughnuts!

Plan on departing no later than 10:00 for about a 50 mile tour through Clay and Platte Counties followed by lunch at "Steak Knife" restaurant in Smithville.

First Out-N-Back Tour—April 24th! Depart the Legion at 10:00 AM for our mystery drive and lunch .

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 Harvey Roseberry – 816-614-2117
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

March 1, 2010 American Legion Hall Smithville, MO 7:00 pm

Treasurer's Report – . Approved as read.

Membership: Ken reported we have new members Frank & Don Kelly. We had 74 members and 1 guest member. The new directory was mailed out to paid members. If you have any corrections in either the sheet that Ken sent out or the directory, please contact Ken.

Activities: Bob reported that we received an invitation from Weatherby Lake to participate in their St. Patrick's Day parade on March 14th. There is also a Branson Show in April, and the Great Gatsby Days in Excelsior Springs. The Shake Down cruise is coming up March 27th meeting at the Legion Hall at 9:30, departing at 10:00.

Concerns: Karol reported that they sent thinking of you cards to Kay McMickell, Tim Osborn, Margaret Minor and Jim Spawn. She sent a sympathy card to Bill Auch, and Bob McMickell

Publications: Sherry asked to keep the articles coming.

Purchasing: Mary Ann is not having a raffle tonight due to the auction. She has some jackets available and T-shirts available.

Technical Advisor: Walt mentioned that there is only one person so far that knows the identity of the mystery part. Bob is having a garage night at 1:00 on March 20th covering tune ups.

Historian: Joy had nothing to report

Webmaster: Dave was not in attendance

Media Specialist: Scott had nothing to report.

Director: Lyman reported that the March mystery member was Sonny Norris.

Vice President: Ron had nothing to report.

Meeting was adjourned at 7:30 to finish with the silent auction.

Respectfully submitted Malcolm McIntyre



Mystery Member!

Our Mystery Member for February was Sonny Norris. And he rode his unicycle around the hall to prove it! See the picture on page 4 in the monthly meeting article!

April Mystery Member

Worked as a bush pilot in Yukon Territory for two (2) seasons. Flight instructor for army helicopters for four (4) years at Fort Wolters, Texas. Flew UH-1 helicopters with 25th Inf. Division in Vietnam in 1968-1969. Awarded Distinguished Flying Cross with Oak Leaf Cluster. Worked for the same company for thirty (30) years. Grew up in Plattsburg Missouri. Bought first Model A, a 1929 Coupe, in 1970. Currently owns two (2) Model A's and a 1934 Ford.

Who is it?

SUNSHINE/CONCERNS

Karol Russell is our new 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

Best Wishes to all in ill health!

March Meeting 03/01/10

March was our 3rd annual Silent Auction, and boy did it bring out the bargains! Every time the door opened, it seemed we needed to bring out another table to put all the new items on. By the time everyone has arrived, we were even using the edge of the stage to "stage" items on! Some of us were barely able to sit down long enough to eat that great meal, cause we didn't want to miss anything!

President Harvey held a quick abbreviated meeting following dinner and completed the necessary business at hand. A highlight of the meeting was hearing from mystery member Sonny Norris, who not only gave us the stories behind last months mystery tale, but promptly unpacked his unicycle and took a quick spin around the hall to prove he hadn't lost any of his skills! Then, while the excitement was high, we preceded to the main event.

The tables were piled high, and there was enough variety to please just about anybody! From a leak-less water pump to Model A wall-paper, vintage hats, to era jewelry, a neon ford light sitting aside a original Moto-meter, baked goods along side an empty pie plate (with a note promising a gooseberry pie baked to order!), a basket of embroidered tea towels to Model A era tools, there was just tons of things to look at!

The great news is that we even topped last years total! Thanks to this successful event, we're set for a whole new year of fun! Thanks to everyone for all the great donations, and thanks to all the buyers who took home new treasures! *(Editor's note: I apologize for not having to many pictures, I was too busy bidding!)*

Just in case you were wondering what we spend this money on, I thought it might be time for a quick review of the 2010 budget:

- Concerns (cards, postage, etc)
- Secretary (paper, ink, etc)
- Treasurer (ledgers, checks, etc)
- Web Master (web fees)
- Publications (newsletter, postage)
- Activities (meeting entertainment, picnic, Christmas party, etc)
- Historian (photos, albums, etc)
- Membership (rosters)
- Misc (audio equipment, etc)
- Procurement (door prizes, etc)

Between our dues and this fun event, we are able to meet all of our expenses. We have also been able to slowly start building a reserve so that in the future we could possibly host a regional event. But as you can see, most of the money earned is spent during the year to help support the club, and you, the membership! Which is exactly as it should be!

For any comments or concerns, talk to your current board members. We're only here to make the club a better place for you!



Milt modeling one of the highly desirable fashions that were in the auction! Wonder which lady went home with this gem?! (The hat, not Milt...)



The tables were crowded and you had to move fast to make sure you didn't get out bid! We had to keep adding tables as more treasures arrived.



Sonny demonstrates that he hasn't lost any of his skills in riding his other favorite wheeled form of transportation!



Walt's Old Time Tech Tip

Walt Jones, Technical Director

Squeaks that originate from the rubber seal around a windshield can be eliminated by applying a mixture of Vaseline and powdered graphite to the rubber.

A soft cloth may be used to apply the mixture, which should be used sparingly. If too much is applied, it will catch dust & give the windshield an unsightly look.

Have you bought anything lately from one of our advertisers?

If so, make sure you told them you appreciate their support with their advertising in our publication and web site.

If not, why?! Check out their products today. They support us, let's support them!

Here is a fun photo from the April 1, 1930 Ford News, submitted by Malcolm McIntyre.

Per the caption, " Twenty-two of seventy-seven Model A taxicabs now serving in Kansas City Missouri. "The company is very well pleased with operation as well as cost of upkeep."



A TALE OF TWO HINGES



by Bob Russell

While removing my rumble seat lid for refinishing I noted that one of the lid hinges had been previously broken and re-welded. Evidently the heat from welding had warped the hinge considerably (photo 1) requiring that shim washers be added to facilitate alignment. This is where "The Tale...." starts.



Photo #1

I ordered a set of aftermarket replacement hinges from a prominent mid-west supplier. Upon receiving these hinges which were made in China I noted that the bottom mounting flange on the hinge (photo 2) was warped so bad that it would not sit flush on the rumble lid without using washers which as far as I was concerned was not acceptable. Now comes the "dumb" part of this tale. I succumbed to the "Bigger Hammer Theory" of mechanical repair. If some of you are not familiar with the "Bigger Hammer Theory" it is where a large force, supplied by the "bigger hammer" is applied to an immovable object to make it fit which almost always results in the objects destruction. This is what happened to my new replacement hinge.



Photo #2

Not to worry – I will just order another set of hinges (from another supplier this time) knowing that the odds of receiving two bad sets of hinges in a row are almost impossible. Well the impossible happened. The second set of hinges (also imports) was just as bad if not worse than the first. Upon discussion with the supplier I returned this set of hinges to him.

After thinking about this for awhile I called a certain supplier on the east coast who has a stellar reputation for quality (I won't mention his name but it starts with a B). He assured me that the hinges that he supplies are made in the USA and he would not hesitate to put them on his own car. With this assurance I ordered a set (I might add at over twice the cost of the imported hinges) from him. Upon receiving them all I can say is –Excellent! They are much better made and the casting quality is much better than that of the imports plus they fit the rumble lid like a glove (photo 3).

One big lesson that I learned from this exercise is that "cheaper is not always better" and in the case of the Model A you usually get just what you pay for.



Photo #3

Model A Ford Club Of America Board Of Directors' Meeting

Thursday, December 3, 2009

Milwaukee, Wisconsin

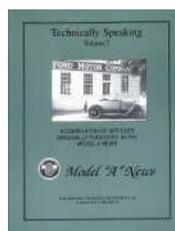


Highlights

1. Accomplishments from 2009: changed Restorer printers; corrected a number of damaged Paint Chip books; completed balanced budget for 2009/2010; released How to Restore Volume 8 book; approved Jim Spawn as Editor of the Revision 3, Supplement 1 to JSC Guidelines; established Million-Mile Challenge program; 150th Pony Express Tour; approving 2011 Annual Membership Meeting; use of Skype to do committee meetings; provided On-Site assistance to Lions Gate Model A Club for 2010 Convention; added Model A Advertising book to our list for sale items; added the Model A Ford Mechanics Handbook series to our items for sale; completely redesigned our website by our Webmaster, Rick Black; updated the MAFCA website and Restorer merchandise photos; we joined SEMA; we moved our financial investments from Merrill Lynch to UBS Financial; we have 1 new Chapter, 2 new Special Interest Groups; held seminars at Hershey; we had 18 policy changes.
2. 2010 Annual Meeting hosted by Pikes Peak Model A Club in Colorado Springs, CO, December 8-11.
3. 2011 Annual Meeting hosted by Sonoma A's in Santa Rosa, CA, December 1-4.
4. 2010 International Convention hosted by Lions Gate Model A Club in Vancouver, BC, Canada, August 1-6.
5. 2012 National Convention hosted by Superior A's in Marquette/Ishpeming, MI currently scheduled for June 18-22.
6. 2014 National Convention hosted by Galopin' Gerties in Tacoma, WA, July 13-18.
7. The Board of Directors approved a policy for the MAFCA logo and usage.
8. All MAFCA investments have been transferred from Merrill Lynch to UBS Financial.
9. The Treasurer has sent a summary financial statement and balance sheet to be printed in the next issue of The Restorer.

10. It is estimated that 300 vehicles will participate in the 150th Pony Express Tour June 2010. There will be a flat registration fee, no matter how long you drive, or which direction you go.
11. The Board approved 2 new Chapters: Cedar Brakes Model A Club from Parowan, Utah, and the Central Illinois A's of Washington, IL.
12. The Board is working on revisions to the Bylaws, which members will be asked to vote on in 2010.
13. We had 935 free memberships and sent out renewals in November. Already we have had 89 renewals.
14. We had over \$8,000 in sales from Hershey with 47 renewals. The seminars, which were new this year, were packed and very successful.
15. We have had 10,982 renewals so far, with 418 from the shopping cart.
16. We had \$9,213 in sales in November from the shopping cart.

Respectfully submitted by Jill Sullins, Secretary
MAFCA Board of Directors



Technically Speaking Volume #7

is in the MARC office and is available, priced at \$12.00 plus shipping.

www.modelarestorers.org



Vintage 1929 Men's Hats.

This 1929 Bellas Hess catalog page can be found at <http://www.librarything.com/topic/53499>

#1) Sennett Straw Men's dress hat of Sennett straw, with 2 1/4 inch brim and 3 1/2 inch crown. Fancy colored grosgrain ribbon band and bow. Durable sweat-band and lining. Bleached White \$1.35
Same style as above, but better quality Sennett Straw and ribbon. Leather sweatband \$1.95

#2) Young Men's Toyo Panama pinched front hat, with fancy grosgrain ribbon band and bow. Snap brim, 2 1/2 inch wide, crown 4 1/2 inch high. Bleached White \$1.98
Same style as above, but made of Genuine South American Panama. Leather sweat-band. Bleached white.

#3) One of our Leaders. Men's dress hat of good quality shape-retaining wool felt. A smart, becoming Fifth Avenue model, with jaunty flexible raw-edge snap brim, which is 2 1/2 inches wide, and fashionable tall crown, 3 1/4 inches in height. Crown trimmed with novelty pattern ribbon band and bow. Genuine leather sweat-band. Colors: pearl grey, steel blue, or maple tan \$1.98

#4) Men's ultra-smart Dress Hat made of genuine high grade fur felt, which will give you excellent wear and retain its smart shape. Has latest style welt edge brim 2 1/4 inches in width, and a 5 1/2 inch crown. Neat grosgrain ribbon band and bow. Brim may be turned up or snapped down. Genuine leather sweat-band. Pearl grey with black ribbon band or the new Disney (medium tan) with brown band. \$3.95

#5) Fur Felt "Dakota" Felt Men's popular Dakota style hat of good quality genuine fur felt. Has 3 1/2 inch raw edge curled brim and 5 inch crown. Narrow Grosgrain ribbon band and bow. Durable leather sweat band. A stylish and becoming hat, most reasonable priced. Colors: black or light tan \$3.85

#6) "The Broadway" - Men's extremely stylish and becoming satin lined dress hat of genuine fur felt. Tall 5 1/2 inch crown, rolled 3 inch brim, bound with grosgrain ribbon. Grosgrain ribbon band and bow. Leather sweat-band. Colors: pearl grey with black band, also navy blue, maple tan or black, all with self-color band. \$3.98

#7) Men's golf cap of woven washable cotton plaid suiting. Has buckle and strap in front to adjust size to fit your head. Unbreakable canvas visor. Full lined. Leather sweatband in front. Large becoming peak colors: tan or grey plaid. 95¢

#8) Men's cap, cut full in one-piece shape and made of fancy woven novelty wool and silk suiting. Has plaited back and unbreakable canvas visor. Full twill lining. Colors: grey or brown fancy plaid. 85¢

The Biggest Values You Ever Saw in Men's Quality Hats

Our Leader...Wool Felt Carlsbad
\$4.98

Cowboys Favorite...Excellent Quality Fur Felt...
\$4.98

Sennett Straw
\$1.35

Young Men's Toyo Panama
\$1.98

One of our Leaders
\$1.98

Men's ultra-smart Dress Hat
\$3.95

Fur Felt "Dakota" Felt
\$3.85

"The Broadway"
\$3.98

Men's golf cap
95¢

Men's cap, cut full
85¢

Men's Cap of Wool and Silk Plaid
\$1.49

Men's Cap of Woven Washable Cotton Plaid
95¢

Men's Cap, cut full in one-piece shape
85¢

Men's detachable Golf Cap
\$1.00

Oh, So That's It

Professor: "The elastic fabric surrounding the circular frame whose successive revolutions bear you forward in space has not retained its pristine roundness."

Motorist: "Er-what?"

Professor: "Your pneumatic contrivance has ceased to function."

Motorist: "I don't quite—"

Professor: "I say, your tubular air container has lost its rotundity."

Motorist: "Would you kindly—"

Small boy: "Hey, Mister, you got a flat tire."

(This was found in the April 1929 edition of Woman's World, from my collection—editor)

Here's a fun recipe from a 1921 "Delicious Junket Milk Foods and Desserts" cookbook from my collection. I'm told you can still find junket over by the ice cream makings or canning supply section. It" looks good,, let me know how it taste if you try them!



ORANGE JUNKET WITH APPLE WHIP

- 1 pkg. Orange Junket Powder
- 1 pint milk
- 1 cupful sugar

- 1 large apple
- White 1 egg

Warm the milk slightly, dissolve in it the Junket Powder and pour at once into dessert glasses. Let set until jellied, then place in ice box. Grate the apple into a bowl, add the sugar and unbeaten white of egg; beat with egg-beater and then with silver fork until very stiff. Chill and pile on Junket when serving.

Model A Mystery Part

This is common part for a Deluxe Model A. Do you know what it is?

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

Walt Jones
1019 NE 113th Terr
Kansas City MO 64155

Or email Walt at:

techguy@nwmModelA.com



Picture courtesy of
"Brattons"
www.bratton.com

Last Month's mystery part:

*Transmission Shift Rail / Bell Housing—
this plug will help to eliminate oil leaks.*

Bob Hess knew the answer to this one!



Picture courtesy of
"Mike's A Ford-able Parts"
www.mikes-afordable.com

Tech Tip for April 2010

Removing stuck heads: You need to break the bond between the head and the top of the block. Often times the head gasket is glued to the head and block with spray-on gasket adhesive making it very difficult to get loose. I have had the most success using engine compression to break the bond. Drain the coolant, remove the upper radiator hose and loosen all of the engine head bolts enough to leave a ¼ inch or so gap between the top of the head and the bottom on the nut. Leave the distributor in place. Get in the car and start the engine. It will fire on a couple of cylinders and will quit with loss of compression when the bond comes loose. Once that is done remove the head bolts, distributor and spark plugs. With large screwdrivers or wedges work the head up to loosen any spots still stuck and lift the head off.

If the engine keeps running then quickly turn it off and you will have to try one or two other methods. If you have an engine hoist you can try pulling on the head with the hoist. Screw into two sparkplug holes a couple of engine lift eyebolts (available from most Model A parts suppliers) and hook the eyebolts to the hoist. Another method is to fish rope into the sparkplug holes and using the starter try to pump the head loose.

Usually one of these methods will work.



Happy Motoring,
Bob Hess

On My Soapbox

A few ramblings from your editor, Sherry Wink

When I was younger, my dad often took our family on family vacations. The actual destination was more just a turn around point, the journey itself was the fun. We stopped at all the roadside attractions, and did a lot of camping and exploring along the way. But as I got older, with limited time off work and deadlines and commitments, trips became more about how fast could I get to where I was going. Vacations became about jumping on the interstate and getting there fast. There was never much time between here and there to spend along the way.

Thanks to our special car, and great hobby, we've again found the slow lane in life and are really enjoying the peace and tranquility that today seems to only be able to be found in a Model A. Its sort of like a full circle back to those wonderful trips of my childhood.

But my real point of this article is that I didn't realized just how much time and work it took to set up these kind of tours until a year or so ago when Wink and I volunteer to plan a tour.

Beside sitting up the location and reservations, we had to plot a route through the city to the other side. It wasn't enough to just map a route out, it had to be driven to ensure safe routing for our old cars.

One of the things that just really hit me was that it wasn't about the fastest route, it was about the most scenic route.

It was about finding the slow, indirect route, with lots of country lanes, and a slower lane of traffic. It was about taking TIME to get there, so we could enjoy our cars. I'd been to the location several times, and had always jumped on the interstate and got there. But now it was about making sure it took several hours to get there. I was amazed to find that we were able to locate a route that felt for the most part like we were in the middle of the country.

Instead of the interstates/full speed ahead, we took the time to find the hidden back roads and scenic treasures. When this tour was first discussed, everyone pictured fighting big city traffic, etc. Who knew about these beautiful roads by the bluff overlooking the river, the narrow little country lanes full of trees in their autumn glory, sleepy little creeks, and wooden train trestles, all tucked in between the zipping interstates. For the first time in years, if not decades, the journey became as important as the final destination.

But it wasn't just pull out the map and pick a perfect route. Wink and I spent several weekends driving different versions of the route, and many hours more setting up the hand-outs, scouting for restaurants that could handle our size group, making sure rest stops were available along the way, working out group rates at the attraction, and all the other miscellaneous tasks it takes to arrange a

proper tour. It was amazing how much time it took.

And it seems that in every club, this is a function that we just hand over to one or two people, and walk away to let them take care of it. More of the many unsung heroes you find in every successful club.

We don't really stop to think about all the time they spend on these tasks, and just take it for granted when a trip all falls together. And I'm sure we've all done a little complaining when something doesn't go quite right. But I know that after doing the leg work for the Mahaffie tour, I'll never look at it the same way.

I try to make sure that I let the tour leader know that we enjoyed the trip, and tell them thank you for the hard work. And I won't hesitate to step in and offer to help with the planning again in the future.

And its important that we don't just leave all this work to that one or two members that volunteer each year. That way leads to burnout, and eventually a lack of new ideas, as no one wants to take on the work of finding a new undeveloped area to tour. Successful tours are the results of all members jumping in and giving a hand where they can. So next time you see one of our activities directors, check and see what YOU can do to help them to continue to provide quality tours for the enjoyment of all!

Just how many "Model A's" were made?

Model A Production started on Oct. 20th, 1927. By Feb. 4th, 1929, Model A Number 1,000,000 rolled off the production line. Final production ended on Aug. 31st, 1931 with only 4,320,446 Model A's built.

Thanks to Ahooga.com for the above data!

Reality Based Tool Definitions

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, "Oh &%\$#*&#."

Route 66 Facts & Trivia

From John Osborn

Current maps do not show old Route 66. The last stretch of the road disappeared from "official" maps in 1984. A famous national museum, nowhere near Route 66, has an exhibit that includes an actual piece of Route 66 pavement. Entitled "America On The Move." The piece of the Mother Road is in the Smithsonian's National Museum In Washington D.C.



A Typical Two Hour Job



As reported by Wink

Time to put that new high compression head on the A.

Charley volunteered his heated garage for what I figured would be a quick 2-3 hour job. Walt decided to come out too. I also factored in an hour to work on the front spring assembly. Plenty of time I thought, a nice days work, and then a quick drive home in time to greet Sherry coming home from work. Let's see how it actually worked out:

Drove the car to Charley's, pulled it in and blocked the wheels for safety. Opened the hood, but the motor was too hot to work on. Raised the front end to work on the springs first. Figured would take about an hour more, lots of time to get that done too.

Had to take off the shocks, and remove the rusted on bolts. No room with tires on so they had to come off to take the break rods off, to have room to get the shackles off. Pulled off the old spring assemble, found a broken leaf, so had to install the new spring assembly (had it on hand). Added a leaf to the new assemble (due to weight issues), began to install it. Center bolt broke during the process. Had to remove the assembly, replace the bolt, and reinstall. Wouldn't line up, so got a bigger crowbar and even bigger hammer. Problem solved. Only 5 hours have passed.

The engine now cooled enough to work on. Time to install that new head so I can drive home (can't spend night at charley's, Sherry wouldn't be happy).

Remove the hood and brackets, drain the water from the radiator, spill the water, clean up the water. Remove head bolts, pop head and look at engine. Light shining through the valves. Shouldn't see that, determine that a new valve set will be necessary. But they're at home, and getting dark. Walt felt sorry for me and gave me a ride home. Car still in pieces.

Day 2 -Returned with new valves and gaskets at crack of dawn. Charley was waiting. Sherry came along and reviewed the project, then left to go antiquing. Removed the old valves and guides easily. New ones did not line up. Luckily Charley had tools to grind the valve seats . A whole day project. Dark by the time we're done. Sherry drove us home in modern car. "A" still in pieces.

Day 3 -Sunday - day of rest, needed that!

Day 4 - Back to Charlie's at 7am. I think he's getting tired of me. Adjusted the valve lifters, reassembled everything, and Proceeded to torque it down and one of the last new bolts to tighten snapped. Removed the head again, and replaced the new defective bolts with the old ones that worked just fine. We started her up and ran till it was warm to check for leaks. Only 11 hours have passed today. Finally hit the road for home in A, leaving modern vehicle to pick up later. The Old Lady drove like a new car most of the way, maintaining 45 mph up and down hills. Big smile on my face. One mile from home, smile disappeared as engine suddenly lost power, barely running. Babied it home and parked it the garage. Went to bed.

Day 5 - Determined not be a pest to Charley and Walt, worked on diagnosing the problem myself. When started Old Lady up, she ran just fine. Drove around the block several times, no problem. Thinking it must have been temporary setback, headed to the gas station. Halfway there, motor started acting up again. Barely made it home. Moped around the rest of the day.

Day 6 - Bit the bullet, and pulled the head off again. Determined that a valve had stuck. Removed the valve, honed the guide as recommended on ahooga.com forum, and reassembled the engine with a new head gasket. Determined that a head nut will fit down a sparkplug hole. Removed head again, retrieved head nut, replaced head, began torquing down the bolts, snapped head bolt again, threw wrench across room, retrieved wrench, removed head again, replaced all head bolts with a set that came in the mail today, this time, reassemble, and re-torqued. Too tired to test it out, so went to bed.

Day 7 -Started engine, did not blow up, Went for a for a short test drive, the car ran great but noisy. Determined had forgot to adjust the valve lifters just replaced the valve, I need to pull side cover and manifold off and re-adjust the tappet.. Heck with it today, have other honey do chores that have to be done.

Day 8 - Snowing, very cold. The dang car can wait. So if running a little noisy on the Shakedown Cruise, you know why! Thanks to Charley and Walt for their help, may be calling them again soon! What next, An overdrive?, hmmm 6 hours I guess.

**JOHNSON MODEL JFA CARBURETOR
GASKET SET**

This carburetor was made and sold by Marvel-Schebler, Division of Borg-Warner. Also, sold under the Allstate Brand Model 2405 by Sears.

INSTRUCTIONS FOR INSTALLATION

FIRST: After removing old carburetor make sure that the manifold flange is clean and smooth.
SECOND: Install new carburetor using new flange gasket furnished. The hook-up and installation is identical with that of the old carburetor without change.
MODEL B: When installing on the Model B Ford you should procure the Model B Gas Line Extension, Part No. B-9288, which is available at all Ford Service Stations and other accessory houses. It is also necessary to remove choke lever so adjusting needle driver assembly can be removed, as the model B carries this part assembled to the choke control.

CAUTION!

PRACTICALLY ALL LEAKING OF CARBURETORS IS CAUSED BY DIRT IN FUEL. MAKE SURE THAT YOU HAVE AN EFFICIENT GAS STRAINER HOOKED INTO THE LINE AHEAD OF THE CARBURETOR. IT IS PARTICULARLY IMPORTANT IN MAKING CARBURETOR INSTALLATION THAT GAS LINE BE FLUSHED BEFORE HOOK-UP, AS BENDING AND HANDLING OF THIS GAS LINE LOOSENS SCALE THEREIN.

IMPORTANT!

REMOVE EACH SPARK PLUG, CLEAN AND SPACE THE SPARKING GAPS AT .032". EXAMINE BREAKER POINTS TO SEE THAT THEY ARE NOT PITTED OR HAVE HIGH SPOTS AND THAT THEY ARE SPACED .018" WHEN AT THEIR WIDEST SEPARATION TEST COMPRESSION WITH STARTING CRANK BY TURNING ENGINE VERY SLOWLY. NOTE THAT EACH CYLINDER GIVES UNIFORM STRONG COMPRESSION IF AN UNEVENNESS IS NOTICED, LOOK TO VALVES OR RINGS AT THE EARLIEST MOMENT.

TO ADJUST

FIRST: Before starting the engine, close the low speed adjustment to its seat, then open three-quarters of one turn.
SECOND: Close the high speed adjustment on dash, and open one full turn.
THIRD: Start the engine and run thus adjusted until the engine is thoroughly warm.
FOURTH: Close throttle and retard spark fully. (BE SURE THE IDLING SCREW ON THROTTLE LEVER IS SET TO RUN THE ENGINE AT A DRIVING SPEED OF SIX TO SEVEN MILES PER HOUR.)
FIFTH: Very slowly turn the low speed (idling) thumb screw to the left or out until engine flutters or misses. When this point is found turn to the right until motor fires evenly.
SIXTH: It will be necessary for the driver to determine the best position of dash, or high speed adjustment. Ordinarily with motor warm the best running adjustment will be from closed to one-quarter turn open. To make determination of best adjustment run car at 25 miles per hours with advance spark and set this high speed, or dash adjustment, at the point motor runs smoothly without missing or car surge. No mileage or economy advantage is found by an adjustment so lean that the engine misses or the car surges.

CORRECTING TROUBLES

As satisfactory performance of the carburetor and the automobile engine depends upon the carburetor functioning in conjunction with a properly conditioned power plant, it is well to make certain that the motor and its associated accessories are in a normal condition. Those elements that contribute to faulty operation are:
 (a) Worn and dirty spark plugs
 (b) Defective ignition coil, ignition points.
 (c) Broken down high tension wires to spark plugs, (not insulating the current and allowing leakage).
 (d) Ignition not properly timed. (set igniter for slight spark knock at 10 miles per hour full throttle).
 (e) Leaky intake manifold gaskets (to motor-to carburetor).
 (f) Valves – not properly adjusted.
 (g) Excessive carbon deposit
 (h) Clogged, dirty or leaky gas line.
 Replacement, adjustment or correction of these features is deemed necessary for proper operation

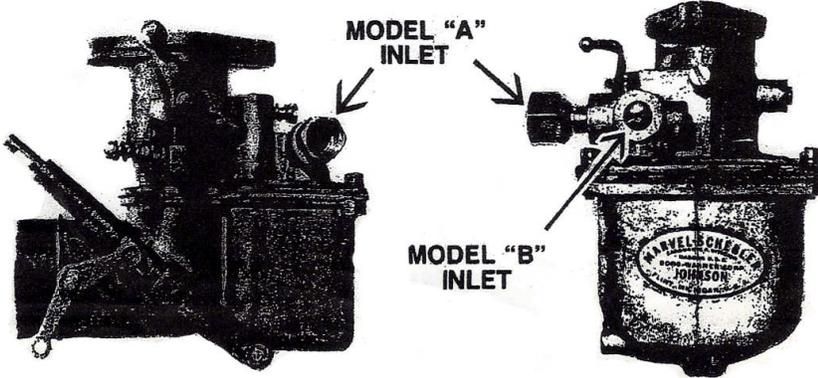
Better Instructions?

You know how today when you go to an auto parts store to buy a replacement part? No instructions are provided, they just figure if you know enough to know what part you need, you must be smart enough to install it too.

Well, it wasn't always that way! **Thanks to John Osborn** for providing this sheet of instructions that he received in the box when he bought a NOS carburetor. Those were the days when since we were still switching from horses to horsepower, the manufacturers wanted to be sure that their parts worked to the full extent of their design.

Auto mechanics was still a young industry, and the manufacturers knew that many time the parts would be used by people unaccustomed to this type of motor. So they made it just as fool-proof as possible.

I don't know about you, but I wish we could still get this much detail with many of the parts we buy. It could save a lot of time looking up Chilton's manuals at the library!



For Sale / Wanted

To place an ad send your information to info@nwmModelA.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: Oval Toolbox like in Mac's catalog \$150.00
 Contact: Terry Richardson Phone 816-640-2984

Wanted: Round Warner speedometer for 1931 Model A. Must be re-buildable.
 Contact: Delbert Felts phone: 913-845-3113

For Sale: 5 each 17" wheels for sale \$100.00
 Contact: Lance Burton phone: 816-809-8648

Wanted: Any and all Model A sheet metal parts. Will consider any condition.
 Contact: Jim Huseby 816-690-8464, 816-690-6831

For Sale: Loren Bench is selling his roadster pick up
 Contact him at his home phone number if interested.
 816-452-8625



Wed's Technical Meeting & Breakfast

With the March weather not cooperating as far as outside activities were concerned, for the NWMMAC inside activities such as the Wednesday Morning Technical Meetings * remained popular. High attendance was common and a variety of topics were discussed each week.



WED 3-3 Many were in attendance with a general discussion concerning the silent auction that had taken place at the last meeting. There was an interesting selection of automotive, tool and craft items up for bid, Food items were of course very popular with the guys. For some time before the auction the thought of Margret's Gooseberry Pie had been on the minds of many. There was also a nice selection of brownies that Charlie was able to corner the market on.

Other discussions concerned the use and availability of a spring spreader. John brought in a centrifugal advance that many found interesting. Wink mentioned that he had obtained a high compression head new valves and an oil filter that he intended to install soon.

WED 3-10 14 members were in attendance. Wink had enlisted the help of Charlie on his projects. He was able to get his front spring replaced having found a broken leaf. After that they went on to replace his head ?? including replacement of valves and guides. His car seemed to run better than ever after this, but a problem developed on his way home. This problem manifested itself as a stuck #4 exhaust valve. The cause is still in the diagnosis stage and is thought to be a result of lack of lubrication.

John brought his centrifugal advance again for Sonny to see. Another reoccurring discussion concerned rust and dirt from the gas tank entering and clogging the carburetor. Several methods for remedy were mentioned, including soaking the inside of the tank with beet juice a method that John has used with some success.

WED 3-17 Great attendance again with the ladies also present. Discussion this week concerned paint removal and painting. Bob Russell brought Walt's his vintage air filter, that he had powder coated for him and the merits and process of powder coating was mentioned. Bob Sansom inquired about frame straightening and a job for this process was sighted.

Discussions at the ladies table remains unknown. We may try to get Lyman or Clyde, both probably having some stake out experience, to dress as a woman and infiltrate next time.

*Breakfast, Coffee and B.S. session



Walt Jones

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

This club invites us on many of their outings and we really appreciate their friendship!

New Members!

Please welcome our newest members—

Gary & Rosemary Smith
32556 East 237th Street
Ridgeway, MO 64481-9192
816--578-4070
His BD 6/15 Her BD 06/30 Anniv 07/16

Paul & Connie Turnbull
3501 S 32st, St Joseph MO 64503-1301
816-364-5196
His BD 9/13 Her BD 7/30 Anniv 10/27

Let's make them welcome when you see them!

Correction to the Membership Booklet

Please change Eldon & Maxine's Stamps phone number to:
816-689-1081

My FIRST "A"



Check out Walt Jones with his first A!

Walt first fell in love with the Model A as a sophomore in High School when he saw this 31 Fordor sitting in the parking lot. He talked to the owners (two seniors) in to selling it to him for \$50. He paid \$25 down, and gave them a couple of bucks in the hall every so often until it was paid for. But he had to return the battery to them, as it belonged to one of their father's tractors. Walt says he drove this beauty for 2 or three years, but when he bought his 34? Ford, his mother made him sell it.

I'm looking for pictures and/or stories of your FIRST Model A. Doesn't have to be the one you have now, or be one that you restored or even one your owned. ! Just that car that's responsible for your current love affair with this beautiful old classic!

Don't forget to track your mileage and give it to Wink so we can report our clubs total to add to the Million Mile Challenge!

