

The ROAD RUNNER

MAFCA Charter

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

MARC Region



Officers

President:	Bill Skaggs
Vice President:	Loura Cook
Secretary:	Sandi Shaw
Treasurer:	Bob Martin
Activities/Tours :	Marvin Taylor
Technical	Walt Jones
Concerns/Calling:	Cheryl Taylor
Membership/Public Relations:	Liz Blakley
Merchandising:	Amy Lang
Raffle	Glenda Dunlop
Newsletter/Publishing:	Sherry Winkinhofer
Property:	
Webmaster:	Dave Telles
Director:	John Kunkle
Director:	Terry Richardson

Birthdays

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

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 6th, 2017

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

Board Meeting

March 16th, 2017

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

Technical Meeting & Breakfast Club-KC

Big Biscuit in Liberty

Please join us at the Liberty Corner Shopping Center, at 840
Missouri Highway 291, (816-429-5314)

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
Moved to FREDDYS by Liberty
9800 NE Barry Rd
Kansas City, MO 64157

President's Comments:

And. . . our President is still out and traveling about, so no letter again this month. I'm shocked that a former politician would miss so many opportunities to put in his two cents! But, I can't complain, since I've been retired, I've put in a few hours of traveling too! So I'm sure once Bill gets back from his big trip, he'll make up for lost opportunities! In the meantime, check out this cool picture of the 20 millionth Model A at Liberty Memorial here in Kansas City. - From www.thehenryford.org



You never learn anything by doing it right

Editor's Comments:

I'm looking forward to our Silent Auction again this year. It has always been such a fun event, and a painless way to bring in the funds that we need to help the club run on a yearly basis. I know we brought in some extra last year, but as you can see from the Treasurer's report, we've spent a good amount of that down. The new sound system and screen have been very well received, and we still have a solid amount budgeted for our entertainment this year.

So there is a steady drain on the bank account. But, you know, that's what the money was raised for, the good of the club. I think it is great being put to use for the members as a whole. Once that extra has been spent, we will depend again on dues and the Silent Auction as our only source of funds. And it's great that we can meet our expenses in this fun way.

I've put away a few items to bring in on Monday, not the least of is a Snow Globe left over from the 2015 Christmas party. I hope that at least a few of you might be interested in that! And Loura and I have been working on another special project that might be interesting to more than one of us. So bring your checkbook and a few items to donate, and let's have a fun time!

And don't forget, Garage Day at Terry's is this month, to get us prepared for the Shake Down Tour in April. Funny, that happens to fall on April Fools this year....wonder what might happen?

Happy "A"ing!

*Sherry Wink,
Editor*

NORTHWEST MO MODEL A FORD CLUB MEETING

American Legion Hall, Smithville, MO

February 6th, 2017 7:00 p.m.

Meeting Opened By: Terry Richardson led us in the Pledge of Allegiance. Tonight's program will be bingo at the end of the business meeting.

Secretary Report: Motion for January minutes to be approved as published in the Road Runner was made by Sandy Hanks and seconded by Mary Lou Matteson. Motion approved.

Treasurer Report: Approved as read.

President: 2017 calendar of activities for club is now on the web site.

Everyone liked the new dinner idea of having a buffet. Contact Loura if you have suggestions of what you would like to see on the buffet.

New Business: We are encouraging all new members to purchase name tags. See merchandising manager, Amy Lang. Gary Smith suggested, as an incentive to wear name tags, a certain amount of money would be charged if it is not worn. Board will discuss.

Harvey Roseberry encouraged group to think about going to the regional meet in Omaha, Ne. this June. He especially encouraged the new members who have never been to a regional.

Nelson Young discussed a tour being organized by a friend "Antique Automobile Road Show". The tour will include 5 different car collections over a 4 day period in July. Anyone interested in going contact Nelson.

Old Business: At a previous meeting, it was suggested a swap meet be held for members to sell Model A parts they do not need. If someone is interested in being in charge of this project contact Bill Skaggs or Loura Cook.

Membership: 55 members present tonight. Club has 58 paid memberships for 2017.

Newsletter/Publishing: Any pictures of club activities or family pictures with model A's that you would like to share, can be sent to the web site. Both Sherry and Dave Telles, web master, will receive them.

Activities: February 14 - Valentine lunch at Golden Coral (model A's welcome)

March 25 – Garage Day at Terry Richardson

April 1 – Shake Down Cruise

Technical: Walt said there are CD's available to check out from the club on various model A projects. Walt will see about getting a list put on the web site.

Concerns/ Calling: Get well cards sent to Tim Osborn and Joe and Pat Wishon.

Directors: Terry said Garage Day is to get cars ready for the Shake Down cruise since they have not been driven much this winter.

Suggestion box is just about ready to be brought to club meetings. Suggestions for tours can be put in the box, either mapped out or just a suggestion of location.

Meeting adjourned at 7:40 p.m.

Respectfully submitted by Sandi Shaw

MAFFI Newsletter Minute

We have been busy working on our new exhibits for Model A Day, Sept. 16, 2017 and are very excited about them. The new interactive 'starting display' should be ready to go by Model A Day and will present a challenge for anyone wanting to climb onto the seat and go through the steps required to start a Model A. We are looking at the possibility of having two new truck exhibits, a Stand Drive Milk truck and a 1928 AA Express Bed Truck. We are also beginning to work on a "Fords Around the World" exhibit and should have a GAZ engine (originally manufactured in Russia) also ready to go by Model A Day. So, there will be lots of new things to see in the Model A Museum and new exhibits at the Gilmore as well.

See you there,

Loukie Smith
MAFFI President



Activities

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

March 23-26th 2017 -MARC Membership Meet

Shipshewana Indiana
model-a-ford.org/event/2017-membership-meet

March 25th—Garage Night

Terry Richardson
Details at next meeting

May 5-7th—Lawrence Antiques Auto Swap Meet

Lawrence Kansas
lawrenceregionaaca.com

June 5-9th—Omaha Regional

Omaha Nebraska

Visit <http://meadowlarks.omahaneb.org/2017/>
Or contact Dale Jergensen (402) 949-0521
Greg Bowden (402) 210-9146

Hold the Dates!

April 1st -Shake Down Cruise
May 20th—Cameron Veteran's Home
June 3rd—Annual Club Picnic (New location -Tryst Falls)
August 11-13th—Platte County Gas and Steam show

If you are planning on joining in on any of the tours or activities, but haven't put your name on a sign-up sheet, let Marvin Taylor 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!

The annual Silent Auction is coming up at the March meeting. This is the **only** fundraiser our club does, and its success depends on you! Time to bring those goodies to donate! Dig deep in those garages and closets and find all that great stuff you really aren't using any more. And of course, a little extra money to buy all those treasures you'll be sure to find!

Remember: whatever you bring to sell is a donation to the club, with the sale price going to the club. Baked goods, car part (Model A), fashion items, all are good bets for a fun sale.

You can put a minimum price on an item, and if it doesn't sell, you take it home again.

All bids will be in increments of \$1.00. Cash or checks accepted! Come ready to bid!!

We're bringing back the Mystery member! Lyman has volunteered to again write this article, noting that we have so many new members that there is plenty to get to know about our club members all over again!

March Mystery Member

Arrested in Washington DC by capital police. Introduced the Vice President of the United States. Official escort for the Speaker of the U.S. House of Representatives. Escort for Miss Missouri in the Miss America contest. Knew Erma Bombeck. Talked to Walter Cronkite.



Time for another Ladies day out? How about joining us at this benefit event on Sunday March 25 from 2:00-4:00 pm It will be at Eighteen Ninety Event Space, 15640 HWY 92 Spur in Platte City.

Taste teas from around the world, and enjoy live music, door prizes, and a silent auction. Tickets are \$25 in advance, deadline to purchase is March 18th. There should be a sign up sheet at the March meeting, looks like fun!



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 Bill Skaggs: info@nwmomodela.com

816-807-6300

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-](mailto:in-fo@nwmomodela.com)

fo@nwmomodela.com



Model A Mystery Part

What is it?

(hint – it is .010 in thickness)

Do you know? For “Bragging Rights”, email techguy@nwmoModelA.com!



Photo courtesy of Mike's
A-Ford-Able Parts

February's Mystery Part

This is a Pedal Shaft Pin. It is what attaches the brake and clutch pedal shaft to the bell housing

Our winner this month is our farthest away member, David Mossman from New Zealand. He add that this part is “.....? to get out. “



Photo courtesy of Mike's
A-Ford-Able Parts

Walt's Old Time Tech Tip

Walt Jones, Tech Director

Adjusting Your Headlights

Late model headlamps have protrusions that are used with an aiming device to align the lamps. Model A's do not have these protrusions and therefore must be aligned by hand. This process involves the use of a straight edge (a two by four may be used for this) and an angle indicating device, a protractor that has a string with a weight attached to it, tied to the hole in the center of its base. This device will indicate the angle to the perpendicular of whatever surface that it is placed against.

The first step in adjustment, is to loosen up the headlamp holding nuts so that the lamps may be moved with a little tension.

Next hold the straight edge against both lamp lens faces and adjust them so that they are touching the straight edge all the way across. The lamp faces are now parallel with the straight edge, zero degrees left or right.

Next hold the angle indicator against the face of the headlamp lens and adjust it so that the angle indicator shows a reading of two degrees down, while maintaining zero degrees left or right. Bungee cords or an assistant may be used to hold the straight edge against the headlamps. After each headlamp is set, tighten it's holding nut.

Next is the Focusing operation. Move the car to a dark parking lot and turn the lights on low. Have the car running at high idle so that the generator cut out will be in. Cover one lamp with a towel. Adjust the focusing screw at the back of the non covered headlamp to make the sharpest most focused light pattern. Remove the cover from the previously covered lamp and cover the lamp just focused. Now adjust the second lamp with its focusing screw, for its sharpest most focused light pattern.

That's all there is to it! This method is easier than the Henry approved method of adjusting headlamps by marking out a space and using markings on a wall.



Service Failure



Service Success

Illustrations from the July 1930 Ford Service Manual demonstrating expected standards for Ford dealers.

—found on TheHenryFord.org webpage in the digital collection

Speed and the Model A

Sherry Wink

An article originally printed in A-World but that I thought this club might enjoy too.

Nowadays, we tend to think of Model A's being a car to just "toodle" down the road in. We baby them and try not to drive them too fast, or take them on gravel or snowy roads. (And yes, we all know exceptions to that, don't we!) A few people use them as their everyday drivers, but most of our cars sit in their garages waiting for that club tour, or a nice day to just go for a relaxing drive.

But even when they were brand new, not everybody was that careful! Hot Rods are not a modern invention, although I don't know when we started calling them that. And Model A's were not just Sunday drive cars. Unless you include Sunday at the race tracks! One of the bragging points of the new Ford, when it came out, was its ability to go as fast as 65 miles per hour! Check out the pictures and ads below. From the very first, some guys just wanted to go faster than the other guy! And of course, there was always someone working to find a way to do that!

Now I don't know about you, but I have no desire to go 65 miles an hour in a Model A. And for sure not 101 miles per hour as the picture of the race car below brags! But a lot of brave (or crazy, or maybe both!) men did their best to go as fast as possible, including in a Model A. A few of them even made it to old age! And today, for some people it's still all about the speed! But not usually in a Model A!

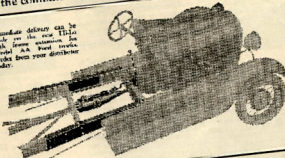
Upgraded
Transmissions
promised more
speed and
durability

COMPETITION

Where is there more interesting competition than in a game of polo? There the skill, speed, and endurance of man and beast is matched against that of their opponents, and the combined efficiency

of pony and player brings success and victory. Driving a Hi-Lo equipped truck, Ford owners can meet the keen business competition of today with an unshakable combination of power, speed and durability.

Immediate delivery of Hi-Lo trucks for the new 1934 model. Lower operating costs. Motor Oil. Road tests. Order from your distributor today.



INTERNATIONAL HARVESTER CO. CHICAGO, ILL.

HI-LO TRANSMISSIONS

James Garbache
National Tele-High Sales Corp., Syracuse, N. Y.

Wm. H. Harrison
Winchell H. L. Tamm, Inc., San Francisco, Cal.

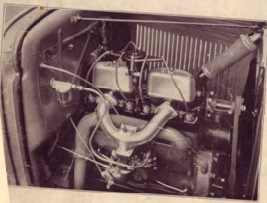
Send for the literature and you will see

THE RILEY VALVE-IN-HEAD

DESIGNED
AND
MANUFACTURED
BY

George Riley

Widely known
engine designer
for those who
want the best.



Model "B"
Model "C"
Model "D"

Model "B" Standard model Riley Valve-in-Head providing a top speed of 80 miles per hour, powerful acceleration and hill-climbing ability with absolutely smooth, "ping-less" operation at slow speeds.

Model "C" Specially designed for high-speed use only for those who understand the tuning-up of a 90 M. P. H. car.

Model "D" For installation on Ford Model "AA" trucks. Increases hauling power and provides smooth and low-cost operation.

George Riley

The Riley Valve-in-Head provides a new sensation in motoring enjoyment. Amazing power for hill-climbing; acceleration that leaves every other car behind, and an astonishing reserve of speed that makes the Riley equipped Ford absolute king of the highway.

Engine modifications



This company claims to have reached 101 mph with this Model A race car.

This article was from a Ford Dealers guide.
Guess there was money in upgrading that A!

70-75-80 miles per hour
with these **NEW RUCKST**

SUPPLY the speed every Ford owner craves! Sell the vast millions that demand more power, more pep and greater 80 mile-per-hour top-ruckst combinations bring the thrill of 70 to a Model A Ford.

The ideal combination—the Ruckstoll No. 1 De Luxe—provides the luxury of the Ruckstoll two-quiet-high Transmission together with the speed and power of the Ruckstoll best-treated draft carburetor.

70 to 80 miles per hour in vibrations! overdrive high—a start—second power and pick-up you've never before experienced—all backed by the Ruckstoll guarantee of performance which 500,000 Ford owners already know. Equip a demonstrator—write for new attractive proposition—today!

**Ruckstoll
Two-Quiet High Transmission**

Available source from the Ruckstoll combination which super performance with an increase in top speed is desired. Periods of slow down are gone from the Ruckstoll combination. Periods of slow down are gone from the Ruckstoll combination. Periods of slow down are gone from the Ruckstoll combination. Periods of slow down are gone from the Ruckstoll combination.

Send prices
and full
details to:
Speed Combination
Transmission
Power Head
Name _____
Company _____
Address _____
Check ☐ Radio

According to the Ruckstoll
Company, you'd do better with

Engine modifications
such as these promised as
much as 90 mph or more.

much as 90 mph. or more.

R & R Manufacturing Co., Anderson, Indiana, U.S.A.

Telephone 587

Cable R. C. O

ACCELERATION

ECONOMY

POWER

SPED

AND POWER EQUIPMENT

R & R Cyclone Overhead Valve Equipment
for the Model A, B, and 40 Ford

DESCRIPTION

CYLINDER HEAD

Remounted large water jacket surrounding all valves, no chains for preignition under any compression or speed. Combination chamber spherical with spark plugs setting at a 90 degree angle, directing the fire into the center of the combustion chamber, which makes easy starting. Seated in the center of the combustion chamber is one large intake valve operated by push rods from the cam shaft using a rocker arm with the adjustment in the rocker nose. Size of the intake valve 2", made of the best valve steel known to science.

ROCKER BOXES AND INTAKE PORTS

The rocker boxes are securely bolted to the cylinder head by the means of studs. The rocker arms are carried separate in each rocker box having a $\frac{3}{16}$ " hollow shaft for bearing running on a bronze bushing and held in place by S. A. E. bolt. The rocker boxes have a ground steel cover with a wing-nut clamp. The valve carries a compression spring with a Liberty lock and keeper. Flange size on the intake ports $1\frac{1}{2}$ " S. A. E. The old intake guides are reversed for push rod guides for intake valves.

Secrets of Speed

100-mile an Hour Model A FORD Speedsters

Some Practical Instructions

BY GEORGE RILEY
(Experienced Speedster Manufacturer)

In building fast Ford speedsters and (and if I don't think one of the western cities are fast, ask any one who have read of them) has always been our endeavor to change standard Ford construction no more than absolutely necessary. This gives Ford racing up the advantage of being able to obtain parts and service anywhere.

Cylinder Head: Use the latest type Model A cylinder head—the one for floating camshaft. The iron block has a reinforcing web in the rear main bearing which reduces vibration and makes a stronger construction. Engine type blocks sometimes break when subjected to extreme speeds at racing use.

Camshaft: We prefer a stock Model A camshaft, which is strong and sturdy and balanced both eccentrics and dynamically. Or, with circular thrower machined for 2 1/2 inches, with side on equal distance from the crank pin. This makes a lightest shaft, that accelerates better, and we find the best service at long

er. While Ford camshafts are very tough, a good machinist can make these changes in about six hours.

Main Bearings: Should be so fitted that the camshaft turns free without drag, when all main bearings have been pulled up snug and oiled. Loose-backed upper half causes main bear-

ing can be installed to advantage by a good machinist by using three and seven main bearings to support bearing bar or R. R. When number one is used.

Timing: The timing should be stock Ford 1.18mm. Do not use the drill. Check for accuracy—this is very im-



This Roadster Does Over 100 Miles an Hour

Ford Dealer and Service Place for September, 1933

Are You a Wood Nymph?

Rayon, the New Fabric of the Model A Era

By Peggy Gill

An excerpt from an article from the MAFCA Fashion Committee. Find the entire article at MAFCA.com: During the model A years of 1928-1931, rayon was a relatively new fabric that was gaining popularity in the fashion industry primarily due to its look, feel, and versatility in garments. In its infancy, rayon was often referred to as "artificial silk," but it was, in fact, the very first man-made fiber. Unlike modern nylon and polyester which are petroleum based products, rayon is made from natural plant material, primarily wood pulp, so it is considered a semi-synthetic fiber.

In December of 1931, an article found in Popular Mechanics Magazine stated that the question had recently arisen as to "just how much wood a woman carries when fully dressed." This led to calculations by textile experts of the time to show that the average-sized woman requires a log approximately the size of the one shown in the illustration to the right. But what exactly is rayon, and how is it made?

Rayon is a versatile fiber that has the same comfort properties as other natural fibers. It is made from purified cellulose, which is the primary component of the cell walls in green plants. In the case of rayon, wood is usually the main ingredient. The cellulose is chemically converted into a soluble compound and then this solution is dissolved and forced through a "spinneret to produce filaments which are chemically solidified, resulting in synthetic fibers of nearly pure cellulose." The fibers themselves are soft, smooth, and highly absorbent which allows them to easily absorb colors when dyed, and also makes them particularly useful for hot and humid climates. Their texture, when woven into a fabric, imitate the feel and texture of silk, wool, cotton, and linen and today are used in garments that range from delicate lingerie to heavy winter coats."

The history of rayon dates back to 1855 when Georges Audemars, a Swiss chemist, dipped a needle into liquid mulberry bark pulp and gummy rubber to make threads that could be then woven into cloth. This method, however, was too slow and time consuming to be practical. Thirty years later, French chemist, Hilaire de Charbonnet, patented an artificial silk that was a cellulose-based fabric. Fortunately, this fabric was removed from the market due to its high flammability properties. Nevertheless, Charbonnet is credited with being the father of the rayon industry.

Shortly after Charbonnet's development, in 1894, three British inventors, Charles Cross, Edward Bevan, and Clayton Beadle developed and patented a safe and practical method of producing this artificial silk cloth that came to be known as viscose rayon. Their system did not require purified wood pulp cellulose, which made it cheaper and easier to produce. Their process, which takes multiple steps, allows for modifications to be made to the fiber as it is being produced and the finished textile can be soft and silky or sturdy and strong. It can have a dull or bright finish, and can be silken, linen-like or even wool-like. Specific types of rayon available today include viscose, modal and lyocell; the difference between them is in the manufacturing process and the properties of the finished product. Nevertheless, even to this day, the viscose method has been the principal method used to make rayon.

Rayon continues to be a popular fiber in the clothing and textile industry today. So the next time you are out enjoying the shaded coolness beneath the trees, take a moment to imagine just how much wood you may be wearing.

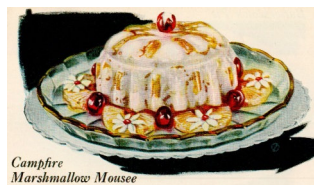


Girl with Log of Wood
Approximately the Size
Needed to Make Silk
for Her Clothes

Campfire Marshmallows have been around since 1917. Many of their ads featured recipes, including some featuring famous chefs of the day. The aim was to encourage more use of marshmallows in desserts, not just to roast around a campfire. These recipes were combined in a cookbook called "How Famous Chefs use Marshmallows", printed in 1930.

Campfire Marshmallow Mousse

- 1 cup cream
- 1/box Campfire marshmallows
- 1/2 teaspoon vanilla
- 2 slices canned pineapple
- Few grains of salt
- 1/4 cup nut meats



Beat cream until stiff, add vanilla, salt and Campfire marshmallows, pineapple and nut meats cut in small pieces. Pack in a mold which has been rubbed over with cooking oil and wiped out with a piece of soft paper. Chill Thoroughly, remove from mold to serving dish, garnish with half slices of pineapple, marshmallows cut in small pieces and arranged like daisies, and with maraschino cherries. This may be packed and frozen if one-fourth cup sugar is added to the cream.

Note: one box of Campfire Marshmallows was 1 pound.

Cracker Jacks

Frederick Rueckheim and his brother Louis formed a company called F.W. Brinkmeyer & Bro to sell popcorn. In 1896 Louis came up with a method to keep molasses coated popcorn from clumping together and the first lot of Cracker Jack was produced. Its name came from a salesman's comment "That's a crackerjack!" when sampling the new treat. In 1899, Company partner Henry Eckstein developed one of the first wax-sealed cardboard containers ever. In 1902, foil-sealed boxes were developed. In 1908, the song "Take me Out to the Ball Game" with the lyrics that included "Buy me some peanuts and Crackerjack ." provided free advertising. Small prizes were added to the boxes in 1912. In 1922, the company's name was changed to "The Cracker Jack Company". The company is now owned by Frito-Lay.

Interesting note: Mascot Sailor Jack was modeled after Robert Rueckheim, grandson of Frederick, who died of pneumonia shortly after his image appeared at the age of 8. Sailor Jack's dog Bingo was based on a real-life dog named Russell, a stray adopted by Henry Eckstein. Russell died of old age in 1930.



July 1930 Ad

A Few Pictures from the February Meeting!



American Legion Fundraisers

The American Legion Post 58 is known for its dedication to service for veterans and for the community as a whole. Their schedule is full of events working to fund their mission. Below are a few of the upcoming events. Lets try and take part of this wonderful community outreach and help our past and present servicemen.



\$20/PERSON
\$200/TABLE(SITS 8-10)
SPONSOR A TABLE WITH ALL YOUR FRIENDS

Smithville Legion Hall
7pm-Midnight
For Reservations Call
816-866-7001
CASH PRIZES
Raffles/Silent Auctions
Royals Tickets/Comedy Tickets
and much more!!!

Cash Bar. Admission pays for one bingo card per game (about 3 rounds). Karaoke. Dancing. Food available to purchase.

ALL PROCEEDS GO TO VETERAN PROJECTS

SUPPER WITH A SOLDIER
Fund Raiser

SMITHVILLE AMERICAN LEGION

LIVE ENTERTAINMENT 60's & 70's
U. S. GOVERNMENT RATIONS
BATTLEFIELD HOCH
LETTERS HOME
DANCING

MARCH 10TH

1830 Hrs.
(6-10 PM)
\$15

Only 100 Seats Available

CALL 816-866-5343 FOR RESERVATIONS

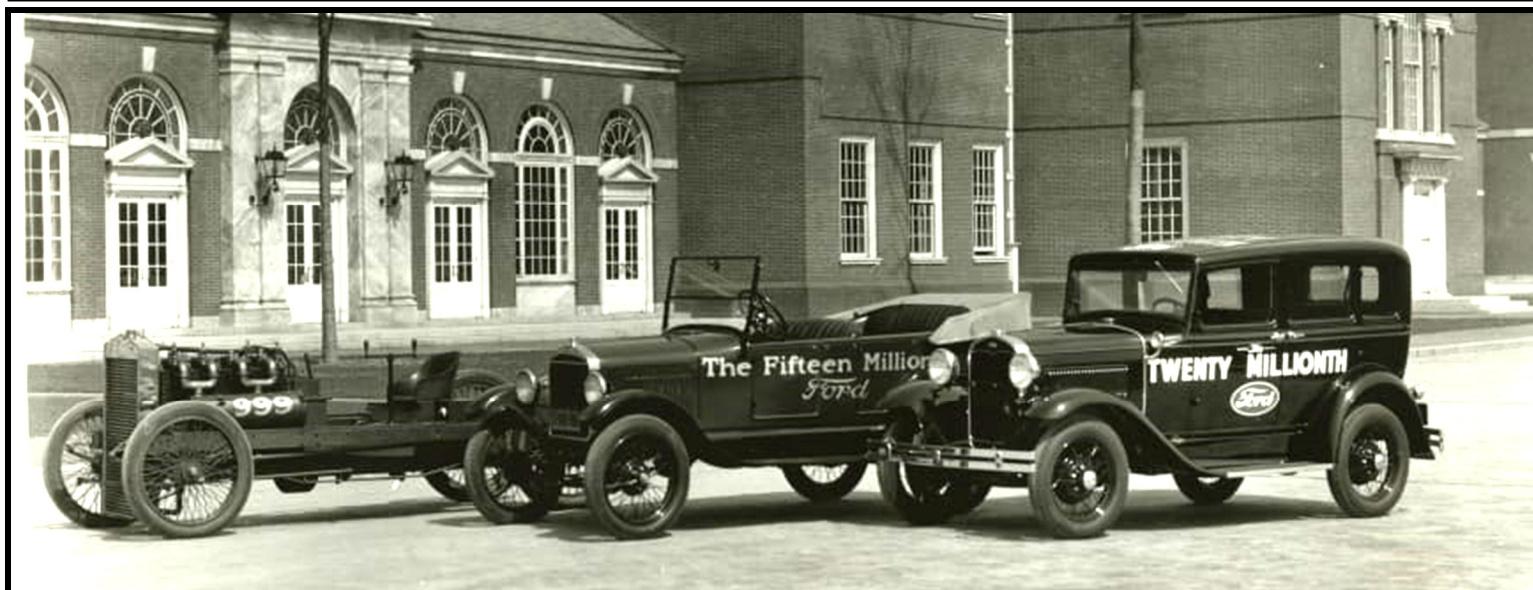
March 18th 7:00 AM

Buffet Breakfast
2607 NE 92 Hwy,
Smithville, MO
American Legion Hall
All U Can Eat -
\$7.00
KIDS UNDER 10 -
\$4.00



Breakfast: Biscuits, Gravy,
Scrambled Eggs, Bacon, Sausage,
Pancakes (ON REQUEST), Hash
Browns, Fruit, Milk, Juice, Coffee,

Come enjoy an All You Can Eat
Breakfast at the Smithville



Found at thehenryford.org webpage—Three significant Fords sit outside Henry Ford Museum. The "999" race car, built in 1902, made headlines with Barney Oldfield at the tiller. The 15 millionth Ford, built in 1927, represented the end of Model T manufacture. When this photo was taken, the 20 millionth Ford, a 1931 Model A, represented the latest milestone in Ford Motor Company production.



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 area Model A clubs have decided to share our classified ads sections! (this will include Model A specific items only.) Ads will run approximately 3 months unless we are notified that the item is still available.

For Sale: Ex-Cell 2 Ton Portable Engine Crane \$200.00

Contact: Bill Auch 816-436-3230 (NWMO 03/2017)

Wanted: Left rear fender for a 30 - 31 Coupe.

Contact: Don Van Diepen. 515-491- 2958 or 515-961-4114 (CIMA 02/2017)

For Sale: 1929 Model A Fordor. \$12,000.

Contact Lora Jones @ (515) 835-8883. (CIMA 02/2017)

For Sale: 1930 Model A Huckster - Brassworks radiator, leak less water pump, new head gasket, aluminum timing gear, rebuilt distributor, newer tires. \$12,000

Contact: Scott Forsen 816-863-1567 (NWMO 04/2016)

For Sale: Due to the death of Bob McLaughlin, Betty McLaughlin is selling their 1930 Model A Deluxe Roadster. The body of the vehicle is fiberglass. Bob and Betty were members of the Henry Leavenworth Antique Auto Club.

Contact: Betty McLaughlin 913-299-3404 (POA 10/2016)

For Sale: 1931 Model A Tudor Sedan. \$13,000 or best offer.

Contact: Ron Kester at 785-543-6769 (POA 02/2017)

For Sale: Original 1928/29 right rear Roadster Fender. Equipped with an original aluminum step plate. Removal of this plate would allow it to be used on a Coupe or Cabriolet also. The fender is in fair to good shape and I have it priced right at \$175.00.

Contact: Walt Jones 816-898-8979 (NWMO 04/2016)

For sale: 1930 two door Older restoration Mitchel overdrive good condition \$14,000 chili.canida@gmail.com

Contact: Chili Canida at chili.canida@gmail.com (NWMO 10/2016)

For Sale: Model A Parts: Total Short Block (Needs Babbit) \$175. Crank Shaft \$35. Clutch Assembly \$25. Block (has crack in one cyl.) \$10. 2 - 21 in wheels \$ 15. ea. 21 in Tire, (good spare) \$5. 2- B-6600 oil pumps \$40. ea. Starter \$20. 13670 Auto-Lite Manifold Heater \$50. B-6256A Timing Gear [New] \$30. 2 - B-4235 Rear Axles W/ Gears and new key ways \$75. ea. Engine Stand 7501b \$30. A-3311 Drag link, weld in, Ball Stud \$2. A - 4605-B Drive Shaft W/ torque tube \$40. A-1115 - BH Rear Hub \$30. B- 4209-A Set Std 3.78-1 Rear End Gears [Real nice] \$125. 4025 Rear End Housing Banjo [good] \$25. B-12405-B Champion W16 Y Spark Plugs (Like New) \$2. ea.

Contact: Charlie Volf 515-965-0579 or 515-299-0573 (CIMA 02/17)



Look what Junior and Liz Blakley bought their grandson Christopher for Christmas! It may not be correct down to every detail, but as far as Christopher is concerned, this is his first, but not last, Model A.

Talk about a happy kid!



Hey, who is that snazzy looking gent with that beautiful Roadster? Why, I believe it's Andy Bennett.

Looking good Andy!



MARC National Meet—July 39-August 4, 2017 Gettysburg, Pennsylvania

Hub City Model A Ford Club is hosting the National MARC Meet in 2017. The Meet will be held in Historic Gettysburg, PA, starting Sunday July 30th and ending with our closing banquet on the evening of Friday August 4th. The Meet Registration Form is now available! Visit <http://hubcitymodelaclub.com/marc-meet-2017> for more information



Federal Government Model A's

By John Costenbader

There are at least two fully functional Model W Fords still in the hands of the Federal Government, nearly three-quarters of a century after they came off the production line. In 1930, the United States Geological Survey (USGS) purchased a Model A Ford coupe for \$557. Geologist Foster Hewett used it to survey Death Valley California from 1930 to 1956, then Geologist Levi Noble used it for mapping the Mohave Desert from 1956 to 1965. After Mr. Noble's Death, the Model A was stored for a time in Valyermo, California.

It was later driven from Valyermo to the USGS Pacific Coast office in Menlo Park, California. In 1974, the car was shipped to the newly opened USGS headquarters in Reston, VA. where it is now displayed in the lobby. The three photos above are of the car along with the the top two on page 3.

To quote a museum staff member Donald Curry, "The Model A was essentially a stock car . . . Its high center, short turning radius and wheel base, relatively low gear ratio etc. made it a very good off-road vehicle, and we took it places where a 4-wheel drive vehicle would be necessary today." That means that the 'N served like a 4 wheel drive vehicle much before 4 wheel drive was invented. For instance it once traversed the heart of the Owl Mountains from the northwest clear to the Death Valley front and then the back side of the Black Mountain.

According to them, the Model A had one draw-back. Because of its narrow tires it had a tendency to spin out or head for the ditch in loose gravel.

A driver was thrown from the car on one such occasion and sustained a cut on his scalp. That contributed to dislike for driving alone. The red color instead of gray or off-white made it easy to see from a distance in the drab desert landscape.

The second Model A still owned by the Federal Government is a rare, "one-owner" 1929 Ford Model AA Post Office Truck with 200 cubic foot body on a 1-ton Model AA chassis. It was one of 400 1929 Model AA chassis purchased from Ford on which were placed bodies built by the August Schubert Wagon Works. In 1931 the Post Office purchased 2500 more AA mail trucks. Another 1400 smaller mail vehicles were also included in an order about the same time. In total 4300 vehicles were purchased from Ford, some full cars and others just frames. The Federal Govt used WWI surplus vehicles before the 1929 Ford purchase but poor efficiency prompted the 1929 purchase.

The model shown on the right was made and purchased in 1931. A good picture of the 1929 model is not available.

The available documentation indicates that post office employees actually picked up the Ford frames with engines but no bodies and cabs. They drove the open vehicle to Schubert locations for placement of the post office body style. One report indicates a drive of two such vehicles 150 miles from the Ford Buffalo New York assembly plant to the Syracuse Schubert plant. Can you image that adventure in 1929 in an open cab.

Invoice records show pricing of \$475 for the engine and frame and \$325 for the Schubert body. The 1929 vehicles therefore cost \$800 each. The AA Postal Truck being saved in the museum was one of the first with pneumatic tires. For about 12 years it was used to haul mail from the railroad cars to the main post office. Mail trucks became more popular as the availability of railway mail cars declined. This truck was used for over 23 years putting on about 500,000 miles. It is still used for historical exhibits. It's been shown at antique car shows at the Sully Plantation in Fairfax County Virginia. The inside of the truck is shown below.

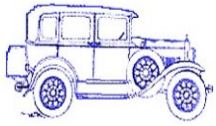


1930 Model AA Ford Coupe purchased by the United States Geological Survey on display in Reston, Virginia

See the coupe at the USGS Headquarters at 12201 Sunrise Valley Drive, Reston VA 20192



Photos of the Mail Truck are to the left and above. Sources of Information for the article are: Mail Newsletter of 3/20/2005, USGS Museum website.



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