



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 Winkhofer
Property:	Lonie Hank
Director:	John Harmon
Director:	Bill Skaggs

Birthdays

Judy Ishmael	09/04	Michelle Kelly	09/14
Karen Haber	09/08	Max Stamp	09/20
Jody Layne	09/08	Glenda Dunlop	09/21
Frank Parnell	09/08	Lyman Ridgeway	09/25
Amy Lang-Johnson	09/11	Shan Johnson	09/29
Jim Spawn	09/13		

Anniversaries

Eddie & Marilyn Griggs	09/03
Mike & Darla Hoskins	09/16
Raul & Jeannie Salmon	09/23
Chili & Linda Canida	09/29

Monthly Meeting

Sept 13th meeting!

Note change of date due to holiday!!

Board Meeting

September 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:

Things have been a little different for me this last month. Just got over my experience with what they said was Covid. Did my time in isolation to prevent what might have caused further spreading. Television got boring and the fatigue kept me from doing things I could have been doing. And now that I'm out and about, there are still people that are afraid to be around me. But I assure you all, I'm over it, and not contagious at this point!

This last week, we had our car show in Hamilton. Again, it was nice to get the Model A out so the crowd could view it and ask questions. They are always amazed as I point out the starter (and no, you don't have to crank it), identify the generator, and show them how easy it is to get to the distributor to work on it. A simple car compared to today's! Sometimes it makes you think about that simpler way of life. A lot of old time activities going on at the show brought the past to life. There was the usual sawmilling of logs for lumber, planes to shape that wood, and the threshing of oats which will later be baled into hay. All work powered by steam machines or primitive power supplies. They even had ice cream being made with help of an antique John Deere engine.

But, while driving home from this event, I realized that even though it seemed like a simple, peaceful life, I for one would not want to give up my cell phone, computers, modern car (with A/C!) and all the other modern luxuries we often take for granted. But it's always good to remember the past, just for a while!

Happy A'ing!

Junior Blakley, President

Confidence is Silent, Insecurities are Loud.

Editor's Comments:

Just had my tires checked out, and realized I've been driving around with a flat tire as a spare for a year or two. Would my face have been red if I'd had a flat out driving around! Guess I have to get better about checking that tire pressure, when I do the other four. Always something waiting to go "Gotcha!" when you drive a Model A! But this time, I found it before it found me in trouble. It's good to have a routine checklist to run each time before driving, but sometimes I just forget about it. Once day it's going to catch up with me, but hopefully not anytime soon! But I do keep a charged up cell phone and a AAA card in my pocket. I've had to use the AAA card a couple of times, once when my gearshift snapped off, and once for a flat tire. Both times AAA got me back home safely. The flat tire was an easy fix, since I had a good spare (and do again now, blush) but the gearshift problem was a ride home on a flatbed, and a couple of club friends coming to the rescue with repairs. Now, I did have a second time the replacement gearshift also snapped, but that time, someone had a large vise grip, and drove the car home for me, until it could get a 1-piece gearshift this time! I glad to have friends that help keep the Old Ladies (me and the car) on the road!

Happy A'ing

Sherry Wink, Editor

NORTHWEST MO. MODEL A FORD CLUB MEETING
American Legion Hall Smithville, Mo.
August 2, 2021

Meeting was called to order by Vice President Larry Harding at 7:40pm with the pledge of allegiance, Junior Blakley was absent due to illness.

The program for the evening is the Silent Auction.

Vice President: The next month's program will be on vintage fabric for both men & women. It will be presented by the MAFCA Fashion Editor, Sherry Winkinhofer. It will be a very interesting program you won't want to miss. I hear she is booked next at the Model A Museum in Michigan.

Treasury: Report was given by Dave Silvers and was approved as read by Fred Kiehl, seconded by Tony Flieg. Starting balance \$2,749.19 checking, \$10,025.29 savings, income \$200.00 expenses \$256.71, ending balances \$2692.48 checking, \$10,025.29 savings, total balance 12717.77.

Activities/Tours: Loura Cook said the Ladies Luncheon at Garozzo's restaurant had a showing of 7 ladies. It was a delightful afternoon of food. The next luncheon will be on August 12th at Cascone's, bring a friend! A discussion was held regarding the upcoming the garage workshop, and decided to cancel it due to Junior being so sick. The Flower Farm Tour is this Saturday August 14. Please check the newsletter for more events and join in on the fun of touring!

Technical: Walt advised he is working on putting together another garage day.

Concerns/Calling: We wished everyone good health and sang HAPPY BIRTHDAY.

Membership: Mary Lou Matteson reported we had 29 members present.

With no other business to address, we adjourned the meeting at 7:40pm.
And proceeded with our Silent Auction...

MAFFI Newsletter Minute-August 2021

The Board of Trustees at MAFFI are more than excited about this year's Model A Day, September 18th. We think that it will be the biggest and best yet! There will be a Swap Meet, rides around the museum in several different vehicles, a jazz band, seminars, special guest, Wayne Carini of Chasing Classic Cars and of course our beautiful museum with our First Responder Display.

We hope that you will stop and say hello to any of the MAFFI Board Members that you see. We will be the ones in the Yellow Vests wearing a smile!

If you aren't able to make it for Model A Day, remember that the Gilmore Museum complex is open 7 days a week. You are welcome ANY time!



Marsha Quesnel, MAFFI Trustee
clubcontact@maffi.org

Annual Model A Day
Swap Meet
Fashion, Seminars,
Food and Fun!
September 17-18th 2021 9-5pm
The Gilmore Car Museum
6865 W. Hickory Road
Hickory Corners, MI 49060
Join us Saturday Afternoon
A SPECIAL Question & Answer Seminar
Hosted by Wayne Carini
From "Chasing Classic Cars"
For more info 269-615-8719 Jerry Morrissey
For Swap Reservations or Seminar information
Mark Maron 847-302-7900 / Ken Ehrenhofer 630-627-2906



Activities

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

September 9th—Ladies Luncheon

Bravo's Italian 7301 NW 87th St · In Zona Rosa
Meet at 11:30

September 10-12: Tour to Nebraska City

Sold out!

Other September Dates are being reviewed/planned,
But no details available at press time.

Save the Dates!

October 2nd—Smith's Weiner Roast
December 12th—Christmas Party (Note change of date)

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!

September Meeting:

Fashion, Fabric and Fun! Presented by Sherry Winkinhofer This will be a dry run for the Fashion Seminar I'll be giving at the National Model A Museum on September 18th for National Model A Day at the Museum. You can say you saw it first!



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

Ladies Luncheon August 12th

By Loura Cook

There were 8 of us who enjoyed the Ladies Luncheon at Cascone's on August 12th. Our door prize winner was Donna Schmitt. We will be going to Bravo's Italian in Zona Rosa for our September 9th outing.

We will vote on the October restaurant at our luncheon at September's outing. All ladies and guests are invited to join in on the fun. Since I will be on vacation until September 7th, please call Mary Lou Matteson 816-781-4936 if you will be attending the Brazos luncheon on September 9th so we can make our reservation.



Open invite: Visit or participate in the Turner Barn 2nd Annual pre-war antique car show, at 19805 S Moonlight Road, Gardner KS 66030, on October 2nd. The car show is from 10:00 am until 2:00 pm. To participate in the car show, RSVP by September 25th at www.theturnerbarn.com or call 913-558-6945.



While you are there you can buy your pumpkins, gourds, straw bales and decorations. You can also check out the historic Turner Barn. No admission fee!

AMERICAN LEGION
USMC NAVY
ARMY USAF
COAST GUARD

Serving ALL Veterans and
the Community

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>

Remembering
Those Who Served

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: nwmomodelafordclub@gmail.com
Publications: nwmomodelafordclub@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:
nwmomodelafordclub@gmail.com

Flower Farm August 14th

Reported to Sherry Wink

Six Model A's made the trip to St. Joseph to enjoy the Flower Farm Day at Homeplace Farm. There were local artisans and live music, and plenty of farm related activities to enjoy. Everyone agreed it was a great and unique outing!



Silent Auction

Reported to Sherry Wink

The Silent Auction was small but quite successful considering these Covid times! Total raised to date was \$700, with another \$50 pending pickup. Not bad for a small turnout and a delayed event. There were treasures to be found and thanks to generous club members, most found a new home.

Thanks to Loura for all the work on the beautiful Model A quilt, there was quite a fight over that! I understand Larry and Jeanie Harding were the successful bidders in the end. And thanks to all the members who so generously donated the sale items.



A NEW Model A Engine!?

Per a press release, the Burtz 5-Main Model A Block Kit will soon be available. This kit was recently on display at the National MARC convention and is featured in the April 2021 issue of Secrets Magazine.

The engine kit consists of the new 5-main block with dynamically balanced crankshaft and forged connecting rods. More details

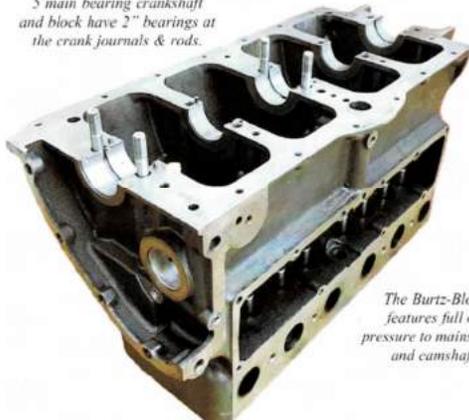


5 main bearing crankshaft and block have 2" bearings at the crank journals & rods.

Rear main cap assembly is designed to hold large diameter modern oil seals.

Modern insert bearings insure

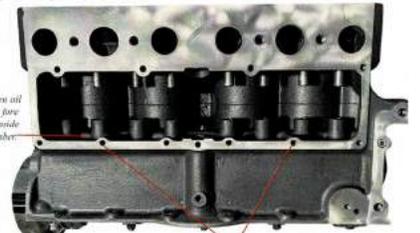
5 main bearing crankshaft and block have 2" bearings at the crank journals & rods.



The Burtz-Block features full oil pressure to mains, rods and camshaft.



The hidden oil line runs fore and aft inside the chamber.



Two of the valve cover bolts are connected to the main oil gallery. A special hollow bolt can be made to supply oil to an oil gauge and/or lubrication to an OCV.

The extra strong rear crank flange accepts your Model A flywheel or the new 30 pound Burtz flywheel shown here.

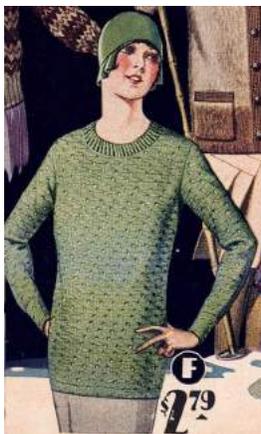


Pullovers Sweaters for Winter

By Sherry Wink

If you are looking for an easy era look for those cool fall days, you can't go wrong with a pullover sweater! Worn by both the men and the ladies, and the children as well, a warm sweater was an essential part of a Model A era wardrobe. Remember, no central heat, and no heater in most cars!

Men, to look accurate, wear a shirt and tie under a pullover. Ladies, these sweaters were worn on their own, but often accessorized with a scarf or a matching hat. Wool, rayon, and cotton were all commonly used in these garments.



M.W. Savage Company
Fall and Winter 1929-1930



National Bellas Hess
Fall and Winter 1931-32



National Bellas Hess Fall
and Winter 1929-1930



Chicago Mail Order Co fall and winter 29-30



Sears Fall and Winter 1931

This recipe is from a 1928 recipe book put out by Frigidaire, to promote the use of their new refrigerators. Before these appliance were available, it was difficult to create dishes that required freezing or very cold refrigeration. A lot of recipe books were soon supplied by all manufacturers!

Biscuit Tortoni

- 1 cup milk
- 1 1/2 cups XX cream
- 3 egg yolks
- 1/8 tsp salt
- 3/4 cup sugar
- 1/2 cup macaroons
- 3 egg whites
- 2 tsp vanilla, sherry wine flavoring
- Or rum extract



Make custard of eggs, milk, and sugar. Cool. In making the custard, heat sugar and milk, add well beaten egg yolks gradually, pour in top of boiler and cook for five minutes, stirring constantly. Remove from fire, pour into mixing bowl, and when partly cools, fold in stiffly beaten egg whites to which salt has been added. Add ground macaroons with sherry wine or flavor desired. Fold in whipped cream and pour into tray or individual cups. Serve with or without whipped cream

Brands We Still Know



Amedeo Obici, an Italian immigrant, moved to Wilkes-Barre, Pennsylvania in the early 1900s and opened his own fruit stand. Doing well, he then invested in a peanut roaster. In 1906, he partnered with Mario Peruzzi who had developed a unique method of blanching whole roasted peanuts. Obici believed in focusing on quality and brand recognition. In 1908 the company incorporated as Planters Nut and Chocolate Company. In 1913, the company moved to Suffolk Virginia to open a production facility. In 1926, the company held a design contest which was won by a young schoolboy named Antonio Gentile, with a drawing of the now iconic "Mr. Peanut." A company artist modified the drawing, adding the monocle, top hat, and cane. Mr. Peanut became one of the most well known company logo and mascot in advertising history.

1929 Catalog Cover

Note: Mr. Peanut's official name is Bartholomew Richard Fitzgerald-Smythe.

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

Small king pin felt. This is jammed inside the spindle bolt, and the front brake operating pin goes down through the middle of it. Did you know?



Photo courtesy of Snyder's
Antique Auto Parts

Walt's Old Time Tech Tip

Walt Jones, Tech Director

As read in the August 2021 "The Quail Tale," official newsletter of the Dallas Model A Club:

How the Phillips Screwdriver Took Over America

The Robertson screw is better in multiple ways, but Henry Ford sealed its fate in the U.S.



Phillips Head

The history of the screw, and by inevitable implication, the screwdriver, is complicated. In *One Good Turn: A Natural History of the Screwdriver and the Screw*, Witold Rybczynski, professor of urbanism at the University of Pennsylvania, traces the metal fasteners to the 15th century, though it wasn't until the early 18th century that the screw became common. Around then, gunsmiths developed purpose-built tournevis (French for "screwdriver") for use in the intricate workings of early firearms. A century later, when screws could be mass-produced, factories cranked out accompanying screwdrivers.

According to the American Society of Mechanical Engineers, toolmaker Joseph Whitworth devised Britain's first standardized screw in 1841. American engineer William Sellers did the same for his country in 1864. Standardized screw heads and screwdrivers emerged later.

Early screws used either a slotted head or some sort of square or octagonal drive. As screw production increased, slotted drives became standard. But if you've ever cammed (slipped) a screw-head slot, you know why it's not the only design.

Enter Peter Lyburner Robertson. The official history from the Robertson Screw Company says that Robertson, a Canadian inventor and industrialist, cut himself when the blade slipped during a demonstration of a new spring-loaded screw-driver, forcing an epiphany that the world needed a new type of screw. Robertson designed a fastener that featured a square socket tapering towards a truncated pyramidal bottom, winning a Canadian patent for his work in 1907. It's a brilliant design—Robertson screws won't easily cam out, and the socket shape helps center the screwdriver, making one-handed operation easy.

The Robertson was perfect for the burgeoning auto industry. Ford began using it to assemble Model Ts at its Windsor, Ontario plant, where the screw's time-saving qualities reduced costs by a significant \$2.60 per car. But unless you're Canadian, there's a good chance you've never heard of Robertson screws.

That's because Henry Ford wanted to use Robertson's in all of his plants, and he wanted more control over how they were made. Robertson, by most accounts a stubborn man, wouldn't agree. No deal was struck, and the Canadian lost an important part of his business.

Meanwhile, other engineers worked on their own types of screw heads. According to Rybczynski, the one that stuck came from inventor John P. Thompson and businessman Henry F. Phillips. A Phillips screw offers many of the benefits of a Robertson and can be driven by a traditional slotted screwdriver in a pinch.



Robertson

Phillips licensed his design to the giant American Screw Company, which got General Motors to use the screw in the 1936 Cadillac. Within the decade, almost all automakers were using Phillips screws.

A Phillips is, arguably, not a better screw than a Robertson. Consumer Reports once wrote that "compared with slotted and Phillips -head screwdrivers, the Robertson worked faster, with less cam-out." However, cam-out was good for automakers increasingly relying on automation, as it meant screws wouldn't be over-tightened.

Today the Phillips is the standard, except in Canada, where the Robertson remains popular, and in Japan, which has its own cruciform screw, the Japanese Industrial Standard.

Next time you strip out a Phillips, shake your fist at Henry Ford.



Slotted, Flathead

BY CHRIS PERKINS AUG 31, 2020 from Road & Track

Brakes

The braking system includes four internal expanding service brakes, one on each wheel, and an emergency or parking brake on each rear wheel which is also an expanding brake. This design is made possible by specially developed two in one brake drums on the rear wheels. The four wheel service brakes are operated by the foot brake pedal. The emergency brakes are operated by the emergency brake lever and are entirely separate from the four wheel service brakes. Both sets of brakes are of the mechanically operated design and of simple construction, insuring positive action and highest efficiency at all times.

Adjusting Four Wheel Service Brakes

Make all adjustments with brakes cold. Fully release emergency brake lever.

Raise rear end of car sufficiently to allow wheels to spin free from floor.

Turn adjusting wedge at both rear brakes until the brake drags, then back of the wedge two or three notches or just enough to allow the wheels to revolve without drag.

To insure correct equalization, the same person should check the brake pressure by rotating the wheel. After adjusting rear brakes, adjust the front brakes in the same manner.

If adjustments are correctly made the brakes should operate as follows:

1. Rear brakes should just manage to hold when brake pedal is depressed approximately 1 inch.
2. Depressing pedal about 1/2 inch farther should tighten but not lock rear brakes and cause front brakes to just start to hold.
3. Depressing pedal approximately another 1/2 inch should lock rear wheels and hold the fronts very tightly. With properly adjusted brakes this should not exceed one-half of the total possible pedal movement.
4. When brake pedal is applied with full pressure. rear wheels should slide and fronts should make a heavy impression or road print. which condition is obtained just before sliding.

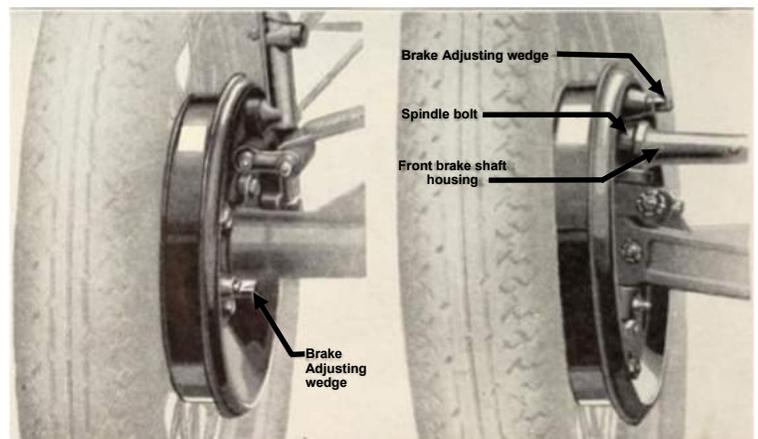
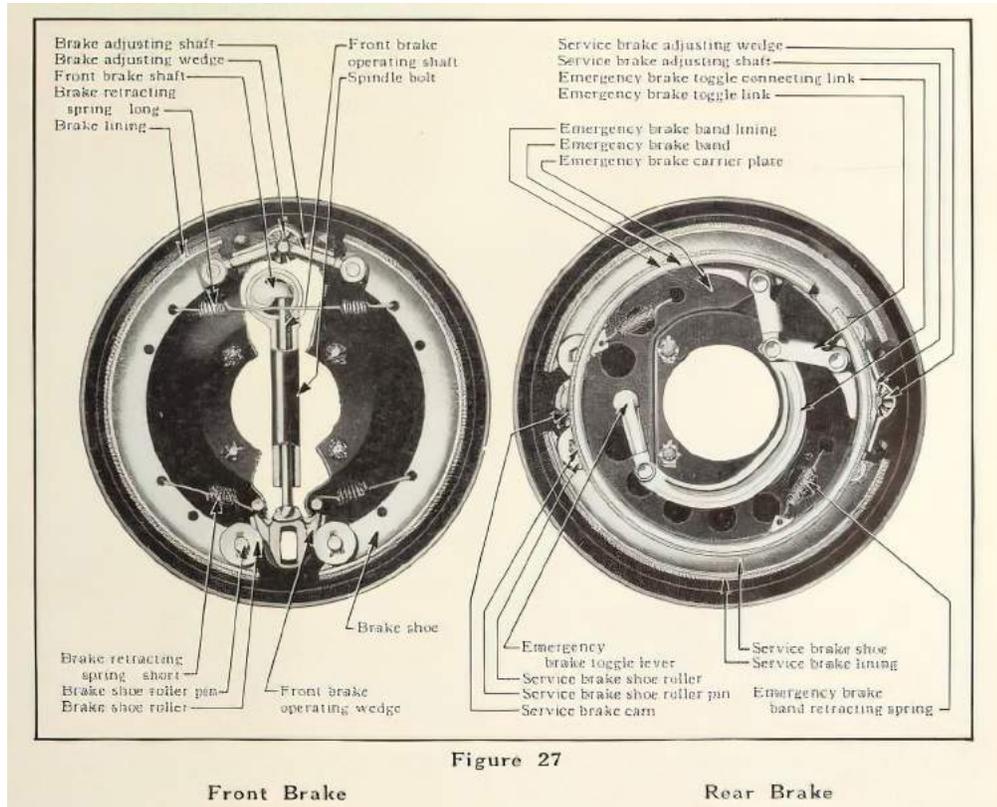
When all of the adjustment on the adjusting wedges is used up, it will be necessary to reline the brake. When this becomes necessary we suggest you take your car to an authorized Ford dealer. They are provided with special relining equipment.

Adjusting Emergency Brakes

The emergency brake requires little attention from an adjustment or service standpoint. and with ordinary care will last indefinitely. Only when the band linings become excessively worn, permitting the emergency brake lever to come back to the extreme rearward position, will adjustment be required for wear. When this occurs adjustment can be easily made as follows:

1. Fully release emergency brake lever.
2. Remove rod that connects emergency brake lever to cross shaft center lever.
3. Next replace the rod inserting it through hole in center cross member and connecting the rod to the cross shaft center lever through UPPER hole in lever.

Never adjust for wear by shortening the pull rods.



The Model 'A' Ford Clutch.

Your clutch will be one of two types.

1. The Multiplate Clutch.

If your car is manufactured in 1928, it could be fitted with a multiplate clutch. A good working multiplate is worth its weight in gold. Teeth should be square and the inside of the flywheel not too badly grooved where the plate teeth engage. All the later cars until the end of production were fitted with a single plate clutch. Each clutch type takes its own special flywheel, as pictured below.



2. The Single Plate Clutch. Pictured above right.

The single plate clutch is the more common and preferred clutch by many drivers, although those with a good multiplate would strenuously disagree.

Clutch adjustment. Both types of clutches are adjusted in a similar manner to obtain 1" of clutch pedal free play.



Clutch pedal to release shaft arm rod. A-7521-B. This is where your pedal travel is adjusted.

With the inspection plate removed, and by moving the clutch pedal by hand, movement between the thrust bearing and the fingers is evident.



Single plate clutch

Clutch Adjustment.

Remove the split pin coupling the arm from the bellhousing to release shaft arm rod A-7521-B. Wind the arm up or down until there is 1" free-play in the pedal. Test the pedal with your hand. The pedal travel must have the correct free play before the throw out bearing touches the fingers on the pressure plate, or thrust bearing on a multiplate. With the inspection plate removed, this is quite visible. Don't forget to re pin the trunnion rod when finished.

Gear Changing.

Take your time, push in the clutch pedal and wait a short time before trying to change gear. Take your time between up-shifts. The gears have to engage at the right speed. Downshifts will require double-clutching until you learn how high the engine speed needs to be for a clean change. It is not hard.

All it takes is time and practice.

Traveling in a Model 'A' you have all the time in the world to drive your car as it was intended, and to watch the scenery slowly slip by.

Clutch Thrust Slide Lubrication.

From under the floor boards remove the bellhousing inspection cover. The grease nipple is right in front of you. Grease sparingly.

Clutch Do's and Don'ts.

When driving, **don't** rest your foot on the clutch pedal.

Don't over grease the clutch slide grease nipple.

Don't have less than 1" of pedal free play.

Don't tamper with any of the clutch plate perimeter nuts or bolts if it is a single plate clutch. Leave it to an expert.

Don't have too much padding under the floor mat, stopping the clutch pedal obtaining its full travel. Gear changing is much easier with the clutch pedal pushed fully 'home'. By doing this the gears mesh correctly, and the gears will last you a lot longer if not forever.

There is only one do. **Do** enjoy your driving experience.



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: 1930 Model A Family Sedan. Runs great, new interior. Black fenders, thorn brown body. New tires. Drives nice. \$16,000
Contact: Jerry Kluver (515) 975-0870 (CIMA 04/21)

For Sale: 1949 Ford Club Coupe. Dark Green. Flat Head V8 with Overdrive. \$9500.
Contact: Doug Smith @ (515) 289-1534. (CIMA 08/21)

For Sale: 1926 Ford Model T original. Good tires, motor and frame numbers match. Always been garaged. Must sell—will take \$8500.
Contact: Gene Klein 913-334-1762 Leave Message (NWMO 06/21)

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: Large amount of Original Model A parts. My Dad passed away in 1998 with a large quantity of Model A parts in his garage in Elkhart, KS. I recently moved those parts to my house in Olathe, KS.
Contact: David Coen (785) 623-3757. or dcoem3@gmail.com (NWMO 06/21)

For Sale: 1931 M. A. Deluxe yellow/beige coupe. very good condition throughout. Rumble seat, brass radiator, luggage rack and trunk, roll down rear window, trip ready: 7000k on motor rebuild. \$12,000
Contact: Jerry Winton (515) 271-6652, Des Moines (CIMA 09/21)

For Sale: High performance engine, too many special details to list.
Contact: John Osborn 816-809-5713 (NWMO 08/21)

Wanted: Looking for an original 1930 Model A title. I spend time during the COVID lockdown building a Model A Speedster and the car is almost ready for the road. Would like to title the car as a Model A. Any model will do and will pay a reasonable price.
Contact: Dick Knapp, 479.586.0070 or LTCKnapp@gmail.com (ICTA 8/21)

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 tail lights. Manual transmission. NOS Shay wheels powder coated black.
Contact: Frank Kelly 816-578-4070 or fkelly@comcast.net (NWMO 08/21)



ADD EFFICIENCY & ECONOMY TO MODEL "A" FORDS

Special Exhaust Relief Valve
 For 1928-29 Fords
 Fits on the curve of the pipe, no need to cut the pipe in two, no welding required. Copper asbestos gasket, molder to fit curve of exhaust pipe, prevents leaks. Valve fits exactly at the bottom of pipe curve, so that all exhaust gas is released. Eliminates practically all back pressure; making your car run cooler, and with more "pep" and power. Entirely silent when closed. Best materials and workmanship. Complete with control (see illustration below), which clamps to the steering post bracket; wire, spring, clamps and instructions. Ship. wt., 4 lbs.
K8036—Clamp-on Relief Valve for Model A Ford. 1.95

Crank Case Ventilator
 Stops Oil Dilution
 One thing the new Ford lacks to make it mechanically complete—that is this crank case ventilator. Practically all of the more expensive cars have a system to remove water vapors, gasoline and oil fumes from the inside of the motor. Consists of a special cap that locks on in place of the regular oil filler cap. The new cap is attached to a length of flexible metal tubing that extends down and back. Section, caused by the forward movement of the car, creates a vacuum that removes all fumes from the motor, carrying them away underneath the car. No moving parts, nothing to wear out. Eliminates the cause of oil dilution, oil lasts twice as long, less wear on all moving parts of the motor. Very simple, can be installed in 15 minutes. Full instructions. Ship. wt., 1½ lbs.
C6995—Crank Case Breather for 1928-29 Ford. 1.45

Air Cleaner
 Keeps dust, bugs, etc. from clogging up the carburetor and getting into the motor and causing excessive wear. No moving parts, nothing to get out of order, and easily cleanable. Ship. wt., 10 oz.
A5183—Air Cleaner for Model A Fords. .95

Dash Oil Gauge for 1928-29 Fords
 Many engineers think that when the new 1928-29, Ford was equipped with pressure lubrication, a mistake was made in not providing a gauge (like every other car) to keep the driver informed as to whether or not the oil system was working properly. Our Gauge provides for this. Constructed like the precision oil gauge used on all high grade cars and trucks, with dual black dial and nickel rim; and fits in perfectly with the instrument panel, becoming a part of the panel, rigid and with no possibility of rattling or coming loose. Installation is simple and easy—no drilling of engine or panel required. Directions furnished with each gauge.
C5581—Oil Pressure Gauge for all 1928-29 Model A Ford cars and Model AA Ford Trucks (Wt., 1 lb.) Complete. 1.65
C5585—Genuine Milwaukee Oil gauge for 1928-29 Fords. Especially adapted for use in climates that have cold weather. Has a special by-pass that prevents congealed oil breaking the gauge. 2.95

Water Pump Spanner Wrench
 A special tool is required to tighten the water pump pack nut on the 1928-29 Ford. Keep the pack nut tight and save wear on the pump bearings. Our spanner wrench does the job easily. Ship. wt., 8 oz.
S6284—Water Pump Wrench 1928-29 Ford. 24¢

Replacement Gas Line
 Complete gasoline line, with all fittings in place, for replacing leaking or cracked line between sediment bulb and carburetor on all 1928-29 Ford Cars. Ship. Wt., 1 lb.
D6071—Gasoline Line for Model A Ford. 35¢

Steering Post Starter
 FOR MODEL A FORDS
 You know how inconvenient it is to reach (with your foot) the regular starting button on model A Ford; and especially the difficulty of starting your motor when it "stalls" on a hill. This steering post Starter Button overcomes both these troubles. A special bolt replaces the regular bolt in the steering neck brace and holds the nickel-plated button (as illustrated) close to your left hand. A pull of the button starts your motor. Easy to operate. Does not interfere with regular foot starting button. Well made, carefully tested. No complicated parts; nothing to rattle, come loose or wear out. Easy to install—no cutting, drilling, or fitting and no electrical connections. Ship. wt., 1 lb.
G7046—Steering Post Starter Button Model A Fords .68

Brake Lining Set
 Cut to proper length and with holes punched. Best quality "woven-c o m-pressed" lining exactly the right size and thickness and cut to the proper length, with all necessary holes drilled and counter sunk, making the relining and adjusting of Ford Model A brakes a quick, easy job. Counter-sunk holes prevent rivets from cutting the drum. The set consists of 4 pieces of lining for either the front or rear wheels. Rivets included. Ship. wt., 2 lbs.
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