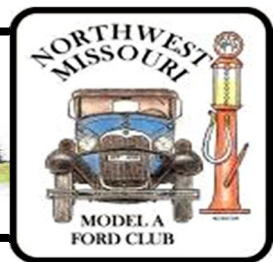




The ROAD RUNNER



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

Mary Coffman	07/09	Gary Harless	07/22
Lee Donius	07/12	Mary Sedlacek	07/26
Sue Flieg	07/14	Leland Daise	07/27
Gladys Lawson	07/15	Fran Wahl	07/27
Danny Baxter	07/17	Sandra Williams	07/27

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 5th Meeting!

Board Meeting

July 15, 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 Vivion Rd
Kansas City, Mo. 64119**

President's Comments:

Wow was it ever hot this week! As you all know, we had temperatures in the 90s and at least one day in the 100s. June is not starting out to be too good of Model A month here in Missouri! But I got the car out and went to the Lathrop show anyhow. I was asked about air conditioning. I just explained it was a 345 AC. Windshield tilted out- 2 windows down, 45 mph. Lathrop had a really great show, you could tell people were ready to get out of the house. There were more tractors than I've ever seen before, and other displays were squeezed in where they could.

Now we Model A's stood our ground at the old gas station and welcomed those who ventured by. Even invited some people to join our club, with a little luck maybe we can gain some members.

Found a Model A tire up at the flea market and another style I didn't have for my collection. There was a Model A fire truck for sale there too. Fortunately I was hearing Liz's voice saying "NO!" in the back of my head.

Steve and Loura were doing such a good job at the station, had to treat them to a cold sarsaparilla. Now by the time you read this, our picnic will be over, and I'm sure, a big success. And I hope all you dads out there had a wonderful Father's Day! Stay safe over the Fourth of July weekend and see you at the meeting on the 5th!

Junior Blakley, President

Editor's Comments:

Here we are June already and I still haven't got to go to any of the club's activities this summer! Doggone it! But sometimes being a Grandma calls for you to make other choices! My daughter had a car wreck last month, and while she is ok, her car was totaled, and so was her daily schedule for a while, with doctor checkups and PT and such. We're just about back to a normal schedule now, and then of course I had to get that dreaded summer cold that caused me to miss the long awaited picnic last weekend. But it's better now, so hopefully I'll make the next event for sure!

It's good to see everyone coming out and doing Model A activities again. And even if my car is not quite on the road, be assured I'm keeping busy with Model A stuff constantly. The Road Runner takes me a few days or so every month, and I still put a quarterly issue of the A-World, MAFCA's newsletter for youth. I'm a member of the MAFCA National Fashion Committee, lots of Zoom meetings there! And this year I started as the Fashion Editor for the Restorer, so that keeps me happily diving in Model A era catalogs looking for my next story. Next month, I'll have the Old Lady out at Shawnee Town 1929 Museum for a few days too! So, there is more than one way to enjoy Model As! Hope you are having as much Model A fun as I am!

Happy A'ing
Sherry Wink, Editor

NORTHWEST MO MODEL A FORD CLUB MEETING
American Legion Hall, Smithville, MO
June 7, 2021 7:00 p.m.

President Junior Blakley called the meeting to order with the pledge of allegiance at 7:00pm

VICE PRESIDENT- Larry Harding introduced the program for the night on "Out Patient Therapy" (PTO), with guest speaker Lisa Mulling. Lisa gave a very interesting & informative discussion on what PTO/OPT is all about and what to expect after someone experiences an injury or long stay in a hospital. I know we all benefited from the program, and we thank you very much.

Secretary - Jody Layne asked for any corrections/changes to the minutes that were posted in the newsletter. With no changes the minutes were approved by John Harmon and seconded by John Layne.

Treasury- Dave Silvers was absent, and his report for the month of May was read by President Junior Blakley. The report for May starting balance \$13,492.28. Checking balance \$3,467.62, savings balance \$10,024.66. Income \$120.21, expenses \$309.09. Ending balance checking \$3,197.53, savings \$10,024.87. Motion to accept was made by Loura Cook and seconded by Tony Flieg. A copy of the report is available upon request. The final 2021 Budget is still being completed by the Board (apologies for the delay) and should be ready to vote on by the members at the next meeting. Larry Harding acknowledge that the budget is going to be in the RED this year, mainly due to a year & a half of COVID pandemic.

Membership – Mary Lou Matteson reported we had 34 members present at the meeting with a total paid membership of 60.

Activity/Tours - Loura Cook reported about the upcoming events. Check the Road Runner for dates & times. Jody reported on the recent Poker Run Tour. Despite the sporadic light rain, there were 6 participating entries, including 2 members from NWMO club, and 4 entries from other local car clubs. Special thanks to Bill Skaggs and Walt Jones who helped map out the tour, and to all the friends, neighbors, fellow club members, and members of other clubs that joined together as volunteers to make this event work. Much appreciation to the American Legion for allowing us to use their facilities and for the meal following the event. It was a unique event, and too bad more members did not attend.

Technical - Walt Jones reported on the 1st garage workshop for this year with 10 members present. He said it went very well.

Concerns & Calling - A very exciting "Thank You! To Lanell Young for stepping up and helping with this position. We had our 1st sing-a-long since COVID for the birthdays and anniversaries that have been missed. Lanell reported Sherry's daughter was in a serious accident but recovering nicely. Loura's daughter was in a critical accident and very seriously injured. Prayers are appreciated. Bill Matteson had some minor health issues but is back on track. Steve Talley is still recovering from his accident. Our thoughts & prayers go out to all of you.

Merchandise - Bill Matteson was absent, Mary Lou reported the club merchandise is still available and for sale.

Raffle - The 50-50 pot reached \$78.00, Danny Baxter won \$39.00. See it pays to come to a meeting once in awhile!

Newsletter - Sherry Winkinhofer was absent, so Jody Layne reported on the tri-fold pamphlet Sherry made up for the club. A couple of members suggested to make the cars colored. A motion was made by John Layne and seconded by Jeannie to have 100 of have them printed and ready for the picnic. The color version will not be ready by time but Sherry is working on the process.

Properties – No report

Director - Bill Skaggs reported that the Poker Run was a great event, that went smoothly despite the rain and low attendance. He acknowledged and expressed appreciation for everyone's efforts and participation.

Director – New Director John Harmon has stepped up to replace Loura Cook as she moves to Co-Tour Director with Steve Talley. This is MUCH appreciated!

Motion was made by Jody Layne and seconded by Jennie Harding to close the meeting.

MAFFI Newsletter Minute-June 2021

Model A Day 2021 is a Go! September 17th & 18th If you have not made your room reservations yet, you need to do this quickly as rooms in the Kalamazoo area are selling out fast. Our host hotel The Four Points Sheraton is **SOLD OUT**. The following are other options: (Please mention "Model A Day" when booking at these listed hotels as they may have a special rate for you.) Any Hotel questions, please contact Suzan O'Neale @ (540)748-0659

Candlewood Suites
3443 Retail Place Drive
Kalamazoo, MI 49048
(269)270-3203
\$114. Per night, no breakfast but full kitchen
The block of rooms reserved for Model A Day closes on August 17th

Holiday Inn Express (across the parking lot from the Sheraton Four Points)
3630 E. Cork St
Kalamazoo, MI 49001-4645
(269)373-0770
\$119 per night

Fairfield Inn & Suites
3303 Retail Place Dr.
Kalamazoo, MI 49048
(269)557-0007
\$129 per night
The block of rooms reserved for Model A Day closes on August 18th

Rustic RV Camping at the Gilmore Campus
Contact: Michelle at (269) 671-5089.
Or mquesnel@gilmorecarmuseum.org
She can email you a form to complete and return.
COST: • \$35 per night for electric site (ONLY 10 Electric Sites available)
• \$25 per night for non-electric site

Marsha Quesnel, MAFFI Trustee clubcontact@maffi.org



Activities

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

July 4th—Independence Day Parade

Parkville MO See article below

July 8th—Ladies Lunch out

Cascone's 3737 N.. Oak Trafficway, Kansas City, MO

Meet at 11:30

Details at the July meeting or call Loura at 816-632-1776

July 17th—American Legion Celebration

Smithville MO -See article below

August 2nd—Annual Silent Auction

Save the Dates!

August 21st-Hamilton Steam Engine Show

September 11-Kearney Jesse James Day Parade

September 10-12: Tour to Nebraska City (Note change of date)

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 Laura 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!

AUGUST MEETING IS THE SILENT AUCTION!

The annual Bill Auch Silent Auction was rescheduled for the August membership meeting. Now is the time to start looking over your stuff for a few things to donate! Remember, this is the club's only fundraiser and its success depends on you! Plus, it's always a fun time!

Change of Address:

Stan Mallory, 323 Highway 169 Apt 21, Gower MO 64454

Please update your roster!



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

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).

For parade vehicles: 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 Jody at (816) 225-7680.

Smithville American Legion July 17th Celebration! 9 am to 1 pm

In celebration of Missouri's 200th year of statehood.
Jumping Mule demonstration Camels Classic Cars
Steam Engines Antique Tractors
Cow Pie throwing competition!

We welcome all who can participate. No registration fees. Just bring yourself and your machine and enjoy fellowship and some good food. Come early to set up, then enjoy an all you can eat breakfast with eggs, sausage, bacon, hash browns, biscuits, gravy, pancakes, OJ, coffee, etc. (\$10)

All you can eat breakfast fund raiser from 7 am to 10 am.



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

Annual Club Picnic Saturday June 26th

Reported to Sherry Wink

Pictures from Jody Layne , John Harmon, Bill Matteson, and Jeannie Harding

The weather gave us a scare the day before the picnic, with reports that the location was suffering flooding. Thankfully, the rain let up, and the flooding was in the lower areas of the park that didn't affect our shelter house! A lot of volunteer work went into making this event a success. Loura and Steve spent hours planning, obtaining supplies, and all the other details that an event this size takes. John Harmon stepped in and helped the two of them with cooking fried chicken on site! Sadly I wasn't able to attend due to a bad summer cold, but I wish I could of. I miss my friends! Thirty-two members enjoyed the afternoon and the potluck table looks full of wonderful food to go along with that golden chicken. The weather was warm but not too hot, so it was all that could be asked for on a June afternoon. Friends, food and Model As, the recipe for a great day!



Are you missing a chair from the picnic? Loura has it! Call her at 816-632-1776 and she'll make arrangements to get it back to you!



Lubrication Required!

Here's a photo of a new, drilled upper distributor shaft next to a used one to show what happens when the upper distributor bushing doesn't get lubricated.

Shared by MAFCA Webmaster Rick Black



A Tech Tip from MAFCA!



Jim's Tech Tip by Jim Cannon

Adding a Passenger Side View Mirror

There are several passenger side mirror options out there for us to add to our car, to see a bit better what traffic is over there. You can get a mirror that attaches to your door hinge, to your wind wing, etc.



But after you install it, you will discover that you really can't see much in it. It is almost useless, especially when trying to help you change lanes.



Here's my little Tech Tip: Add a small "bubble mirror" to the face of that flat mirror, using a couple of strips of two-sided tape. Hunt around for a bubble mirror that closely matches the diameter of your flat mirror. Look for them in auto parts stores, general merchandise stores, truck stops.

Now you will really be able to see what is on that side of the car or truck!

Enjoy the drive, and Have a Model A Day! Jim

Excerpts from the Nugget News, the official publication of the Model A Restorer's Club, Gold Mine Region:

Golden Tech Nuggets

The calendars are filling up with activities, there is no excuse to keep that car indoors any longer. Here are a few Questions and Answers to help you along the way.

Q: (from a Saturday afternoon phone call) When I started my car this morning it ran great. Now I am 70 miles from home and is starting to backfire and skip and I am afraid I may not make it much further. What is going wrong?

A: The first thing I would check would be the ignition points. Over time the points will wear at the cam, causing the points gap to get narrower and narrower, causing the car to misfire and run poorly. To check the points, remove the distributor cap and body. Set the parking brake and put the trans-mission into neutral. Now use a crank handle to turn the engine until the points are at their widest opening. This should measure .018"-.022". (If you are stranded on the side of the road, and do not have a filler gauge, use a doubled business card, this will get you home)

Q: (the following weekend, another phone call) My wife and I are on a trip with our Model A Club. The car has been running great all day, but we just pulled in for gas and now the car is running rough in the gas station parking lot. Could this be bad gas?

A: If you just filled up the car, chances are, the gas in the carburetor may be boiling from the engine heat. Today's fuel with high ethanol content, has an extremely low boiling point. On a warm day, this can be a problem when the car sits for a few minutes with a hot engine. I would advise you to drive the car around the parking lot a couple of times to get some cooler fuel into the carburetor. When the car starts running smooth, then head on down the road. If there is still a problem, call me back. (I never heard back.)

Car starts and idles fine but will not drive down the road: Could be a bad condenser.

Car runs perfectly for about a block and goes dead: Check vent on gas cap. Car stumbles and cuts out intermittently: Ignition trouble, check the coil, rotor button.

Car goes dead when coming to a stop: Float level in carburetor could be too high.

Horn sounds when turning steering wheel: Problem in the light switch (snuff can)

Enjoy the Drive - Bentley Bohanan, Bentley's Antique Auto Service, Inc.

As most of you know, I've been a member of the MAFCA National Fashion Committee for a few years now. As such, I am responsible for writing a fashion article at least once a year. Here's an excerpt from my yearly article for 2021. The full article will be posted on the MAFCA Fashion page in July!

The Forgotten Accessory

By Sherry Winkinhofer, Northwest Missouri Model A Ford Club

"From its place as simply a useful accessory, the decorative pin has become a most important detail of dress. It still performs the old function of enhancing the beauty of the person and adding distinction and dignity, but today it does more than that. The jeweled pin or bracelet, appropriately worn, forms the last in the perfection of the completed costume." -1928 Baird-North Jewelry catalog.

When we think of Model A era jewelry, what comes to mind? Necklaces are usually at the top of the list, closely followed by earrings and bracelets. But how often do you think about wearing a brooch or pin? The jewelry catalogs of the time have pages and pages devoted to pins of all types. The materials range from platinum and diamonds to paste and pot metal. There are cameos, mosaics, gemstones, pearls, and even coral and jade.

So why such a dearth in visibility? One of the reasons we tend to overlook this jewelry is its size. Pins and brooches are relatively small and do not show up well in pictures. I didn't realize this fact until I started researching the subject and quickly noticed how hard it was to find pictures with these details. With a lot of searching, I was able to round up a few pictures of ladies wearing pins for this article. Most of these are from advertisements or movie magazines.



An illustrated La Salle Car ad shows a bar pin matching our lovely lady driver's outfit-Good Housekeeping May 1930



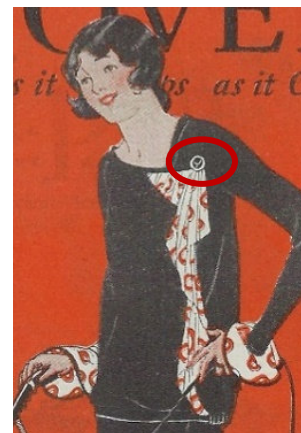
Notice the petite bar pin at the neckline in this illustration-Carson Pirie Scott & Co. 1928 Jewelry catalog.



Polly Moran wearing a stylized brooch-Silver Screen Magazine December 1931



Ethel Barrymore wearing a brooch on her dress strap-Cosmopolitan magazine October 1929



A housewife with a circle brooch holding the draped accent on her dress-Good Housekeeping June 1928.

The following recipe is from Woman's World magazine, January 1928 issue. The article was titled "Tempting Dishes for the Holiday Sweet Course" and include a number of yummy looking desserts!

Canned Peach and Cherry Cake

Sift three times 4 cups flour with 3 teaspoons baking powder, teaspoon salt and tablespoon sugar.

Rub in 1/2 cup any preferred shortening and mix to a soft dough with 1 1/2 cups milk.

Turn out on floured board and knead just enough to give an even surface. Roll out and line a greased biscuit tin, making dough about 1/2 inch thick.

Press into this, after brushing it with melted butter, the halves of canned peaches, hollow side up as close together as they be put.

Sprinkle with granulated sugar, then put in each peach a canned or maraschino cherry.

Pour 2 tablespoons of the cherry juice around the peaches and bake for 15 minutes with a tin laid over the top, then remove tin and bake until brown.

Serve hot or cold with plain cream.



Brands We Still Know By Sherry Wink

Yardley Soap and Perfume has a long history. Jonathan Yardley secured a royal warrant for the provision of soap to the City of London in the 1600s. Unfortunately, the documentation was lost in the Great Fire of London of 1666. Later, Samuel Cleaver officially registered the business in 1770. William Yardley bought the company back into the original family in 1823. The company sold perfumes, soap, and other toiletries. English lavender became the signature fragrance of the company in 1873.

Yardley received its first royal warrant in 1921, being appointed as perfumers and fine soap makers to the Prince of Wales. In 1932, the company was granted a Royal Appointment as Perfumer to Queen Mary.

Interesting note: In 1967, British model Twiggy became the face of Yardley. The company sold "Twiggy Eyelashes," "Twiggy Paint" and other cosmetics.



1929 ad

Timing is Everything

But What Is It? Proper timing is very important for optimized and reliable operation! The results of improper timing are far less than favorable!

Model A Ford enthusiasts love to talk about timing! If the hood is open or someone has a car running not quite right, then you can bet someone nearby is talking about timing. The thing I have often noticed is that many people are not quite clear about what timing is, and are sometimes confused by different aspects of timing as it relates to engine operation.

There are two distinct types of 'timing' which affect engine operation and performance. The first is **Valve or Camshaft timing**, and the second is **Ignition or Spark timing**.

Valve or Camshaft Timing: Valve or camshaft timing is the mechanical relationship between the movement of the crankshaft and pistons, and the movement of the camshaft and intake and exhaust valves. Valve or camshaft timing controls when, and for how long, the air fuel mixture from the carburetor is drawn into the cylinder for compression, as well as when, and for how long, the exhaust is released from the cylinder.

The valve timing is mechanically designed into the engine to control the valve opening and closing events, as well as the rates of valve movement and lift relative to both crankshaft angular position, and piston travel and position. The valve movements are controlled by the design of the engine camshaft lobe profiles.

While running, the valve timing is fixed and is neither speed dependent nor adjustable on a Model A or B engine. The valve timing is controlled by the mesh of the camshaft and crankshaft gears, the profile of the lobes on the camshaft, and by the clearances between the valve stems and tappets.

Ignition or Spark Timing:

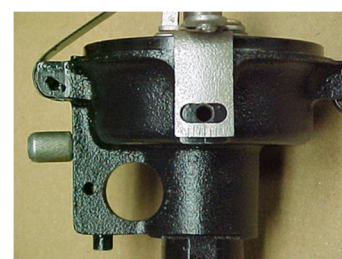
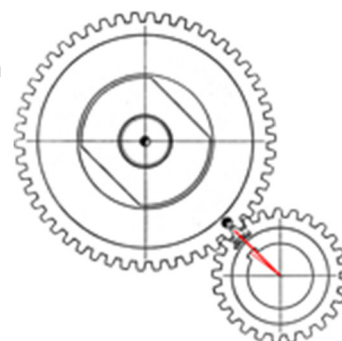
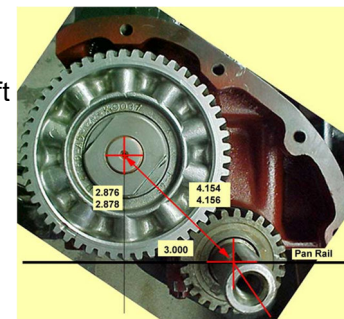
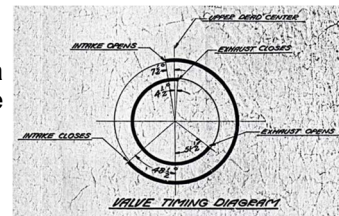
Ignition or Spark timing is the relationship of the firing of the spark plug relative to the piston and crankshaft (and camshaft) position. The distributor (or ignition system) also controls the electrical saturation of the ignition coil and the collapse of the electrical field strength, and thus controls the resulting spark energy intensity from the secondary winding of the coil.

That spark energy that is delivered to the appropriate individual spark plug, and in the proper sequence for the four cycle engine. The actual spark timing is controlled by the start and stop of current through the ignition coil by the action of the primary contact points in the distributor.

The mechanical contact points in the distributor are operated (and timed) by the rotation of the distributor cam inside the distributor body, and located under the rotor. The distributor and oil pump shafts are both gear-driven off of the engine (valve) camshaft, which in turn is gear-driven off of the engine crankshaft.

The ignition timing sequence and profile is determined by the shape and rotational position of the distributor cam relative to the crankshaft position, as well as the size of the contact point gap compared to the design specified gap. Changes in contact point gap affect both the coil saturation (dwell time) as well as the actual spark timing (instant of firing).

Wear of the movable contact point arm rubbing block on the distributor cam causes a reduction in gap over time, and retards the effective spark timing (as well as increasing the dwell time). The contact point gap is statically adjustable in both the Model A and Model B distributors by loosening the clamp screw on the point block and screwing the stationary contact point in or out to change the gap. In the Model A ignition distributor, the relative rotational position between the distributor contact points and distributor cam can be varied manually while the engine is running (by the adjustment of the spark advance lever on the steering column). In the Model B ignition distributor, the relative rotational position between the distributor contact points and distributor cam varies automatically with change in engine rpm based on the response of a centrifugal flyweight advance mechanism (shown above) built inside the Model B distributor. Also, the static spark timing position of the Model B distributor can be manually externally adjusted plus/minus several crankshaft degrees by loosening a screw and rotating the upper contact point plate as shown above.



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



email to

Photo courtesy of Mike's A-
Fordable
Antique Auto

Last Month's Mystery Part

A bearing cup for the driving Pinion, the one pictured is a NOS part made by Timken.



Photo courtesy
of Bratton's

Walt's Old Time Tech Tip

From July 2016 edition of International Victoria Association Newsletter, shared by Rick Black

Walt Jones, Tech Director

Look Behind You

by Tom Endy

Many new cars delivered today come equipped with a backup camera. When you put the gear shift lever in reverse the camera mounted at the back of the car sends a video signal to a small screen at the dash showing what is behind you much better than does the rear view mirror.

After market installation kits are also available. One such kit manufactured by Yada sells for around \$100 and is sold by Costco. It operates from 12-volts and the camera is wired to the cars back up lights. The 5" screen is attached to the dash or windshield with a suction cup. The screen is also powered by 12-volts; however, the video signal from the camera to the screen is transmitted wirelessly.

The Yada back up kit can also be installed in a Model A Ford, and that is exactly what I did. There are a number of ways the kit can be installed and it is up to the creativity of the owner to come up with a suitable installation. Both the camera and the screen can be installed so that they are easily removable when the car is parked so as not to aggravate the sensibilities of purists.

My Victoria has the original 6-volt electrical system. However it is equipped with an inverter that provides 12-volts used to power a GPS and recharge a cell phone. The inverter is capable of a 2.5-amp output. The Yada back up system consumes only 900 milliamps, so it is well within the inverters ability to power the Yada along with its other assignments.

With my installation the screen is mounted to the left side of the dash rail. The screen itself is attached to a wooden oak fixture that straddles the dash rail. A small chassis box is mounted to the base of the oak that contains a switch that powers both the screen and the camera. A small connector is mounted to the chassis box that has a mating connector that attaches to a cable that brings in the electrical. The cable can easily be disconnected and the screen mount can then be removed from the dash rail and put away under the seat.

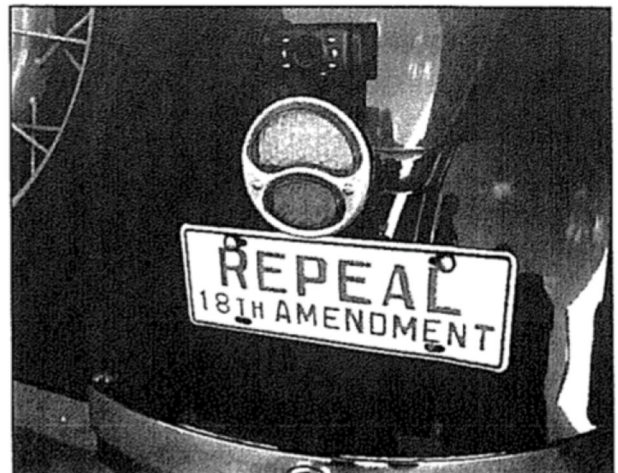
The camera is mounted to the right rear of the car, right above the right tail light using a bracket I fabricated that attaches to the back of the tail light cup. My camera installation is a permanent mount. However it could easily be mounted such that it is removable and an in-line connector used to disconnect the power cable to it when parked.

My backup system is used not only for backing up but also when I need to see behind me, especially when trying to move over to a right hand lane. It is an easy matter of flipping the switch right by my left hand to turn on both the camera and the screen.

The screen is positioned to the left side of the dash rail with a U-shaped oak fixture that straddles the rail. The switch on the left side of the chassis box powers both the screen and the camera. The cable connector on the right side of the chassis box is easily disconnected.



The Yada camera is mounted above the right tail light, is vertically adjustable and has night vision capability.



Tie Rod Installation

By Tom Endy, Westminster, California

For many years, I believed the only way you could install or remove a Model A tie rod was by first removing the front backing plates. This to allow access to the large screwdriver slot retainers in each end of the tie rod that have to be removed before the tie rod can be lifted off the spindle arm balls. However I recently learned from Bryan Thompson, a friend and fellow Model A hobbyist, that the tie rod can be installed and removed with the front backing plates in place. I didn't think it was possible, but it certainly can be done.

Installation:

With both front backing plates already installed, remove the spindle arm ball attachment assemblies from each end of the tie rod. One assembly is a right hand thread; the other end is a left hand thread. The right hand thread is the norm (clockwise). The left hand thread is opposite (counter-clockwise) and is used for special applications.

Rotate both backing plate/spindle assemblies until they face outboard at the rear. This will provide easy access to the spindle arm balls. Install the left hand threaded assembly onto the right spindle arm ball. Install the right hand threaded assembly onto left spindle arm ball. This will orient both end assemblies with the grease fittings facing aft*.

**Note: A change was made in late 1930 reversing the orientation of the grease fittings from forward facing to aft facing and changing them from a screw in type to a press in type.*

Take the left hand threaded end of the tie rod and screw it about two turns into the assembly end attached to the right spindle arm. Rotate the two backing plate/spindle arm assemblies until the tie rod lines up with the tie rod assembly on the left side. Rotating the backing plates on the king pins and rotating the tie rod ends on the spindle balls easily does this. Thread the left end of the tie rod, which has right hand threads, into the left tie rod assembly. Grasp the tie rod in the center and rotate the tie rod in a right hand thread manner.

When this is done, both ends of the tie rods will screw into their respective ends and at the same time pull the backing plate/spindle arm assemblies into the forward facing position.

Screw both slot headed retainers into each assembly until they are flush, and install the long cotter pins.



The right side (with the single spindle ball) has a left hand thread in both the tie rod and the tie rod end assembly. When installed, the grease fitting will face aft.



The left side (with the double ball spindle) has a right hand thread in both the tie rod and the tie rod end assembly. When installed the grease fitting will face aft.

Removal:

For removal, reverse the procedure after first unscrewing the retainer bolt and nut that locks the adjustment at each end of the tie rod.



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: 1931 Model A Tudor. Car has been repainted, new tires, new glass, new wiring, new interior, Brakes adjusted.

Contact: Coretha Rozendaal @ (641) 417-0151. (CIMA 06/21)

For sale: 1928 Model A Roadster with Rumble Seat. Arabian Sands Light (gray). White Side Walls. Borg Warner Overdrive. 12 Volt Converter to Run Computers. Extra Carburetor and Brake Pads. Runs Good. \$14,000

Contact: Al Wilhite @ 515-289-2682or alanwilhite123@gmail.com
(CIMA 05/21)

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: 1931 Model A Ford Sedan Delivery 50 percent restored. Clean title. Parts included: front and rear fenders, front and rear bumpers, front and rear fender braces, back door and header. Motor needs rebuilt. \$3500.

Contact: Dennis at (515) 777-4225. (CIMA 06/21)

For Sale: 1929 A roadster, driver \$9,800.

Contact: Don Scignoli (515) 240 9327 (CIMA 07/21)

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: 1928 Model A Roadster with rumble seat. Double side mount spare and trunk. \$16,500.

Contact: Herb Shafer (319) 537-1150. (CIMA 04/21)

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

Contact: Dean Weller 913-585-3326 Cell, 913-585-1313 Home
CALL FOR AN APPOINTMENT,
LET THE PHONE RING A LONG TIME (POA 01/21)

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

Contact: Dan Fischer (515) 571-0086. (CIMA 03/21)

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. If anyone has an interest in possibly purchasing these parts, please contact me

Contact: David Coen (785) 623-3757. or dcoem3@gmail.com
(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)

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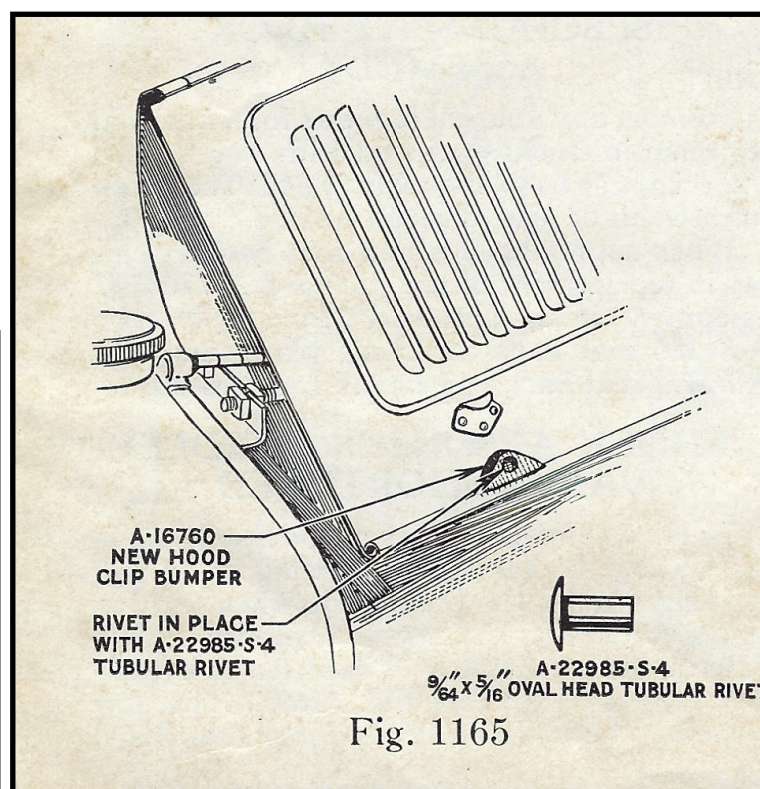
From the May 1931 Ford Service Bulletin:



NEW HOOD BUMPER

To lessen any possibility of a rattle developing around the hood, a new design hood clip bumper A-16760 has been released. The new bumper is larger and of heavier construction than the old design round type and assists in holding the hood more securely.

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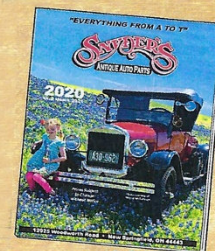
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