



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

Rosemary Smith	06/03	Dennis Hartman	06/26
Sherry Winkinhofer	06/09	John Harmon	06/27
Harley Wahl	06/17	Andy Bennett	06/30
Sue Long	06/22	Ray Thompson	06/30
John Layne	06/23		
Chili Canida	06/25		

Anniversaries

Walter & Mary Anne Jones	06/03
Lee & Sylvia Donius	06/06
Terry & Peggy Richardson	06/07
Eldon & Max Stamp	06/16
Lonie & Sandy Hank	06/22
Jim & Melissa Spawn	06/25

Monthly Meeting

June 7th Meeting!

Board Meeting

June 17, 2021 via Zoom

If you would like to participate as a guest at the Board meeting, please contact Sherry for a Zoom Invite via email.

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:

It looks like touring season has finally arrived. We had a couple of missed opportunities earlier with the Shakedown Tour and the Smithville Show being canceled. Now for those who didn't make the Richmond Mushroom Festival it turned out to be a great day. The weather was perfect! There were over one-hundred cars at the show. Our club has a showing of five or six cars and everyone had a great time!

The following Monday, we had our monthly club meeting. Many topics were discussed and we are in the planning stages for more events in the future. Our attendance was smaller than usual but at least we were able to conduct the club business at hand. The meal was served, and it was very good!

On May 15, we had our first Garage Day of the year. Walt Jones presented an illustration for a yearly maintenance of the Model A. He pointed out places to be checked, oil points, and fluid levels. He told just about everything except the partridge in the pear tree! Can't forget to thank Chili for hosting the event and to thank those that showed up. And the doughnuts were fresh and delicious!

Our next meeting is on June 7th, I hope to see more and more members show up as we get past this virus thing. We still have a lot to talk about and to get caught up on.

Junior Blakley, President

Editor's Comments:

I know everyone has to be happy to be able to get their A's back on the road! I know I am. I haven't been able to get to any of the tours yet, but I have high hopes for this month! The picnic is on my calendar as a definite! I hope to see a lot of my friends I haven't seen in a long time. And I'm hoping that this outdoor event will allow those that aren't comfortable with an indoor meeting to join in! I know that Walt is working on another Garage Day, so keep your fingers crossed. If you have an idea, or a space to hold it, let him know! And Loura and Steve are continuing to plan additional events for us to enjoy, so let them know if you have any ideas or would be willing to sponsor a tour. It takes all of us to keep this club fun! Speaking of that, Jody and I are working on an overnight trip to Nebraska City. We're not sure yet if it will be a two or a three-day trip, but we are mapping out the route soon and figure that all out. Nebraska City has some great places to visit, including Arbor Lodge, the Kregel Windmill Factory Museum which was built in 1903, and the Museum of Firefighting which houses a Model A Fire Chief's car! A visit to the small town of Julian to visit their recently restored service station museum is also in the planning stage. Stay tuned, it should be a fun excursion!

Happy A'ing
Sherry Wink, Editor

NORTHWEST MO MODEL A FORD CLUB MEETING
American Legion Hall, Smithville, MO
May 3, 2021 7:00 p.m.

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

VICE PRESIDENT: Larry Harding advised he was canceling the clubs PICNIC for June because of lack of participation/interest. Laura advised Plattsburg park is reserved for June 26. Gary suggested his place for picnic in October. Decided the board will discuss it, and bring it back to the membership next month.

SECRETARY: Bill Skaggs made the motion and John Layne seconded that the Minutes for last month be accepted as read.

TREASURER'S REPORT: Dave Silvers reported income \$125.00. expenses \$183.23. Balances- checking \$3,467.62, savings \$10,024.66 for a total balance of \$13,492.28..Motion to accept made by Jody Layne and seconded by Jeanne Harding.

ACTIVITIES: Laura Cook advised she had sign-up sheets for the following events: garage day, lady's luncheon, poker run tour, Lathrop show. Laura asked for for members support and attendance for these scheduled events. Other events being considered are the Chillicothe underground Railroad, a Civil War reenactment, Iris Festival. SAVE THE DATE for the in the works overnight tour to Nebraska City September 24,25&26 look for all the information in an upcoming Road Runner.

MEMBERSHIP: Mary Lou reported 31 members were in attendance. Eight members paid their dues at this meeting, so we now have 58 current members.

PUBLICATIONS/WEBMASTER: Jody reported for Sherry, that she needed a new printer. Over the 13 years, the club has only paid for one printer. Her research found a printer for under \$400.00. A motion was made by Bill Skaggs and seconded by Pat Lawlor to reimburse Sherry for the new printer.

MERCHANDISE: Bill Matteson is taking orders for club items, polo shirts, sweatshirts, caps, and name tags. Also reported our logo can be put on any clothing item you may want to use.

RAFFLE: The Board is trying something different since no one has stepped up to replace Glenda. We had a 50-50 raffle at \$1.00 for 1 ticket, and \$5.00 for 6 tickets. This month's pot was \$70.00, Jody Layne was our 1st winner for \$35.00.

Motion to adjourn made by Jody Layne and seconded by Jeanne Harding at 7:40pm



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

MAFFI Newsletter Minute-May 2021

Our Annual Model A Day is fast approaching and since our last year's event had to be postponed to this year, all of our displays are already in place, just waiting for your arrival! We talk a lot about all of the beautiful cars that are on display in the Museum but did you know that there are many era fashions that are also on display year round. Our museum fashion director, Linda Morford does such an excellent job of keeping these displays fresh and ever changing. This year we have changed out a couple of our mannequins to wear our First Responder outfits.

If you have been to the museum in the past, you may have noticed "Dolly" donning her lovely vintage housedress and apron. This year, Dolly has been transformed into Nurse Dolly. Her uniform is thanks to a find by Executive Director, John Marshall and the beautiful cape came from Julie Kluttz, of the MARC Fashion Committee. Don't worry, she will have white shoes by Model A Day!

Officer Delaney was once our Good Humor Ice Cream man. He now proudly wears an authentic Police Uniform also donated by John Marshall.

Our fireman (yet unnamed) is wearing a complete era fireman's outfit thanks to Ken Ehrenhofer. I was there when they were dressing this guy and let me tell you, it's not easy putting those boots on a mannequin! A hole needed to be cut in one of the boots in order for it to fit onto the stand. Fire boots were not meant to be cut into!

Hopefully you will be able to make it to Model A Day September 18th, to see these wonderful displays in person. For more information go to our website at: maffi.org. Start making your plans now, it's gonna be great!

See you in September!!

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".

June tour to Iris Farm cancelled—too late in season this year

June 10th—Ladies Lunch out

Gorozos Restaurant. 526 Harrison St, Kansas City, MO 64106

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

June 18-19—Lathrop Steam Engine Show and Flea Market

See article on page 5

June 20th—Lathrop Antique Fairgrounds Car Show

See article on page 5

Save the Dates!

September 24-26 Tour to Nebraska City

December 5th—Christmas Party

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!

JUNE MEETING: The June meeting will be as scheduled! Entertainment is planned but I don't have the details. I'm not sure if it will be back to a buffet yet, but come eat dinner and support the American Legion as well as visit with your friends! .

Roster Updates:

Dave Silvers has a new cell phone number: 816 724-9712

Andy Bennet has a new address:
9101 N Ambassador DR Apt 4213,
Kansas City MO 64154

Please update your rosters!

Road Construction continues on 92 Highway

Coming from east of Smithville (from Kearney) on Hwy 92:

On Hwy 92 heading west, turn right at Mt Olivet. This is where the Hwy 92 road closure starts. Follow Mt Olivet north and then west as the road curves. At the stop sign at DD Hwy turn left. Go straight to the Legion parking lot.

Coming from west of Smithville (from Platte City) on Hwy 92:

On Hwy 92 heading east, turn left (north) at Hwy 169. Turn right at second traffic light, this is Main St in Smithville. Main St turns into DD Hwy. Stay on Main / DD, the road curves some, do not turn. DD will run right into the Legion parking lot at Hwy 92.

Coming from north of Smithville on Hwy 169:

Turn left onto Main St. This is the second traffic light in Smithville when coming from the north. Main St turns into DD Hwy. Stay on Main / DD, the road curves some, do not turn. DD will run right into the Legion parking lot at Hwy 92.

Coming from south of Smithville on Hwy 169:

Turn right onto Main St. This is the third traffic light in Smithville when coming from the south. Main St turns into DD Hwy. Stay on Main / DD, the road curves some, do not turn. DD will run right into the Legion parking lot at Hwy 92.



HIGHWAY 92 CONSTRUCTION UPDATE AS OF 05/10:

All lanes of eastbound and westbound Route 92 between Liberty St. and Mount Olivet Rd., will remain closed through Friday, June 18 for road improvements.

92 closed at red line
Can cross at DD Hwy (Legion)

American Legion

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

New Location—Perkins Park, Plattsburg-June 26th

Don't forget to mark your calendars for the club picnic! This year's club picnic will be held at Perkins Park 116 & C Hwys, Plattsburg MO. (See map). Plan to arrive about 11:00ish or sometime before noon which is when lunch will be served. As usual, the club will provide the meat, drinks, and tableware. John Harmon will be "Fry Master" this year, serving up fresh fried chicken! You'll want to bring your favorite picnic dish to share, a lawn chair, sunglasses, maybe a hat, and of course your Model A.

It will be fun—come join us!



Garage Day May 15th

By Bill Matteson

The discussion was lively as Chili Canida hosted and Professor Walt Jones led our first garage day of this touring season on May 15. Ford's 27-point check list of preparations for touring with the Model A got special attention after longer than usual inactivity due to the pandemic. As with most Model A Club events, the day concluded with a late afternoon lunch at Corner Café in Liberty.



Ladies Day Out May 15th

By Laura Cook-Talley

We had a great turnout for our first outing. We met at 11 a.m. and after we enjoyed our lunch, we drew for a door prize which Sharon Kiel won.

Everyone was eager to set guidelines to make this a monthly event for our ladies' function. After some discussion, we arrived at going on the 2nd Thursday of each month.

Several suggested destinations will keep us busy for several months! In June, we will be taking one of the ladies' suggestions to try Gorozzos Restaurant. 526 Harrison St, Kansas City, MO 64106. Meeting at 11:00, we will have the details and sign up sheet, including car pool at our regular club meeting. We invite all our ladies and we welcome guests!



Pictures from Sandy Shaw

Mushroom Festival May 1st

By Sherry Wink

Finally! The first tour of the year! After having to cancel several other events, the club was finally able to start the 2021 touring season! I was unable to attend, but Loura Cook-Talley and Bill Matteson shared some great pictures with me! Looks like everyone had a great time!



43rd Annual Lathrop Antique Car, Tractor & Engine Show June 17 thru the 20th

Lathrop Antique Fairground
South edge of town on 33 highway.



June 20th—Car Show at the Lathrop Antiques Fairground

Registration 7:00 am to 10:00 am

Judging 10:00 am to 1pm

\$20 registration to be eligible for judging

Trophies to be awarded at 2:30 pm Must be present for Trophy

Car Corral (non judging) - No Cost!

Normally, we gather around the service station. More details will be available at the June meeting

Shan Johnson's steam engine will be showcased at this event. Come out and support him!

We will need volunteers to staff the service station On the 18th and 19th. Please let us know if you can serve an hour or so!

GENUINE "AERMORE" EXHAUST HORNS
"The Horn with the Locomotive Toot"

EXHAUST PIPE

above the din of congested traffic—can be heard several blocks away. The Aermore warns, but does not frighten. Its tone is the harmonious blending of four distinct notes. It is constructed of four brass tubes, heavily nickel plated, which produce a compelling signal that is always audible even when the car is stopped.

It requires less pressure to operate than any other horn on the market. Easy to install. Comes complete with cable, pulley and full instructions. Average shipping weight, about 8 pounds.

Give make and model of car and outside diameter of exhaust pipe when ordering.

Our Reduced Price

B5455—15-inch horn, for Ford cars, complete with 1 1/4-inch valve. . . .	5.75
B5454—No. 2-15 inch horn, for any other small car, complete with any size valve up to 2 1/4"	6.35
B5461—No. 1-18 inch horn, for medium cars and light tractors, complete with any size valve up to 2 1/4"	8.95
B5460—No. 0-20 inch horn, for large cars and heavy tractors, complete with any size valve up to 2 1/4"	10.80
Outfit Requiring Valve Larger than 2 1/4", extra	1.60

Extra Valve only for Aermore and other exhaust horns. In ordering, be sure to give year and model of car and outside diameter of exhaust pipe.

B5453—Valve only up to 2 1/4" (Ship. wt., 3 lbs.).	1.65
B5453A—Valve only, larger than 2 1/4" (Ship. wt., 3 lbs.).	2.65

Tired of your Ahooga horn?

Ok, I know that's not going to happen! But if you wanted to add another horn to your car, check out this era accessory that was available in the 1930 Western Auto Supply Book. It says it can be heard several blocks away, I don't doubt that!

AUTO OWNERS' SUPPLY BOOK 1930
Mid-Summer Sale!

Western Auto Supply Co.
130 BROOKLINE (Cambridge) 125 FEDERAL ST.
Big Retail and Mail Order Store
Open 10 A. M. to 7 P. M.
BOSTON, MASSACHUSETTS
Cambridge Store—488 Massachusetts Avenue

Overalls

By Sherry Wink

If you're a MAFCA member, you've probably read my overalls article in the newest edition. But here's a little more info regarding the subject!

Not just farmers wore overalls. Railroad workers, mechanics, and laborers of all kinds found them comfortable and practical to wear for all types of work. Note the dolly this gentleman is using.



M.W. Savage Co
Spring & Summer
1929



MW Savage Co
Springs and
Summer 1931

A few things to help achieve that Model A era look: Buy them extra big! They were promoted as to how roomy they were. Buy them with long legs and turn up the cuff once. This is often seen in pictures of the era and the catalogs, and adds an extra touch of authenticity to your appearance. Wear a collared, button down, long sleeve shirt. Short sleeves were rarely worn in those the Model A years.



Oklahoman
brothers at their
mothers funeral
in 1929



Montgomery Ward's Fall
& Winter 1930-31



<https://www.round-house.com/>



At least one company still makes the low back style with the elastic cross over. This is also the only company I found that still makes a button-fly version of overalls.

Husking Corn Part Of This Girl's Work

SCHALLER, Ia., Jan. 25.—Folk in this part of Iowa, a region that boasts producing more corn than any other equal area in the world, are marvelling over the corn husking record of Miss Mary Quirin, who resides on a farm near here. In the last harvest Mary husked 1,332 bushels of corn in 19 days. In addition she took care of her team and did her household work. But Mary does not look at all like a husky husker, and it is for this reason that folks are marvelling. Her frame is slight, her hands small, her feet petite.

Last fall there was a scarcity of harvesters for husking corn and Mary's brothers, who operate a large tract, were puzzled as to how they would get all their acres of maize into the crib. Picking machines could be used only when the corn was standing well. But it was necessary to use hands. Mary knew how, for her brothers and noted their dark secret.

"Why worry? I'll help," she said then.

"But you've got to keep house."

"I know it. I can pick corn and keep house, too. Yes, do all the baking and waiting, and ironing and sweeping as well."

Mary had her way. Her brothers assigned her a team and each morning the girl harnessed her horses, hitched them to the wagon, and went into the fields. The ears snapped merrily against the heads as the girlish picker chipped at her horses and hummed, though she had to bend her back to get the corn ears. In a day or two she was expert at husking and showing with the least wearing effort. Her brothers kept tally of her



Miss Mary Quirin, of Schaller, Ia., cracks corn husker and housekeeper.

1931 Newspaper Article



1929 Class Trip from the Table Rock
Historical Society

M.W. Savage Co
Spring and
Summer Catalog
1929. "Designed
for girls or



Denim Overalls
13E358 Solid Comfort
for Work or Outing. Designed for girls or women. Made of splendid blue cotton denim. Cut wide in the hips. Closed front. Adjustable shoulder straps. Triple stitched seams. Sizes 8 to 16 years or 26 to 34 waist band and 18 to 30 inches inseam. State size wanted. Shipping weight, 1 1/2 lbs. Price.....\$1.19

Overalls were sold directly to women and worn more often than we might think!

The following recipes are from a 1928 calendar issued by Baker's Coconut, and featuring multiple recipes for each month.

Vanity Fair Coconut Custard Pie

2 cups milk
1/2 cup sugar
Pinch of salt
1/2 cup Baker's Canned Coconut, Southern-Style
Beat eggs, add sugar, coconut, milk.
Pour mixture into pastry shell and bake 1/2 hour.

Ambrosia—Southern Style

Alternate layers of thinly slice orange and canned coconut, Southern-Style. Sprinkle coconut lightly over top and garnish with maraschino cherries. Sliced bananas, pineapple, or any other fresh fruit in season may be added as desired.



Brands We Still Know By Sherry Wink

Rowland H. Macy opened multiple dry goods stores that failed before opening the successful R.H. Macy & Co store in New York City in 1858. which is still used today. By 1864, the store was famous for its window displays and themed exhibits. Macy is also credited with new concepts that define the modern department store. This included creating the set price system in place of bartering and offering money back guarantees. Macy died in 1877 but ownership of the company stayed in the family until 1895 when it was sold to brothers Isidor and Nathan Straus. They continued to expand the business. Isidor and his wife Ida died in the sinking of the Titanic.

By 1924, Macy's was officially the largest department store in the world. That was also the first year of the Macy's Thanksgiving Parade.

Interesting note: In the first years of the parade, the giant balloons were cut free at the end of the parade to float away. Later, rubber shortages during WWII and safety concerns ended this practice.

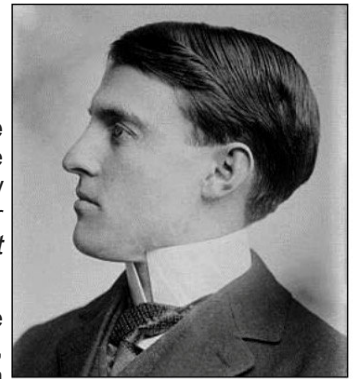


1928 ad

Invention of the Ahooga Horn

The ahooga horn, also known as a Klaxon horn was developed and patented by **Miller Reese Hutchison**, an inventor of the early 20th century. Hutch, as he was known, patented the mechanism in 1908. The Lovell- McConnell Manufacturing Company of Newark, New Jersey bought the rights to manufacture the device and it later became standard equipment on motor cars. Franklyn Hallett Lovell Jr., the company founder, coined the name *klaxon* from the Ancient Greek verb *klazō*, meaning *shriek*.

Klaxon horns produce an easily identifiable sound, often described in English as "ahooguh". Like most mechanical horns, the klaxon has largely been replaced by solid-state electronic devices, though the memorable tone has persisted on in classic cars of the era. Klaxon later became a brand name.



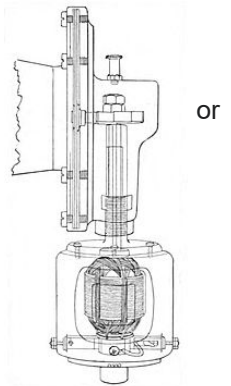
Miller Reese Hutchison 1876 – 1944

The Klaxon horn was used on U.S. submarines during WWII. The Klaxon horn's characteristic sound is produced by a spring-steel diaphragm with a rivet in the center that is repeatedly struck by the teeth of a rotating cogwheel. The diaphragm is attached to a horn that acts as an acoustic transformer and controls the direction of the sound. In the first Klaxons, the wheel was driven either by hand or by an electric motor.

Hutchison went to work for Thomas Edison in 1909, and was the chief engineer for Edison from 1912 to 1918. The ahooguh sound is usually heard today when a Model A Ford goes rolling down the road.

And more on Miller Resse Hutchison's story, excerpted from Wikipedia.com

Hutchison was concerned with increased automobile traffic in New York City. An early version of a vehicle speed alarm was not readily adopted.¹ Warning devices at the time were either bells or horns essentially derived from musical instruments. He realized that a more obnoxious sound would serve as a better warning. He designed a steel diaphragm with a pin at its center, driving the pin with a cam through either a hand crank or electric batteries via a small motor. The "horn" part of the device made the sound directional, so a pedestrian could be more likely to look in the direction of the oncoming vehicle. He licensed the patents to Lovell-McConnell Manufacturing Company in early 1908, and it was marketed as the Klaxon horn. The name came from the Greek word *klaxo*, meaning "shriek," which described its sound. At the January 1908 Importers' Automobile Salon in Madison Square Garden New York, mayor George B. McClellan Jr. was reported to have "the loudest automobile in New York" thanks to one of Hutchison's klaxons. A common quip, sometimes attributed to Mark Twain, was that Miller had invented the Klaxon to deafen people so they would have to wear his Acousticon (his patented hearing aid.)



Electrical Klaxon horn in 1910

Hutchison himself had a limousine custom-built in May 1908 to showcase the latest in automotive electrical technology. The Witherbee Igniter Company installed storage batteries that could be recharged from an on-board generator, or by plugging into a light socket. The car was equipped with three Klaxon horns and an external speaker to warn other traffic. An intercom similar to the dictograph allowed passengers to talk with the chauffeur. Many of the novel innovations in his vehicle are standard equipment today. Besides headlights with a dashboard switch, interior lamps lit automatically when doors were opened. The dashboard included lighted gauges, and alarms to indicate dangerous conditions. The car featured audible and visual back-up warning mechanisms.

By the next year Lovell-McConnell was shipping the horns throughout the US and opened offices in Europe. They reportedly sent a gold-plated Klaxon for the British royal limousine. Lovell-McConnell tried to keep prices high through contracts that prohibited discounting. However, competitors quickly came out with cheap imitations. Hutchison obtained further patents on improvements and fought the other horn vendors. During a series of lawsuits for patent infringement, an 1899 patent by Alexander N. Pierman for a bicycle horn was used as an example of a similar product with only a slightly different use. Federal judge Thomas Chatfield of the United States District Court for the Eastern District of New York ruled in favor of Hutchison. In an appeal and other cases, however, Alfred Conkling Coxe Sr. generally ruled that Hutchison's claims were overly broad, and thus invalidated many of them. Coxe called the horn's sound "harsh, raucous, and diabolical". Lawyers said "a noise is not patentable" The United Motors Company bought out Lovell-McConnell in 1916, renamed it Klaxon Company, and soon made the horns standard on General Motors cars.

Hutchison also developed technology for use by the military. The Klaxon warning device became standard equipment on all United States Navy ships. During World War I he worked on batteries for submarines in Edison's laboratory. After experimental batteries caused an explosion of hydrogen gas on the USS E-2, Hutchison was accused of making false statements in a Navy inquiry.

In 1918 he left Edison's lab to devote full-time to his own company: Miller Reese Hutchison, Incorporated had been formed in 1916 to further develop and sell batteries developed at Edison's laboratory. After World War I he founded Hutchison Office Specialties Company for the new market of electric business machines.

Model A Mystery Part

What is it?

Do you know?

For "Bragging Rights", Send an email to nwmomodelafordclub@gmail.com
Or to NWMO Model A Ford Club,
Box 34, Liberty MO 64069



Photo courtesy of Bratton's
Antique Auto Parts

Last Month's Mystery Part

A battery bottom plate is used with the original battery carrier assembly. If your bottom plate is rusted out, just replace it.

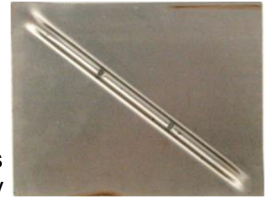


Photo courtesy of Snyder's
Antique Auto Parts

Walt's Old Time Tech Tip

Walt Jones, Tech Director

From old-timer Model A mechanic Jack Bahm Oakleaf 2021. shared by Rick Black

Don't Start Changing Parts !!!

Far too many Model A owners try to fix their car by simply exchanging parts until their car runs. This is a very long shot and you won't learn anything. If your car ran good last week or last month, or even last year, it's probably something simple that needs attention. People put a new carb on, new condenser, and even retime the engine. Those parts did not go bad by just sitting there a few months. The timing did not change. The condenser did not decide to go bad. If it ran rough when it was put to bed, then you might have other issues, but you have to find out where the problem is, and then fix that.

The easy things to check:

Dirty points: Just slide a business card or thick piece of paper through the point gap with the points closed a few times to get the dirt and dust off of them.

Fouled plugs: Pull out a plug and look at it. If it's black and fuzzy, clean it. Don't put new ones in just because the old ones are fouled. You should clean them fairly often anyway.

Is the carb getting fuel? Hit the starter while giving it a little choke, then stick your thumb into the carb near the choke butterfly and if it comes out wet, fuel is probably not the problem. Remember: 90% of all fuel problems are really ignition problems. Just an old saying. If you do pull out a dry thumb, then chase it down until the fuel is flowing.

Quick check of the electrical circuits: Honk your horn. If no Ahooga, then your fuse is probably blown or missing. Same thing with the lights. Try them. If that is OK, you do have power going into your system.

Take your simple test light (You better have one of these) and connect one end to ground and touch the other end to both terminals of the terminal box. Both should light your test light. If not, chase it down. The problem is the ammeter or its connections. Touch both terminals on the coil. With the key off, you should have power to both sides. If not, you are zeroing in on your problem. Somewhere between the ignition switch and the passenger side of the coil is touching ground. Turn the key on and open your points and block them open with a stick or piece of paper. You should have power at the movable point arm. If not, then your problem is between the driver's side of the coil and the point arm. Could be the ignition switch or a loose connection. If not, the circuit leading to the points is open. Power is not getting from the passenger side of the coil to the point arm. If the open circuit is within the distributor, things get a little more complicated, but you know where the problem is. If all is OK to this point, close the points. If the cam will not let the points close all the way and make contact, then rotate the engine until they do close. Put the car in third gear and roll the car a bit. This will ground the circuit all the way to the passenger side of the coil. You should not have power to the point arm or the passenger side of the coil. Remember; key on and points closed. Play with this with a wiring diagram in front of you to help you understand what is going on, or call someone and start asking questions. Ask a club member, and if there is no club near you, join one as an out-of-state member. Join Oakleaf Region. We all need someone we can call and help us with our cars. The Model A engine wants to start and run. Get things correct and let it run.

Some cruel things that can shut you down, these things stump the experts:

Intake air leak at the manifold-to-engine, or the carb-to-manifold. This happens when you are pretty sure you have fuel and spark. Spray a little starter fluid around these joints as you try to start it, or when it is idling rough. Make sure those four manifold nuts and the two carb screws are snugged up. Easy fix if this is the problem.

Corrosion between the Battery cable fitting and the wire, itself. This is a crimped joint and can fool you. It will light your test light or show continuity, but it can't handle heavy current.

Ammeter: An ammeter can have an intermittent open circuit. Don't trust it to be good.

Fuse holder on top of the starter. These are put together with small aluminum rivets that can easily loosen up and cause an intermittent open circuit. Take it off and use an in-line fuse.

Circuit from the ignition switch to the distributor can be shorted to ground. If it is screwed in too far, it can become grounded or it can have a short in the end fitting that screws into the distributor. Very hard to find.

Internal short within the modern point set. A lot goes on keeping things from shorting on this small part. A lot of little pieces that keep things apart. Hard to find.

Inline fuel filter. Just be aware that some filters need some pressure to push the fuel through. Make sure it is free flowing.

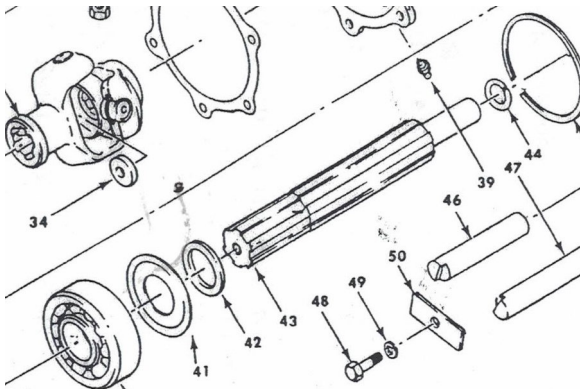
Is your transmission popping out of 2nd gear or feels sloppy? This may assist you when you plan to rebuild your Transmission. This will show you the correct order of assembly.

The transmission is stripped down, all internal parts removed and inspected to determine what gears can be reused. Original gears are much better quality than aftermarket.

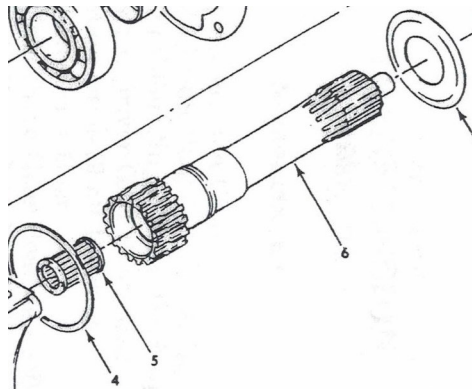
Transmission case and universal joint cover are cleaned up, prepped for paint and then painted the correct Ford Green color



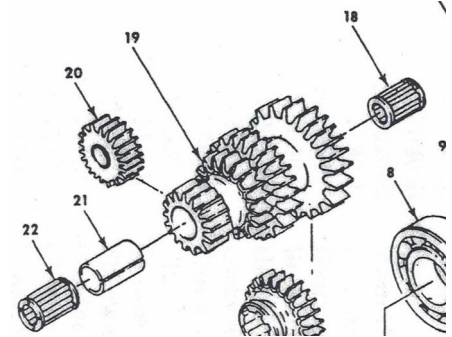
Transmission gears in the correct order of assembly. If you look at the top gear assembly it is the "Main Gears" I have been finding that people who have rebuilt these transmissions seem to leave off the spacer to the right of the upper shaft internal bearing which caused transmission failure. I know the reason, the correct bearing that must be used is the shorter bearing and they used the larger one which would not permit the install of the correct spacer. Be very careful you install the correct parts in the correct order when you reassemble the transmission. Gear installation order; 1st picture is the reverse gear, 2nd lower gear assembly, 3rd is the upper gear assembly.



UPPER DRIVE SHAFT - The spacer that you **MUST** be sure are installed are # 42 Main Shaft Pilot Spacer & # 44 Main Shaft Bearing Retainer Ring, if you leave either out you will have a transmission failure. I have found that three of the transmissions that I recently rebuilt were missing the # 44 Main Shaft Bearing Retaining Ring. Because if that ring is not installed you will wipe out the # 5 Main Drive Shaft Bearing (SHORT BEARING)

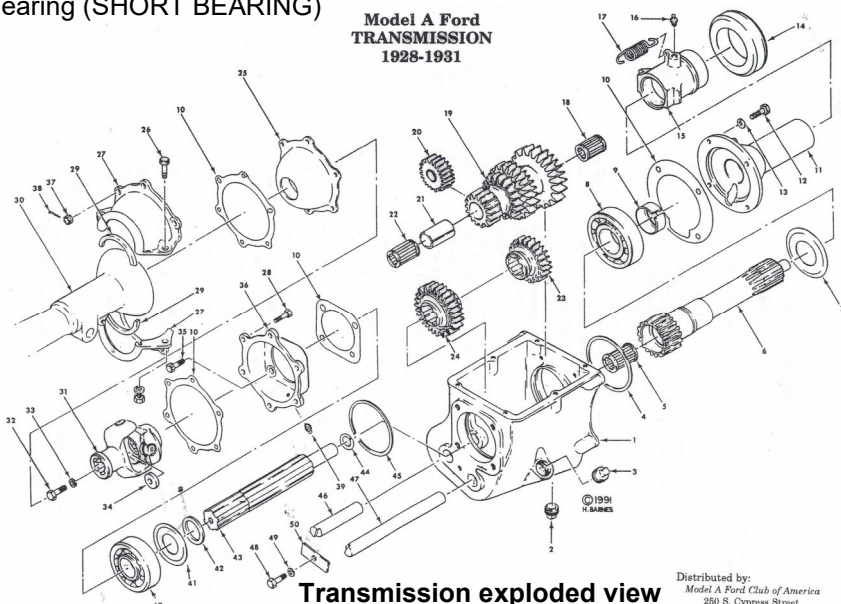


UPPER DRIVE SHAFT - When you are reassembling the upper drive shaft make sure you install the small # 5 Main Drive Shaft Bearing, **DO NOT INSTALL THE # 22 Cluster Gear Bearing**



LOWER GEAR CLUSTER - Very important that the bearings and especially the space bearing spacer are installed correctly. The correct order starting from the right follows:

1. Bearing # 22 Cluster Gear Bearing (LONG)
2. # 21 Cluster Gear Spacer
3. Bearing # 18 Cluster Gear Bearing (SHORT)



Transmission exploded view

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Transmissions rebuilt and ready for installation





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 @ 515-289-2682 or 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.

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: 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

MAFCA Board of Directors Meeting Highlights February 6, 2021 La Habra, CA – VIA ZOOM

National Conventions

June 12-17, 2022 Kerrville, TX
Host: The Alamo A's

2024 – No host

2026 – No host

National Tours

June 2—25, 2021 North Conway, New Hampshire
Host: Lakes Region Chapter

June 16-21, 2023 Michigan/Indiana Tour
Host: Southeastern Touring Group

June 16-25, 2025 Virginia
Host: Dallas Chapter

National Awards Banquets

December 2-5, 2021 Fort Worth Host: Cowtown A's

2022 Golden Colorado
Host: Model A Ford Club of Colorado

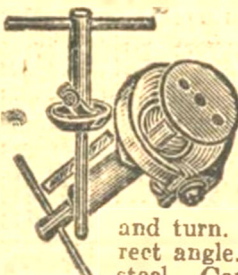
Policy Changes None

By 1930, specialty tools for use on the Model A were readily available

from most auto part suppliers. These tools were found in a 1930 Western Auto Catalog:

Special Refacer and Reseater,


For Ford and Chevrolet Cars



REFACER

Hold in hand or vise, insert valve stem and turn, holding refacer still. Produces clean, accurate face. Cutting blade tool-steel and adjustable, accurately set. Directions furnished.

H7390—Refacer, '15-26 Chev. and Model T Fords \$1.55



RESEATER

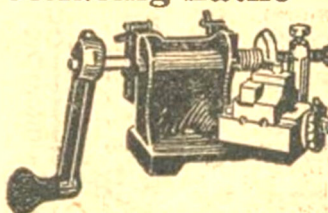
Insert stem in valve stem guide and turn. Leaves a smooth seat with the correct angle. Cone is case hardened; blade is tool steel. Comes set but can be adjusted or removed for sharpening. Directions furnished.

H7391—Reseater for '15-26 Chev. and Mod. T. Fords .55

S332—Set of both tools, H7390 and H7391 1.05

H7401—Reseater, 1928-30 Ford Model A65

Universal Valve Refacing Lathe



For valves up to 2 1/2" diameter. Circular cutting blade—many cutting surfaces. Cuts at any desired angle, screw type blade-control permits fine, exact work. Cuts clean; no high or low spots, leaves no ridges. Adjustable clamps hold valve stem; adjustable tension screw and spring. Made of the best materials with exceptional workmanship and finish. For all cars including Model A Fords.

H7397—Valve Lathe, complete with directions . . . 4.95

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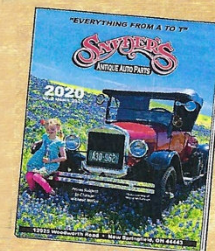
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