



The ROAD RUNNER



MAFCA Chapter

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

MARC Region

Officers

President:	Larry Harding
Vice President:	Jody Layne
Secretary:	Vacant—Volunteer needed!
Treasurer:	David Silvers
Activities/Tours :	Jeanne Harding
Technical	Walt Jones
Concerns/Calling	Linda Owens
Membership/Public Relations:	Bob Martin
Merchandising:	Dee Gust
Newsletter/Webmaster:	Sherry Winkinhofer
Property:	Lonie Hank
Director:	Bill Skaggs
Director:	Junior Blakley

Birthdays

Michael Owen	07/08	Mary Sedlacek	07/26
Mary Coffman	07/09	Leland Daise	07/27
Lee Donius	07/12	Fran Wahl	07/27
Sue Flieg	07/14	Sandra Williams	07/27
Gladys Lawson	07/15	Terry Kupka	07/30

Anniversaries

Clarence & Gladys Lawson	07/03
Bill & Mary Lou Matteson	07/11
Kimberly Shannon & Terry Kupka	07/15
Frank & Kay Chrane	07/29
Chuck & Karen Haber	07/31

Monthly Meeting

July

Note: Change of day due to Holiday!

Board Meeting

July 21st

**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

Dairy Queen

8530 N Oak Trafficway, Kansas City, MO 64155

President's Comments:

Hello Model A members:

I don't know where the time goes, but it seems like this year is just starting to float by faster and faster. We're at the halfway point of the year and though I was really hoping to see more of you at the meetings and events, we are still getting a few more each meeting! I know we all get older, things can get harder for us and the days are hotter, but there will never be a better time to get out and have fun with your car and your friends. We've had some good times this year and we're going to have more great times.

As the president, I have asked for every member's help and suggestions to find out what they really want to do in the club. I really appreciate everyone's support in helping me with this and be successful for the club. The board is working really well this year and I can't say enough good about them.

This is supposed to be a club that we all are supposed to have fun and enjoy each other, whether it be on tours, whether it be on committees or whether it is just socializing, which for me is very easy to do. Anyway, let's keep pushing forward and keep the club moving forward. I will continue to work hard in any direction that I can to keep the club together and growing! That is all for now and I wish you all a wonderful Independence Day. And don't forget our meeting will be one week later because the holiday is on the first Monday.

Let's do this!

Larry Harding

In my defense, I was left unsupervised!

Editor's Comments:

The Old Lady is still under the weather. Or I should say, back under the weather. John Harmon had gotten her running, having fished a carburetor screw out of a valve. I pulled her out of Jody's garage to take her to the Olathe Regional, when there was a big "clunk" and just like that, she was out of commission again.

When John H. listened to her later, he said it was a rod about to throw, so it's a good thing I listened to John L. and parked her when I did. The good news is that I bought John Osborn's motor, and it and the Old Lady are both in my brother's shop waiting to be put together.

But June has been busy Model A month even without my car! The first week was spent enjoying the Regional in Olathe. Then a few days at the Beach in Texas for my birthday, and then I spent a week at Kerrville at the National, emersed in fashion judging and events. Home, for one day, and then back to KC to spend a few days giving Model A rides to kids at Shawnee Town 1929. Since the Old Lady was out of commission, Jody happily brought her Camelot and the kids happily took ride after ride! So, quite a busy month, but a satisfying one to say the least! Hope you've had as much Model A'ing time as I have!

Happy A'ing

Sherry Wink, Editor

NORTHWEST MO MODEL A FORD MEETING
American Legion Hall Smithville, Missouri
Monday, June 6, 2022

The meeting was called to order by President Larry Harding. Leslie Gust did the Pledge of Allegiance at 7:10 pm.

PRESIDENT: Larry Harding welcomed the members, including past members who had not attended meetings for quite some time. He reminded the members that we are looking for a Secretary and asked for a volunteer. He reminded everyone of the upcoming events and encouraged members to attend. He played the left-right game, which got some laughs at the story he made up. Everyone seemed to have a good time!

VICE PRESIDENT: Jody Layne was at the Regionals in Olathe and did not attend the meeting. Next month, she will bring the Annual Audit so that the members can vote on it.

SECRETARY: This position is still vacant. Hopefully, we will have the position filled shortly.

TREASURER: Dave Silvers reported for the month of May. The report was approved as read.

ACTIVITIES: Jeanne Harding said that the Fort Osage Tour had been rescheduled for June 11, 2022. She apologized for having to reschedule due to weather a couple of times. The club will have the Lathrop gas station attended from Thursday, June 16 thru Sunday, June 19. The club asked for volunteers to come show off our gas station during the Lathrop event. The Club Picnic is June 25. We hope to see everyone there! On July 4th, we are going to ride in the Parkville 4th of July Parade. Details in the next Road Runner.. The Southwest Mo Model A Club has invited us to an overnight stay on July 22. (waiting for details). And we are all looking forward to the Nebraska Tour – Take 2 trip. The boat is full, however, there are hotel rooms available. Contact Jody Layne for more information.

MERCHANDISE: Dee Gust was not at the meeting, however, Larry Harding reported that they are waiting for the webstore to be set up and get the go ahead from Show Me Logos so we can order new merchandise.

TECHNICAL: Walt Jones was not at the meeting. Chili did not know when they were going to have another Garage Day.

MEMBERSHIP: Bob Martin reported 28 members and one visitor present at the meeting. To date, we have a total of 65 memberships, 114 members and 4 honorary members.

CALLS/CONCERNS: Linda Owen read the birthdays and anniversaries and gave them best wishes.

RAFFLE: The 50/50 raffle took in a total of \$65.00. Pat Lawler was the lucky winner with the grand total of \$32.50!

Myron Schmidt motioned to adjourn the meeting and Tony Fleig seconded the motion. Meeting was adjourned at 7:50 pm.

Acting Secretary: Jeanne Harding

MAFFI Newsletter Minute –June 2022



Model A Days Model A Driving School. Registration for this event has been light so far. Each student will have ample attention and anybody who does sign up should be in for a real treat.

Jerry Morrissey attended the Model T Driving School at the Gilmore on June 9, looking for insight and ideas for the Model A Driving School being offered Friday September 16, 2022, at Model A Days. He came away very excited about parts of their program that had not been discussed for our program. Jerry explained, “The Model T’s took a short drive to learn forward and reverse with each driver. Then they took a longer drive to experience shifting into high gear. Lastly, they finished with a mile long drive along the private road towards Gull Lake utilizing both gears, stopping and turning around. For the Model A’s we can do something similar with a short, medium, and longer drive.”

While nothing is set in cement at this time adding a one-mile scenic drive on a private road in one of the several cars or trucks being offered for the class would be exciting, no matter what your previous driving experience is.

Enrolling in the Model A Driving School is done by registering on-line at [www.maffi.org/ Model A Days/Special Event Registration](http://www.maffi.org/Model%20A%20Days/Special%20Event%20Registration).

Thank you,

Mike DuBreuil, MAFFI, clubcontact@maffi.org

Overheard at the Convention; Know why you see so many Model A’ers traveling with dog? Because when you buy a Ford, they include a new puppy so you don’t have to walk home alone!!



Activities

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

July 4th—Independence Day Parade

Parkville MO, see details below

July 4th—Independence Day Parade

Cameron MO, See details below

July 22—Zink Motors

Appleton Missouri
See details below

September 9th-11th—Nebraska Tour

Plans are being finalized
Stay tuned!

Save the Date:

Christmas Party December 4th

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 Jeanne Harding at 816-726-4101 cell. That way if an event has to be canceled or has a location or a schedule changed, she will do her best to make sure you are notified!

Next Meeting: July 11th (Change of date due to holiday!)



Come have some fun, and learn a few things about your fellow club members you may not have known! You're bound to be for at least a few surprises!

Overnight Trip with Southwest Missouri Model A Ford Club Friday, July 22, 2022

We have been invited to join the Southwest Model A Ford Club on a tour to the Zink Motor Company in Appleton City, MO. It is the oldest Ford dealership in Missouri! We are deciding whether we should drive our cars or trailer them to Clinton.

The hotel that they are using is Fairfield Inn at 506 Kansas Ave, Clinton, MO. Their phone number is 660-790-6188. The price quoted was \$87.00 plus tax. You must mention that you are with the Model A Club to get the price. Please call Jeanne Harding at 816-726-4101 if interested in going on this trip.



Sunshine/Concerns



Linda Owen is our new Sunshine/Concerns lady! If you know anybody in need of a card or phone call, please let Linda know at (816) 532-8686 or blackfencefarm@att.net

Parkville Parade July 4th

Parade line-up will begin at 9:15 a.m. at 63rd Street and Bell Road (63rd Street is behind Price Chopper). To help avoid traffic congestion on 63rd St, all parade vehicles must enter 63rd St. from Bell Road. 63rd St. from Hwy 9 will be blocked off.



The parade will start at 10:00 a.m. Parade participants are allowed to hand out candy and other items to those watching, but **please do NOT toss or throw candy / other items**. Parade participants are not allowed to get in and out of moving vehicles.

For more details or info, contact Jeanne at 816-726-4101.

Cameron Parade July 4th

The fourth annual Cameron Freedom Festival parade is on Monday, July 4th. It begins at 1 p.m. The Parade assembles at CVMS parking lot and down Park Avenue. Contact: Fred Kiehl (913) 231-0239 to join in the fun!

By-Law's Review Committee

The Board has determined that a review of the club's by-laws would be helpful, following the challenges of the last few years. This committee would work best with a combination of long-term and new members. Please consider helping the club with this important process by stepping up to help. Call Bob Martin at 816-591-1802 or email him at martininv@gmail.com to volunteer, or for any questions or concerns you might have!

Deadline for the Next Road Runner

The 20th of the preceding month

Email to swinkinhofer@hotmail.com

Or mail to: Sherry Winkinhofer

PO Box 172

Table Rock NE 68447

Club Contact Information:

President Larry Harding (816) 726-4102

All Officers: nwmomodelfordclub@gmail.com

Publications: nwmomodelfordclub@gmail.com

816-519-2630

Visit www.nwmomodela.com today!

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

NWMO Model A Ford Club
550 S. La Frenz Road
Liberty MO 64068

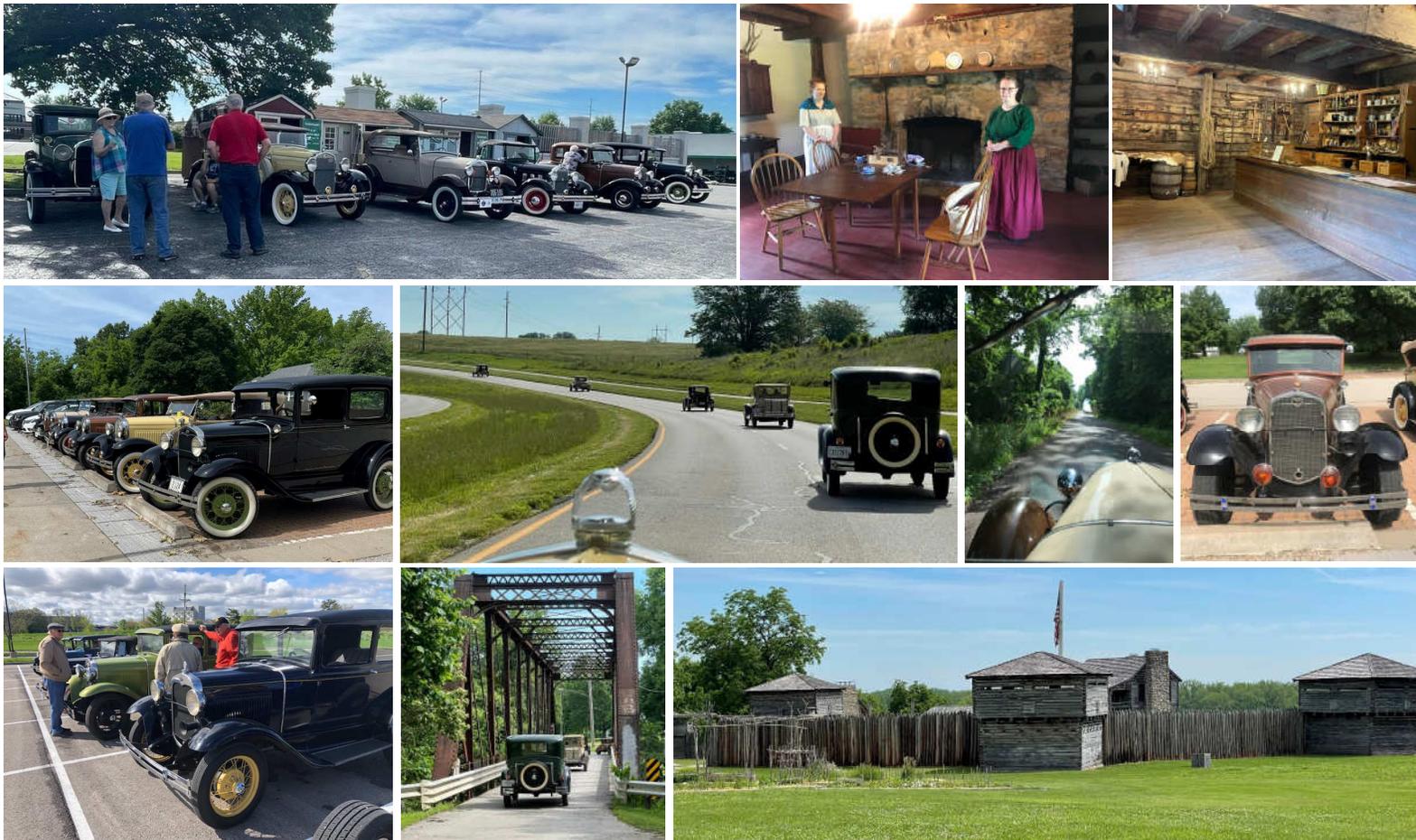
Any articles or notes without a byline are written by your editor.

Fort Osage Tour

Submitted by Jeanne Harding

It was a great scenic tour to Fort Osage! Six cars turned out for some beautiful back roads from Liberty. It was a fun step back into history to see the fort, the house (where we talked with a couple ladies who told us how life was in those times), the troop quarters, the garden, the watch towers and so much more! Thanks to Bill Skaggs and John Harmon for putting this together!

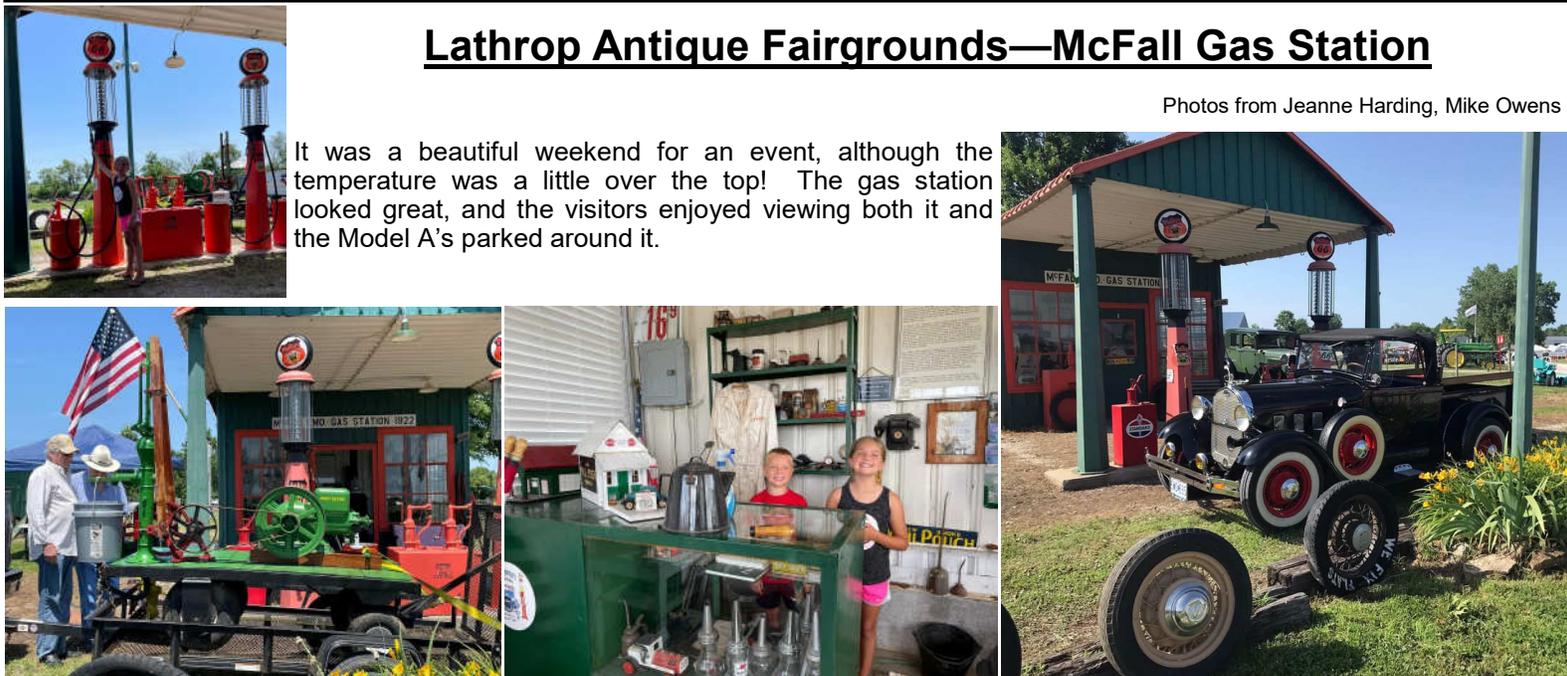
We had lunch at a diner in Buckner. Thanks to everyone who came today!



Lathrop Antique Fairgrounds—McFall Gas Station

Photos from Jeanne Harding, Mike Owens

It was a beautiful weekend for an event, although the temperature was a little over the top! The gas station looked great, and the visitors enjoyed viewing both it and the Model A's parked around it.



Olathe Regional—June 2nd thru 7th

Submitted by Jody Layne

The Plain Ol A's sure know how to put on a great Regional! Although the change to a Thursday-Tuesday format threw us off a few times, everyone that attended had a wonderful time! Their tours included visits to "The House of the Future" a 1950s all electric home, Mahaffie Farm and Stagecoach stop, a bus tour to the WWI museum, with a stop at City Market, and a Grand Tour to Ottawa Kansas, with a stop at the private Read Tractor Museum.

In Ottawa, we enjoyed a BBQ lunch, a visit to the world's oldest operating theater to view the movie "The Great Train Robbery", and then on to the Old Depot Museum. The ladies luncheon featured a talk by Sherry Wink about the Model A home, based on ads from the era! Car Games and a delicious banquet completed the week!



Hill Country Tour—MAFCA National Tour, Kerrville Texas

Submitted by Sherry Wink

I attended the MAFCA National with my sister Shannon and nephew Ethan. We drove my modern car, as the Old Lady is still waiting for her new motor! It was a week full of fun anyhow! I ran into a lot of friends, old and new! I ran into Laura and Steve Talley at breakfast the first morning, but failed to catch sight of them the rest of the week! Considering there were over 300 attendees, I guess that's not surprising! I also ran into Doug and Lura Scott, (former NWMO members) at the welcome party!



This was my first time judging fashion, and it was a unique and fun experience! I'm now ranked as a Senior Judge. I also set up a display of my husband's Grandmother's wedding dress from 1929 as part of an exhibition demonstrating the new display category for fashion judging. I bought a few new vintage items at the fashion market place, and drooled over a few more!



Lura and Doug Scott

Even though I didn't have my "A", we drove the grand tour and got some great pictures! Ethan and my sister spent a lot of time in the swimming pool, and walking around enjoying the 200-plus Model A's that were attending the convention. We also checked out a number of local restaurants, with the Cowboy Steakhouse being the choice for favorite! It was so much fun, I wish more of you could have attended!



Fun vehicles!



Fashion Judges for the Convention



1929 Wedding Dress Display

Bouquets on Bonnets

By Sherry Winkinhofer

The hats and bonnets worn in the Model A era came in a myriad of shapes, colors, and designs. These colorful hats could be decorated with ribbons, beads, pins, feathers, and more! A favorite decorative element often used were flowers or other floral and nature-based designs. Hats with flower trimmings were available in all major catalogs as well as stores and millinery shops.



National Bellas Hess Co
Spring and Summer 1931
plush flowers



National Bellas Hess Co
Spring and Summer 1931
Velvet flowers



The Robert Simpson
Catalog Fall and Winter 1928-29
Velvet orchid



Sears Roebuck and Co Fall and Winter 1928-29
sheer organdy and rayon plush



Sears Roebuck and Co
Fall and Winter 1928-29
Organdy and rayon taffeta

Catalogs such as Sears and Montgomery Wards sold separate flowers and floral collections that could be used freshen up old hats or add to new hats and garments. It seems odd that most of time these catalogs showed them in black and white, but just a few color ads are to be found to help demonstrate the vivid colors that were available.



Sears, Roebuck and Co
Spring and Summer 1928



National Bellas Hess Co Inc
Spring and Summer 1931



The Robert Simpson
Co
Fall and Winter 1928-29

Read the full article on the MAFCA Website at http://www.mafca.com/ef_articles.html and learn how hats and flowers complimented each other during the Model A years!



Robert Simpson catalog
Fall and Winter 1928-29

A yummy sounding pancake recipe found in the 1929 cookbook—*Anyone can Bake*, published by the Royal Baking Powder Co

Buckwheat Cakes

- 1 cup buckwheat flour
- 1 1/4 cups milk 1/2 cup flour
- 3 tsp Royal Baking Powder
- 2 tsp molasses
- 3/4 tsp salt
- 1 Tbsp melted shortening



Sift together flours, baking powder and salt; add molasses and shortening to liquid; combine ingredients and beat well. Bake on hot slightly greased griddle turning only once.

Makes 12 cakes

Brands We Still Know

By Sherry Wink

The brand we know as “Hanes” was founded as two different companies by two brothers. The first, founded by John Wesley Hanes was named Shamrock Knitting Mills in 1900 to make socks for men and children. Shortly after, in 1901, his brother Pleasant H. Hanes opened the P.H. Hanes Knitting Company to make men’s underwear.

The Shamrock Knitting Mills changed their name to “Hanes Hosiery Mills” in 1919 and added women’s hosiery to their production output. In 1929, the company added a focus on women’s apparel. In 1925, the company expanded to include “Hanes Dye & Finishing Company to produce cotton piece goods.

The P.H. Hanes Knitting Company merged with Hanes Hosiery in 1965.

You're contented and cool
in HANES Underwear
but the price doesn't knock you cold!



HANES UNDERWEAR
FOR MEN AND BOYS HANES FOR EVERY MAN

1931 Ad

Model A Mystery Part

What is it?

Do you know?

For "Bragging Rights", Send an email to nwmomodelafordclub@gmail.com
Or to Sherry Winkinhofer
PO Box 172, Table Rock NE 68447



Photo courtesy of Bratton's
Antique Auto Parts

Last Month's Mystery

Part

These are battery box hold down clamps, used from May 1929 until the end of production.

Did you know?!



Photo courtesy of Mike's A-
Fordable
Antique Auto

Walt's Old Time Tech Tip

Walt Jones, Tech Director

Two Helpful Tools

by Tom Endy 2022

Found in the June issue of "The Quail Tale."

A Model A runs better when the battery polarity to the coil is correct. Back in the old days, the polarity was detected with a lead pencil. It was great sport for high school auto shop teachers to demonstrate to the class how it was done, then hand the pencil to the class clown and have him try it.

Today there is a device available that will tell the polarity a lot easier and with little chance of an electric shock. It plugs into the top of the distributor, start the engine and one of two LEDs will be lit indicating correct or incorrect polarity.

If the polarity is incorrect it is a simple matter of swapping the two coil primary wires around. Bratton's sells the device, part number 17140, \$27.95.

I purchased one a number of years ago and at a club function we checked about 20 Model A's and found about half had the polarity reversed and the owners were not even aware of it.

The other handy device indicates the health of the ignition system. What is desired is a strong healthy spark. This device plugs into the top of the distributor the same as the other device.

Start the engine and move the slider inside the device down and observe the spark leaping across the gap. You should be able to move the slider all the way down to the bottom with the engine continuing to run and with a long spark.

Bratton's sells the device, part number 17150, \$19.95. If you think you are not getting spark to the top of the distributor, an easy test is to move the slider down about 1/16 of an inch and hit the starter with the ignition turned on and if you are getting spark you will be able to see it jumping the gap.

A wooden stick is supplied with the device to move the slider. Don't try to do it with anything metal. These are both good tools to have in your traveling tool bag under the seat. A trouble light and a by-pass cable are also good things to have along.



10 Commandments of Safety in Working on Your Model A

by John Castenbader Model "A" News, July August 2016

What you must think about while working on our Model A. Accidents do happen and many are out of our control. Being careful and properly ensuring your safety is the primary consideration while working on your antique. As you get more experienced your chances of being careless can increase. Here are some safety considerations:

1. Hazardous fumes and fluids Since you are working in an environment of gasoline fumes, battery acids, oils, radiator anti freezes be careful not to smoke, generate sparks, get the chemicals onto your skin and into your mouth or eyes. Make sure that the work area is well ventilated. A fire extinguisher nearby would also be a good protection if something ignites.
2. Electrical shocks-When working on electrical parts, use insulated tools, disconnect the battery connections, don't touch or take apart electrical connections like the coil, distributor, lights while the engine is running or electrical circuits are activated.
3. Jacking it up - When jacking up the car make sure that the emergency brake is activated. Don't use a board or wood block between the car and the jack because it has a possibility to slip out and let the car fall.
4. Use jack stands - When you want to crawl under the car ,use jack stands built for more than the car's weight and make sure that they are firmly in place on a level surface. Do not crawl under while the car is running because caustic liquids and vibrations can create hazards.
5. Hot engine & fluids - If the car engine has been running, let it cool before you work on it. Besides hot engine parts, the internal fluids can also be very hot for a longer period of time. Cracks in the engine and leaks in the gaskets and hoses can release fluids harmful to your eyes, nostrils, skin and other body parts. They are also poisonous if swallowed.
6. Tools & sharp objects - Using some tools and working with and/or at sharp objects can cause cuts and bruises. Broken glass is another potential hazard. If that happens have the wound cleaned and protected against infections immediately.
7. No wearables - Wearing jewelry, rings, watches, clothing with loose hanging parts can also cause injuries. Protective glasses will also keep flying objects and caustic fluids out of your eyes.
8. Have a companion - Have someone working with you or standing nearby. If something does happen they can help you and/or call for help if necessary.
9. Recognize your knowledge and skills Know the limits of your knowledge and abilities. Get help from someone with more skills and expertise if what you have to do is beyond those capabilities. Lifting, bending, pulling, twisting, grabbing, crawling underneath can all cause injuries.
10. And finally USE COMMON SENSE. Don't drink alcohol or use medications which limit your mental ability. Stay focused on what you do and hesitate if there is a question on how to proceed. Save the beer for the celebration when it's finished and is working.

Model A Transmission Roller Bearings

By Tom Endy

The Model A kingdom in the last few years has been inundated with extremely poor quality transmission roller bearings. There are two short bearings, part number A-7118-A and one long bearing, part number A-7121-A. Apparently the original manufacturer went out of business and an off-shore manufacturer is now making them under the same part number, but as a completely different design. The original bearing design had an axle at the end of each roller element that fit into a hole in the two end plates. The newly designed roller elements have a recess drilled into each end that fits onto small round mushroom shaped protrusions stamped into the end plates. The recess rides on the protrusion and will wear through it in a very short service life and then the bearing will fail. Just about every Model A supplier is carrying these poor-quality bearings and many are not even aware of the switch. Unless the bearings are examined closely ,it is difficult to tell which are the good quality and which are the poor quality.

The way to tell a good quality bearing is to put your pointer finger down inside the bearing and with your thumb rotate one of the elements. You should be able to easily see the axle end of the element rotating inside the hole in the end plate. The poor-quality bearings do not have holes in the end plates, even though they appear to be holes when viewed from the ends. However, they are not holes, they are merely the inside of the stamped recesses.

Note the protrusion stamped into the end plate at the rear. Note that what appears to be holes in the end plate at the front are not holes, but are the inside of the protrusion. Note the element on the right, there is a recess drilled into each end. The element end was broken during the process of removing it from the bearing.





Phillips Automatic Spark Control

Found at FordGarage.com

This was an original Model A era accessory. It is an automatic spark advance mechanism to take the place of the distributor manual advance lever.

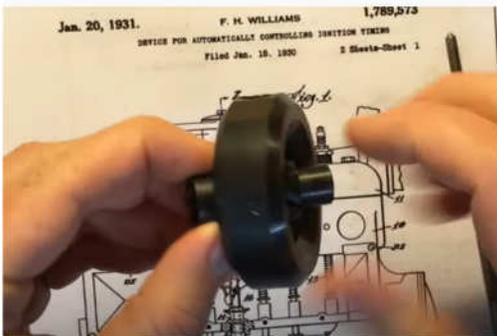
This unit is placed inside the valve chamber in place of the upper distributor shaft and has the effect of automatically changing the distributor spark timing position as a function of engine RPM, making the stock manual advance lever unnecessary.

This unit uses an imbalanced rotating ring which is gimbaled and aligns like a gyroscope as it spins. As the rotating ring aligns in the horizontal

plane, a helix joint between the upper and lower shafts changes the relative angular position of the shafts, thus advancing the upper shaft relative to the lower shaft.

The geometry of the helix mechanically controls the maximum possible advance to about 30 crankshaft degrees, which is more than sufficient.

The stock Model A distributor had 40 crankshaft degrees of possible manual advance designed in, so that the initial timing could be retarded to 0 crankshaft degrees (TDC) for enabling starting with hand cranking, cold weather, and poor fuels.



There is a very interesting video about automatic spark control on YouTube about this subject; Check it out at:

https://www.youtube.com/watch?v=UOdJsi93Hil&ab_channel=alexiskai0

Instructions for Installing Phillips Automatic Spark Control

IMPORTANT:—Oil Distributor Head Shaft NOW and every 500 miles (see oiling chart in Ford Instruction Book, Page 26).

REMOVE

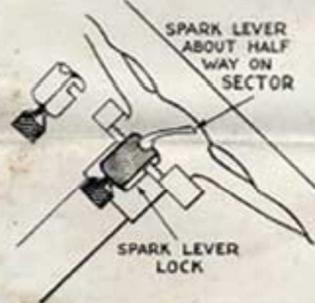
1. Remove nut on cylinder head holding ignition cable clamp.
2. Loosen check nut and unscrew set screw holding ignition unit.
3. Lift ignition unit off. (Do not disconnect cable.)
4. Remove oil pipe. (Be careful of gaskets.)
5. Remove valve cover plate. (Be careful of gasket.)
6. Remove distributor drive shaft and coil spring and discard.

REPLACE

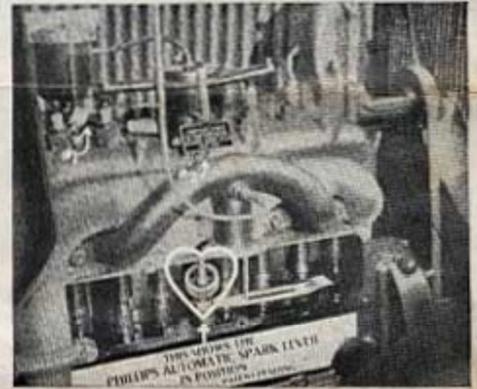
7. Replace coil spring with flat spring supplied with unit (as shown in picture).
8. Place control in position. (Without shaft.)
9. Clean out any of the head gasket that may be in shaft hole.
10. Drop shaft in place through the hole at top of motor.
11. Replace timing ignition unit, turning distributor rotor until slots in drive shaft line up, and timer drops in place, then lock with set screw and check nut.
12. Turn breaker cam with screw driver and be sure that it retards freely. (If it binds check up on short shaft in distributor head or head gasket rubbing on shaft.)
13. Then re-assemble valve plate.

After installing use The Ford "Model A" Instruction Book for timing which is as follows:

1. Fully retard spark lever.
2. Screw out timing pin located in timing gear cover and insert opposite end of pin into opening.

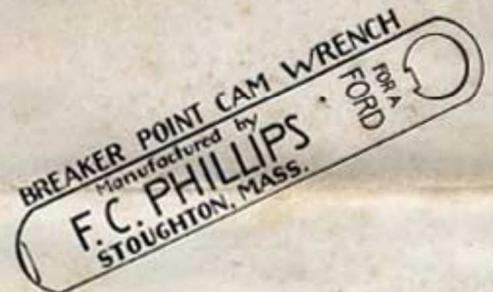


3. With the starting crank turn the engine over slowly, at the same time pressing in firmly on the timing pin. When No. 1 piston reaches the end of the stroke, the timing pin will slip into a small recess in the camshaft gear.
4. With the pin in place, remove the distributor cover and distributor body and lift off rotor.
5. Check gap between breaker contact points and if necessary adjust them to 20/1000 clearance.



U. S. Patent No. 1,799,523

6. Use our special cam wrench on breaker cam. Just loosen locking screw until you can turn cam. Then turn cam in counter clockwise direction, until the breaker points are fully opened, then slowly turn the cam back in a clockwise direction until the points just close. With special cam wrench still on cam, hold cam until locking



screw is tight. This method prevents any backlash in the distributor shaft from affecting the timing.

7. Re-assemble distributor head and start motor. When motor is warm, with throttle and spark lever retarded, adjust carburetor so that it idles evenly. Then advance spark lever to best running position (about half way). See cut showing spark lever in position.

Notice to Driver

While driving car, advance or retard spark lever until best all around performance is obtained, then lock spark lever in position.

(This Spark Control is full automatic, operates in a bath of oil, and is 100% fool proof.)

In future if motor performance deteriorates, look elsewhere for trouble before changing spark lever position.

For good motor performance check breaker points and spark plug points, manifold bolts on engine and carburetor, head bolts and carbon in head.

Manufactured by F. C. PHILLIPS MFG. CO. Stoughton, Mass.



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.

Wanted: Two front fender braces for '28 or '29 model A. Forged or stamped steel OK.
Contact: Bill Magers cell 641-202-3942 Home 641-782-5809. (05/22)

For Sale: Brand new Brookfield Model A pickup bed. Fits all years, never been used. \$1600
Contact: Chili Canida 816-415-4948 (NWMO 02/22)

For Sale: Iowa License Plates various years from 1915,1920, 1921, 1928, 1929, 1956, 1959, 1966. Various Prices \$5 - \$25. - Tan Tire Cover - '30 - 31 with ford patch \$15. 1930 Radiator Shell (no emblem) \$80, - 1948 Tucker Die cast Model 1:18 Scale, Blue \$25, 1/64 slot cars 1940 Ford, 1957 Chevy, 1970 Dodge Vans (blue and silver) \$5 each, Bumper type tow bar and brackets \$75.
Contact: Rick Birkenholtz @ (641) 762-3608 (CIMA Jun)

For Sale: 1931 Deluxe 2 door sedan with original motor with matching numbers on frame and engine block. Car is in pieces and has been for several years. Most original parts off vehicle.
Contact: Chuck Hornback @ dsmaus1962@gmail.com. (CIMA 05/22)

For Sale: Size Large NWMMAC sweatshirt for sale. \$20.00
Contact: Rosemary Smith 660-824-4207

Wanted: 1930 - 31 Model A Cowl and Firewall with gas tank to get restored, chassis in running condition.
Contact: Rick Birkenholtz @ (641) 762-3608 (CIMA 03/22)

For Sale: A gentleman south of Eudora has parts for a 1931 Model A for sale. Jacks -2 ea,1931 Model A license plate frame -3 ea, generator -rebuilt, carburetor, new in boxes and cellophane, Motorcraft spark plugs -4 ea, horn brushes, generator brushes, condensers -new 3 ea, hood latch, miscellaneous ignition parts-plug straps, rotors, caps, distributor body, Rumbleseat bumpers-new in package, points-new 4ea. Rebuilt distributor, wheel lugs-new set, miscellaneous wrenches and books
Contact: Don at 913-961-7158 (POA 4/22)

For Sale: 1929 Model A Roadster for sale. Good solid car. LeBaron Bonney interior and top. New parts added include radiator, front spring, leakless water pump, hoses and lower pipe, steering box, and 6v. alternator. Has Autolite manifold heater. Many sundry items fixed. Various extra parts and literature included. More photos are available and questions are welcome. \$21,000 OBO.



Contact: George Weeks, Pittsburg, KS. 620-249-0870. (NWMO 05/22)

Safety Tip

By Jerry Sund, Highland, Indiana A's

Found in May issue of the Script A News:

Do you have a safety fuse like this installed on your starter motor? If so, take it off and throw it away! All this does is disconnect the battery from the electrical system.

Why is that a problem? Because the Model A generator has no voltage regulator and therefore depends on the battery to maintain correct voltage output. The loss of battery connection will cause generator output voltage to rise as high as 20 volts (and higher amps).

If you have a short in the wiring that blows the fuse while the engine is running and the generator starts putting out 20volts at high amperage, your short is going to get worse! This problem is even worse with an alternator.



To protect your wiring, add an inline fuse at the generator cutout on the light & horn wire only, not on the wire to the terminal box. Also remove the short black wire from the terminal box to the coil and add another inline fuse to replace it.

Keep the short black wire in the car in case you have a problem with the in-line fuse. Put a 5 amp fuse in the coil circuit and a 15 amp fuse in the lights circuit.

If either fuse blows, increase to 7.5 amps for the coil and 20 amps for the lights (or more if running additional lights or equipment).



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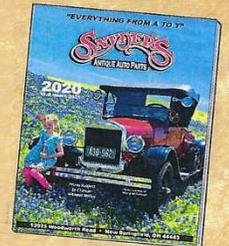
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