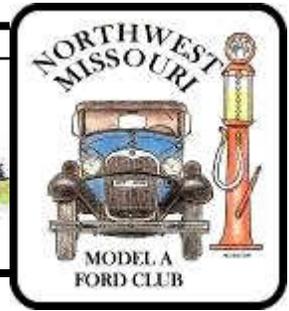


The ROAD RUNNER



MAFCA Charter

MAFCA "Newsletter of Distinction" 2008, MARC "Honorable Mention" 2008

MARC Region

Officers

President:	Bill Auch
Vice President:	Harvey Roseberry
Secretary:	Malcolm McIntyre
Treasurer:	Vickie Roseberry
Activities:	John Osborn
Activities:	Larry Weigum
Publications:	Sherry Winkinhofer
Sunshine/Concerns:	Marcia Auch
Calling	Sylvia Donius
Historian:	Joy Osborn
Tech Advisor:	Ken "Wink" Winkinhofer
Membership:	Scott Forsen
Property:	Lee Donius
Webmaster	Dave Telles
Purchasing	Ron Anderson
Director	Lyman Ridgeway

Birthdays

Judy Ismael	09/04	Jim Spawn	09/13
Kay McMickell	09/19	Quenten Kerr	09/17
Jeanne Hartman	09/20	Robert Sansom	09/18
Maxine Stamp	09/20	Otis Miller	09/19
Stacie Norris	09/26	Jim Steenstry	09/19
Liz Blakley	09/27	Lyman Ridgeway	09/25

Anniversaries

Jim & Paula Steenstry	09/01
Eddie & Marilyn Griggs	09/03
Robert & Beverly Brian	09/10
Lee & Dorthy Huntley	09/14
Bob & Kay McMickell	09/29
Richard "Chili" & Linda Canida	09/29

Monthly Meeting

The 1st Monday of the Month,
6:00 dinner, 7:00 meeting
The American Legion, 92 Hwy & DD,
Smithville MO
Sept 7, 2009

Board Meeting

The 3rd Thursday of the Month, 7 pm
The Mid-Continent Library
Boardwalk Shopping Center, Barry Road and I-29
Sept 17, 2009

Technical Meeting & Breakfast Club

Meets every Wednesday 7:00 AM-10:00 AM
HY-Vee, Englewood and N Oak

Ice Cream & Socializing

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



Presidents comments:

First off, a big THANK YOU for all the cards and your personal concerns about the passing of my brother, also a big THANK YOU to Harvey who, I've been informed, did a super job in my place.

Second, by the time you read this you will know I had a birthday, a BIG birthday! No complaints, it is tempered by knowing the respect I'm going to get from all of you. It does get you thinking about the strange events of life. August 1929 a baby boy is born in Miller, South Dakota, at the same time Henry Ford built a coupe in his Chicago plant. What are the chances that the two would some day be together?

In the early seventies we spent four years in Kansas City, most of you lived here at that time and we didn't know any of you. What are the chances that we would be members of the same club?

The big story is that it isn't over when you reach eighty years, no one knows what tomorrow will bring, who you can help, who you can greet with a big smile. LIFE IS GOOD.

C.U. On The Road



Bill Auch, President

I can't change the direction of the wind,
but I can adjust my sails to always reach my destination

Editor's Comments:

"Mom, he's doing it again...". That's what I heard from my daughter Liz as we walked out of a store recently. Of course she was talking about her Dad and our Model A!

We were on our way to my Dad's house for a family reunion weekend and had ran into a store on the way. Wink, as always stayed with the Old Lady to keep on eye on her, and we two girls went inside. When we came out, he had four people standing around her with the hood up! It's actually pretty normal stuff, hence the comment from Liz.

It really is truly amazing how many people love these old cars. They just come out of the woodwork, and they always have a story to tell or 1000 questions to ask. That weekend we had only been inside 20 minutes, and over a dozen people had come over to admire the Old Lady. Wink says he has his own private car show every time he ends up waiting for me, and it's really true. But he loves it! As with most A owners I've met, he never gets tired of talking about our car! And the more we educate the public and let them see these special beauties, the more likely they will be loved as we pass them down through the generations.

Happy "A"ing to everybody!



Sherry Winkinhofer – Newsletter Editor



Activities & Regional Events

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

Sept 5-Parkville Cruise Nights

Downtown Parkville
 4 pm to 9 pm 816-505-2227

★★ **Sept 7th–NW MO Model A meeting** ★★

The American Legion, 92 Hwy & DD, Smithville MO
Bob and Karol Russell will share a slide show of their recent trip to Russia!

♦ **Sept 12-Edgerton Pioneer days** ♦

Sept 12 parade 10am to noon
 Meet at the School House at 8:30

Sept 12 -SHOW & SHINE CAR SHOW SHAWNEE, KS

10 am - 2 pm
 The Sweet Life Rosehill Brookdale Senior Living
 12802 Johnson Dr, Shawnee, Kansas.
 For more information call 913.962.7600.

Sept 13th Speed the Light car show

10am to 2pm
 Www.Calvaryagkc.org
 816-761-0230

♦ **Sept 19-20 Ararat Shrine swap meet**

Lee's Summit araratshrine.com/swap/
 See page 4 for more details

♦ **Sept 19 Southside Fall Festival**

St Joseph parade
 See page 11

♦ **Sept 19-Good Shepherd Antique & Classic Car Show**

9555 N. Oak Trfwy
 Contact Ron 816-587-8815, rondennning@sbcglobal.net

Sept 20-23 2009 MARC National Tour

Charlottesville, Virginia
 contact Woody Williams, 703-858-1192
 or vamodela@verizon.net

★ **Sept 25-Garage Night** ★

Marvin Taylor's Garage, 7:00
 See page 12

★ **Sept 26—International Model A Day**

English Landing park, Parkville MO
 4 pm BBQ see page 3
 \$5 in advance to Vicky at Sept meeting

♦ **Sept 27 Ararat Shrine Shows**

N. Kansas City 10:00
 See page 4 for more details

♦ **Sept 27-Carolyn's 3rd annual antique & classic car show**

10am to 5pm arrive at 930
 816-781-9196

Oct 3rd Parkville Cruise Nights -

Downtown Parkville
 4 pm to 9 pm 816-505-2227

♦ **Oct-3rd Weston Applefest**

Coffee and rolls
 at Terry & Peggy Richardson's before the parade!

Oct 4th-Gladstone Gladfest Car Show

9am to 3pm, 69th & N Holmes
 Proceeds go to scholarships for area students
 Contact: 816-436-4523
 Or larry@gladstonechamber.com

October 7-10th Hersheys Antique Auto Convention

<http://local.aaca.org/hershey/fallmeet.html>

★ **Oct 10, Moon Marble Company**

& Grinter Place, Bonner Springs KS.
 Lunch to be scheduled.
 We'll leave from Corner Cafe in Riverside at 9 AM

♦ **Oct 17th Jefferson Highway Drive**

Details pending

★ **Nov 7 Fall foliage tour**

Plans pending

★ **Dec 13 -Annual Christmas Party**

Save the date, Plans Pending

[Looking for Volunteers for Garage Nights!!](#)

[October Elden Stamps](#)
[November & December are still open!](#)

Looking toward 2010

Summer Regional—Omaha Nebraska
 National MAFCA—Canada
 (Get your passports 9 weeks before you need them)

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 Bill Auch – 816-436-3230
 All Officers: info@nwmomodela.com
 Tours and Activities: tours@nwmomodela.com
 Publications: RoadRunner@nwmomodela.com
 Membership: membership@nwmomodela.com
 Webmaster: webguy@nwmomodela.com
 Tech Advisor: techguy@nwmomodela.com

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

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



Northwest Missouri Model A Ford Club Meeting

August 3, 2009 American Legion Hall Smithville, MO 7:00 pm

Minutes of the July meeting were approved as presented.

Treasurer's Report – Approved as read.

Membership: Lyman reported on new member Lonnie Hanks who has a '29 Pickup. We have added 4 memberships (5 people)

Activities: Jim Spawn reported that on Sept. 19th from 1:00-5:00 the Platte Co Historical Society is having a homes tour. Two of the homes were seen from the exterior during the Bonnie & Clyde tour last summer. Jim also reported on the Pony Express tour coming up June 19th 2010. The cars will gather in Riverside at the park. Casper, WY is the mid-point where the East cars meet the West cars. Contact Jim if you want more information or want to sign up for their informational email newsletter.

John passed out flyers for the International Model A Day Sept. 26th at 4:00 in Parkville. The menu will be smoked BBQ pork, Smoke House beans, coleslaw, buns & pop. Table service is provided, The cost is \$5 in advance. Signup sheets for the Edgerton Parade Sept. 12th at 8:30 were also circulated. The Southside Parade in St. Joseph is scheduled to leave from the McDonald's at 7:40 on Sept. 19th.

Larry announced that he is cancelling the LeCompton tour scheduled for 8/15 due to lack of participation.

Ken Winkinhofer has tour sheets for an excellent Model A route.

Concerns: A sympathy card was sent to Junior & Liz Blakely. A get well card was sent to Dan Wantland. The August birthdays and anniversaries were read.

Publications: Sherry thanked everyone for article submissions. Our mystery part has drawn responses as far away as California.

Purchasing: Ron showed previews of long sleeved club shirts.

Technical Advisor: Ken showed the mystery part. The next garage night is at Ken's hosted by Walt Jones August 23rd at 2:00.

Calling List: Sylvia had nothing to report.

Historian: Joy asked for photos from the picnic.

Properties: Lee had nothing to report.

Webmaster: Dave had nothing to report.

Director: Lyman shared that the mystery member was Mary Ann Jones.

Vice President: Harvey hosted the drawing.

Meeting was adjourned at 8:45.

Respectfully submitted Malcolm McIntyre



Mystery Member!

Our Mystery Member for August was Mary Ann Jones!

September's Mystery Member—

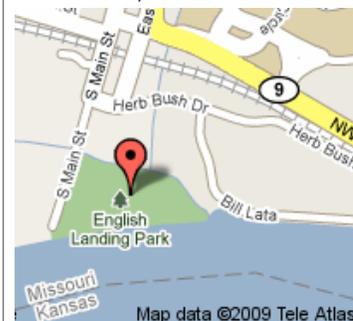
First car was a 1936 Chevrolet Master 2 door. Born, raised, and lived almost all his life in the same house. Worked on B-24 bombers during WWII. Was a dairy farmer. His great grandfather came to Clinton County in 1847 and homesteaded 18 miles north of Liberty. Jesse James stopped at his grandmothers and when she said she would cook him a chicken if she could catch one, he asked her what one and then shot it and she cooked it. Has a spur that he believes belonged to Jesse James. Has an un-restored late 1931 Model A Coupe with an indented firewall and titled as a 1932. Also owns a 1924 Model T.

Who is it?

International Model A Day 09/26

Please note a correction to the time that we will be meeting at English Landing Park in Parkville. We have the Shelter from 4PM to 10 PM.

Reservations are necessary so we can plan the right amount of food. Cost is \$5 per person. This includes BBQ Pork, baked beans & coleslaw, drinks and table service! Quite a bargain!



You can mail your reservations to Vicki Roseberry, 4205 Belmont Circle, St Joseph MO 64506 -2449 or just sign up at the September meeting. Hope to see you there!

SUNSHINE/CONCERNS

Marcia Auch 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 816-436-3230

August 3rd Meeting 08/3/09

The August meeting was well attended, especially for a hot summer day. Around 60 members joined us for dinner and a movie! Dinner as usual was cooked and served up by the wonderful ladies of the American Legion, with the usual specials of \$10.95 per person. This buys a full meal, drink, dessert, and even covers the tip! Hard to beat that, and I don't even try (one night I don't have to cook or do dishes!)

Once our meal was complete and some of our visiting taken care of, Jim Spawn filled us in on several interesting events coming up including the September 19th Platte County Historical Home Tour that will include two of the homes featured in last summer's "Bonnie and Clyde Red Crown Tour".and an update on next years Pony Express Run. Both sound like great fun!

Then we settled down to watch an interesting film about St. Joseph, hometown of some of our members. This 60 mm film was rescued from obscurity by being transferred to DVD by tonight's presenter, Larry Flinchpaugh.



Larry Flinchpaugh

This unique old film was a promotional reel made around 50 years ago, showing some of the highlights of a growing St. Joe community.

I shared a table with several couples that had been long time residents, and although I enjoyed the film, I think they had me beat! You could tell that it brought back a lot of memories of their younger years, although maybe not as far back as 50 years.

A lot of comments centered around businesses and landmarks still (or not) around today. It was interesting to see what the film maker felt was memorable, and to realize all the items not mentioned in the film that are considered to be of historic value today. But then again, it was pretty easy to see where the money to produce the film came from too!

The rest of the meeting followed, with the standard business of the club taking place. A lot of fun is still being planned for the rest of this year, including the "Moon Marble" tour, International Model A Day, and a number of Fall Festivals. See the Calendar on Page 2 for details and dates! Come join the fun!



Barbara Anderson - In Memoriam.

It is with a heavy heart that I write this item. This month we lost a friend of the Model A society & a founding member of our club. I only knew Barbara for several years, but I cherished the experience of knowing her. She was always cheerful and the first to offer a hand in friendship to all. She will be greatly missed.

Arrat Shriners Swap Meet info:

This Fall Swap Meet has moved to the former Adesa Auto Auction in Lee's Summit, MO. This site is located at an easily accessible location at 101 SW Oldham Road, on the southwest corner of the junction of Route 50 and Route 291 South.

Over 200 Shriner volunteers offer many services at this large event, including Parking Attendants, Traffic Control Teams, Clean up teams, Free Delivery Service, 24 hour security and more!

The Swap Meet will open to the public at 6:00 AM Saturday and Sunday.

Please contact the Ararat Shrine Business office for more information (800) 211-4120 or (816) 923-6220

Arrat Shriners Car Show info:

This car show is scheduled for Sept 27 NKCMO at 16th and Fayette, across the street from the Old Gold Buffet. The time 9am till 5pm. \$3 dollars a person. All proceeds will go to the Hospital Transportation Fund. This fund is used to transport patients to the Shrine Hospitals

Platte County Historical Society Homes Tour

Saturday, September 19, 2009

1:00 p.m to 5 p.m.

The Ben Ferrel Museum and four historic homes will be featured in this Homes Tour fundraiser.

Two of the homes were featured in last year's Bonnie and Clyde Tour, given by Jim Spawn, with a drive by tour. Now is your opportunity to see the inside of these historic locations!

You can purchase tickets in Platte City at the Ben Ferrel Museum, Wells Bank, daCapo Teas & Eatery or PCHS Directors. Cost is \$12.

For more information contact Diane Pepper 816-880-0246,

or

Rosie Wade 816-858-3866.

www.rootsweb.ancestry.com/!mopchgs/



Croskell Home. Bonnie and Clyde Era Vintage Cars



Brown Home. Turtpes & Vintage Cars

MODEL A FORD CLUB OF AMERICA, BOARD OF DIRECTORS' MEETING HIGHLIGHTS
SATURDAY, APRIL 25, 2009, DALLAS, TEXAS

1. The September Board of Directors Meeting will be in La Habra, California on September 12, 2009.
2. The MAFCA/MARC Judging Standards Publications Committee is anticipating completion 1st supplement of the Judging Standards Revision 3 this year.
3. The Steering Committee of the MAFCA 2010 International Convention in Vancouver, Canada has been reorganized under new Chair Brian Carlson.
4. The 2010 Annual Membership Meeting in Colorado Springs, CO has had to switch hotels and have contracted with the Doubletree Hotel with a room rate of \$79 including breakfast.
5. MAFCA has switched printers for The Restorer to Boelte-Hall, our previous printer.
6. MAFCA is printing new Fashion Judges Certification Cards and has purchased a small laminating machine for them.
7. MAFCA has over 100 Chapters who have contributed over \$5,000 for D&O insurance.
8. Nominations for new Board of Directors vacant positions will be closed July 1, 2009.
9. MAFCA has 268 Chapters registered.
10. MAFCA has a new SIG (Special Interest Group): AFORD – A Fellowship of Retired

- Directors. They have volunteered to be a resource for current MAFCA Boards.
11. Chapter Coordinator newsletter is now on the MAFCA website.
 12. MAFCA currently has 13,154 members; 420 international and 12,734 US members.
 13. How To Restore Your Model A Vol. 8 is being edited by Les Andrews and will be ready for sale prior to Hershey this year.
 14. President Les Andrews will to send a personal letter to the 1600 previous members who did not renew their 2009 membership, inviting them back at a discount for the second half of the year.
 15. The Board discussed various ways of getting new technical articles for the Restorer.
 16. George Tynan (Advertising Director) is reviewing advertising on 2 fronts; 1) revising rate schedules; 2) personally contacting current and past advertisers.
 17. The Board discussed “perk package” for the membership. Dave Jones will check the impact they may have on 501(c) (7) corporations.
 18. The Board reviewed ways of possibly reducing the size of the MAFCA inventory.

Respectfully submitted by Jill Sullins, Secretary
MAFCA Board of Directors 5/28/2009

Times have Changed!



Submitted by Malcolm McIntyre

Times have changed in the 80 or so years since our cars were built. In 1930 the population of Missouri was 3.6 million people and its double that now. In 1956 under President Eisenhower the Interstate system was born. Automakers started building cars for higher speed and my wife's 1956 DeSoto was advertised as the “Car for the Superhighway Age” in dealerships when new. Driving old cars on high speed roads can be hazardous. Even cars that can keep up with the flow of traffic don't have the capacity to brake or handle like newer cars. Driving old cars like our Model A's which have a cruising speed of 45 mph can be deadly on interstate highways, or any fast four lane road. The Federal minimum speed on the interstate system is 40 mph and unfortunately we don't travel at much over that. The sad fact is that most drivers don't have the capacity or attention span to handle the 20-30 mph speed differential that they will encounter approaching you on the road. Here are a couple of unfortunate recent examples from the news:

A Maryland man and his 10 year old daughter were killed on Interstate 70 in Howard County around 6:30 June 30th when a 2007 Dodge struck the rear of their 1929 Model A Ford. The car overturned and both occupants were thrown from the vehicle. Witnesses say the car was traveling ~50 mph in the far right lane with a slow moving vehicle sign on it.

A Michigan couple's dream of driving coast-to-coast in their Model T ended when a truck rear ended their car on Interstate 80 in Wyoming July 6th. The couple was hospitalized and released with only minor injuries but their car was totaled. (Some of you might remember these cars passed through and stopped in Olathe)

The above examples prove the point that even if YOU drive defensively you really can't do much about “the other guy”. My recommendation is to limit your exposure to traffic and leave the interstate off your travel plans unless your car is trailered. Take the road less travelled, whose pace is slower, and arrive safe.

Know your Vintage?

Do you think you have a pretty good idea of what the 1920-1930's styles look like? Well, I thought I did until I started doing a little research and the result really surprised me. Check it out.

The pictures to the right are gleaned from the internet and are a combination of dresses both modern and from the 20-30's era.

Look them over, and see if you can tell which is which! Some are the real deal, the modern ones are vintage inspired or just found in a catalog, but currently available for purchase (although for a pretty penny for a couple of them! Ouch!)

The answers are on page 11, so you don't have to wait for next month, but let me know how you did!



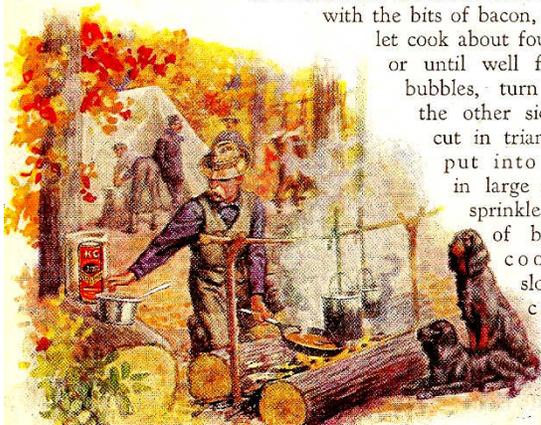
KC Mining Camp Cornmeal Pancakes

A yummy sounding recipes from a 1926 cookbook called "The Cook's Book", put out as you can probably tell by KC Baking Powder. From my own collection

K C MINING CAMP CORNMEAL PANCAKES

1½ cups cornmeal (9 oz.)	2 eggs or 2 additional teaspoon-
2½ cups white flour (10 oz.)	fuls K C Baking Powder
4 level teaspoonfuls K C Baking Powder	½ cup condensed milk
1 teaspoonful salt	1 cup cold water
¼ cup sugar (2 oz.)	8 or 10 thin slices bacon cut in bits
¼ cup shortening (2 oz.)	

Sift together, three times, the meal, flour, baking powder, salt and sugar, and chop in the shortening; beat the eggs, add the milk mixed with the water and stir into the dry ingredients. Have ready iron frying pans, hot and rubbed over with a slice of bacon; turn in the mixture to the depth of a scant three-fourths of an inch, sprinkle with the bits of bacon, cover and let cook about four minutes or until well filled with bubbles; turn to cook the other side. Serve cut in triangles. Or, put into the pan in large spoonfuls, sprinkle with bits of bacon and cook more slowly and covered. These are good hot or cold.



Page eight

Enlarging Vintage Clothing

This article was found in the COLLECTIBLES ILLUSTRATED. MAY/JUNE 1984 edition. It details an interesting idea on how to make that "almost" vintage dress work for you without doing permanent damage. A unique solution I haven't seen written out anywhere else.



Enlarging Opening seams and removing tucks may give you a bigger gown, but it's irresponsible to alter an antique. The addition of an extender is one way to enlarge a garment without making an irreversible alteration.

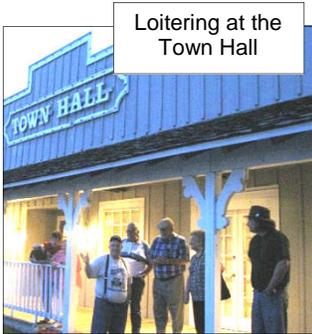
1. Put on garment and leave unbuttoned, measuring the gap at the widest spot to see how much extra space is needed.
2. Choose fabric in keeping with texture of the original garment.
3. Cut extension fabric to the length needed and hem raw edges. Remove buttons from original garment and stitch extender by hand or machine to the edge of the closure that originally held the buttons.
4. Attach buttons in parallel rows to both sides of garment closure.
5. Make a button loop for each set of buttons: attach one end of lightweight cotton cording to the buttons on the seamed side of the extender. Cut pieces of cording approximately one-half inch longer than the width of the extension fabric, then make a button loop "eye" by doubling over the cording.
6. Add hook and eyes inside the closure at several points to keep loose garments from shifting when worn. Garments should be enlarged to fit loosely, not snugly.

Roadsters and Ruts

Tuesday, August 11, Shawnee Town, a living heritage museum in Shawnee KS, was host to speaker and historian (not to mention "The Restorer" editor and a member of the North West Model A Ford Club), Jim Spawn. Jim was speaking on his favorite subject, old cars. Actually the theme of the evening was transportation in the early years of our country.

As always Jim drew a crowd, and for good reason. His slide show presentation included great pictures, some wonderful film clips, and some never before released film footage from the original tour across the country of the 20th million Ford. He was able to obtain the footage that was filmed right here in Kansas City. Pretty fascinating stuff!

The Model A clubs in the area were extended a special invitation to attend this talk, and were provided parking places of honor, right in front of the town hall. 4 clubs and over 24 cars participated, not bad for a weeknight!



Loitering at the Town Hall



Quite a line up!

The most popular door prize of the evening were the two tickets drawn that provided the winners with rides in a Model A. Of course, we are already winners, since we get to take these beauties out whenever we want!



Best Dressed!



Quite a Crown of onlookers!

Submitted by **Tim Fields** after attending Jim Spawn's presentation "Roadsters and Ruts"!

A motorist, (let's just call him Wink) after being bogged down in a muddy road, paid a passing farmer twenty five dollars to pull him out with his tractor. After his Model A was back on dry ground he said to the farmer, "At those prices, I should think you would be pulling people out of the mud night and day". "Can't" replied the farmer. "At night I haul water for the hole."



Wink's Tech Tips



Ken Winkinhofer, Tech Advisor

How many parts are in a model A? Recently, we kicked this question around the table wondering if anybody had ever bother to count each and every nut bolt and parts in a Model A from the engine to the rear bumper. So we put the questions to our good friends on the message board at Ahooga.com. The responses were great! Here are few of the best:

Posted by Malcolm: Ken - this sounds like a great idea for a club garage night. We'll come up with lots of baggies and take your car all apart ;)

Posted by Bruce Lancaster: Probably the way to give a useful standard answer to that would be to count the parts as shown in the parts book breakdown...so a seat cushion would be a single unit. parts book maximum breakdown, I mean...so if parts book shows the carburetor and the X parts that go into it, we go with the X parts. Parts that are not separable in the parts book get counted as a unit, like the seat cushion. Example: Brake drum. It consists of the drum the hub, and 5 studs. You cannot buy hub or drum separately in the Ford system, so that is one part. You could buy a stud, but we don't count that because we already counted the assembly...we do count the lugnuts, because they do not come with the drum assembly...This might lead to knots in the brain...

Posted by Dan Rossi: After taking apart, and after many years of putting off, putting back together it becomes not how many parts? plus how many dollars !

Posted by Bill Power: If you are taking it apart there are a lot. If you are not careful putting it together you may have some left over

(and my favorite) - Posted by **Don Kidwell-Northern Virginia** : They's ten: Big, Little, Lost, Broken, Rusty, On Order, Original, Bent, Leaking and Ill-fitting. Everbody nose that....Yee haw.

But after all that, I found the most definitive answer in an article from MAFCA.com - "The reverting to a Model A designation for the new Ford symbolized the impact this automobile had upon the Ford Motor Company. A far more complex automobile than the Model T, the Model A contained approximately 6800 different parts as compared to the less than 5000 components that comprised the Model T".

Commentary on Maintenance-continued



Submitted by John Osborn

This is the last excerpt from this 1996 "Restorer" article by Jeffrey S. Howard. I hope you have enjoyed taking this journey through history with our model A's!

The late 40s and most of the 50s saw the majority of surviving Model A's parked, unused and unwanted. They quietly rusted in impound yards, unclaimed, or sat unsold in the back rows of used car lots. Tens of thousands deteriorated in backyards until they became eyesores to be towed away to the crusher. Many perished in the elements where they had gasped their last pathetic unrepaired, poorly maintained puff of oily smoke. Thousands more were given to anyone who would remove them after grandpa passed on.

During the 1950s, the only takers of these cars were a few poor school kids and/or an occasional hot rodder. The school kids mostly bought them for transportation and used them for little more until the car no longer ran. If it could not be revived with a few bucks worth of parts, it was history and the kid bought a '40 Ford with a V-8. The true hotrodders spooned out the four banger and dropped in a hopped-up Cadillac to beat the '32 Ford flatheads which were the absolute hot deal at the time.

Throughout this 15 year period, nobody ever really maintained or repaired a Model A properly. Those who owned them did not have the money or motivation to do so. The car was a temporary step toward bigger and better things. Bondo, Plastic Aluminum, and Permatex in massive doses sufficed for repairs.

As the 1960s began, a few true pioneers were beginning to look at Model A's as something to be cherished and appreciated. Many who had once owned one wanted to do so again. Others who wished for a classic 20s or 30s anything were happy to find Model A's still reasonably plentiful and cheap. The emphasis of these people was true restoration - they wanted a stock, original, as manufactured car as much as possible.

This time period was truly difficult for these people since all interest by both Ford Motor Company and various aftermarket suppliers had long ago disappeared. Parts availability was a virtual "black hole." The junk yards had sent all their A's to the crusher years before. The machine shop which had poured bearings in thousands of blocks had forgotten how it was done, the machinery gathering dust or scrapped, the craftsman long retired.

For the first time in its life, the Model A was in the hands of owners who had the desire to not only take proper care of the car, but to make it like new again! After 30 years, these cars

were finally finding their way to owners who were intent on giving back to the car rather than to just take, and take. The proverbial road to hell is paved with good intentions. Unfortunately in some cases, the cars were not much better off after restoration than before.

The near absence of quality aftermarket parts and skilled service people drove many of the restoration pioneers to making do with what was available rather than what was desirable. A complete and proper restoration done during the 1960s was an expensive and time consuming process. NOS parts were hard to find and they were expensive when found. Without the large organized clubs and information exchange of today, finding one part might take months. Very few projects started during this time ever became "new" cars again.

Many of the most beautiful restorations existing today will prove conclusively that "beauty is only skin deep" with one short drive around the block. Many won't go - even 40 horsepower worth. Many more won't stop, some don't steer, most will shake and shimmy over 45 m.p.h. Many are "all of the above!" Deep down inside, the sledgehammer Depression blacksmith, the poor rural farm hand, the migrant worker, and the high school kid's repair shortcomings have been replaced by the "Uncle Farley's basement" workmanship of today.

The author is a past master at "Uncle Farley" work having owned 15 cars while he was between the ages of 13 and 17 and having "fixed" each one until it was beyond repair. A 25 year professional career in vehicle and equipment maintenance including school buses, large highway trucks and huge construction cranes requiring strict safety standards taught the need for stringent quality work. Even today, on my own cars, the temptation to take an occasional shortcut is like battling Dr. Strangelove's mechanical arm. Just last week I gave my Model A tractor carb a "hammer tune-up" when no one was nearby.

I truly empathize with you the reader. Just keep in mind the next time you buy a can of Bars Leak in hopes of making one more short tour without foaming your radiator. I have been there, done that, and as the President once said (or was that the President's husband), "Ah feel yer pain!"

The net good news at the end of this here story is that most of the Model A's alive today are in caring and loving homes. They are treasured and pampered in various degrees and are no longer one hook away from the crusher



Model A Mystery Part

How well do you know the Model A? Do you know what this part is? This month's mystery part was submitted by Charlie Ishmael. If you have an idea for a mystery part, send a picture to the below email!



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

John Osborn, 802 NE 73rd Terr, Gladstone mo 64118

Or Email: techguy@nwmoModelA.com

Last Month's mystery part:

This is a transmission plunger pin/spring. It fits inside the transmission tower and slips into the notches on the shifter shafts. It helps prevent the gear from shifting out of place.



We had several correct answers on this one! First response was from Bob Hess, followed by Art Pugsley & Bill Auch.

Car Tip from Terry Richardson! -



I know the Model A guys like to use the Lucas Slick Mist to wax their Model A's!

O'Reilly Auto Parts usually carries this product, but not all stores stock it on a regular basis. But just ask them to order #LUC 10160, and they can get it in for you ASAP!

Tech tip for September 2009

(Precision) Timing the Model A Ignition.

Many years ago Ford printed the timing procedure in the "Instruction Book" which accompanied each car. The instructions are clear and easy to follow so my intention here is not to hash over them again. The goal in timing is to get the #1 spark plug to fire when the #1 piston is at top dead center when the spark lever is at the full retard (up) position. This can be a lot easier said than done if your engine has a fair amount of wear and tear on it. There can be a fair amount of backlash at the distributor cam making it difficult to get it timed correctly. What usually happens is that you get close but never right on, exact.

You can get it exact by using a timing light. Six volt and combination 6V/12V timing lights are not difficult to locate at swap meets. Using the timing pin locate top dead center. Make sure the pin is in the exact center of the indent in the timing gear. Using the crank you will often slide past the center of the indent before you can stop cranking, so you wind up little past the indent. You will need to turn the lower pulley back just a tad to return to the center of the indent. Work the pulley back and forth to get the pin exactly in the indent. You can purchase and install a crank degree scale or simply fashion a pointer that attaches to one of the timing gear cover bolts, then runs down the front of the cover, makes a right angle and points to the edge of the pulley. Put a spot of white paint on the edge of the pulley opposite the tip of the pointer.



Hook up the timing light with the high tension lead on the #1 plug. Start the engine and with the spark lever fully retarded look to see where the spot of white paint is in relation the pointer. Adjust the cam to get the paint spot exactly opposite the pointer.

With the above procedure the #1 plug will fire at exact top dead center with the spark fully retarded.



Happy motoring,
Bob Hess

For Sale / Wanted

As a service to our members, the three area Model A clubs have decided to mutually share our classified ads sections! (this will include Model A specific items only.)

For Sale: 1928 complete engine and transmission, pedals, brakes, & other parts, too much to list here. License plates too!
Contact: Paul Gardner 816-393-5435 evenings

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

For Sale: Model A engine. Ready to bolt in car, completely rebuilt \$2000
Contact: Larry Andra 316-943-9845

Wanted: 2 front doors for a 1930 Murray complete or not, also need rear and quarter glass
Contact: Bill Yardley 316-554-1968

For Sale: 1930 Fordor Same owner for over 15 years. 8000 miles on rebuilt engine. Excellent condition. Health forces sale
Contact Billie Beeson 816-589-3564

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

For Sale: Model A transmission \$75, 17" wheels, all 5 for 2\$125
Contact: Lance Burton phone: 816-809-8648



Behold the Cotter Pin!



Submitted by John Osborn

This article is by Hans Kalinka, and was originally printed in an "On the Road" column in the "Model A News" Volume 37, Issue 3 1990. I think it makes very interesting reading, I hope you do too!

Several years ago, the technical contributions of this magazine became embroiled in a lengthy examination of the 3X spark plug. I was amazed that after sixty years so much information, real and/or unreal, still existed.

Surely, there is the feeling among some Model 'A'ers "Who really gives a rip?" about cotter pins. Is the following information nitpicking idiocy? From a practical sense there must be some redeeming qualities or reason to spend the biggest share of an article on the lowly cotter pin. Realistically, there are a "ton" of cotter keys on a Model 'A' Ford; a lot more than there are fenders or hub caps, or even spark plugs. To purchase the correct cotter keys will cost no more than the wrong ones, and to install them correctly will take no more time than putting them in improperly. But the real sense of satisfaction will be knowing that, when finished, you will have duplicated exactly how the Ford employees did it back on the original assembly line. In unison now, chuckle. No one, not even I, is that naïve! Anyway, here goes.

For reference, I have used information printed in a 1934 Dykes Automotive Instruction Manual, page 716; an August 1954 Ford Motor Company Engineering Staff Sheet on Standard Parts; and several data sheets from companies that supply cotter pins. Since one sheet showed more than twenty styles and shapes, we shall only be concerned with the item most probably used by Ford.

First, let's wade through the nomenclature of a typical pin. The "standard" cotter pin was square cut, meaning the ends of the prongs or legs were flat or blunt or square cut. They were "extended prong", meaning one prong was longer than the other, while the eye or head was round. The length of a cotter pin was measured from the base of the head to the tip of the *shortest* prong. Ford did not use hammer lock pins on the Model "A," realizing that the prong measurements are different (opposite) on this style. The diameter of the shank of the pin is as indicated and described on the following two charts: figures 1 and 2. So the full name of a Model "A" cotter pin is: standard, extended prong, and square cut.

FORD MOTOR COMPANY STANDARD PARTS

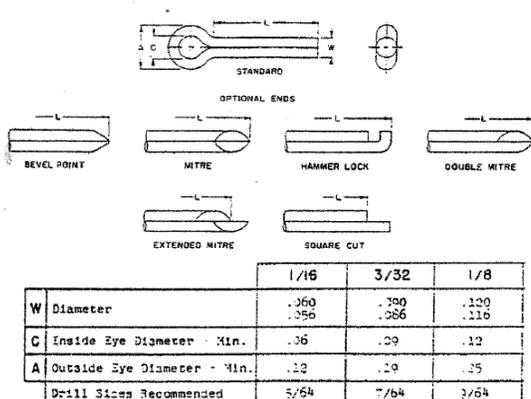


Figure 1

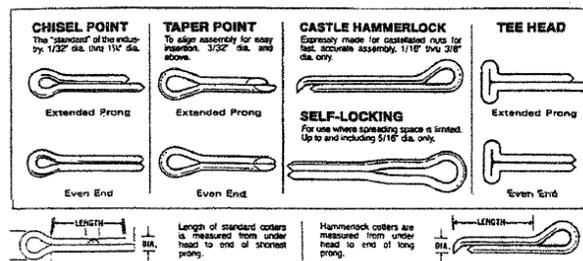


Figure 2

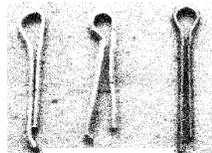


Figure 3

Figure 3 shows three types of pins. The two cotter pins on the left are hammer lock. Note head located to the side and a slight shape variation to the eye. The pin on the right (pointer) is the standard "A" pin.

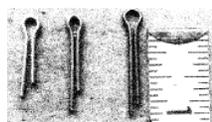


Figure 4

Figure 4 compares 1/2", 5/8" and 3/4" pins and correct measurements.

Figure 5 is the wrong and right way to bend the pin according to the 1934 Dyke's manual.



Figure 5

Wrong and right way to secure a cotter pin: (1) Head of cotter not in slot of nut-turned wrong. Ends not split right-turned wrong. This combination will soon work loose and come out. (2) Head of cotter in right-pounded down firm-a snug fit in hole. End of cotter pounded back over end of bolt-other end pounded back over end of bolt-other end pounded down. Cotter should be tight (DYKES '34)

Figures 6 and 7 are photos of the castled nut on a shock absorber arm clamp bolt. Note the head of the 5/8" cotter pin is snugly buried into the castle and right up to the thread of the bolt. Also note the short prong of the cotter pin is bent down, while the long leg is bent over the top of the bolt.



Figure 6

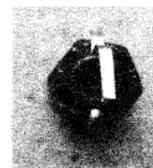


Figure 7

Series 8, and 9 are of an adjustable brake rod clevis, the brake rod clevis pin, and the appropriate 3/32" diameter, 1/2" long cotter pin in place. Note the cotter pin head firmly in place in the eye of the clevis pin while the prongs or legs of the cotter pin are bent around the diameter of the clevis pin. There now, that really didn't hurt, did it?



Figure 8



Figure 9



Southside Fall Festival Parade 9/19/09

We will be participating in the **Southside Fall Festival Parade** in St Joseph, Saturday September 19. The group from Smithville will meet at the Casey's at 6:30 AM to head to the St Joseph McDonald's at I-29 and Hwy 169, (I-29 exit #44) meeting up with the St Joe bunch.

We will leave McDonald's promptly at 7:40am together to arrive at Kovac's King Hill Plaza at 8:00am. Trailers can go straight to Rupp Funeral Home at Alabama and Pryor Streets where J L Robertson has given us permission to use their back lot, unload and drive south to the Plaza. The parade starts at 10:00.

This is a fun parade, no registration or fees, and will have many entries. Hundreds of kids will line the streets waiting for candy. The parade route runs north from the Plaza to the fire station, west a couple blocks and then south to the Carnage Library where it ends. We will continue south to Rupp's, load the trailers, and then loop back north through downtown.

There will be two options for lunch. One group will head to Terrible's Casino for a buffet lunch or Eddie Griggs and grandsons will lead to Burger King for take-out to eat on the deck at the Nature Center. After lunch, we will be meeting at the St Joseph Remington Nature Center, across the street from Terrible's on the Missouri River bank. Admission is \$3; \$2 for seniors over 60. The tour ends here, you can form groups or return home on your own. If you like crafts and festival food, you may want to stop at the Southside Festival at Hyde Park before leaving town. It runs up into the evening. Call Eddie at 816/383-1964 to sign up or if you have any questions.



Some of Last Years parade participants

Homecoming Parade

Terry Richardson put out the call to anyone wanting to go to the Saturday Homecoming Parade in DeKalb, MO. a small farming community 12 miles south of St. Joseph. Without any arm twisting, Leland Daise, Tim & Joy Osborn along with Vicky and myself took up Terry's invitation.

Leaving St. Joe around 9:00 we took our A's on a leisure drive through the back roads to DeKalb. Terry & Peggy joined up with our group as we lined up for the parade at 11 am.

The parade traveled around the outskirts of DeKalb and down main street. Although the parade lasted maybe 20 minutes the local crowd was very appreciative that A's joined in their celebration. Leland's Model A truck with the pigs, chickens and ducks was a real crowd pleaser!



To complete our Model A outing we followed Terry to Dearborn, Mo to the Cooks Corner Cafe for lunch. While we were having lunch Joyce Kerr, who was there with a friend, came over to our table and said hello. After some small talk, Joyce said " You don't know how lucky you are to be out enjoying those old cars on a beautiful Saturday afternoon." That statement really hit home, we really were having a great Saturday driving our A's and being with good Model A friends. With temperatures getting into the 90's we headed our A's home for some cool air-conditioning.

KNOW YOUR VINTAGE? Answers 1) New, leluxeclothing.com 2) Old, Early 1920s Dress, 3)New, vintagewedding.com 4) Old, Flapper printed velvet day dress, c.1925 5) Old, Art Deco silk matte pongee print dress from the mid 1920s 6) New, www.kaboodle.com 7) Old, Couture-quality unlabeled evening dress of sapphire tulle, c.1921. 8) New 9) old, Deco silk tulle shawl, embroidered with a bold geometric pattern of metallic gold and silk floss,c.1920. 10) New, designersales.biz 11) old, orange floral 1930's dress 12) New, leluxeclothing.com 13) Silk lace flapper dress, mid 1920s 14) Old, 1930's evening dress and mantle in leopard print came from a period when motion pictures with color and sound first hit the big screen. Exotic animal skins worn in the popular Tarzan films made such prints popular in the West. 15) New, vintagewedding.com 16) Beaded lamé evening dress, 1930s

Wed. Technical Meeting & Breakfast

I hear comments from the Hy-Vee staff that our group of breakfast members has really grown over the last year. And they are right! More and more of you are joining



us for this early morning gab fest. It's always fun, except that I can't set where I can hear both ends of the table anymore. Seems no matter which end I'm at and how interesting it is, there's also something I want to hear about going on at the other end too.

We had our first roadside assist the other morning when Loren Bench's pickup wouldn't start after breakfast. But thanks to our last Garage Night, we were collectively able to troubleshoot the problem and isolate it in the wiring.

Clarence Lawson came in one morning and mentioned that he had started rebuilding a new motor for his truck but unfortunately, it fell off the stand and broke the block. He's going to need a new block. A good tech tip on what not to do!

John Osborn was a wealth of information all month, as normal. He brought in a wheel bearing cover and a modified bearing retainer washer that Walt Jones had adjusted to fit using a lathe. A different week, John brought in a wheel stud and lug nut that had been stuck. Appears that the stud was swaged in crooked. When tightening the lug nut, it had bent the stud and stripped the nut causing it to wedge it to the stud. He drilled it out, filled it up with koi oil, waited a while and the nut came off. I brought in sheets on gas valve repair, and also discussed upgrade items but it was a slow month for my participation, due to my daughters surgery. (She's fine!).

Lee Huntley talked about his sparkplug holder that he had at home. It's an original carrying case from the era, and it sounds neat! There was lots of talk the morning after the Roadsters and Ruts program, the consensus was that we are all more appreciative of our current roads now!

Ladies day was a success as usual, with a good number of ladies willing to get up early and start the day out right! Lots of gossip and laughter, but nothing they wanted to share, as usual. A wise man knows when to back away slowly! .

As you can see, there's a lot of tech talk and plenty of other conversations taking place every Wednesday at Hy-Vees. Come join us no matter if you just have time for a cup of coffee, or can spend a few hours. Hope to see you there soon!

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!

The next "Garage Night" will be Friday September 25, 7pm at Marvin and Cheryl Taylor's, 7808 N Hull Ave, Kansas City Mo 64151. Marvin will help us learn the art of timing the model A! Cheryl asks that the ladies bring a wrapped "white elephant" gift (something silly from home)! Call 816-746-5745 for questions or directions. See you there!

New Members!

It's been requested that I start printing the new members information in the Road Runner so everyone can update their club roster! Please welcome our newest members!

Lonnie & Sandy Hanks
12118 N Home
Liberty MO 64068-
816-781-6931

Robert Sitzman
RR 1 Box 143
Table Rock NE 68447
402-839-2795

Richard Bauer
13400 Del Monte Dr
Apt 1H
Seal Beach CA 90740



Garage Nights!

Ken "Wink" Winkinhofer

As scheduled, August's Garage night took place at the Wink's house, but hosted by Walt and Mary Ann Jones. (Parking consideration would not allow a meeting this size for their neighborhood). Over 30 people (including ladies) showed up at home for the event.

A big thanks to Walt for his electric and wiring seminar (101 wiring for dummies). I learned a lot although I wish that I would have taken a few notes. Walt started out with the basics and expanded to show different testing tools, sample items and discuss trouble shooting. He also supplied handouts to those who wanted them. Later, we also watched a DVD roadside repairs and troubleshooting that he had brought.



Walt, ready to go!

The ladies settled in for a great afternoon of swapping recipes (and stories) and everybody went home with a few new ideas for dinner! Or dessert! When the gentlemen came in for the movie, the ladies made a move out to the shaded patio to take advantage of the unseasonably pleasant weather and spent the remainder of the day there.

Delicious cookies made by Mary Ann (including chocolate chip) were quick to disappear, even after reading her Mystery Member story of last month. Ice Tea, lemonade and coffee were also available, nice on a pleasant summer day. It was a great weather day (thanks John), a great day to drive your model A, and a great day to spend with fellow Model A people!

New recipes
abounded!



The gentlemen
are prepared
to learn!

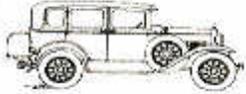


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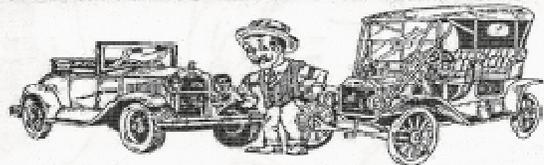
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