

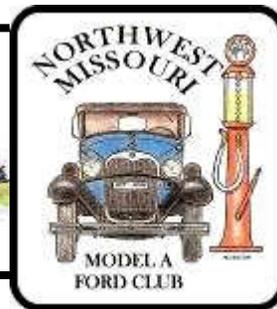
The ROAD RUNNER

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

MAFCA Charter

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

MARC Region



Officers

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

Birthdays

Clyde Pace	11/01	Dan Wantland	11/17
Pat Fairburn	11/04	Grace Sansom	11/24
Cara Skillman	11/07	Philip Schroeder	11/24
Kim Kerr	11/13	David Allen	11/25
Sammie Rhoades	11/16	Joy Osborn	11/30
Mary Graham	11/17		

Anniversaries

Junior & Liz Blakley	11/01
Malcolm & Sherri McIntyre	11/01
Harvey & Vicky Roseberry	11/08
Marvin & Cheryl Taylor	11/29

Monthly Meeting

November 7th, 2011

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

Board Meeting

November 17th, 2011

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

Technical Meeting & Breakfast Club

Meets every Wednesday 6:00 AM-10:00 AM
HY-Vee, 207 NW Englewood, Kansas City MO 64118
Ladies Day 10/19/11

Ice Cream & Socializing

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



Presidents Comments:

There's a chill in the air and many of our members put their cars away for the winter. In the old days, when the Model A was the only family car, it was driven come rain, snow, or shine. Some have modified their cars to attempt bringing some engine heat inside to help chase the cold, however there is nothing more comforting than an old blanket or throw. If you are with your favorite guy or gal snuggling seems to work well also.

Folks are back from the tour to Lake of the Ozarks. From what I hear it was great and I wish I could have participated, however sometimes family comes first. There was a total of 24 cars and 49 people from different K.C. clubs. It's great that our local clubs can get together for an outing such as this. What do you think? Lets encourage more multi club tours in the future.

There is one major outing left this month and probably for the year. On Oct. 29th we will have a Fall Foliage tour, which is now known as the "Fallen Foliage tour". More information can be found in the newsletter. If you haven't been driving your car as much as you would like, here is your chance to wring the old A out before winter sets in. A reminder: either drain your radiator or put in some antifreeze for the winter. A broken head or block is no fun.



Ron Anderson, President

Some people make things happen, some people watch things happen, and some people wonder what happened.

Editor's Comments:

Here it is, autumn again! How did that happen so fast? Seems like we were just waiting for all that hot August weather to cool down, and bam, here we are looking at the end of the touring season!

But we're not through having fun for the year yet! There is still the Fall Foliage Mystery Tour (or as John as stated calling it, "the Fallen Foliage Tour"), the Veteran's Day parade, and of course, our annual Christmas Dinner is fast approaching. Throw in the Wednesday morning tech meetings, and the Saturday night ice cream, and there are still plenty of opportunities to see all your Model A friends.

And once Wink gets back from playing farmer in Minnesota, and figures out how he's going to heat his garage, I'm sure we'll be scheduling some more "Garage Night" projects, so stay tuned for that fun. There are a lot of club members that have Model A skills to share, but don't have the space to have a garage night. So we're planning on providing the space and having "Guest Hosts" to sponsor the different events. It helps spread the fun (and the work) around too! There are already several volunteers lined up so let the planning begin!

Happy "A"ing to everyone!



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".

* Oct 29th - Fall Foliage Tour

* *Club Sponsored Activity*
♦ *Club participation invited*

Change in Departure location!! Meet at Pleasant Valley Baptist Church parking lot across the street from the Quick Trip at 291 Hwy and N.Church Road, in Liberty; Meet St Joe group at Hwy 116 & 69.

* Nov 7th - Northwest Missouri Model A Club Monthly Meeting

6:00 to eat, 7:00 meeting
American Legion
DD Hwy & (2 Hwy, east of Smithville MO

♦ Nov 11th - Leavenworth Veteran's Day Parade

Meet at Platte City McDonalds for 08:00 departure to arrive in Leavenworth McDonalds, 3121 South 4th St. at 08:45

Nov 30-Dec 4 - MAFCA National Awards Banquet

Santa Rosa CA hosted by the Sonoma A's;
Hyatt Vineyard Creek Hotel & Spa
www.sonomamodela.com/mafca_2011

* Dec 11th—Christmas Party

1:00 p.m. American Legion, Smithville, MO
Due to popular request,
See reservation info on page 4.

* Jan 21st - Engine Clinic - save the date!

Plans are progressing

Apr 12-15 - 2012 MARC Membership meet

Perrysburg Ohio
"From the 1812 Man-of-War to the Model A"
Hosted by Whitehouse A's Region
[Www. Modelarestorers.org](http://Www.Modelarestorers.org)

June 14-19 Midwest Regional Meet

Altoona Iowa
For more information: Tom Jamison 515-253-9501

June 18-22 2012 MAFCE National Convention

Marquette MI "Henry's Vacation Land"
Steve Pellinen 906-485-1552
<http://superiorclub.com>

Next Meeting—

Listen to Lyman Ridgeway reminisce about being a Police Officer during the Kansas City riots. He'll also share many other interesting anecdotes about his years on the force! As most of you know, Lyman loves to talk, and I'm sure this will be a fun presentation to listen too!



Being a retired cop doesn't always keep you out of trouble! Lyman clowning around with a friend still on active duty.



To add to the fun, it's time for our "Ghost of Halloween" costume party! Time to use those Halloween customers just one more time before you pack them away for the next year! Come in your best, and there will be prizes!



Last year's winners!

Osage Beach Lake Tour 2011

More photos and full narrative about this completed fun and exciting tour in the next Road Runner.



Sunshine/Concerns



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

Call 816-628-3929

Deadline for the Next Road Runner

The 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 Ron Anderson 816-741-5965
All Officers: info@nwmomodela.com
Tours and Activities:
tours@nwmomodela.com
Publications: RoadRunner@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

October 3rd, 2011 American Legion Hall Smithville, MO 7:00 pm

The evening's entertainment was comedian and magician Jim Lysaght.

Kevin Kerr also presented on their participation in the Indy 500 car show.

Treasurer's Report – approved as read.

President: Ron announced that Harvey is heading up the nominating committee, if you are interested in serving on a committee, please see Harvey. Ron announced that we will be having a gift exchange again at the Christmas Party and there will be separate tables for the men's and women's gift.

Vice President: Bob reported that Lyman will be presenting on the Kansas City riots and other police stories at the next month's meeting. The 5 Star Jazz Band will be performing at the Christmas Party.

Activities: Eddie was not in attendance. Scott reported that Wednesday night they are going to be taking nighttime photos and the old gas station in Lathrop. Meet up there at 6:30. Car games will be Saturday October 8th at the Police Academy. October 29th is the fall Mystery Tour. The tour will leave at 8:30 from Gladstone Oak Grove Park and then head north to pick up other members before heading towards Liberty and gathering more members. November 11th is the Leavenworth Veteran's Day Tour. Harvey reported that all of the details are set for the Lake of the Ozarks trip.

Publications: Sherry reported that they had an extra large issue last month.

Sunshine: Karol read the October birthdays and anniversaries. Thinking of you cards were sent to Judy Ishmael and Davis Allen. Thank you cards were sent to the SWAT group, Joyce Kerr and Plain Ol A's.

Historian: Joy reported that Dave has the first photo DVD put together to test out.

Technical Advisor: Walt reported that the mystery part was part of a cast iron sediment bowl and the winner was Jim Argotsinger.

Walt will be heading up Wednesday to get the gas station in shape for the Lathrop event that weekend and would love assistance for anyone who wants to come up that afternoon.

Membership: Ken was not in attendance. Laura Martin reported that there were 62 members and 7 guests in attendance tonight.

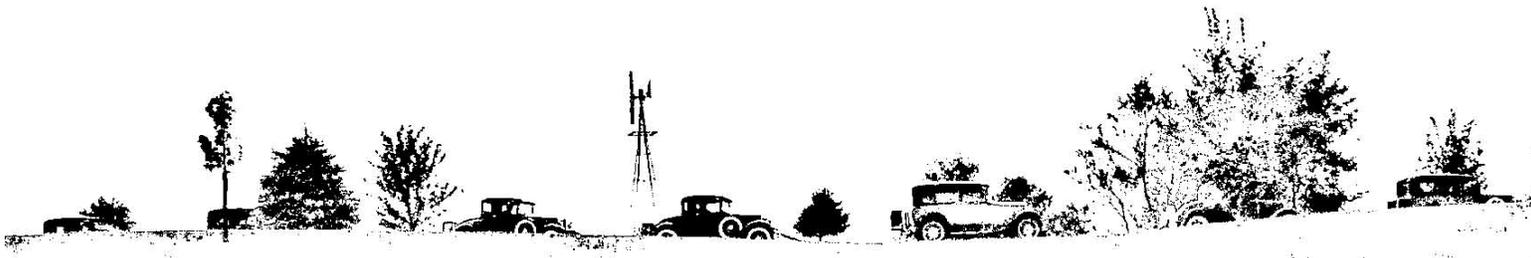
Webmaster: Dave reported that the LED lamps are in if you ordered one. If you would like a LED shop light, Dave can order more and the proceeds benefit the Smithville robotics team.

Purchasing: Mary Ann can order jackets if anyone is interested.

Public Relations: Lyman reminded the group that club cards are available to members, see Dave if you need them.

Directors: Bill reminded everyone the car games will be 9:00 Saturday morning at the Police Academy parking lot. Harvey invited anyone interested on the board to contact him.

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



October Meeting—10/03/11

As reported by Sherry Wink

The October meeting was a double header regarding entertainment! Following a delightful meal prepared by Sheryl and her ladies, we settled down for some laughs with professional magician and comedian Jim Lysaght. Jim entertained us with jokes, magic tricks, and a little help from his canine friends. Jim's story's came with humor but also life lessons. He had the crowd roaring but thinking "so true, so true" most of the time.



was the interest shown in his A.

Kevin said he spent time talking to many people that were amazed at the fact that his car is driven on a regular basis, including from Edgerton MO to Indianapolis when he took the car home. (As most of you know, Kevin's A previously belonged to Quinton and Joyce Kerr. When Quinton passed away, Joyce knew that Kevin would continue the family tradition treasuring this great old car). Most of the car participating were trailored and are never driven.



We then moved right into Kevin Kerr's presentation on how his Model A ended up at the Indy 500 Celebration of Automobiles, the 100th anniversary celebration of this famous race track. This was an "invitation only" event, and you had to apply and then be invited. But Kevin received one of those highly sought after invites.

Kevin talked about having a long conversation with many Indy 500 people, including head judge Parnelli Jones. He said Parnelli, a famous driver, loved talking about the "real cars", like what they grew up driving, and spent quite a bit of time admiring the Model A. Kevin also shared a short video of the A driving on the track of the Indy 500. What a day for a Model A that was! Kevin has promised to provide more pictures so we can do a full article some day and I intend to hold him to it!

Upon arrival, out of 250 or so classics, he was surprised to find himself at the Pagoda Plaza in the cars parked by the "yard of bricks". And though he was surrounded by many, many elegant and beautiful vehicles, he said was really surprised him

Hope you were there and had as much fun as I did!

Recent pictures from the Garage Project!

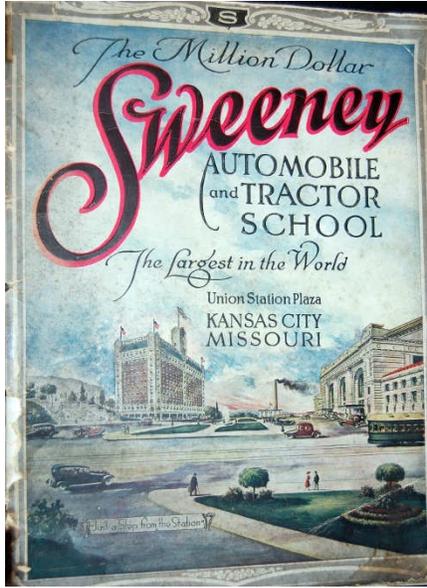


Kansas City – A Cow Car Town



Malcolm McIntyre

All of us have seen the ads on television for your local Ford dealer touting their service department and the fact that their mechanics are factory trained. However if one goes back in time to just before the Model A era, the factory wasn't training mechanics, and cars were a new technology. If you wanted to become a mechanic in the teens and twenties, how did you go about it? One way was to come to Kansas City. Our home town was the home to several major training schools for budding young mechanics. The first such school was the Sweeney Auto, Tractor, and Aviation School, advertised as the largest in the world.



Emory J Sweeney started teaching in 1908 and moved to larger locations in 1909, 1911, 1913 and by 1916 had 855 students from 45 states, Canada, Alaska and the Philippines. By 1918 the school had moved to its final location in the Sweeney Building, just across and down the street from Union Station. This new building, which still stands today is 10 stories tall, and contained 550 rooms. Sweeney claimed to have \$1,000,000 invested in the building and tools.

National advertisements enticed prospective students to come to Kansas City and that Sweeney would pay your railway fare, such as this ad from the March 1922 Popular Mechanics. Other ads offered a free 72 page catalog explaining the school and coursework. I have a copy of this catalog in my collection and it offers a fascinating look into the school and our local history.

The school ran all year long, there were no books to purchase and each student received one on one training. The method of teaching was such that literacy was not a requirement. Besides being a school, the building was a small city in itself. Students could get room and board for \$7 a week, and home cooking was served in the cafeteria. The school's hours were from 8:30 until 11:45 and then again from 1:00 to 5:00. Total tuition was \$175 for an average of 8 weeks.

Facilities included in the building were free showers on each floor, hot & cold running water and free towels. There was even an indoor swimming pool and a rather complex device that made 3 tons of ice daily by running ammonia through pipes. An emergency hospital with a doctor always in attendance was a provided safety measure. The club room contained a piano and Victrola with lots of leather chairs for relaxation. A moving picture show was offered two or three times a week, and the building also contained a barber shop, post office, drug store, soda fountain, hardware store, and dry goods.

So you came to Kansas City and enrolled. Now what? The school was made up of specialized rooms. There was the differential assembly room, parts assembly, steering repair, and a forging and tool making department. Each student would make their

own pouches, chisels, valve tools, cotter pin tools, and would be taught how to forge and temper. The tools they made were theirs to keep.

The school had the largest vulcanizing department in the country and a separate oxy-acetylene welding dept. The machine shop boasted \$35,000 worth of tools and one whole room was devoted to valve grinding. Those of you who have visited Paul's Rod and Bearing will appreciate their babbitting dept.

Valve timing, engine assembly, electric lighting, storage batteries and magneto testing were all available areas of study. The school even had a model repair shop so that graduates could practice in a real yet controlled environment before going out on their own. The school also had an employment department which helped place graduating mechanics into the high paying jobs that the school promised.

As the name implies the school also had an aviation department and a separate offsite tractor school. Although busy during the war and into the 1920's the onset of the depression forced Sweeney not only to close of the school in 1929 but to sell his 11,000 sq ft home on 5921 Ward Parkway (which still exists). As large as it was though, Sweeney was not the only player in town, and in another issue I will share on another Kansas City school – Rahe Auto and Tractor School.



Babbitting Department



Gloves Galore

Sherry Wink

It's the time of year to think about gloves. Often, we think of them of just the lightweight kid glove style worn to dances or social situations. But ladies of the Model A era wore gloves for everything, all year round. Some of these gloves were quite substantial.

The glove shown here on the right are heavyweight fabric gloves, while on the left are leather, lined gloves.

The fabric gloves feature velvet finished chamois, woven from Egyptian cotton yarns. But variety is provided by different style cuffs: scalloped French flare (F), Turnover with appliqué (H), French-turnover cuffs (M, J), and Gauntlet style (K). And of course, most feature embroidery and appliqué.

The lined gloves are made of "high-grade South African cape leather", lined with a variety of materials including fleecy wool, fabric, and rabbit fur. Some have fur cuffs, or straps to complete the look.

All have the "three-row back stitching" that is a popular embellishment on our era of gloves. Colors are described as Oak, Gray, Sand, Brown, Beaver, Dark tan, light brown, and a few in black.

Pictures are from the Montgomery Ward & CO Fall and Winter 1928-29 catalog.



CUP CAKES

- | | |
|---|-------------------------------------|
| 1 2/3 cups sifted Swans Down Cake Flour | 1 cup sugar |
| 1 1/2 teaspoons baking powder* | 2 eggs, well beaten |
| 1/2 cup butter or other shortening | 1/2 cup milk |
| | 1 teaspoon lemon or vanilla extract |

SIFT flour once, measure, add baking powder, and sift together three times. Cream butter thoroughly, add sugar gradually, and cream together until light and fluffy. Add eggs, then flour, alternately with milk, a small amount at a time. Beat after each addition until smooth. Add flavoring. Pour into greased muffin pans, filling them about 2/3 full. Bake in moderate oven (350° F.) 20 to 25 minutes. Frost with Seven Minute Frosting (page 28) and decorate with bits of preserved ginger, candied orange peel, or other preserved fruit. Or, frost with Pastel Jelly Frosting (page 31) and garnish with bits of jelly. Makes 2 dozen.



Vintage Cupcakes

Cupcakes in the 30's were just a little different than the fancy little cakes in the individual paper cups we see today.

Here's a cup cake recipe from a 1931 "Igleheart Brothers, Inc" Cookbook, with "All recipes tested and approved in the Swans Down Kitchen".

As you might know, "Swans Down" is a type of cake flour that is supposed to make "Lighter - Finer cakes than ordinary flour".

Brands We Still Know!

Diamond Walnuts; This company was organized in 1912 and was an agricultural cooperative for Walnut and Citrus growers in California. By 1930 it was selling world wide.



Nov 1928 Good House Keeping Magazine Ad

November Tech Tip

Now that the summer driving season is coming to an end its time to get your "A" ready for winter. Here are a few things that you should do prior to winter storage.

Change the antifreeze. Antifreeze deteriorates over time and should be changed every few years. If you don't use antifreeze in the summer consider using it during winter storage.

Today's reformulated gasoline has a very short shelf life. They claim that maximum shelf life is only about three months. This is due to the added ethanol which draws and absorbs water. To extend the shelf life add a gasoline stabilizer such as "Sta-Bil" or "PRI-G" for storage over the winter. Gasoline deteriorates faster when exposed to the air. Since Model A gas tanks are vented it is best to put the car away for the winter with a full tank of gas. I also like to use premium because it's ethanol free and that way I don't need the stabilizer.



Change the oil before putting the car away.

Cover the car with a quality fabric car cover. Don't use plastic.



Happy motoring,
Bob Hess

What not to do with your Model A



Apparently parking on ice without checking the thickness is not a really good idea. At least, not if you want to take your car home! Maybe it's time to rethink the whole prospect of ice-fishing - I bet they spent the rest of the day fishing for a Model A on the bottom of the lake!

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.)

<p>Wanted: 1930-1931 License Plates Contact: Bob Reinertson 515-333-1174 (CIMA 08/2011)</p>	<p>Wanted: Driver side front fender for a '29 Town Sedan. Contact Bob Lauritsen 515-491-5316 (CIMA 07/2011)</p>
<p>For Sale: 2dr Sedan Car Cover \$50. Chrome Lug Nuts \$1pc. Zenith Carb \$75; 2 Model A Flower vases with brackets \$300. 2 - 2 way radio units with antenna \$75 Contact: Frank Dugger 641-842-2583 or 641-891-3709 (CIMA 08/2011)</p>	<p>For Sale: Model A license plates, all years of KS and MO in stock now. Other states available too. Wanted: Model A titles wanted, any make, model, age or state. Titles do not have to be open, modern or in your name. Top Dollar Paid! Contact: Larry Niederschulte 816-365-0447 (HOA 08/2011)</p>
<p>For Sale - 1931 Pickup. Al Warren's restoration project. All new wood in the cab. Cab needs painted (Paint included). All new seats and Liner Kit needs to be installed. Engine has been gone through and needs assembled. Fenders etc. come with it. \$10,000 or offer. Contact Kurt Chapman (515) 280-8284 (CIMA 07/2011)</p>	<p>For Sale: 1931 Coupe; many mechanical updates including new radiator. Contact: Gary Skipton 563-264-8168 (CIMA 11/2011) For Sale: Three '28,'29 wheels with tires mounted. Contact: Rev Arno Melz 515-314-9313 (CIMA 11/2011)</p>
<p>For Sale: Model A Mail Truck. Contact Roger Gill (708) 279-7599 (CIMA 07/2011)</p>	<p>For Sale: 1920 Tudor, asking \$10,000 Contact Mike Blood 816-509-7428 (HOA 10/2011)</p>
<p>For Sale: New AA Ford truck radiator and assorted transmission parts and a wide variety of other parts Contact: Tom Smith 816-356-0854 (HOA 10/2011)</p>	<p>For Sale - 1929 Model A 2 door. Stored in a shed for many years by the second owner. All parts are on the car except for running boards and top. Contact Tracy Klein (319) 553-8183 (CIMA 07/2011)</p>
<p>For Sale - 1931 Model A Fordor Slant Windshield. Exterior restored 10 years ago. All materials included to restore the interior. Located in northern Iowa. \$10,000 OBO. Contact: Dan Squier (641) 330-7268. (CIMA 10/2011)</p>	<p>For Sale: 1929 ford model a roadster 10,000mi body off restoration in 1996 90-95% original. Formerly owned by JIM BOWES. Contact: Matt Bowes 816-353-5626 mbowes@carrollparts.com (NWMO 08/2011)</p>
<p>Wanted: - '28 or '29 hood. Will Trade a '30 hood or buy yours. Also, need a passenger side splash apron. email: tubadon40@aol.com Contact Don Van Diepen (515) 491-2958 (CIMA 10/2011)</p>	<p>For Sale: 1929 Coupe ; older restoration Good clean car; two tone brown Asking \$12,000. Contact: DENNIS GASPER AT 8163873399 (NWMO 08/2011)</p>
<p>Wanted: AA truck, any year, in as complete condition as possible. Willing to trade John Deere Tractor or one. Contact: Mike McPeek 816-697-3558 (HOA 07/2011)</p>	<p>For Sale: Pair of AA truck headlights, excellent condition, manifold heater, cylinder head, many wrenches, parts, etc Contac Paul Gardner 816-393-5435 (HOA 10/2011)</p>
<p>For Sale - 1930 Fordor, restored. Tan and Black. \$9900. Contact: Don Maher, (515) 263-8509 (CIMA 10/2011)</p>	<p>For Sale: 1929 Pickup, good condition, need to sell \$9777.00 Contact: Mike Clayton 816-765-7527 (HOA 10/2011)</p>
<p>Wanted: - Passenger Side Door for a 1931 Coupe. Need not be perfect, but workable. email: Lportbilly@gmail.com Contact Bill Williams (515) 432-1399 (CIMA 10/2011)</p>	<p>For Sale - 1930 Coupe with rumble seat. Hlly green with black fenders. Yellow spoke wheels. Older restoration but in very good condition \$13,000 Contact: Dale Wayman (515) 223-0136 (CIMA 09/01/2011)</p>
<p>For Sale - 1929 Tudor. Prior restoration in excellent shape. Must move so only asking \$6500. Contact: Darrel Heetland (641) 522-7512 (CIMA 10/2011)</p>	<p>For Sale - Model A Ford 1931 Coupe. Excellent Condition. Includes a complete set of Ford tools. \$21,500. email: deans@osdi.com Contact Dean Sandstoe (515)-710-5900 (CIMA 10/2011)</p>

Car Games 10/08/11

If you weren't there, you should have been! We had a great time! Bill and Marcia took home the trophy this year!



Service Brake Adjustment Method

By Peter Crosby

Found on the Green Mountain Model A Ford Club's website at vtmodelaford.org

Model A brake adjustment will work best by adhering to Ford's original specifications and methods. Adjustment specifications for service brakes, are found in the January 1928 Ford Service Bulletins; page 202. A tool wedged between the seat and brake pedal is necessary to hold the pedal at a precise position. This is to prove that the wheels can and will lock at the proper time before you leave the garage. Do not assume that having a friend hold the pedal down at some arbitrary position will be good enough. Nobody can hold a brake pedal in exactly the same place with constant pressure every time. Only by using a brake pedal holding tool can one be assured of the best possible adjustment.

To make a brake adjusting tool simply measure the distance from the bottom of the seat cushion frame to the bottom edge of the pad portion on the brake pedal. Add 3 inches to this measurement. Cut a piece of 3/4 X 2 inch hard wood to the length you figured. For example: my Slant Windshield Fordor used a piece 21 3/4 inches long.

Carry the stick of wood you just cut over to your car. Hold it against the seat or cushion frame to the bottom of the pad portion of the brake pedal (keeping it as straight as you can). With a pencil, mark the edge of the wood at the point where it meets the face of the pedal. Take the stick back to your work bench. Measure and make three marks at 1 inch, 1 1/2, and 2 inches from that point in the short direction. Make a saw cut into the wood 1/2 inch deep at the 1 inch mark (leaving the line on the longer end); 1 inch deep at the 1 1/2 mark, and 1 1/2 inches deep at the 2 inch mark. From the end of the stick out into the wood to meet the bottom of each saw kerf. The cuts should leave you with a stepped arrangement on the end. These steps or notches will hold

the brake pedal down at the levels advocated by Ford. To check how the brake will hold at each wheel, use the following method:

1-Jack up all four wheels and place jack stands under the axles (not the frame). Place the gear shift in neutral and release the parking brake fully.

2-Turn adjusting wedges at each backing plate clockwise until the brake drags, then back off two or three notches or just enough to allow the wheels to revolve without any drag. Note: some judgment must be used to allow for any high spots on newly lined shoes which wear quickly. Remember to always spin the wheels for test purposes in the forward direction. Never should your brakes be adjusted hot.

3-Wedge the brake stick between the seat cushion frame and the bottom of the brake pedal pad. Set it at the 1 inch notch. Note: always make sure the stick is placed in a straight perpendicular relationship to the seat and the pedal for each and every test. Make sure the front seat is in the same position for every test.

4-Rear brakes should just start to hold when brake pedal is depressed at the one inch notch. Front wheels should spin freely with no change.

5-Depressing the pedal at the 1 1/2 inch notch should tighten but not lock the rear brakes and cause the fronts to just start to hold.

6-Depressing the pedal at the 2 inch notch should lock the rear wheels and hold the fronts with a tight drag. If your system does not work exactly to the above specifications, it may be necessary to adjust your brake rods. Brake rod adjustment is handled at the rod clevises. continue to step 7. Please take note: *No amount of adjustment will provide good stopping brakes from a worn out or, incorrectly assembled service brakes. If you find any of the following problems as you are working around your car they indicate your service brakes will need more attention than just adjustment.*

Steel pins fit sloppy through rods, levers, and clevises; Front levers are not leaning forward of vertical; Brake adjusting wedges do not "click" as they are turned; Loose wheel bearings and king pins; Loose rear axle nuts and worn axle keys; Brake pedal wobbles or does not return

all the way up by itself; Gear oil leaks at the rear backing plates; Bent or welded brake rods; Squealing or grinding sounds.

7-Unlock the jam nut and remove the cotter key and clevis pin. When a wheel locks before it is supposed to, turn the clevis as to lengthen the appropriate rod. Shorten the rod if the brake does not hold like it should. Sometimes just a half turn of the clevis is enough to make a difference especially when you are trying to equalized opposite wheels on the same axle (this is important). For every test, temporarily pin each rod clevis back onto its lever. Have a friend help; one person under the car adjusting rods and the other person to set the brake stick and, spin the wheels. Remove the stick for every rod adjustment.

8-When you are satisfied with your brake rod settings do not forget to tighten the jam nuts and replace the cotter keys. Make sure you have proper pressure in each tire.

9-Test drive the car. At 20 -25 MPH when the brake is applied and looked with full pressure, the rear wheels should skid evenly without pulling to the left or right. The fronts should not leave much if any skid marks. 10-If the car does not stop in straight line, turn the brake wedge adjustment on the backing plate no more than 1 click in or out; depending if you want to tighten or loosen the stopping action for the wheel in question. If you now find that the brake shoes drag on the drum; readjustment of the rod may be necessary. If the shoe drag problem does not seem to clear up, you may have a warped drum. Turning or replacement will be necessary to fix the problem.

11-On a routine basis use the brake stick method to check your brakes for maximum efficiency. Jack up the car (one axle at a time is OK) and test at the 2 inch notch. The rear wheels should again be locked and a heavy drag on the fronts. Turn the brake wedges for all adjustments at this time. On newly relined brakes, high spots wear down quickly. They will require a more frequent follow up of adjustments until the shoes linings conform to their drums.

After I adjusted the brakes by using this method on a number of Model A's, the consensus of the owners has been utter amazement. Comments like: "I never knew how good my brakes could be." to "I thought my brakes were good ... now they are great."



"How about reprinting the part about fixing brakes?"
From *The Restorer*. Jan-Feb 1963

Wed's Technical Meeting & Breakfast*



Walt Jones, Tech Director

If you didn't make it to Wednesday morning meetings this month you missed out on some great ones!

Subjects of discussion included the fall trip to the Ozarks. There was much anticipation and the trip lived up to it. Participants related that a good time was had by all. With a special thanks to whomever, possibly Teresa Gunther, arranged for such fine Model A traveling weather. Charlie had a starter problem and Bob Russell conducted a roadside seminar on alternator pulley's. It's rumored that Pat Lawler's car blew a head gasket three miles from home. Other than these, no problems were encountered.

Tom Williams discussed finding a bad muffler that was keeping his car from running. He plans to replace it with another that he has on hand. Tim and Bob regrouped on Tim's carburetor and now believe that it will operate properly. Malcolm continues with the overhaul of his spare engine. Lee Huntley feels that his zenith is now working properly and has gained some confidence in his car.

Lee made it back from south Missouri with his woody. He still has a number of parts to find to complete his project. He went to store it down at the caves and had to let some air out of the tires to get it in.

John brought in an interesting item that had nothing to do with Model A's and after some discussion it was determined to be a Crusher Ball used to clean hardened concrete from cement mixers. John also brought in some license plates that he had made with the club logo on them. He felt that their might be some interest in the club obtaining some for members.

Other conversation concerned a engine seminar at Charlie's the later part of January. A lot of interest was generated.

It's been a great month for tours and our favorite technical meetings. The Wednesday Morning Technical Meetings are held each Wednesday at the Hy Vee food store North oak and 54th street in Gladstone. Please come and join in our discussions.

*Breakfast and B.S. session



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!

MAFCA BOARD OF DIRECTORS' MEETING HIGHLIGHTS

SATURDAY, JULY 23, 2011, MARQUETTE, MICHIGAN



2012 National Convention in Marquette, MI The Board held its July Board Meeting in Marquette, MI and toured the facilities and venues being used for the 2012 National Convention. This is a beautiful area of the United States and will certainly be one of the most unique and scenic areas MAFCA has had for a National Convention. The roads are perfect for Model A touring with less traffic and fewer interstate roads than the larger cities MAFCA has visited in the past. The Board is very excited about the 2012 National Convention being held June 18-22, 2012 in this area.

2014 National Convention – Tacoma, WA, 2016 National Convention - Colorado 2011 National Awards Banquet, Santa Rosa, CA Dan Foulk reported registrations are heavy for the 2011 National Awards Banquet in Santa Rosa, CA. The Steering Committee has asked the hotel for additional rooms to accommodate those wishing to attend.

2012 National Awards Banquet, Charleston, SC Dan Foulk stated planning is underway for this event. The Board has approved the Palmetto A's request to have the Banquet from Sunday, December 9, thru Tuesday, December 11, 2012. Since Charleston, SC is a tourist destination city, the hotel rates on weekends are much higher. By having the National Awards Banquet Sunday thru Tuesday they were able to get a much better hotel rate with a historically significant hotel in the heart of Charleston, SC.

2013 National Awards Banquet, San Antonio, TX, 2013 National Tour Dan Foulk reported two chapters have requested hosting a National Tour for 2013. The Board will give final approval at the September Board Meeting.

2015 – Maine Lobsters & Lighthouses 2017 – Pacific Northwest Tour, Lions Gate Club

MAFCA National Headquarters building receives award President Alex Janke announced the MAFCA National Headquarters building in La Habra, CA has received the Beautification Award from the City of La Habra. The ceremony was held in La Habra with MAFCA members from the Santa Anita A's, the Orange County A's and the Whittier A's as well as President Alex Janke and Sandra Gomez, MAFCA Office Manager, in attendance. Pictures will be in the September/October issue of *The Restorer*.

The Restorer on DVD President Alex Janke reported the next eight years of *The Restorer* will be ready for purchase shortly. He hopes to have it at the Hershey Swap Meet in October.

Donation to MAFFI Treasurer Garth Shreading gave the final accounting of the 2011 National Tour on the Natchez Trace. There was a \$700 profit from the tour and \$700 profit from the MAFCA auction. The Board approved awarding \$1,400 to the building funds for the MAFFI Museum.

Gilmore Museum Celebration, September 17, 2011 The Board approved moving the previously scheduled September 24 Board Meeting in La Habra to September 18 in Hickory Corners, MI so MAFCA Directors could attend the events being held at the Gilmore Museum celebrating the future Model A Ford Museum. This event is open to all MAFCA members and members are urged to attend.

New Special Interest Group Chartered The Board approved the charter for the National Association of Automobile Clubs of Canada Corp. as a new Special Interest Group.

New Chapter Charter for Illinois Chapter of MAFCA The Board also approved the charter for the Illinois Chapter of MAFCA as a new chapter of MAFCA.

Weston Applefest 10/1/11

It was a gorgeous fall day, and you couldn't have asked for any better weather to have a parade in!

Club members met in Weston early at "Average Joe's", the restaurant owned by Terry and Peggy Richardson's son. He was kind enough to open the eatery to allow us a central location to enjoy coffee and doughnuts before lining up for the parade. It was great to have readily available restrooms too! Following an hour of food and visiting, we all proceeded to the lineup. I must say Terry timed it perfectly as it was barely 5 or 10 minutes before we started moving again.

The parade route was packed, but I'm sorry to say I was so busy helping John and Beth throw candy that I didn't get any pictures of the actual parade!

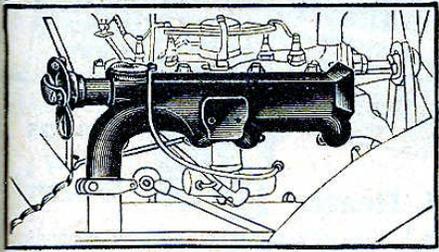
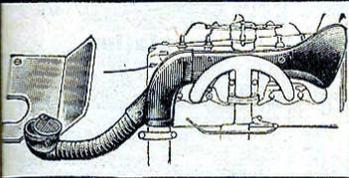
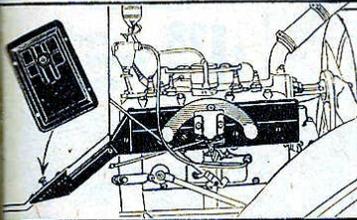
We parked at the station in our reserved parking, and headed out to enjoy the festival. Some were headed for the apple turnovers, some for the craft booths, and some for the antique shops. But everyone had fun, and after a few hours, most of us met at the St. George Hotel for a buffet lunch before heading home, tired, but happy!



Cold Weather Accessories

It's that time of year where the touring gets a little "iffie" due to the Missouri weather. But in the good old days, you didn't stop driving your Model A just because the temperature got a little nippy. After all, the enclosed car beat the heck out of the alternative of horse and buggy! But of course, there were always ways to improve even the newest vehicle!

The below accessories were found in the Sears Fall and Winter 1931-32 catalog. As you can see, these particular items were targeted specifically for the "New A" Ford.

<div style="text-align: center; border-bottom: 1px solid black; padding-bottom: 5px;"> <h3 style="margin: 0;">HEATERS for the NEW "A" FORD</h3> </div> <div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: center;"> <h4 style="margin: 0;">Heater and Exhaust Cast in One Piece</h4> <h1 style="font-size: 2em; margin: 0;">\$3⁴⁸</h1> <p style="margin: 0;"><i>Postpaid</i></p> <p style="margin: 0; font-size: 0.8em;">Complete With All Fittings and Parts for Attaching</p> </div> </div> <p style="margin-top: 10px;">Very Efficient, Simple</p> <p style="font-size: 0.8em;">This economical and highly efficient heater is cast as a unit with an exhaust manifold which attaches directly to the engine block. It exactly replaces the exhaust manifold on Ford "A" cars and "AA" trucks, and there is nothing about this heater to rattle or become loose. Clean, fresh air is drawn through the radiator into the heating chamber, in which are vertical fins of wide area for rapid diffusion of heat. The air is forced in a steady, warm stream through a register into your car. Register has a deflector to direct the air as wanted, and a cutoff to shut off the heat. Has top vent which keeps engine cooler in summer weather.</p> <p style="font-size: 0.8em; margin-top: 5px;">28F9942 1/4—Complete with all fittings, Postpaid..... \$3.48</p>	<div style="text-align: center; border-bottom: 1px solid black; padding-bottom: 5px;"> <h3 style="margin: 0;">Cast Aluminum Forced Draft Heater</h3> </div> <div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: center;"> <h4 style="margin: 0;">Easy installation! All you need is a screwdriver—no bolts to loosen or holes to drill. This heater fits around the exhaust manifold. Wide mouth insures good flow of warm air past exhaust pipe and into flexible metal tube to floor of front compartment of car. New plate furnished with round cutout makes it unnecessary to cut any holes in floorboard or dash. Slide over opening permits as much heat as desired. Light weight—only 5 1/2 lbs. Full instructions furnished.</h4> <h1 style="font-size: 2em; margin: 0;">\$2⁹⁵</h1> <p style="margin: 0;"><i>Post Paid</i></p> <p style="margin: 0; font-size: 0.8em;">Complete..... \$2.95</p> <p style="margin: 0; font-size: 0.8em;">28F9905 1/4—Complete, Postpaid..... \$2.95</p> </div> </div>
<div style="text-align: center; border-bottom: 1px solid black; padding-bottom: 5px;"> <h3 style="margin: 0;">Famous Direct Draft Heater</h3> </div> <div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: center;"> <h4 style="margin: 0;">Nationally known for its all-around efficiency and convenience. It provides an abundance of clean, warm air and adds to winter driving pleasure. All parts are rigid, and construction is very durable. Air which comes through radiator enters mouth of heater, which encloses exhaust manifold, and warmed air enters through special floor register with foot-regulated openings. Light in weight, beautiful black glossy finish. Complete instructions furnished.</h4> <h1 style="font-size: 2em; margin: 0;">\$1³⁹</h1> <p style="margin: 0;"><i>Shipping weight, 5 pounds.</i></p> <p style="margin: 0; font-size: 0.8em;">28F9906 1/4—Complete, for "A" Fords..... \$1.39</p> </div> </div>	

Model A Mystery Part

Here's a part that was used on Model A's.
Do you know what it is?

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

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

Or email Walt at: techguy@nwmModelA.com



Pictures courtesy of
"Snyder's"
www.snydersantiqueauto.com

Sediment Bulb Brass Cap Plug

For cast Iron bulbs - This goes into the bottom of the cast iron sediment bulb and a brass drain valve threads into it.

Did you know?



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

Walt's Old Time Tech Tip



Walt Jones, Technical Director

If you have some bearings or bushings to remove and there is no suitable puller at hand, the job can be done with a bolt. Grind down the bolt head to the same diameter as the outside diameter of the bearing. Then insert the bolt into the bearing.

Over the projecting threaded end slip a piece of pipe having an inside diameter at least slightly larger than the bearing and a length at least equal to that of the bearing. Now place a large and small washer over the bolt.

Turn a nut on the threaded shaft down against the washers. Continue to tighten the nut with a wrench thus pulling out the bearing from its mount and into the adjoining piece of pipe.

Have fun with your model A projects.

Model A Museum News

Excerpt from a News Release from Loukie Smith, MAFFI Trustee

It's an exciting time for the Model A Museum – ground can potentially be broken in the spring of 2012. Between now and then the Model A community needs to finish raising the design and construction money needed. The fund raising target is based on the \$75/sf actual cost of the Franklin Museum which is across the street from the site of the Model A Museum. Using that cost, the available funds are less than the amount needed. The choice may soon be to delay the construction to raise more money, or reduce the building size to match a level of funding more within reach. The original target was a building 12,000 sf (150' x 80'). This resulted in a fund raising goal of \$900,000 for the construction phase but the current museum fund is now \$730,000. One solution is to reduce the building to 137' x 80' or 10,960 sf. The estimated cost for this smaller building is \$822,000.

An effective way to increase the available funds is for every individual and every club to donate what they can. One person has calculated that if everyone who owned a Model A would donate the cost of 5 gallons of gas, it would put the museum over the top – it would *top off the museum tank*. Please do your part to help preserve the Model A and its era. Send tax deductible donations to Model A Museum Fund, PO Box 95151, Nonantum, MA 02495. More info at MAFFI.ORG.

Cameron's Veterans Home Visit 9/24/11

The VA home was having it's Family Fun Festival 9/24 and invited us to bring a few cars. Dave Telles and his son led the Winkinhofers, Bob Russell, and Walt Jones on this pleasant jaunt through the country to join the fun. We enjoyed a nice lunch provided as part of the festivities and then spent several hours just visiting with the Vets. They shared a lot of memories about these old cars, and it was easy to see how much they enjoyed our visit!



Club Christmas Party 12-11-11

Plan to join us at the annual Christmas party! There will be lots of fun, a little bit of business (Election of next years officers), and some great food! Remember, if you're not there, you may wind up on the ballet!

The dress code is comfortable. But everyone is encourage to dress vintage to get into the spirit of the era! Ladies, this is a great time to wear those hats! Same goes for the gentlemen, I know some of you can really look sharp in those suspenders!

There will be a gift exchange again this year for those that want to participate. If that's you, bring a gift with a value of about \$10. There will be a ladies table and a men's table. Remember, Model A appropriate gifts are always the most fun!

Also, as always, we will be collecting non-perishable food items to donate to a local food pantry. (It's always nice to stop and recognize our blessings will giving back to the community!)

Send in the below reservation as soon as possible so Sheryl knows how many to cook for!



Due to popular request, the "5 Star Jazz Band" and their Big Band sound will be back to entertain us!

The planned menu includes:

- | | |
|---|---|
| <p>Brisket
 Pork Roast
 Dressing
 Mashed potatoes & gravy</p> | <p>Cheesy Potato Casserole
 Green Bean Casserole
 Salads
 Dessert & Soft Drinks</p> |
|---|---|

Northwest Missouri Model A Ford club

CHRISTMAS PARTY DECEMBER 11

1:00 p.m. American Legion, Smithville, MO

Adults \$20.00 Children 6-10 \$7.00 11-13 \$10.00

Name _____ Number Attending _____

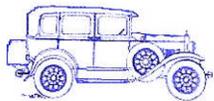
Cash _____ Check _____ (payable to NW MO Model A Ford Club)

Total Amount enclosed _____

Please send in your reservations by December 1st.

Mail to:

Vicky Roseberry
4205 Belmont Circle
St. Joseph, MO 64506



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**Northwest Missouri Model A Ford Club
Membership Application**

www.nwmmodela.com

Application Information		
<input type="checkbox"/> New Membership: <input type="checkbox"/> Renewal:		
Name:	Spouse/Partner:	
Address:	Address (if different)	
City, State & Zip:	City, State & Zip:	
Home Phone:	Home Phone (if different):	
Cell Phone:	Cell Phone:	
Email:	Email:	
Month/Day of Birth:	Anniversary:	Month/Day of Birth:
Allow information for club roster or handbook yes <input type="checkbox"/> no <input type="checkbox"/>		
Model A Information		
Year:	Model:	
Indicate Condition: <input type="checkbox"/> Show <input type="checkbox"/> Restored <input type="checkbox"/> Being Restored <input type="checkbox"/> Drivable <input type="checkbox"/> Basket Case (but there's still hope!)		
Year:	Model:	
Indicate Condition: <input type="checkbox"/> Show <input type="checkbox"/> Restored <input type="checkbox"/> Being Restored <input type="checkbox"/> Drivable <input type="checkbox"/> Basket Case (but there's still hope!)		
Membership in National Organization		
<input type="checkbox"/> Model A Ford Club of America <input type="checkbox"/> Model A Restorers Club (MARC) <input type="checkbox"/> MAFFI (MAFCA) <i>National affiliation is encouraged but not required</i>		
Membership in other local clubs		
<input type="checkbox"/> Members of Plain Ol' A's <input type="checkbox"/> Heart of America <input type="checkbox"/> Henry's A's <input type="checkbox"/> Other _____		
Auto Insurance Requirements:		
Owners of all cars must meet state mandated insurance requirements for vehicles. The Northwest Missouri Model A Club is not legally responsible for any expenses incurred due to accidents or injuries sustained in club sponsored events.		
Signature:	Date:	
Enclosed are my dues for membership year January 1 to December 31 \$25.00		
Enclosed are my dues for partial year membership (Prorated per month; check with the membership director) \$ _____		
Please make checks payable to: NORTHWEST MISSOURI MODEL A FORD CLUB		
<input type="checkbox"/> Send Newsletter by US Mail <input type="checkbox"/> Email attachment. Will save club postage <input type="checkbox"/> I will download from the website		
Mail to:	Ken Winkinhofer 14900 Green Briar Smithville MO 64089	



Invitation To Join Model A Ford Club of America

New Membership

Name _____
 Surname _____
 Address _____
 City _____
 State _____ Zip _____
 Country _____ Telephone _____
 (No. includes 000 for international calls or non-USA zip codes)

Old Membership

Name _____
 Surname _____
 Address _____
 City _____
 State _____ Zip _____
 Country _____ Telephone _____
 (No. includes 000 for international calls or non-USA zip codes)

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The Member receives: Technical Support • Local Chapters • National News • The Monthly Gazette • "How to Restore" News • Dealer's Stockroom and National Database

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 MAFCA News: _____
 MAFCA Life: _____
 MAFCA Trade: _____

MAFCA
 252 South Central Street • San Gabriel, CA 91081-8513

Website: MAFCA Web Site
 2008 Membership Form

MODEL "A" RESTORERS CLUB
 6721 Merriman, Garden City, Michigan 48135

Membership Dues: Regular Mail: U.S. \$38;
 Air Mail: U.S./Canada \$50, International \$56 for the calendar year.
 Includes 6 issues of Model "A" News over a calendar year. U.S. funds only



Name (Print) _____
 Spouse's Name _____
 Address _____
 City _____ State _____ ZIP _____
 Phone Number _____
Is it ok to list phone number in club roster (yes or no)? _____

Signature _____

EMAIL address _____
Is it ok to list email address in club roster (yes or no)? _____

Circle one: Check | Visa | Master Card | Discover Card

Card Number _____

EXP. Date _____ last 3 digit code on back of credit card: _____

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