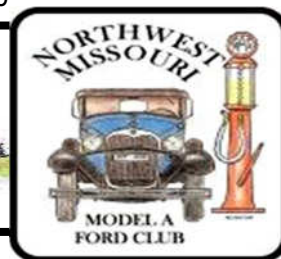




The ROAD RUNNER



MAFCA Charter

MAFCA "Newsletter of the Year 2019, MARC "Award of Excellence" 2018

MARC Region

Officers

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

Birthdays

Michael Owen	07/08	Gary Harless	07/22
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
Danny Baxter	07/17		

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 6th 2020

Board Meeting

Pending status of Library Meeting Rooms

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:

Well, as I write my comments for this month, it saddens me to know that we have lost another member. Ron, Donna, Charlie, and all before them that we have lost were important to our club just as all our members are. Some I was closer to than others but we all cherished that friendship and wisdom that they offered and had. From the loss of my wife Liz, I know your suffering and with that I give you my prayers and may you have God's blessings.

On June 18th, we held our second Board meeting since Covid-19 shut us down. I'm happy to announce that the decision has been made to have a July meeting! I was unable to join the first tour on June 6th, having needed maintenance occurring on my A. I hope those who attended had a good time! So many of our normal events, such as Lathrop and the 4th of July parades have been canceled, more victims of this pandemic. Who would have thought this summer would turn out this way?

So until this crisis is over, stay safe, healthy and happy. And I hope you fathers had a good Father's Day on the 21st. If I don't see you before, have a good 4th of July and be thankful for this great nation with a grateful salute to our military.

Junior Blakley, President

I had a lot of stuff to do today; now I have a lot of stuff to do tomorrow.

Editor's Comments:

Another month, another month of limited Model A activities. But, you know, it's all worth it if it keeps my friends safe. I was reading some posts on the MAFCA Facebook and it was mentioned that some of the clubs out East have been hit hard with the virus. One club was pointed out to have lost at least 6 members to Covid-19. I'm so grateful that we have not had this situation here.

As you can see from this newsletter, the decision has been made to cautiously move forward with a meeting and another tour. I am happy that we are finding ways to enjoy our Model A's and friends, but I am hoping that we all continue to do this using common sense as to not endanger those we care about. And I understand if anyone does not feel comfortable in participating yet. I myself do not plan on attending any indoor events with a large group at this time. However, each person is responsible for making their choices. I miss my friends but I can survive a few months of distancing if it keeps everyone healthy!

That said, it's great to visit with friends across the grass, and keep up on all the good stuff going on too! Our tours are being arranged to try and give that opportunity to those that want to join in!

I have been invited to give a fashion seminar at International Model A Day at the MAFFI museum in September. You better believe I'm excited at that prospect! I'm keeping my fingers crossed that this event will still be able to happen, but who knows!

Hoping all my friends are staying safe!

Happy "A"ing
Sherry Wink, Editor

**Northwest Missouri Model A Ford Club
Monthly Board Meeting
June 18,2020 7:00 pm**

The monthly Board meeting was again held at the home of Bill & Mary Lou Matteson as the library was unavailable. In attendance were Bill and Mary Lou, David Silvers, Walt Jones, and Junior Blakley. Attending via Zoom were Sherry Winkinhofer, Larry and Jeanne Harding, Bill Skaggs, and Jody Layne. Laura Cook attended via speakerphone.

The meeting was called to order by President Junior Blakley. The scheduling of the July club meeting was first on the agenda. Following a lengthy discussion, the vote was to have the meeting. The American Legion is open and able to handle the number expected for the meeting. There will be some restrictions in place and social distancing and the wearing of masks will be at each member's discretion. Instead of a buffet, there will be a fixed menu at the normal price, but it will be plated and delivered to each table. Sherry will send out an email with all the current information & guidelines. It will also appear in the Road Runner.

VICE PRESIDENT: Larry Harding will work on getting a program in place for the July 6th meeting. Junior is assisting him in this process and is going to check with someone he knows to see if they would be available.

TREASURER'S REPORT: David Silvers reported a starting balance of \$4,595.26 checking, \$10,221.53 Savings, income of \$0.60 Expenses \$340.00, with an ending balance of \$14,277.39. Bill made a motion to accept the Treasurer's Report as read. Mary Lou seconded the motion.

ACTIVITIES REPORT: Jeanne Harding reported the June tour was a big success. The annual Parkville 4th of July Parade appears to have been canceled. Jeanne is working on a tour for July 11 to Shatto Dairy. Members to bring lawn chairs and a picnic lunch to allow social distancing. Details will be in the next Road Runner. The Christmas Party Chairperson position was officially appointed to Jody Layne. She has been working on the process, but at this point in time, venues have not been scheduling that far out due to the current Covid19 situation. Jody will continue to try and find a place. The Club Picnic was canceled for this summer but has now been tentatively rescheduled for Saturday, September 26th. More discussion is to be held at the July meeting. Jody advised that the refund checks for the canceled Lady's Tea Social in Platte City have been mailed to all involved. Notice was made that the club representation at Charlie Ishmael memorial services were very impressive (33 members) and Judy was grateful to see everyone.

TECHNICAL: Walt Jones is looking for ideas for another Garage Day, proposed for this fall when the weather is cooler.

NEWSLETTER: Bill Matteson made mention that the Casper ad has continuing errors, Sherry promised to dig into the issue and get it correct. Terry Richardson has volunteered to take over the Club reports for the National magazines.

OTHER: There was a lengthy discussion regarding club procedure for flowers or donations for a memorial services for a member. It was confirmed that the proper process is that the club spends \$50 on either flowers, or a donation toward whatever is requested by the family.

The meeting adjourned at 8:25 pm. Submitted by Secretary Jody Layne.

MAFFI Newsletter Minute May 2020

What's New at the Museum?

A very unique Model A named, "America's Sweetheart" has been donated to the Museum by Dean Weller of Kansas City, Kansas. Jim Spawn, former editor of "The Restorer" lives in Kansas City and has known Mr. Weller for many years. Jim was instrumental in facilitating the donation and has made arrangements for a local club member to transport the car to the museum as soon as possible. If you have a copy of the March/April 1998 Restorer Magazine, you can read the full article on this amazing car.

America's Sweetheart will be on display for Model A Day, September 18-19, 2020.

Thank you,
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 11th Social Distancing Tour! See below for details!

Save the date:
Sept 26th—Annual Club Picnic
Dec 6th— Annual Christmas Party

The Plain Ol A's Regional is rescheduled for 2021

The MAFCA National in Texas has been rescheduled for 2022.

The MARC National in Oshkosh WI has been rescheduled for 2021

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



Sunshine/Concerns



Etta Ridgeway is our Sunshine/
Concerns lady! If you know anybody
in need of a card or phone call, please
let her know. at
(816) 719-9997

With Sympathy

*Charlie Ishmael, passed away on June 5th,
2020 after a life full of friends and family.
Always ready to help and with a world of
Model A knowledge, his friendship and
quick smiles will be missed.*



Our thoughts and prayers to his family.

*Thank
You*

From Judy Ishmael:

*She wants to let everyone know
how much the support of her
friends in the club has meant to
her. Judy says the cards, flowers,
food, and everything else, has
meant so much to her.*

*The whole Ishmael family sends their thanks
and appreciation for all the caring shown through
this difficult time.*

July 11th Social Distancing Tour

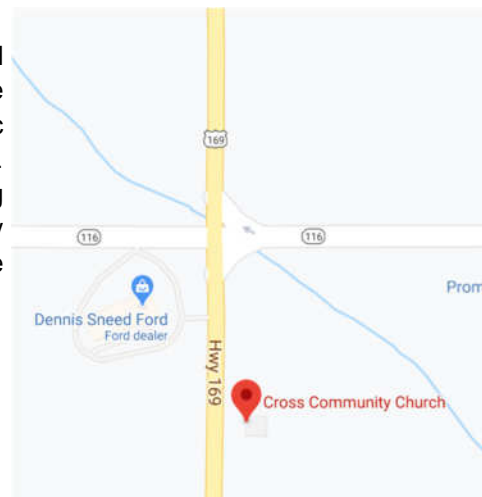


The last one was a success so we're doing it again!

For this tour, we are meeting at the Cross Community Church parking lot at the SE corner of US-169 HWY and MO-116 HWY. This is north of Smithville, south of Gower. Please plan to arrive at 9:30 am for a 10:00 am departure.

The plan is to tour some back roads on the way to Shatto Dairy. A tour at the dairy for those that want to participate is scheduled for 1:00 pm.

Bring a picnic and lawn chairs, or there are some picnic tables at the dairy. We plan on eating lunch on the dairy grounds before the tour starts.



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

Light Bulb Comparison



Hope everyone is doing well and can play with your toys in this nice weather. Being a little bored on the farm, I decided to evaluate some of the recent headlight choices that have become available. I set up a testing area as described in the book—25 feet from the headlights, horizontal line 37 inches

from the floor and headlight centering marks 15 inches from the center.

The small LED bulb on the left cost \$7.50 from Super Bright LEDs.

The bulb in the center is a standard Model A bulb and the LED on the right is from Logo Lites (logolites.com) and costs \$29.95.

There was a bigger LED light from the same place as the one on the left but I couldn't find it to take a picture.



I covered one headlight at a time to make sure each one was aimed correctly. I used the 1928 style headlight lenses. I didn't check the later ones but I would imagine they might be better at focusing the light.

This is with the standard headlight bulbs correctly adjusted in high beam.



You can see how much brighter the Logo Lite on the left is compared to the original incandescent bulb on right, making it important to readjust your headlights after installing LEDs so as to not blind oncoming traffic.

This has the Logo Lite bulb on the right headlight. I need to readjust the headlight down slightly.



The brighter LED (not shown in the bulb picture) is bright but not focused. Going to low beam just makes the light dimmer, not lower. Not good.

The small LED is completely useless. I guess they would make good parking lights but that is about it.



Conclusion: The Logo Light (logolite.com) seems to be the best option. The LEDs use less amperage so your battery won't discharge if you drive at night. Don't waste your money on the super cheap LEDs unless you can use them as tail lights (I didn't try that but I should have).

On The Road Again

Submitted by Bill Matteson

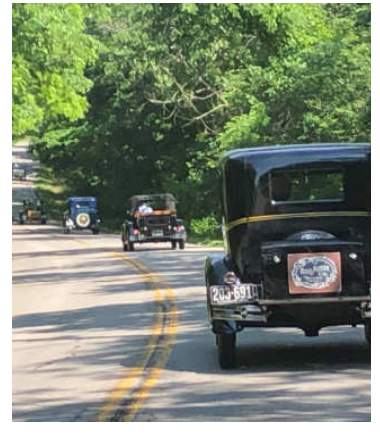
With “social distancing” now the authorized watchword for combating Covid-19, Tour Director Jeanne Harding, ably assisted by Bill Skaggs, was ready with our first Model A outing of 2020. Some 24 intrepid Model A’ers, armed with tape measure to assure safe distance, hand sanitizers, insect repellent, face covering at the ready, each with a sack lunch, gathered April 6, in Liberty, to begin a tour of Clay County historic sites and a try at socializing safely.

The route began with a drive through the Liberty square where Farmers Market patrons enjoyed our parade of 13 antique cars and we enjoyed a view of the now famous bank-on-the-square where one day in 1866 Jesse James and his gang rudely and unlawfully withdrew \$60,000.

Then came a drive by the William Jewell College campus and on through Clay County’s beautiful green hills to Excelsior Springs. There, it was a nod to The Elms Hotel, and thoughts of Harry Truman and the night there in 1948 when he learned he had bested Tom Dewey to retain his presidency.

Next stop was at Watkins Mill State Park for a shade tree lunch at lakeside. Our socializing was highlighted by a moving tribute in remembrance of our great member and friend Charlie Ishmael, led by Sandy Hank.

After lunch, it was fun to meander through the camping area being hailed by campers who enjoyed seeing our Model A’s. Once past the Jesse James Farm we dispersed for home; agreeing: touring and social distancing can work just fine. It was good to be back out on the road again!



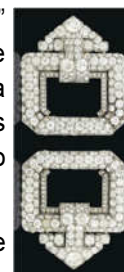
Clip on Some Elegance

By Sherry Winkinhofer

"When a woman can't afford a new dress, she buys new costume jewelry to brighten up her old ones." I found this quote in a 1930 article discussing fashion. To me, it highlights the austerity of many of the working-class women of the Model A years. While a working woman could not afford to buy a new dress frequently, she could be a master at changing her looks with accessories. Dress clips were a new fashion embellishment that could be purchased inexpensively to bring new life to last season's wardrobe.

Dress clips, also known as clip-pins or pin clips, appeared in the late 1920s as the concept of costume jewelry was just becoming fashionable. Before the twenties, only the rich had access to "real" jewelry, with gemstones and precious metals. But due to new manufacturing methods and the social and economic factors following WWI, costume jewelry entered the market and grew trendy quickly among the public.

By definition, a dress clip is a piece of decorative jewelry that has a triangular or elongated spring back clip with spikes. The spikes secure the item to the underside of the garment. Costume dress clips were made from many materials, but rhinestones and crystals were a stylish option, with some type of pot metal, or perhaps silver as a base.



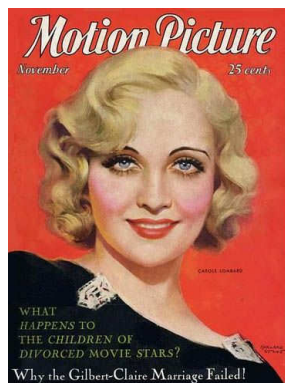
A Diamond Clip Brooch set by Cartier circa 1928.



Diamond Clip-Brooch, Cartier, 1929



Claudette Colbert wearing dress clips on her straps. From "The 'New Movie Magazine' July 1931



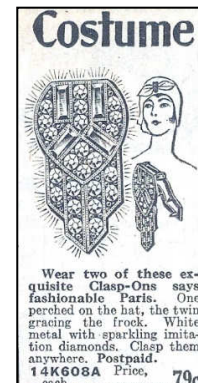
Carole Lombard on the cover of the "Motion Picture Magazine" November 1931.



Sears, Roebucks, and Co. Fall/Winter Catalog 1931-32. "Any Two for 65¢."



Sears, Roebuck & Co. Spring/Summer 1931



Montgomery Ward & Co. Spring/Summer 1931

This recipe is from a cookbook called "Aunt Sammy's Radio Recipes Revised" and it was put out by the US Department of Agriculture in 1931.

Pineapple Upside-Down Cake

1/2 cup sugar
2 tbsp butter
2 tbsp pineapple juice
3 slices pineapple

Melt the sugar in a skillet over moderate heat, allow it to brown slightly, and stir constantly. Add the butter and pineapple juice and cook until a fairly thick sirup is formed. Place the sections of pineapple in the sirup and cook a few minutes, or until they are light brown and turn occasionally. Have ready a well-greased heavy baking pan or dish, place the pineapple on the bottom, and pour the sirup over it. Allow this to cool so it will form a semisolid surface, then pour in the following cake batter:

1/4 cup butter or other fat
1/2 cup sugar
1 egg
1 tsp vanilla
1 1/2 cups sifted soft-wheat flour
2 tsp baking powder
1/4 tsp salt
1/2 cup milk

Cream the fat, add the sugar, well-beaten egg, and vanilla. Sift the dry ingredients together and add alternately with the milk to the first mixture. Pour this over the pineapple. The batter is rather thick and may need to be smoothed on top with a knife. Bake in a very moderate oven (300 to 325 F.) for 45 minutes. Loosen the sides of the cake pan and turn it out carefully, upside down. If the fruit sticks to the pan, lift it out and place it on the cake.



Brands We Still Know By Sherry Wink

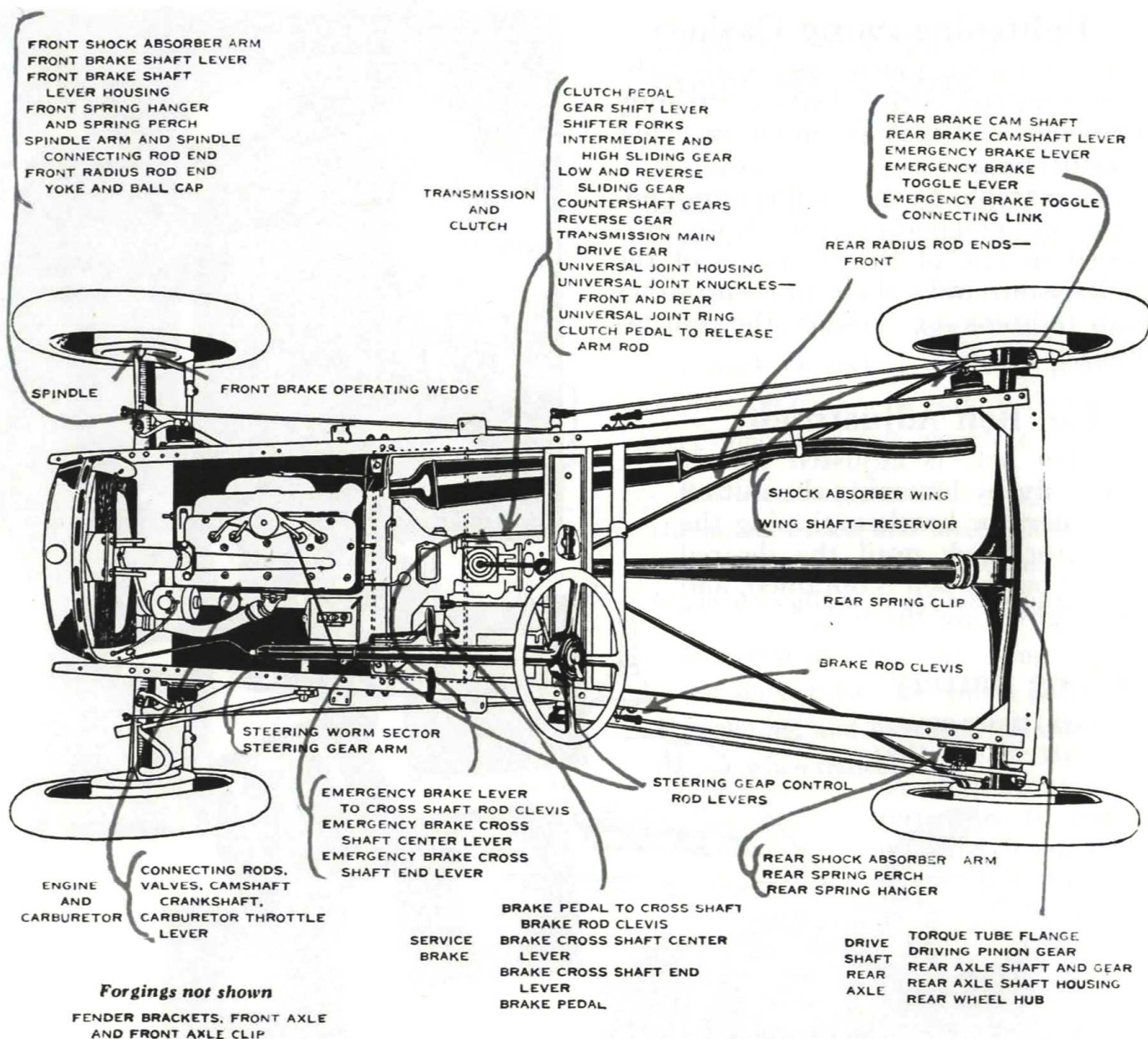
Jacob Schick explored for gold in Alaska in 1910 following a stint in the Spanish-American War. He hated shaving in the 40- weather. He devised a plan for a shaving head at the end of a flexible cable powered by an attached electric motor. He tried to get companies interested in his idea but was rejected.

After serving in WWI, leaving with the rank of Lt. Colonel, he decided to again work on the issue of shaving. In 1921, he developed a razor with an injection cartridge blade based on the army repeating rifle. He founded the Magazine Repeating Razor Co. in 1925 to market this razor. Later, in 1928, he sold this company to raise capital for his new design of an electric dry shaver. His first shaver, sold in 1929 by his new company Schick Dry Shaver, Inc., was a ungainly model with a heavy motor connected to a reciprocating shaving head and didn't sell well. But he redesigned the shaver with a small electric motor in a Bakelite case that fit in one hand. He patented this design in 1930 and began selling it in 1931. It cost \$25 and sold over 3,000 the first year.



A 1931 Ad

Forgings Used on the Model A



The Value of Forgings

The unusually large number of steel forgings used in the Ford car forms another striking illustration of the quality of its construction. Forgings are formed, while red hot, under high pressure hammers, bringing lightness of construction combined with strength not to be attained by castings or steel stampings.

Castings, formed by pouring molten metal into molds, have more weight than forged steel, lack its toughness and may have flaws which cannot be detected on the surface.

Steel stampings, while possessing light weight, are limited to shapes which can readily be formed from flat stock, otherwise strength is sacrificed.

Steel forgings may be designed and made to that form which most economically uses the weight of steel required. They have a known degree of strength, which insures durability and reliability and adds greatly to the strength and safety of the Ford car.

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 Mike's A-Fordable
Antique Auto

Last Month's Mystery Part

Jim Shaw was the first to identify these parts from last month's newsletter!
They are "roof tips" also called "drip rail tips" and they are used on the 55A and 55B sedans.

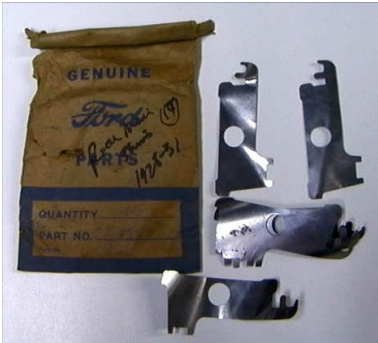


Photo courtesy of Bratton's
Antique Auto Parts

Walt's Old Time Tech Tip

Found on Fordgarage.com Written by Vince Falter, March 2001

Model A & B Babbitt Bearings and Shims



Shown left are NOS original Ford A-6340 engine crankshaft rear main bearing shims. These are thin individual steel shims, not thick laminated brass shim packs. The front and center crankshaft main bearings also used similar steel shims (different shape than the rears).

These shims are precision milled or ground to 0.002 - 0.0025 inch thickness each. The finish milling/grinding marks can be seen on the shim surfaces. They are not simply stamped or die-cut from rolled shim stock.

The original precision steel shims were released two per side. Not laminated, not thick, and not 'soft'. HARD Brass Type 5/S was also an option specified on the drawing.

The thin steel shims allowed the oil gap between the block and cap at the bearing to be minimized, and more importantly, allowed the bearing cap to be solidly torqued to the block and maintain that condition. This allowed minimizing the thickness of the soft Babbitt bearing metal, as Ford intended in the original design.

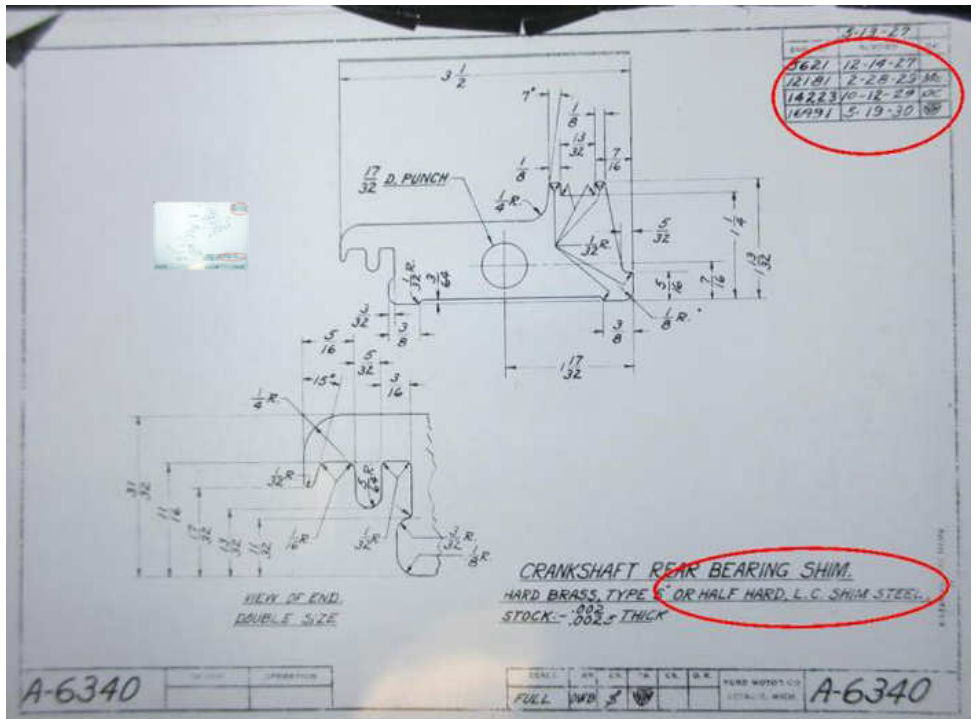
Why have shims at all?

Shims allow for some future tightening of the bearing (by shim removal) to reduce the increased crankshaft-to-Babbitt clearances caused by compression of the Babbitt metal in use. Bearing wear is not really the factor, nor should sloppy engine rebuilding work be a factor requiring the use of shims.

After Ford assembled the engine, it was run-in using an electric motor to drive it. In this process the points of highest contact (high spots) between the Babbitt and the crankshaft were heated by local friction heat. (likewise piston rings and cylinders were seated).

The Babbitt bearing high points of contact were selectively heated, softened, and reformed dynamically in this run-in process. As they were reformed by the crankshaft, the high spot 'interference' areas were decreased, the bearing 'contact' area was increased, the oil film clearances were equalized, the Babbitt hot spots were cooled, and the overall frictional forces were reduced to the 'acceptable' resistance level. The acceptable level was determined by the amperage drawn by the electric motors.

Thus the bearings were fitted with good contact and minimum consistent clearances, and there was no need for excessive shims for later adjustment. By removing a single 0.002 inch shim from one side of a cap, the total up/down bearing clearance could be reduced 0.001 inch. Remove a shim from the other side of the cap to get another 0.001 inch of clearance reduction between the crankshaft and bearing.



(Continued on page 9)

(Continued from page 8)

Do it one more time on each side for a total of 0.004-0.005 inch of bearing clearance take-up, which should be more than sufficient for the life of the engine if the bearings were made properly in the first place.

Aftermarket thick brass shim packs: A not-so-good idea!

I have seen 1/16 and 1/32 inch shim packs in brass. The 1/16 and 1/32 inch **thick laminated brass** shim packs for engine rebuilding may have made millions of dollars in profit for Federal Mogul for the last 70 years, but they are basically a bad idea. The thick brass is quite 'soft' compared to the original thin steel shim design.

Take apart any old rebuilt engine and what do you find? The thick brass shim packs are unnecessary, counterproductive, and allow the cap fasteners to lose torque and clamp load as the soft brass and tin is further compressed over time.

As the clamp loosens and the cap moves slightly, the shim gets fretted and hammered to foil pulp. Every old rebuilt Model A

As the brass shim compresses in use, the bolt torque and clamp is lost and the cap can move around and fret the shim and loosen further. The clearances between the crankshaft and bearing are thus increased and allow the crank to whip more and hammer the Babbitt and loosen the clamp joint even further. It is a self-fulfilling prophecy! (Gee Boss, we better use thicker shim packs on the next rebuild to allow for all this bearing slop!) Not!



Original thin steel shims on the left, vs. thick laminated brass shim packs on the right

engine I have taken apart is like this! How many good used brass shims have you ever found? Not many I bet.

It is much the same phenomenon as that of a soft head gasket which compresses and then continues to compress and lose clamp/torque in early use and must be re-tightened. The brass is relatively soft and is more easily compressed than steel, and allows the joint to loosen over time.

Aggravating factors: Who needs them?

Babbitt compression is also further aggravated by the fact that in a rebuilt engine the crankshaft is often ground undersize, which increases the nominal thickness of the soft Babbitt in the block and cap greater than necessary and greater than originally intended.

Likewise, the thick shim pack moves the steel cap away from the block and also further increases the thickness of the soft Babbitt in the cap. Even if you were using an NOS crankshaft which had never been ground undersize, you would be faced with excessively thick Babbitt bearings in the caps due to using thick shim packs.

Compared to thinner Babbitt, the thicker Babbitt is more prone to excessive compression and resulting increased bearing clearances. The resulting clearance leads to hammering, cracking, and ultimate failure of the Babbitt. This failure would happen at some point sooner rather than later compared to an engine with fewer or no shims. **Thicker is not better when it comes to Babbitt bearings!**

The soft thick brass shim pack cannot hold the bolt torque and clamp load in service, and the cap loosens slightly allowing the shims to be fretted. The hammering crank and lost torque allows the caps to be deformed over time as well. Steel caps do not wear or deform in normal circumstances and if properly fitted. **The solution is not thicker shims!**

A similar failure mode mechanism is at play on the engine's connecting rods, caps, bearings, and shims..



NOS Cap Showing Original Babbitt Thicknesses

What do you think? Original thin steel shims versus thick laminated brass shim packs? I know what I think. If I had to use brass shims I would delaminate them and use two 0.002 inch shims per side as Ford originally did. I wouldpeen the Babbitt (mechanically pre-compress it before machining) and minimize the thickness of the shims used for boring and final assembly.

This action is to keep the Babbitt (and shims) as thin as possible, and keep the bolted joint as strong and solid as possible, and to maintain the torque and clamp on the fastener joint.

Unnecessarily thick brass shim packs and excessively thick Babbitt is the enemy of modern Babbitt engine rebuilds. That is my story and I am sticking with it.

At the end of the day...



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.

<p>For Sale: Large collection of Model A parts (mostly mechanical). Transmissions, one rebuilt by Paul Couch, rear end parts, front axels, several blocks, water pumps, oil pumps, generators, starters, cranks, complete diamond motor, backing plates, brake drums and lots of other stuff.</p> <p>Contact: Roger Miller @ (515) 965-5727. (CIMA 06/2020)</p>	<p>For Sale: 1929 Woody Wagon, Good Condition. \$17,500.</p> <p>Contact: Sheryl Craft (956) 782-6441 (CIMA 04/2020)</p> <p>For Sale: 1929 Tudor. New Paint, New Interior, Runs Great. \$12,500 OBO. .</p> <p>Contact: Dan Fischer (515) 571-0086 (CIMA 04/2020)</p>
<p>For Sale: Ring & Pinion 3:54 high speed, Virtually new, 1000 miles, \$250 negotiable ring/ pinion 39/11 teeth</p> <p>Contact: Ken Coleman 913-481-66 54 (POA 04/2020)</p>	<p>For Sale: Bare 30 -31 Pickup Cab. Many trim parts available. Many mechanical parts available including frame, transmission, brake parts, etc.. Come look and make an offer.</p> <p>Contact: Roger Miller(515) 965- (CIMA 07/2020))</p>
<p>Winter Specials for Sale at Grandpa's Garage, DeSoto</p> <p>12 Model A manifold heater covers, Choice \$30.00 and less, 8 Model A Horns ready to install, \$150.00 each, Approx. 50 old assorted jacks, \$5.00 to \$30.00, 8 Model A jacks, one flip top Also 10 original jack handles at \$15.00 each.</p> <p>My building is under Contract of Sale. I am planning an auction in 2020. . Everything for Sale: Cars, Car Parts, Tools, Memorabilia and literature, etc. Come I still have 17 of the 29 cars for sale. Always open on Tuesday mornings or call to schedule an appointment.</p> <p>Contact: Dean Weller 913-585-3326 Cell, 913-585-1313 Home</p>	<p>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</p> <p>Contact: Al Wilhite (515) 289-2682 alanwilhite123@gmail.com (CIMA 07/2020)</p> <p style="font-size: 2em; color: purple; text-align: center;">Put your Ad Here!</p>

Found in the "Spoken Wheel the newsletter of the Santa Anita As:

Happiness Is a Clean Gas Tank in Your Model A

By Chris Wickersham

Most of us have had to deal with a problem with the fuel system in our Model A's and often it is a result of a gas tank that is not clean. For many years, we have been dealing with problems that is caused by rust in the tank that can plug up the fuel line and shut off valve or will even find its way into the carburetor and plug up the jets. With today's fuel that contains ethanol, old varnish deposits in the tank can dissolve and find its way into the carburetor and plug up the jets or get into the engine and coat the valve stems causing them to stick and stay open. If sometime in the past, the gas tank in your Model A had been coated with a sealer, today's fuel will often soften and dislodge these older coatings which will plug up everything. Coatings available today are formulated to not react with fuel that contains ethanol but coating the inside of the tank should be done only as the last resort.



Years ago, just about the only way to deal with a dirty or rusty tank was to remove it and have it "boiled out" by a radiator shop. This process would usually clean the tank and sometimes remove the rust but it would always remove the paint from the outside of the tank. Removing the tank to have it cleaned was not only a lot of work but also required re-painting.

Today, there are alternatives that deal with the problems of rust and old varnish without removing the tank. Rust911 and Metal Kleener 2014 are 2 products, available thru "rust911.com" that I have used with very good success. Both are non-toxic, bio-degradable and come in concentrated form. If the tank is just dirty and has a lot of old varnish, it can be cleaned in place with Metal Kleener 2014. With the tank empty, just add one gallon of the concentrate and fill the rest of the way with water and let sit for several days. Periodically, rock the car from side to side to help dissolve the old deposits. Drain, flush out with water and leave the tank open for several days to dry. You should not allow Metal Kleener to come in contact with the paint but if you do, just immediately wash off with soap and water.

If the inside of the tank also has rust deposits, after using the Metal Kleener, fill with a mixture of 1 part Rust911 concentrate to 15 parts water, and let set for several days, occasionally rocking the car. Drain and flush with water and let the tank dry for several days. Again, if you get any Rust 911 on the paint, just immediately wash with soap and water. In order to get the best results, always clean the tank first with Metal Kleener 2014 before using Rust911.

This procedure may not work in every case but it is definitely worth a try before going to all the work and expense of removing the tank and having it "boiled out".

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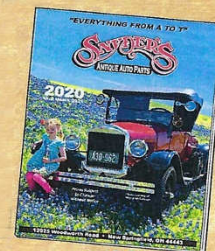
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