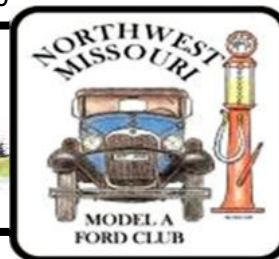




The ROAD RUNNER



MAFCA Charter

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 :	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:	Lonie Hank
Director:	Loura Cook
Director:	Bill Skaggs

Birthdays

Sherri Stechmann	10/01	Willie Coffman	10/17
Linda Owen	10/09	Tom Lawlor	10/20
Junior Blakley	10/11	Bob Hess	10/30
Janice Kunkle	10/12		

Anniversaries

Larry & Jeanne Harding	10/10
Willie & Mary Coffman	10/18
Myron & Donna Schmitt	10/18
Tony & Sue Flieg	10/21
Tom & Sandra Williams	10/27
Fred & Sharon Kiehl	10/31

Monthly Meeting

No October Meeting

Board Meeting

Matteson's Home

October 15, 2020

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 it's almost October and yet under the circumstance, we have decided again to not have our regular meeting. If it's any consolation, I sure miss meeting with all the friends I have gotten from the club membership. Though there have been several good tours, I have only been able to attend a few.

Now it's time for a great Fall Foliage tour. Hopefully, the weather will hold out to be good and fair. However, until October 17th my granddaughter's soccer games may cause a conflict. And I'm sure everyone shares my feelings that family comes first.

Now, as many of you may well know, things have happened this year that are beyond anyone's control. Our inability to have a safe meeting potentially will impact our election in November. The discussion has been held about doing a mail-in ballot, sent out to all members as a postcard. Stay tuned!

With that said, stay healthy and safe until we can all meet again. And remember to keep your fellow members in your prayers!

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:

September has seen several nice activities, even in this COVID-19 world. With careful planning, Larry and Jeanne have worked miracles in finding us places to go and things to do, while still social distancing. Hopefully, you've been able to take part in some of these events. I've really enjoyed the ones I've been able to do!

Our annual picnic today was a wonderful event. The Harding's large back yard gave plenty of room to distance, and the BBQ was amazing. I know that Larry and Jeanne are going to be really, exhausted after all the work they did for this event. And I have to say, they have some wonderful friends who jumped in and helped set up and serve the meal to help with the social distancing.

I hope everyone lets them know just how much we all appreciate their efforts! I saw friends I haven't seen since February, and I've missed them! By having this event in such a wide-open space, it allowed more people to attend and still stay safe. Because we have to acknowledge that we are still not able to go back to business as normal, no matter how much we want to.

I heard a week or so ago that one of our previous members, Milt Hessefort, had ended up in the hospital with COVID-19. Thankfully, he has been released and is on the way to recovery. And I just received news that my mother-in-law in the nursing home has tested positive. At this point, no symptoms, but I'm saying prayers for her every night. And that all my other family and all my friends stay safe too!

Happy A'ing
Sherry Wink, Editor

Minutes from the Northwest Missouri Model A Ford Club Board Meeting

Tues, Aug. 18, 2020

Matteson Home, Liberty, 7:15 p.m.

PARTICIPANTS: Junior Blakley, David Silvers, MaryLou Matteson, Bill Matteson at Matteson's home, via ZOOM: Sherry Winkinhofer, Larry & Jeanne Harding, Bill Skaggs and Jody Layne.

Junior called the meeting to order at 7:05pm with a discussion on the October 5, 2020 meeting. After a discussion it was voted not to have an October meeting. Junior will contact Laura Cook to notify the American Legion that due to the virus we will cancel again for another month.

VICE PRESIDENT: Larry Harding brought you the issue of getting a new board for the 2021 Year. With lengthy discussion, a mail ballot will be the best way to include all club members. A sample ballot will be put together by Sherry and sent to the board for approval. A final ballot with the nominees will be presented at the next meeting.

TREASURER REPORT: Starting balances: checking-\$4,136.96, income 21 cents, no expenses, ending balances-checking \$5,146.96 Savings \$10,022.79 Total \$14,159.96 as of September 1, 2020. Bill Matteson made a motion to accept & Mary Lou Matteson seconded the motion & the report was accepted as read.

ACTIVITIES/TOURS: Jeanne reported that there were 37 members committed to the club picnic at \$13.00 per member for dinner. She suggested the need for tables & chairs be added to the budget @ \$120.00 because it will be a sit and serve BBQ dinner for a total cost at \$690.00. A motion was made by Larry & seconded by Mary Lou. Voted unanimously by the board. Junior suggested having a garage day before the end of the year. So Junior will work with Walt Jones to set up a time & place. Bill Skaggs, has put a tour together to Todd William's place in Topeka scheduled for October 3rd, final time & place will be announced in the RR. Jeanne also reported she had "2" fall tours planned in October. Keep your eyes & ears open for the final details soon. Christmas Party discussion was tabled for the October Meeting.

MAIL: Junior read a letter from MAFFI requesting donations toward the Model A museum. Following a short discussion Bill Skaggs made a motion for the club to donate \$100.00. Sherry seconded the motion and it was carried. David will send a check in the amount of \$100.00 to them.

Meeting adjourned at 7:55pm

Submitted by Secretary Jody Layne

Club Merchandise!

Tired of limited shopping during these days of COVID-19 concern? Consider these new items to wear and that promote our club's image in look and logo!

It's easy. Just fill out form below, and forward it to the listed address with payment.



Questions? call 781-4936.



Serving ALL Veterans and the Community

Remembering Those Who Served

AMERICAN LEGION
U.S. MARINE CORPS
 U.S. ARMY
 U.S. NAVY
 U.S. AIR FORCE
 U.S. COAST GUARD

Smithville American Legion Post 58
 P.O. Box 158
 Smithville, Missouri 64089
 (816) 532-8115

LOCATED AT:
 Hwy 92 & County Road DD
 Find us on Facebook at:
<https://www.facebook.com/SmithvilleAmericanLegionPost58>

NWMO Model A Ford Club Merchandise Order Form						
Item	All prices include tax	Size	Qty	Color (please circle choice)	Total	
Polo Golf Shirt w Logo (65/35 blend), Short Sleeves						
Men's S-XL, Short Sleeve	\$26.09			Beige or Blue		
Women's S-XL, Short Sleeve	\$26.09			Beige or Blue		
Long sleeve Men or Women	\$32.61			Blue		
Polo Golf Shirt w Logo (poly)						
Men's S-XL, Short Sleeve	\$35.09			Beige or Blue		
Women's S-XL, Short Sleeve	\$35.09			Beige or Blue		
Denim LS Shirt, w Logo, Unisex						
S-XL	\$30.45					
T-Shirt w Logo, Unisex						
Short Sleeve	\$15.12			Beige or Blue		
Long Sleeve	\$17.40			Beige or Blue		
Sweatshirt w Logo, S-XL	\$23.91			Beige or Blue		
Hoodie w Logo, Unisex	\$27.18			Blue		
Mesh Cap w logo	\$16.31			Beige or Blue		
Visor w Logo	\$14.13			Beige or Blue		
Stocking Cap	TBD					
5 oz. Coffee Mug w Logo	\$27.18					
20 oz. Tumbler w Logo	32.61					
Embroidered Logo for jackets						
back only	\$43.48					
back and front	\$48.91					
Name Tags	\$14.12					
Hangers for Name Tags	\$3.53					
Mail to:		Merchandising		Total Order		
		NWMO MAFC				
		PO Box 34				
		Liberty MO 64068		Please check with Merchandise Director for larger sizes		
Name:						



Activities

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

October 3rd—Tour to Todd Williams' Restoration

Details below

Plans are in process for the Fall Foliage Tour
Keep an eye on your email—detail will be provided once the plans are finalized!

October 3rd—Weiner Roast at the Smith's

Details below

Save the date:

Dec 6th— Annual Christmas Party

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!

NO OCTOBER MEETING—
DUE TO THE CONTINUED COVID-19
RESTRICTIONS.



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.

Tour to Todd Williams' Restoration-October 3rd

Bill Skaggs & John Osborn

On Saturday, October 3, we will go to Todd Williams Restoration Shop in Topeka, Kansas. Todd has approximately 30 restored vehicles in his shop. (Model A's, fire trucks, pedal cars, etc.) We will meet at McDonalds at 8:30 AM and leave at 9:00 AM. Bring a picnic lunch and lawn chairs. Todd has a good place for social distancing where we can eat our lunch. Please wear your mask when appropriate. Restroom facilities are available at the shop. If you plan to attend, please print the directions to have with you on the trip.

- START McDonalds. W/S I-29 S of NW Barry Rd Depart 9:00 AM
- Exit McDonalds Right on NW Prairieview
- 500ft Turn Left on NW Barry Rd
- West on NW Barry Rd (4 miles) to County K
- Right on K go under M 152 enter West Bound 152 to South Bound I 435 (1.5 miles)
- South on I 435 to West Parallel Ave (KCK) (11.3 miles)
- Exit West on Parallel Ave to K 7 (4.2 miles)
- Turn Left on K 7 South to US Hwy 24 (.7mile)
- Right on US Hwy 24 through Basehor thru Tonganoxie to Lawrence Kansas (23.7miles)
- Turn Left at Stop sign onto South US Hwy 59 South to 6th St/ US 40(1 mile)
- Turn Right on 6th St For a PIT stop at McDonalds. Be in the Left Lane
- After PIT Stop EXIT Left on 6th St /US40 West Bound to Topeka
- Exit 6th St/US 40 onto Douglas County 442 (7.2 miles) left turn
- Stay on Douglas County 442 straight through traffic circle
- You are now on 45th St Second traffic circle straight through 45th St. to SW Topeka Blvd South (17.6 miles)
- Left turn on SW Topeka Blvd South. Merge right
- Exit Right onto 57th St (1.4 miles)
- Stay on 57th St to Burlingame Road pass under US 75 Highway (.4 miles)
- Turn Right on Burlingame Road
- Exit Burlingame Road on 53rd St. go to 2.5 miles through traffic circle second exit
- Stay on 53rd St. for 1.4 miles exit right To. 7048 S. W. 53rd St., Todd's restoration

Weiner Roast—Gary & Rosemary Smith's, 32556 E 237th St, Ridgeway MO 64481.

Gary and Rosemary have invited everyone to a wiener roast at their farm on Saturday October 3rd. 4:30-6:30. Bring a lawn chair and a dish to share! It's a bit of a distance, but well worth it for such a pleasant evening! Please let them know if you plan to attend so they can know how much food to provide! 660-824-4207



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: nwmomodelaclub@gmail.com

Publications: nwmomodelaclub@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:

nwmomodelaclub@gmail.com

MODEL A TOUR – SATURDAY, SEPTEMBER 19, 2020

By Jeanne Harding

Photos by Larry and Jeanie Harding, Jody Layne and Mike Owens

We took a Model A trip to Leavenworth on Saturday, September 19. The leaves were barely starting to change on the back roads. We had lunch at Leavenworth Landing Park along the Missouri River.

On the way home, we took a detour and stopped at Jowler Creek Winery and sipped on some delicious wine slushes and drinks. It was a lot of fun and another successful tour!



Annual Picnic—September 26th

Sherry Wink

We had a great social distancing picnic in the backyard of Larry and Jeanne Harding. Around 40 members showed up to enjoy a catered BBQ dinner. The BBQ got rave reviews as did the variety of desserts we enjoyed following the meal. It was a perfect day to spend outside with sunshine and a light breeze. The tables were spread out across the lawn to enable proper distancing and masks were kept on unless eating. It was great to see all our friends, it's been such a long summer without regular meetings because of COVID-19. Larry and Jeanne undertook a tremendous task in setting up this event, and deserve a great big thank you! And the same to all their friends outside the club that showed up and helped sit up and serve. Those are some wonderful friends and we really appreciated all their work too! Hope you were one of the lucky ones that were able to attend!



Pearls—Always Right

By Sherry Wink

One of the very first Model A fashion seminars I attended included a discussion about jewelry. The information that has stayed with me was the statement that "Pearls are always right." The below pages from a 1931 A. Hirsch Co. wholesale catalog really illustrate this advice.

Pearl necklaces were available in many different lengths. These pages offer 15, 16, 17, 18, 21, and 60-inch strands. There were single strands, double strands, and triple strands. The page on the lower left shows three ladies with various lengths and of note is that the center lady is wearing two necklaces together, a 21-inch and a 60-inch. I also find it interesting the long strands weren't just for the young. Check out the middle page, lower right, and you will see a 60-inch strand named "Grandmother" being modeled by an elegant grey-haired woman. Even though these are simulated pearls, they have 14k and white gold clasps, many with real diamonds as accents. And don't miss the drop earrings and the pearl ring as accessories.

XXX QUALITY
COMPARABLE ONLY TO THE GENUINE
Possessing the subtle luster of the most
Beautiful Specimens of Genuine Oriental Pearls

Richelieu Pearls

These Pearls are
in America,
are a stand-
ard product,
by name, the
value of which
is always
in a luscious
lure.

R606— \$40.50
Example: Richelieu pearls—
XXX quality, perfect ear-
rings, fully mounted in 14 Kt.
white gold. Complete in words
leather case.

Beautifully graduated Richelieu
Pearls, XXX quality, full cut dia-
mond and platinum clasp. Com-
plete in rich words leather case.

R605— \$75.00
XXX quality Richelieu pearl ring with
2 full cut diamonds on each side
mounted in 14 Kt. white
gold. Complete in case

"De Luxe"
R600 16-inch \$105.00
R601 18-inch \$135.00
R602 21-inch \$130.00

"ULTRA"
R603— \$192.00
21/2 inches of perfectly matched Richelieu pearls—
XX quality with terms between each pearl. Full cut
diamond and platinum clasp. Complete in rich words
leather case.

"OPERA"
R604
\$300.00
40 inches of carefully selected Richelieu pearls,
—XX quality—terms between each pearl.
Complete in fine Saxon Jewel Chain.

PO QUALITY
A true reproduc-
tion of those lac-
tose, mellow,
creamy tinted
pearls of the
South Sea Islands,
so much appreciated
by Pearl Lovers.
Carefully selected
and mounted for
perfect wear.

"BRIDESMAID"
R617 16-inch \$12.50
R618 18-inch \$13.75
PO quality pearls, beautifully
graduated with 14 Kt. white
gold filigree clasp—complete in
attractive satin lined case, as
illustrated.

R615 16-inch \$25.00
R616 18-inch 26.50
PO quality pearls, with full cut diamond and 14 Kt.
white gold clasp. Complete in words leather case.
Fully a lovely necklace for the Bride.

"MOTHER"
R619
\$29.50
2-strand 18-
and 20 inch PO quality
pearls with 14 Kt. white gold filigree
clasp. Complete in satin lined case,
as illustrated.

60 inches of PO quality pearls—terms between
each pearl. Complete in satin lined case,
as illustrated.

"GRANDMOTHER"
R620— \$39.00

THE FAMOUS DIAMOND "C"
RICHELIEU PEARL NECKLACES

Richelieu Pearls

C QUALITY
Perfectly reproducing the
delicate luster of the natural
pearls found in the
Australian Gulf

"MATINEE"
R607 16-inch \$32.00
R608 18-inch 34.25
C Quality pearls with 14 Kt. white gold
clasp, set with full cut diamond. Com-
plete in beautiful leather and more
posely gift case.

"TOUJOURS"
R609— \$70.00
3-strand—16, 18 and 17 inch—
C quality pearls with 14 Kt.
white gold clasp set with full cut
diamond. Complete with gift
case as illustrated.

"JOLIE"
R610— \$54.75
2-strand—16 and 18
inch—C quality pearls
with 14 Kt. white gold clasp
set with full cut diamond.
Complete with gift case as
illustrated.

An interesting relish recipe from a 1931 magazine.

Gingered Watermelon

- 1 pound melon rind
- 2 cups sugar
- 2 quarts water
- 1/2 lemon
- 2 tbsp preserved ginger

Use one pound melon rind weighed after paring. After discarding the green and pink part of the rind cut the white in one inch squares.

Cover with salt water allowing one tablespoon salt to every quart of water. Let stand overnight.

The following morning drain, rinse the rind with cold water, cover with boiling water and cook rapidly for 15 minutes. Drain.

Boil the sugar and water for five minutes. Add the rind, the lemon sliced thin and the preserved ginger sliced thin.

Cook rapidly until the melon is transparent.

Pack in clean hot jars and seal while hot.

Brands We Still Know By Sherry Wink

Irving and Clarence Scott founded the Scott Paper Company in 1879 in Philadelphia. The company manufactured and sold coarse paper goods such as bags and wrapping paper. The popularity of indoor plumbing in the late 19th century created a market for a new product, toilet tissue.

The Scotts were not the first company to produce toilet paper, but they were the first to put it on a roll with perforated squares. Previously, it was sold as individual squares in a box or bundle. The company at first sold only wholesale branded with other names. It wasn't until 1903 the Scott Tissue brand was first used. In 1907, Scott introduced the paper towel. These two products formed the backbone of the company's business. By 1925 the Scott Paper Company was the leading toilet tissue provider in the world. Because of the Victorian morals of the era, it was hard to advertise, but Scott's focused on the health benefits to promote their product quite successfully. Even during the great depression, the Scott Paper Company did not have to lay off a single worker.



1930 Ad

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

This is an original 30-31
gas tank clamp.

Did you know?



Photo courtesy of Bratton's
Antique Auto Parts

Walt's Old Time Tech Tip

As printed in the Utah Valley Model A Club September 2020:

Carburetor Jet Flow Testing for the Common Man

By Clyde Munson & Howard Eckstein

The basic idea of flow testing is to measure the amount of water that can pass through a jet in one minute. The result is measured in milliliters. The testing jig involves a 37-1/4-inch-tall column of water that is kept full with a metered supply. The weight of the water in the pipe gives the jet an undeviating head pressure. This way the same rate of flow passes through the jet during that minute. Our results were consistent with those published by our predecessors.

We set aside the standards that were established by Ford and subsequent experimenters. Instead of measuring the amount of water that would pass through the jet in one minute under constant head pressure, we decided to measure the time a given amount of water would pass through the jet on its own. Differences between the flows of jets would still be determined, notwithstanding the changed measuring method.

After building the jig shown in Fig 1, we realized that though accurate, it is cumbersome and most Model A owners would not make one due to the complexity. We theorized that a change in the way we measured the flow through the jet could simplify the operation. Although the raw data would be different, the results would allow one to make a judgment regarding which jets to choose for their car. We decided to record the time 300 milliliters of water passed through each jet. To accomplish this, we assembled a simple container made of 2-inch PVC pipe and a coupling with an end plug.

The plug is glued to the coupling but the pipe section is removable so that main jets can be changed easily from inside. We drilled a 5/32 hole in the center of the plug and tapped it with the 10-24 tap. In a pinch, a M5x.75 tap will work. See Fig 2.

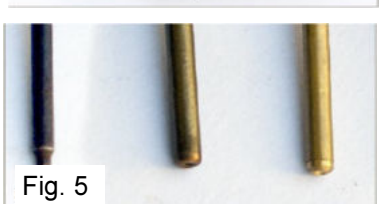
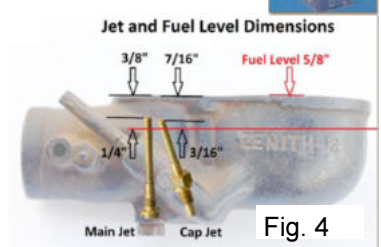
We installed a jet, then attached the pipe section and filled the device with 500ml of water. Holding a finger over the end of the jet to prevent flow, we set the contraption on the top of a graduated cylinder. We let the water flow into the cylinder as we set the pipe on the rim as shown in Fig 3.

We started timing when the water level came up to 100 ml and stopped the clock when the 400 ml level was reached. Thus, the time for 300 ml to pass through the jet became our data. The differences in time for the jets we tested corresponded with the flow rates recorded for the standard measuring apparatus shown in Fig 1. We chose not to include a chart of flow times in this article. Readers might think our results are a standard they have to achieve. Even with the tall pipe set-up for testing flow rates, the final choice for your carburetor is the jet combination that performs best on the road; there are no absolutes. How to Find the Right Jets for Your Car If you undertake to rebuild your carburetor, you are going to use either new or used jets. Original jets, although used, can be desirable because they perform as engineered by Zenith. Over the past 90 years, aftermarket jets were sold and have ended up in Model A owners' spare parts collections. These old jets may work fine, but it is a gamble to just stick them in your carburetor. There are a few things to check when choosing jets; including their lengths, whether there are cracks in the metal, concave tips, internal cleanliness and orifice sizes.

1. Length: The height of the jets in the venturi area is critical for correct metering of the fuel. The tip of the main jet is supposed to be 3/8" below the mating surface and the cap jet is to be 7/16" below. These dimensions are achieved by selecting proper thickness gaskets. With the fuel level in the bowl set at 5/8" below the mating surface, gasoline is raised by engine vacuum 3/16" in the cap jet and pulled up 1/4" in the main jet. See Fig 4.

2. Cracks in the metal: We've seen bent jets with cracks in their barrels as well as compromised joints where they are attached to the bases; these jets will always run rich and leak gas. We've seen a main jet with the head twisted completely off due to excessive screwdriver torque.

3. Concave tips: Originally the tips of the jets were concave to prevent capillary action from drawing gas up when the car is at rest with the engine off. Replacement jets over the years have had their tips made in various configurations as shown in Fig 5. These three main jets differ dramatically. The jet on the right has a proper concave tip.



(Continued on page 9)

4. Internal cleanliness: Used jets may have an internal coating of dried varnish or gum left over from their use with leaded gasolines in the past. Even though the orifices may be sized correctly, internal constraints to the flow of gasoline can affect the performance of the jets. Restrictions may cause the jets to percolate fuel rather than freely feed it to the orifices. This may mean the dispersing pattern of the fuel is an ununiform spray rather than a mist, which can cause poor fuel economy and runability issues. See Fig 6. Using the proper size drill can clean out any residue in the barrels of the jets.

5. Orifice sizes: Each jet is sized to dispense a specific amount of fuel under varying engine demands. That being said, jets that run well at sea level may run rich at 5,000 feet elevation. The starting point for orifice sizes is given in the following chart:

Orifice diameters can be verified and if needed, corrected by using jewelers' drills that are available from hobby shops. If an orifice is too large, the tip of the jet can be soldered and a new hole drilled. Be sure to counter-sink a concave tip in the solder with a 1/16" bit.

Having a set of jets to compare with each other is helpful when rebuilding your carburetor. Each carburetor has its own personality and jets that work well in one may be rich or lean in another. Organize the jet selection so that results can be easily recorded. See Fig 7.

Flow testing of the jets after you've inspected and cleaned them is a good method of sorting the lean from the rich. This gives you a feel for how the jets will perform in the car. As stated before, there are no absolutes for flow results.

Carburetor Jet Sizes		
Jet	Diameter	Drill Size
Main	.035"	#65
Cap	.036"	#64
Compensator	.037"	#63
Idle	.027"	#75
Secondary Well	.052"	#55

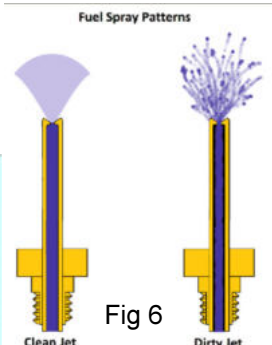


Fig 6

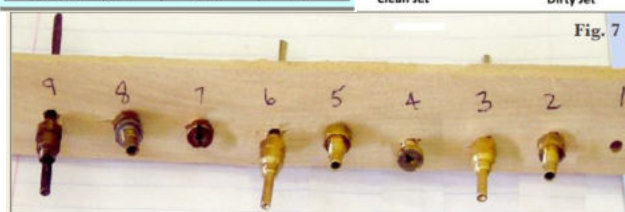
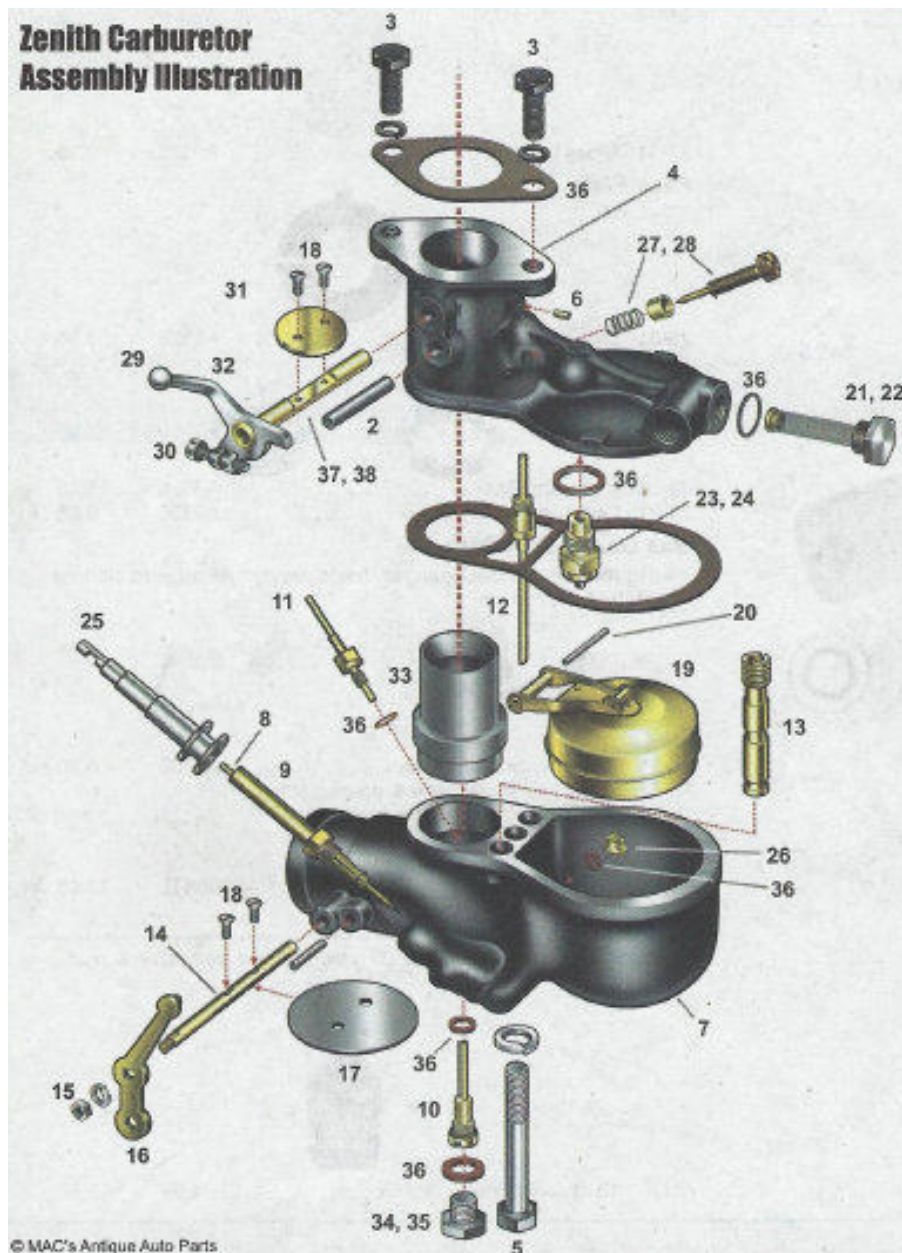


Fig. 7

Zenith Carburetor Assembly Illustration



COMPLETE CARBURETOR		A9510	97
Label	Part	Part #	Pg
2	Choke & throttle stop pins	A9506P	97
3	Carburetor mounting bolt set	A9510MB	97
4	Zenith cast iron upper body	A9520B	97
5	Zenith bowl bolt	A9512D	97
6	Zenith passage plug set	A9512P	97
7	Zenith cast iron bowl	A9512B	97
8	Zenith adjusting needle	A9525	97
9	Zenith adjusting needle housing	A9528	97
10	Zenith main jet	A9534B	98
11	Zenith cap jet assembly	A9538	98
12	Zenith idling jet assembly	A9542	98
13	Zenith secondary well	A9545	98
14	Zenith choke shaft	A9547	98
15	Zenith choke shaft nut	A9547N	98
16	Zenith choke shaft lever	A9548 or A9548B	98
17	Zenith choke plate shutter	A9549	98
18	Choke & throttle plate screw set	A9549/85MB	98
19	Zenith float	A9550ZTQ	98
20	Zenith float pin	A9558	98
21	Zenith strainer	A9559	98
22	Zenith strainer	A9559B	98
23	Zenith float valve & seat set	A9564	98
24	Zenith float valve & seat set	A9564VT	98
25	Zenith adjustment needle driver	A9570	99
26	Zenith compensator jet cap	A9575	99
27	Zenith idle mixture screw & spring	A9577E	99
28	Zenith idle mixture screw & spring	A9577L	99
29	Zenith throttle shaft & lever	A9581	99
30	Zenith idle stop threaded screw	A9581S	99
31	Zenith throttle plate	A9585	99
32	Zenith throttle shaft & lever	A9581B	99
33	Zenith venturi	A9586	99
34	Zenith lower drain plug	A9590	99
35	Zenith lower drain plug	A9590A	99
36	Zenith carburetor gasket set	A9596S	99
37	Zenith throttle shaft	A9582A	99
38	Zenith throttle shaft	A9582B	99

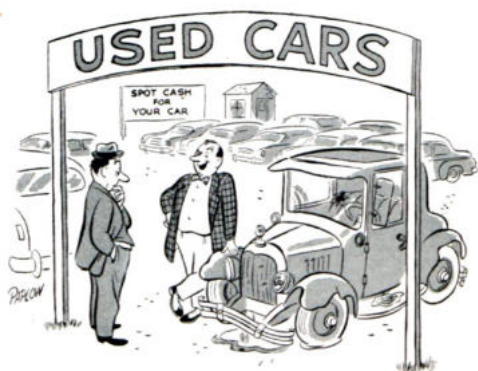


For Sale / Wanted To place an ad send your information to swinkinhofer @Hotmail.com, or mail to Sherry Winkinhofer

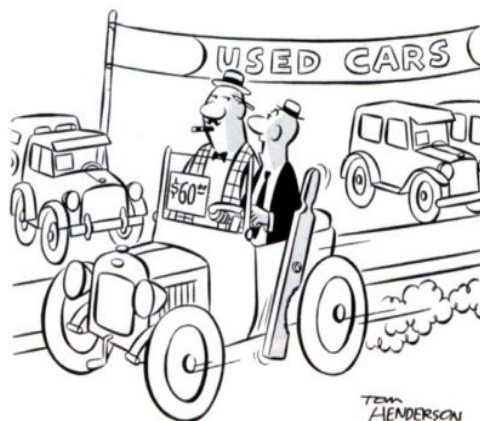
As a service to our members, the area Model A clubs have decided to share our classified ads sections! (this will include Model A specific items only.) Ads will run approximately 3 months unless we are notified that the item is still available.

<p>For Sale: NEW 1930-31 standard roadster upper windshield stanchions. Never used.</p> <p>Contact: Roger Miller @ 515- 965-5727. (CIMA 09/2020)</p>	<p>For Sale: Open car trailer with tandem axles, aluminum side rails. Includes tie downs and ramps. \$800.</p> <p>Contact: Al Fredregill @ (515) 262-2526. (CIMA 08/2020)</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: 1929 Tudor. New Paint & Interior, Runs Great. \$12,500 OBO.</p> <p>Contact: Dan Fischer (515) 571-0086 (CIMA 04/2020)</p>
<p>For Sale: 1928 Tudor Model A —Maroon and black with an asking price of \$20k or best offer</p> <p>Contact: Francette Lenz Home: 316-945-4253 or Cell: 316-302-7823 (ICT 10/2020)</p>	<p>For Sale: 1931 Cabriolet 68B partially restored. Also extra 1930-31 parts. \$12,500.</p> <p>Contact: Ronald Little 620-421-4862 or littler@sbcglobal (ICT 10/2020)</p>
<p>For Sale: 1930 Model A Tudor Sedan that has been completely restored bumper to bumper with an off chassis restoration. The entire chassis and body have been checked, repaired, thoroughly cleaned, sanded and re-painted black, it has wire spoke wheels painted green with new tires. The entire interior has been completely re-upholstered. The original 4-cylinder engine has been rebuilt. Pictures of the entire restoration are available upon request.</p> <p>Contact: 515-402-1833 (CIMA 09/2020)</p>	<p>Wanted: I'm looking for a solid set of rear radius rods for my '28. My current rods have been rusting from the inside and sound like they're full of gravel.</p> <p>Contact: Todd Storrs 248-736-1930 (POA 08/2020)</p>
<p>For Sale: 1929 Model A wheels (4), yellow. Make offer.</p> <p>Contact: Gary Graber 515-261-2113 or 574-606-7866 (CIMA 08/2020)</p>	<p>For Sale: 1928 Model A. \$8000.</p> <p>Contact: Gordon Lewis @ (641) 990 1490. (CIMA 10/2020)</p>
<p>For Sale: Carburetors; rebuilt Model A Zenith plus additional jets, gaskets and gas line. \$250. Rebuilt Model B Zenith, plus spare Body Casting, additional jets, venturis, gaskets and gas line. \$300. Reproduction new Tillotson \$250.</p> <p>Contact: Mike Youngblood 515-491-8321 (CIMA 08/2020)</p>	<p>For Sale: 1928 Fordor Briggs Body, 1929 Special Coupe, 1929 Tudor, 1930 Coupe, 1931 Coupe, 1931 Model A Pickup, 1965 Ford 1/2 Ton Pickup, and a 1932 Chevy Coupe. All vehicles run and are in various condition. Plus many Miscellaneous parts.</p> <p>Contact: Alvin Vickroy @ (515) 238 1502. (CIMA 09/2020)</p>
<p>For Sale: 1930 Model A Ford, 2 Door Coupe. Low mileage original. Model A enthusiast would appreciate this car's originality and fair price. Others can be confident with this purchase as this car looks, runs and sounds like a Model A should. New brakes, larger ,Texas, radiator and transmission rebuilt. \$14,000.00 – OBO. Free deliver to buyers' U.S. location</p> <p>Contact: John Lang @ jrlang@aetools.com</p>	<p style="text-align: center; font-size: 2em; color: red; font-style: italic;">Your Ad Could Be Here!</p>

A few Car-Toons from 1950s editions of the Saturday Evening Post magazine.



"I'm not speaking to you as a salesman, but as a friend. Grab it!"
Robert Paplow



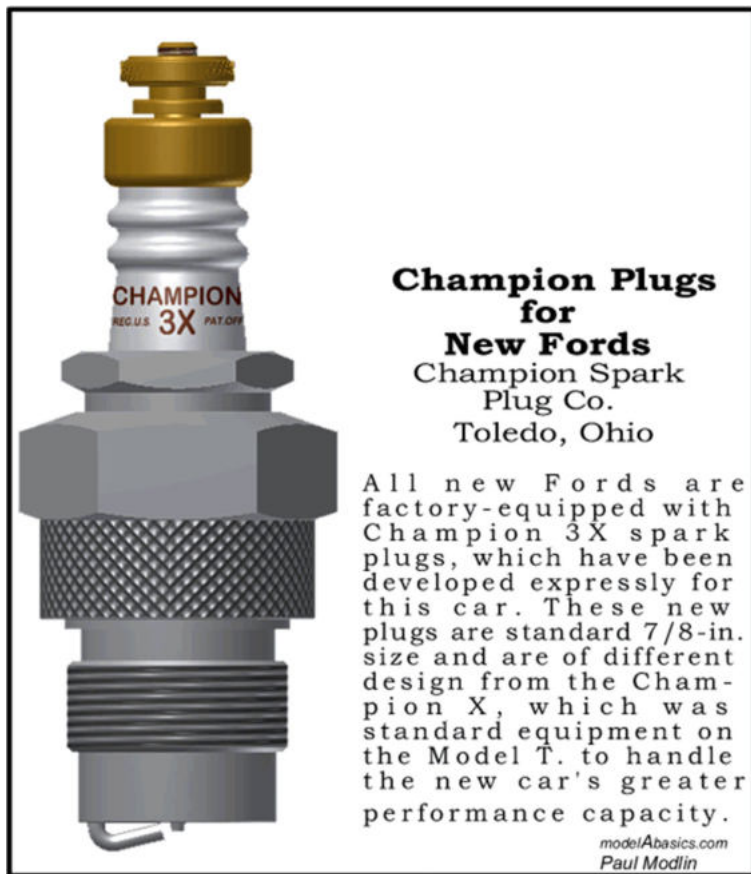
"By the way, how are the brakes?"
Tom Henderson
October 11, 1952



"The price includes the radio, heater, and all the parts lying on the ground."
Larry Reynolds
September 16, 1950

CHAMPION 3X SPARK PLUG

Found at modelabasics.com/3xplug.htm



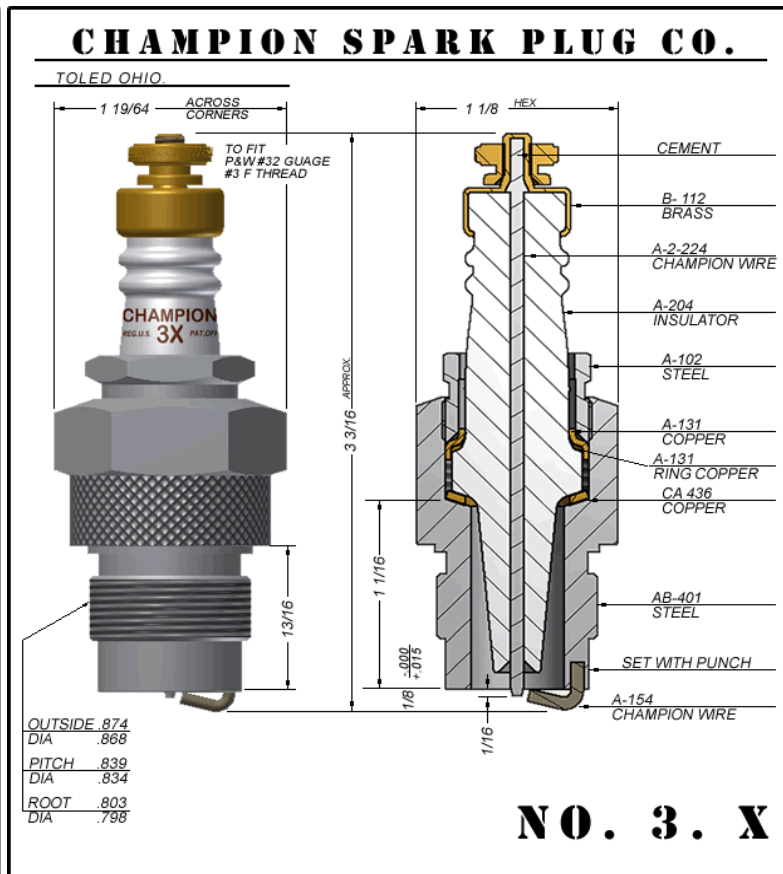
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All new Fords are factory-equipped with Champion 3X spark plugs, which have been developed expressly for this car. These new plugs are standard 7/8-in. size and are of different design from the Champion X, which was standard equipment on the Model T. to handle the new car's greater performance capacity.

modelAbasics.com
Paul Modlin

Created from: "Automobile Trade Journal" January 1, 1928, P 124



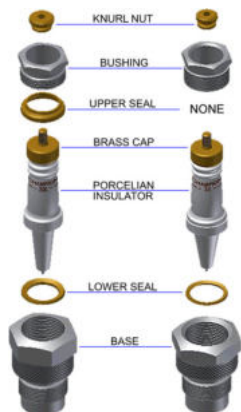
CHAMPION SPARK PLUG CO.
TOLEDO OHIO.

1 19/64 ACROSS CORNERS
TO FIT P&W #32 GAUGE #3 F THREAD
1 1/8 HEX
3 3/16 APPROX
1 1/16
1/8
1/16

CEMENT
B-112 BRASS
A-2-224 CHAMPION WIRE
A-204 INSULATOR
A-102 STEEL
A-131 COPPER
A-131 RING COPPER
CA 436 COPPER
AB-401 STEEL
SET WITH PUNCH
A-154 CHAMPION WIRE

OUTSIDE .874 DIA .868
PITCH .839 DIA .834
ROOT .803 DIA .798



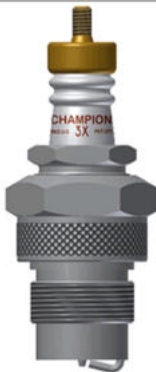
NO. 3. X



All had a "3" with a rounded top. The lettering on the porcelain varied from thick to thin and from light orange to dark red.

The original plug gasket was a copper wrapped asbestos washer. The copper was rolled over the edge and the asbestos was not visible.



Original		Reproduction
Used Up To Early 1930	Used After Early 1930	Champion 429
		



3X SPARK PLUG
Early 1930 to End of Production

CHAMPION 3X PAT. OFF.
MADE IN U.S.A.

Front Back

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3X SPARK PLUG
Champion 429 Reproduction

CHAMPION 3X PAT. OFF.
MADE IN U.S.A.

Front Back

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- All spark plugs that are considered "**Original**" had a rounded 3.
- Champion 429 Spark Plugs can still be purchased.

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Michael Butcher

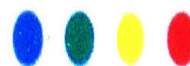
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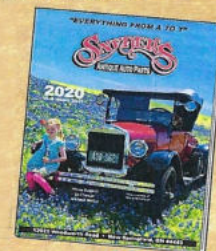
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