

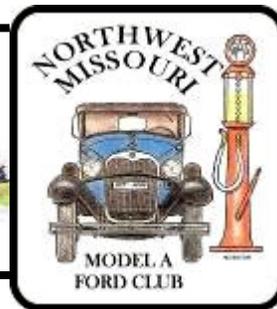
The ROAD RUNNER

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

MAFCA Charter

MAFCA "Newsletter of the Year" 2009, MARC "Award of Excellence" 2009

MARC Region



Officers

President:	Ron Anderson
Vice President:	Bob Russell
Secretary:	Malcolm McIntyre
Treasurer:	Vickie Roseberry
Activities:	Eddie Griggs
Activities:	Scott Forsen
Publications:	Sherry Winkinhofer
Sunshine/Concerns/Calling:	Karol Russell
Historian:	Joy Osborn
Tech Advisor/Property:	Walt Jones
Membership:	Ken "Wink" Winkinhofer
Webmaster:	Dave Telles
Purchasing:	Mary Ann Jones
Public Relations	Lyman Ridgeway
Director:	Bill Auch
Director:	Harvey Roseberry

Birthdays

Bob Russell	10/2	Harold Blaker	10/17
Junior Blakley	10/11	Charles Ishmael	10/20
Janice Kunkle	10/12	Bob Hess	10/30
Marilyn Bench	10/13		

Anniversaries!

Ken & Sherry Winkinhofer	10/23
Michael & Barbara Simon	10/24
Paul & Connie Turnbull	10/27

Monthly Meeting

October 3rd, 2011

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

Board Meeting

October 20th, 2011

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

Technical Meeting & Breakfast Club

Meets every Wednesday 6:00 AM-10:00 AM
HY-Vee, 207 NW Englewood, Kansas City MO 64118
Ladies Day 10/19/11

Ice Cream & Socializing

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



Presidents Comments:

As usual we've got some neat activities planned for next month. First off is our annual participation in the Weston Apple Fest parade. This is really a good opportunity to show off our cars as this festival is well attended. Of course there is always good food and for those so inclined a chance to buy a few crafts.

Car games will again be held at the police academy - hey these aren't games - this is serious competition.

It looks like at least 12 of our cars will be going on the Lake of the Ozark trip. This trip will include cars from our club and the Plain Ol A's. And on Oct. 29th there will be a Fall/Foliage mystery tour of an out and back to North central Missouri including a mandatory lunch stop. Let's hope Mother Nature puts on a good show for us. So you don't miss out please check the activities page of your Road Runner for more detailed information and other events.

How many times have you been asked what year your car is, and how to determine the model year. My first answer is usually to separate the 28-29s and the 30-31s. The obvious differences of course are the bumpers, radiator shell, hub caps and 19 vs. 21 inch wheels. There were many changes throughout the four years the Model A was manufactured, and any number of publications and books are available for those so inclined, to bone up on at least the car you own. Next time someone asks - be an expert.



Ron Anderson, President

A wise husband remembers his wife's birthday but forgets which one it is

Editor's Comments:

Wow, did you all have as much fun at the "Barn Warming" as I did? It was so much fun to have so many Model A friends over on such a beautiful day! It really makes me realize just how lucky Wink and I have been to have found such a great hobby with so many good people!

Just 5 years ago or so, I didn't know any of the many friends I visited with last week. And if it wasn't for that one little old car, I still wouldn't know most of them today. And so many other wonderful friends all across this big country! Between conventions, regionals, newsletter exchanges, and just driving, I've made so many new friends I can't even begin to count them all!

Last week, at a different event, someone told me to "work as long as you can" because "retirement is boring". I almost burst out laughing as I thought of the many things on my retirement to-do list (most Model A related). And I thought of the many retirees I know in the club that all say "how did I ever find time to work!" I guess that's just one of the many difference in the mindset of "Model A'ers" and the rest of the population! I'm so glad I can now consider myself among the A'ers!!



Happy "A"ing to everyone!

Sherry Winkinhofer, Newsletter Editor



Activities & Regional Events

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

★ **Club Sponsored Activity**
◆ **Club participation invited**

◆ **Oct 1th - Weston Apple Fest Parade**

Platte City McDonald's for a 7:45 AM departure.
Or meet in Weston at Average Joe's Restaurant
See Page 8 for details

★ **Oct 13th - 16th - Osage Beach Tour**

Depart Smithville at 8:30 am
from the Kum & Go convenience store
92 Hwy & 169.
See article on page 8

★ ★ **Oct 3rd - Northwest Missouri Model A Club Monthly Meeting**

6:00 to eat, 7:00 meeting
American Legion
DD Hwy & (2 Hwy, east of Smithville MO

★ **Oct 29th - Fall Foliage Tour**

Depart Liberty Perkins 9:30 AM departure.
Meet St Joe group at Hwy 116 & 69.
See article on page 8

★ **Oct 8th - Northwest Missouri Model A Club Car Games**

Shoal Creek Police Academy parking lot
6885 Northeast Pleasant Valley Road KCM
See page 8 for details

Hold the dates

◆ **Nov 11th - Leavenworth Veteran's Day Parade**
Dec 11th—Christmas Party

Next Meeting—



This is a very special event! Bob Russell has arranged to have professional magician and comedian Jim Lysaght perform!

This is a definite opportunity to share a fun night with the younger member of your family (or for that fact, any age member of your family!). Check out the below blurb from Jim's profile:

Johnny Carson once said comedians don't start as comedians, they start as funny electricians, bakers and candlestick makers. Jim Lysaght was a funny highway patrolman for 21 years; but there was just

no demand for a funny highway patrolman!

Since 1985 Jim has become one of the top entertainers and speakers in the Midwest. His combination of magic, humor and his knack for asking the

... Jim is an outstanding performer ... He definitely did his homework about our company ... A very clean, fun show ..."
HyVee Food Stores .

questions other people don't make him a delightful keynote entertainer. Jim's shows are high-energy, fun with large doses of audience participation. Jim's specialty is making his show fit your audience or event. The bottom line is this; "they go home laughing". . .

And as if that wasn't enough, Kevin Kerr is in town, and has graciously agreed to give a short talk to the club about the Indy 500 Festival and the participation of the Kerr Model A. This was a very special occasion, by invitation only, to celebrate the 100th anniversary of this exciting raceway.



It will make for a fairly long meeting, but we promise to give you breaks in between the shows! See you there!



Sunshine/Concerns



Karol Russell is our Sunshine/Concerns lady! If you know anybody in need of a card or phone call, please let her know. And, if you just want to share the news of a happy event, such as a new grandbaby or a wedding, let her know that too! Call 816-628-3929

Deadline for the Next Road Runner

The 20th of the preceding month
Email to roadrunner@nwmomodela.com

Or mail to: Sherry Winkinhofer
14900 Green Briar Dr
Smithville Mo. 64089



Club Contact Information:

President Ron Anderson 816-741-5965
All Officers: info@nwmomodela.com
Tours and Activities:
tours@nwmomodela.com
Publications: RoadRunner@nwmomodela.com

Visit www.nwmomodela.com today!

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



Northwest Missouri Model A Ford Club Meeting

September 5th, 2011 American Legion Hall Smithville, MO 7:00 pm

The entertainment for the month was the Smithville High School SWAT robotics team presenting on their program, and demonstrating several of their robots.

Treasurer's Report – Approved as read.

Karol announced the recognition of Dan and Dorothy Wantland's 65th anniversary. They were presented a corsage and boutonniere and then a basket of cards.

President: Ron announced that at the last board meeting it was decided that the club would host the 2015 MAFCA Regional Meet.

There are new club business cards available and some are available at the front table.

Vice President: Next month's entertainment will be Jim Lysaght who is a comedian and magician.

The board is looking for some volunteers to serve on the board. If you are interested in serving please contact Bob.

Activities: Eddie reported on the South Side Parade in St. Joseph which will be Saturday Sept 17th. Bring candy to toss out to the kids. After the parade the group will meet for lunch. Scott will lead a group from Kansas City to the McDonald's off I-29, staging will occur about 8:00. Scott reported that we had a good tour to the Jesse James farm and the bank in Liberty. September 10th is the Edgerton Pioneer Days parade, meet at the Edgerton High School at 9:00. Bring lots of candy. September 11th Ken will having a meet at his new garage at 1:00. October 8th is the Car Games at 9:00 at the Police Academy. October 1st is the Weston Apple Fest Parade, there will be more information coming on this event. Harvey talked about the Osage Beach Tour, the group will be there Thursday through Saturday night October 13-16th.

Publications: Sherry has a copy of the Model A Preserver the publication of the Model A Ford Museum, our club will be a member club next year, and the issue mentions we have donated a brick for the funding of the museum.

Sherry has uploaded a lot of photos and clipart of our cars to Zazzle.com a website that you can purchase T-shirts with club cars or your own car on it. If you have a photo of your car that you would like uploaded, please see Sherry.

Concerns: Karol read the month's birthdays and anniversaries. Thinking of you cards were sent Grace Sansom and Sandy Skags, and the club sent an anniversary card to Dan and Dorothy Wantland.

Historian: Joy will have photo CDs available the next meeting of last year's events. There is a sign up available, they are \$5.

Technical Advisor: Sherry Winkinhofer won the prize for identifying the mystery part first. Walt has also ordered three more DVDs for the club library. Please see Walt for a complete listing.

Membership: Ken reported that 55 members and 3 guests were in attendance tonight.

Webmaster: Dave has the signup sheet for the photo CDs but due to copyright restrictions he couldn't add any music

Purchasing: Mary Ann reminded everyone that they can order club jackets if they need one. She also has shirts available, and you can bring your own shirt and have the club emblem added for \$5.

Public Relations: Lyman reported that there was a guest tonight who has his grandfather's Model A, a car that was purchased new in the family.

Directors: Bill reminded everyone of Car Games October 8th.

Harvey mentioned that for 2012 there will be some new positions available within the club. Positions will be finalized for the November meeting, voted upon for the December meeting.

Meeting was adjourned at 8:25. Respectfully submitted Malcolm McIntyre



September Meeting—09/05/11

As reported by Sherry Wink

The September meeting had a very interesting presentation give by the Smithville Warriors Advancing Technology (SWAT) team.

This team is an activity sponsored by the local high school. These young students design, build, and operate robots that participate in national competitions. In addition to designing and constructing robots, the team participates in fundraising, flyer and web designing, and other business-related ventures to promote the program and gain corporate support. Dave Telles, our webmaster, has volunteered with these kids for several years, and has nothing but praise for the work they do.

Scott Vitek, an industrial technology teacher at the high school, is the sponsor of the group, but he attributed the credit for their success directly to the hard work of the students. He introduced the video and led the discussion, but the members of the team ran the technical stuff! They brought their robots

and equipment from the last several years and ran them through their paces. Awesome!

The things these kids have done are just amazing. These robots are a work of art. But I do have to mention that some of what they learn are hands-on skills that will come in very handy in their adult lives. They have to learn woodworking and metal working skills and also electrical basics to build the mockup and complete their designs. When they finally get a Model A, all those high tech skills will come in really handy working on our old vehicles!

A highlight of the evening was a short presentation celebrating the 65th wedding anniversary of Dan and Dorothy. See the details and picture below!

It was a great night, with a lot of fun. I hope you made it there to enjoy with us!



Dan and Dorothy Wantland recently visited the memorial bench of their son Gary who was a detective on the Kansas City Police Department.

The bench is located on the "Trail of Tears" behind the Kansas City Shoal Creek Police Station and Police Academy.



Dan & Dorothy Wantland were very surprised to have their 65th Wedding Anniversary recognized at our September meeting. The club presented them with a corsage and boutonniere, many members brought cards, and they received a special cake just for them!

Model A Mystery Part

Here's a part that was used on Model A's. Do you know what it is?

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

Walt Jones,
1019 NE 113th Terr,
Kansas City MO 64155

Or email Walt at: techguy@nwmModelA.com



Picture courtesy of
"Mike's "A" Ford-able Parts
www.mikes-afordable.com

Water Heater Accessory

This was an add-on water heater for cars of the Model A era. It went around the steel pipe between the radiator and the bottom of the block and plugged into your household electric to keep your water warm in while parked in the garage.

Did you know?



Submitted by John Osborn

Walt's Old Time Tech Tip



Walt Jones, Technical Director

Have you detected a miss in your Model A engine or determined that your mileage is not what it should be? Have you ever wondered if you are running the correct heat range spark plugs in your Model A? If so you may want to run a spark plug heat range test. Here is a good way to do it.

Drive for at least 30 minutes allowing the engine to get well warmed up. Drive to a place where the car can be driven at a constant speed for a few miles. This should be done on a straight road without stopping or slowing down.

Drive the car at the maximum speed that you normally drive; do not let off of the throttle. Now turn off the ignition; then let off of the gas. Immediately push in the clutch and glide to the side of the road.

After allowing the engine to cool, remove the spark plugs and examine the color and condition of the insulators and electrodes. Their color is a true indicator of how cold or hot the plugs are running.

If you don't follow this procedure and just let the engine slow down or idle and then check the plugs, you will have changed the operating conditions and not get the proper indication.

Someone that drives at mostly city speeds will probably need hotter plugs. The colder the combustion chamber temperature the hotter the plug should be. If conditions cause the combustion chamber temperature to run higher, a colder plug may be necessary.

The plugs should not be sooty black. This means that they are too cold. Conversely, if they are chalk white, they are too hot. The plug color should be between grayish tan and light tan.

These descriptions will be correct if the engine is running properly with good ignition and proper carburetor settings.

Poor operating engines will cause the plugs to indicate other insulator and electrode colors and conditions not described here. Any good book on internal combustion engines will have descriptive pictures or charts of these conditions.

With all this great weather there is no reason not to enjoy your Model A Projects.

From the November 1928 "The Country Gentleman" magazine:

"Boo-Hoo" cried the little boy in the crowded department store, "I've lost mother."

It was a hard day and the temper o the aisle man was below par. "You kids are a nuisance," he declared. "Why didn't you keep a hold your mother's skirt?"

The lost one sniffed: "I-I c-couldn't reach it," he answered.

Birthday Surprise!

Marcia Auch was surprised with a Birthday cake at the Saturday Ice Cream meeting a few weeks ago.

We won't say which birthday, but she looks young to me! We all know she's young at heart!



Coat Colors

Sherry Wink

Since the weather has changed to coat season already, I thought this might be a good time to talk about vintage coat styles. In 1928, the long, lean look was still in vogue, with big fur collar and cuffs. Many included pin-tucked styling on the sides and fronts, or satin embellishments. Flowers were popular on the collar or cuffs. Buttons were used to close the fronts, but were not visible as part of the decoration.

It appears that most coats were made of wool of some type. The coats on this page are all made of wool, with a wool flannelette interlining. Now, take note, there were many types of wool. Listed are "Velour", "duvetyne" (a twill fabric with a velvet-like nap on one side), "Broadcloth", "Pinpoint" (a woven type with a two over, one under stitching), and "Suedine" (a type of wool with a suede feel). It all sounds warm!

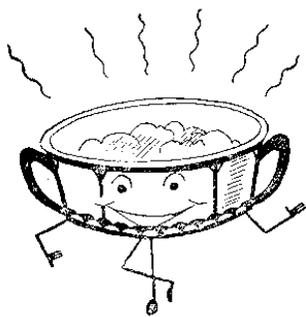
More fun to read about is all the fur listed. Buyers beware in this case. It all sounds quite expensive, with "mandel fur-mink or platinum tip", and "thibetine fur-platinum". Or how about "electric seal fur"? Sounds very elegant, until a little research showed that "mandel fur" is dyed wool fleece, and "thibetine fur" is also wool fleece, just not as silky feeling. And the "electric seal"? Well, that would be seal-dyed muskrat or rabbit fur. At least the coat that listed "opossum fur" was a little more honest!

These coats did not come in just black as you can see. Some colors sound very luxurious, with "Rosevale", "Deauville Sand", and Burmese Ruby". Others sound a little more utilitarian with, "Sailor Blue", "Toast Brown", "Taupe Grey" and of course plain old Black or Navy.



Illustrations are from a 1928 Robert Simpson Catalog.

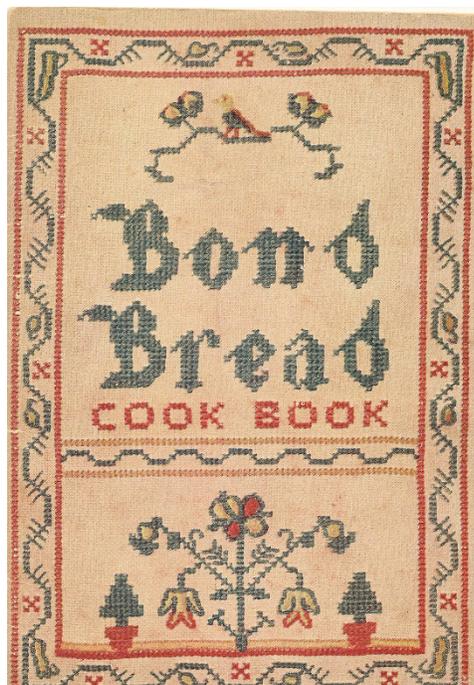
Here's a fun recipe from a 1933 Bond Bread. Then as now, easy and economical was important!



RHUBARB BETTY

- 2 cups soft Bond crumbs
- 2 tbsps. butter
- 2 cups cooked, sweetened rhubarb
- 2 egg whites
- 2 tbsps. powdered sugar

Brown crumbs in butter. Arrange crumbs and rhubarb in alternate layers in greased baking dish. Cover with meringue made of beaten egg whites and powdered sugar. Bake in slow oven, 325°F., until brown.



Brands We Still Know!

Did you know that Cream of Wheat has been around since 1893? It's made with farina, which is ground wheat.



1923 Ad

Quick and Easy Head Light Alignment



Bob Russell

With the shorter days approaching it is highly likely that we will be soon be driving our Model A's during periods of darkness. Do you remember the last time you drove at night whether or not your headlights safely illuminated the road? If not now is the time to correct it. There are several things we can do to improve our night driving experience.

First and foremost, make sure that all of the Model A's lights are working correctly. This will include headlights, tail lights, brake lights, parking lights and turn indicators lights if you have them (they are a real safety factor at night). It is also recommended that you install a "brighter" lighting system than that originally installed on Model A's. (i.e. LED tail/stop light bulbs and Halogen or Quartz head light bulbs). This modification can be as easy as a bulb swap and vastly improves the light output of the head and tail lights units.

Now for the final "tune up" of our lighting system. If you have had the light bar off recently (radiator/fan work etc.) the headlight alignment and focus should be checked and adjusted as necessary. This will insure that the road ahead of the car is adequately and safely illuminated at night.

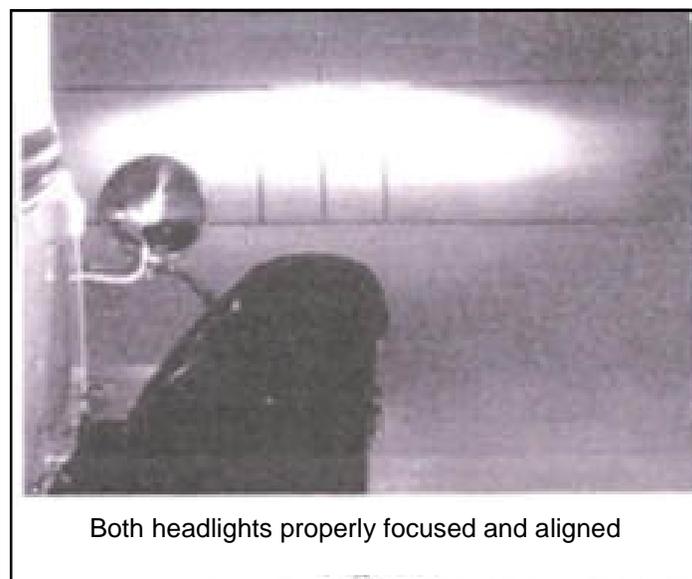
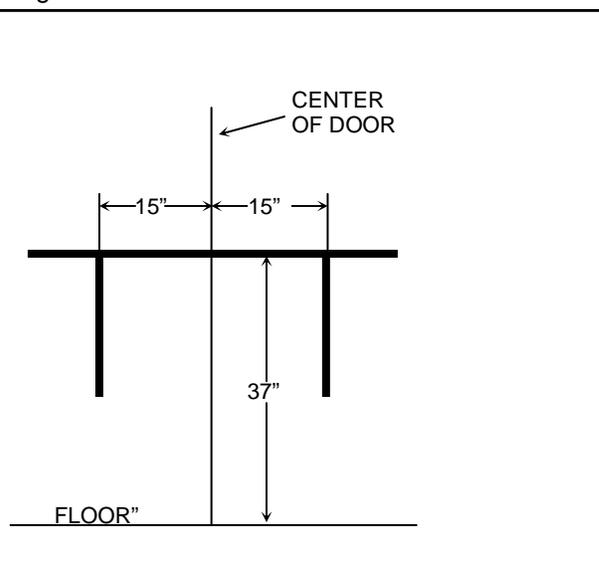
First we need to get some dark colored $\frac{3}{4}$ " masking tape (blue, low tack by 3M works well) and a 25ft tape measure. In the center of our garage door place a horizontal strip of tape (about 4ft long) 37 inches above the ground. Then place two vertical strips of tape (about 2ft long) 15 inches either side of the centerline down from the horizontal strip. This will result in a set of lines on the garage door as depicted in the drawing below. Our Model A is now positioned on an extended centerline facing the garage door and 25ft in front of it.

Focusing of the headlight bulbs is accomplished by adjusting the screw at the rear of the headlight housing moving the bulb in or out as needed. We are striving for a horizontal oval shaped spot of light on the garage door with even brightness overall and no sharply defined edges.

Alignment of the headlights is a relatively simple matter. With the headlight mounting nut loosened rotate/move the headlight until the top edge of the oval shaped light spot corresponds with the "T" mark of masking tape on the garage door for its respective side. When both lights have been adjusted properly they should appear similar to the below right hand photo.

Note: It may be easier to individually focus and align each head light separately (simply block off the light you are not working on with a piece of cardboard). Also all focus and alignment checks are made with the high beams ON.

The above directions apply to the two bulb type headlights that ford used from early 1929 throughout the rest of Model A production. If you have early 1928 single bulb (no parking lamp) lights the same general procedure applies with the exception that the horizontal alignment line (blue tape) is placed 33" above floor level on the garage door. Also note that when aligning either type of headlights that the headlight lens must be installed with the words "TOP" upward and facing forward in the lamp housing.



Both headlights properly focused and aligned

Weston Apple Fest Parade 10/1/11

The cars from the Kansas City group will meet at the Platte City McDonald's for a 7:45 AM departure. We will then proceed to Weston to meet with the St. Joseph group at "Average Joe's" restaurant (Highway 45, Highway P and Welt Street) for coffee and doughnuts.

Plan on departing from the restaurant to go to the parade staging area at approximately 8:45. See you there!



Car Games 10/8/11



Come join us at the Annual Car games! This year they will again take place at the Shoal Creek Police Academy parking lot 6885 Northeast Pleasant Valley Road KCMO. Bring chairs and be ready for some fun.

Guys, better start practicing if you want a chance at getting that trophy back!

Lunch following at the Liberty Cracker Barrel following.

Osage Beach Tour Finalized for 10/13/11 Departure



The four day Ozark Tour will depart Smithville, MO on Thursday October 13th. At 8:30 am from the Kum & Go convenience store at 92 Hwy & 169. Eleven NW A's will join Plain OL' A's in route to the lake.

Good weather and no A breakdowns are scheduled, although its always a good idea to be prepared. Detailed information about this tour will be available at October monthly meeting or contact Harvey Roseberry.

PS It may be possible for a late signup for this tour...

Fall "Mystery" Tour 10/29/11

John Osborn has planned a new "Mystery" Tour! We will meet in Liberty at the parking lot behind Perkins (NW corner of Hwy 152 & 291) for a 9:30 AM departure.

We will proceed up Hwy 69 and meet St Joe group at Hwy 116 & 69 and pick up any others along the way - and that is all John will tell us in advance!

Come join us for a little pre-Halloween suspense!



Bob Hess October Tech Tip



Head Studs: For uniform height, head studs should protrude 2-3/4" above the top of the engine block (not the head). After studs have been torqued, not more than two threads should show above the nut.

For the ignition stud between #3 and #4 spark plugs, allow 3-1/2" of stud height above the block to accommodate the 1928 forged ignition cable clamp. Allow 2-29/32" for the later clamps.

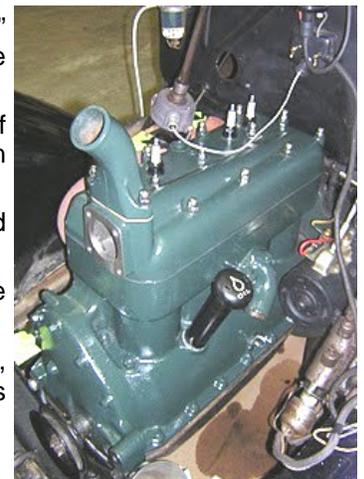
This ignition stud is available in two lengths, 4-1/2" for the 28 forged clamp and 4-1/8" for the later clamp.

The water outlet studs should protrude 5" above the block. See page 366 of the Ford Service Bulletins.



Happy motoring,
Bob Hess

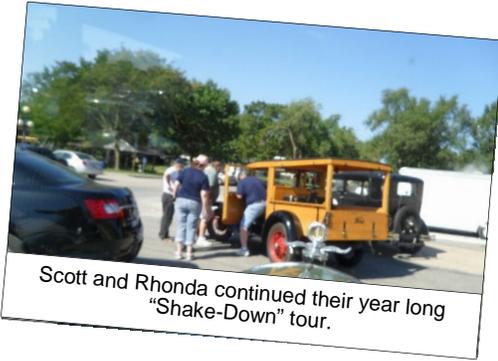
Illustrations from the fordmodela.blogspot.com webpage.



Jesse James Tour

It was a beautiful day for the tour. A lot of people must have felt the same as we had a lot of participants! Thanks to our tour director, Scott Forsen, we even had buy-one/get-one coupons for both the James Farm and the Jesse James Bank Museum! Nice!

On the way, we had a short "stop" in Kearney, and while most of us continued to the farm, Scott waited for a new part to be fetched. Seems as we were driving through Kearney, he started "smoking". Luckily it wasn't due to a fire, but a locked up generator. Dave took Wink back to Smithville to grab a spare, and Scott was shortly on his way again. He was able to join up with us before the tour of the Farm was completed! After viewing the museum and grounds at the farm, we enjoyed a great lunch at Sparky's BBQ. We then headed over to Liberty to tour the Jesse James Bank Museum. It's a small museum, but they packed a lot of history and photos into the small space. We all left the tour with a better understanding of the history of the era that spawned this famous outlaw.



Scott and Rhonda continued their year long "Shake-Down" tour.



Exploring the homestead



Good BBQ!



The streets of Liberty never looked so good!



Check out the bank vault and lobby!

What not to do with your Model A

No story or explanation was found with this picture but I think that in this case, a picture is worth a thousand words!

Repeat after me - Model A's do NOT float!

Sadly, many of these beautiful old cars probably met their end at the hands of young drivers treating them as dune buggies and hot rods. So glad so many of them survived so that we can enjoy them as they were meant to be!



For Sale / Wanted

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.)

Wanted: 1930-1931 License Plates Contact: Bob Reinertson 515-333-1174 (CIMA 08/2011)	Wanted: Driver side front fender for a '29 Town Sedan. Contact Bob Lauritsen 515-491-5316 (CIMA 07/2011)
For Sale: 2dr Sedan Car Cover \$50. Chrome Lug Nuts \$1pc. Zenith Carb \$75; 2 Model A Flower vases with brackets \$300. 2 - 2 way radio units with antenna \$75 Contact: Frank Dugger 641-842-2583 or 641-891-3709 (CIMA 08/2011)	For Sale: Model A license plates, all years of KS and MO in stock now. Other states available too. Wanted: Model A titles wanted, any make, model, age or state. Titles do not have to be open, modern or in your name. Top Dollar Paid! Contact: Larry Niederschulte 816-365-0447 (HOA 08/2011)
For Sale - 1931 Pickup. Al Warren's restoration project. All new wood in the cab. Cab needs painted (Paint included). All new seats and Liner Kit needs to be installed. Engine has been gone through and needs assembled. Fenders etc. come with it. \$10,000 or offer. Contact Kurt Chapman (515) 280-8284 (CIMA 07/2011)	For Sale: Quartz Halogen Headlight Kit 6 volt for all Model A years (used). New cost is \$99.00. Make a reasonable offer. Quartz Halogen Bulb 12 volt (used). New cost is \$4.50. Make a reasonable offer. Contact : John Osborn at 816-436-0452. (04/2011 NWMO)
For Sale: AA Ford truck radiator and transmission parts Contact Tom Smith 816-356-0854 (HOA 05/2011)	For Sale: 1928 Tudor, asking \$10,000. Contact Mike Blood 816-509-7428 (HOA 05/2011)
For Sale - 1930 Coupe with rumble seat. Hlly green with black fenders. Yellow spoke wheels. Older restoration but in very good condition \$13,000 Contact: Dale Wayman (515) 223-0136 (CIMA 09/01/2011)	Public Auction: October 19th 1930-31 wide body Model A pickup, 1930 Tudor model A no rust, air compressor with model a engine and sand pod, many other Model A parts. 7925 Manning, Raytown MO Contact: Billie Beeson (816) 358-4967 for details. (HOA 09/01/11)
For Sale - 1929 Briggs Fordor Sedan. Built 08/07/1929 Motor #2165H12. No Title. Barn, \$1500 or offer. Contact: Andy Snetselaar (515) 240-7827 (CIMA 09/01/2011)	For Sale - 1929 Model A 2 door. Stored in a shed for many years by the second owner. All parts are on the car except for running boards and top. Contact Tracy Klein (319) 553-8183 (CIMA 07/2011)
For Sale - 1931 Model A Fordor Slant Windshield. Exterior restored 10 years ago. All materials included to restore the interior. Located in northern Iowa. \$10,000 OBO. Contact: Dan Squier (641) 330-7268. (CIMA 10/2011)	For Sale: 1929 ford model a roadster 10,000mi body off restoration in 1996 90-95% original. Formerly owned by JIM BOWES. Contact: Matt Bowes 816-353-5626 mbowes@carrollparts.com (NWMO 08/2011)
Wanted: - '28 or '29 hood. Will Trade a '30 hood or buy yours. Also, need a passenger side splash apron. email: tubadon40@aol.com Contact Don Van Diepen (515) 491-2958 (CIMA 10/2011)	For Sale: 1929 Coupe ; older restoration Good clean car; two tone brown Asking \$12,000. Contact: DENNIS GASPER AT 8163873399 (NWMO 08/2011)
For Sale: 1929 Model a Tudor, complete, superficial rust, a good deal at \$2,950. Call me for more details Contact: Merlin Kirby 913-626-6633 NEW PRICE (HOA 10/2011)	For Sale: Pair of AA truck headlights, excellent condition, manifold heater, cylinder head, many wrenches, parts, etc Contac Paul Garnder 816-393-5435 (HOA 10/2011)
For Sale - 1930 Fordor, restored. Tan and Black. \$9900. Contact: Don Maher, (515) 263-8509 (HOA 10/2011)	For Sale: 1929 Pickup, good condition, need to sell #9777.00 Contact: Mike Clayton 816-765-7527 (HOA 10/2011)
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For Sale - 1929 Tudor. Prior restoration in excellent shape. Must move so only asking \$6500. Contact: Darrel Heetland (641) 522-7512 (CIMA 10/2011)	Wanted: - Passenger Side Door for a 1931 Coupe. Need not be perfect, but workable. email: Lportbilly@gmail.com Contact Bill Williams (515) 432-1399 (CIMA 10/2011) For Sale - Model A Ford 1931 Coupe. Excellent Condition. Includes a complete set of Ford tools. \$21,500. email: deans@osdi.com Contact Dean Sandstoe (515)-710-5900 (CIMA 10/2011)

DO IT YOURSELF WHEEL STRAIGHTENING

Safety first: Wear safety glasses and protective gloves when attempting to straighten wheels with the methods shown below. Start by setting up in an area that has adequate room to work. You will be using your Model A initially to spin test your wheels so jack up one side of the front axle and set it on a sturdy jack stand. Set the parking brake and if you don't trust the parking brakes to be very good, block the rear wheels so the car won't move. You are going to use this elevated hub and brake drum as your work center. Part of the process is going to involve pulling and pounding on the spokes, for safety sake, please make sure you have a rock solid setup. Do not try to work with the front of the car elevated on a jack alone. Please use a solid jack stand to support the front axle.

Back off the brake adjustment on the elevated wheel so there is little or no drag. Remember to count the number of clicks as you loosen as you will need to tighten it that number of clicks when you are finished with the session of wheel work. Remove the wheel from the elevated side of the car and test spin the hub and look carefully for wobble in the hub and drum. If you can see any wobble, stop and try the other side of the vehicle to see if it is straighter. Use the straightest front hub and drum assembly you have to continue with the process.



Before starting the process of straightening any wheel: **Clean up the wheel...get rid of excess grease and dirt. Check for cracks in the hub area. A wheel with a cracked hub will not straighten. Repair the cracks first. The photo to the left shows a crack that can be repaired.**

I use the following method: Follow the crack from the edge of the hub to a point where it appears to stop. Drill a very small hole at the end or just beyond the end of the crack to halt the travel of the crack. Clean up the surface of the crack on the inside (hidden area) of the hub. I remove about 1/3

the thickness of the metal with a die grinder following the crack just short of the drilled hole to the end of the crack. I then fill the area with weld and add additional welds to the sides of the first weld to distribute the pressures over a greater area. No one sees the welds, so they do not have to look great. The weld can not be too thick or it will not clear the outside of the brake drum, especially new cast iron brake drums which appear to have a greater outside diameter than original drums. Grind the welds to provide the needed clearance. I fill the hole and any visible crack on the outside of the hub with flexible auto body seam filler and paint over it. (Since these pictures were taken, I have switched to TIG welding.)



The wheels should be cleaned and preferably the paint removed from them along with the rim liner. The spokes will be heated and the resulting fumes from burning paint can't be the best for your health. Clean wheels will also be easier to work with.

Straighten all bent spokes. I am using the spoke straightening station on my hydraulic wheel press to demonstrate the process but you will be using the front axle of your car to complete most of the operations of spoke straightening. (The photo was staged for the development of this document. Note that safety glasses are missing and should be worn.)



This tool is made from bar stock. It is used to straighten sharp bends in the spokes. You can also use a crescent wrench with a large screwdriver through the hole in the handle to twist the wrench. Additional pictures of the tool applications will be posted soon.



This photo shows the use of the bar to act as a gauging tool to study the wobble of the wheel. Any thing will work for this purpose. (hammer handle, long screwdriver, yard stick) hold the gauging device against anything fixed next to the wheel and spin the



(Continued on page 12)

DO IT YOURSELF WHEEL STRAIGHTENING

(Continued from page 11)

wheel slowly noting the areas that need to move “out” or away from the brake drum side of the wheel. Shrinking the long spokes in the areas that need to move out will pull the wheel into alignment.

The heating of the spokes could be done while the wheel is on your car, but I would strongly recommend that it be taken off the hub and moved to a safer location. Dripping gas from a carburetor or an accumulation of grease around the axle are all sources of fuel for an unexpected fire. If you really think heating the spokes while the wheel is on your car would save you time, you need to stop and do a couple things before you proceed. First: Check that you have adequate insurance on your car and also on your home if you are doing the work in your attached garage.

Not a lot of time to think from the time you place a call to the fire department and when they arrive. Firemen typically ask what started the fire and it may be hard to come up with a good excuse when put on the spot. (Sorry...my attempt at a little bit of humor!)

Heat the base of the spoke you have chosen to shrink from the tire side of the wheel until the area around it turns color. I actually take it to dull red. Then heat along the entire length of the spoke at the same time keeping the base of the spoke hot. Heating the length of the spoke to the point the spoke will raise steam when cooled with a wet rag will usually create the desired correction. Heating the rim at the base of the spoke gives the spoke some ability to expand into the drop rim area with the application of heat to the spoke. If you use anything hotter than a propane torch, **be very careful to avoid overheating the spoke.**



Repeat: heating the spoke to the point the metal will raise steam will usually create the desired correction

The spokes need to cool to cause the “shrink” of the spoke. I speed the process of cooling and equalizing the wheel temperature with water. The spoke and rim will be very hot and steam will develop during this method.

I use a nitrile glove inside a durable mechanic’s glove to protect my hand from the steam.

I use a mild soapy mixture of cold water to cool the spokes. An old section of a cotton towel works well to hold a lot of water.

Cool the outer area of the rim first by holding the wet rag on the area previously heated until the sizzling stops and then move to the spoke as shown in the next picture.



The rag is surrounding the spoke and quickly moved up and down the length of the spoke until the spoke is cooled. The process is repeated as often as necessary to provide the correction desired. It may be necessary to heat two or three consecutive spokes to achieve a large area correction.

The short spokes can also be heated and shrunk in the same manner. The correction

from shrinking the short spokes is: the outer edge of the wheel will move towards the brake drum or opposite the direction the large spoke correction moves the wheel. Shrinking a combination of long and short spokes will straighten most wheels. The process is the same for all years of model a wheels.



Edgerton Pioneer Days Parade 09-10-11

The Edgerton Pioneer Days parade was a lot of fun! But as you can see, a lot of the fun involved the visiting before and after the event. 14 A's and one newer tag-along showed up (Bob Martin drove his 40's vintage car). We made up a substantial part of the parade I think. Most of us had a car full of candy to throw too!

Joyce Kerr kindly opened up her home to the club both before and after the parade and even provided us with some great pumpkin muffins. Since the parade committee didn't have any restrooms made available in the staging area, this was especially appreciated. It was such a beautiful day, we spent quite a bit of time in her yard visiting after the parade.

Following the parade, we all ended up at Cooks Café in nearby Dearborn for some great food and, yes of course, some pie!



Garage Night/Barn Warming

What a great day for a Barn Warming! What's a "barn warming" you say? You know, like a house warming for a new home. Only in this case, it was to welcome the addition of Wink's Model A garage! 30 members showed up, many of them with their A's. We threw some hot dogs on the grill, some chips in a bowl, and added some additional treats brought by thoughtful guests, and it was lunch! Since we couldn't decide on the house or the barn as the main site, we compromised by sitting the grill up in the driveway in between. This worked great since it was such a nice day that the ladies decided to stay in the garage and enjoy the fresh air for the afternoon. We spent a lot of time just visiting, sipping lemonade and eating cookies.

The guys on the other hand finished up their hot dogs and headed on down to the barn for the first official "Garage Night" event in the new facility. Wink had plenty of chairs set up, and had a wall painted white just for showing videos on. Between watching a few how-to's videos supplied by Walt, and then getting some hands on with transmission parts, it was an interesting class. Charlie also brought his "growler" and demonstrated how to use it to check for shorted armatures. I'm sure they talked about a lot more, but it's just like when Wink asks me what the ladies all talked about. I can't really come up with any detailed answers, but I know we had fun talking about whatever it was! And hopefully everyone had as much fun as we did. Thanks for helping break in the new building. If Wink has his way, there will be many more Model A sessions to come!



Southside Festival 09/17/11



Submitted by Eddie Griggs

NWMMAFAC was represented by six member families; Winkinhofer, Parker, T Osborn, Roseberry, Turnbull, and Griggs, with three cars loaded down with grandkids. The weather was crisp and threatening rain, keeping some others from participating. Paraders were joined for lunch at Napoli's by the Jones', Russell's and Leland Daise. Following lunch, a quick trip to the overlook of the flooded Missouri river was in order before everyone headed home!



Wed's Technical Meeting & Breakfast*



Walt Jones, Tech Director

There were a number of great subjects discussed at the Wednesday Morning Meetings this month. Attendance was up with participation by not only old members but

also new members and guests. Attendance peaked at a high of 26 this last Wed. Wink held a barn warming at his new facility. Several DVD's were shown concerning Model A subjects including a new club video concerning transmission overhaul. Wink had a number of transmission parts out for examination.

Bill sought clarification on some details of alternator operation.

Bob Russell is close to completing the top installation on his 28 Blind Back. Bob suggests that a hot sunny day is the best time for top installation as the heat makes the top material more pliable for stretching.

There were some questions concerning ring gear installation. Clarence, Charlie and Malcolm all provided insight into the process.

Wink had a second timing gear go out with the top of several teeth broken off. He brought the gear in for examination. This time he replaced the old fiber gear with a new aluminum gear. He is now trying to determine why the failure happened.

Lee Huntley believes that he has his Zenith carburetor problems solved with the installation of a new float.

As you know Lee Donius has delivered his running gear to a restorer in Cuba Mo. for installation of wooden body. Lee says that he should be able to pick it up around the middle of October.

It is rumored that John Kunkel has purchased a Phaeton and we are anxious to see it. Phaetons must be catching on as Lonnie Hank is going to check one out on an upcoming trip.

Charlie and Bob Martin both attended Harry Lewis's Sale and said that there were many interesting items across the auction block including Model T, Model A parts and Harry's extensive license plate collection.

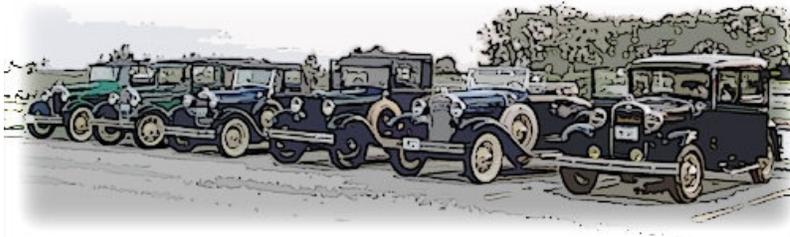
Ron Anderson has been talking about buying new tires for his coup. He had intended to stop by the tire manufacturer and pick them up during his recent vacation, we have not heard if he did this or not.

John Osborn brought in his accessory water heater, that appeared in last months Road Runner as a mystery accessory. He also showed some recently restored and powder coated tie rod ends and steering arms with newly installed ball. John explained the process for removing the old and installing the new balls. The restored arms really look nice.

It was good to see Dave Allen back. It looks like we may half to send out a search party for Terry, Tim, Clyde and other members that we haven't seen for a while.

The Wednesday Morning Technical Meetings occur every Wednesday from approximately 6:30 AM ?? until around 9:30 AM at the Hy Vee store located at Oak and 54th street in Gladstone Mo. Bring your favorite Model A subjects and better yet drive your model A, and join us for the fun. Walt Jones

* B. S. Session and Breakfast



Although always welcome, "Henry's Ladies" are extended a special invitation to attend the Breakfast meeting on the Third Wednesday of each month, to enjoy each other's camaraderie! At this meeting, you know you should always find other club ladies to share the table and a fun and interesting morning with!



Don't forget to check out
"The Plain Ol' A's" website!
www.plainolas.com-website

This club invites us on many of their outings
and we really appreciate their friendship!

New Members:

Please welcome our new member to the club!

Harley & Fran Wahl
Holt MO 64048-9300

Don't forget to update your Roster!

Featured Sponsor:

As a new feature, each month, I've been highlighting one of our advertising sponsors. Not only do these generous companies help support our club with their sponsorship, they are also vital for the support they provide to the Model A community. We "A" owners are lucky to have so many reliable sources for the parts and service needed to keep our cars running and looking good! So I thought I'd provide a little support from the other side.

This months featured ad is **A-Z Model A Parts-Zanes**.

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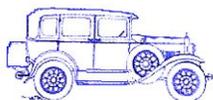
Customers ask how I met Zane and how long I have known him. I have known Zane and was a customer of his for over 21 years. He was the "bug man" for Terminix when I first met him. When he would come to Phillipsburg he would stop at the Ford garage where I was the car salesman. On his visits we would sit and talk cars. He also would stop by my garage at the house to see what I was working on.

I remember when Zane purchased the Model A business from Delbert Chop in Salina. Zane and Todd put everything in the back of a pickup box. After purchasing Zane's in May 2008, we took two twenty-four foot car trailers to get everything out of his garage. Zane presented me with a plaque for my commitment to the Model A which hangs on the wall in the A-Z Model A store.

My wife Sondra and I decided to purchase Zane's after he contacted us wanting to sell the business. We moved the business to Glade, KS where our car restoration business is located. Our daughter, Jeannette, oversees the daily operation.

Recently Zane's family contacted me about purchasing his used parts. Again we took two car trailers to pick up all of his used parts. We have used engine blocks, engines, Model B engines, 60 HP flat head blocks, water pumps, speedometers, cranks, camshafts, rods, pistons, manifolds, distributors, generators, starters, water necks, rear end parts, tranny parts, axles, springs, and a 1929 gas tank dated April 11, 1929. If anyone is looking for used parts, cores, or cores to rebuild give us a call.

Ron



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