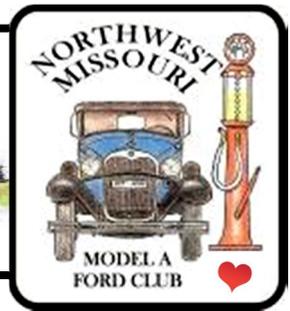


The ROAD RUNNER

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

Marilyn Ernat	04/01	Bob Dunham	04/19
Rebecca Heckert	04/01	Jean Franklin	04/20
Larry Weigum	04/07	Rhonda Forsen	04/22
Judy Delaney	04/10	Julie Parnell	04/23
Clifford Snow	04/17	Barbara Simon	04/30
John Richie	04/18		

Anniversaries

John & Linda Richie	04/13
John & Janice Kunkle	04/25

Monthly Meeting

April 3rd, 2017

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

Board Meeting

April 20th, 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 Wendy's in Liberty
3 Victory Dr, Liberty, MO 64068



President's Comments:

It's time for spring to kick off our touring season. This Saturday is the first official tour of the season with the annual Shakedown Cruise. It's a good time to see if anything has come loose during the winter. On this tour, anything that shakes off can be often be reattached by all those good friends that are in front or behind you! And if it can't be reattached, someone in that lineup probably has an extra one to loan you, or a trailer at hand to tow you, worse come to worst. And if nothing shakes off, all the better!

The Shakedown may be our first tour but it won't be our last. Marvin has been working on new ideas as well as finalizing plans for old favorites like the Cameron's VA Home tour in May. Keep an eye on the calendar so you don't miss them.

Remember, if you need any help on getting your "A" ready for the driving season, that's one of the great things about belonging to a club like ours. There are always friends available to help. Not just shade tree mechanics either, friends ready to open garage doors and get down and greasy for a good cause such as keeping great cars on the road.

It's always good to have an "A" day!

Bill Skaggs, President

Talk is cheap because supply exceeds demand

Editor's Comments:

I hate the fact that I'm going to miss the first tour. Family obligations do come first, but, darn, the Old Lady feels an awful lot like family too! (Only slightly kidding!) And she is getting antsy wanting to get out of that barn. But I'm hoping to have her out to drive to Nebraska for Easter, so she'll have her outing soon. And of course, there are a number of great drives coming up quickly. I just talked to Marvin, and he has some fun things he is following up on details with. It sounds like a fun Model A touring summer!

It's shaping up to be another busy year for me. I'm seriously considering a downsizing move. But don't worry, I'll still be staying in the local area. No way do I want to move too far from my extended family/therapy group as I sometimes call our club! Even when I'm feeling down, going to a meeting or outing picks me right back up again seeing all those smiling faces and good friends. You know, I think therapist and physiatrists would be a whole lot poorer if there were just more Model A clubs around! "More smiles per miles" doesn't just apply to the cars. And the more miles I get on me, the more I need those extra smiles!

If you haven't got your A out of its winter mothballs, consider this your alarm notification to do it now so you can join in the tour this weekend. You'll be glad you did!

Happy "A"ing!

Sherry Wink, Editor

NORTHWEST MO MODEL A FORD CLUB MEETING

American Legion Hall, Smithville, MO

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

Meeting Opened By: Vice President, Laura Cook led us in the pledge of allegiance. After business meeting we will have a Silent Auction as our program tonight.

Secretary Report: A motion was made by Bob Martin and seconded by Eldon Stamp for the minutes for March published in the Road Runner be approved as printed. Motion approved.

Treasurer Report: Approved as read.

President: Bill asked Harvey Roseberry to talk about upcoming regional in June. Harvey urged members to plan on going to Omaha as a good time will be had by all.

Bill reminded us that a garage day will be held at Terry Richardson's on March 25. This will be for everyone to have the chance to get their Model A tuned up for the spring and summer tours.

Shake Down Cruise will be April 1st. We will meet at the American Legion at 10:00. Bill Auch gave us the details as he is the leader of the cruise.

Concerns: Thinking of you cards sent to Clyde Pace and Joe Wishon. Terry asked us to keep Tim Osborn in our thoughts. Walt Jones broke his wrist last weekend.

Due to a tornado warning we all adjourned to the basement.

Meeting adjourned at 7:10 p.m.

Respectfully submitted by Sandi Shaw



MAFCA Chapter News

The *Restorer Magazine* has a regular column called Chapter News which has reports from chapters on their current activities. Some members have mentioned that the font size in the magazine makes it a little hard to read, so MAFCA has taken those pages from the latest *Restorer Magazine* and put them into PDF form, which you can read here on their website at <http://www.mafca.com/ChapterNews.html>

When you open the file, you'll have the option to zoom in or out to make the pages easy to read. This webpage will be updated upon release of each new issue of *The Restorer* magazine.

MAFFI Newsletter Minute

March 2017

Last year at Model A Day, we featured one of the four Model A's that traveled around the world in 1982. What a trip! I don't believe it could be duplicated today. Following the trip, Dianne Davis wrote a book about it and in preparation for Model A Day, a DVD was compiled of the presentation that Bob and Dottie Myers made after returning. MAFFI is fortunate to have several copies of both the video and the book and they are available for a small donation on a first come, first served basis.

If you are interested, please email me at president@maffi.org with your name and we'll go from there, but remember, there is a limited supply. We appreciate Bruce Davis for donating the books to MAFFI last year and to MAFFI Trustee, Jim Thomas for working to pull the DVD together. If you aren't familiar with the details of this trip, you really need both of these items for your library. This trip was the adventure of a lifetime and it is a thrill to read and hear about it. Don't miss this opportunity.

We are making changes at the museum this year so plan on coming to Model A Day 2017 to see what's new.

Loukie Smith
MAFFI president
president@maffi.org



Activities

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

April 1st -Shake Down Cruise

Ready for 10:00 AM departure from Smithville Legion Hall
Lunch following Tour at surprise location

April 7-8 – Shrine Automotive Swap Meet.

Lathrop Antique Show Grounds, 2488 S.E. Hwy. 33,
9:00 AM-5:00 PM
For more info: 800-211-4120 or 816-923-1975
araratshrine.com/swap/

May 5-7th—Lawrence Antiques Auto Swap Meet

Lawrence Kansas
lawrenceregionaaca.com

May 20th—Cameron Veteran’s Home

Our annual visit to Cameron Veterans Home Meet at the American
legion for a 9:00 am departure

June 3rd—Annual Club Picnic

(New location -Tryst Falls)
Save the date

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 Date

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—



Jesse McIntyre, assistant professor at the U.S. Army Command and General Staff College in Fort Leavenworth, Kansas. will join us to share some great stories accrued during his years of serving our country.

Jesse is also a retired U.S. Army lieutenant colonel with over 35 years of military service. He previously served at the Pentagon as the Director for Psychological Operations Policy in the Office of the Secretary of Defense, Special Operations and Low Intensity Conflict.

If we are really lucky, we can convince his wife Trudy to throw in a few of her candid tales as well! We should be in for an exciting evening of storytelling!

Due to the untimely interruption of a nearby tornado at our last meeting, Lyman will be making the big reveal at the April meeting.

Still time to rack your brain and figure out who this is!!

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.

Any guesses as to who this member is?



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



Model A Mystery Part

March Mystery Part

What is it?
Do you know? For "Bragging Rights", email
techguy@nwmModelA.com!



Photo courtesy of Snyder's

This is a king pin shim. It is used as a spacer to alleviate up and down play in the king pins.

No winners this month reported in

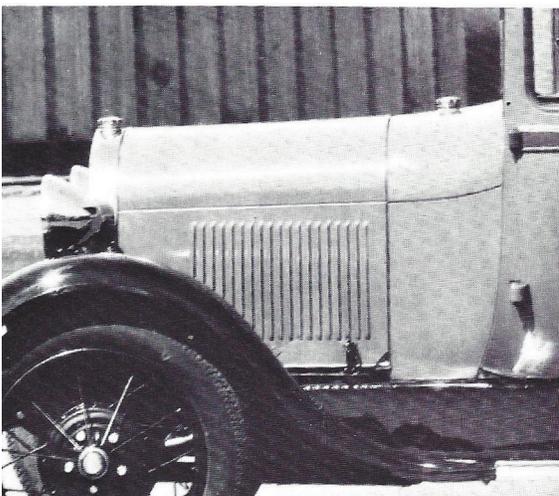
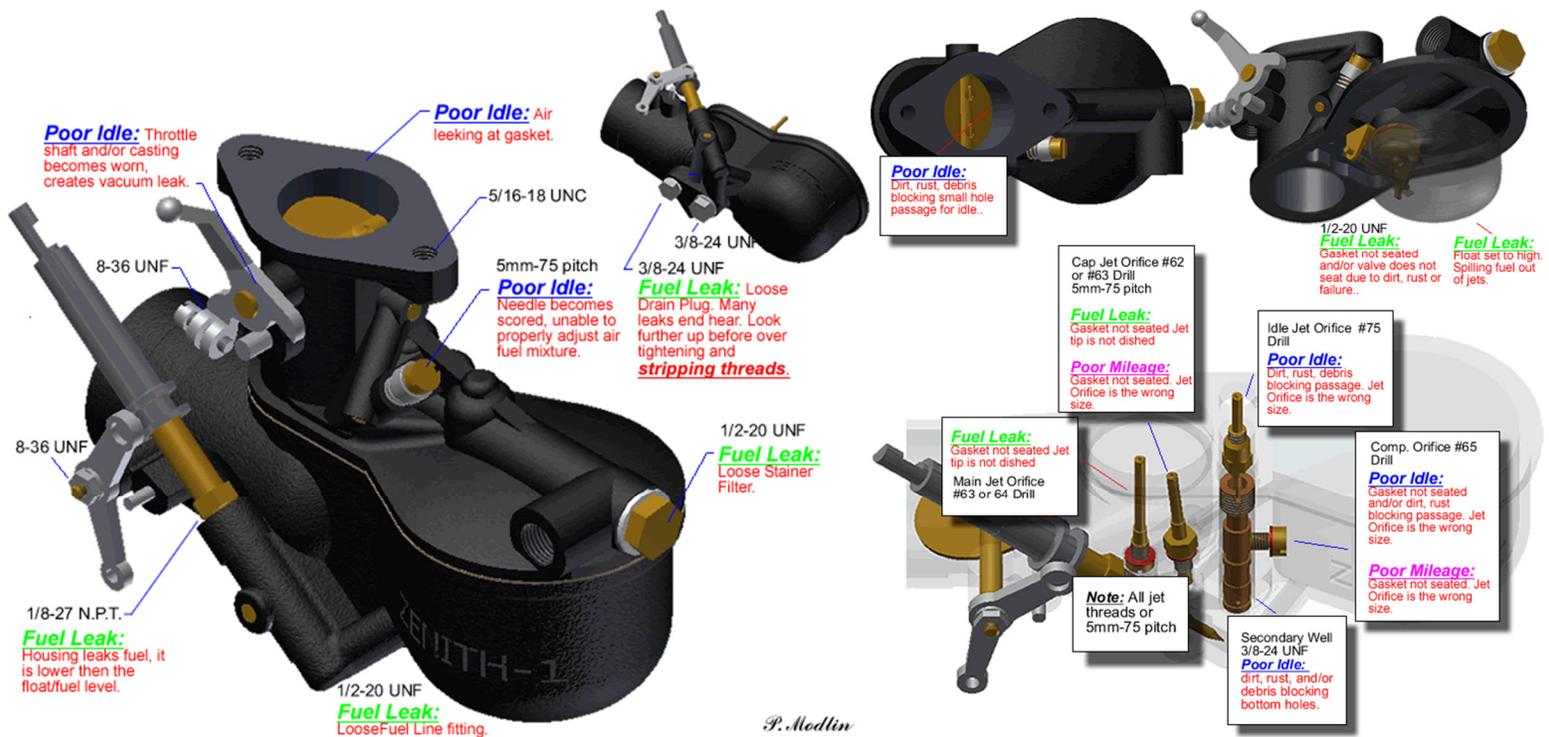


Photo courtesy of Mike's A-Ford-Able Parts

Walt's Old Time Tech Tip

Walt Jones, Tech Director

Interesting troubleshooting tips from ModelABasics.com



Interesting tidbit from the book "The Ford Model A" "As Henry Built It"

Hood louvers on the early 1928 models were the same height and the top edge was parallel to the frame.

In mid-1928 the height of the louver varied so that the edges formed a line parallel to the hood hinge line.



Silent Auction Results

Per Treasurer Bob Martin, the results are in.....drum roll please! After a shortened meeting and minimal bidding time due to the tornado warning sending us to the basement, we still made \$941.51! That's more than double what we brought in last year, although slightly less than previous years. As Bob said, "All things considered, that wasn't too bad.". Not too bad indeed!

Bob also wanted to mention that thanks to Donna and Sandi Shaw, the check out table worked the smoothest of any year we've had this fundraiser, allowing the payment line to move quickly and efficiently.



Gladys Lawson and Lanell Young checking out the bidding tables. Hope they walked away with some really good stuff!



Etta Ridgeway is probably wondering when she should make her best move at the bids.



Peggy Richardson and Vicky Roseberry are also checking out all the good stuff at the jewelry/hat/accessories side of the bidding tables!



Mary Lou and Bill Matteson. I'm not sure he's as happy as she is - must have been something expensive she's bidding on!



Larry and Jeanne Harding enjoy the evening just before the sirens went off.



Bill Auch and Ray Meyer's look ready to fight—probably another bidding war!



Donna Martin and Sandi Shaw strategizing their checkout table plans prior to the end of the

Great story from the Silent Auction— Lyman was bidding on "his" gooseberry pie when he realized he was bidding against one of the Legion waitress. Seems it was a favorite of her family too. Nice guy that he was, Lyman backed off so she could win. His story was he didn't need a whole pie anyhow. I hear that at the end, she brought him out a box with a big piece of that pie to take home. Sounds like everyone won on that deal!



Survivors of the March 2017 "This is not a Drill Tornado Warning"

1920's Make-up Rules – Rouge.

Advice from a society Dame to women on the 'art of making up' for that ' special night out' ! .

Thorough knowledge of the secrets of make-up gives you the power to totally alter your appearance in a most surprising way. If you study your type carefully and recognize the opportunities for beautifying, you will soon be rewarded with a complete transformation. Once perfected, this can be your unique look.

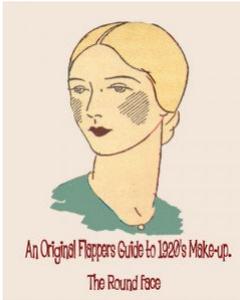


Illustration 1 – shows the correct way to rouge if you have a **round face** and fairly high cheekbone. Apply rouge up and down, which makes the cheeks seem less full. Color may be becomingly bright in the center, then blended toward the edges so softly and delicately that it melts into your natural color. Your cheek bones and face are thus slenderized. Rouge well *towards the temples*, but be careful to leave an un-

-rouged space between temples and ears. Also – do not rouge too close to the nose.

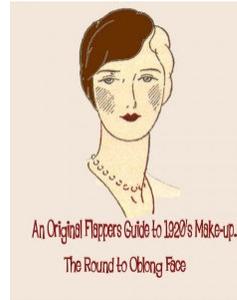


Illustration 3 – When your face is more **oblong**, work out for yourself a happy medium between the style recommended for **round faces** and that suitable for the **oblong type** as shown here.

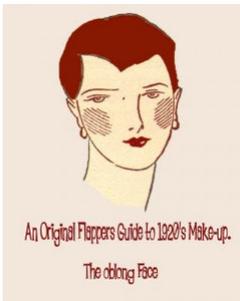


Illustration 2 – shows you how to apply rouge when your face is of the **oblong type**. Note that the rouge is spread well over the cheeks, with the center much lower than is recommended when the face is round. This fills out the hollows, making your face seem plumper and shorter. The same care should be used in blending edges so that your color will seem perfectly natural.

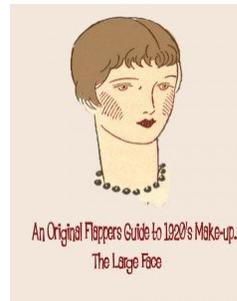


Illustration 4 – shows proper make-up for the **large**, rather heavy face. Apply color sparingly, for excess is not becoming to this type. Spread it with an up and down motion, letting the rouge come well up to the outside corner of the eye, but keep a wide white space on the side of the face in front of the ear and do not rouge the temple. This softens the face in a magical way, and makes it seem decidedly smaller.

This excerpt was found at glamourdaze.com and is from the ebook "Make-up & Beauty – A 1920s Guide" – available from vintagemakeupguide.com This ebook was adapted from ' Home beauty Course' by Marjorie Oelrichs -1927 Check it out for even more vintage make-up advice!

This is a beautiful and tasty looking cake recipe that would be quite appropriate for Easter. It is from a vintage cookbook called "Igleheart Cake Secrets" from 1928. I found it on a wonderful website called RecipeReminiscing.com

Daffodil Cake

- 1 1/4 cups egg whites (9 to 11 eggs)
- 1/2 teaspoon salt
- 1 teaspoon cream of tartar
- 1/2 cup sifted Swans Down Cake Flour for white part
- 2/3 cup sifted Swans Down Cake Flour, for yellow part
- 1 cup and 2 tablespoons sifted sugar
- 1/2 teaspoon vanilla, for white part
- 1/2 teaspoon orange extract, for yellow part
- 4 egg yolks beaten light



Beat egg whites on large platter until foamy. Add salt and cream of tartar, and continue beating until they hold up in peaks. Fold in sugar gradually and divide mixture into two parts.

Sift flour once, measure, and sift four more times. To one part fold in 1/2 cup flour and vanilla. To the other, fold in egg yolks, 2/3 cup flour, and 1/2 teaspoon orange extract. Put by teaspoons into ungreased Angel Food pan, alternating yellow and white mixtures. Bake in slow oven (325° F.) 60 to 70 minutes. Invert pan until cake is cold, then remove.

Brands We Still Know

Thermos Vacuum Bottles

Sir James Dewar Invented the vacuum in 1892. In 1904, two German glass blowers formed Thermos GmbH Company. They held a contest to name the "vacuum flask" and a resident of Munich submitted "Thermos", which came from the Greek word "Therme" meaning "hot".

In 1907, Thermos GmbH sold the trademark rights to three independent companies which included the American Thermos Bottle Company of Brooklyn, NY. Thermos vacuum flasks were quickly popular. Thermos flasks were used on many famous expeditions and trips including Peary's trip to Antarctica, Shackleton's trip to the South Pole, and even airborne with the Wright Brothers and Count Zeppelin.

Interesting Note: Thermos did not register their trademark until 1922, and in 1962 lost in court in a trademark battle; Thermos with a capital T was a trademark, but with a little "t" was generic and could be used by other companies.



1928 Thermos Advertisement



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.

<p>For Sale: Ex-Cell 2 Ton Portable Engine Crane \$200.00 Contact: Bill Auch 816-436-3230 (NWMO 03/2017)</p>	<p>For Sale: 1930 Model A Parts. Contact: Paul Wieland @ (515) 289-1308 (CIMA 04/2017)</p>
<p>Wanted : Decent right front fender for 31 closed cab pickup. Needed for active frame off restoration. Will come look and pick up. Contact: Curt Campbell @ (641) 799-4862 Email: curt.campbell1948@gmail.com (CIMA 04/2017)</p>	<p>For Sale; 29 Spor t Coupe. New horn, r radiator, points, condenser, plugs and fluids. Halogen headlights, luggage carrier, cloth cover and tool box. Top, body and interior in good condition. \$12,900 OBO Contact: Don Briggs 515-225-2311. (CIMA 04/2017)</p>
<p>Wanted: Left rear fender for a 30 - 31 Coupe. Contact: Don Van Diepen. 515-491- 2958 or 515-961-4114 (CIMA 02/2017)</p>	<p>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)</p>
<p>For Sale: 1931 Ford Model A Tudor Restored in Excellent condition Needs nothing \$16,500 Contact: 316-347-9750 (ICTA 04/2017)</p>	<p>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)</p>
<p>For Sale: 1929 Business Coupe, inserted engine 12 Volt system, Mitchell Over-drive Asking \$12,500 Contact: Bob Titus 316-518-1390 (ICTA 04/2017)</p>	<p>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 01/2017)</p>
<p>For Sale: 1931 Model A Tudor Sedan. \$13,000 or best offer. Contact: Ron Kester at 785-543-6769 (POA 02/2017)</p>	
<p>Wanted: 16 inch wide trunk rack for a Model A. Contact: John McClain 515-988-1085 (CIMA 04/2017)</p>	
<p>For Sale: 1929 Model A Fordor. \$12,000. Contact: Lora Jones @ (515) 835-8883. (CIMA 02/2017)</p>	

Storm Damage March 6th 2017

The tornado and high winds that whipped through Smithville the night of our March meeting not only destroyed and damaged local homes but also hit further up north at the Lathrop Antique Show Grounds. I understand the damage was extensive, destroying the covered bridge and several barns, and severely damaging not only the gas station, but the church and multiple other buildings. Per Bob Martin "The gas station has the upper part of the gas pumps destroyed, the glass globes are shattered, the roof has snapped, and there is a hole in the roof that will allow the weather to get into the station.

I haven't heard any newer updates, however on the Show Grounds Facebook page, it notes that they will be having another work day at the Show Grounds on Saturday, April 1 starting at 9:00am and would appreciate any volunteers able to help. A number of our club have spent hours helping refurbish and maintain this site over the last few year so hopefully as plans continue, our club will have an opportunity to also contribute to the re-rescue of this wonderful old station. Stay tuned.



Below are excerpts from a fascinating article I found at coachbuilt.com.

Ford Body Manufacturers

During the late twenties and early thirties, the majority of Briggs output went to the Ford Motor Co. whose purchasing manager, A.M. Wibel, was one of the most feared men in Detroit. He required that all of Ford's supplier make their books available to Ford accountants, and went so far as to dictate how much profit would be made by each supplier, frequently holding competitions between competitors to see who could produce a specific part at the lowest possible price.

Ralph Roberts recalled: "Briggs operated with Ford without a contract, on 'Open Book,' which was a complete breakdown of materials and labor in minutes and fractions for each operation. This was in a constant state of flux due to engineering and specifications changes. To this basic cost was added overhead and 'profit,' always subject to debate."

For example in 1929, both Briggs and Murray supplied Ford with identical Model 155 town sedan bodies. The Murray body cost Ford \$237.98 while the Briggs body cost eight dollars less, \$229.71. The amount of profit allowed by Ford was typically ten percent. So to an outside observer it appears that Briggs made a \$23 profit on every Model 155 town sedan body sold to Ford. Unfortunately for Ford's suppliers, they had to pay for their labor, overhead, capital expenses and stockholder dividends out of their 10% "profit".

Another "debate" involved whether Brigg's should buy its own steel. While going over Briggs' "Open Books", Ford's purchasing director, A.M. Wibel discovered that they had been marking up the price of the raw steel in addition to getting their normal 10% profit on the finished bodies. From that moment on Ford bought all of Brigg's steel, and expanded the Ford buying program to a number of other suppliers as well.

Just as Ford was ramping up for the introduction of the Model A, a huge fire leveled Briggs' Harper Ave. factory, leaving them with little to no space to manufacture the thousands of bodies they had hoped to sell to Ford. Since their other three plants - Mack Ave., Meldrum Ave, and Vernor Highway - were busy with other projects, a deal was struck with Ford where Briggs leased the 1.64 million sq. ft. Highland Park Model T plant which had been mothballed following the end of Model T production. Briggs signed a five-

year renewable lease at \$800,000 per year. Remarkably, the lease did not prohibit them from manufacturing bodies for other auto manufacturers, and for many years Briggs built Chrysler bodies inside a portion of the huge plant. Briggs later leased space in Ford's Cleveland, Ohio assembly plant where they built Fordor Model A bodies which were shipped to Ford's eastern US assembly plants. Briggs also supplied legacy body parts for Fords Model T throughout the 1930s.

Ford built most of their own production bodies for the Model A, however both Briggs and Murray were their largest outside suppliers of complete bodies, producing all of Ford's Model 155 Town Sedans and Model 165 Fordor Sedans. Four Door Model A body style suffix's indicate who made the body. An A indicates a 1928-1929 Murray body, B indicates a 1928-1929 Briggs body, C indicates 1930-1931 (early) Murray body, and D indicates 1930-1931 (early) Budd Mfg., Hayes Body Co. and Midland Steel Corp. all supplied Model A stampings and steel sub-assemblies and later on Budd built complete truck cabs and van bodies as well.



1929 Town Sedan 155B



1929 Town Sedan 155A



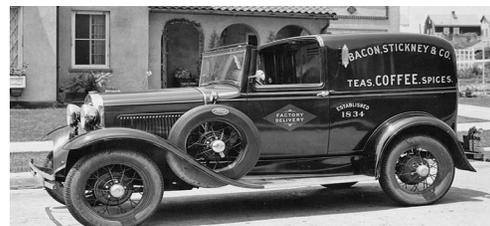
1930 Fordor 165C

Briggs supplied the Type 135A taxicab bodies for the 1928-1930 Ford Model A. The body differed from regular 4-dr sedan's in that it included a rear compartment divider that included jump seats and a small storage compartment that extended in the space normally occupied by the front seat passenger.



1929 Tax 135A

Ford's beautiful new Model A Type 295-A Town Car Delivery that was introduced in 1930 was also built by Briggs. Designed for exclusive shops and small parcel delivery services, it was loosely based on the Ford's tudor sedan, and featured an open driver's compartment, coach lights, and stainless steel trim.



1931-Town Car Delivery 295A

Briggs also built another rare Ford commercial body, the 1931 Ford Model 66A Deluxe Pickup, the first swept-side pickup available, and the antecedent of the Ford Rancheros and Chevrolet El Caminos of the 1950s, 60s and 70s. First built exclusively for General Electric Co. refrigerator salesmen, Ford eventually offered the body to the public, although only 293 were produced. Available only in closed cab form, its side panels overlapped the rear cab pillars and were attached to the cab with carriage bolts. The box was topped off with chrome-plated brass rails giving an elegant look to this rare Model A, which was usually painted in white.



1931 Deluxe Pickup 66A

All pictures from MAFCA.com

The Oral History Of An Amazing 1930 Ford Model A Off-Road Mail Truck

Andrew P., Collin

Find the rest of the article at [Truckyeah.jalopnik.com!](http://Truckyeah.jalopnik.com/)

This very special Model A Ford convertible cabriolet was originally manufactured around June of 1930. Leonard Quammen of Lindsay in north eastern Montana had it modified by a local blacksmith named Walt Freeman in 1940 or 1941 for use in delivering rural mail around Lindsay. Leonard farmed near Lindsay and had mail routes both north and south of Lindsay. He would deliver mail on one route on Monday, Wednesday and Friday and deliver mail on the other route on Tuesday, Thursday and Saturday.

Goodyear 11.25 x 24 pneumatic tractor tires were used on 24" tractor tire rims. These tires were introduced in the mid 1930's and were Goodyear's first pneumatic farm tractor tires. They had a diamond with a hole in the center for the tread pattern. This distinctive tread design was not self-cleaning when running in mud so these tires were not as popular with some farmers as they might otherwise have been. Goodyear had thousands of various sizes of this type of tire in their warehouses in the late 1930's and found it hard to find homes for them. They eventually sold them for snow applications such as on this car or for use on agricultural equipment such as grain combines that were normally only used in dry weather conditions. Leonard did try skis on the the front once. They would work fine on snow but when there were bare spots in the road, they did not work well.

The four tires on this rig are now over 70 years old so they are showing their age. You can still see the name GOODYEAR painted white on all of them. This may have been done at the factory but I am not certain about that. There are lots of checks and small cracks in them. The left front tire has a few inch long split in it so someone may have installed a boot (a section of a tire used to reinforce a weak spot in a tire casing) inside the tire many years ago.

Amazingly, none of the four very special tires ever appeared to have sat flat as usually happens with vehicles of this age. When that happens, the tires often develop bad cracks, become weak in the flat spot and later blow out. These ancient tires have some minor flat spots on them so when I drive this car, it does not ride smoothly. I have never driven it over 10 miles per hour or so. At that speed there is enough tire vibration to make the front fenders flop a bit which makes this car look like a big bird which just ate too much trying to take off

and fly.

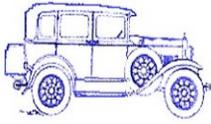
I have listed the mileage on this car as being only 25,649 miles because that is what is shown on the speedometer odometer. That may be how many miles were on this car when Leonard wound up with it for the snowmobile conversion. After the Model TT Ford truck rear axle assembly was installed, there would have been no place to drive the speedometer as there was on a stock Model A Ford drive shaft housing.

The rear axle and wheels are from a Model TT truck in order to get the higher numerical axle ratio to handle the larger diameter tires. The front wheels are made from 21" 1928 or 1929 Model A wheels. The outer row of spokes was long enough to reach the 24" tractor rims. The inner crossed spokes were completely removed and replaced with spokes about 3" longer. All welds on this conversion were done with a torch because electric arc welders were still a scarce item in rural Montana in the early 1940's.

Please notice the 5/16" x 2" steel straps used to mount the rear fenders. They were torch welded to the thin steel on the back of the body and to the thin fenders. This took a very good welder who knew what he was doing in order to avoid burning through the light sheet metal. The inner parts of the front fenders have been cut and extended with sheet metal triangles in order to raise them up to clear the large front tires. The backs of the rear fenders have been modified in a similar way and were opened up to a larger diameter. The rear fenders were torch welded directly to the body quarter panels above the wheel wells.

This car was originally dark blue and was repainted a medium blue about the same time it was converted for mail delivery. The top is not the original and was replaced a long time ago. Whoever installed the custom replacement top did not tailor it properly so it could fold down. I suspect whoever had the original top replaced was more concerned with keeping the eastern Montana weather out than enjoying fresh air on the nicer days. The front seat upholstery is the original whip cord and is in tough shape. The rumble seat back rest is the original black material and is still in amazingly nice original condition. Leonard removed the rumble seat cushions so he could haul more packages and groceries for his customers.





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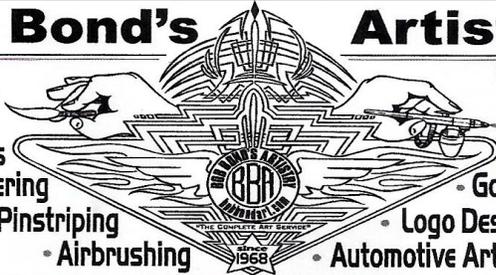
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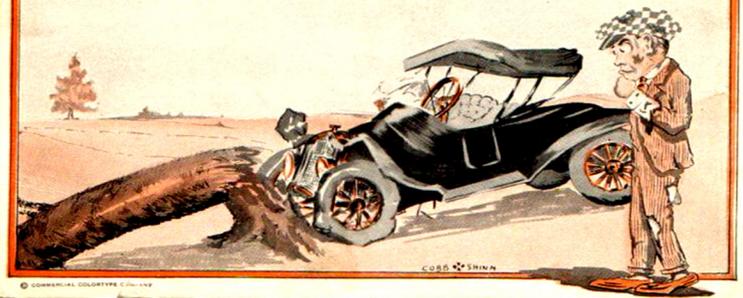
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