



# 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	<b>Volunteer Needed!</b>
Newsletter/Webmaster:	Sherry Winkinhofer
Property:	Lonie Hank
Director:	John Harmon
Director:	Bill Skaggs

## Birthdays

Linda Owen	10/09	Willie Coffman	10/17
Junior Blakley	10/11	Tom Lawlor	10/20
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
Levi & Michelle Kelly	10/24
Tom & Sandra Williams	10/27
Fred & Sharon Kiehl	10/31

## Monthly Meeting

**October 4th meeting!**

## Board Meeting

**October 21, 2021**

**The 3rd Thursday of each month,  
7:00 PM, Woodneath Library Center  
8900 NE Flintlock Rd, Kansas City, MO 64157**

## Technical Meeting & Breakfast Club-KC

**Big Biscuit in Liberty**

Please join us every Wednesday 7:00 am to "whenever"  
at the Liberty Corner Shopping Center, at 840 Hwy 291  
(816-429-5314)

## Technical Meeting & Breakfast Club-St Joe

Every Monday 8:00-10:00 AM

Hy-Vee 201 North Belt Highway, St. Joseph

## Ice Cream & Socializing

Every Saturday evening 6:00 PM

Big Burger, 4700 NE Vivion Rd  
Kansas City, Mo. 64119

## President's Comments:

And here we are on the eve of Fall. Our summer is about gone. Things that I normally do never got done, or just were not there to do. I only went to one swap meet this year, and to me it was a total bust. I like a good auction, but I was only able to attend one. It was a two and a half hour drive, to an event I heard about at the last minute. I did get a nice instrument panel with a speedometer, switch, ammeter and light. I only need the speedometer and light, it was well worth the trip!

Now as I look around, I see the fall harvest in our area in full operation now. This includes a lot of fall festivals on the schedule for the next month, so Model A'ing is not over yet! I can't attend everything though, as my grandkids birthdays are also in the fall, and of course, they take precedent!

Now on another note, because of the pandemic, your officers have been in place for a second year. Elections are just around the corner, and I would like to think that some new faces are overdue. Please consider stepping up to these important positions that keep our club ticking away. The last two years have been challenging, but YOU can make a difference! Please say yes if approached by the nominating committee. And you don't have to wait to be approached, volunteers are gratefully appreciated!

Enjoy the fall colors, and get out and drive that Model A!

Happy A'ing!

Junior Blakley, President

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*Ignoring the signs is a good way to end up at the wrong destination!*

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## Editor's Comments:

It's hard to believe it's almost time for the Fall Foliage Tour, traditionally our final tour of the year. Seems like summer touring season just started! But all good things have to come to an end. Mine didn't end up like I would have wanted it too...The Old Lady didn't complete the Nebraska Tour on her own, having to be trailered home after several failed attempts to fix electrical issues, and having to have a spare changed besides. At least I had most the parts they needed to try and fix her. Except spark plugs, I didn't have those. But like true Model A'ers, someone else did. So now, after mailing replacements to the donor, I also put a new set in my parts chest, just in case!

It was a great tour, and Jody and I worked hard for over a year to put it together. I'm glad that the members and guests that went on it all seemed to have a good time! Thanks everybody!

I also had a nice trip to the National Model A museum the following weekend to give my first national fashion seminar. Jody went along to co-drive, and help setup, and I was so glad! It made it a fun trip. And it was so cool to see all the Model A's there, as well as all the Model A firetrucks and other first responder's vehicles. I meet a few Model A friends face to face for the first time in person, so that was great too! It was a busy month of Model A stuff, but, hey, I'm not complaining!

Happy A'ing

Sherry Wink, Editor

# NORTHWEST MO. MODEL A FORD CLUB MEETING

## American Legion Hall Smithville, Mo.

### September 13, 2021

Meeting called to order by President Junior Blakley at 7:01pm with the pledge of allegiance.

The program for the night was changed due to Sherry being unable to attend. Her fashion presentation will be rescheduled for the future. Tonight Larry and Jeanne Harding hosted a trivia contest, with lots of prizes for the winners! The questions and answers ranged from Henry Ford, the Three Stooges, and the Andy Griffin show, to the history of the NWMO Model A Ford Club. The audience participation made it a fun and interesting program!

Vice President: Larry Harding reported on the nominating committee's progress to date. Next year's slate includes the following running for the elected Board positions:

President-Larry Harding  
Vice President - Jody Layne  
Treasurer - Dave Silvers

Secretary - Open, please let the Board know if you are willing to step up to fill this essential position.

The other positions on the Board are appointed by the President and include Activities/Tours, Membership, Technical, Concerns/Calling, Merchandising, Raffle, Property, and 2 directors.

**SECRETARY:** Jody Layne asked for any corrections/changes to the minutes that were posted in the newsletter. With no changes, a motion for approval was made by Fred Kiehl and seconded by Jeanne Harding. Minutes were approved as read.

**TREASURY:** Dave Silvers reported a starting balance of \$12,774.48. Checking balance \$2,748.19, savings balance \$10,025.29. Income \$900.21, expenses \$590.54. Ending balance checking \$3,057.65, savings \$10,025.50, total for August 2021 \$13,085.15. Motion to accept was made by Bill Matteson and seconded by Lonie Hanks. A copy of the report is available upon request.

**ACTIVITIES/TOUR:** A report on the Nebraska City tour was given by Jody Layne. There were 12 Model A car, 6 modern cars, 1 truck & trailer. A total of 36 participants, only 6 from NWMA. 12 from HOA's, and 18 from POA's. A program on the trip is being planned for a future meeting. Jody also reported a Fall Foliage Tour is planned for October 23, look for the sign up sheet on the table and future details will be in the next Road Runner.

**TECHNICAL:** No report was given

**CARES/CONCERNS:** Lanell Young reported birthdays, Jody Layne was the only Birthday member present so they sang Happy Birthday to her. Nobody was present to celebrate their anniversary. **CONCERNS:** Jim Spawn is now in hospice care. Walt is doing better & starting to drive again. MaryAnn is a trooper and recovering well, but it's going to be a long road. Etta and Lyman are just staying home out of harm's way for the rest of the year, we all wish you well. Larry Harding goes in for surgery on his left knee on Wednesday, Sept 15th. Please keep those cards, calls & thoughts on going for everyone, they can really use all the support we can give them. It just takes just a minute of our time and gives them so much encouragement.

**MEMBERSHIP:** Mary Lou Matteson reported there were 19 members present and 1 guest, Gary & Rosemary Smith's son was visiting from Colorado Springs, Colorado.

**MERCHANDISING:** Bill Matteson had nothing to report.

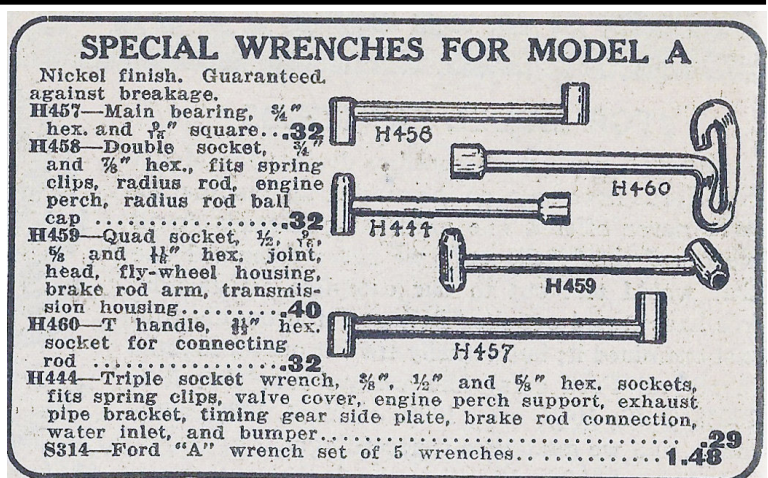
**WEBSITE/NEWSLETTER:** absent

With no more news to report the meeting was adjourned at 8:05pm by President Junior Blakley.



**Open invite:** Visit or participate in the Turner Barn 2nd Annual pre-war antique car show, at 19805 S Moonlight Road, Gardner KS 66030, on October 2nd. The car show is from 10:00 am until 2:00 pm. To participate in the car show, RSVP by September 25th at [www.theturnerbarn.com](http://www.theturnerbarn.com) or call 913-558-6945. 0

While you are there you can buy your pumpkins, gourds, straw bales and decorations. You can also check out the historic Turner Barn. No admission fee!



*A few specialty tools just for the Model A found in a Western Auto Ford Owner's Catalog from 1929. Nickel finish, guaranteed not to break! Includes sockets for spring clips, radius rod, engine perch, fly-wheel housing, and more! Five wrenches for \$1.48.*





## Activities

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

### **October 2nd—Smith's Weiner Roast**

See below for details

### **October 14th—Ladies Luncheon**

Anthony's Italian Restaurant at 701 Main Street, KCMO  
Meet at 11:30

### **October 23rd—Fall Foliage Tour**

See below for details!

### **Save the Dates!**

December 12th—Christmas Party (Note change of date)

If you are planning on joining in on any of the tours or activities, please sign-up at the meeting and include your phone number. You can contact Steve or Loura 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!

### **October Meeting:**

The entertainment for the October meeting is still in the planning stage, but I'm sure it will be fun and interesting!



### **Christmas Party December 12th**

Final details and prices are still being ironed out, but mark your calendar now! Look for more information at the October Meeting.

Our event will again be the Arley Barley barn as many other venues were not taking reservations far enough in advance to insure our date. This venue does a great job and we'll have a great time as usual!

### **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



### **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

### **Fall Foliage Tour October 23rd**

Meet at the McDonald's in Smithville to depart at 9:00 a.m.

We will travel back roads to Weston, stopping at least one orchard to check out the local apple harvest!



Lunch is planned at the Tin Kitchen, 509 Main Street, Weston, a great BBQ place.



Following lunch, we'll visit Green Dirt Farm, a local artisan cheese making operation. There will be a limited number of tours available at \$15 each for those that feel up to it. Must sign-up in advance! These tours visit the farm and then return to the store for a cheese tasting. For those not wanting to do the tour, their store sells their cheeses and house-made ice cream, as well as products from many other local food artisans.

Bring your lawn chairs, there is plenty of room outside to enjoy the sunshine and fellowship of club members, and maybe taste some of those goodies you'll find in the store!



Serving ALL Veterans and  
the Community



Remembering  
Those Who Served

**AMERICAN LEGION**  
U.S.M.C. NAVY  
ARMY USAF  
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>

### **Deadline for the Next Road Runner** **The 20<sup>th</sup> of the preceding month**

Email to [swinkinhofer@hotmail.com](mailto: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](mailto:nwmomodelaclub@gmail.com)  
Publications: [nwmomodelaclub@gmail.com](mailto:nwmomodelaclub@gmail.com)  
816-519-2630

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

Visit **[www.nwmomodela.com](http://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](mailto:nwmomodelaclub@gmail.com)**



## The Nebraska Tour September 10-12th

Submitted by Donna Kelly, HOA member, and guest on the tour



Leaving Atchison



Our floating hotel!



Inside of the station



Gather around the pumps!

Three Model A clubs in the Metro Kansas City area shared a 3-day tour to Nebraska on September 10-12<sup>th</sup>. The Northwest Missouri, the Heart of America, and the Plain Ol' A's joined a trip sponsored by the Northwest Missouri club, co-lead by Jody Layne and Sherry Winkinhofer.

Many of the A's left Platte City, Missouri on Friday, September 10<sup>th</sup> for the 120+ mile caravan drive. Other cars joined us in Atchison and Troy. We had many interesting stops along the way, following the Glacial Hills Scenic Byway. Monuments, town squares with County courthouses and brick streets, an Indian sculpture carved from a single tree, and corn fields---many cornfields to line our way!

Our lunches were provided for us when we stopped at Indian Cave State Park outside Shubert, Nebraska. Subway box lunches, tea and lemonade, followed by fresh watermelon! Following lunch, we had a casual one-lane drive throughout this unique park!! Next stop---the Missouri river---at Brownville, Nebraska. By now we had 12 Model A's and 5 modern cars--35 participants in all. Off-road and down a curvy, tree-lined, dirt road, (seemingly in the Middle of nowhere) ---we arrived at our hotel for the next two nights -- the River Inn Resort---a permanently moored riverboat on the Missouri river---awesome!!

After getting settled in, and relaxing on the riverside veranda, we loaded up for a 10-mile drive to Auburn for our evening dinner at the local BBQ. On our way back as we drove back down the dirt lane, the 18-year-old Model A driver was heard saying he loved this part. It seemed like a real throwback to "the day", as we followed the string of model A's to the boat. Later he discovered the "knocking" sound on the boat was actually carp having dinner alongside the boat. Those of us on the veranda watched the carp and a few garfish.

Saturday morning, we started the day with a delicious plated breakfast on the boat, after which we departed for Julian, Nebraska---population 45. We had a great opportunity for pictures with our cars at the recently restored 1928 filling station. This small town raised \$40,000 in one year to restore this treasure!

*(Continued on next page)*



Buchanan County Courthouse and the Peter Toth Sculpture



Picnic at the park!



A cool drive among the valley floor at Indian Cave State Park



Julian Service Bay





## (Nebraska Tour Continued)



1929 Fire Chief's Fordor



An "Eli" Windmill



Wheel Museum in Brownville

Sunday morning started with yet another wonderful breakfast. Then it was time for us all to go our separate ways. Thanks, Jody and Sherry for a wonderful and fun trip

The Julian Preservation Committee provided us with coffee, iced tea, and donuts, and an air conditioned place to hear about the history of the town and the gas station restoration project. The town also provided us with a good place to make a few repairs on several cars.

Off schedule, but back on the road again, our next stop was Nebraska City for a visit to the Nebraska City Museum of Firefighting, highlighting the oldest fire department in Nebraska. It was a great display, well presented, up to and including a 9/11 exhibit and a 1929 Fordor Fire Chief's Model A. Lunch, then another museum, the Kregel windmill museum, a complete example of an era factory. Opened in 1903, and operating until the late 30s, the factory is fully functional and contains all the parts needed if they ever wanted to produce an "ELI" brand windmill such as it was famous for in its heyday.

We then drove back to the River Inn Resort for our evening dinner cruise. With seating inside or out-on top, we were served a wonderful meal as we cruised the Missouri river. Did we eat a lot on this trip---sure!!!! The hour cruise up and down the river led to the sighting of much wildlife, including several bald eagles! As we departed the "Spirit of Brownville" (named after the last ferry to cross the river here, which was built by Sherry's Grandparents) we were entertained by a calliope.

We had time to relax, visit and wind down. The guys checked out all the cars and made some repairs. We want to thank Lance and Terry Burton for driving the trouble trailer—only 2 cars enjoyed his help, but they kept him busy!



Parking Lot Repairs on Sherry's car



Repairs in Julian



Kregel Windmill Factory Museum



Dinner and Sightseeing Cruise

## Fashion Seminar at the National Model A Museum 9/18

By Sherry Wink

Earlier this year, I was invited by MAFFI to participate in Model A Day at the museum, and to give a fashion seminar at the event! I was honored to be asked, and of course told them yes at once. My seminar was a one and half hour class on Model A era fabric, where I displayed both original fashions (my own, and borrowed) and my books of Model A era original fabric swatches. Counting all the swatches, there were over 3700 examples of era fabric!

A nice crowd attended, and at the end of the session, we had to push them on out the door! My brother and his wife were supposed to attend with me, but they had to bow out after his car accident. Jody stepped in at the last minute as my co-driver, and helper, and I couldn't have done it without her! We had a great time at seminar, and enjoyed exploring the museum and taking part in Model A Day the rest of the afternoon!





## Ladies' Stockings

By Sherry Wink

Stockings for ladies, also called hosiery, were not just skin tone and plain. Nor were they just silk! I was amazed by the variety I have come across in my research. Of course, everyday wear did tend to keep more to the neutral shades, but even so there was a wide variety! From French Nude, Sand, Shell Grey, Sun Tan, Beige, Black and White to Champagne, Misty Morn, and Beach Tan, there was a shade for most everyone! And check out these more glamorous shades for the evening of Vermeil (blue), Chloe (black), Casino (lavender), Apricot (orange) or Promenade (red), all found in a 1929 magazine.

One thing era stockings all had in common was the seamline down the back. To be accurate, this seam should match the color of the stocking, not be in a contrasting color. Also, pantyhose were not around yet, but I'm not ready for that level of accuracy in my era image wear!

Stockings were primarily made of silk, but there were many more variations and other fibers used then I expected. In the catalogs and ads I reviewed, I found stockings made of: fine silk, heavy silk, just silk, chiffon silk, silk and artsilk (rayon), silk and lisle (cotton), silk and wool, artsilk, rayon over lisle, and wool cashmere.



Delineator Magazine October 1929



M.W. Savage catalog Spring & Summer 1929



Robert Simpson catalog Spring &

Another interesting detail often found in era stockings were the heels. While the feet were usually reinforced, some heels were reinforced with a decorative design. Here are a few examples, from points, to double points, to French heels, and (in yellow,) a "novelty" design. Usually these were the same color as the stocking, but as always, there were exceptions! (see the far right, in the blue shoes.)



This 1929 Crisco ad included quite a back story for this cake recipe, stating "No church supper in a certain little Indiana town is complete without one of Mrs. B's black devil's food cakes. . . She says" "Crisco keeps my cakes moist and fresh as long as I can keep the children away from the cake-box." Wonder if there ever really was a "Mrs. B?"

### Black Devil's Food Cake

2/3 cup Crisco	1 cup thick sour milk
1 1/2 cups sugar	1/2 tsp soda
3 eggs	2/3 cup cocoa
1 tsp vanilla	1/2 cup hot water
2 cups flour	2 tsp baking powder
1 tsp salt	



Blend Crisco, sugar and eggs thoroughly in one operation. Beat cocoa in hot water until smooth and add to first mixture. Then add milk beaten with soda and flavoring and lastly stir in flour, salt and baking powder which have been sifted together. Bake in Criscoed 9-inch layer cake pans in moderate oven (375° F.) for about 25 minutes.

This makes three large layers which may be iced with the following icing: Cook 1 3/4 cups granulated sugar and 1/8 tsp salt with 1/2 cup water to a temperature of 238° F. or until syrup forms a soft ball in cold water. Pour slowly over 3 egg whites beaten stiff, beating mixture as you do so. While icing is still hot, fold in 12 marshmallows which have been cut in pieces. Beat until of a consistency to spread.

### Brands We Still Know By Sherry Wink

John Boyd Dunlop was a Scottish veterinarian who liked to tinker. In October 1887, he developed an inflatable tire for his son's tricycle. He then went on to refine his tires for bicycle racing, and eventually formed a company with the president of the Irish Cyclists Association, Harvey Du Cros. Dunlop was granted a patent in 1888, which later was invalidated due to the discovery of an older patent with a similar design. But his new pneumatic tire revolutionized the bike industry, and the loss of the patent didn't really slow down the business. Dunlop and Du Cros just bought a defunct Dublin-listed company and renamed it "Pneumatic Tyre and Booth's Cycle Agency." Dunlop retired from the company in 1895. In 1896 Du Cros sold the company for £3 million, but remained as the head until his death in 1921. The Company was renamed "Dunlop Rubber." in the early 1900s.

*Interesting Note: In 2005, John Dunlop was inducted into the "Automotive Hall of Fame," now located in Dearborn Michigan.*



1931 advertisement



## Model A Mystery Part

### What is it?

Do you know?

For "Bragging Rights", Send an email to [nwmomodelafordclub@gmail.com](mailto: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 a choke rod spring. Did you know?



Photo courtesy of Bratton's  
Antique Auto Parts

## Walt's Old Time Tech Tip

Walt Jones, Tech Director

As read in the September 2021 "The Motometer" official newsletter of the Utah Valley Model A Club

### Twisting Wrenches with the Experts - Garage Day at Karl Furr's

By Buster Hanson

I had the opportunity to be guided by some real experts on August 14th as I joined Tony, Howard, and Joe at Karl's place to replace the manifold gaskets. Well, what started out to be a simple swap and replace project turned into a learning experience. Karl had been using a Remflex gasket on his car and for some reason it was failing in a very short period. I have run a Remflex on my car for years with great success, so I was very interested in finding out what caused this failure in such a short period of time. We suspected that the back of the exhaust manifold may have slipped down and facilitated a blowout in #4. Anything above an idle and it was popping like a pinball machine.

It had been decided to replace the Remflex with gland rings and copper gaskets. Remflex you only torque to 15 lbs., so we liked the idea of the gland rings and higher torque that is used on copper gaskets to hold everything in place better. Things started out simple. Isn't that how most of these projects begin? We disconnected the fuel line and choke, then loosened the four manifold nuts. Our goal was to swap the gaskets without having to remove the exhaust pipe. That all went very well. We took a scraper and ensured that all the surfaces were clean. We knew the manifolds were flat and been planed because they were Karl's and he had done his master machinist magic on them when we replaced the exhaust manifold earlier.

We inserted the gland rings and new copper gaskets and tightened the nuts down, hooked up the gas line, and fired it up. Pop, pop, pop, shut her down! On investigation we found that #1 cylinder was not seating all the way. I could slide a fingernail in the slight gap. We suspected that the manifold had been planed down and the gland ring slot may not have been deep enough. The process was easier the second time. Off with the gas line and choke, then removed the four nuts. We pulled the gland ring out and sanded a little off on the belt sander.

During this process Joe looked at the old Remflex gasket closer to see if we could figure out why it had failed in the first place. Looking at the impression on the gasket, he noticed that even though the manifolds were plane and flat. The rear intake was not in line. It was sagging down significantly. It was a wonder that the intake was not sucking air through the gap.

We separated the Intake and Exhaust by removing the two bolts. Howard enlarged the bolt holes in the intake so we had room to slide it up a little in the

back. Back together we go, I'm getting pretty good and fast at this now. We used a mirror to inspect for gaps and make sure the intake is raised to the proper amount. We checked and adjusted the timing while we were in there and fired it up. No popping noises. This is where the story is supposed to end with a happily ever after!

Like all good learning experiences, the saga continued. As we revved the engine a little, it died like it is running out of fuel. We checked fuel valves (one manual, one electric), and removed the fuel filter in the glass bowl. Then Started her up! It had a nice idle then it died. Okay first rule of trouble shooting, think about what you last touched. Well, we had the carb off, tilted it to drill the manifold, and removed the fuel line a couple of times. It's got to be in the carb. We removed the bowl and turn the fuel on, gas flows fine. What is with this thing?

Next step, enlarge the investigation circle and learn from past experiences. Some will remember when Joe fought our sedan down at Bryce Canyon National Park in the rain a few years ago. Fuel problem — it kept dying. Joe froze in the rain, while tearing the carb and fuel system apart. He finally replaced the condenser, and our car was back on the road again. How a r d h a d a n e w condenser in his toolbox. We installed it and the fuel problem went away. Karl's car was ready to hit the road!

As often happens after these sessions, I was asked what did you learn? It was a decent list this time:

- Always remember to check for flatness and plane the manifolds if needed. I had not ever thought about looking at the alignment of intake and exhaust when you swap one out.
- The old gasket has a lot of clues and should not be discarded without some investigation.
- Gland ring channels may be too shallow if the manifold or block have been surfaced.
- Still not sure why the Remflex failed. I suspect the manifold shifted a little and/or the timing was off enough that some detonation may have damaged it.

• What you think is a fuel problem could be a condenser problem. It's a good idea to have a couple of these with you in your car.

• Twist some wrenches with the "old" guys—they know more than you do.



## Jim Spawn Elected To Model A Hall of Fame!

Reported by Sherry Wink



The Model A Hall of Fame is maintained in the National Model A museum, located in Gilmore Car Museum Campus, Hickory Corners, Michigan. The Hall of Fame exists to recognize the people who developed, produced, sold and maintained the Model A Ford vehicles and the many people who developed supporting and derivative tools, accessories and machinery; authored and published articles, magazines and books; and organized and led national organizations devoted to the Model A Ford. In 2021, four new members were inducted in to the Model A Hall of Fame. NWOMO club member Jim Spawn is the 30th person to be added to the wall. Fellow club member Bill Skaggs made the trip to accept the award for Jim. Per the museum's press release:

*Jim Spawn's involvement with the Model A Ford began in 1981 when he acquired his first Model A, a 1930 Coupe he affectionately named "Bob." It took him six years to make "Bob" roadworthy and during this time he came to appreciate that with a few tools, a little knowledge, and a lot of determination you could bring a "basket case" back to life.*

*Jim is probably most recognized as being the editor of the award-winning The Restorer magazine, published by the Model A Ford Club of America (MAFCA). Jim became the sixth editor of The Restorer in 2000 and immediately brought the magazine into the high-tech world by using desktop publishing instead of the old "cut and paste" assembly method. This single change allowed a total revamping on how the publication was produced and printed, saving time, and reducing expenses.*

*Jim's creativity brought a new look to the magazine as well as new features. Under his management, the magazine evolved over the next few years. Another big change took place in 2012 when he directed The Restorer magazine's change to a full-color publication. It is no surprise that, during his 17 years as The Restorer editor, the magazine received many literary awards. Jim was most proud to receive the prestigious Gold Award from the International Automotive Media, a peer review competition which recognizes writing and design excellence.*

*However, Jim's impact on MAFCA and the Model A hobby extends far beyond The Restorer magazine.*

*In 2000 Jim was the chairman of the highly successful MAFCA Convention in Kansas City. He loved touring in his Model A. His interest in Model A's and history came together in 2010 when he co-organized MAFCA's National Pony Express Tour — an event so popular it has set the stage for all MAFCA National Tours to follow.*

*A bona fide history buff, Jim was also interested in Ford factory and sales buildings. Accordingly, he produced numerous articles on both, which eventually led him to checkout Ford locations as far away as Cuba and Puerto Rico.*

*Jim's style of writing is based on "immersive content" where the content has the power to draw the reader in, hold their attention, and motivate them to do things. He is a firm believer that research, restoration and involvement are what the Model A hobby is all about. Jim is a multi-talented guy, a musician, photographer, historian and — most of all — a great ambassador for the Model A Ford.*





## Edsel Ford Saved My Life

Shared by John Smeltzer, Plain Ol' A's member  
and recent guest on the Nebraska Tour

The year was 1991. My fiancé, Deborah, and I were visiting her parents, Dick and Mary, in Bellevue, Nebraska. After showing me the family's '31 Woody Station Wagon, Dick asked whether I would like to try driving it. My driving experience up to that time had been almost exclusively in manual transmission vehicles. Brimming with confidence, I responded with "why not?" The prospective wife and in-laws piled in.

The Ford legend recounts that Edsel was a small guy who had been pushed around in his early years. His pursuit of revenge was the genesis of the Model A Ford Station Wagon. He promised that it would be easier for a camel to pass through the eye of a needle than it would be for a tall person to drive it. I was his next victim.

Starting this antique requires the simultaneous and precise manipulation of at least 3 pedals, levers and knobs missing from modern cars. Dick completed the complex and mystifying procedure. I was thusly spared the disappointment common to all when abandoned by beginner's luck. I would later reconsider this kindness as a condemned man might regard the offer of a blindfold ...a gesture met with short-lived appreciation.

Dick relocated to the co-pilot seat and my time had come. The running boards were easily stepped across without shin scraping. However, curling my 6'5" frame down into a position so I could clear the door frame was a challenge. Doing this as I threaded my legs around the giant steering wheel, stick shift, and parking brake was a downright puzzle. After a few tries ... and stretching ...and contorting and breaks to consult our hastily drawn diagram, I was in. I subsequently learned that this is a yoga position reverently referred to as "Satan's Cashew."

Once seated, my troubles weren't over. Every gear change required double-clutching. This was something unfamiliar to me. It went out of style in the 1950s. When I forgot to double-clutch, gears would grind. When I remembered to double-clutch, gears would grind. Straining for the pedals in the extremely cramped space was nearly always a failed experiment.

Each attempt was followed by a barely suppressed, "Damn." This was my internal monologue. It became just another part of the shifting procedure. Soon enough this became audible, and Dick joined the chorus. Mary objected to the language. Deborah stared silently out a side window. Tension within the car grew distracting. Synchronization of man and machine deteriorated further.

Now a bit about Bellevue, Nebraska. It is a peaceful little hamlet on the bluffs over the Missouri River with brick paved avenues. It was there that the pothole was invented. Every street had one. Not wishing to be out done, neighboring communities bought a few, and this went on to become a quite successful business for Bellevue. Railroads crisscrossing the town and stretching to reach nation-wide markets were haphazardly laid-out and constructed to accommodate this growing industry. Civic-minded movers and shakers even lured the U.S.A.F. Strategic Air Command to locate in Bellevue believing a few bomb craters amongst the potholes would only enhance their reputation.

But let's get back to our adventure.

Once it achieved some social acceptance, the swearing picked up between gear shifts. The shock absorbers were intended as some nod to originality... of the Conestoga wagon, after which this station wagon had surely been patterned. They actually amplified the many aforementioned dippy brick roads, jarring railroad crossings, and murderous potholes. Each encounter with these obstacles sent the car bouncing ...lurching ...pitching. My head would bounce against the wooden slats of the inner roof. It did not matter that I could see them coming. They were too large or numerous to avoid. Of course, shifting anxiety would fill the small gaps between the spikes of pain.

...and I am driving around in traffic. Cursing is now coming from outside of the car. Drivers behind me are yelling because I tried to downshift, failed, and had to stop. Passing drivers are shaking their fists at me because I am not going fast enough. Others lean on the horn when I change lanes without

looking because, well, no one can scan the single tiny mirror while twisted into "Satan's Cashew."

Take it all in. I've been battered. I'm not bleeding yet I am definitely in pain. Scorn and disapproval from both outside, and inside, of the car weigh on me. My early confidence has been replaced by defeat, frustration, and embarrassment. I haven't broken this prized family heirloom, but the rattles, squeaks, grinds, thumps, squeals, and backfires let me know such an outcome is not far off.

A bigger man might have risen to the challenge. A bigger man might have endured more. A bigger man might have overcome failure and clawed back some small final victory. But a bigger man could not have even wedged himself into this Ford fueled fiasco. I punted. I pulled over on a bridge, bolted from the car, ...and jumped.

Well that was my plan. I could not untangle myself from behind the steering wheel, around the stick, through the brake, and among the pedals before my senses returned. Long before seat belts and way, way before air bags, Edsel Ford had unwittingly designed this cruel set-up for me which, on this day, became a safety feature ...another Ford first!

Dick took over the driving. Everyone was quite relieved except Mary. There may have even been applause. I married Deborah. Mary did not applaud. Dick and Mary gave Deborah a Model A Cabriolet.

It is significantly easier to enter, drive, and exit. I haven't stopped on a bridge since.







## 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:** Dave Ryan has model A motors for sale. Head and pan are still on the block. Condition unknown \$250.00 each.

**Contact** Dave Ryan Cell 913-683-0546 or email suewhoks@hotmail.com (POA 10/21)

**Wanted:** Two 1928 - 29 Headlights.

**Contact:** Alvin Vickroy @ (515) 238-1502 (ICTA 10/21)

**Wanted:** Looking for an original 1930 Model A title. I spent time during the COVID lockdown building a Model A Speedster and the car is almost ready for the road. Would like to title the car as a Model A. Any model will do and will pay a reasonable price.

**Contact:** Dick Knapp, 479.586.0070 or LTCKnapp@gmail.com (ICTA 8/21)

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**Contact:** Frank Kelly 816-578-4070 or fkelley@comcast.net (NWMO 08/21)

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Sherry Wink

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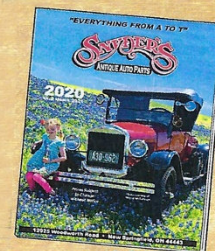
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