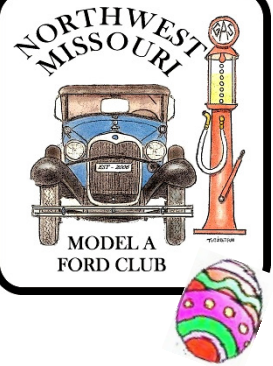


The ROAD RUNNER

MAFCA Charter

"Newsletter of Distinction" 2008

MARC Region



Officers

President:	Bill Auch
Vice President:	Harvey Roseberry
Secretary:	Malcolm McIntyre
Treasurer:	Vickie Roseberry
Activities:	John Osborn 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 Barbara Anderson
Director	Lyman Ridgeway

Birthdays

John Fulkerson	04/07
Larry Weigum	04/07
Maxine Rhoades	04/09
Gary Minor	04/14
Micky Staron	04/16
Bob Dunham	04/19
Larry Gilmore	04/19

Anniversaries

Will & Mickey Staron	04/02
Richard & Mary Rector	04/23

Monthly Meetings

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

Board Meeting

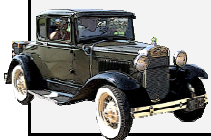
The 3rd Thursday of the Month, 7 pm
Temporay relocation!
Humana Center
Inglewood & N. Oak (just across from Hy-Vee),
April 16, 2009

Technical Meeting & Breakfast Club

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

Ice Cream & Socializing

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



PRESIDENTS COLUMN--

I have been around Model A's for as long as I can remember. My Dad had one shortly after I was born, which was 1929. I don't remember that car since he traded for a Buick, which was the first car I remember.

When my oldest brother went to High School we got another Model A which we had until I graduated from High School. I can't even guess how many miles we drove it, not only on the highway, but in the hay fields hunting jack rabbits. It had the original trunk, the one made out of metal.

Many a Saturday night we had over 25 rabbits in it. One guy driving and two sitting on the front fenders with shot guns. Never worried about the shot gun getting you, only how fast you got off the fender before the radiator go you! Well, enough for this time, some time I will tell you how we hunted skunks with a Model A!

C.U. on the road.



Bill Auch, President

A conclusion is the place where you got tired of thinking.

Editor's Comments:

Well, the Old Lady made it out of the garage quite often this month! I'd say that I'd forgotten how much fun it could be, but I'd be lying! I was just as anxious to get her out as she appeared to be to get rolling! And it didn't take much pushing to get Wink to start her up either! The first official tour is coming soon and I can't wait!

Our silent auction was such fun again this year! The biggest complaint I heard was needing more time to bid up the items. I know I'd have spent more money with even just 15 more minutes! (But wait, maybe that's a good thing they didn't!). This was the first meeting that my teenage daughter attended (and voluntarily, I might add), because she never can pass up a good sale! And I think she took home as many treasures as I did! She had a great time, as I hope everybody else did too!!

Happy "A" ing to everybody!



Sherry Winkinhofer – Newsletter Editor



Activities & Regional Events

★ ★ April 6th— NW MO Model A meeting ★ ★

The American Legion, 92 Hwy & DD, Smithville MO
Speaker will be a Homeland Security Expert

★ Club Sponsored Activity
♦ Club participation invited

★ April 4-5—Ararat Shrine Swap Meet

New Location—Worlds of Fun I-435 & Parvin Road,
Kansas City MO
Entrance: \$5 a carload, 6:00 AM daily
(800) 211-4120 or (816) 923-6220.

April 11 – 1st NORTH KC CRUISE NIGHT

(THE 2nd SATURDAY OF EACH MONTH
APRIL THROUGH SEPT

Held the second Saturday of each month 5 to 9pm. Across from
NKC Bowl at 18th and Fayette Street.

★ April 24-26 Spring Fling Tour
Pioneer Village - Minden Nebraska
See article below for details

April 24-25 10th Annual Lathrop Antique Car and Tractor Club Swap Meet

2488 S.E. Hwy. 33, Lathrop Mo. 64465
Email: info@lathropantique.com

May 1 & 3 - Lawrence Antique Auto Swap Meet

Douglas Fairgrounds, Lawrence, KS
Trade, sell or swap antique autos and antique parts. Sat, 6:30 am–4
pm; Sun, 7 am– 2 pm

May 9th -Blackwater and Arrow Rock Missouri Tour

Plans Pending

★ May 13th Veterans Hospital Cameron MO

Leave Hy-Vee's parking lot at 8:30 AM
to be at hospital at 10:30

May 23—Atchison Fly-In

Details pending

♦ June 14-19, 2009 - High Country Tour 2009

50th Anniversary of the Model A Ford Club of Colorado
Beaver Run Resort , Breckenridge, Colorado
www.coloradohighcountrytour.com

Aug 11th—Roadsters and Ruts

Transportation in the 1920s and 1930s
Jim Spawn at the Town Hall in
Old Shawnee Town
11600 Johnson Drive, Shawnee, Kansas.

★ September 26—International Model A Day

Plans Pending

Shake Down Cruise

Don't forget!! Time for the first official out-
ing of the season! March 28th 2009

Bill Auch asked me to let you know that the
restaurant we'll be going to for lunch does-
n't take plastic, so make sure to bring cash!
(Yes, there are



Our first road on the route! Flossie and Clyde will be
there to help us out in case of rain!

(Just kidding—April Fool!)

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

Visit www.nwmomodela.com today!

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



Northwest Missouri Model A Ford Club Meeting

March 2, 2009 American Legion Hall Smithville, MO 7:00 pm

Treasurer's Report: Approved as read.

Activities: John reported that he has the forms available for those wanting to organize a tour. Larry passed around a sign up sheet for the Shake Down Cruise. There was also a reminder to sign up for the Minden, NE trip. Bob asked for a show of hands for the regional in Colorado and passed around a signup sheet for those interested. Malcolm gave a brief report on the Wichita swap meet.

Membership: Scott reported we had 56 members and 6 guests. New member Ray Meyer shared with us that he has a 1929 sport coupe the he needs to restore.

Concerns: Marsha read the March birthdays and anniversaries. A get well card was sent to Barbara Anderson and Ronnie Miller.

Publications: Sherry is looking for articles for the next newsletter. The MAFCA website selects an article from a local club to include in their site and the Roadrunner was the first newsletter selected to have an article featured.

Purchasing: Ron reported that they had given the new member their bag. Ron also said that they have a new shirt design coming out and passed out a sign up sheet for members.

Technical Advisor: Ken had nothing to report

Historian: Joy asked for any new photos.

Properties: Lee had nothing to report

Webmaster: Lyman has the record on the website puzzle so Dave encouraged members to try and beat it. Lyman read the mystery member bio and it was revealed to be Eldon Stamp.

Vice President: Harvey asked for ideas for entertainment for May, June & July and reminded the membership of the raffle.

Silent Auction: Bill mentioned that a special item in the silent auction was a top wood kit for a 1931 Briggs body and Milt said that he received a transmission easy check donated by Mitchell.

Meeting was adjourned at 7:45 for bidding at the silent auction.

Respectfully submitted

Malcolm McIntyre



Mystery Member!

Our Mystery Member for March was Elden Stamps!

Lived in Japan for 1 ½ years. Nearly bitten by a poisonous sea snake in the China Sea. Trained as a mechanic in the Army. Hunted rats in the sewer lines by Fairyland Park. Fourteen teenagers called him "Dad". His wife had eleven (11) brothers and sisters but he is an only child. Flew out of the downtown airport and when he returned, landed in the newly opened KCI airport and was convinced they had dumped him in the wrong city. Used to be an avid skier and sailor. Previous hobbies included model railroading and genealogy.

Who is it?!

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

March's meeting was the second annual silent auction fundraiser! And first off, I have to apologize for not having any pictures! I brought my camera, but got so busy setting up my donations, and then on bidding on things, that I forgot to use it! I was having fun! !

It really was a great time for everybody. We had so many fun and varied things to look at and bid on! Model A parts, vintage hats, baked goods (including gooseberry pies!, a tradition!), home furnishings, art, jewelry, books, custom calendars with club pics, I just can't even remember it all. Definitely something for everybody!

Members just flowed in during the early part of the evening and the tables literally overflowed with good stuff. We all spent a lot of time looking in between ordering and eating, and the bids started out right off the bat. After dinner and a short meeting, we had about 20 minutes to complete our bids. I don't know about you, but next time I want a little more time!

Between trying to get to all the items I was interested in and visiting with all my friends in between items, I ran

out of time. I would have ran a few things up a few more dollars if time would have allowed!

But hopefully everybody went home with a few new treasures and a big smile. Everybody in my family did! And by the time our treasurer and her helpers added up the final figures, they had big smiles too!

Thanks to everybody's generosity, our club raised over \$1040.00 by the end of this auction! That's not chicken feed! Way to go everybody!!!!

The Briggs wood kit didn't sell at the auction, so Malcolm McIntyre placed it on eBay at the request of the Board, and raised an additional \$300 to add to the total!

March was a very good month for our club and it's treasury! Any time you can raise this much money and have such a great time, it's a win-win situation! Thanks again to everybody, both the donors and the buyers! It just goes to show why we have so much fun at our meetings and activities, it 's the great people we have as members!

Our New Purchasing Agents!

It's come to my attention that I owe some hard working people an apology! Seems somehow I kept missing listing our new Board and Committee Members Ron and Barb Anderson on the list of officers!



Ron and Barb took on a huge task this year, by volunteering to consolidate all the various merchandise and purchasing chores for the club. These duties had previously been scattered around to various members.

Their work is greatly appreciated, and I'm red-faced about missing them for the first three months! So do me a favor, go buy something from them, and tell them that Sherry said she's really, really sorry!!

Correction—John Osborn's birthday was listed wrong in the last newsletter. It should have been shown as 03/26.



A 1931 Easter Card. (Source: <http://www.flickr.com>)

ROADSTERS AND RUTS: Transportation in the 1920s and 1930s

Award-winning author and historian, Jim Spawn will present *Roadsters and Ruts: Transportation in the 1920s and 1930s* on **August 11, 2009**, at Town Hall in Old Shawnee Town, 11600 Johnson Drive, Shawnee, Kansas.

The multi-media program examines the advancement and challenges as the automobile age blossomed. Through rare photos and film, the program takes us back to a time when cars were simple and roads were dirt.

The program runs from 7:00 p.m. to 8:30 p.m. Vintage car owners are encouraged to drive their cars. Era clothing is also encouraged. The program is sponsored by the Kansas Humanities Council and Friends of Old Shawnee Town.

For more information about Shawnee Town and its Speakers Series visit:

www.shawneetown.org.



Wink's Tech Tip

Brakes and Asbestos Exposure



Ken Winkinhofer, Tech Advisor

There's been a lot of talk at the technical meetings lately about brakes, so this seemed to be good timing for the following information. The following are excerpts from an EPA brochure regarding Asbestos safety. For more detailed info, go to www.epa.gov/asbestos/

Asbestos is the name given to a number of naturally occurring, fibrous silicate minerals mined for their useful properties such as thermal insulation, chemical and thermal stability, and high tensile strength. Asbestos is made up of microscopic bundles of fibers that may become airborne when asbestos-containing materials are damaged or disturbed. When these fibers get into the air they may be inhaled into the lungs, where they can cause significant health problems

As a home mechanic, what can I do to protect myself from asbestos exposure?:

If you do not have access to the equipment professional automotive shops use to comply with the OSHA work practices, you may want to consider using the wet wipe method described in this brochure (www.osha.gov/SLTC/asbestos/standards.html). This method has been deemed acceptable by OSHA for shops that service no more than five brake or clutch jobs per week.

Work Practice Don'ts for Home Mechanics:

It is recommended that you:

- **Do not use compressed air for cleaning.**
Compressed air blows dust into the air.
- **Do not clean brakes or clutches with a dry rag, brush (wet or dry), or garden hose.**
- **Do not use an ordinary wet/dry vac without a high-efficiency particulate air (HEPA) filter to vacuum dust.**
Invisible particles of brake or clutch dust can stay in the air and on your clothes long after a job is complete.
- **Avoid taking work clothing inside the home or tracking dust through the house after performing brake and clutch work to prevent exposing your family to dust particles that may contain asbestos.**

Work Practice Do's for Home Mechanics: It is recommended that you:

- **Use pre-ground, ready-to-install parts.**
- **If a brake or clutch lining must be drilled, grooved, cut, beveled, or lathe-turned, use low speeds to keep down the amount of dust created.**
- **Use machinery with a local exhaust dust collection system equipped with HEPA filtration to prevent dust exposures and work area contamination.**
- **Change into clean clothes before going inside the home and wash soiled clothes separately.**
- **Minimize exposure to others by keeping bystanders, as well as food and drinks, away from the work area.**

Technical Tip from Roger : Still pertinent advise from the Sep-Oct issue of the "Model "A" News.

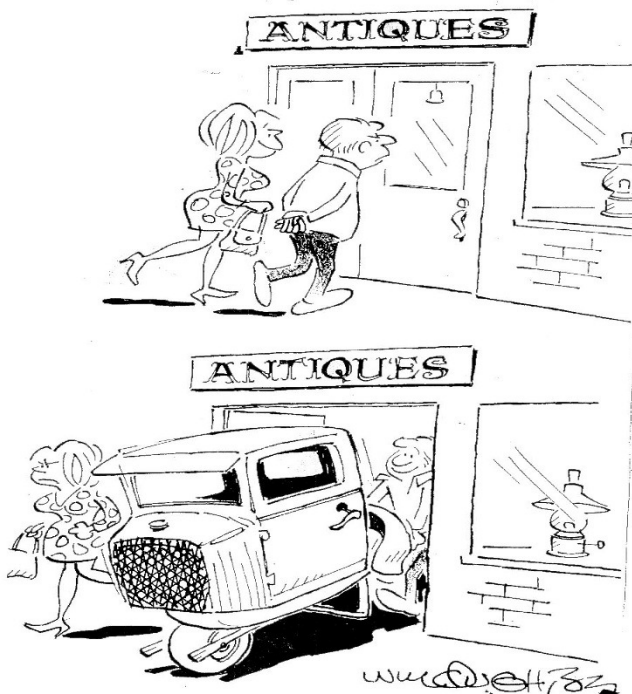
Submitted by John Osborn



I have mentioned this before in my column but still get requests for the recipe. What I am talking about is my tried and true radiator cleaning treatment. Over time, and even after restoration, the wrong grease is used on the rear bearing in the water pump. Most of the time, chassis or wheel bearing grease is the culprit. It dissolves when the engine coolant reaches operating temperature, and collects in the radiator. A lot of Model A owners over grease the waterpump or do not know how to properly grease one. Too much grease is used and the end result is a greased radiator. If you are not sure if you need this just run a finger around the inside bottom of the radiator filler neck when the engine is cool. If you get a greasy-slimy substance on your finger I would do it. It is a cheap, easy way to clean out the radiator without removing it from the car. So here goes.

Materials Needed: 2 rolls paper towels, 1 - 12 oz. bottle of Lestoil or Pine-Sol degreaser, 1 plastic shopping bag - to place soiled towels in, 1' rubber hose to be placed on bottom of overflow tube. This keeps soap and scum from getting all over chassis.

Drive car about 12-15 miles and take several folded up paper towels and swab around the bottom inside of the top tank. Put towels in plastic shopping bag. When clean drive car again 10-12 miles. Repeat several more times as necessary until paper towels come out clean. Remember this does nothing but clean grease from radiator. When done, inside of the top tank should shine like a new penny. Do not leave solution in the radiator. Drain out and refill with fresh clean water.



Editor's note: This cartoon is from a scrapbook of one of our members. He doesn't know the original source, but it was too good not to share!

Tech Tip for April 2009

Many fellow Model A owners are retrofitting their cars with electronic ignitions to improve performance and get away from the problems caused by points and condensers. Here is a reminder about troubleshooting a car with an electronic ignition that won't run.

The common practice to test for high voltage is to pull the coil wire from the distributor cap and place the wire close to one of the engine head nuts and see if a spark can ark across to ground. This practice will destroy the module in an electronic ignition and should never be attempted.

The best way to test for high voltage is to use an induction type timing light. Clamp the induction coil around the coil wire. If there is high voltage in the lead the light will come on.



Happy motoring,
Bob Hess

Service Letter



Submitted both by Malcolm McIntyre & Bob Hess

Here is a letter from 1928 that was sent to owners of Model T Ford's letting them know that their car was still good and serviceable with no need to go buy that new Model A.

(Source: ww.ahooga.com)



Dear Sir:—

We're writing this letter to you today because we want to help you get your money out of your Model T.

It's still as good a car as it was the day the new Model A Ford was announced and there's no need to sacrifice it.

The Model T Ford is still used by more people than any other automobile. Eight million are in active service right now and many of them can be driven one, two, three and five years and even longer.

Bring your car to us and let us look it over. You'll be surprised to see how little it costs to put it in tip-top shape.

New fenders, for instance, cost from \$3.50 to \$5.00 each, with a labor charge of \$1.00 to \$2.50. Tuning up the motor and replacing commutator case, brush and vibrator points costs only \$1.00, with a small charge for material. Brake shoes can be installed and emergency brakes equalized for a labor charge of only \$1.25. A labor charge of \$4.00 to \$5.00 will cover the overhauling of the front axle, rebushing springs and spring perches, and straightening, aligning and adjusting wheels.

The labor charge for overhauling the average rear axle runs from \$5.75 to \$7.00. Grinding valves and cleaning carbon can be done for \$3.00 to \$4.00.

A set of four new pistons and rings cost only \$7.00. For a labor charge of \$20 to \$25.00 you can have your motor and transmission completely overhauled. Parts are extra.

Bottineau, N. Dak.

Very truly yours,
C. R. GLEASON CO.



New Shapes, New Colors, New Materials Make Hats of Supreme Importance

The following are excerpts from the Easter 1932 issue of Good Housekeeping. See more types of these articles at http://www.fashion-era.com/1930s/1932_good_housekeeping_5.htm

...The question of the angle at which smart hats shall be worn seems settled—for the start of the season, at least—with most models tilting well to the right, showing a great deal of the hair on the left. This question has arisen because some of the important milliners have presented models that sit straight on the head. Many of these straight models, however have uneven brims, cut wider at the back or the side, to turn up sharply. Flowers, ribbon, and feathers play a big part in spring millinery. Many of the new hats have high springs of flowers, such as chrysanthemums, roses, carnations, poppies, and gardenias, or pink-tipped daisies, marigolds, buttercups, and anemones. The hats with these elaborate flower ornaments are either brimless at the back or have brims folded up to reveal the flowers. Other ways of using flowers include a perky tuft at the tip of a pointed crown, a flat duster massed at the side of a beret or high at the side of a turned up brim. Many flowers are of velvet and linen mixed, some of crepe de Chine and georgette. They appear in their own gay colors or in white, often against black straw. Ribbon forms bands, large bows, cachepeigne, cockades, and twists. It is frequently in a bright color when the hat itself is dark. Satin, velvet, and grosgrain are used. Quills, in tailored types, trim some of the smartest hats.



All the big milliners are making their hats in every possible shape and silhouette, and no line is important to the exclusion of all others. However, the narrow manipulated brim which provides for flowers or ribbon trimming at the side or toward the back on hats with smoothly rounded crowns and worn tipped to the right, promises to be indorsed by smart women. Other shapes are adaptations of the sailor, the turban, some little turned-up-all-around hats, the beret, and a new version of the cloche. Some milliners sponsor the feeling of height by the use of trimming. Most of the hats are small with shallow, fitted crowns, and many are brimless, as you will see on these two pages. Hats that have just arrived from Paris. Interest is added by the colors the milliners present, indicating what the couture may be thinking about for spring color schemes. The leading shades are red, white, black, navy blue and green. Many black hats are touched with white or with a color—red, green, or orange.

Many all white hats are seen, or hats in which white is accented with black or with red. Straw, suede, and fabrics will be the chief materials in hats. Picot, Milan, and a braided, shiny straw will be featured. There is also a lustrous cellophane, quite transparent. Both dull and shiny straws will be smart. Soft, supply suede is important. The turban on page 66, in red suede with white suede, shows how smart it can be. The fabric hat continues to be made and worn including jerseys, knitted, and crocheted ones.



Easter Cake

This vintage Easter cake recipe was taken from an old recipe scrapbook, circa 1929. See more like it at <http://www.homemade-dessert-recipes.com/easter-cake-recipes.html>

Orange Layer Cake Recipe

2-1/2 cups sifted cake flour, 2 teaspoons baking powder, 1/4 teaspoon salt, grated rind of 1 lemon, grated rind of 1 orange, 2/3 cup butter or shortening, 1-1/2 cups sugar, 3 eggs unbeaten, 2 tablespoons lemon juice, 5 tablespoons orange juice, 2 tablespoons water.

Sift flour once, measure, add baking powder and salt, and sift together three times. Add lemon and orange rind to butter, and cream thoroughly; add sugar gradually, and cream together until light and fluffy. Add eggs, one at a time, beating thoroughly after each addition. Add flour alternately with combined fruit juices and water, a small amount at a time. Beat after each addition until smooth.

Bake in two greased 9-inch layer pans in moderate oven (375°F) 20 minutes, or until done. Spread Whipped Orange Frosting between layers and on top and sides of layer cake.

Whipped Orange Frosting Recipe

Juice and rind of 1 orange, 2 tablespoons flour, 1/2 cup sugar, 2 egg yolks or 1 whole egg, 1 cup whipping cream.

Mix all ingredients together except cream, and cook over boiling water until thick. Allow to get cold. Whip cream stiff and carefully fold orange mixture into whipped cream.



INSTALLING A REAR WINDOW IN A ROADSTER PHAETON



By Bob Russell

At the end of last year, we decided that a new rear window would be one of our upgrades for the roadster this year. The old one was getting to look pretty bad. The chrome plating was flaking off the outer frame, the glass was stained and rust was appearing.

After shopping around we finally purchased one from one of the Model A vendors. We opted for the stainless steel to avoid further problems with weathering. I call this window a "kit" because it consists of (1) an outer stainless steel frame, (2) new glass, (3) the primed inner frame and (4) twelve tiny screws (3/8" long) that hold everything together.

The first step was to paint the inner frame the proper color for the roadster ("Satin Golden Beryl") as specified in the "Model A Judging Standards" book. We then placed a narrow strip of cloth adhesive tape around the glass edge to act as a cushion between the glass and the frame. With that done we sat down and thought about the actual installation process. The instructions that came with the window kit were not a lot of help as they were aimed more at installation with a new top.

The problem with achieving a "wrinkle free" installation is that you have (a) the outer frame with 12 nuts attached to it, (b) the glass, (c) the cloth top material with its 12 existing holes and (d) the inner frame with its 12 corresponding holes that must all be lined up. The resulting "sandwich" of parts and material must then be screwed together with the tiny screws provided.

Now for the actual installation. To preclude removing the top completely we placed a piece of plywood over the

top of the back seat with the rear most bow of the top resting on it. This allowed the window to lay flat on the plywood work surface. The old rear window was removed and the fabric top material was smoothed out evenly over our plywood work surface.

Then twelve "alignment pins", each about an inch long were made from 5-40 threaded rod (yes, the threads in the outer frame are 5-40) and then screwed into the nuts on the outer frame.

The outer frame with the glass in place is then slipped under the fabric top material and the holes in the material are placed over the alignment pins with the fabric on top of the glass.

With the fabric again smoothed out the inner painted frame is placed over the twelve alignment pins. Our "sandwich" is now complete.

While holding the frames tightly together it is now a simple matter to remove one alignment pin at a time and replace it with one of the 3/8" installation screws.

With all the screws tightened down any loose ends of the cloth tape can now be trimmed and the glass cleaned of our many finger prints.

At this point we stood back and admired both a nice new look to the roadster and a neat wrinkle free installation.

The stainless steel window kit was expensive (even by Model A standards) but it really does dress up the roadster.

For Sale / Wanted

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

As a service to our members, the three area Model A clubs have decided to mutually share our classified ads sections! (this will include Model A specific items only.) So as of this edition, we will now reach even more Model A enthusiasts with your sale items and keep you up on the great items available out there! Let me know what you think!

Wanted: Model A Frame

Email Scott Forsen
membership@nwmomodela.com

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

For Sale: 1931 Victoria

Cobra Drab (two tone brown) Leatherback, Older Restoration Very good runner, 12 V, Tube shocks, Mitchell overdrive, Electronic ignition, Price: \$20,000 Clear title
Contact: Bob Craig, Shawnee Mission KS
Phone: 913 631 4109, Email: rnc@everestkc.net

For Sale: 1930 Model A Ford Pickup with matching trailer. New pads on Hydraulic Brakes, 16 inch wheels. Driven weekly. Tuck #10,000; trailer \$1,000.
Contact: Gene Doerflinger 816-853-6288

For Sale: Multiple Carburetors

1 - 31 Zenith Side Bowl Carb
1 - Regular Zenith Carb
1 - Tillison Carb

All Three work well. Try them on your car before you buy.
Contact: Jim Shaw
Phone: 816-436-5538

Wanted: Any and all Model A sheet metal parts. Will consider any condition.

Contact: Jim Huseby 816-690-8464, 816-690-6831

Wanted: Any 19" or 21" used tires

Contact: Billie Beeson 816-358-4967



Wed. Technical Meeting & Breakfast

Our breakfasts are routinely having 14 or more members show up, which is an amazing turnout at 6:00 in the morning! The last morning in February found an extra surprise upon arrival at Hy-Vee. Our regular table was setup with a cloth tablecloth, and little dishes of butter and jelly, etc. Putting on the Ritz! And didn't we feel special!! Can you tell we have our favorite staff members at Hy-Vee for a reason!



A lot of technical talk worked it's way into every morning this month, finding it's way around the jokes and current events. Charlie Ishmael brought in a electric 12 volt heater for his car and a big jar of Waterglass (Sodium silicate) used to seal leaks in the cooling system. Bob Sansom brought in a bottle of battery oil with Thomas Edison's name on it, found in an old train station. Malcolm McIntyre came in with a box of goodies and a story to go with it.

He told of how his car acted up started spiting and sputtering at acceleration and all that he had done to try to solve the problem. He ended up discovering that the coil was a Napa 12 non resistor. (he has a 6 volt system on his car) with the printing turned against the fire wall so it wasn't visible. Seems that a 12 volt coil will fail on a 6 volt system after about 600 miles. Bob Russell shared his experience with Waterwetter, a wetting agent for cooling systems which reduces coolant temperatures. He uses it in the distilled water in his radiator. After a year of use, no rust came out when he drained and changed his water.

Other subjects touched on were safety when wiring via a terminal block, Malcolm's distributor rebuild, swap meet notices, summer car shows, and a rebuilt wiper motor.

John Osborn brought in some samples of what happens to your led tail lights when you put 12 battery to a 6 volt system. Not a pretty sight with all that melted plastic! John also brought in the "Unapproved Accessory's for the Model A Ford" book to show.

A little time last week was spent on some hands on diagnostics when we all trooped out to listen to Bob Sanson's car to listen to a knocking noise he is hearing. Not sure a final decision was made, but a lot of discussion took place!

Third Thursday of the week is Ladies Day, and this month had 6 ladies showed up. A suggestion was made that we write up what the ladies talk about too, but after some sideways glances at each other, and a few bursts of laughter, it was decided by all the ladies present that the guys really didn't want to know! So we'll just leave it at that!

Come join us when you have time, lots to learn, lots to enjoy!

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

Foot Note to the Bonnie & Clyde Symposium

From Jim Spawn

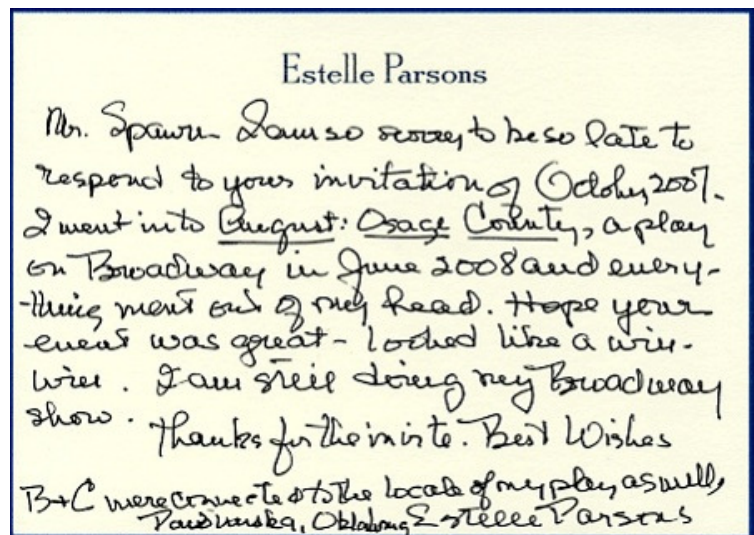
In October 2007, I wrote to Estelle Parsons, the actress who played Blanche Barrow in the 1967 film, "Bonnie and Clyde" and won the Academy Award for Best Supporting Actress for her performance. She lives in New York and still does plays on Broadway.

I wrote the best letter I could and invited her to come to the July 19, 2008 Red Crown Symposium. I gave her my phone numbers, address, and e-mail in hopes she would respond. Months went by and no response of any kind.

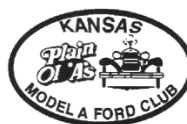
Finally, I figured since I didn't mention money or an appearance fee, she just blew it off. You know how those Hollywood types are.

(Several years ago, I wrote to Gene Hackman, who played Buck Barrow in that movie. Seems he has a Model A Ford that was owned by actor Walter Brennan (famous as Grandpa McCoy from the TV show *The Real McCoys*). The car was on the cover of *The Restorer* magazine, around 1960 or so. I asked Mr. Hackman if I could come and photograph the car for a follow-up article. He never responded.)

I was bowled over just yesterday when I opened my mail and see this card:



It's too late now, but it is nice to know she finally responded - albeit seven months too late.



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Hand Cranking - Safe and Easy

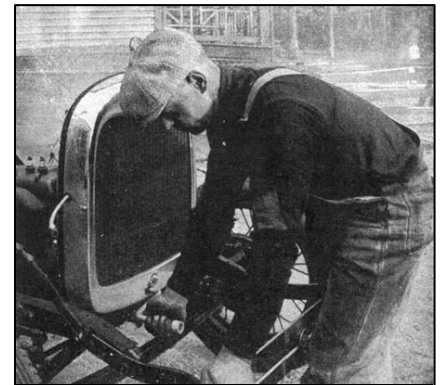


The following article is from abarnyard.com, and was submitted by John Osborn.

Starting a Model A with the hand crank was once as common as driving one. It seems hand cranking has become nearly a lost art over the decades. Following a few basic rules, hand cranking is perfectly safe and quite simple. The hand crank should be one of the most useful tools in your toolbox!

The following list outlines the procedures for starting your Model A with the hand crank. The specifics apply to a properly tuned engine. Some variations may be required and are discussed later.

1. Set the emergency brake and be sure the shifter is in neutral.
2. Retard the spark by raising the left (spark) lever to the top of it's quadrant.
3. Lower the throttle lever approximately three notches, or until the gas pedal lowers very slightly.
4. Adjust the mixture on the dash to the setting appropriate for the conditions.
5. With the ignition OFF, hold the choke out (fully closed). This will require either a helper, a pull cord from the lever on the carburetor to the front of the vehicle, or one of those modern undersized and sticky choke rod grommets.
6. Carefully position the crank in place engaging the ratchet with the crank left of center in the lower of the two possible positions. Grasp the crank as shown in the photo above, paying close attention to the thumb position below the handle. Pull the crank to the top briskly but carefully. Repeat with a second pull.



Always grip the crank with the thumb wrapped below with the fingers. NEVER push the crank down the right side of the rotation!

At this point there should be gas running slightly from the carburetor to the floor.

7. Release the choke and turn ON the ignition.
8. One more pull of the crank and the engine should start. **NEVER push the crank down the right side of the rotation with the key on!**

Advance the spark lever about half way down the quadrant and adjust the throttle speed.

Other considerations: Although there is no serious risk of injury when handling the crank as shown, it's startling when a kick-back occurs. Most kickbacks occur when the choke is closed. The probability varies depending on the position of the crank ratchet relative to top dead center. Leaving the switch off during the choking step almost eliminates the chance of kickbacks.

With a low battery the engine will fire more quickly by hand than with the starter because the starter isn't starving the ignition system.

Variations: The car should start similar by hand as it does with the starter. For example, using the starter I always start my cold A's with the choke pulled for exactly two compression strokes or one turn of the crankshaft. At that point I release the choke and the engine fires. I NEVER hold the choke until it fires as suggested in the "Model 'A' Instruction Book".

If your car **REQUIRES** the choke to be held more than two compression strokes with the starter, you may need to adjust step #6 similarly.

Experiment with a good battery so if you have difficulty starting, you can use the starter to determine if the problem is too much or too little gas. Be conservative with the choke. It is much easier to repeat the process than to hand start a flooded engine. A flooded engine is guaranteed to provide more exercise than you desire!

If your hand crank binds when inserted through the starting crank bushing and into the crank ratchet, don't crank start your car. Too much bind will prevent the crank from releasing from the ratchet.

Editor's note; Go to abarnyard.com for more great information including tech tips, rebuilding articles, and more!!

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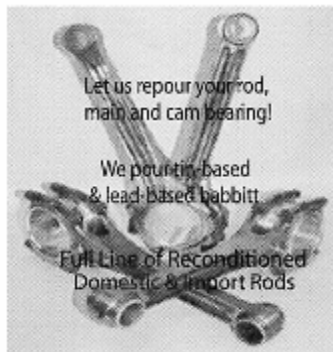


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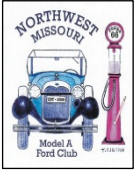
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