

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:	Bob Russell
Vice President:	Walt Jones
Secretary:	Sandi Shaw
Treasurer:	Vicky Roseberry
Activities/Tours/Technical:	Malcolm McIntyre
Concerns/Calling:	Karol Russell
Historian:	Scott Forsen
Membership/Public Relations:	Lyman Ridgeway
Merchandising:	Mary Ann Jones
Newsletter/Publishing:	Sherry Winkinhofer
Property:	Bob Martin
Webmaster:	Dave Telles
Director:	Harvey Roseberry
Director:	Ron Anderson

Birthdays

Larry Singleton	05/15	Art Pugsley	05/22
Ron Anderson	05/05	Sonny Norris	05/25
Ron Kester	05/16	Reva Fields	05/28
Milton Hessefort	05/19	Dorothy Wantland	05/30
Peggy Richardson	05/21		

Anniversaries

Charles & Donna Nill	5/2
Lyman & Etta Ridgeway	5/8
Bob & Nancy Hess	5/17
Bob & Donna Martin	5/17

Monthly Meeting

May 7th, 2012

6:00 Dinner, 7:00 Meeting
The American Legion, 92 Hwy & DD,
Smithville MO

Board Meeting

May 17th, 2012

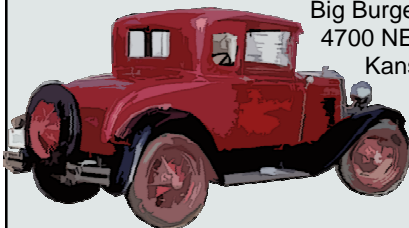
The 3rd Thursday of the Month, 7 pm
The Mid-Continent Library
Boardwalk Shopping Center, Barry Road and I-29

Technical Meeting & Breakfast Club

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

Ice Cream & Socializing

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



Presidents Comments:

It was very gratifying to see the turnout at Wink's Garage for the Clubs "Spring Tune Up Seminar" in March. There were 28 people present and 7 Model A's. We all learned something and in addition had a good time. A special thanks to Walt and Malcolm for putting this "Garage Night" together.

The "Shakedown Cruise" in April was delayed by inclement weather at the last minute. The following Saturday we tried again and Malcolm kept our route and Lunch Stop a secret to the very end. See article in this issue for complete details. I personally apologize for any inconvenience that was caused by the date change but everyone **must** fill out the "Sign Up Sheet" so that we can notify everybody of any last minute changes.

For anyone interested in a more lengthy tour the trip to Salina is fast approaching. Last year's tour to Lake of the Ozarks was Our second "long" tour and it was outstanding. Karol and I will definitely be on this one. For those of you interested this is a good way to break into longer distance trips.

Then there is Jim Spawns presentation on "Bonnie and Clyde" April 18th at the National Archives Building. As always with Jim's presentations, this should prove to be a very interesting and worthwhile evening.

Also towards the end of April the Club has been invited to participate in the "Gatsby Days Parade" in Excelsior Springs. This will be a new event for us.

May brings our participation in hosting a Model A Car Show at the Veteran's Home in Cameron, MO on Armed Forces Day on the 19th. This is an excellent way to show our appreciation to our Veteran's and give something back to the community.

As in prior years at the end of May we will be attending the "EAA Fly In" in Atchison, KS. This is always a fun event with lots of antique airplanes and old cars to look over.

As you can see the Club has a lot of activities going on in the next few weeks so let's get out there and participate. Modern cars are always welcome. See you at one of our upcoming events.

HAVE A GREAT MODEL A DAY



Bob Russell, President

Friends and good manners will carry you where money won't go

Editor's Comments: Bob had a lot to say this month so see page 4 for my article!

Sherry

Activities & Regional Events

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

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

May 4-6th - 49TH Annual Lawrence Swap Meet

Located at Douglas County 4-H Fairgrounds, 1/4 mile north of K-10 Highway (East 23rd st) on Harper Street.
Admission Free - parking \$5 per vehicle.

★ **May 7th Monthly Meeting** ★

6:00 Dinner, 7:00 Meeting
The American Legion, 92 Hwy & DD,
Smithville MO

★ **May 19th—Missouri Veteran's Home Visit**

Cameron MO
Meet at the American Legion DD and 92 Hwy for a 8:45 departure
Scheduled at the VA home at 10:00

★ **Jun 2nd -Garage Night-Alightments**

at Wink's Garage
14900 Green Briar Drive, Smithville MO
1:00 until ?

Atchison Fly In Saturday, May 26, 2012

Meet at the Platte City McDonald at 8:30
and then meet with the KS group at 10:00 at the train depot.

♦ **May 19th—Larson's Cruise for the Cause** **Smithville MO High School**

Registration 8am - 11am; fee is \$15, \$10 if pre-register before May 1st. Dash plaques for all that register

♦ **Jun 14-19 Midwest Regional Meet**

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

Jun 17, 2012 Lathrop Antique Car Show

More details in next newsletter

Jun 18-22 2012 MAFCE National Convention

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

Jun 23rd - Annual Club Picnic

Sailboat Cover, Smithville Lake
More details in next newsletter

★ **Jun 28th—Garage Night**

Save the date—Wheel Bearings

If you are planning on joining in on any of the tours or activities, but haven't put you name on a sign-up sheet, let Malcolm know! Phone: 816-734-9524.
Email: techguy@nwmomodela.com That way if it has to be canceled or has a location or schedule change, you will be notified!

Next Meeting—

Be sure not to miss the May meeting as we have another good program scheduled. We will have Archeologist Jim Feagins with us.

He will be discussing artifacts left in the area by indigenous peoples. Terry Richardson will bring some examples of Indian arrow heads that he has found in on or near his farm in Platte County.

Members are invited to bring items of this nature if you would like to find out information pertaining to them. This program promises to be another great one. Hope to see you at the May Meeting.

See you there!

Condolences

Thelma Bennett, wife of club member Andy Bennett passed away Sunday march 25th 2012. Our heartfelt sympathy goes out to Andy and his family.



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 Bob Russell 816-628-3929

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

April 2, 2012 American Legion Hall Smithville, Mo. 7:00 p.m.

The meeting began with the pledge of allegiance lead by Vice President, Walt Jones

President, Bob Russell, introduced Dennis Okerstrom, author of the book **The Final Mission of Bottoms Up: A World War II Pilot's Story**. The book is an account of Lee Lamar's capture and survival in a German prisoner of war camp. Mr. Lamar was also on hand and gave us an account of his ordeal. We had 2 other World War II soldiers on hand.

Secretary's Report: Minutes approved as they appeared in newsletter.

Treasurer's Report: Approved as read.

President – The quilt donated by the Singletons will be either raffled or auctioned off sometime in early summer. It was on display tonight and is a collection of all different models of Model A's. **April 18** – Jim Spawn will give a talk at the downtown National Archives Building on Bonnie and Clyde. Bob asked us to support Jim by going to the talk.

Activities/Touring: Malcolm told us the Garage Night seminar on March 31 was a big success. 23 people attended with 7 Model A's there. **April 7** – Shake Down Cruise - we will meet at the VFW hall at 9:30. **April 28** – Gatsby Day Parade in Excelsior Springs. Malcolm told us there were Iowa Road Maps on the membership table for those needing them for the regional coming up in June.

Concerns/Calling: Thinking of you cards to Scott Forsen, Gladys Lawson, Terry Richardson, Etta Ridgeway and Rhonda Forsen. Sympathy cards to Harvey & Vicky Roseberry and Andy Bennett.

Historian: Scott reported the club albums and scrap book were at the meeting tonight for anyone to look at who wants to. He asked for pictures and stories of Model A's. He wants to start a video history of club members experiences.

Membership/Public Relations: This month's Mystery Member was Gary Smith. 59 members present and 8 guests at tonight's meeting. You can purchase an extra roster from Lyman for \$1.00.

Merchandising - Nothing to report.

Newsletter/Publications – Thanked the club members for the articles they submit and told us the "Old Lady" is ready for Saturday's cruise.

Properties – Nothing to report.

Web Master – Nothing to report.

Directors – Harvey said the 2nd meeting of the 2015 Regional Committee will meet April 21 at 10:30 at the Holiday Inn in St. Joe. 35 people attended the 1st meeting.

Ron said the Heartland Theatre production of "The Importance of Being Earnest" was a fun time. Urged more people to attend next time we have an activity without the model A's.

Meeting was adjourned at 8:20 p.m.

Respectfully submitted, Sandi Shaw.



Mystery Member

April's Mystery Member was Gary Smith! Did you know?

Has been on 31 cruises. Lived in Germany. First car was a 1929 Model A Ford purchased for \$75.00. Was a board member of the Kansas City Arson Task Force and is a certified fire investigator and investigator.

They are a retired Chief Warrant Officer 4 and was a Special Agent, US Army Criminal Investigation Command. Participated in protective service missions for the Secretary of Defense and the Chairman & Vice Chairman of the Joint Chiefs of Staff. They were awarded a meritorious service medal for saving the Army over \$1.5 million as a result of an investigation in Italy.

Attended the wedding of Lee & Bonnie Lamar in 1946. Lee was guest speaker at our last meeting and related his experiences regarding to being shot down over German occupied territory in 1944. Lee and Bonnie still have the wedding present he gave them.

Who is it?!



Jim Spawn at the National Archives

As part of the "Crime in the 1930's" lecture series at the Kansas City National Archives, local Model A'er, Club member, and Restorer Editor Jim Spawn was the featured speaker at the National Archives in Kansas City on April 18th.

Jim gave a rousing discussion and slide show on "Running with Bonnie and Clyde: The Red Crowne Affair". Jim's presentation was very well attended with what looked like standing room only. Several Model A's also attended, including Milt Hessefort's beautiful version of a 1931 Missouri State Trooper roadster.

April Meeting—04/02/12

As reported by Sherry Wink



I have to say that if you missed this meeting, you missed one of the best ever. Our special guests were Dennis Okerstrom, a professor at Park College in Parkville, and Author of the "The Final Mission of Bottoms Up: A World War II Pilot's Story", and Lee Lamar, World War II veteran and pilot of The "Bottoms Up" a B24j Liberator airplane.

Dennis started with a slide show about Lee's early days and followed with the stirring tale of how Lee and his crew were shot down over Croatia. Lee was taken prisoner and spent the rest of the war as a POW. Then in 2006, a Croatian archeologist discovered the remains of the plane. Dennis chronicled how Lee visited the crash site and met with members of the resistance who had helped some of his crew escape.



Following Dennis' talk, Lee took the mike and answered questions about the war and about his experiences, including the crash, being captured, the train ride to the POW camp, and his final rescue. We also heard about the many emotions and memories the trip back to Europe brought forth.

There is no way that I can put into words just how deeply moving it was listening to Lee's story and I'm not even going to try. But it gave us all a renewed appreciation for the men that gave so much for our country and for all the future generations. It's a story worth listening to and reading about. The book is available from Amazon.com and I would highly recommend getting it to learn more of Lee's amazing story.



Quilt Raffle Coming Soon!

Check out this beautiful quilt that has been donated by Larry and Marilyn Singleton! Marilyn did a beautiful job creating this work of art.

The plan is to raffle it off, with the winner being drawn at the picnic. For a ticket, see one of the Board Members at the next meeting! \$5 for one ticket, \$25 will buy 6 chances at the beautiful and unique piece of Model A memories!

Editor's Comments....

Well, I've driven my first (official) tour (and one unofficial tour-see page 9). The transmission that Charlie rebuilt is still intact and no new dents on the Old Lady. So I think it was a success! It's amazing how driving this car took me back, far back to my first year of driving. I learned to drive a stick shift on an old 40's Jimmy pickup, and as soon as I started shifting the "A", the feel of the long stick shift on the floor and the non-synchronized transmission just transported me back to being 16 again (a long, long time ago!). It's true, a Model A can make you feel young again!

And I didn't go alone either time. My nephew, a niece, and a brother all came along for the ride.

On the re-scheduled shakedown tour, my sister and her two little boys went along. My navigator and my pit crew as I called them! Talk about excited! When Malcolm stopped for the first "roadside seminar", and the neighborhood started filling the sidewalks to check out the cars, three year Ethan was leaning out the window telling everybody that this was "Uncle Kenny's Model A", and to check out all the other Model A's too! It's never too soon to get the next generation fired up about our beautiful old cars!

I Sherry Winkinhofer, Newsletter Editor



Road tour to Iowa Regional

The annual road tour to the area Regional event is always fun and exciting. Leland Daise will be leading this year's tour to Iowa.

Plan to depart early Monday June 11th and arrive at Adventureland near Altoona, Iowa between 3 & 4 in the afternoon. Contact Leland to get your name on the list for this 200 plus mile "A"dvventure North to Iowa.

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:

Malcolm McIntyre
916 NE Karapat Dr.
Kansas City, MO 64155

or email Malcolm at techguy@nwmoModelA.com



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

Splash Shield Bolt

These large headed carriage bolts were used to attach the splash shields to the frame.

Did you know?

(No one gave a correct guess on last month's part! I can't believe you all were stumped?!



Submitted by John Osborn

Mounting and Balancing Tires

Bob Russell

In last month's issue of the "Roadrunner" there was an article providing us with information on how to determine the age and safe tread depth of our tires. With that article in mind we may have determined that we need new tires on our Model A. This article will discuss mounting and balancing a new set of tires.



A word first about using "commercial tire suppliers" for you mounting and balancing needs. Know and understand your local tire people before you consider using them. Remember that they deal almost exclusively with "tubeless tires" and very rarely with "tube types" and almost never with "wire wheels". If you feel comfortable that they have the knowledge to accomplish the required work unique to our Model A's then by all means use them and save yourself some effort. However mounting and balancing Model A tires is a fairly simple procedure that can be accomplished by almost any Model A'er.

As we receive the tires from the vendor they are tightly wrapped for packaging. This wrapping will have to be removed along with the blue protective film covering the white walls. It is a good idea to unwrap the tires and let them sit at room temperature for several days prior to mounting. This will make them much more flexible and easier to mount. The best way I have found to clean the protective film off the white sidewalls is to spray them with a white sidewall cleaner such as Westley's "Bleche-Wite", let it soak for 10 to 15 minutes, and then scrub the side walls with a soft bristle brush and soap and water. You will find that the blue protective covering will easily wash off leaving bright white walls underneath.

Now is the time to inspect the rims after the old tires are taken off. The rims should be checked for any cracks, especially around the wheel lug holes, any loose or bent spokes corrected and obvious rust spots repaired. I highly recommend sandblasting the rims and then having them powder coated.

With this treatment they will stand up much better to the dings of gravel and rocks that we may encounter on the roads.

After the rims are prepared (don't forget the rim liner (gray tape will work in a pinch)) mix up a soap and water mixture (dish soap works fine) and brush it liberally over the rim edges. Then slip one bead of the tire over the rim. Some people have had good luck using plastic bags as a lubricating medium to ease the tire beads over the rim. Now take the inner tube which is liberally coated with talcum powder and stuff it into the tire bringing the valve stem out of the hole in the rim. Now the other bead of the tire can be eased over the outside of the rim making sure not to pinch the inner tube. This is a good time to mention that the balancing mark, either a red, green or white dot on the bead of the tire should be placed next to the valve stem. This spot indicates the lighter side of the tire. I have found that if the spot is placed correctly that the tire will be very close to being balanced. Now inflate the tire to 30 pounds or so with no valve core installed and then let it deflate. Do this two or three times to remove the wrinkles from the inner tube and spread it out evenly around the tire circumference. Now insert the valve core and inflate the tire to 34 PSI. You have just mounted a Model A tire. Easy wasn't it?

I prefer to check all of my tires for balance on a "bubble type" balancer and add balancing weights as necessary on the inside of the rim where they are mostly out of sight. The weights are added to the light side of the tire to bring it into balance. "Stick on weights" such as those sold by O'Reillys work quite well and I've never had one come off.



Now that we have mounted and balanced our new tires it is time to take a test drive and ensure that there are no vibrations present that are due to the tires. We can now proceed on that long tour that we have been planning with full confidence that will not have any tire problems along the way.

Invite to the Men's Breakfast at Bill Auch's Church

Northminster Presbyterian Church at 1441 Northwest Englewood Road has invited the club gentlemen to their Men's Breakfast on May 12th at 8:30 a.m. Drive your "A" for a free breakfast!

Bill's been telling them about our club and all the great people for a long time now, I think it's put up or shut time for him! So let's show that he knows what he's been talking about all this time and show up to support him!



"Any Hour Dresses"

It wasn't always about the party dresses and formal wear. Here are a few day dress from the 1928 Simpson Winter catalog.

Woven-Check Gingham
One of Simpson's Any Hour Dresses—a smart style, made from woven-check gingham. Has short sleeves, roll collar, fullness in the skirt, and is trimmed with plain piping. Tie girdle at back. Small, medium, large.
27-510 Tango Check.
27-511 Blue Check.
Price delivered..... **\$1.00**

"Victoria" Cotton Taffeta
27-512 Note this attractive Any Hour Dress! It shows plainly that a frock may be smart and stylish, yet low-priced. Made from fine green "Victoria" taffeta in fancy design, and trimmed with plain broadcloth, buttons and a buckle. Pleats in front of skirt. Roll collar. Sash ties at the back.
Sizes 36 to 44 bust.
Price delivered..... **\$1.98**

Popular Broadcloth Smock
Smocks like this model are being worn everywhere. Imported cotton broadcloth is the material used, selected because it wears and launders well. Shirring and hand-smocking at front. Roll collar. Two pockets. Buttons from collar to hem. Small, medium, large.
27-513 Blue.
27-514 Green.
Price delivered..... **\$1.98**

Striped Dominion Flannel
27-515 Practical Any Hour Dress of wool-finished Dominion cotton flannel, navy with fine white stripe. Tailored style, with two pockets and an all-around tie girdle. Detachable over-collar of white broadcloth. Pleat in front of skirt gives fullness. Exceptional value and will give long wear.
Sizes 34 to 42 bust.
Price delivered..... **\$1.98**

"Vanity" Cotton Taffeta
27-516 You'll find this Any Hour Dress serviceable and neat. It is a one-piece model of blue figured cotton taffeta, trimmed with touches of plain crechene. Has double pleat at front of skirt. Roll collar and strap tie. Tabs over the tie-girdle.
Sizes 34 to 42 bust.
Price delivered..... **\$1.98**



Fancy Mercerized Taffeta
27-517 At Any Hour you'll feel properly dressed in this pretty frock of mercerized cotton taffeta in black-and-white design. Group of pleats in one side of skirt. Has long sleeves, roll collar with tie, a tie-girdle, and is trimmed with plain black.
Sizes 16, 18, 38, 40.
Price delivered..... **\$2.85**

Taffeta with Lace Vestee
27-518 You get pretty style combined with excellent service when you buy this Any Hour Dress. Of mercerized cotton taffeta, navy with sand design. Vestee of dainty lace. Pleat at front of skirt. Collar, cuffs and pipings in plain shade. Crush girdle at front and a tie at the back.
Sizes 34 to 44 bust.
Price delivered..... **\$2.98**

Smock of Farmers' Satin
27-519 Attractive smock of guaranteed Farmers' satin, black with fancy stencilled design on collar, sleeves and pockets—the stencilling permanent so that it cannot rub off. Front is gathered to a yoke and buttons from collar to hem. Just the garment for home or office wear.
Small, medium, large.
Price delivered..... **\$2.98**

Mercerized Figured Pongette
27-520 Neat Any Hour Dress of fine mercerized cotton Pongette, black with colored foulard design, and plain black trimming. One of Simpson's specially-made frocks, attractive and of excellent wearing quality—priced to make it exceptional value. We know of no more practical style.
Sizes 34 to 42 bust.
Price delivered..... **\$2.98**

Wool-Finished Tweed
27-521 We recommend this Any Hour Dress to give good service. To make it we have used a wool-finished cotton tweed in herringbone weave—the new rust shade, with pockets, tie and trimming in plain harmonizing color. Front of skirt pleated to give correct fullness. Roll collar.
Sizes 34 to 44 bust.
Price delivered..... **\$2.98**

This one is not exactly a vintage recipe although it has been around a lot of years. But it just seem appropriate to accompany this month's "brand we still know"! I found this version at <http://www.food.com>

Kool-Aid Pie



- 1 graham cracker pie crust
- 2 packages unsweetened Kool-Aid powdered drink mix
- 1 (8 ounce) container Cool Whip
- 1 (14 ounce) can condensed milk

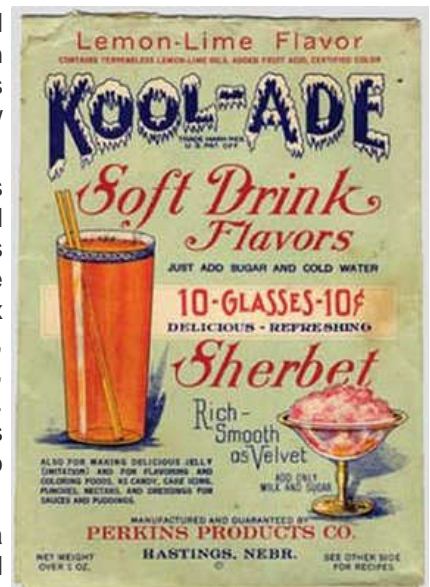
In a large bowl combine Cool whip, Koolaid & Condensed milk. Stir with spoon until mixture is well mix (lump free) Pour into Pie Shell (mixture will be thick and you may have to spoon it out). Smooth out top of pie with back side of spoon. Place in frig for 1-2 hours. Serve Chilled.

Brands We Still Know!

Kool Aid was invented by Edwin Perkins in Hastings NE. He was inspired by a new dessert called Jell-O.

Kool-Aid started out as "Fruit Smack" a liquid concentrate, which was sold via mail order in the 1920s. It came in six flavors; cherry, grape, lemon-lime, raspberry, strawberry and orange. It was sold in small glass bottles which tended to break during shipping.

In 1927 he discovered a way to remove the liquid leaving just the powder. He named it "Kool Ade" but soon changed the spelling to "Kool Aid"!



Earliest known Kool-Aid package prior to spelling change



The shakedown cruise has come and gone and soon the cars will be out on the road for the summer tours. One item that the cooler weather of the shakedown cruise might not catch is the condition of your cooling system. Model A's don't require a lot to keep them cool but there are several items that need to be checked prior to driving in the heat of summer. First off, check the condition and adjustment of the fan belt. The belt should not show signs of cracking or frayed edges, and should be tightened such that there is about 3/4" of free play when pressed in the middle between the pulleys. Next check the condition of the hoses. They are small on a Model A but can still let you down if they get too old and brittle. Make sure that are not leaking at the fittings and tighten if necessary.

The most common cause of overheating issues tend to center on the radiator. There are many types of radiators available for the Model A. The original units had 6 fins per inch and are fine for the unmodified engine. Cars with high compression heads will run hotter and might want to consider the 10 fin per inch replacements that are available. Over the years many of the original radiators have ended up being replaced with aftermarket units, or had their cores replaced. The original units also had a baffle at the top of the radiator that is commonly missing. The function of this baffle is to prevent coolant from being pushed out at high speeds by the pressure of the water pump. In April 1930 Ford issued a service bulletin showing a redesigned

baffle, or splash plate to help combat overflow. If you are losing coolant, make sure that the baffle is in place, and don't fill the radiator to the top, it will just push that extra out. Most Model A's seem to be happy with the coolant level at the top of the tubes when cold. Remember the coolant expands when it gets hot.

Regardless of the exact type of radiator there are several items that all need to have working properly to perform their cooling functions adequately. The first is they shouldn't leak. If your radiator loses coolant from pin holes in the tubes or has tank seam leaks, these will need to be addressed by a radiator shop. The next item is the fins should be firmly attached to the tubes. The function of fins is to add surface area to the tubes for proper heat transfer from the hot liquid to the surrounding air. If the solder joints are loose on the fins, they can't perform this function well. Another common issue is plugged tubes in the radiator. If the radiator has not been well maintained with regular coolant changes and flushes, rust and calcium deposits can restrict or plug the passages in the tubes. Again, a radiator shop can either rod out the passages or in some cases replace the core if needed. If the overall condition of the radiator is poor, consider a replacement.

The Model A originally came with an unpressurized radiator and used water for its coolant. If you paid attention in school you know that water boils at 212° F. Although called "antifreeze" the common 50:50 mixture of water:ethylene glycol also raises the boiling point to 225° F. Another way to raise the boiling point of a liquid is pressure. The boiling point of water increases 3° for each pound of added pressure. Brassworks makes Model A radiators pressurized to 4 psi. Using water this radiator would raise the boiling point to 224° F and with a 50:50 antifreeze mixture 235° F. Many drivers when their cars start to overheat look at solutions to raise the boiling point rather than to find the issue that is causing the overheating. I only run antifreeze in my car because its stored in an unheated garage in the winter, and for its rust inhibitor additives but not to keep the car from "boiling over".

Sometimes drivers can have problems with the water pump being too effective. The water ends up being pumped so fast in the system at higher speeds that it doesn't give the radiator a chance to perform its heat transfer duties. Model A's also did not come with a thermostat. Adding a thermostat can perform two functions. First it maintains the operating temperature of the engine at a constant range for better performance, especially in cooler weather. Secondly it restricts the flow in the system and can actually help with cooling when the water pump is pushing too much liquid at high speed. Most of the major vendors sell units in the 160° F range that fit in the upper radiator hose. Check the engine block itself, especially if the engine has been run with plain water and no rust inhibitors. Remove the radiator hoses and flush the system. Several in the club have made adaptors to connect their garden hose to the water outlet and back flush the system. Remember that the radiator only stays as clean as the dirtiest part of the system. There are also filters available that fit into the upper hose to catch rust and other debris before they get into the radiator. Don't over grease the water pump as it can push grease back into the cooling system. Grease, antifreeze and the cooling system are not a great combination.

One last thing to consider is air flow. Part of the heat transfer process is moving air across the fins of the radiator. The fan helps move some air but the car moving through the air as driven also forces fresh air across the radiator. Many cars have the license plate mounted on the headlight cross bar. If your car runs hot, try moving the license plate to the bumper. A standard 6x12" license plate is ~14% of the radiator surface area of the larger '30-31 style radiator. If everything is in good shape, even the old Model A will cruise happily along on hot summer days, and the only thing not staying cool will be you.



For Sale / Wanted

To place an ad send your information to info@nwmoModelA.com, or call or send to Sherry Winkinhofer 816-532-3133

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

For Sale - 1929 Model a Tudor. Excellent original condition. Driven on a regular basis. Must see to appreciate \$9500.

Contact Larry Piatt (641) 856-6120 or (641) 436-0596
Email: lpchcvl@mchsi.com (CIMA 04/2012)

For Sale: 2 cylinder heads \$75 ea; 2 engine blocks (hair line crack at center head bolt) \$40 ea; 2 engine pans \$25 ea; flywheel \$99; flywheel housing \$300; timing gear cover \$12; intake manifold; 4 u-joints \$25 ea; 2 water pipes \$7.50 ea; sliding gear (low and reverse) \$35; sliding gear (2nd and high) \$35; main shaft \$35; main drive gear \$50; timing gear (new) \$35; oil pump \$25; 4 connecting rods \$15 ea; 4 pistons-8000 oversize \$10 ea; (the previous parts are all original, no repros); 1928 model A horn—NOS \$200; bearing and seal for rear axle \$15; 3 starters, rebuilt \$100 ea; 5 generators, rebuilt \$100 ea; bendix and springs for model a starter \$30; used highlight wire set \$5; generator brush and bearing \$10; carburetors all rebuilt: 1928 zenith \$100; high speed tiltoson \$100; tiltoson \$50; 2 holly \$100 ea; zenith \$100; zenith #1 \$100; 2 zenith #2 \$100 ea; water pump \$25; 2 front brake drums \$50 ea; tie rod \$25; camshaft and good gear \$75; selection of Ford script tools \$10-\$10 **All prices are negotiable**

Contact: Norman Hemmer Topeka KS 785-272-7786 (evenings are

Wanted - A pair of 1931 one piece splash shields and running boards. Rear Tire carrier for a 1931 Coupe

Contact: Bill Williams (515) 432-1399
Email: lportbilly@gmail.com (CIMA 04/2012)

Wanted: Drive shaft and tube for 1930 coupe

Contact: Roger Oliver (515) 231-2500
email: rdofloor@iowatelecom.net (CIMA 04/2012)

Wanted: 1931 S/W passenger front door, passenger rear door, front and rear fenders, and a windshield frame. (Maybe a rough parts car?) Also need a rear bumper spreader bar for a 1930 A.

Contact: Bill Yardley (316) 304-2567 (TAKS 04/2012)

FOR SALE: 1931 Fordor in good condition, B Engine, hydraulic brake, Mitchell Overdrive, 12 v electrical system, turn signals, manifold heater, new front brakes, new battery, tool box, trunk, side-mounted spare tire, dash fan, CB and seatbelts. Reduced to \$15500
Contact: Fay Birkman (913) 268-5442 (POA 04/2012)

FORSALE: 1928 Model A AR parts, call with needs; 19" & 21" wheels; manifolds with heaters, several types available; other Model A and T parts available. 45 years experience playing hard with Model A's.

Contact: Jim Thomas 913-638-7600 (POA 04/2012)

Wanted:- clutch and brake pedals, emergency brake handle in good condition (later right side style)

Contact: Malcolm McIntyre 816-509-3016.

For Sale: 1931 5 window Coupe; has new motor, radiator, front end and new firestone whitewall tires. It's all steel. \$9500

Contact: Simon Salazar (316) 617-2687 or (316)683-6711 (TAKS 05/2012)

For Sale: Wood set for a 28-29 Model a Roadster manufactured by Myers Model A shop in Wichita.

Contact: Bud Valerius (785) 539-6650 work, (785) 776-3532 home
email: economyelectric@hotmail.com

FOR SALE: Model A Starter, good Bendix drive, tested by Olathe Armature. Excellent condition. • 2 Ford starting relays. Brand new. Running board trims, some new and some used, mostly 30-31.

Contact Max Dalsing, 913-782-5560. (POA 2/2012)

For Sale: 1929 Model A Sedan Delivery Deluxe, sell or trade for Phaeton. . (POA 4/2012)

Contact: Frank Callender, Howard, KS (620) 864-2228.

For Sale: 1931 S/W Town Car; older restoration, new steering, new tires, good driver; asking \$13,500; located at Parsons, Ks

Contact: Bill Garrett (620) 421-3368 (TAKS 05/2012)

For Sale: 1928Model A 2 door Sedan. Restored, nice condition. \$12,000.

Contact: Mike Shaw 913-254-0336 (POA 4/2012)

For Sale: 1930 Model A Fordor; only 3800 miles since restoration. Asking \$19,500; more pictures on the club website

Contact: David Allen 816-454-3015,
tda3015@kc.rr.com



Shakedown Cruise

Malcolm McIntyre - Breakdown expert

After an aborted attempt to hold the shakedown tour April 7th due to April showers, the contingency date of April 14th wasn't looking any better as the weekend approached. Fortunately I awoke Saturday morning to find that although the pavement was damp, the rain was gone.

Nine cars were lined up at the American Legion Hall and Sheryl graciously opened up the hall where donuts and drinks were waiting. By the time we left at 10:00 the sun was poking through the clouds.

We headed south on Mt. Olivet Rd. and all was going fine until we were just south of Hwy 291 when my car died. I've been battling some intermittent electrical issues that affect the ignition (more specifically lack of spark) which I thought I had fixed. After about 15 minutes we were "fixed" and back on the road by swapping the distributor and we headed across old Barry Rd, and up Sam Ray road to then loop up behind Staley when my car died again. So much for the fix, and it enforced the conclusion it's in the wiring.

The rest of the group stopped at the Staley Farms clubhouse for a pit stop and once my car got going again we were only about 2 miles from our house. I'd had enough fixing for one day so I put it in the garage and grabbed a modern car to lead the group the back way to Platte City. We ate lunch at Tanner's where we were joined by several other club members. Although storms were forecast the trip was dry and many said that they travelled on roads they didn't know existed, or had no idea how to go home the same way. By the time this is published my car will have new wiring and hopefully I won't be giving roadside seminars on the next tour.



Pre-Shakedown Shakedown Cruise

Sherry Wink

The morning of our original Shakedown date was a little rainy. But apparently a few of us had forgotten to sign the sign-up sheets since we didn't get the phone call rescheduling the tour! Three A's showed up in the Legion parking lot including myself, Terry & Peggy Richardson, and Gary and Rosemary Smith. Well, you know that Model A's are good about making lemonade out of lemons, so we took off on our own tour! We quickly decided to head to Watkins Mill State Park to check out the museum and then tour on to Excelsior Springs for BBQ at the Wabash BBQ. It turned into a great day for a drive, and between the special Smithsonian Exhibit at the Museum and the great Food at the BBQ, we had a great day!



What did your Model A start out as?

Malcolm McIntyre

Do you believe in reincarnation? Did you think I was referring to people? I came across an interesting article tucked away in the middle of the April 1931 Review of Reviews about a program that Ford started in February of 1930.

Steel has various forms and recipes but can be made up of 55% scrap and 45% pig iron, and the scrap can come from any source of ferrous metal. Ford decided that a good source of scrap metal was old cars, and set out to start a recycling program.

The program started as pilot with just a handful of workers and then was quickly up scaled. Three moving conveyors were set up at the Rouge Plant Open Hearth building. Each of the units was several hundred feet long.

Two of the three were used for dismantling of vehicles and one of the two extended on into the furnace area. The third conveyor carried the non steel portions to a separate salvage area. In the typical Ford fashion, nothing was wasted.

We've all seen local car dealers advertise for years that if you can push, pull or drag your old car in that they will give you "X" amount in trade on a new car. Well Ford proved this concept to be long standing, as they would pay \$20 for each car, regardless of make, model or condition.

Speaking of conditions, there was one: each car had to have tires and a battery. The oil and gasoline was first removed and then a team totaling 200 men would convert 400 cars a shift into materials for new Fords.

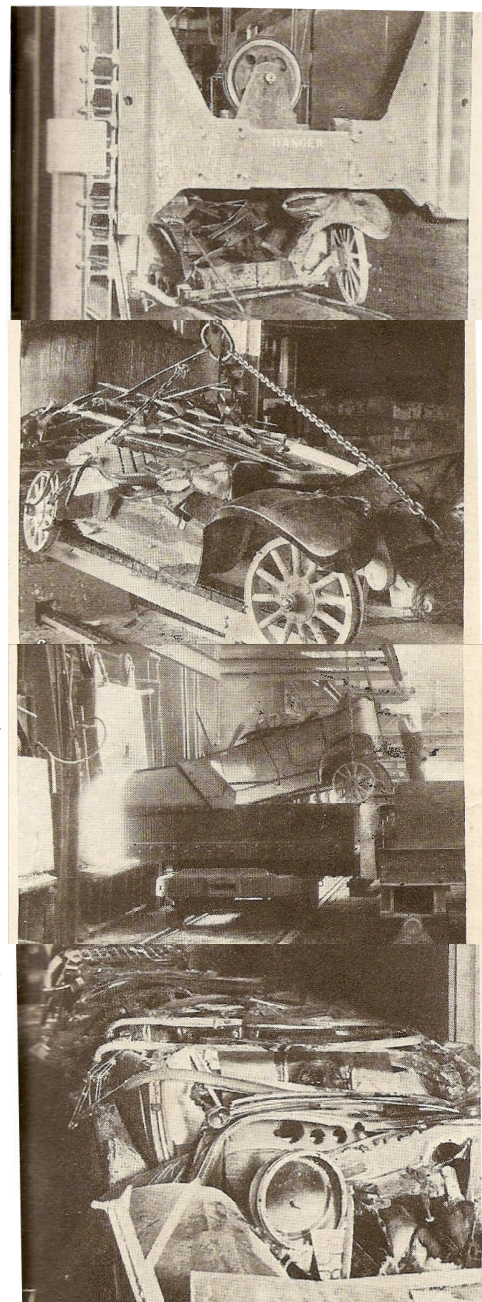
Large pieces of glass were re-cut and used in the buildings, smaller pieces melted back down. Floor boards became boxes, the seats became polishing wheels and leather became buffing wheels. Even the metal that was not steel was salvaged. Bushings contained bronze, hubcaps aluminum and wiring copper which was all removed and re-used.

Once stripped, the cars proceeded to the crusher and then to the furnace building where ten large furnaces waited to be fed. Each furnace had rails leading to a front loading door with a ram that loads it.

The furnace door is opened up, and the crushed hulks are shoved inside, and the door is closed. Pig iron is added and ten hours later the cars are now molten steel that is cast in ingots.

The ingots are converted into blooms and then proceed to the Rouge Plant steel mills to become parts for new Fords.

So when you see those familiar ads asking if "You've driven a Ford lately" think what else you might actually be driving. A Rolls Royce might have been reincarnated into your Model A.



What not to do with your Model A

Please don't make a car-toon of your Model A! After surviving for over 80 years, it's just a little below it's dignity, don't you think. Although this one is really is a work of art, I think our cars are classy enough without the additional paint. So when you take your "A" to a painter, make sure you tell them you just want it pinstriped!!

The story behind this car-toon: It's 1928 Model AR Roadster pick-up painted by airbrush artist Robert Luczun. It features a historical documentary on comics from 1896 to the present and took 2600 hours of airbrushing. See more of the story at http://www.grundy.com/newsletter/newsletter041808_000.asp



Garage Night - Pre-Shakedown Tune-Up 03/31/12

Scott Forsen

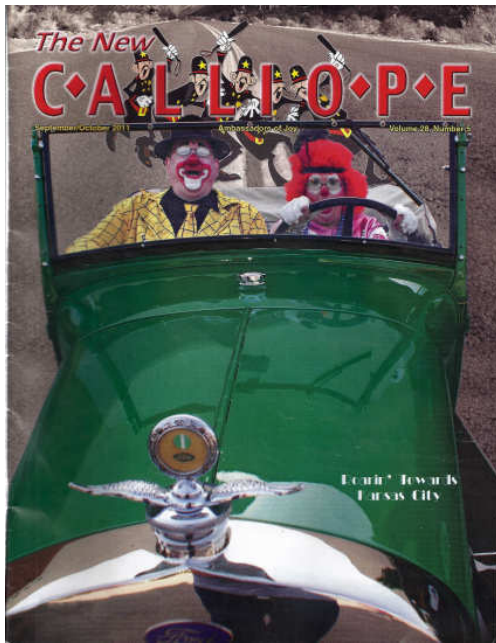
Garage Nights have become a favorite activity for many in our club. So it's no surprise that a large group showed up at Wink's Barn on Saturday, March 31 for the first annual Tune up and Season Readiness session. About 20 members were in attendance along with ten cars.

Walt and Mary Anne Jones were the guest hosts for the event. Using handouts, white boards and various parts Walt described all the steps necessary to get your car ready to tour. After a brief question and answer session (and a few cookies) everyone gravitated to the cars and the real work began.

Carburetors were adjusted and timing tweaked; "hey, check the coolant level on that one." As usual there was more discussion than work but that's what makes these events fun, the camaraderie of all the members.

A big thank you to Sherry Winkinhofer for letting us use Wink's Barn. Don't miss the next Garage Night, Saturday, June 2, when we will be discussing the front end alignment of the Model A Ford.





Clown Car

Lyman Ridgeway recently spent the day the day at the "Clowns of America, International" COAI Convention at the Hilton Inn in Kansas City.

He was invited as a special guest as long as he brought his car! Actually, they asked him if he could park his car out front since it was on the front cover of their Magazine! Not to mention on the big poster in the front lobby of the hotel.

As Lyman says "Anything to promote the Model A Ford!"



Spring is here so . . .

when was the last time you . . . ?

- ☐ **Greased your throw-out bearing.** To do this job remove floor mats and floorboards and clutch inspection plate. Grease bearing through fitting on throw-out collar. Do not over-grease.
- ☐ **Packed your wheel bearings.** Remove wheels and drums; wash the bearings and races thoroughly. Pack bearing with wheel bearing grease and reassemble. Do not forget the cotter pin.
- ☐ **Oiled your gas pedal linkage.** There are three places to oil. Behind the engine on the shafts supports there are holes drilled for oiling. Also where the rod connect from the carburetor.
- ☐ **Tighten your lug nuts.** Use firm even pressure on all lug nuts. Be sure to see whether nuts are pressing the wheel to the drum or just bottoming on the studs. A wheel that is not properly bolted to the drum can be ruined in very short order.
- ☐ **Checked the oil in the transmission and rear end.** Keep level up to the filler plug, use 600W in both.
- ☐ **Cleaned and flushed the cooling system.**
- ☐ **Tightened the fan belt.** Loosen generator mounting bolt, move generator away from block until most of the slack is taken up in the belt. Tighten belt. Then check belt to see if adjustment has changed.
- ☐ **Rotated your tires.** Spare to right front, right front to left rear, left rear to right rear, right rear to left front, left front to spare. Follow same pattern in each rotation.
- ☐ **Checked your radiator hoses and clamps.** Feel hoses, if soft and gummy, replace them. Same with split or rotten ones. Check for tightness and watch for broken ones.
- ☐ **Oiled your generator.** There should be two oil holes on the generator. The rear one is easy, the front one is protected by an "L" shaped clip that has to be removed to one side.
- ☐ **Spent an hour tightening nuts and bolts all over the car.** Self-explanatory.
- ☐ **Adjusted your point gap in the distributor.** Ford recommends a gap of .018 to .022.
- ☐ **Clean and re-gap your spark plugs to .035**
- ☐ **Check the air in the spare tire.** Self-explanatory.
- ☐ **Checked out your emergency tool kit.** Including a jack. To each his own, should include points, condenser, plugs, wire and a fire extinguisher.
- ☐ **Adjusted your emergency brake.** Take up the slack with the clevises on the forward end of the emergency brake rods. When there is no more adjustment left reline the bands.
- ☐ **Cleaned and tightened your battery connections.**
- ☐ **Check out all your light bulbs.** Self-explanatory.

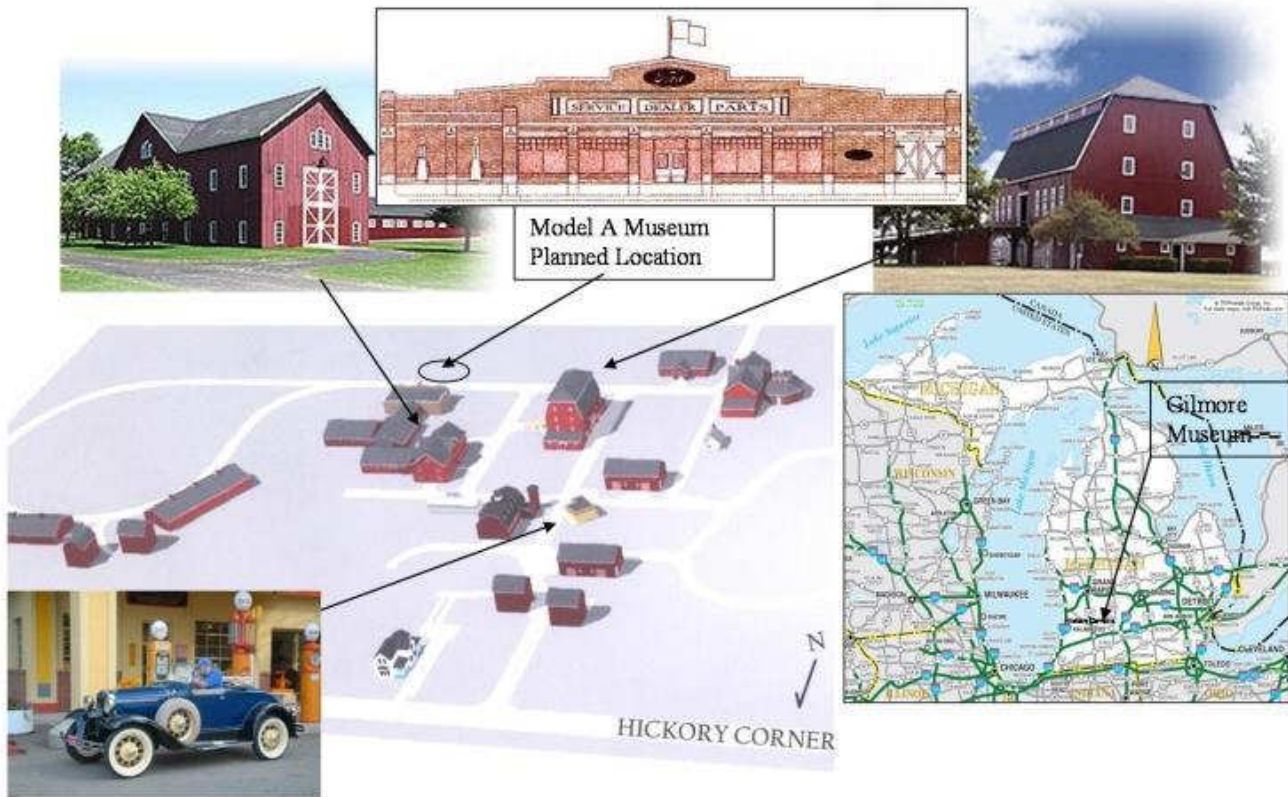
Reprinted from Calumet Region MARC via the "Script "A" News" from the Script "A" Region, Model A Restorers Club St. Charles, MI 48655, one of our Newsletter Exchange Friends!

Model A Museum Ground Breaking.

GROUND BREAKING for the Model a Museum at the Gilmore Car Museum complex in Hickory Corners, Michigan took place on Tuesday, April 17th. It's been a long time coming, but it's finally becoming a reality. A web camera has been set up on the Maffi.org website so that you can view the hour by hour progress. Trucks are hauling in gravel for a base for the cement slab. Cement is to be poured this soon, with the steel for the structure arriving soon after! 650 walkway bricks were ordered and are waiting for delivery at the proper time!!!!!! Is your name on one them? If not, there's still time to order one !

Future home of the Model A Museum

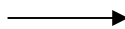
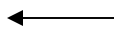
Gilmore Car Museum campus, Hickory Corners, Michigan



A few pictures of some of our members!



Betty and Harold Blaker had a great time at the April meeting!



Jenny Steenstry enjoyed the recent Garage night.



Wed's Technical Meeting & Breakfast*

Malcolm McIntyre, Tech Director



This past month was well attended and you can tell the group is getting excited about getting the cars back on the road. Speaking of well attended, we had a great turn out of the ladies this month as well, which I think makes the guys nervous.

John brought a new old stock vacuum wiper for his Model A and brought the original box that it came in. Several members continue to work on new car projects and several are putting cars back together from recent work.

Come join us each Wednesday morning from ~6:00-8:30 at the Englewood Hy-Vee.

*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!

Available for Loan

Bob Martin

Northwest Missouri Model A Ford Club has a number tools and DVDs that are available for any member to borrow. Just check with me if you would like to use any of the following

Tools:

Tow Bar
Gas Gauge Removal Tool
Light Switch Spider Removal Tool

DVDS

Roadside Troubleshooting
Carburetors and Carbohydrates
Gennin Along with Lloyd and Floyd
Gahrenheit Fright
How to Stop on a Dime
Building a Model A Transmission
Rebuilding a 2-Tooth Steering
Installing Flathead Ted Brake Floater Kit
Setting Model A Engine Bearing Clearance



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:

*No new members this month
but watch for the new club
roster to be available at the
March meeting!*

MAFCA BOARD OF DIRECTORS' MEETING HIGHLIGHTS SATURDAY, JANUARY 21, 2012, LA HABRA, CA

President Garth Shreading made the following Board appointments for 2012:

Technical Liaison – Chuck Christensen

Era Fashion Liaison – Dick Przywitowski

Insurance Liaison – Jerry Wilhelm

Web Liaison – Dan Foulk

Nominating Committee

– Board Representative – Dick Przywitowski
Donna Lewis
Dave Jones
Jim Morris

Finance Committee

Alex Janke
Garth Shreading
Al Stohl

SEMA Liaison – Doug Linden

Special Projects Committee

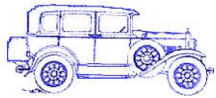
Mary Tribbett
Dave Vestal
Al Stohl
John Firth
Carl Becker

The Board approved the Contract submitted by the **Alamo A's** to host the **2013 National Awards Banquet, December 4-8, 2013**. The Board also approved the Contract submitted for the **Maine Lobsters & Lighthouses National Tour in 2015**.

Jerry Wilhelm, Membership Director, continues to finalize the on-line survey that the Board has been working on for the membership. It should be finalized within the next few months – watch the MAFCA website for details.

Doug Linden, Publications/Public Relations Director, announced they are currently sending out approximately 492 *A World* newsletters. It is also now being offered online.

The Board is pleased to announce the approval of the charter for the **Hawkes Bay Model A Club from Napier, New Zealand** and for the **Danish Model A Ford Club**



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Invitation To Join Model A Ford Club of America

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 Country _____ Telephone _____
 (No separate zip code for international members - use country code and zip code)

Old Membership

Name _____
 Street Address _____
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 City _____
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 Country _____ Telephone _____
 (No separate zip code for international members - use country code and zip code)

Membership Benefits

The Member is eligible to become a Member of Local Chapters • National Meetings • The National Gazette • "Model A Reporter" News • Dealer's Newsletter and Subscribers' Cardfile

Basic membership: \$40
 International Membership: \$50
 Life Membership: \$1,000
 Study cards on model A cars available to all members

For Credit Card Orders: Visa/MasterCard/Discover
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Membership only: Membership: \$40
 International: \$50
 Life: \$1,000
 Study cards on model A cars available to all members


MAFCA

252 South Cypress Street • San Gabriel, CA 91081-0512

Source: 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 | MasterCard | Discover Card

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

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