



# The ROAD RUNNER



MAFCA Chapter

MAFCA "Newsletter of the Year 2019", MARC "Award of Excellence" 2019

MARC Region

## Officers

President:	Junior Blakley
Vice President:	Larry Harding
Secretary:	Jody Layne
Treasurer:	David Silvers
Activities/Tours :	<b>Volunteer Needed!</b>
Technical:	Walt Jones
Concerns/Calling:	<b>Volunteer Needed!</b>
Membership/Public Relations:	Mary Lou Matteson
Merchandising:	Bill Matteson
Raffle:	Glenda Dunlop
Newsletter/Webmaster:	Sherry Winkinhofer
Property:	Lonie Hank
Director:	Loura Cook
Director:	Bill Skaggs

## Birthdays

Karen Goodwin	03/01	Marilyn Griggs	03/16
Lonie Hank	03/01	Kay Lawlor	03/24
Janice Harmon	03/02	Jim Shaw	03/26
Stan Mallory	03/03	Ken Buell	03/28
Marquita Pace	03/07	Loura Cook	03/29
Donna Martin	03/12	Walter Jones	03/30
Sharon Kiehl	03/15	Brenda Meyer	03/30

## Anniversaries

Clyde & Marquita Pace	03/15
Frank & Julie Parnell	03/17

## Monthly Meeting

**No March Meeting**

## Board Meeting

Social Distancing in Effect

**March 18, 2021 via Zoom**

**If you would like to participate as a guest at the Board meeting, please contact Sherry for a Zoom Invite via email.**

## Technical Meeting & Breakfast Club-KC

**Big Biscuit in Liberty**

Please join us every Wednesday 7:00 am to "whenever" at the Liberty Corner Shopping Center, at 840 Hwy 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

Big Burger, 4700 NE Vivion Rd  
Kansas City, Mo. 64119

## President's Comments:

As I look out my window there is a nice bright sun a shining. What a welcome relief from the last couple of weeks when it had been so frigid cold. They are calling for warmer temperature this coming week. I will be glad to see the snow gone and the ice off the driveway. I hope none of you had any electrical blackouts that may have caused discomforts! I myself did not lose power at all. But it is very unfortunate for our friends down south. Frankly, after this bout of weather I was ready to go groundhog hunting and have a nice BBQ! But this sunshine may save him for now!

On another subject, I hear many of our members are having health issues. If you know of anyone, please let me know so I can give them a call. And call them yourself too!

Now it looks like this pandemic is getting closer to being under control. With more and more members reporting getting their vaccines, hopefully we will soon be able to have our meetings again. For the time being, no March meeting will be held, as per the majority of the survey response we received back. Let hope April might bring better news. For now, stay healthy and hope to see you all soon!

Junior Blakley, President

*So much to do, so few people to do it for me.*

## Editor's Comments:

I'm so glad we can finally look forward to some tours, that are being finalized as I type this! Of course, for a while longer, they will remain social-distanced. But within those constrictions, we are still able to drive our cars and visit (at a safe distance, of course!) Check out the calendar for the first tour, our traditional Shake Down tour, in April.

So, for those of you that have a garage to work in, time to start working on any lingering issues from last summer and get ready to be back out on the road! Glad it will be warmer than our recent weather, -32 is too cold for me!

I've been keeping busy with Model A' related work even with the cold. I hope everyone read my first Fashion article in the Restorer and enjoyed reading it as much as I did writing it. It's an exciting new experience for me! And the MAFCA Fashion Committee has been meeting routinely via Zoom, so much more time has been devoted to that. I still write A-World, the MAFCA quarterly newsletter for kids, and of course, this newsletter, a very important part of my month! If my math is right (who know!), I'm on my thirteenth year as Editor. Wow, time does fly! Of course, other things happen too, especially since my now two-year-old granddaughter (and daughter) are still living with me. Keeps me on my toes, I can tell you! She is definitely a Grandma's girl, and I can hardly wait until I can take her for her first ride in the Old Lady. Anyone know how to put in seatbelts? That would be a great workshop, hint, hint!

The Old Lady is happily sleeping in my Liberty garage, just waiting for that tour! As far as I know, she's ready to go as soon as warm weather settles in. Hope your Model A is too!

Happy A'ing  
Sherry Wink, Editor

## Notes from Northwest Missouri Model A Ford Club Board Meeting

Thursday, February 18, 2021

Via Zoom 7:00 p.m.

The meeting was called to order by Junior Blakley at 7:20pm. In attendance via Zoom were Junior Blakley, Bill & Mary Lou Matteson, Dave Silvers, Bill Skaggs, Sherry Winkinhofer, Larry & Jeanne Harding, Walt Jones, and Jody Layne. Great job everyone!

**Vice President:** Larry Harding has been working on ideas and plans for programs when we can start back up having regular meetings. Here are just a few, the new MAFCA Fashion Editor has agreed to do a program for us, Walt suggested asking Bob Hess to give a program on car judging, and MAFFI has a virtual tour available of the Model A museum that would be nice entertainment. So make sure you attend those meetings, the Board is doing its best to keep them interesting! Thanks to Larry for all his hard work preparing for our meetings!

**Treasury Report:** Dave Silvers reported the checking account is \$3,369.85, savings \$10,024.05, for a TOTAL \$13,393.90. Treasurer's report accepted as read.

**Activities/Tours:** This position is "Still in Need" of a director, please consider real hard to helping out. The Board is working up plans for the spring tours, Make sure to check out them & mark your calendar for great times & fellowshiping.

**Cares & Concerns:** Bill Matteson reported that Laura Cook agreed to just fill in on a temporary basis, and this position will need to be filled for the year. Another great opportunity to get to know your fellow members. Please consider it! Lonie Hank is home after a lengthy stay in the hospital & rehab. Doctors are giving him good reports, so he must be doing what he's told to get better. Laura Cook has had a hip replacement and now getting ready for a shoulder surgery soon. She now will be our very own Bionic Woman for the club. Terry Richardson had minor surgery and is recovering nicely while getting ready for more procedures in the future. Our thoughts & prayers go out to you. Jim Spawn is doing the same which is good news for him. Kudos to Bill Skaggs for getting Jim out for rides & visits. Judy Ismael is hanging in there and would love to hear from some of her club friends.

**Membership:** Mary Lou reported the club has 50 paid up members for 2021. The board is hoping the rest of you will come back for another year of Fellowship.

**Technical:** Walt Jones planning a men's workshop for March or early April. It would be a tune-up event, hopefully scheduled just before the Shakedown Tour. Check out the calendar of events.

**Special Note:** The January/February Restorer, MAFCA's bi-monthly magazine features our editor's first column as Fashion Editor. Sherry shared that she has already received a very nice letter to the editor regarding the article from a gentleman that admitted that he usually never reads the fashion column but was riveted this article. Maybe all you guys out there should take a second look at this wonderful & interesting magazine.

**Misc.:** Lonie Hank is having an auction to sell a lot of his equipment & vehicles. Please check out the dates on the calendar. Sherry will put an article and info on the two auctions in the Road Runner.

A motion to adjourn was made by Sherry Winkinhofer, seconded by Bill Skaggs at 8:20pm.

Submitted by Jody Layne

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### MAFFI Newsletter Minute-January 2021

### February 2021

Save The Date!!

The Model A Ford Foundation is excited and anticipating Model A Day at our beautiful museum in Hickory Corners, Michigan. After last year's cancellation, we have had even more time to fine tune this event! (When life gives you lemons...) Our First Responder vehicles are still on display, thanks to the generosity of their lenders. We are expecting a great turnout so make plans now to attend **Model A Day, September 17 & 18, 2021!**

Thank you,

Marsha Quesnel, MAFFI Trustee  
[clubcontact@maffi.org](mailto:clubcontact@maffi.org)



**Annual Model A Day**  
**Swap Meet**  
**Fashion, Seminars,**  
**Food and Fun!**  
**September 17th & 18th 2021 9-5pm**  
**The Gilmore Car Museum**  
**6865 W. Hickory Road**  
**Hickory Corners, MI 49060**  
**SAVE THE DATE**  
For more Info 269-615-3719 Jerry Morrissey  
For Seminar Information Ken Ehrenhofer 630-697-3906  
For Swap Reservations Mark Maron 847-302-7900



## Activities

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

### March 10th—Tune-up Workshop

Chili's garage—tentative, details will be emailed when firmed up.

### April 17th—Shakedown Tour

Meet at McDonalds in Smithville 9:00 AM leaving at 9:30 AM  
Bring lunch and chairs

### April 25th—Virtual Tea

Platte City Friends of the Arts  
See below for more info

### MARC National Membership Meet 2021

April 9, 2021 – April 11, 2021 . Bay City, MI 48708  
For more info, contact: Curt Hillman  
(989) 860-1102 (989) 295-0856

### June 20-25th: MAFCA National Tour

"A" White Mountain Adventure".

Website: 2021mafcanationaltour.com

Contact: Chair - Mark Smith - 603-544-2230 - Cell: 508-865-7806

### Save the Date

May 22nd—Hillbilly Poker Run

June—Club Picnic (tentative, depending on Covid-19 restrictions)

If you are planning on joining in on any of the tours or activities, please sign-up at the meeting or let Jeanne Harding know in advance at (816) 726-4101 or Larry at (816) 726-4102 . That way if an event has to be canceled or has a location or the schedule changed, we will do our best to make sure you are notified!

## NO MARCH MEETING

DUE TO THE CONTINUED  
COVID-19 VIRUS CONCERNS.



## Sunshine/Concerns



Loura Cook is temporarily filling in for Etta as our Sunshine/Concerns lady! If you know anybody in need of a card or phone call, please let Loura know at (816) 632-1776

## Welcome New Members!!

Levi & Michelle Kelly  
(Levi is the Grandson of Eldon & Max Stamps, long term members from St. Joe and has their car!)

103 E Booker  
Marceline MO 64658

Email: deere425@gmail.com  
BD His: 08/08  
Anniv: 10/24

BD Hers: 09/14

His Cell: 816-752-3775

**Don't forget to update your rosters!**

## Volunteers Needed!

We're heading into touring season quickly! Not quickly enough for those of us that have been home-bound for the last year, but it coming soon! Our first tour is traditionally the Shake-Down tour in April. But the problem is that this year we still don't have an official Tour Director!!

Jeanne Harding, along with her assistant and hubby Larry, did a fantastic job of planning and running our Social Distancing Tours last year. This job was complicated by the COVID-19 restrictions she had to put up with! Unfortunately, Jeanne is not able to continue in this position.

So the reality is that we now need a new volunteer to help keep our club on the road. This position is very important to the activities of the club! Now is the time the planning would normally start!

We also need a volunteer for Sunshine and Concerns. Due to her health, Etta Ridgeway has reluctantly given up the position. Loura Cook is filling in for the moment, but she also has some health conditions she is dealing with. This is an important position, one that is part of the glue keeping our club together! Sunshine and Concerns sends thank you cards, get well and thinking of you cards, and keep track of birthdays or anniversaries!

Both of these positions are key elements of the success of the club. Please consider volunteering in one of these vacant spots! The club needs you!

## A Virtual Tea!

A new concept for this tea to move forward! Catered meals will be provided to each hostess who will have a decorated table in their home. Guests will be invited according to the socially distanced circle of the hostess. The event will be Zoom-ed to all participants with the home party being at the Eighteen Ninety farmhouse! Tickets are \$30 per person, \$50 for 2, \$80 for 4. This is a fundraiser for this group and our club is sponsoring a table (maybe 2) purely for the fun it involves. (There is no cost to the club by the way!) It should be a unique event, and a little bit of break from the confines of Covid-19 isolation! Call Jody or Sherry for more information! And tickets!



### Deadline for the Next Road Runner The 20th of the preceding month

Email to swinkinhofer@hotmail.com  
Or mail to: Sherry Winkinhofer  
1459 Woodland Ave  
Liberty MO 64068

### Club Contact Information:

President Junior Blakley (816) 289-2875  
All Officers: nwmomodelaclub@gmail.com  
Publications: nwmomodelaclub@gmail.com  
816-519-2630

*Any articles or notes without a byline are written by your editor.*

### Visit [www.nwmomodela.com](http://www.nwmomodela.com) today!

Please mail any info, pictures, questions & suggestions to:

**NWMO Model A Ford Club**  
**PO Box 34**  
**Liberty MO 64069**

Or email:

**[nwmomodelaclub@gmail.com](mailto:nwmomodelaclub@gmail.com)**



## Original Points vs. Modern Points—How to Improve Modern Points

By Lynn Sondenaa, Sandy, Oregon



Really? There is no comparison to modern points! Here are the reasons why modern points are superior to original points. Original points are two parts which can cause minor alignment issues with the point breaker arm assembly (A-12199) and point block (A-12160). Modern points are mounted on the same assembly, so they are always aligned center point to center point (**Fig.1**). Modern points have a heavy-duty spring and extra thick contact arm to prevent flexing and point floating. Point floating occurs when the points bounce off of the distributor cam due to weak spring tension or twisting of the point arm due to higher RPM's. This condition can happen at speeds of 45 MPH or higher in a Model A. This does not happen with

Fig 1.



modern points. Point floating will cause inconsistent high voltage to the spark plugs, causing engine miss and loss of power. This is why strong springs and strong contact arms are needed.

Original points use a fiber contact for the rubbing block and it wears very fast, changing the point gap setting. Adjustment is needed every 500 to 1,000 miles, and the fiber rubbing block needs frequent lubrication. Modern points use Teflon, nylon, or phenolic rubbing blocks. The point gap should be checked every 5,000 miles and the rubbing block needs very minor lubrication.

Original point contacts are made from brass or phosphor-bronze. These two metals are prone to pitting, wearing, and burning. Point burning is easily caused when the engine is not running but the ignition key is in the on position. If the contact points happen to be together, current flows to the coil, causing overheating and possible damage to the coil. It also places a drain on the battery. The cheaper brass and bronze contact points heat up during the current flow and will overheat, causing a dark glaze which in turn causes resistance and voltage drop. If the ignition is left on long enough, it can semi-weld the contact points together (burning). The contact points need to be free of pits and depressions; therefore they must be dressed with a stone.

Modern contact points are made in four different grades ranging in retail prices of \$4, \$12, \$21, and \$30 dollars. The cheaper points have brass or bronze con-tact tips and a very thin insulator between the point arm and electrical contact (**Fig.2**). They can short out at that space. They too are prone to pitting and burning. The \$21 set, the

Fig 2.



Fig 3.



contact tips are made of tungsten and not prone to pitting or burning. The most expensive set of contact points are made of platinum. These will not pit or burn and they withstand high temperatures. They also have a very thick insulator between the point arm and electrical contact (**Fig.3**), as do the tungsten sets. Most automotive retailers guarantee these points for three to five years of service. In Model A years that would be 100,000 miles, or a lifetime. I purchased my points from my friendly Ford parts department. I used the platinum points on my

Model A and have 20,000 miles on the same set of points. Only twice in that number of miles did they need the gap adjusted. The rubbing block is semi-self-lubricating and needs very little lubrication, but does require some lubrication.

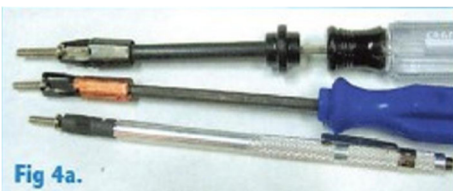
Modern points give you less maintenance, easier starting, smoother running engine, and more reliable voltage to the spark plugs. This setup also moves the condenser to a higher protected place, away from engine and exhaust heat. Modern condensers contain Mylar foil windings, which help to prevent damage from heat and offer protection

(Continued on page 5)

from point pitting. Modern condensers are easy to replace compared to original condensers that have two tiny screws in the horizontal position. The modern condenser has a nut that needs to be loosened one half turn and one vertical screw to remove. To aid in the removal of small screws, I use a 'clip & grip screwdriver' (**Fig.4a**). These screwdrivers have a positive spring grip holding action so that if bumped or dropped they will still hold the screw (**Fig. 4b**). Magnetic screwdrivers are not a positive grip; therefore the screw can still be dropped.



The only negative thing to say about modern points is that they are hard to adjust. This is incorrect because people do not understand how adjustment works with modern points. If you look at **Fig.5**, there is a notch in the point base to insert a screwdriver to move the points. The problem is that the reproduction manufacturers forgot to put the pivot point on the upper distributor plate. ...

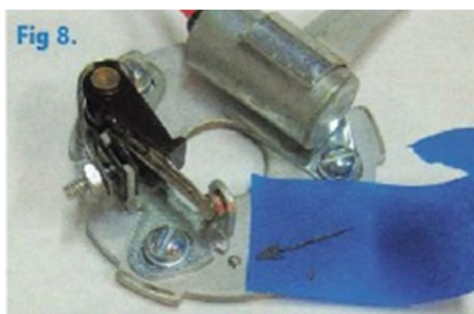


Modern points can easily be adjusted by inserting a screwdriver into the notch (**Fig.6**). The next part of this article will give step by step instructions on how to install the pivot point into the upper distributor plate.

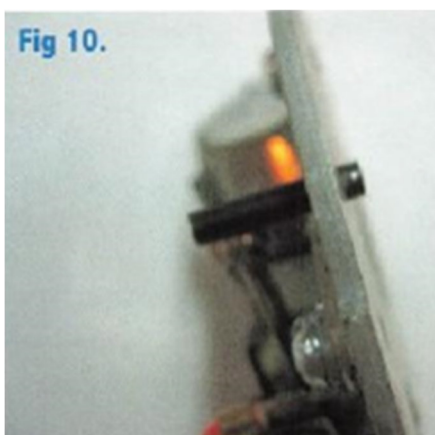


1. Remove the upper plate from the distributor. Removal of the points and condenser are optional.
2. Locate a hole 7/16 inch from the inside corner of the upper plate extension and 1/4 inch from the outside edge of the plate with the spark arm to your right (**Fig.7**). These measurements are for short 4-inch or 6-inch screwdrivers and can be adjusted to fit your screwdriver. Note that this location is for the reproduction upper plates. The original plates have holes that can be used as pry points.

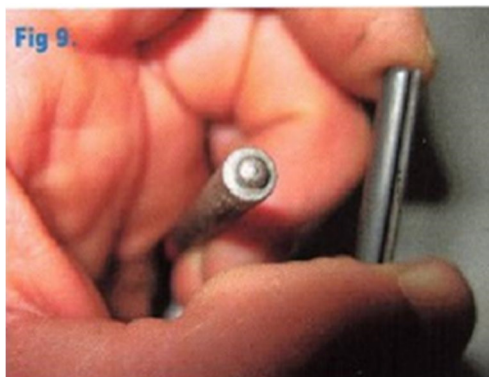
Center punch the hole (**Fig.8**) so the drill bit will not wander when starting the drilling operation. Drill a 1/8-inch diameter hole clear through the upper plate. Dress any burrs from the hole. Use a 1/8 diameter



by either 1/2 or 5/8 inch long roll pin. Roll pins are spring steel with a slot cut end to end. The spring being compressed holds the roll pin securely in place. I recommend that a solid flat surface be used so the upper distributor plate does not get bent during the installing of the roll pin. A 5/32 roll pin punch should be used (**Fig.9**). A roll pin punch has a semicircle ball that fits inside the roll pin to securely hold it in place. A ball peen hammer or regular drift pin punch will flare out the top of the roll pin. When installing the roll pin, it should extend past



the bottom of the plate by 1/16 to 1/8 of an inch (**Fig.10**). Reassemble and check the point gap at .018 to .020. As a note, original point gaps are set between .018 and .022 because the fiber blocks wear fast. Your modern points are now easy to adjust and you will be very happy with the results! As a cautionary note, if you are going to purchase a reproduction upper plate, spend a little more money and buy the American made unit. These plates are made to the original thickness standards whereas the foreign made plates are thinner, so they fit sloppy in the distributor. When advancing the spark lever, the plate will be forced to a slight angle, affecting the points and causing possible shorts. Both the USA and foreign made reproduction units use the cheap modern points. These should be replaced with tungsten or



platinum contact points.

In conclusion, modern points have a stronger spring, stronger contact arm and tougher rubbing block. The actual contact points are smooth and meet squarely over their entire surface. Maintenance of these points is very minimal. Their use in a Model A distributor provides a steady reliable voltage to the spark plugs, and does not affect the original appearance of the Model A.



# Warm Coats for Cold Weather

By Sherry Winkinhofer

Model A Coats were often elegant and beautiful creations. Wool was most often used. Fur collars were a common feature, at least in the early years of Model A fashion. By 1930-31, smaller but draped lapels of coat fabric or contrasting color and texture trim was used. Notice that the 28-29 coats are a long silhouette without waist, while the 30-31 version have a very distinct natural waist. Interesting that the later years appear longer than the earlier year! I do love the interesting details often found on the 28-29 version. The 30-31 seem to have a simpler construction with the details being created with belts and buttons. Bright colors were available in all four years.



The Robert Simpson Catalog Fall & Winter 1928-29

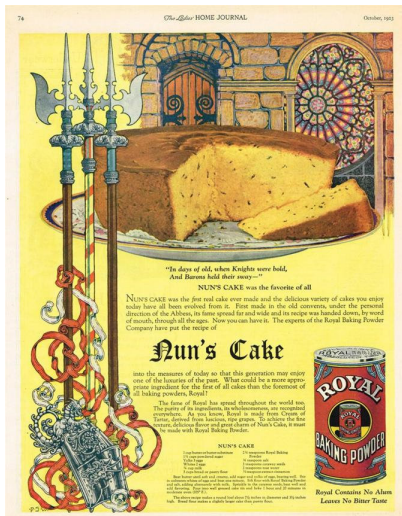
The middle picture is a small piece of actual reality vs catalog illustration! This is Leona and Lawrence Sitzman, my fraternal grandparents. This is their wedding picture from 1928! They were not well to do and you can tell from her coat. A much smaller collar, and not much detailed trim. But they were still happy as they set off on their new life!



The Spiegel Catalog Spring & Summer 1931

This Irish inspired recipe is from the cookbook "Anyone Can Bake" published by the Royal Baking Powder Company in 1928. The illustration is from a 1923 advertisement. The notes I found with it indicate it is a very dry cake, best with hot tea or coffee!

- 1 cup of butter, softened
- 1.5 cups of powdered sugar
- Yolks of 5 eggs
- Whites of 2 eggs
- 3/4 cup of milk
- 3 cups of pastry flour
- 2.5 teaspoons of baking powder
- 3 teaspoons of caraway seeds
- 1/4 teaspoon of salt
- 1 teaspoon of rose extract (or rose water)
- 1/2 teaspoon of cinnamon extract (or cinnamon powder)



Beat the butter until soft and creamy. Add the sugar and the yolks. Beat well. Stir in the unbeaten egg whites and beat for 1 minute. Sift the flour with the baking powder and the salt. Add to the batter alternately with the milk, a little at a time. Mix well but do not over beat. Sprinkle in the caraway seeds, cinnamon and rose water. Mix well. Pour into a well-greased and floured loaf/cake pan. Bake for 1 hour 325°F.

## Brands We Still Know By Sherry Wink

James Baker Williams, a partner in a general store in Connecticut sold out his part of the store but kept his ownership in the drug department. One of his projects was developing a soap specifically for shaving. His first product was Williams' Genuine Yankee Soap, which was the first manufactured soap for use in shaving mugs. He called his company the J.B. Williams Company, later changed to the James B. Williams and Company when his brother joined the company. By the early 1900s, the company sold shaving creams, talcum powder, and other toilet preparations. In 1917, the company filed for a trademark for the word "Aqua Velva" be applied to a line of face lotions and after shave preparations. The original version of the aftershave is still available today, marketed as "Ice Blue."



Aqua Velva ad 1929

*Interesting note: . The alcohol content of original Aqua Velva was high enough that US sailors in WW II used it as a substitute for alcohol. Uncle Sam pressured the company into adding a bittering agent to discourage consumption.*



## Model A Mystery Part

### What is it?

Do you know?

For "Bragging Rights", Send an email to [nwmomodelafordclub@gmail.com](mailto:nwmomodelafordclub@gmail.com)  
Or to NWMO Model A Ford Club  
Box 34, Liberty MO 64069



Photo courtesy of Bratton's  
Antique Auto Parts

### Last Month's Mystery Part

This is a "Grab Handle Brace." These stamped steel braces go under the quarter panel where the grab handles mount for reinforcement.



Did you know?

Photo courtesy of Snyder's

## Walt's Old Time Tech Tip

From "The Motometer", newsletter of the Utah Valley Model A Club

Walt Jones, Tech Director

### Fair Forewarnings for Failing Fans

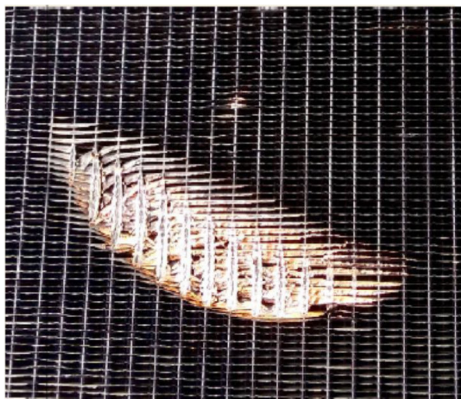
BY HOWARD ECKSTEIN

Far from funny, failing fans foment furious frustration. In the September 2019 issue of the Motometer, Greg Mack wrote a technical article about Model A fans, both original and replacement types. He outlined different kinds of failure that can lead to damage of the cooling system components and possibly the hood. You can review that article here: <http://utahvalleymodelaclub.org/wordpress/wp-content/uploads/2020/07/2019-9-Motometer.pdf>

A year or more ago, Pat Hanson discovered that his four-bladed fan was coming loose at the rivets where the blades and pulley are attached to the hub. He surmised that the alternator played a role in causing stress on the rivets. The alternator will change its torque demands depending on the draw of the electrical system when the car is in operation. The original generator presented a constant drag on the fan belt regardless of the car's electrical requirements. Sudden changes in an alternator's torque demand on the fan belt causes variations in the tension on the belt as it curves over the fan pulley. The crankshaft and alternator pulleys are well-supported, leaving the rivets of the fan assembly as the weak link in the front end of the engine.

On my own car, a rickety four-blades made a copper smile on a brand-new radiator. Fortunately, the tubes were not cut and I am still using the radiator. That old fan is rusting in a landfill and a cast aluminum reproduction two bladed fan is installed, with good results.

Karl Furr, a few months ago, had a rattling four-bladed fan and replaced it before it caused any damage. Ditto for Roger Davis about three years ago. I've replaced four-bladed fans on other cars over the past few years. I can't remember how many, but each one was in trouble.



Just this last November, I was working on Doug Prawitt's 1930 Pickup. He had asked me to come out to remove his radiator for repair. I asked him if it was overheating. It had been damaged by the four-bladed fan. The rivets had all broken off and the fan had cut through the tubes in the radiator in the infamous copper smile.

The fan and pulley were still together, but the heads of the rivets attaching the assembly to the hub were shorn off.

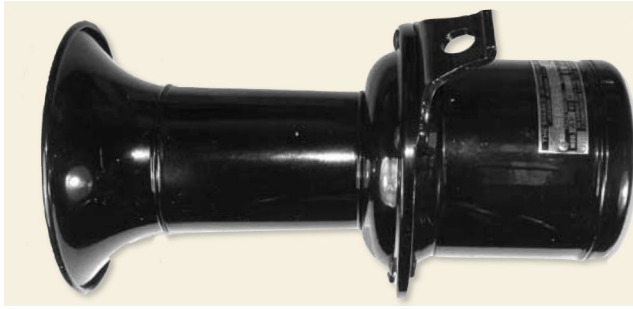
The fan assembly was able to slide past the nut and spin against the radiator, causing severe damage. You can see the shorn-off rivets still in the hub. This is the worst case of four-bladed fan failure I've seen. You'll notice in the pictures that this truck has an alternator installed.

I recommend the two-bladed cast aluminum reproduction of the original that is now available from the catalog houses. It has proven to be a robust replacement. Above about 25 miles per hour, the fan is irrelevant, so having a two-blade is sufficient for effective radiator cooling. If you have a four-blade fan, plan on replacing it now. I used to suggest checking it for looseness, but not anymore. Failure can occur between checks, so don't put it off. Don't wait for Father's Day, Christmas or your Birthday. The cost of a radiator, water pump and possibly a hood repair and repaint will set you back much more than changing it out now. Follow fair forewarnings for forestalling fan failure followed by furious frustration.



# The Ahooga Origin

By Tom Endy



The ahooga horn, also known as a Klaxon horn, was developed and patented by Miller Reese Hutchinson, an inventor of the early 20th century. Hutch, as he was known, patented

the mechanism in 1908. The Lovell-McConnel Manufacturing Company of Newark, New Jersey bought the rights to manufacture the device and it later became standard equipment on motor cars. Franklin Hallett Lovell Jr., the company founder, coined the name Klaxon from the Ancient Greek verb klazō, meaning shriek. Klaxon horns produce an easily identifiable sound, often described in English as "ahooga." Like most mechanical horns, the Klaxon has largely been replaced by solid-state electronic devices, though the memorable tone has persisted on in classic cars of the era. Klaxon later became a brand name.

The Klaxon horn was used on U.S. submarines during WWII. The Klaxon horn's characteristic sound is produced by a spring-steel diaphragm with a rivet in the center that is repeatedly struck by the teeth of a rotating cogwheel. The diaphragm is attached to a horn that acts as an acoustic transformer and controls the direction of the sound. In the first Klaxons, the wheel was driven either by hand or by an electric motor. Hutchison went to work for Thomas Edison in 1909, and was the chief engineer for Edison from 1912 to 1918. The ahooga sound is usually heard today when a Model A Ford goes rolling down the road. As found in the newsletter of the Utah Valley Model A Club, original article printed in the Harbor Valley Model A Club's Newsletter. Horn exploded drawings by Paul Modlin at ModelABasics.com



## New Positive Ground LED Headlight Version

From an email from Rick Black

The LogoLite company ( <http://www.logolites.com>) manufactures and sells LED headlight bulbs for vintage cars. These work with either 6volt or 12volt systems, positive or negative ground. They double the light output with less than 1/2 the current drain on the battery. And you can actually see the headlights shining on the ground at night, unlike 32-24, 32-32, or 50-32 cp original bulbs.

They have just developed a new version of the bulbs specifically for positive ground cars, as there were reports by previous buyers of problems in Model A's with stock electrical systems.

From their website: "Logo Lites™ now offers LED Headlight bulbs for antique vehicles with 6 Volt, 8 Volt, 12 Volt, Positive Ground, or Negative ground! LED Headlight bulbs fit into your original headlight housings with no modifications to your sockets, harness, or reflectors. They are bright white and output as much light as a modern halogen bulb. The best part is the LED Headlight bulbs draw less amperage than an original headlight bulb so they work on vehicles with original generators or modern alternators. Logo Lites bright white LED Headlight bulbs fit into the original headlight socket. **NO MODIFICATIONS!** You do not have to replace the socket, harness, reflector, or make any other changes to your car. Your car can continue to use an **original style generator or an alternator**. Dim old bulbs are replaced with bright LED Headlight bulbs in seconds. Open your headlight and then simply twist to remove your original bulbs, then insert, twist, and now you have bright, white LED headlights as bright as a modern car! Logo Lites LED Headlight bulbs work on Model A Fords and many other cars that use the 21/21 CP (1110), 32/32 CP (1000), 32/50 CP type bulbs. **HEADLIGHT FOCUS:** The LEDs emit from the same location as the original filaments, so the headlights can be focused just like the originals!

At \$30 per bulb, they're not cheap, but they are a great safety feature and will allow you to drive at night with excellent vision (and you can blow the horn at the same time the lights are on!







## For Sale / Wanted To place an ad send your information to swinkinhofer @Hotmail.com, or mail 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:** Diamond "B" block. Has been hot tanked and magnafluxed. No cracks. Lots of additional engine parts. Door top cover plates (2) and door bottom patch panels (2) for 30-31 Tudor or cc pick up. All are new pieces with no rust

**For Sale:** Five 4.75/5.00 19" tires and tubes in great condition. \$400.

**Contact:** Frank Henderson @ (515) 279 2500. (CIMA 01/2021)

**For Sale:** 1929 Tudor. New Paint, New Interior, Runs Great. \$10,000 OBO.

**Contact:** Dan Fischer (515) 571-0086. (CIMA 03/2021)

**For Sale:** At Grandpa's Garage, DeSoto Kansas. I have sold 15 cars, but still have 14 cars for sale. ALL CAR PARTS PRICE REDUCED!

**Contact:** Dean Weller 913-585-3326 Cell, 913-585-1313 Home  
CALL FOR AN APPOINTMENT,  
LET THE PHONE RING A LONG TIME (POA 01/2021)

**For Sale:** 1- Total Model A Short Block (needs Babbitt' or inserts) \$100, 1- Crank Shaft \$25, 1- Clutch Assembly (good) \$25, 2- B-6600 Re-built Oil Pumps \$30 ea. 1- P.N. 13670 Auto- Lite Waffle Style Manifold Heater \$45, 1- B-4235 Rear Axel w/good gear and new key way \$65, 1-B-4209-A Set Std. Rear End Gears 3.78-1 (Real Nice) \$100, 1- 4025 Rear End Housing Banjo (good) \$15, 1- Universal Joint (good condition) \$30.

**Contact** Charlie Volf @ (515) 965-0579 or (515) 299-0573. (CIMA 01/2021)

**For Sale:** Fully Restored 1929 Model A Roadster with rumble seat. Dark blue with gray interior and classic yellow wheels. All matching serial numbers. The engine is freshly rebuilt; bored and balanced with bearing inserts. Updated with adjustable rockers, modern valves and valve springs. The transmission is rebuilt 3-speed Snyder transmission. Interior wood replaced and new upholstery. Asking \$27,500.

**Contact:** Les Little at 402-223-9542 or leslittle62@yahoo.com. (CIMA 03/2021)

## Lonie Hank Auction

Due to health issues, Lonie is selling several of his cars and some other item besides. His 1980 Shay and his 1930 Fordor are being sold, although on two different days, March 6th and March 20th. I've include a short version of the sale bills below. For more info, go to <https://app.shomemoreauctions.com/auctioneer.php?a=17>

### Lonie & Sandy Hank 2-Day Auction

Location: 12118 Home Avenue, Liberty, MO

**10:30 a.m. Saturday March 6th, 2021**

Tractors, Equipment, Collector Car, and Much More!

Click on thumbnails to see larger photos and descriptions



#### Day 1- of 2-Day auction

North of Liberty, MO

Due to health Lonie & Sandy Hank will hold an auction at their home North of Liberty, Mo. On Route Street then West 124<sup>th</sup> then South to 12118 Home Avenue, Liberty, Mo. Signs Posted.

Plan to attend- partial list only

Larger items at approximately 12 noon

- 2000- M.F. 1260 Diesel 4x4 tractor w/16 speed transmission- 1248 hours
- JD 855 Hydro Diesel- 2 wheel drive w/72" mower- 649 hours
- JD 4200 Diesel tractor 4x4 w/72" mower
- Ford 1600 Diesel 25 HP 2 wheel drive tractor
- IH 350 utility tractor 10 speed sells with loader
- 1944 John Deere B- not running
- Several 3pt mowers including- 5' Bush Hog, Hawse 6', Woods 6', King Cutter 6'
- Several 3pt blades- Tinker bearing 6' & more

#### Very Special Collector Car

1980 Ford Model A Shay Roadster

Offered with reasonable reserve.

**10:30 a.m. Saturday March 20th, 2021**

Click on thumbnails to see larger photos and descriptions



Due to health selling at his home 12118 Home Avenue north of Liberty, MO.

#### Partial List – Plan to attend

- Kubota 1900 diesel 2-cylinder tractor with 44" mower deck
- Ford 1210 lawn tractor with 4' mower deck
- JD 655 diesel lawn tractor with 2 pt
- Club Cadet w/mower
- 3 pt finish mowers
- 3 pt cultivator
- 3 pt bush hog 4'
- 3 pt Mott 4' flail mower
- Post hole digger

**SPECIAL – Fancy collectors' car 1930 Model A 4 door – nice flat head with reasonable reserve**

**1983 Old Cutlass hardtop 89,066 miles with reasonable reserve**

2-ton shop press

Stihl chain saw

225-amp Lincoln welder

2003 GN 14' dump trailer with 3' sides

2 – 4-wheel wagons – Also 2 wagons for repair

Other tools of value not listed

Selling the remaining half of contents of metal shop – Plenty of items

## A License Plate Mystery

By Raul Salmon

Two years ago, I started the ground up restoration of a 1929 Model A Ford. Last year, after a long quest to find a 1929 Missouri plate, I secured a single plate from an individual in Blue Springs. As procedure for a Year of Manufacture license dictates, I cleared the plate number with the Missouri Highway Patrol. I then submitted this information to the Department of Motor Vehicles in Jefferson City. They indicated that as of the date of their email, no one had my license plate number registered. I proceeded with the restoration of the license plate, securing auto insurance and other necessary paperwork and submitted it all back to the DMV in Jefferson City.



They promptly rejected my request, indicating someone had already registered the number. The rarity of two 1929 Missouri license plates that had been separated and now being submitted for registration at nearly the same time has to be a one in a million occurrence.

I recontacted the DMV and was told confidentiality keeps them from divulging the registrant's name and address. They will not communicate to the registrant on my behalf and give him my contact information. I contacted a local source who I convinced that since I do own half of this set of license plates, they could do some checking to see who had actually registered the other plate. The only information that I could get was the 1929 plate is on a 1930 Model A Ford which has a registered address somewhere in Poplar Bluff, Missouri.

I have reached out to a Model A club near that area, but they do not have any members with a Poplar Bluff address. As newspapers typically have their finger on the pulse of their town, my next step was getting in touch with them to ask for help. At least one is planning on running a story. If you have Model A friends in the Popular Bluffs area, spread the word too!

My mission is simple. I want to reunite these two license plates. It is sad in this day and age of "confidentiality" that two Model A owner/restorers can't find each other! If the registered owner wants to sell me his plate, great. If he wants to buy my plate, great. If he doesn't want to do either, well then - at least I tried!

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## Otto The Talking Car

By Sherry Wink with info from Clyde Pace

An excerpt from the Missouri State Highway Patrol Troop F History: "Around October 1961, then Trooper Al Lubker (who would later serve as colonel), acquired a Ford Model A Roadster. To commemorate the Patrol's 30th Anniversary, Trooper. Lubker thought it fitting that Major C. Maurice Parker, an original member who was about to retire, recreate his original patrol route in the Roadster. This same Model A Roadster would become Otto The Talking Car, making its first appearance at the Missouri State Fair in 1969." <https://www.mshp.dps.missouri.gov/MSHPWeb/PatrolDivisions/TroopHeadquarters/TroopF/documents/TroopF-History.pdf>

Per other history documents, "Otto featured a fiberglass face and a large trooper hat mounted on its radiator. He not only could speak (thanks to help from the safety officers), but could blink his eyes, blow smoke from under his hat, blow his own horn, move his front wheels, open his own door, and clean his own windshield with his wiper blades. Missouri State Fair continuously since his debut!



A picture provided by Clyde Pace from the State Fair several years ago. Sergeant Gary Baker (Ret) with Otto.

One memory I ran across stated "My dad took me to see him several times and that car knew my name! I was scared at first but loved him so much!!!" I'm sure many kids over the years have felt the same sense of amazement!

As far as I can tell, Otto has been entertaining and teaching auto safety at the Missouri State Fair since his 1969 debut, and is still a popular feature with today's generation of kids. Check him out on your next visit!



"Otto - The Talking Car", a 1931 Model A Ford Roadster, made his first appearance at the Missouri State Fair in 1969.



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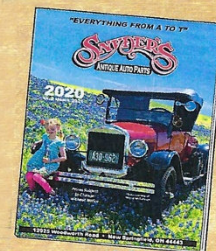
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