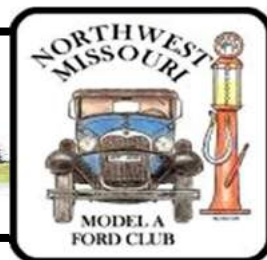




The ROAD RUNNER



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 :	Steve Talley & Loura Cook-Talley
Technical	Walt Jones
Concerns/Calling	Lanell Young
Membership/Public Relations:	Mary Lou Matteson
Merchandising:	Bill Matteson
Raffle	Volunteer Needed!
Newsletter/Webmaster:	Sherry Winkinhofer
Property:	Lonie Hank
Director:	John Harmon
Director:	Bill Skaggs

Birthdays

Kenan Canales	12/06	Bob Martin	12/30
Pat Lawlor	12/06	Mary Anne Jones	12/10
Kimberly Shannon	12/12	Donna Schmitt	12/19
Bill Matteson	12/23	Linda Canida	12/28
Steve Talley	12/30		

Anniversaries

John & Jody Layne	12/04
Gary & Rosemary Smith	12/19
Ray & Brenda Meyer	12/24

Monthly Meeting

NO REGULAR MEETING IN DECEMBER CHRISTMAS PARTY 12/12

Board Meeting

December 16, 2021

**The 3rd Thursday of each month,
7:00 PM, Woodneath Library Center
8900 NE Flintlock Rd, Kansas City, MO 64157**

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 Vivian Rd
Kansas City, Mo. 64119



President's Comments:

And another year is about to come to a close. As the thermometer starts to head down, I hope you all have your cars prepared for storage and springs arrival. I've been your President now for two years. Hope I haven't been a disappointment. Though I have made my mistakes and learned from them, I would like to take time to apologize to anyone that it may have stressed.

With Larry coming in as your new President for 2022, please give him all your support. I've worked with him for two years and I know he knows a great deal more than what I did when I started. I believe one of the hardest part of this job has been writing this column. But like every issue, once I get going, it seems the B.S. starts flowing. I hope everyone had a great Thanksgiving and wish to see as many as I can at our Christmas party this year at The Arley Barn. I know Loura has been working hard to put it all together and she has done a great job this year with all else she has done.

Now I need to take this time to thank all my officers and directors who have helped me these past two years. You all have been a great team! So, much success to Larry and our club, you all are the best of Friends! For the last time

Your President
Junior Blakley

I don't know how to act my age—I've never been this age before!

Editor's Comments:

And so another year of newsletter is coming to an end! If my courting is right, this is the last issue of my fourteenth year of being your editor! Wow, you'd think I'd have run out of ideas by now! But, no, there are still plenty of things to write about and history to ferret out. We've had fewer activities due to Covid, but I think I've done ok the last two years of keeping the newsletter full of interesting stuff. At least I haven't heard any complaints as yet. I always appreciate the members who take the time to write a story or send me pictures of events and activities, or send an interesting article to share. This newsletter is always the better for having multiple sources! Remember, if it interests you, it will probably interest other members, so pass it along and I'll share it!

My granddaughter is almost three now, and I think I'm doing something right. She loves to ride in Grandma's green car, and will often bring me a hat and ask to go for a ride. It's shame to have to put it away for the winter, but she'll be ready for that next ride in the spring!



Happy A'ing

Sherry Wink, Editor

NORTHWEST MO. MODEL A FORD CLUB MEETING
American Legion Hall Smithville, Missouri
November 1, 2021

The meeting was called to order at 7:05pm by President Junior Blakley followed by the Pledge of Allegiance. Junior called upon Larry Harding in regard to the 2022 Membership board election. Larry stated that there was 32 members present which made a quorum for voting. The voting will be by a show of hands. Larry started with the President's nomination of Larry Harding, with no other nominations. A vote was taken with 27 votes in favor. Next was for Vice President nomination of Jody Layne, with no other nominations. A vote was taken with 27 votes in favor. Rosemary Smith was nominated for Secretary, no other nominees, 27 votes in favor. Dave Silvers nominated as Treasurer, with no other nominations. Vote was 27 in favor. All elected positions were filled.

Motion to close the voting was made by Jody Layne, seconded by John Layne.

The new board for 2022 stands as follows:

President:	Larry Harding
Vice-President:	Jody Layne
Secretary:	Rosemary Smith
Treasury:	Dave Silvers

The following members have agreed to fill the appointed Board positions:

Technical:	Walt Jones
Concerns:	Linda Owens
Newsletter/Webmaster:	Sherry Winkinhofer
Director:	Bill Skaggs
Director:	Junior Blakley

The club is still in need of the following positions: Activities/Tours, Membership, Merchandising, Property, and Raffles. PLEASE CONSIDER HELPING OUT. Even a temporary trial would be of help, and who knows, you just might enjoy it. Next on the agenda was the subject of membership dues for 2022, as discussed by the Board of Director at the last Board meeting and detailed in the last Road Runner. The Board was brought a suggestion that due to the difficulties encountered during the last two years due to Covid-19 and the impact on the club, that the club consider waiving 2022 dues for all current members. It was agreed to present this subject to the club to be discussed and voted on. Jody Layne made a motion to accept the Boards proposal to waive the 2022 club dues for all members in good standing for 2021. This was seconded by Lonie Hanks. The floor was opened for discussion. Mary Lou mentioned that there were three members that have paid their dues for 2022, that will have to refunded. It was suggested that the board will discuss the different options at the November board meeting and include the 2022 board members in the meeting. With the motion on the floor to accept the club waiving 2022 dues for the members in good standing in 2021, a vote by show of hands was taken, with 23 voting yes, and 4 voting no, out of the total of 32 members present.

SECRETARY - Jody Layne asked for any addition or correction to the minutes posted in the newsletter. The minutes stand as printed in the newsletter. Motion was made and carried.

TREASURY - Dave Silvers reported the starting balance of \$13,055.61. Checking balance \$3,029.90, savings balance \$10,025.71. Income \$35.00 and interest .21. Checking balance \$3,064.90, savings \$10,025.92, for an ending total for October of \$13,090.82. With no changes or corrections, John Layne motioned to accept his report as read and Myron Schmitt seconded it.

ACTIVITIES/TOURS - Loura has a ladies luncheon planned for November 11. A Veterans Day parade is scheduled at the Veteran's Home in Cameron on November 11, sign-up sheets on the back table. The Christmas party is December 12, meet at 112:30, dinner at 1:00 with socializing following. Tickets \$25.00 per person. Sign-up sheet on the back table, please indicate choice of meat. Club members to bring desserts. Check the Road Runner for all information.

TECHNICAL - Walt reported there will be a garage day on Saturday November 6 at 9:00am in Chili's garage. Topic of discussion will be electrical and gas tank installation. Coffee and donuts will be on hand.

CONCERNS/CALLING - Lanell reported that Jody Layne is walking with a cane, having issues with her back and legs. Larry Harding is having equilibrium issues. Terry Richardson had heart surgery this year and is doing much better. Donna Martin is recovering from a recent surgery. Our members can really use some encouragement from their fellow club members. We send our encouragements for a safe & speedy recovery.

MEMBERSHIP – Mary Lou reported there were thirty-two members in attendance.

MERCHANDISE: Bill advised he had sweatshirts, long sleeve shirts, jackets for sale for the cold days and months ahead.

NEWSLETTER – Sherry was not in attendance.

PROPERTIES – No report

DIRECTORS - Nothing to report

With no other business to report, Myron Schmitt made a motion to adjourn, John Layne seconded it.

Submitted by Jody Layne, Secretary

Activities

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

December 4th—Garage Day at Terry's

9:30 am, lunch at Country Café
Taking a transmission apart!

December 9th—Ladies Luncheon

See article on page 4 for time and location

December 12th—Christmas Party

See Details on page 2

Save the Date!

April 1-3—MARC Membership Meet

Plymouth Indiana
Contact jdjdmodela@yahoo.com

June 2nd-7th—Regional Convention

Hosted by Plain Ol A's
<https://plainolas.com/regional>

June 12th-17th—MAFCA National

Kerrville TX Check MAFCA.com for more info

If you are planning on joining in on any of the tours or activities, please sign-up at the meeting and include your phone number. You can contact Steve or Loura at (816) 632-1776 Home, Steve (405) 922-6989 cell or Loura (816) 724-3235 cell. That way if an event has to be canceled or has a location or the schedule changed, they will do their best to make sure you are notified!

Presenting the new Board for 2022:

President: Larry Harding
Vice-President: Jody Layne
Secretary: Rosemary Smith
Treasury: Dave Silvers

The other Board positions are appointed by the President and will be announced in January!

Please take a moment and let these new Board members know you appreciate them volunteering their time and energy for the good of the club! And let the departing member know they were appreciated also for the years of service they provided!

No dues for 2022 for 2021 members in good standing!

As voted on and passed at the November 2021 general meeting, dues for 2022 will be waived for all members who were paid members for the 2021 year.

The hope is that this step will help in member retention during the struggles of these Covid times. The current health issues have prevented the club from being as active as might be wished. One more year as a member gives the club time to recover from the challenges and get back on a fun track! Stick with us and know that the club is working on making the upcoming year a fun and active one!



Sunshine/Concerns



Lanell Young is our new Sunshine/Concerns lady! If you know anybody in need of a card or phone call, please let Lanell know at (816) 519-3936 or lanellson2@gmail.com

AMERICAN LEGION
U.S.M.C. NAVY
ARMY U.S.A.F.
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>



*Don't forget the Christmas party
on December 12th!*

Great food, even better company!



Arley Barley Barn, 16600 County Road C,
Kearney MO (on State Road C two miles north
of Hwy 92; and/or 1/2 mile South of the
Arley Methodist Church).

We will be gathering at 12:30, with the meal served at 1:00.

Please consider wearing your best vintage outfit to show off your Model A spirit! There will be lots of fun, and some great food!

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: nwmomodelaforclub@gmail.com
Publications: nwmomodelaforclub@gmail.com
816-519-2630

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

Visit **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:

nwmomodelaforclub@gmail.com

From A-Z Model A Parts, to our Model A customers:

After 13.5 years, we have decided to sell the Model A parts business to a family member. Ron turned 80 this year and is beginning to slow down. I am running my personal business with Russel and the time has come for Ron and I to focus on our personal projects. We've met many great customers and friends. Although it may be a different owner, their mission for Model A'ing remains the same.

As of November 1, 2021 A-Z Model A Parts will be up and running by Ron's nephew, Dean Kester and his wife Libby. The business will be located in Stockton, KS which is 25 miles south of Glade. Ron and I will be working with Dean and Libby to help get them started in the Model A business. Dean has grown up around cars his entire life and has been selling car parts for the past 21 years. He currently builds race cars and chassis for all makes and models and puts old cars together. Dean also works at the local CarQuest in Stockton. Dean and Libby have been married for 24 years and have a daughter, Tierney who attends Washburn University majoring in law and drives her own dragster at the drag races. Libby will be the secretary, bookkeeper, and shipper. As a family they attend multiple car shows, swap meets, and drag races.

Dean will be selling from his home location until his new building is finished and at that time he will have a show room floor where the Model A parts business will be located. Dean will also be a dealer for Eckler's full line of makes and models and will continue to sell race car parts, street rod parts, and used parts. He believes that purchasing A-Z Model A Parts will be an asset to his future plans.

Dean would like to let you know that all business will be conducted the same as before. He looks forward to the opportunity to provide you with your Model A needs and projects. You call in your order and he will ship it the cheapest way possible. You can either pay by credit card or by personal check. If multiple people want to order and ship in one order to save costs, that will also remain the same. You will need to provide your credit card information when calling as all current information will be destroyed by A-Z Model A Parts. He plans to attend swap meets and you can call your orders in ahead of time so that he can bring them to the meets. They are currently working on adding inventory but many items are on back order.

Dean's Information: A-Z Model A Parts 808 S. Cypress, Stockton, KS 67669 785-425-8432 Email Orders: kestercustoms@gmail.com

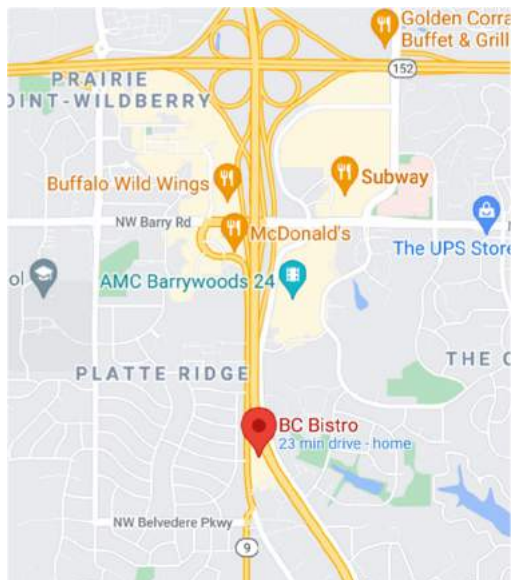
Ron and I would like to thank you for the years of support you have given us. We appreciate the friendships we have made, and hope you will continue to support A-Z Model A Parts. Ron and Jeannette will still be around to answer any Model A questions. Stay healthy, safe, and happy Model A'ing.



The ladies luncheon will take place at BC Bistro, 7749 NW Prairie View Rd, Kansas City, MO (Platte Woods area.) Since we don't have a regular monthly meeting in December to allow for a signup, please call Loura at (816) 632-1776 and let her know you are joining the fun! Meet at the restaurant at 11:30.

To celebrate the holiday season, there will be an optional 'brown bag gift exchange' (limited to \$10 or under) for a little added fun!

Ladies Luncheon—Christmas Party!



From north or east, take 152 toward I-29, take exit 8 for NW Barry Road, turn right. Turn left onto NW Prairie View Road (lights opposite Zona Rosa.) BC Bistro is on the left in a strip mall just before Pizza Shoppe.



From the south, I-29, take exit 6, NW 72nd Street, turn left onto NW 72nd Street, then right onto NW Prairie View Rd. Turn into parking lot after you pass Pizza Shoppe.

Garage Day November 6th at Chili's Garage!

Reported to Sherry Wink

It was a great turnout at Chilis on a crisp Saturday. Walt led a discussion on multiple facets of the Model A. I didn't get a full report of what all was discussed, but the crowd looks quite intent! And I'm sure the lunch following was also enjoyed by all!

Join them for the next Garage Day December 4th at Terry Richardson's, 21815 Woodruff Road, Weston MO 64098. Call Terry at 816-365-0885 if you need any info! He said they will be tearing a transmission apart!



Found in the Volcano View, newsletter of the Volcano A's, Vancouver Washington

Ten Commandments for the Car Collector

1. Thou shalt not store thy cars out-of-doors, except for the wife's modern iron.
2. Thou shalt not covet thy neighbor's car, nor his garage, nor battery charger.
3. Thou shalt not love thy cars more than thy wife and children; as much, but not more
4. Thou shalt not read thy "Restorer" on company time, lest thy employer make it impossible to continue thy car payments.
5. Thy shalt not despise thy neighbors Edsel, nor his DeSoto, nor even his Packard.
6. Thou shalt not allow thy daughters nor thy sons to get married during the holy days of the Old Car Swap Meets.
7. Thou shalt not deceive thy wife into thinking that thee is taking her for a romantic Sunday drive when, indeed, thou art going out to look at another Model A.
8. Thou shalt not tell thy spouse the entire cost of thy latest restoration,
At least not all at the same time.
9. Thou shalt not promise thy wife a new addition to the house and then use it to store cars;
Thou shalt not store Ford parts in the attic.
10. Thou shalt not buy thy wife a floor jack for her birthday.

Two elderly members have worked on old cars together for many years and naturally they have gotten to know each other pretty well.

One day, while working, one guy suddenly looks up at the other and says, "I realize we've known each other for many years, but for the life of me, I just can't bring it to my mind...would you please tell me your name again?"

There was dead silence for a couple of minutes, then the other responds, "How soon do you need to know?"

Salute to Veterans

By Bill Matteson



Five cars from the Northwest Missouri Model A Ford Club took part in the "Salute to Veterans" drive-by parade, November 11 at the Cameron Veteran's Home.

The bright sunny day was matched by the bright smiles and cheerful waves of veterans and staff who came out to greet the long line of vintage cars and their drivers as they saluted the veterans' service to our country.

Parade participants from our club were Lonnie Hank, Mike Owen, Steve Talley, Nelson Young, Bill Matteson and Fred Kiehl. Dr. Kiehl coordinated the event for the Club.



Cloche Hats with Flair and Style

By Diann Eason

One of the iconic images of the Model A era fashion is the cloche hat. Carolyn Reboux, a French milliner, is considered by many as the designer of the felt "helmet shaped" hat in 1923.

Reboux would create the hat by winding a length of felt around a customer's head, shaping, tucking, and cutting until she and the customer were pleased with the final image. Reboux was the first person in fashion design to add a veil to a hat, "swathing the feminine face in a mist". She also started the use of colored veils on hats.

As you peruse era magazines, pictures, and visit antique stores, you will see a variety of adornments on era hats. While the hat coordinated with the main garment, shoes, or purse, the adornment was almost anything that creativity, the time of day, and the season of the year would allow.



Haven 1929



Garbo 1930



Dietrich 1928

The movie industry was influential in hat design. Hats worn by the "silver screen" stars, Greta Garbo, Louise Brooks, Marlene Dietrich, and Carole Lombard created excitement and creative opportunities. Lilly Dache, a French milliner, and an apprentice of Reboux, was a flamboyant immigrant beloved of Americans. She designed for many movie producers. Dache has been described as a homely child with a thin face, strong facial features, and green eyes, with straight red hair framing her face. As a child she started her creative millinery design by twining

grapes in her hair and made hats out of the leaves.

Fall and winter hats might have a felt flower, a metal buckle from a worn out shoe, grosgrain ribbons, matching fabric attached in an interesting design, beads, velvet ribbons, feathers, and buttons.



Spring and summer hats allowed for the use of softer fabric flowers, cellophane flowers, beads, netting, embroidered flowers and designs, and straw braid.

An adornment for a hat mirrored the owner's personality, adding a bit of society flare, or sparkle in the light of the moon with the use of rhinestones. Adorning your hat made you stand out in a crowd and gave you a style all your own.

As you shop for your new era hat, keep in mind you may change the adornment to suit your fancy, your ensemble, or the celebration. Have fun, be creative, and wear your hat with the grace of a Model A Era woman adorned with a fabulous adornment accent to suit your personality. *—Find the original article and other great fashion articles at MAFCA.com*

This recipe is from a 1930 New Movie magazine, from a column that promoted the recipes of various popular stars. This recipe came from Nancy Carroll, a Paramount star. At least the magazine admits that movies stars do not boast about doing their own cooking, but that they did like to select and supervise their menus and "they have a very feminine fondness for taking over the kitchen to prepare special dishes for an afternoon tea or a midnight supper."

Egg Chasseur



2 shallots	1 Tbs butter
6 large mushroom caps	1/2 cup chicken stock
1/2 tsp salt	Few grains pepper
8 French poached eggs	Few grains cayenne
4 Tbs cream	
2 Tbs grated Parmesan cheese	

Chop the shallots in fine pieces and cook in butter, stirring constantly three minutes.

Add mushroom caps, peeled and chopped, and cook five minutes. Add stock, salt, pepper, and cayenne. Bring to the boiling point and let simmer ten minutes. Turn into a shallow, buttered baking dish and place on sauce, the French poached eggs. Pour cream over, sprinkle with cheese and let stand in oven until the cheese has melted.

French poached eggs are made by adding 1 Tbs wine vinegar to the water used

Brands We Still Know By Sherry Wink

In 1930, the Gelb family traveled to Europe, specifically in search of a business opportunity to help recoup their recent losses from the ongoing depression. Joan Gelb noticed the ladies looking younger than most Americans of the same age. She soon discovered it was because of hair dye, an uncommon practice back then. The husband wife team tracked down the inventor of this new product that produced a softer, more natural color than the current products on the market. The original name was "Kleinol," which they changed to Clairol (clair means light in French.) They founded their new company Clairol in 1931 in the United States to sell "Instant Clairol Oil Shampoo Tint." The Gelbs originally only bought the rights to sell the product in the United States and Canada, but finally bought the formula outright in 1938.



Early 30s ad

Interesting Note: In 1962, Clairol began an ad campaign stating "Does she...or doesn't she?" in response to the social stigma of dying ones hair. It remains one of the most successful ad campaigns in advertising history.

Model A Mystery Part

What is it?

Do you know?

For "Bragging Rights", Send an email to 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 felt retaining cup washer, used on all years Model A. It goes upside down under the axle to retain the large felt washer. Did you know?



Photo courtesy of Snyder's
Antique Auto Parts

Walt's Old Time Tech Tip

Walt Jones, Tech Director

Found in the newsletter of the Santa Anita A's:

Model A Ford Ignition Diagnostic (revised 2010)

by Tom Endy



Ammeter "Jiggle": Once upon a time I was rolling down the road in Miss Vic, my Model A Ford Victoria A-190, when out of the blue the engine quit. As I coasted to the side of the road I tried to contemplate what had gone wrong. The car is well maintained and therefore there was no reason for this outrage. The problem had to be a lack of spark or a lack of fuel. Nine times out of ten it's usually a lack of spark. Before I climbed out from behind the wheel, I decided to perform a diagnostic test. With the ignition still switched on, I cranked the engine over a few times, not expecting it to start, but intently watching the ammeter. The ammeter needle did a small rain dance, that is it "jiggled" from left to right a couple of notches in each direction as the engine turned over.

A wealth of knowledge: This visual indication provided a wealth of information. I now knew that the battery was alive and well and still attached to the car and that the primary side of the ignition circuit was functional. Functional means that the ignition switch and pop-out cable was not shorted out or open-circuited, the points were opening and closing and were connected to the circuit, the condenser was not shorted out, the primary side of the coil had continuity and was still connected to the battery at one end and to the points at the other end, and Henry's wayward wire that connects the upper distributor plate to the lower distributor plate had not broken or shorted out. Without even getting out of the car, I had ascertained that the primary side of the ignition circuit was working properly.

Under the hood investigation: But since the car wouldn't start, it was time to get out and look under the hood. The problem had to be in the secondary side of the ignition circuit, or it had to be a lack of fuel. When I looked under the hood I found that the high tension wire that plugs into the bottom of the coil had fallen out. I plugged it back in and the engine fired right up. The high tension wire is in the secondary side of the ignition circuit along with the secondary winding of the coil, the distributor cap, the rotor, the copper spark plug wires and the spark plugs themselves. Volumes have been written about the Model A Ford electrical system, and the jiggling ammeter has been mentioned numerous times. But for those folks who aren't electrical types, much of the explanation is meaningless.

Jiggling explanation: What the jiggling ammeter is all about, is that with a properly functioning ignition switched on and the engine turning over (but not running), the points will open and close as the engine rotates. Each time the points close electric current flows through the ammeter causing the needle to move two notches to the left. Each time the points open the needle returns toward the center, but since the needle movement is undamped, it swings past center to about two notches to the right much like pendulum. As engine cranking continues, the ammeter needle appears to jiggle back and forth and it is telling you that all is well in the primary circuit of the ignition.

Catch 22: There is a catch! Not all Model A Fords are wired so that the ammeter will jiggle. The early production cars up until November 1929 were wired such that the ignition primary circuit was not wired with the ammeter in the circuit. There was no jiggling! The later cars were wired with the ammeter in the circuit (Ford Service Bulletin, page 390), and this now provided the desired diagnostic Jiggling. All is not lost though; you can easily convert your non-jiggling Model A Ford to a jiggling version. All you have to do is move one wire.

Determination: First determine which way your car is wired. To do this pull the high tension wire out of the bottom of the coil. Switch the ignition on and crank the engine over. Watch the ammeter needle. If it jiggles, your car is wired to the later configuration. If it does not jiggle, your car is wired to the early configuration. It is an easy matter to convert from the early wiring configuration to the later.

How to convert: Remove the two broken-looking wing nuts on the front cover of the terminal box on the fire wall that a number of wires go to. Remove the cover and locate the small black wire that runs from the coil to the terminal box. On the non-jiggling cars it will be connected to the threaded post that is toward the right side of the car (right as in the passenger's side). Remove this wire and put it on the other threaded post. This one will be on the left side of the car (as in the driver's side). Before you do this, disconnect the battery, or better yet remove the fuse if you have one installed (look for it on the top of the starter). This will prevent an undesired rain of sparks. It's as simple as that; you now have a diagnostic Jiggling Model A Ford.



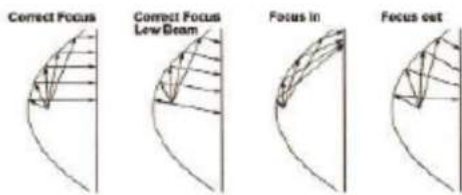
Let There Be Light

By Bob Johnson, MAFCA Judging Standards Committee

As printed in the Restorer March-April 2016

Recently our local club had a garage day to adjust headlights. We had problems with almost every car. Some headlights would not focus no matter where the focus screw was set. Others had low/high beams going left and right and not up and down, Still others would have to be tilted down or the beam of light would shoot into the trees. After the garage day. I decided to research the source of the problems.

To understand the problems, first I had to figure out how the head-lights work, The reflectors focus the light from the bulb into a beam. The shape of the reflector focuses all of light hitting it into a focused beam of light. The bulb is positioned at the focal point of the reflector. The bulb emits light in all directions, Over 50 percent of the light hits the reflector and is focused into the beam. The remainder of the light is unformed and does not contribute much to the beam.



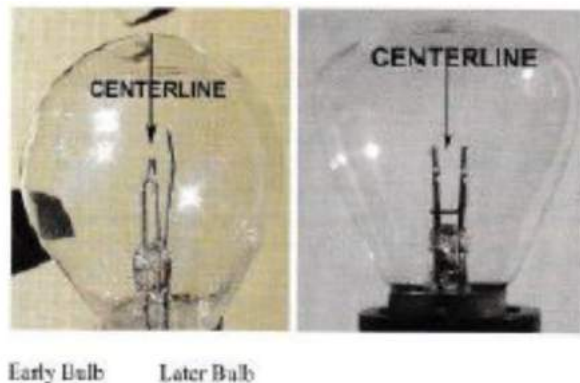
Only the focused light is useful in illuminating the road. The Ford procedure for focusing the headlight has the headlights 25 feet from the target. The focused beam lights up an area of about 9 square feet, 9 feet wide by 1 foot tall. If the bulb was not in a headlight, its light would go in all directions and would evenly light up a 25 foot sphere. The surface area of it 25 foot sphere is 7854 square feet, The area of the focused beam would get a 9/7854 fraction of the light from the bulb. That would be about 0.11% of the light from the bulb. Since the reflector is focusing over 50% of the light on the focused area, the light from the front of the bulb is insignificant.

I thought that high beam meant that the light was higher intensity and low beam meant lower intensity. That is not necessarily true. High/low beam refers to the direction of the beam. The high beam shoots the light beam higher off the ground than the low beam. In the Model A, the high/low beam is determined by where the filament is located in the bulb. The high beam filament is located directly in the centerline of the reflector. The beam of light shoots straight out parallel to the reflector. The low beam filament is located above the centerline of the reflector which projects the light slightly down towards the ground.

To focus the headlight, the bulb is moved in and out with respect to the reflector. Each reflector has a focal point. The beam will be focused when the filament is located at the focal point of the reflector. If the filament (bulb) is too close to the reflector, the beam will reflect towards the edges of the headlight. A filament too far from the reflector will focus the beam toward the center of the headlight. To focus the beam, the screw at the back of the headlight is turned in or out to position the filament at the focal point of the reflector. Focusing should be done using the high beam because the high beam filament is centered vertically in the reflector.



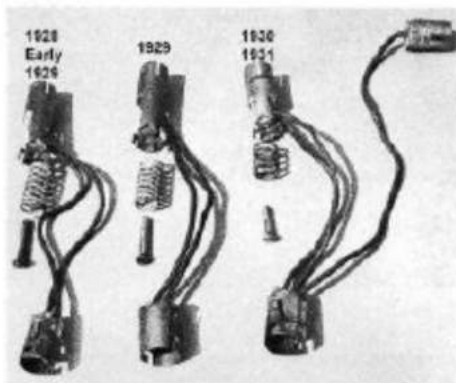
There are many different types of reflectors out there. There are two basic types of original reflectors. The first type of original reflector was the one used from start of production to February 1929, used with the fluted lenses. These headlights had a single bulb with 3cp and 21cp filaments. The 3cp filament was the parking light and the 21cp filament was the single headlight beam. These reflectors had two index slots for the bulb socket orientated at the top and bottom of the socket hole. The hole for the socket was placed in the center of the reflector. In February 1929 the Twolite headlights were introduced. These used the Twolite lenses. Initially they had two bulb sockets, one for the headlight bulb and one for the parking light bulb. When cowl lights were introduced, a reflector with only the headlight socket was used in the cowl light equipped vehicles. Initially the headlight bulb was a 21cp/21cp dual filament, The parking light bulb was a single 6cp bulb. There was only one index slot for the bulb socket and it was located on the side of the socket hole. The hole for the socket was placed 1/16" above the centerline of the reflector.





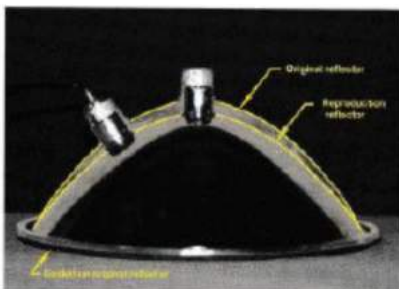
All bulbs should have the filament orientated 90 degrees from the socket pins. If the filaments are parallel to the socket pins, the low/high beams will go left/right instead of up/down. The early bulbs for the fluted lens headlights had the headlight filament centered in the bulb and the parking light filament offset 1/8" above the center line. The bulb for the later reflectors had two

headlight filaments. One filament was 1/16" above the center line of the bulb and the other was 1/16" below the center line of the bulb.



Headlight sockets came in three basic types. The first type was used on the early fluted lens headlights. It had only two wires, one for the headlight and one for the parking light. The plug that connects the headlights to

the wiring harness had a smaller diameter because it only had two wires. The index tab on the headlight socket was located at the top side of the socket. The Twolite headlights required a different socket. There were 3 wires required for Twolite headlights. The plug that connects the headlights to the wiring harness had a larger diameter to accommodate the additional wire. The index tab was located on the side of the socket. The headlight shells for the 1930-1931 vehicles were not as deep front to back as the 1928-1929 shells. Because of this, the length of sockets for the headlight bulbs were shortened. If the car did not have cowl lights, there was a separate parking light socket.



Reproduction reflectors have changed over the years. The first reproductions had the wrong parabolic curve and were shorter front to back than the original reflectors. These

reflectors came with a plastic-chrome, then later, just a chrome reflection surface. Chrome does not reflect the light as well as silver. They also had the socket hole in the center of the reflector. These reflectors require a bulb that has one filament centered in the bulb (high beam) and the other filament (low beam) 1/8" above the center line of the bulb

Since the reflector is shorter front to back than the original reflector, the focus screw and spring are not long enough to focus the beam. A longer screw and spring are needed to allow the bulb to move forward enough to focus the beam. Here is a picture showing the difference between an original reflector and the chrome reflector. The shape of the reproduction reflector is incorrect, resulting in a beam that is not completely focused. Also note that the reproduction reflector is shorter front to back which will require a longer adjusting screw.

The second type of reproduction reflector has the correct shape but the socket hole is centered in the reflector. With these the 1928-Feb 1929 sockets will not work. They require a bulb with one filament (high beam) centered in the bulb and the other filament (low beam) 1/8" above the centerline of the bulb. These reflectors have an aluminized surface that has been coated to prevent tarnishing.

The latest reflectors are made to be exact reproductions of the originals. They have the socket hole offset 1/16" above the centerline of the reflector. These reflectors have an aluminized surface that has been coated to prevent tarnishing. The bulb used in these reflector have filaments with one 1/16" above the center line of the bulb and the other 1/16" below the center line of the bulb.

Here is a table which shows tie combinations of Reflectors. Sockets and blubs that should be used to allow for proper focusing of the headlights. If the wrong socket is used the light beam may not focus regardless of the position of the adjusting screw. If the incorrect bulb is used, the low/high beam may go left to right instead of up and down. The headlights may have to be pointed up or down to get the height of the beam correct.

Reflector	Socket	Bulb
1928-E1929	Long socket tab perpendicular to filaments	Offset filaments. Top filament is parking lights
Late 1929	Long Socket, tab parallel to filaments	Symmetrical filaments
1930-1931	Short Socket, tab parallel to filament	Symmetrical filaments
Chrome Reproduction	As above but must use longer screw and spring	Offset filaments. Top filament is low beam
New Reproduction	Same as original	Offset filaments. Top filament is low beam
New Bratton Reproduction	Same as original. Not for 1928-E1929	Symmetrical filaments



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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 : New fuel gauge kit, new stop light switch, timing gear, front motor mount, two intake manifolds, quail radiator cap.

Contact Joe Lamb (515) 289-4437 (CIMA 12/21)

For Sale: 1931 model A Ford Tudor. dual side mounted spares and trunk. Less than 500 miles on restoration . Excellent paint and interior \$ 18,500.

Contact: Lance at 816-803-5271

(NWMO 07/21)



For Sale: High performance engine, too many special details to list .

Contact: John Osborn 816-809-5713 (NWMO 08/21)

For Sale: Camelot. \$18000 with 2783 miles. Factory built car. Lots of changes to emulate Model A closer including radiator shell to eliminate yellow side lights, painted screen black and installed rock guard. Replaced head light bar and headlights with '28-'29 repros. Replaced front and rear bumper attachments. Replaced taillights. Manual transmission. NOS Shay wheels powder coated black.

Contact: Frank Kelly 816-578-4070 or fkelly@comcast.net

(NWMO 08/21)

Found in the Sullivan Trail A's newsletter:

Want to keep your battery fully charged during periods of non-use? How about using a battery maintainer (also referred to as a battery tender although there are slight differences)? They bring a battery up to a full charge and keep it there without over charging and they also, when charging a battery, monitor the charge rate so as not to damage the battery by using too fast of a rate.



The main difference between a battery charger and a battery maintainer is that a charger applies a constant charge until it's done, which means it needs to be disconnected once the battery has been fully charged.

A battery maintainer, on the other hand, will charge only when the voltage has dropped, so it can be left connected and unattended for much longer periods of time. This makes battery maintainers ideal for storing vehicles for long periods of time. There are many manufacturers of battery maintainers.

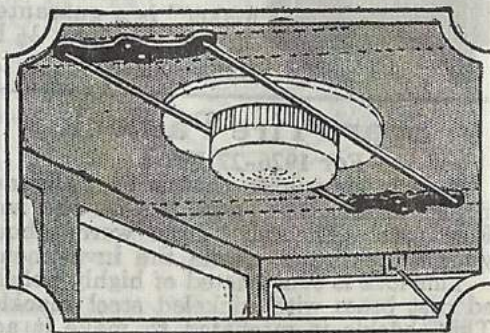


Red clip is ground,
black is power
No need to connect
directly to car battery

This is but one type of charger/maintainer

Leonard Auto Hat Carrier

Everyone at some time or other has wished 'or a place to hang their hat while driving. The Leonard hat hanger enables you to hang your hat where it will not blow out of the car, get dirty or mashed. Fastens to the top bows



and is always there when you want it. Ship wt, ½ lb.
B791—Leonard Auto Hat Carrier.....**50**

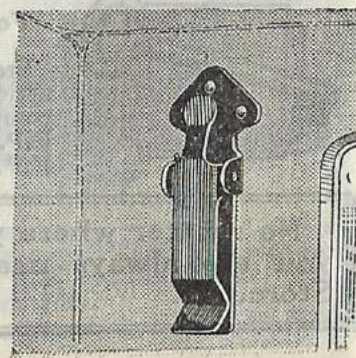
Handy Hat Hanger

This Hanger fastens to the side of the car with three small screws, which are furnished with it.

It is not only suitable for your hat but you can hang your coat and any number of small articles on it.

Ship. weight, about ¼ lb.
B790—Handy Hat

Hanger.....**25**



The Western Auto catalog from 1928 had several options for where to put a gentleman's hat while driving.

One of these probably preventing many a hat getting squashed flat!

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