

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:	
Raffle	Donna Martin
Newsletter/Publishing:	Sherry Winkinhofer
Property:	
Webmaster:	Dave Telles
Director:	John Kunkle
Director:	Terry Richardson

Nathan Spears	01/05	Harvey Parker	01/28
Chuck Haber	01/06	Gary Smith	01/28
John Kunkle	01/08	Nancy Hess	01/03
Arlo Hartman	01/24	Sherri McIntyre	01/12
Bill Skaggs	01/24	Max Turner	01/24
Eldon Stamp	01/24	Lura Scott	01/28
Joyce Kerr	01/26		

No January Anniversaries!

Monthly Meeting

January 3rd, 2017

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

Board Meeting

January 19th, 2017

(The 3rd Thursday of each even 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

President's Comments:

President Bill Skaggs is currently out of town and unable to submit his first article. We'll let him have twice the space next month!

Talk is cheap because supply exceeds demand

Editor's Comments:

Annnnd here comes another year! Can you believe that this will be year 10 as your newsletter editor? When I started this position, I had no idea I would be doing it this long.

As you might recall, this is a position I was sort of walked into. The first year I belonged to the club, I would read our two page newsletter, and say to myself "I could do better than that". I KNEW better than to say that out loud though! But apparently, that didn't matter....

Wink came home from an early Wednesday Morning Breakfast and casually mentioned: "I think you've been nominated for Newsletter Editor". I stared at him and asked, "How did that come up?" He vaguely hem-hahed around and said something about Lyman hearing I'd done one before. (Wonder who he heard that one from...twenty years before, I'd done a little two-page info sheet for our Model Railroad club—back in the day of green monitors and dot matrix printers. It wasn't the same, believe me.) "Well," I said "I hope whoever is running against me wins". "Oh, no one else is running" he happily informed me. And that's the story of how I landed as Editor!

I have to admit, that although I don't think I would have stood up and volunteered, being such a new member, I didn't really mind too much. After all, I did feel I could do an ok job with it for a year or two. Now ten years later, here I still am!

But if there is anyone out there who like to give it a try, I'll happily pass the position right along to them. I do still enjoy doing it, but I'm also a firm believer in keeping things fresh by switching off positions from time to time. And to be honest, it is a lot of work. But as long as the club wants me and I'm still having fun, I'm willing to stick in there.

It's my opinion that a strong newsletter adds to the strength of a club by keeping the members informed and up to date on all the activities that are part of a successful happy club. That's one of the reasons I always encourage ALL members to submit stories, articles, and pictures. The more input from members, the better the newsletter is. So don't forget this year to attend a lot of events, take a lot of pictures, and maybe even write up a little article about an event, and send it all to me. I promise: if you send it, I will print it, as long as it's Model A related!

"A"ing, and a Happy New Year!

Sherry Wink, Editor



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
No Additional info at this time

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
Omaha2017Info@gmail.com



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

Next Meeting:

Come join us as we start off the new year looking back at the last year through pictures of the many fun activities the club participated in!

Reminder: there are no Minutes for December as our Christmas Party replaced our business meeting.

Proposed By-Law Changes

Early last year, changes were made to our club's bylaws, regarding Article IV – Meeting of Members Section 2 – Board Meetings. At that time, a set number of attendees was listed as necessary to form a quorum. This works when the Board is at full staff. Unfortunately, without a full Board in 2016, we failed to meet that number multiple times, severely affecting our ability to hold a Board meeting. At least once, the lack of enough Board members to meet a quorum required the rescheduling of that meeting due to the urgent business that had to be addressed. This doesn't seem like such a big deal until you realize that some of the Board members travel more than an hour each way to attend these meetings, and to have to come back a second time is not a small inconvenience for these volunteers.

Therefore your Board has discussed the following changes to our current by-laws. These changes would still require a quorum of attendees, however it allows the required attendance for a quorum to match the actual number of Board members serving on the Board at the time of each meeting. At our next meeting, the membership at large will need to make the final determination of accepting or rejecting these recommended changes.

ARTICLE IV – MEETING OF MEMBERS Section 2 – Board Meetings: Board meetings shall be held on the third Thursday of each month or as determined by the club officers for the purpose of conducting club business. The general membership is welcome to attend. **Change: Quorum for the Board Meetings to be as follows: Only the President or Vice President can call a Board meeting. To have a Quorum, attendance would consist of 2 of the elected Board Members which must include either the President or Vice President, and a simple majority of the filled positions on the current Board.**



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 Skagg: 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-fo@nwmomodela.com](mailto:info@nwmomodela.com)



Model A Mystery Part

What is it?

*For "Bragging Rights",
email*

techguy@nwmModelA.com!

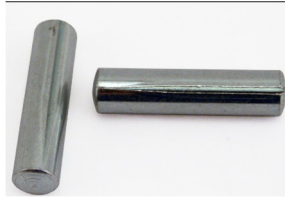


Photo courtesy of Snyder's
Antique Auto

November's Mystery Part

Did you recognize this as a Oil
Pump Drive Gear Sleeve? If
you did, you could have been
the winner this month with
a simple email!



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

Battery Maintenance

Walt Jones, Tech Director

The battery can arguably be considered the heart of Model A systems. Too often during routine automotive maintenance, the battery is forgotten.

What are the elements of battery maintenance? Before we answer that question let's do a thumbnail review of the parts of the battery and its operation.

The physical components of a battery consist of the case, usually made of some type of rubber material, the plates, and terminal posts, made of lead, the electrolyte is a liquid, usually, dilute sulfuric acid. The plates and the electrolyte chemically react under the right conditions to cause chemical energy to be converted into electrical energy. The case is divided into sections. Each section has two sets of plates: one set form positive plates and the other form the negative plates. The size and number of the plates in each cell determines the capacity in terms of ampere-hours that the battery will supply. The number of individual cells or independent divisions of the battery determines its voltage. Each cell supplies approximately two volts when fully charged. The sections are connected in series. Therefore, a battery with three independent divisions would supply 6 volts, and one with six independent divisions would supply 12 volts when fully charged.

The battery then is not a static item as it might at first appear but a dynamic one and as such demands a certain level of maintenance to keep it in optimum shape. The case itself should be kept fastened down so that vibration and jolting do not cause it to be abraded or cracked. The electrolyte may be boiled from the vents in the fill caps during charging. This electrolyte can then form a conductive path between the terminal posts on top of the battery. To prevent this the battery should be inspected and the top wiped clean with a rag and clear water. At this time it is probably a good idea to remove the cable connectors from the terminal posts. Inspect and clean the posts and connectors. This is much easier via the use of a specially designed brush for this purpose. These brushes may be obtained at any automotive supply store. Wear a breathing mask and be careful not to breathe in the lead dust from this cleaning process as it is toxic. When the connections are re-established coat them with grease to reduce corrosion.

The electrolyte must be maintained at the proper level. As the battery is charged hydrogen gas is produced and the electrolyte is boiled spitting out of the top vent holes as mentioned. Over a period of time, this action will necessitate the addition of distilled water to bring the electrolyte level to the proper height above the lead plates. If left too low the exposed plates may sulfate and cause failure. Proper level is also necessary for the battery to be able to charge properly.



Caution: use only steam distilled water to fill the cells; any other type may contain impurities that will cause battery failure. Be careful when adding water as the electrolyte could splash up on you. Also be sure and wear safety goggles and remove jewelry whenever you work with batteries.

The specific gravity of the electrolyte indicates the state of charge of the battery. A battery in the discharged state will have an electrolyte that is mostly water. A

battery in the fully charged state will have an electrolyte of mostly acid. This level is measured with a hydrometer and referenced at a certain temperature with the addition or subtraction of points above or below the reference temp. A fully charged battery will show a specific gravity above 1.275 at 70 degrees Fahrenheit with the necessity of adding .001 point for each three degrees above or subtracting .001 point for each three degrees below 70 degrees F. An SG of 1.150 indicates a discharged state and an SG of 1.200 indicates a partly charged state. All cells should be within 25 points of one and other. A cell with a considerable difference in SG indicates cell failure. The specific gravity (and therefore the state of charge) is regulated by the charge rate of the charger. In some older chargers and even with newer more expensive ones this rate is variable. The process would be that you would set it at a certain number of amperes say 8 amperes and leave it charging for approximately 8 hrs then decrease the charge rate to 5 amperes, measuring the SG every so often when the SG gets to a point between 12.75 and 13.00 and no longer rises the battery is fully charged. At the fully charged point, the battery should indicate its proper terminal voltage on a voltmeter, either 6v or 12v, and have the proper capacity. If you do not have a charger that has a variable charge current rate one with a switchable voltage level will have to be used.

One way to measure the effectiveness (charge level and capacity) of the battery is to measure its voltage under load. Terminal voltage should be maintained and not fall off significantly during the test. Instruments for this measurement can be purchased at most automotive stores.

The elements of good battery maintenance then are to:

1. Prevent corrosion - clean terminals until they are bright and paint them with grease. Keep the top of the battery clean.
2. Prevent loose connections – check and tighten them.
3. Prevent low electrolyte level - make it a practice to check and add water if necessary at least every two weeks.
4. Prevent a discharge condition - test specific gravity with a hydrometer adjust charging as necessary.

2016 Christmas Party

If you were there, you knew! If you missed it, I'm so sorry... It was a wonderful event to be part of. The room was as festive and beautifully prepared as always. There was a veggie tray to snack on to stave off hunger while visiting went on prior to the event. The food on the buffet was absolutely delicious. I hear the steaks were just as good as last year, and heard many compliments on the lobster bisque. And the cheesecake bar with it many options of toppings was quite popular. Kudos to our chef Heather!

Following the delightful meal, we were entertained by "The Sharon Andrews Duo" the husband/wife team of Sharon Andrews and Ray Keller. With Christmas songs sprinkled with classic big band hits, it was very enjoyable.

The only business that took place at this Christmas event was the traditional passing of the gavel. 2016 President Terry Richardson handed off the duties of the office to incoming 2017 President Bill Skaggs. Bill then present Terry with a plaque commemorating his year of service. Good job Terry!

As you can see, Loura Cook did her best to catch pictures of everyone, but, alas, the crowd just grew so fast she couldn't keep up, so a number of people were missed. But don't worry, we'll be taking more pictures next meeting!



The setting was very festive with green and red in abundance!



Sharon & Ray provided a delightful program of singing and live music.

There was a lot of styling and smiling going on!





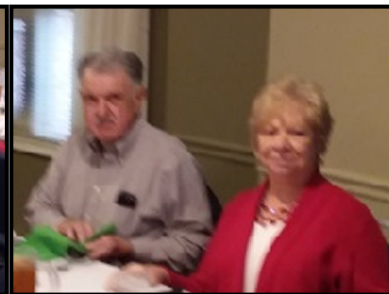
Ray and Brenda Meyers



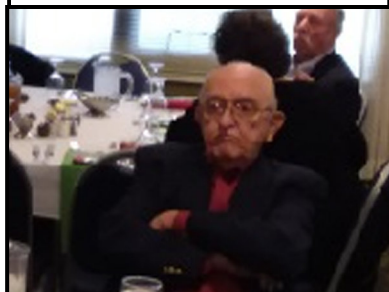
Cheryl and Marvin Taylor



Beth & John Osborn



Leland Daise and Sue Long



Bill Auch



Jeanne and Larry Harding



Clarence and Gladys Lawson



Sherry Winkinhofer



Delores and Richard Dahms



Lee Donius



Karen Sparks



Larry Sparks and Virginia



Sandi and Bill Shaw



Mary Anne and Walt Jones



Terry and Peggy Richardson



Gary and Glenda Harless



Mary Lou and Bill Matteson



John & Jody Layne



Gary and Rosemary Smith



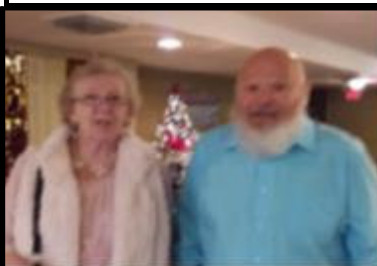
John and Janis Kunkle



Marilyn and Eddie Griggs



Kay and Pat Lawlor



Pat and Joe Wishon



Bill and Sandy Skaggs

Did you know that the MAFCA Fashion Committee posts articles about Model A Fashion on the MAFCA web page? There are many interesting and informative articles there to check out! Below is an excerpt from Peggy Gill's article entitled "The Perfect Bow". Space prevents me from printing the whole article, but I encourage you to go to http://www.mafca.com/ef_articles.html to read the entire article!

A Tying Guide for Tying Times

Source: Carrot and Gibb, as found in an article by Peggy Gill

IF YOU LIKE, HANG THIS GUIDE NEXT TO YOUR MIRROR...Then match your movements to those seen below. The illustrations appear as you would see yourself in the mirror. So when we say "left," we mean the "left" you see in the mirror.



1. Slide the unformed tie under your collar. Extend the end of the right 1" further than the end on the left.



2. Cross the long end over the short end. Then pass it back and up through the loop at your neck, making a loose, overhand knot. Gently tighten the knot so it fits snugly around your neck.

3. Fold the lower hanging end up and to the left, as shown. Make sure the unfolded end is hanging down over the front of the bow.



4. Pull the bow ends forward and gently squeeze them together, forming an opening behind them. Now, turn to the right and notice the opening you've created.



5. With your left thumb or forefinger push the wide, middle part of the tie and your finger up through the opening from left to right, taking care not to let the end of the tie pass all the way through the opening. Use your right hand to help pull the back loop through.

6. Your bow tie will be uneven at this point. Although a few bow tie enthusiasts purport a preference for this look, we suggest that some tightening is in order. This is where you fashion your own unique style: with a large knot or a small one; with dimpled bows or smooth...



7. Gently maneuvering, pull the loops and watch the knot grow smaller. Then, pull both flat ends and loops, lightly tugging up and down to straighten. This tightens the knot...and will smooth out the bow...and viola! Your bow is tied!



With a bit of practice, you'll give your bow tie the dash, the flair, the "je ne sais quoi" that is yours and yours alone. And always remember, If at first you don't succeed, tie, tie, again!

Does anybody actually make real coca to drink anymore? I remember making it as a kid, but since instant coca came out, I don't know that I've had the real stuff since! Below is a recipe from a 1931 Baker's Chocolate cookbook titled "Best Chocolate and Cocoa Recipes". I found this recipe and many more at <https://reciperemiscing.wordpress.com/>

Cocoa

4 tablespoons Baker's Breakfast Cocoa*
2 to 4 tablespoons sugar
Dash of salt
1 cup cold water
3 cups milk



Mix cocoa, sugar, salt, and water in upper part of double boiler and place over direct heat. Stir until smooth; boil 1 minutes. Place over hot water, add milk, and heat. Beat well, using rotary egg beater, and serve at once. Serves 4

Iced Cocoa

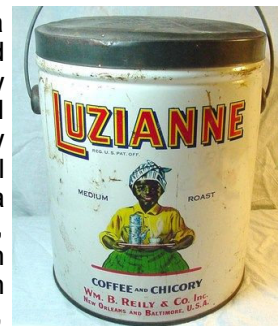
Prepare cocoa, using 6 tablespoons Baker's Breakfast Cocoa instead of 4. Pour over cracked ice in tall glasses. Stir well to blend and chill. Sweeten to taste. Each glass may be topped with 1 tablespoon whipped cream. Serves 4

*Baker's Breakfast Coca is what we know as regular unsweetened coca powder.

Brands We Still Know

Luzianne Brand

William B. Reily, who owned a wholesale grocery business, moved New Orleans in 1902 to start a new business to make and sell canned coffee. He named his company Luzianne, an adaptation of a regional pronunciation for Louisiana. Within a year, he added tea to his products, but remained focused mainly on coffee. Iced tea gained popularity in the south over the preceding years, especially with the new refrigerators that could make ice at home. In 1932, recognizing this trend, Luzianne began selling a tea made specifically for ice tea. This new product quickly became the leading brand product. This tea has basically remained the same since its introduction, although additional flavors have been added to the line over the years.



A 1928 coffee tin

Interesting note: Oscar-winning actor Burl Ives appeared in a number of frequently aired commercials for Luzianne Tea during the 1970s and 1980s.



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: 1930 Fordor Sedan - Blue with Black Fenders \$17,000 12 Volt, New Battery, Hydraulic Brakes, 16" Wire Wheels and Tires, CB, Trunk on Back, Model A Engine and 3 Speed Transmission, Extra Parts: Original 19" wheels, front toolbox, and misc spare parts.

Contact: Gene Morris 913-526-8642 (POA 10/2016)

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

Contact: Don Van Diepen. 515-491- 2958 cell or 515-961-4114 (CIMA 01/2017)

For Sale: Model A Engine and Transmission. Contact Mike Thomas in Centerville, Iowa.

Contact: (641) 856-3169 (CIMA 11/2016)

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: 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 H: 515-965-0579 C: 515-299-0573 (CIMA 01/2017)

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: 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: Pair of front hubs installed onto cast-iron drums with races and inner and outer bearings. Less than 3000 miles on them. Half of new @ \$325.00. 1930-31 non pressurized radiator recently removed from 1930 coupe \$250.00.

Contact: Nelson 816-591-3142 or 816-453-3397 leave message if no answer and I will return your call. (NWMO 08/2016)

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

Contact: Ron Kester at 785-543-6769. (POA 01/2017)



Wanted: Richard Kennelly of Santa Barbara, California is looking for a 1931 Model A Ford Town Sedan.

Contact: Richard Kennelly, Santa Barbara, CA 805-565-3455 (POA 11/2016)

THE MOST POWERFUL and GREATEST SNOW TRAVELING EQUIPMENT EVER BUILT

JUST THE MACHINE "THE SNOW WORLD" HAS BEEN LOOKING FOR!

The Great Six Wheeled Super Snow Bird

I am interested in the "SUPER SNOW BIRD" (SIX WHEEL) ()
I am interested in the "SNOW BIRD" (FOUR WHEEL) ()
Please send me your latest catalog together with prices and further details ()
I am planning on mounting an attachment on a ()
Name of car () Make () Style of body ()
I am interested in a set of new traction belts ()
I am interested in your guaranteed Silent Heavy Duty gear units ()
Remarks ()
Name () Address ()

The Snow Traveling Public has long looked for a machine that will travel over the worst snow blown roads at an efficient high speed. It has wanted something that would carry over the high defrict roads with plenty of power and speed without constant second gear performance. This great "SUPER SNOW BIRD" has already astonished hundreds of people with it's remarkable performance—people who have driven thousands of miles in snow automobiles of yesterday and who at one time marvelled at the performance of those machines.

We are proud to say that this company, formerly the F. S. Mfg. Co. headed by it's founder, R. F. Arps, has spent three years in the development of the "SUPER SNOW BIRD" before it finally received the stamp of approval and guarantee. In the purchase of this machine you can rely on performance, quality, endurance and speed, which you have never before enjoyed. "SNOW BIRD" equipment is quality equipment. It is made to stand the gaff. Every bit of this equipment is built in our own factory, as our staff is made up of competent engineers, die makers, heat treating specialists, who understand engineering problems. Fellows who are snow automobile pioneers and have made every effort to make each succeeding model a better machine than the ones before ever since the first "SNOW BIRD" left our shipping floor. Let us send our catalog with full details, explaining just how we get this remarkable performance from this machine.

THE ARPS CORPORATION
Formerly, F. S. MFG. CO. INC.
NEW HOUSTON, WISCONSIN

(World's oldest and most progressive manufacturer of snow attachments)

CarGeekJournal.com

MAFFI Newsletter Minute

I trust that you have all had a Merry Christmas and Happy New Year! You lucky folks in the Sun Belt are still able to drive and enjoy your Model A through this season and others are hanging in for that 'Frosty Tour' to start off the New Year. Have fun!

Recently a fund raising letter for the museum was sent out to all the clubs and regions. With so many good causes to give to, I do hope that your club had a little something to send in support those organizations that promote the Model A hobby, like the Model A Youth Scholarship Fund and the Model A Ford Museum. These two organizations will assure the future of the Model A hobby and that folks will continue to enjoy seeing and hearing Model A's on the road.

Model A Youth Scholarship Fund
C/O Anne Neely-Beck
P O Box 36,
Jeffersonville, GA 31044

The Model A Engine—Changes Throughout Production

Even though the Model "A" engine remained basically the same throughout its four years of production, there were many small modifications. These differences were clearly outlined in the "Ford Service Bulletins," the Ford Bible among mechanics, which were furnished to Authorized Ford Dealers in monthly installments. Since the entire series of Model "A"

Service Bulletins have been reprinted in book form by Dan R. Post Publications and are available from most antique car book dealers, we will touch on only the major changes. Most of these changes, though announced on specific dates, were not incorporated until all obsolete parts were used up.

FEBRUARY 1928

Riveting of the oil pan tray to the oil pan was discontinued.

APRIL 1928

The oil pump shaft was changed from 9/16 inch diameter to 5/8 inch diameter.

SEPTEMBER 1928

The double venturi was replaced by a single venturi for the carburetor. This involved a change in the throttle plate, main jet, compensator, cap jet, and idling jet.

OCTOBER 1928

About October 1st the Bendix type starter went into production 100% and the Abell type starter and parts were obsoleted. Cars equipped with Abell type starters could be serviced with a special Bendix drive.

New starter switch spring was introduced changing from an angular to a flat spring. A new cable was necessary with the new starter switch.

The removable, round plate in the bottom of the oil pan under the oil pump was eliminated.

NOVEMBER 1928

The four-point engine mounting was changed to a three point system with a "floating" front supporting yoke. For this, the two original upward-projecting tabs were cut off the front cross member and a forged yoke supported on two small springs was substituted. (Later parts suppliers offered very good rubber pads in place of the two springs on top of the cross member and the one spring under it.)

A new solid "oil-less" brake cross shaft was installed to eliminate the original lubricated type cross shaft and equalizer assembly.

At about engine number 560,000 the troublesome multiple-disc clutch and its flywheel were obsoleted by the new, improved single-disc clutch assembly. Many an early 1928 Ford later had the new type clutch installed by the owners or their dealers. The difficulty with the multiple-disc clutch lay in the fact that the discs were thick sheet metal gears having fine teeth fitted into mating internal gear teeth in the deep flywheel. As the clutch facings dusted off with wear, the dust was compacted by centrifugal force into the roots of the internal gear teeth. This plugged them up and trapped the "floating" clutch discs so that, one by one, they

ceased to release. Then all the power was transmitted by the one, last disc which soon wore out.

The five-bearing camshaft was replaced by a three-bearing shaft and the engine block was altered accordingly. These two different camshafts were interchangeable in either block.

DECEMBER 1928

The lower "leg" was added to the choke lever at the butterfly valve to permit attaching a wire to run through the radiator for operating the choke when cranking.

By this time the 5-brush "Powerhouse" generator was no longer furnished on any of the engines. The less troublesome, more conventional 3-brush generator had already become standard for the duration of Model "A."

JANUARY 1929

A new, solid-skirt, lightweight aluminum piston was adopted to replace the original split-skirt aluminum piston.

The timing gear cover plate was simplified by elimination of an external rib and the "timing pin" was changed from a hexagonal section to a square section.

The long, oval handle on the oil dip stick was changed to a small circular handle.

The starter switch pedal was made smaller and was screwed into the switch.

Finally, the shroud behind the radiator and around the fan, which added so much to the efficiency of the fan, was eliminated as a matter of economy. Many people mistakenly believed that the shroud reduced the flow of air through the radiator!

MARCH 1929

New breather cap was provided which prevented any possibility of the stops in the breather cap from bending up when the cap is struck down hard.

Two louvers were added to the clutch housing hand hole cover to prevent oil pumping out the rear main bearing.

The flywheel web was increased in thickness from 3/8" to 25/32" where it mated with the crankshaft flange; longer cap screws were required thereafter for this flange.

APRIL 1929

The rear main crankshaft bearing cap was changed from a forging to a casting, which had to be made larger to obtain necessary strength. The cap bolts were then lengthened accordingly from 3-5/16" to 4-3/16". This change was one for manufacturing economy, as were all such changes from forgings to castings or stampings.

MAY 1929

To reduce the tendency for engine to burn oil; the valve chamber cover was changed to lower the oil return pipe and thus lower the oil level in the valve chamber.

New oil hole was provided from the valve chamber to rear main bearing.

JULY 1929

Valve guides bushing was changed from 2-3/8 inches long to 2 -1/8 inches long to lessen chance of valve sticking.

A new breather pipe was installed on the crankcase which had four baffles sloping upward instead of downward in an attempt to reduce oil blow-by.

OCTOBER 1929

Cylinder head and gasket were redesigned adding an elongated hole in them to increase water flow through cylinder head.

NOVEMBER 1929

The oil pump body was changed from a forging to a casting and the shank was then ribbed for strength. The pump shaft and bushing size were increased from 21/32" to 5/8".

JANUARY 1930

The rear engine supports were redesigned and made of heavier gauge steel and the bolt length was reduced to 1-17/32 inch.

FEBRUARY 1930

The metal tube running from the terminal block to the generator cut-out as a conduit for the wires was changed to a pliable black lacquered loom. This was done because of complaints about breakage of the metal tube and because of frequent chafing of the wires and subsequent short-circuiting on the conduit.

The steering column was increased 1" in length and the column bracket was shortened 3/8" to provide easier steering and handling.

MARCH 1930

The rear main bearing cap oil pipe was enlarged from 5/16" to 3/8" to permit drainage of the oil in cold weather.

Rear engine supports were redesigned and made of heavier gauge pressed steel. Bolts used with the new supports were 1-17/32" long instead of 1-7/8" as formerly.

Spark plug gap specifications were increased from the range of .025" to .030" to the new range of .027" to .035".

MAY 1930

The breather pipe on the crankcase was changed for a third time to a pipe having three internal disc baffles with their centers bent downward, alternately left and right. This was the last attempt to check oil blow-by. (Owners solved this problem by installing an accessory flexible breather pipe to conduct oil vapors down below the car frame.)

Lubrication fittings were added to the water pump bushings and to the brake and clutch pedals.

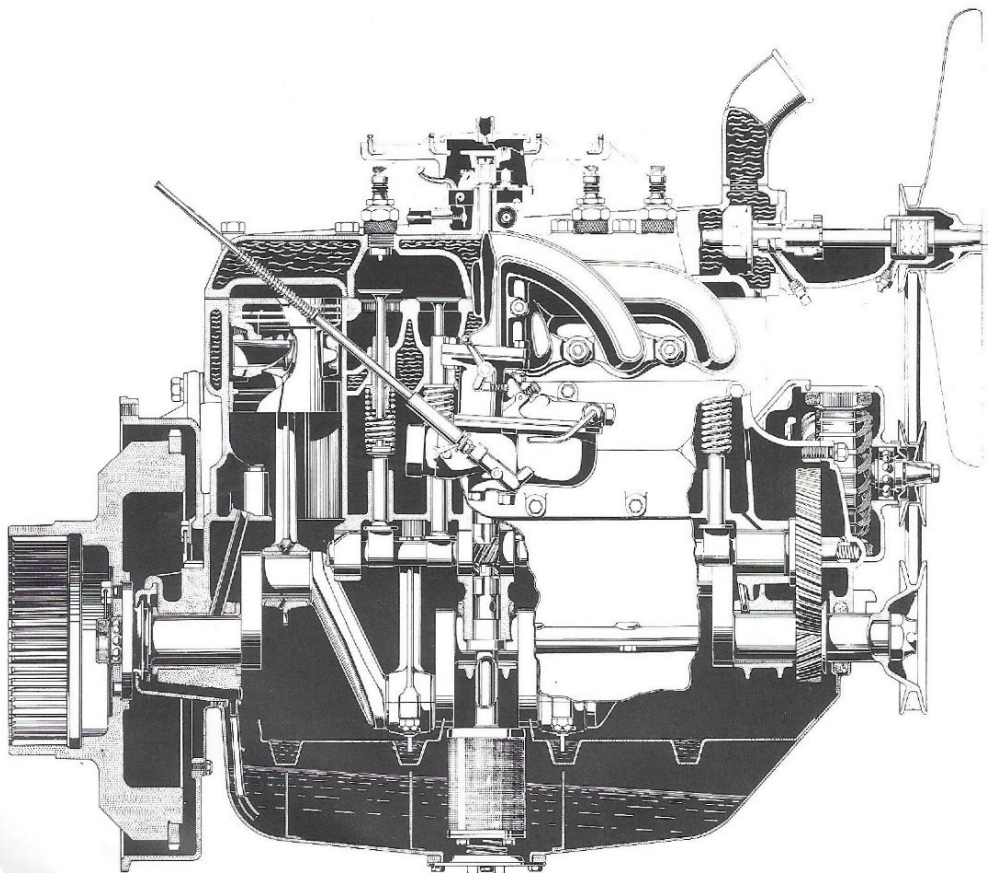
The front shock absorber arms were offset to provide more clearance between arm and body. These new arms are interchangeable with the older style.

AUGUST 1930

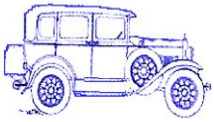
Valve spring (A-6516-A1) was changed from 3-7/16" free length to 2-15/16" free length (A-6513 - A2).

MARCH 1931

Additional metal was added to the exhaust manifold to provide more strength at the outlet flange.



Engine cross section.



"A" REPAIR SHOP

BOB HESS

12731 CHERRY STREET, KANSAS CITY 64145
816-941-4101 Cell: 816-668-3902

SERVICE - REPAIRS - UPGRADES AND COMPLETE RESTORATION
OVER 20 YEARS EXPERIENCE - MAFCA CERTIFIED MASTER JUDGE

A - Z Model A Parts - Zanes

Ron and Sondra Kester, Owners

773 Central Street

Glade, Kansas 67639

Phone: 785-543-6729

Fax: 785-543-3013

e-mail: 2officegirls@ruraltel.net



DAVID B. BLICKHAN, MBA
Branch Owner

P 816.746.0080 | M 816.694.2625
dblickhan@jcgrason.com
www.jcgrasonkansascity.com

JC GRASON
Helping Make Retirement Dreams a Reality!

Tom Kautz
Owner

www.tomkautz.com

KAUTZ  **Electric**
Auto Parts
Auto Glass

Rebuilding Starters, Generators, and Alternators
6volt - 12 volt

920 Commercial St.
Atchison, KS 66002

Phone: (913) 367-1717

AMERICAN LEGION
USMC NAVY
ARMY USAF
COAST GUARD

Serving ALL Veterans and
the Community



Remembering
Those Who Served

Smithville American Legion Post 58
P.O. Box 158
Smithville, Missouri 64089
(816) 532-8115

LOCATED AT:
Hwy 92 & County Road DD
Find us on Facebook at:

<https://www.facebook.com/SmithvilleAmericanLegionPost58>

AMERICAN FAMILY
INSURANCE

www.amfam.com

DAVID LAWSON
DAVID LAWSON AGENCY, INC.

5 Victory Ln Ste 104
Liberty, MO 64068

Bus: (816) 792-4448
Fax: (816) 792-0633
Email: dlawson@amfam.com

2014 American Star Certified Agency
Access Anytime: 1-800-MYAMFAM (800-692-6326)



BRATTON'S

ANTIQUE AUTO PARTS



800-255-1929 Phone
www.brattons.com

800-774-1930 Fax
1606 Back Acre Circle
Mount Airy, MD 21771

Your source for Quality Model A Ford Parts since 1976

Charley Vosseller
Owner

www.crosslinkkc.com

SANDBLASTING
CROSSLINK
POWDER COATING of KC
913-788-COAT

7150 Kaw Dr Kansas City KS 66111

AUTO COLOR & EQUIPMENT

524 E. 23rd Street
Independence, MO 64055

Phone: 816-254-5630
Fax: 816-254-5635

TOUCH UP

Aerosols - Bottles

Computerized Color Match Available

www.auto-color.com

Bob Bond's Artistry

Quality
Craftsmanship

over
47
years

• Graphics
• Lettering

• Pinstriping

• Airbrushing

• Flames
• Gold Leafing

• Logo Designing

• Automotive Art

816-554-1800 1-800 BOB BOND

25612 NE Colbern Rd. Lee's Summit, MO 64086-9508

www.bobbondart.com



Mark Freeman

EAGLE AUTO STRIPPING

Blasting With Plastic, Glass & Sand
Fiberglass, Aluminum, Steel, Any Surface
www.eagleautostripping.net

(913) 334-6331

Fax (913) 334-6333

7300 Kaw Drive (K32)

Kansas City, KS 66111

"Best Strip Joint In Town"



BRASSWORKS

Aries Mufflers

MILT'S MODEL 'A' REPAIR, PARTS & SALES

F.S. Modern Ignitions . Mitchell Overdrives
Overdrive & 4-Speed Transmissions Installed

806 W South Avenue
Blue Springs, MO 64015
hesfrt@sbcglobal.net

Milton Hessefort
816-229-1949
Cell 816-590-4317

"HAVE AN 'A' DAY"



Michael Butcher

1-888-879-6453

email: mike@mikes-afordable.com

www.mikes-afordable.com



Specialising in 1928 - 1931 Model A Ford Parts

Snyder's ANTIQUE AUTO PARTS

12925 Woodworth Rd. New Springfield, OH 44443

The World's Largest Selection of 1909-31 Ford Parts

FREE Fully Illustrated Catalog

\$10.00 outside the U.S., Canada, & Mexico

**Servicing the Hobby
For Over 50 Years!**

Toll Free Ordering (888) 262-5712 or FAX (888) 262-5713

For technical info (330) 549-5313 or FAX (330) 549-2211

Order On-Line @ www.snydersantiqueauto.com



Powder Coating & Media Blasting

Tammy Abma
Office Manager

Phone: 816.220.3170

tammy@opcpowdercoating.com

3355 SW Eastbound US Hwy 40

Blue Springs, MO 64015

www.opcpowdercoating.com



Invitation to Join
Model A Ford Club of America

~Membership Benefits~

The *Restorer* magazine (6 issues per year)

Technical Support (free via mail or email)

MAFCA Chartered Chapters in your local area

National Meets - National Banquets - National Tours

MAFCA also produces publications for sale including

Restoration Guidelines & Judging Standards; Paint & Finish Guide;

Hardware Standards, A series of publications on How to Restore Your

Model A; Era Fashion Guidelines; a number of Other publications

related to the Model A Ford and its era

Please select your membership type: ☐ US Membership \$40.00

☐ US & Canada Air Mail \$50.00

☐ International
\$56.00

First Name: _____ Last Name: _____

Spouse's First Name _____ Last Name: _____

Address: _____

City: _____ State: _____ Zip: _____

_____ Country: _____ +++++ Phone: _____
email: _____

☐ Permission to publish my phone number in future Membership Rosters

☐ Optional Initiation Package (Only \$10 extra)

For New Members Only! Back issue of *The Restorer*, 1 - MAFCA Lapel Pin

MODEL "A" RESTORERS CLUB

6721 Merriman Rd

Garden City MI 48135

(734) 427-9050 office

(734) 427-9054 fax

modelarestorers@sbcglobal.net



Membership Application

2016 Dues- New or Renewals () US

Membership \$45.00

() US Air Mail \$57.00 () Canada \$55.00 ()

International \$61.00

New Members Only- Partial Membership:

J/A, S/O & N/D issues only!

() US Membership \$24.00 () US & Canada Air

Mail \$34.00 () International \$42.00

IMPORTANT:

**Make checks payable to Model "A" Restorers Club
(M.A.R.C.)**

**All Memberships from outside the U.S. are to be
remitted by International Money Orders in U.S. Funds
(drawn on U.S. Bank) or credit card. And a personal
check drawn on U.S. bank (U.S. funds must stamped
on check.)**

CREDIT CARD INFORMATION:

() Visa () Master Charge () Discover Credit Card () American Express

_____

EXP Date _____ CVV2 Code # _____ Phone # _____

(Last 3 numbers on back of Credit Card)

**Membership # _____ E-
mail _____**

Name: _____

Address: _____

THE ROAD RUNNER

% SHERRY WINKINHOFFER

14900 GREEN BRIAR DRIVE

SMITHVILLE MO 64089-8831