

The ROAD RUNNER



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

MAFCA Charter

MAFCA "Newsletter of Excellence" 2015, MARC "Award of Excellence" 2014

MARC Region



Officers

President:	Terry Richardson
Vice President:	Bill Skaggs
Secretary:	Laura Cook
Treasurer:	Bob Martin
Activities/Tours :	Volunteer needed!
Technical	Nate Spears
Concerns/Calling:	Cheryl Taylor
Historian:	Volunteer needed!
Membership/Public Relations:	Liz Blakley
Merchandising:	Marilyn Griggs
Raffle	Donna Martin
Newsletter/Publishing:	Sherry Winkinhofer
Property:	Lee Donius
Webmaster:	Dave Telles
Director:	John Kunkle
Director:	Malcolm McIntyre

Birthdays

Lonie Hank	03/01	Jim Shaw	03/26
Stan Mallory	03/03	Belva Carson	03/29
Marquita Pace	03/07	Laura Cook	03/29
Donna Martin	03/12	Walt Jones	03/30
Marilyn Griggs	03/16	Brenda Meyer	03/30
Kay Lawlor	03/24	Joe Wishon	03/30
Mike Blaney	03/25		

Anniversaries

Clyde & Marquita Pace	03/15
Mark & Melissa Graviett	03/16
Ronnie & Leslie Miller	03/17
Frank & Julie Parnell	03/17
Bob & Donna Dunham	03/18
Sonny & Stacie Norris	03/22

Monthly Meeting

March 7th

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

Board Meeting

March 17th

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

Technical Meeting & Breakfast Club-KC

Every Wednesday 6:00 -10:00 AM
Hy-Vee, 207 NW Englewood, Kansas City MO

Technical Meeting & Breakfast Club-St Joe

Every Monday 8:00-10:00 AM
Hy-Vee 201 North Belt Highway, St. Joseph

Ice Cream & Socializing

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

Presidents Comments:

Well, the groundhog didn't see his shadow February second so that's a good sign for us Model A enthusiast. An early spring will bring out the Model A's. Everyone who came to the Corner Café in Liberty on the 13th all had a good meal and enjoyed visiting. There were twenty-seven that attended. Maybe we'll try and have something again in March. It will be announced in the Road Runner.

If you have any ideas or concerns about the club, please feel free to drop a line (email or phone call) to me or one of the other Board members. Remember this is your club and with your input/help we can do great things.

Remember the March meeting we will have the Silent Auction. Look around your basement and shop. Maybe you have a Model A part or tools you can spare. And the know the homemade pies and cakes etc. are always a hit! We'll have a great time as always that evening!

Happy Model "A"ing!

Terry Richardson, President.

*Knowledge is realizing that the street is one-way,
wisdom is looking both directions anyway*

Editor's Comments:

You might have notice that this issue has a number of articles with my by-line. Well, March is still before the touring season, so it's a little sparse news wise. But if you're tired of reading my stuff, or think I'm hogging the fun, send me an article! It can be something you've written yourself, or just something you've read of someone else's you want to share (include the source) It can be just a picture or pictures of a fun Model A part, tool, etc. I'm always happy to print any member's contribution!

I'm sure looking forward to the touring season this year. Last year, I spent so much time on my place in Table Rock I missed quite a few more than I would have liked. But this summer I plan to participate a lot more. I'm sure that's going to make the Old Lady happy too!

I am hoping to schedule a "Tune-Up Day" at Wink's garage in April. It's a little self serving I have to admit. I'm planning for the Old Lady being the exhibit to be worked on since I'm sure she needs a little TLC from a real mechanic and that's not me!

Happy "A"ing.

Sherry Wink, Editor

NORTHWEST MO MODEL A FORD CLUB MEETING

American Legion Hall

Smithville, MO

February 1, 2016

7:00 p.m.

MEETING OPENED BY PRESIDENT, Terry Richardson with the Pledge of Allegiance. The program for the evening was a presentation by Sherrie McIntire who gave a very informative talk and video about the new streetcars coming to Kansas City. A question and answer session followed the presentation. Everyone enjoyed the program.

Secretary's Report: Motion was made by Sandy Hank and 2nd by Bill Auch to approve minutes as published in the Road Runner. Motion passed.

Treasurer's Report: Approved as read.

Vice President: Absent

Old Business: Terry read from the February Board meeting minutes regarding clarification of quorum guidelines for both the Board meetings and the members meetings. Motion to accept as read by Junior Blakley and 2nd by Nelson Young. Motion passed.

Bob Martin is still working with the American Legion regarding the sound/visuals improvements to enhance our meetings. Will keep us updated as to proposals and future decisions.

A plea was again issued for volunteers for the unfilled positions on the Board.

New Business: Budget guidelines for the club for 2016 was read and discussed. Lee Donias made a motion to accept as read and 2nd by Lonnie Hanks. Motion passed.

Membership/Public Relations: 62 members were in attendance.

Activities/Touring: Reminder of upcoming events: Swap Meet in Wichita on Feb. 5th. Sweetheart dinner at Corner Café in Liberty on Feb 13th

Newsletter/Publishing: Nothing

Concerns/Calling: Due to illness, Terry read the anniversaries and birthdays. Cheryl has sent a card to Vince Malvagna. Cheryl requested people to call her when they had news of any cards needing to be sent. It was announced that Lee Felsburg had suffered a stroke.

Tech Advisor: Nothing

Merchandising: Nothing

Properties: Nothing

Purchasing: Nothing

Webmaster: Nothing

Directors: Nothing

Meeting was adjourned at 8:30 p.m. Respectfully submitted by Loura Cook

A Reflection on Your Board of Directors:

Sherry Wink

The people on your Board of Directors are members that have volunteered to give additional time and energy to the club. Some members cycle out after a year or two, and some stick around working for the club for many years. Some are elected, some accept an appointment from the President. But every position takes a commitment from that person to accept the responsibility of extra work and time. There are no extra awards, no compensation, just a willingness to do this for the better good of the club.

Each member has an equal position on the Board whether elected or appointed although the President votes only to break a tie. Board members attend an additional meeting each month to consider the business of the club. They work to get tours and activities developed and scheduled, review and analyze budgets and routine expenditures, put out the newsletter, keep the website running, find the entertainment for meetings, and many other essential tasks required to keep the club functioning smoothly.

When additional expenses are considered outside of the normal budget, your Board carefully considers all recommendations and member feedback. If it is determined by a majority of the Board that this expenditure would be beneficial to the club, that recommendation is brought to the regular meeting for a vote of the membership as a whole. The Board has no authority on its own to spend any money not approved either through the yearly budget or by this additional membership vote. Once

spending is approved, the Board bears the responsibility to ensure that the monies are spent as allocated. This can be by following through on the object themselves, or by appointing a member or committee to handle the task. It takes people willing to help to accomplish this work.

All members are welcome to attend any and all Board meetings. The dates and times are always printed in the Road Runner. And all members are encouraged to talk to any Board member about any concerns or questions they may have, or to ask for events or tours that might be interesting. The more input we receive from all members, the easier it makes the tasks to be done. At the present time, due to space constraints, the Board minutes are not printed in the Road Runner. However a copy of these minutes is available to anyone upon request. Check out a copy to see what occurs at these meetings if you are unable to attend one.

As reflected above, a position on the Board is one requiring dedication and responsibility. But as a long time member on this board as Editor, I can tell you this: As much additional work as it is, I truly believe it is worth it! I feel I get so much from this club that it's a privilege to be allowed to help keep the club running and a fun group to be part of.

This year, we still have two vacant positions on this Board three months into the year. President Terry Richardson is still searching for a few good people willing to step up and join this group of people working for you, the members at large, and the club as a whole. *Will you step up?*



Activities

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

1st and 3rd Saturdays-Cars and Coffee at the Museum,
 KC Automotive Museum, 15095 W. 116th Street, Olathe, KS.
 8:00—10:00 am

March 9th—Speakeasy Society, Shawnee Town 1929

Scandals of the 20's
 07:00 pm to 08:30 Shawnee Town Museum
 Sample prohibition cocktails and hors d'oeuvres
 Free—Password required
 Call 913-248-2360 for reservations and password

March 17-18-Chickasha Pre-War Swap Meet; Grady County
 Fairgrounds, Chickasha, Oklahoma

March 19th—Breakfast Time-Big Biscuit

Join us for an informal breakfast at The Big Biscuit,
 6332 NW Barry Rd (Barry Road And I-29
 8:00 AM, drive you're a if the weather allows!

March 26th—Shakedown Cruise

Leaving the parking lot at Price Choppers,
 291 & A, Liberty MO
 Be ready to leave at 8:30!

April 7th-9th—MARC 2016 National Membership Meet

Flint MI—Detail pending

May 7th 2016—Camp Quality Northwest Missouri Event

3414 South 22nd street Saint Joseph Missouri .
 Bike and Car show , poker run , DJ for the day, live bands in evening .
 fund raiser for camping experiences and a year-round support
 program for children with cancer.

June 19-24th 2016—MAFCA National Convention

Loveland Colorado
 For more info: Milehighcountry2016.org

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 Bill Skaggs know!

Phone: 816-807-6300 or Email: tours@nwmomodela.com That way if it has to be canceled or has a location or the schedule changed, you will be notified!

Next Meeting:

Silent Auction

-bring in your donations and keep your club going strong.

This is a fun and painless way to raise a little money for the club's yearly expenses, socialize with friends, and allow the club to use the additional monies raised from the convention toward the extra's you've told us you want—more entertainment, better sound equipment, etc!!

The auction may be silent, but you can bet we all won't be! Come and have a good time with all your friends.

Shake Down Cruise

Come shake it down and shake it loose!



Bill Auch and Charlie have been out driving and planning our first tour of the year! So if you haven't already, it's time to get the "A" out of the barn, garage, or shed and get it tuned up and polished down.

This is one of our most popular tours of the year, and with the recent weather, it should be nice! Everyone that makes it to lunch without being trailered wins! And of course, as always, the tour will end up at a restaurant. It should be a great lunch as I'm sure it's been personally vetted by Charlie and Bill!

We will be meeting in the parking lot of the Price Choppers at 291 and A highways, just look for the Model A's. Looks like an early start as Bill says be there at 8:30. Hope to see you there!



Sunshine/Concerns

816-456-4978



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

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 Terry Richardson:
info@nwmomodela.com 816-365-0885
 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
Pictures@nwmomodela.com

Visit www.nwmomodela.com today!

The club website is maintained by
 Webmaster Dave Telles
 Please email any info, pictures, questions
 & suggestions to [in-fo@nwmomodela.com](mailto:info@nwmomodela.com)



Fire in Milt's Shop!

As most of you have heard, Milt Hessefort's shop caught on fire on February 19th. It was about seven p.m. and a gentleman on a motorcycle driving by called it in to the fire department. Thanks to this unknown hero, the shop didn't burn down completely, but there was still a lot of damage. The car currently being worked on, which belongs to a Catholic Priest, was damaged but not destroyed. Terry and Walt went by and recorded some of the damage. Thank goodness that no one was hurt.



My Two Cents

Sherry Wink

The last month or so I have heard that there has been a discussion between members about if we should continue our Silent Auction since we have much money in the bank. There are very many valid points being raised and I thought I would put my two cents in on the discussion!

Traditionally, the Silent Auction has been the club's only yearly fund raiser. And each year since it began, it has raised over \$1000 in one night. It's an easy event, no fancy set up or tear down, and not only that, but it has always been a fun evening that I look forward to! It's so much fun to visit with each other as we run around checking our bids. To me it seems a tradition that should continue.

One of the things I worry about most in our position is this: I've been in a club with a similar issue before. Notice I said "been". I'm not a member anymore. I'm not sure the club even exists any longer. It kind of imploded over the money issues. They stopped raising money because "we have enough in the bank". But then, nobody wanted to spend any of the money because "we aren't getting any more!". It became a vicious circle every time money was proposed to be spent. In that club, the problem was eventually made a mute point when the treasurer embezzled most the money, (not a problem I worry about with this club). But it was very frustrating to have earned that money and then have to fight to spend any of it on the club.

I think this club is addressing this issue very well. The Board of Director's 2016 budget included additional spending above the usual annual budget, which normally is forecast to balance income with expenditures. This year, we are spending more that we are taking in, but in a carefully considered way, addressing the things the members have said they want, like more money for entertainment at the meetings. So yes, it's a deficit budget and the treasury will start to trend downward for a while. But the treasury is healthy, we don't want to get to the point where we have to pay taxes on it, and the money will be spent to the benefit of the members that helped earn it. Once the surplus earned last year has been spent down, which will take a number of years, the budget can once again be adjusted down.

My worry is that if we cancel our yearly fund raiser, due to "having enough", next year we will have a much bigger deficit that may worry enough people that this club too will get stuck in that frustrating circle—don't need to earn it, have enough/can't spend it, no more coming in. By having our Silent Auction, we continue to meet the normal yearly expenses of the club from yearly income, and the money earned from last year's events can be used to put the "icing on the cake" at our activities for quite a few more years.

Walt's New Project

Submitted by Terry Richardson

Walt has an interesting new project going. He has a Model A engine with a manifold and carburetor that was used on an old pull type combine. This engine will go to the Model A Museum in Hickory Corners, Michigan. It won't be overhauled, just cleaned up and painted.



I can remember my folk's neighbor when I was young. He had an Allis Chalmers pull type combine and they had gas engines on them. My Dad had Allis Chalmers pull type combines but they were newer and ran off the tractor's power take off.

Also I get a magazine that's called the Old Allis News and is about the Allis Chalmers Machinery. I intend to call them to find out if the Allis Chalmers combine used the Model A engine. I'm sure there were other engines that were used too, but someone told me that Allis Chalmers did use the Model A engine in some of their combines.

MAFFI News

MAFFI is starting a free membership program for one young person (under 21) from each local Model Club. Membership includes the quarterly MAFFI newsletter sent by email, an iron-on museum patch jacket or cap and one year FREE admission to the Model A Ford Museum and the Gilmore Car Museum in Michigan.



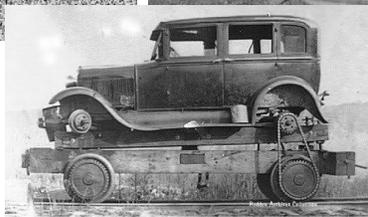
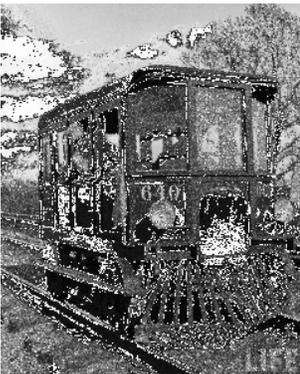
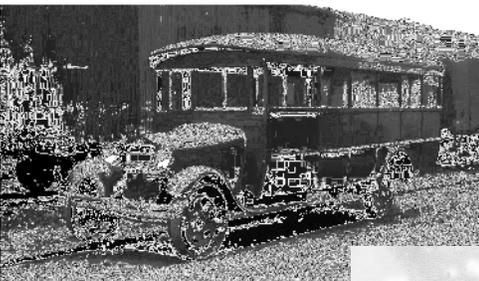
A for

Check www.maffi.org and click on "Become a Member" for more information and the application or contact your club's MAFFI liaison (if your club has one). This offer is good through 2016 for a year from the date the application is received and is limited to one free membership per club. If your club does not currently have a MAFFI Liaison, please email mmquesnel@msn.com the name and email address of a willing person and we will gladly add them to our 'Liaison List'. We appreciate your continued support of MAFFI and your willingness to get the word out!

Model A's and Trains -

Sherry Wink

Have you ever thought about how Model A's and Trains just seem to be a natural fit together? Maybe I think that because Wink was such a train-nut as well as a Model A fanatic, but then again, maybe not. A search through the internet found a lot of interesting pictures of Model A's with trains, on trains, and as trains! Check out a few below:



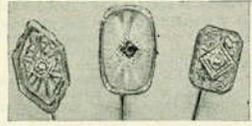
Jewelry for Well Groomed Men

From the Daniel Low & Company 1930 Jewelry Catalog

Sherry Wink

It may be hard to picture, but all the below jewelry are items a "well groomed" man would have been proud to wear in the Model A era! I do like the picture illustrating a jaunty gentleman wearing many of these items.

The watch chains are probably no surprise, but the rest were a little unexpected, at least to me. The scarf pins are quite ornate. They don't really look like men's jewelry but apparently they were. The pearl pins stump me. I'm not sure how they were used. However they were on the page with the heading about for well groomed men. Your guess is as good as mine! As to the lodge emblems, these appeared to be a very popular item in these days. They are in all the jewelry catalogs I have, often many more obscure ones too.



B858 15.00 B857 15.00 B859 10.00
STYLISH SCARF PINS
All real stones. Actual size.
B857 15.00 Sapphire in crystal, platinum front. Same with diamond. B860 25.00
B858 15.00 Fine blue-white diamond, 14k white gold.
B859 10.00 Diamond, 14k white gold. A splendid value.

STYLISH CHAINS FOR WELL DRESSED MEN
Stylish—strong—good looking—three qualities that well dressed men desire in their watch chains are embodied in the chains shown on this page. Solid gold throughout, every link soldered, and finely finished they offer high quality and moderate prices. They are chains that appeal to well dressed men.

B4991 5.00 10k green gold, stylish open design, well made.
B4992 5.00 Same, 10k white gold.
B4998 7.50 10k green gold, strong, splendid design.
B4999 7.50 Same in solid 10k white gold.
B7169 10.00 A very strong and stylish 14k white gold chain.
B7160 10.00 Same in 14k green gold
B7181 15.00 Most attractive, heavy chain; 14k green gold
B7182 15.00 Same in 14k white gold.

MORE SPLENDID PATTERNS TO COMPLETE THE SELECTION





B3764 1.50 Dainty Pearl Pin. 15 fine imitation pearls set in solid 10k white gold bar pin.

CORRECT LODGE EMBLEMS
Solid Gold; Some Platinum Front
B6801 Demolay, 18k white, real pearl 5.00 Same 10k green B6802 3.50 or B6803 10k rose 3.50
B6804 Elk button, 14k yellow gold, diamond 8.00
B6805 Masonic, platinum top, diamond 7.50
B6860 Shrine button, platinum top, diamond 20.00 B6871 Eastern Star pin, real pearls 6.50
B6881 Masonic button, platinum top, diamond 12.50



The recipe is from a 1930s recipe booklet called "32 Entirely New and Original Lutona Cocoa Recipes". Since Lutona doesn't seem to be around any more, I'm sure Hersheys or Baker's cocoa would work just fine. You can probably skip the doily on the plate too!

CHOCOLATE PANCAKES.

Ingredients:

- 4 oz* flour
- 2 eggs
- salt (pinch)
- 1/2 pint milk
- 1/2 oz butter
- Teaspoonful castor sugar
- Teaspoonful Lutona Cocoa

Method : Boil the milk, add a little to the cocoa and sugar, and mix very smoothly. Add by degrees the rest of the milk. Return to the pan, boil one minute, cool. Sieve the flour and salt into a basin. Drop in one egg. Beat well. Add second egg, beat again, add some of the liquid, continue beating until all milk is used. Let stand 30 minutes. Run in the 1/2 oz of butter, melted. Fry in a little hot lard. Thinly cover the bottom of the pan and fry brown on both sides. Serve with sugar and cut lemon.



An interesting excerpt from the front of this book presents an interesting argument for catalog shopping. In it, they are targeting mostly women shoppers, but at the end they throw in just a little bit for the men too!

I can almost see the line stretching from these old catalogs to Amazon shopping today!

Electrification of shopping

Modern women no longer let housekeeping tire them out. They have given all the hard tiresome jobs to the modern servant—electricity. They keep themselves fresh and free—able to enjoy the happy things of life. But consider shopping—especially Christmas shopping! There's a hard job from which only a few have as yet freed themselves. Millions still tire themselves out with weary walking and standing and waiting among jostling crowds. And half the time they don't find what they want and end by taking something else—half the time they pay more for gifts than they intended.

An Afternoon's Shopping in an Hour

Why not be modern in your shopping as well as in your housekeeping? In shop-

ping, the nearest thing to electricity is Daniel Low's Catalog. It offers you the easiest way to shop that has yet been invented. It helps you finish a day's shopping in a short time. It leaves you as fresh when you finish as when you started. It gives you all the advantages with none of the hard work or the disappointments.

Men, too, Eagerly Welcome This Book

Women are not the only ones to benefit. Men, too, find that the Daniel Low way of shopping resembles in its ease and efficiency all the time-saving modern equipment they use in their offices. A man's Christmas shopping may be a matter of only half an hour. Just try it. You can sit at your desk and pick out your gifts from this catalog so easily.

Brands We Still Know

Harry Burt, owner of a Youngstown, Ohio, ice cream parlor, replicated the style of the Eskimo Pie in his store. His daughter thought that his new product was too messy. But his son suggested freezing sticks into the ice cream to make a handle and things took off from there. Burt soon outfitted twelve street vending trucks in Youngstown with rudimentary freezers and bells to sell his "Good Humor Ice Cream Suckers" in 1920. Dry ice wasn't available in those days, so each truck carried 700 lbs. of ice and salt.



A Good Humor Model A

In 1926, a hurricane in Miami, FL almost destroyed the Good Humor fleet, burying the trucks under tons of sand. The Burt employees went to work and within 30 days, had dug out the fleet and put it in working order. In addition to trucks, over the years the company used push carts, bicycles, shoulder boxes, and even a boat. In later years the company used the unique practice of attracting favorable publicity by parking trucks outside of motion picture studios. Over the years, Good Humor appeared in over 200 movies.

Model A Mystery Part

What is it?
For "Bragging Rights",
email

techguy@nwmModelA.com!



Photo courtesy of Mike's A-
Fordable Model A

February's Mystery Part

Did you recognize this
as the Model A
Radius Ball Felt?
This is the heavy felt
pad that is placed
inside the bell housing
directly over the
radius ball. 0



Harvey Wahl was the first one to respond with the correct answer this month!

March Tech Article

Nathan Spears, Technical Director

A Predominant Problem of the Alternator

On the Ford Model A, a prevailing problem of an alternator might not be the alternator itself, but the fan belt. Many pulleys require a specific tolerance for the fan belt to not slip. Which as a resolution, causes many problems. So, it is very important to make sure that you do not have a worn or erroneous belt.

The charging rate of the Model A Ford will diminish due to the belt slipping on the pulley of the alternator. Simply put, the charging rate of the alternator becomes depressed due to the belt just gyrating around the pulley. Now, while the belt may catch it, the belt could slip with ease when engine speeds ascend. Demanding more energy with the debt of the battery load causing the battery to slowly run barren. If you start noticing your ammeter is running on the negative side, or whenever it begins to waver, obviously the battery you are running is discharging. Once you start to notice this, inspect the drive belt and check it thoroughly.



The belt itself should run on the walls of the pulley and avoid touching the base of the pulley. More surface area of the belt on the pulley, the greater the amount of static friction. For instance, a worn belt will act as a worn pair of shoes or tires on a car. Those generally do not work efficiently in our everyday lives. The same principle applies to a worn belt. There will be no static friction there, causing traction between the belt and the pulley.

If however the belt looks good at all angles, check for the correct size belt. Tightening the belt may simply solve the problem, but it will not work if your belt is worn. Worse case scenario is, the belt actually ruptures while driving down the road. Which is something you do not want to deal with. If however, tightening it does not or will not solve the issue of an improper fitting belt, scope out the correct size belt. One way to see if you have a right size belt is to check the clearance of the bottom of the belt to the pulley. Generally, the tolerance should be about 1/4" between the two.

Nu-Rex has a pulley in their inventory that can detect belt slippage by simply having the pulley plated in black. The black will rub off and leave the bare metal, if the belt starts to revolve around that specific pulley. One consideration is to simply apply a "permanent mark" around the entire pulley which will rub off indicating a clear sign of belt slippage. You may also consider listening for a squealing noise or irregular noise. A common diagnostic on any car that uses a belt!



How Many?

According to a 1963 publication titled the "Model A Handbook" put out by the Peterson Publishing Company, the following is the number of total Model A's built:

3,960,466 Passenger Cars
1,062,121 Commercial Vehicles
5,022,587 Total

The last Model A Ford was built December 7th, 1931. The Ford Motor Company ended production of the 1931 Model A on December 7th, 1931, idling its plants to retool for the upcoming 1932 line of all-new cars including the Model B with the first 4-cylinder engine made by Ford with counterbalanced crankshaft and its V-8 sibling that featured the industry's first mass-produced monoblock V-8 engine. Although photos of the Model B appeared on December 5th, they would not be available in Ford dealerships until March 1932.



For Sale / Wanted To place an ad send your information to info@nwmoModelA.com, or send to Sherry Winkinhofer

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.

<p>For Sale: open trailer for Model A, etc. One year old tires, new winch. \$550. Contact: Bob Jorgenson 816-326-1534 (POA 2/2016)</p>	<p>For sale: 1931 Coupe, needs body work, \$6,500. 1930 Tudor Sedan \$13,500. Contact: Bill Williams 515-298-2841 (CIMA 02/2016)</p>
<p>For Sale: 1930 Model A Coupe with Rumble Seat. Fully restored and in excellent condition. The miles driven after restoration have been mainly parades. Has been stored in a heated garage. Asking 13000. Contact: Phil Langstraat 515 490 2601 (CIMA 03/2016)</p>	<p>For Sale: 1928 Model A Phaeton. Early "AR" model. It was also built in Canada and has many rare features. Very original car that was repainted with new interior and top and side curtain that were done in the mid 60's. Runs well. Many spare parts go with the car. \$15,500. Contact: Dick Roth, cell: 515-537-0252. (CIMA 03/2016)</p>
<p>For Sale: 4 new 21" tires still in wrapper . Rebuilt Model B engine Contact: Bill Skaggs 816-452-5328 (NWMO 01/2016)</p>	<p>Wanted: Luggage Rack and Trunk. Contact: John McClain 515-988-1085 (CIMA 03/2016)</p>
<p>For Sale: 1931 AA dually parts: Complete engine with all accessories, clutch, 4speed transmission, drive shaft, rear 14" drums, 21/2" shoes mounted on complete backing plate w/ actuators, steering column w/ wheel, tie rod etc. All for \$550.00 Contact: Harley Wahl 816.320.3694 or 816.803.9134 (NWMO 3/16)</p>	<p>For Sale: 1929 Deluxe A Roadster The chassis is restored. All parts of the body are restored and primed except the left front fender. Splash aprons, running boards and rear fenders restored and painted. There are a few small parts missing. I'm asking \$8000.00 for the car. Contact: Milton Raymer 620-617-2689 (ICTA 03/2016)</p>
<p>For Sale: 1929 Ford Pickup Contact: Don Minkler 989-871-2988 or 989-553-541 (POA 03/2016)</p>	<p>For Sale: Trailer for a model A. This one has one year old tires, a new winch. \$550. Contact: Bob Jorgenson 818-326-1534</p>

A Little History...

Sherry Wink

Recently I had someone bring up an unusual question. They wanted to know why the United States has their steering wheels on the left instead of the right. A little searching on the internet brought up a LOT of articles on this subject. You'd be surprised how much this simple question is debated. There are pages and pages on the subject. But most discussion have a common thread regarding wagons being pulled by large teams of horses.

According to most sources the main influence for the switch started in the 18th century. Teamsters drove large wagons with a team of horses. The wagon was operated either by the driver riding the left-hand rear horse-or by the driver walking or sitting on a "lazy board" on the left-hand side of the vehicle. The driver kept his wagon to left to use his right hand on the reins or whip, and the left hand on the brake on the left. Also, the drivers would want to make sure their wagon cleared other traffic coming at them. When sitting on the rear left most horse, this was much easier to do when using a keep-right rule of the road. Gradually, this system spread so that by the late 18th century, the first laws in the United States were passed, starting in 1792 in Pennsylvania, where the rule of the road was now officially a keep-right rule.



When automobiles appeared on the scene, there was no firm rule about what side the steering wheel went on. Early inventors thought of their vehicles as motorized wagons. Looking at those early models, you see that the steering mechanism was more of a rudder in the center position. The side of the car didn't matter, it was whatever you were comfortable with, although by that time, it always driven on the right side of the road. But when steering wheels were introduced in 1898, things changed. A middle location was no longer practical. Often car makers copied existing practice and placed the driver on the right. So, most American cars produced before 1910 were made with right-side driver seating.



Now here is where Henry Ford came in! The 1908 Model T was the first Ford's cars to feature a left-side steering wheel. I found an interesting article at thehenryford.org that included a clear discussion about this subject. According to this article, Ford moving the wheel to the left "allowed the driver to judge more accurately the distance between the driver's car and one passing in the opposite direction, and gave the driver a better view of oncoming or overtaking traffic when passing or turning left." It was also so "passengers could enter and exit the car from the curb rather than from the street." One source went further, stating "Henry knew that wives had a lot of influence on what big ticket items were purchased by the family. He knew women, with their long dresses would not like to get out of the car in the middle of the road and have to walk through the mud to get to the sidewalk or grassy shoulder of the road. He knew if he designed a car that allowed the wife to exit close to dry land then the family would buy Ford cars." Smart man, Henry!



Because the Model T's were so overwhelmingly popular, left hand steering wheels soon became standard in the US.

Sources: <https://answers.yahoo.com/question/index?qid=20070415033633AAWEuXC>, <https://www.fhwa.dot.gov/infrastructure/right.cfm>, <http://www.todayifoundout.com/index.php/2010/06/why-some-countries-drive-on-the-right-and-some-countries-drive-on-the-left/>

Why Weren't Model A's Offered in Black in 1928-29?

By Marshall V. Daut, as found on Ahooga.com

Well, maybe more than a "little" history. But first, I have to agree with one of the posters to the Ahooga Message Board who said black was a special order color, not standard, at least when the Model A was introduced. When the 1928's came out, each passenger car body style was offered in a minimum of five color combos, black not being one of them. (Yes, black could be ordered, but wasn't included in the initial releases). Often this myriad of options on a low-priced car was achieved by simply reversing the upper and lower body colors. Nevertheless, there were color COMBINATIONS offered. Why wasn't black one of these options? What happened to black?

To answer that, we need to look back a couple years in FoMoCo history before the Model A was introduced. I know most guys on this web site are Model A fans and therefore may not be up to snuff on their Model T facts. So bear with me here in this history lesson, as I dabble (or is that "dribble"?) in the Model T world, too. Black had been the only color available on Model T's from 1915 to 1925. Green, red and blue had been available on Model T's up to that time, as well as black. Why then were Fords after 1914 painted only black for the next 11 model years? There was a simple reason for this limited color availability: cranking out Model T's as fast as they could for ready buyers, any slow down in the production line cost money. The pigmented colors of the day took longer to dry than black. Until better, faster drying proxylin colors came out in the later 20's, black was chosen by Ford as the only color. A dry car body was a car body ready to mount on a chassis and sell! That meant it had to be black. Until the middle 20's when sales alarmingly slowed down, Ford couldn't make Model T's fast enough as it was to meet the demand without being saddled with slow drying colors. But by the mid-20's, sales were being lost to other makers (such as the "C"-word), who offered more advanced designs, options and COLORS. By 1925 black was almost solely identified with being a Ford, by now considered the "poor country cousin" in the automotive world. Although you'll get an argument from sidewalk know-it-alls, all Model T's were NOT black. As stated, between 1908 and 1914 and then again during the last two years of Model T production ('26-27), colors were available on Fords.

In an effort to get back into the sales race by updating a hopelessly out of date Model T design, Ford offered the new 1926 closed cars in colors: Deep Channel Green for coupes and Tudors, Windsor Maroon on Fordors. Other colors became available later, too, but that's not critical to this discussion. Letters to dealers from the Boss even stressed their need to talk customers out of wanting black on their new closed body Model T's. Open cars (the cheap ones in the line), however, continued to be black until late in the year. Possibly during the August year model change (not January, as with Model A's), open cars now became available in colors, such as Phoenix Brown and Gunmetal Blue. The point here is, Ford was trying to change the image of his cars only coming in black. By then, this was

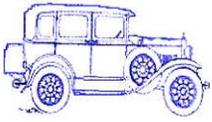
synonymous with driving an out of date car. When the Model T era ended in May, 1927, more new Model T's were wearing colors than black.

So jump ahead to the introduction of the Model A, which was to outdistance the Model T in every way. Henry considered this new car so advanced (it really wasn't; it had just "caught up" with competitors' models) that he jumped back to the letter "A" in the alphabet instead of calling it a Model X,Y,Z or whatever. When the cars were announced for public viewing on December 2, 1927, black was not one of the standard colors listed. This was yet another gambit to get away from the "any color you want as long as it's black" old saw that was hung on the Model T. The introduction of the faster drying proxylin pigmented paints made it once again possible to mass produce cars in colors. Black was retained for the fenders and splash aprons, however.

So were there black Model A's? Of course! And lots of them. It was a color that lasted a long time, had been popular for years (Model T's notwithstanding) and was easy to match in case a panel needed to be repainted. It was still cheaper, too, because pigmented paints (especially red) were more costly. One can't judge the dark color in old photographs of Model A's to always be black. Some colors such as Andalusite Blue and Deep Ford Maroon are so dark even today that they appear black when viewed in person. Imagine how they look in 70+ year old photos. Everything looks black.

Maybe the safest way to view the Model A paint world is to study the accepted paint combinations (at least what's accepted THIS year, but may be deemed different NEXT year by the experts???) and keep in mind that black was always a standby color that could be ordered. I believe in the '30-31 models black made a more official return as a standard "optional" color than found on the '28-29 models. Perhaps Ford finally remembered he could make more money spraying cars black than a pigmented color (remember: pigmented paints cost more than black)? Each black unit sold meant more profit per car x hundreds of thousands = lots a moo la for Ford. Or maybe Ford misjudged people's desire to still own black cars and therefore brought the color back after the initial '28-29 models had shown his error? 'Dunno. Supposedly the big Fordor and Town Sedans were more likely to sport black than the open cars during the '28-29 ear. With the possible exception of early '28's, I'd say black would be an acceptable choice for body color. The heading "Special Ordered" cars cuts a wide swath of deviations from the norm and makes almost anything done by modern restorers plausible, within reason. Using black is certainly more defensible than today's yellow Tudors and bright red coupes!!! Hmmm...I don't seem to note those options for these body styles in the charts, either. But, boy howdy, do you ever see 'em runnin' around today!!!

You like black on your Model A? Paint it black and don't worry



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