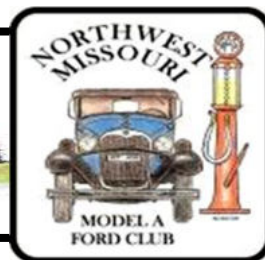




# The ROAD RUNNER



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

Clyde Pace	11/01	Daryl Powell	11/09
Tom Williams	11/02	Jeanne Harding	11/14
Pat Wishon	11/04	Maudina Romig	11/16
Kay Chrane	11/05		

## Anniversaries

Malcolm & Sherri McIntyre	11/01
Harvey & Vicky Roseberry	11/08

## Monthly Meeting

**November 1st meeting!**

## Board Meeting

**November 18, 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:

Driving to work this morning, I had the privilege of seeing a bright full October moon right in front of my road. The moon reminded me that it is fall and would soon be time to put these cars of ours away for a few months. So now is the time to take advantage of these last few nice driving days! November brings us Veterans Day, and the Vet's home in Cameron has asked if we could bring our cars up for a slow crawl through the parking lot—a mini parade you could say! Let's hope a lot of us can make it, we all know that these veteran's have earned a lot of respect for their service.

November also brings us elections for the new offices for the upcoming year. Please do your best to make it to this important meeting, you don't want to get elected in absentia!

By the time you read this, the Fall Foliage trip to Weston will be over. I hope those who were able to attend had a good day to enjoy and all went well. I couldn't make it due to a prior commitment, but I wish I could have!

Remember, December 12th is our Christmas Party. It is again at the Arley Barley Barn north of 92 (map on page 2.) It was the only venue that would make a commitment to us this year, as many others were not booking far out due to Covid-19 concerns. The food is always good at this venue and we appreciate him supporting us this way. Let's show up and make it a good end of year party!

Happy A'ing!

Junior Blakley, President

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*Worrying is like paying a debt you don't owe.*

---

## Editor's Comments:

Last tour of the year! That's so hard to believe. But it was a great way to end the road season. The weather started out a little chilly, but got better as the minutes went by. And we had a very large crowd, which makes it even more fun!

I was able to take place in this tour, which was excellent! Didn't get to drive the Old Lady as she is still in Nebraska, but oh well, it was still great to see a lot of my friends, and my van came in handy to ferry extra people on the tour of the sheep farm. So all was well!

The Old Lady will probably spend the winter in Nebraska. My brother who works on her is still recovering from his July accident, but is getting along better every day. So I think I'll have some work done on her over the winter and be ready for touring season next spring!

Just because there are no more official tours doesn't mean no more club activities! We've been invited to cheer up the residents at the veterans home in Cameron in November, and there is the Christmas party in December. I'm planning on attending, I hope I'll see more friends to visit with then!

Happy A'ing

Sherry Wink, Editor

**NORTHWEST MO. MODEL A FORD CLUB MEETING**  
**American Legion Hall Smithville, Missouri**  
**October 4th, 2021**

Meeting called to order by President Junior Blakley at 7:00pm with Board members Jody Layne, Dave Silvers, Bill Matteson, Mary Lou Matteson, Laura Cook, and Lonie Hanks in attendance.

VICE PRESIDENT- Larry Harding was absent, no update on committee report on NEW OFFICERS for 2022 was available.

SECRETARY – Minutes for the last minute were printed in the Road Runner. Secretary Jody Layne asked if there were any corrections or changes to the minutes. With no response, Myron Schmidt moved to accept the minutes as printed, and Lee Donius seconded it. Minutes were approved as printed.

TREASURER - Dave Silvers reported as on the budget. September 1-30, 2021, starting balance \$13,084.15 , checking \$3,057.65, savings \$10,025.50. Income \$100.21. Expense \$127.75. Ending balances checking \$3,029.90, savings \$10,025.71 for a total of \$13,055.61. A copy of the report is available upon request.

ACTIVITIES/TOUR - Laura Cook gave a report on Gary & Rosie's weenie roast, only 2 members attended. The ladies luncheon had 8 in attendance. No date was given for a November ladies luncheon. There's a Fall Foliage Tour planned for October 23, check for details in the newsletter. The Christmas party will be December 12, watch the Road Runner for all the details.

TECHNICAL - Walt was present, but had nothing to report.

CONCERNS/CALLING – Mary Lou gave Lanell's report. Mary Ann Jones is recovering nicely, but is still in the rehabilitation facility.

MERCHANDISE - Bill Matteson advised that there were winter shirts & jackets available for purchase.

WEBSITE/NEWSLETTER – absent, no report

PROPERTY – Lonie Hank had nothing to report.

DIRECTORS - no Directors present at this meeting.

With no other business to discuss, and no entertainment scheduled, President Junior Blakley called for the meeting to adjourn, Lee Donius seconded it.

Meeting adjourned at 7:20pm. Submitted by Secretary Jody Layne



*Christmas Party*  
**December 12th**

**Time to get your reservations in for this fun event!**  
**Cost is \$25 per person, due no later than November 15th**  
**Checks can be mailed to:**  
**NWMO Model A Ford Club, PO Box 34, Liberty MO 64069**



**Please indicate your choice of**  
**Brisket or Chicken**  
**when making the reservation.**

The dinner will be at the Arley Barley Barn, 16600 County Road C, Kearney MO (on State Road C two miles north of Hwy 92; and/or 1/2 mile South of the Arley Methodist Church). We will be gathering at 12:30, with the meal served at 1:00 p.m.

Please consider wearing your best vintage outfit to show off your Model A spirit! There will be lots of fun, and some great food!







## Activities

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

### **November 6th—Garage Day at Chili's**

Subject pending, more details at November meeting  
or call Walt or Chili!

### **November 11th—Mini Parade at Cameron's Vet Home**

See below for details

### **November 11th—Ladies Luncheon**

Summit Grill, 501 NE 70th St, Gladstone, MO 64118  
11:30 arrival

### **December 12th—Christmas Party**

See Details on page 2

### **Save the Date!**

### **April 1-3—MARC Membership Meet**

Plymouth Indiana

Contact [jdjdmodela@yahoo.com](mailto:jdjdmodela@yahoo.com)

### **June 2nd-7th—Regional Convention**

Hosted by Plain Ol A's

<https://plainolas.com/regional>

### **June 12th-17th—MAFCA National**

Kerrville TX Check MAFCA.com for more info

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!



## November Meeting:

The November meeting is our Annual Election meeting. Come and make a difference by participating in this important event!

Another important issue that will be on the agenda regards next year's dues.

The Board was brought a suggestion that due to the difficulties encountered during the last two years due to Covid-19 and the impact on the club, that the club consider waiving 2022 dues for all current members. Pros for this includes member retention—if a member hasn't been able to participate due to

limited and restricted activities, they might not be as likely to renew their membership. Once gone, it's hard to get them back! One more year as a member gives the club time to recover from the challenges and get back on a fun track! Cons—The membership fee is what normally covers the cost of the Road Runner, and loss of this revenue will require a probable deficient budget for the 2022 year. Pro—our bank account is healthy, and should be able to absorb this expense without significant damage for this time frame.

This is a significant issue, and after much discussion, the Board determined that the idea held enough merit to bring it to members for discussion and a vote on the subject. Please plan on attending the November meeting and make your voice heard regarding the health of the club.



## 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](mailto:lanellson2@gmail.com)

## AMERICAN LEGION

USMC ARMY NAVY USAF COAST GUARD

Serving ALL Veterans and  
the Community



Remembering  
Those Who Served

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>

## Veterans Day Mini-Parade!



The veteran's home in Cameron has requested assistance with a small vintage car parade though their parking lot on Veterans Day 2021. Although it is a little bit of a drive for a short event, it's for some very

important people!! There will be a sign-up sheet at the November meeting, or just show up!

Plans are to line up around 12:30 pm on West Street which is west of the Veterans Home (it is a North-South street.) The back entrance is right off of that street. We are then going to circle around counterclockwise. If someone is going to bring their car up on a trailer then there's a good parking space northeast of the veterans home around the community soccer field. Please call Fred Kiel at 913-231-0239 or Sharon at 913-231-0156 if you need more info!

### **Deadline for the Next Road Runner** **The 20th 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)



# Fall Foliage Tour October 23rd

Sherry Wink



The final tour of the year was so much fun! With one of the largest turnouts of the year too! Invites were extended to the other clubs in the area and quite a few of them took us up on it! There were 9 model A's, 2 hotrods, and at least 7 modern cars tailing behind! Of the crowd, I counted at least 15 members of the NW club so quite a nice turnout for a cool weather day!

Leaving Smithville, we took a small loop north to drive by the elk farm (we thought it was a reindeer farm, but someone correctly id'ed them as elk, I looked it up!)

Our first stop of the day was at Weston Red Barn Farm just off highway 273. It was great that Jodie called in advance, as they saved us parking right at the top next to the entrance. During our stay, we were reassured that any time we wanted to bring our cars out, one or many, they would happily park us close again.

Once we had all the pumpkins, hot apple cider, and other autumn goodies we could handle, we piled in the cars and headed to Green Dirt Farm. This is quite an eclectic little operation! A café specializing in their artisan sheep cheese, the menu was unusual but fulfilling. From cheese and charcuterie boards to tomato soup and toasted cheese (sheep's cheese of course), no one needed to walk away hungry! The limited inside seating filled up quickly, but by then the weather and wind warmed up, and the picnic tables out front were just great too. Our club just beat the lunch rush!

Following lunch, a few hearty souls undertook a short tour of the farm itself. We were treated to a quick peek at the sheep, and the free-range chickens (bug control!), and educated about the difficulty of sheep dairy production. Green Dirt is one of only 60 such farms in the United States.

We checked out the milking trough, heard all about the guard and herding dogs used on the property, and the eco-minded farm practices employed, such as rotating the sheep around the acreage constantly to keep the pastures from being over-grazed. To finish our tour, we were given a peek through the window at the cheese making facility, although we were not allowed in due to the strict sanitation protocols in place.

Following our return to the café, we enjoyed a sample of three of the most popular cheese in production. Yum!! What a great way to end a tour, both of the farm, and our Fall Foliage Tour! Hope everyone had as much fun as I did!





## Tool Tip

This is a 1-3/8" socket I purchased through Amazon. It is a Williams part no. 32244 (made in Taiwan, chrome plated). It is 1/2" drive and measures roughly 1.7" high and 1.7" diameter. What this is used for is for turning the crank to align the dimple and timing pin. You can put the socket on from above the crankshaft pulley. Then through the crank hole you insert a 1/2" drive extension and a regular socket wrench. CCW counterclockwise or CW clockwise. With this socket and 1/2" drive conventional socket wrench and extension you can go in either direction to line up the timing pin with the dimple in the timing gear; Also, less expensive (\$24) than the one box wrench style you can get from Snyder's.



Socket inserted onto the ratchet nut. Note that socket is easily installed from the top of the pulley rather than coming in from the side.



1/2-inch ratchet wrench with extension installed where engine crank would normally be located.

**(Editor's note: Amazon doesn't support the Model A hobby like Snyder's does, i.e., ads in club newsletters, MARC and MAFCA National meets, etc. So next time before you buy the cheapest item, seriously think about those that support our hobby!]**

## The Finer Points

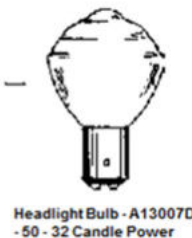
By Chris DuVali, Tulsa A's

Once again, a year has ended and a new one has begun. We all survived the holidays, and I am ready to continue my journey towards originality. With 23 areas to choose from in the RFJS, there is always a lot to do! As I'm reading from my Standards, I came to Area 18; Lamps. With only 15 total points possible, it may be tempting to gloss over this section in a restoration. Nevertheless, details are vitally important when restoring a Model "A" for fine point. Small mistakes can add up quickly resulting in major deductions overall.

One detail that a lot of people probably don't think about for the headlamps are the bulbs. After all, wouldn't newly purchased bulbs be perfectly fine? Below is a photo of three different types of headlamp bulbs:



So, which is the original and correct bulb for a Model "A"? The one in the center is a new bulb purchased from a vendor. The bulb on the left is just an old bulb. I'm sure it would emit light though. The bulb on the far right is the one that is truly special. Can you see the ribs in the glass envelope? That's the type of bulb a Model "A" came with. Additionally, the base was originally nickel-plated brass. It appears as though the nickel is almost gone after 90 years or so.



Headlight Bulb - A13007D  
-50 - 32 Candle Power

You may be thinking that looking at the wrinkled glass envelope on a bulb is nitpicky, but it's the smallest of details that make all the difference in a fine point car. Additionally, the bulbs are highly visible through the fluted lenses that were used through February of 1929. Also, the judges look to ensure the bases are not just plain brass. That link detail is visible on both styles of lens.

Obviously, you would not want to drive long distances with original bulbs like these. So, they are strictly for show. Still, it's little details like this that fascinate me and always leave me craving more.



# Men's Mufflers

By Sherry Wink

Men's mufflers were an important part of a wardrobe in colder months. They came in a wide variety of colors and fibers. The illustrations in this article are examples of wool flannel, silk, and rayon.

The colors and designs were quite varied, including stripes, plaids and paisleys. Solid colors for the more staid among us were also available. The shapes also varied. The Wards example in the lower right displays 2 square silk scarfs and one oblong muffler. The M.W. Savage in the middle below calls K & N "the popular reefer style" while L & M are square. Most don't give the dimensions, but the Chicago Mail Order Co examples in the upper right are (left to right) a 29" square and a 9" x 42" rectangle.

While these examples mostly show the scarves and mufflers draped across the shoulder, other era sources show mufflers worn more discreetly, such as demonstrated on the lower right illustration, where the gentleman has the muffler tucked in along his collar line. This image comes from a catalog selling the coat, not the muffler.



Tucked in muffler—Correctly  
Designed Men's Catalog Fall/Winter  
1930-31



Assorted Rayon and  
Silk Mufflers—M.W.  
Savage Company Fall  
and Winter 1929-1930



Rayon Muffler -  
Chicago Mail Order Co. Winter 1929-30



All Wool Flannel  
Muffler -Chicago Mail  
Order Co. Winter  
1929-30



Montgomery Ward and Co Fall and  
Winter 1929-30 scarfs and mufflers

From a 1929 Crisco ad, which associated these with Egyptian cakes, and hieroglyphs, and stated "Perhaps Ramses II at some of these." I doubt that, but they do look good!

## Yum Yum Gems

- |                         |                |
|-------------------------|----------------|
| 1/2 cup Crisco          | 1 tsp cinnamon |
| 1 cup brown sugar       | 1 tsp nutmeg   |
| 1 egg                   | 1 tsp cloves   |
| 1 cup sour milk         | 1 cup raisins  |
| 2 cups flour            |                |
| 1/2 cup chopped walnuts |                |



Blend Crisco, sugar and egg at one time. Add sour milk. Stir in sifted dry ingredients and add raisins and nuts. Pour in Criscoed cupcake tins or paper baking cups and bake in moderate oven (350° F.) for 15 or 20 minutes, or until done. This recipe makes about 18 cakes. Crisco keeps them so moist and tender that they may bake several weeks before a holiday, and kept until time to serve. They may be iced at the time of baking or later with this caramel icing:

Boil 1 1/2 cups brown sugar and 1/8 tsp salt with 1/2 cup water until it spins a thread (232°F.) Pour 1/3 of this syrup over the stiffly beaten whites of 2 eggs beating while so doing. Put the remainder of the syrup back on the fire and cook until it forms a soft ball in cold water (238° F.). Add this syrup slowly to original mixture and beat until it's of the consistency to spread.

## Brands We Still Know

By Sherry Wink

Clark W. Bryan was an American poet, and also successful publisher when he launched a new magazine called "Good Housekeeping" on May 2, 1885. Its purpose was as "... a family journal conducted in the interests of the higher life of the household." In 1900, the magazine founded the Good Housekeeping Experiment Station (renamed the Good Housekeeping Research Institute in 1910,) where recipes, and other home processes were tested. They also tested foodstuff for purity and safety due to the adulteration and misbranding that was common at the time. In 1909, they created the Good Housekeeping Seal of approval. Products had to pass stringent testing to qualify for this seal, which carried a warranty of two years backed by the Institute. Always a strong proponent for food safety, the organization played a large part of the public campaign that resulted in the 1906 Pure Food and Drug Act. This act prohibited the sale of misbranded or adulterated food and drugs in interstate commerce, and ultimately led to the country's first consumer protection agency, the FDA.





## Model A Mystery Part

### What is it?

Do you know?

For "Bragging Rights", Send an email to [nwmodelaclub@gmail.com](mailto:nwmodelaclub@gmail.com)  
Or to NWMO Model A Ford Club,  
Box 34, Liberty MO 64069



Photo courtesy of Snyder's  
Antique Auto Parts

### Last Month's Mystery Part

This is a small drive gear that attaches to the ends of the double arm regulator shaft & the double arm regulator gear mount cup. Used on 1931 Slant Windshield Fordors and 1930 - 1931 AA Panel trucks.  
Did you know?



Photo courtesy of Mike's A-  
Fordable  
Antique Auto

## Walt's Old Time Tech Tip

Walt Jones, Tech Director

*As printed in the Restorer May/June 2003 issue:*

### Front Fender Dimple Repair

By Gerald L. Cessac and Floyd L. Gentry

Restoration of vintage cars, such as the Model A Ford is a wonderful hobby and offers many opportunities to exercise one's imagination in developing unique techniques in achieving the desired outcomes. In our restoration of front fenders, a situation arose that we didn't quite know how to handle.

All 1930-1931 front fenders manufactured from April to the end of production had two raised dimples at the front to accommodate oval-head screws. The problem is that many times the ravages of time have taken their toll and these dimples have become worn to the point that some form of repair is necessary. Unfortunately, this can be difficult in that double bends are required in the sheet metal.

Aftermarket "patch" dimples are available from some of the major restoration parts suppliers, but they require cutting out the affected area and welding them in place. It is believed that this is less than desirable since strength might be jeopardized in a "high stress" area. Some cars after 70-plus years of repair and replacement have fenders of both styles on a car, with and without dimples. One set of fenders that we worked on had a dimple for the front hole and no dimple (and no hole) where the second rear dimple should have been. Another set of fenders that we plan to use on the current restoration of a 1931 Coupe was from early in the 1930 production with no dimples.

The authors developed what we believe to be a simple and effective repair that is more durable than the original but looks very much like the original dimples. Since we don't have any prior knowledge to this being reported before in the literature, we share this with our fellow readers.

The exact part that we wanted wasn't readily available and we had only limited machining equipment. But why should that stop a couple of determined engineers! What we wanted was a solid metal dimple that could be soldered in place without cutting into the original sheet metal. We achieved this objective by simply modifying a standard carriage bolt. This involved machining the bottom of the head of the carriage bolt so that the head had a sharpened edge and drilling and countersinking to match the general appearance of the desired dimple. Since we did not have a lathe, this was accomplished with an assortment of drills, a countersink tool, hacksaw, and a bench grinder.

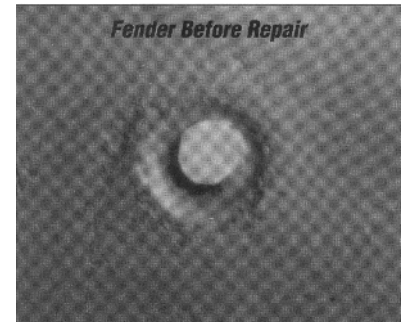
Installation was relatively easy. For fenders with damaged dimples, the dimples were heated and hammered flush. From this point on all fenders were treated the same. Surfaces to be attached were treated with an acid flux and pre-tinned with an acid core solder. Parts were assembled using a bolt to center the solid dimple and the parts heated to flow the solder. Additional solder was added to fill the gap and achieve a smooth transition. Some light sanding was required to blend in the bead. The solid configuration of the repair is believed to be much stronger than the original. Hopefully, this repair will last another 70 years!

**Step 1:** Pilot drill, drill to size, then counter-sink carriage bolt head.

**Step 2:** Place threaded end in vice and cut off head.

**Step 3:** Use MAPP gas torch to solder in place using a bolt to center the solid dimple and the parts heated to flow the solder.

Fill as required to achieve a smooth transition.



## Patching Up That Cracked and Damaged Model A Steering Wheel



*By Norm Rowe, Oakhurst, California*

I know that this subject has been written about in previous Restorer articles, but I thought I'd pass along some information about the products and process that I found to be quite successful.

First, let me make quite clear, this will not make the proverbial "silk purse from a sow's ear." What it will do is turn an unsightly steering wheel into one that is serviceable and satisfactory for use on most of our Model A's. On a scale of one to 10, it will make a one or two into a six or seven. It won't replace those great looking radial grooves on the face of the wheel. It will fill in those cracks, dings, dents and damaged areas caused by those "brodie knobs" that were popular in the 1940's and 1950's. I used the following materials and methods on a black 1930 steering wheel that is described in the MAFCA Judging Standards as being made from a "black resin coated soybean composition resin with a satin finish." It will probably also work on earlier black steering wheels.

The materials used are: • Devcon Plastic Steel, black epoxy, Product #S-6 62345 - \$4.29\* • Tints-All #11 Lampblack, 1 1/2 oz. tube, Product #F-6 11965 - \$3.49\* \* Available from True-Value Hardware and probably most other hardware stores.

Tools required are: • An assortment of triangular, flat, round and half round files, medium-course to fine cut. • An assortment of sandpaper, 100, 320 and 1000 grit. • Steel wool pads, #00 very fine. • Palette, a coffee can plastic lid worked fine for me. • Wooden ice cream sticks or equivalent.

Start by using the triangular file to chamfer the cracks to accept the filler. Not too deep, but enough to allow you to press it in with the wooden stick. Approximately 1/16" wide at the top is enough. Blow off all the filing dust and wipe clean.

Mix the epoxy filler, on the palette, as directed on the package. Add lampblack to attain a color match with the steering wheel. I found that a 1" strip of both parts of the epoxy, mixed with a dab of lampblack about 3/8" in diameter, made a match for my steering wheel color.

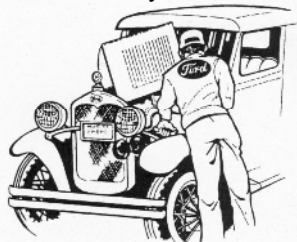
Fixture the steering wheel so that gravity will assist in applying the epoxy filler. I put a large bolt through the hub and mounted it on a bench vice for this purpose.

Press the mixed filler into the cracks firmly, leaving a generous surplus above the surface. Allow to set. The directions say 16 hours, but I waited 24 hours. You will probably have to do this in several applications to allow for setting time in the various fixture positions. File off the surplus filler and smooth with progressively finer cut files. Blend progressively with smoother sandpaper. Polish the repairs and the entire steering wheel with the steel wool. Note: Minor scratches can be blended by sanding and polishing as described above without applying any epoxy filler.

The MAFCA Judging Standards state, "No steering wheel should be painted," so I borrowed my wife's spray can of Pledge (lemon scented) furniture polish to complete the project while maintaining the "satin finish."

For a total cost of materials less than \$8, excluding the value of the purloined furniture polish, you can salvage that old steering wheel and have the satisfaction of enjoying another few afternoons enhancing your Model A.





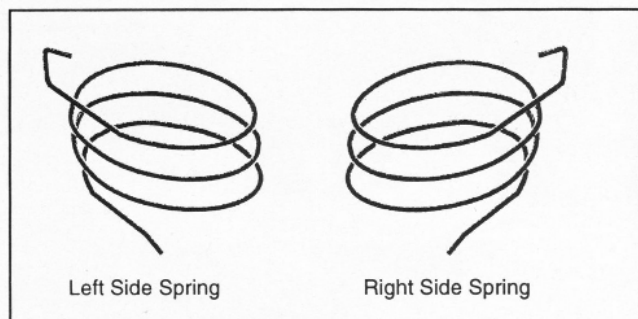
# Service Hints

Les Andrews - Technical Director

## Installing Emergency Brake Lever Spring

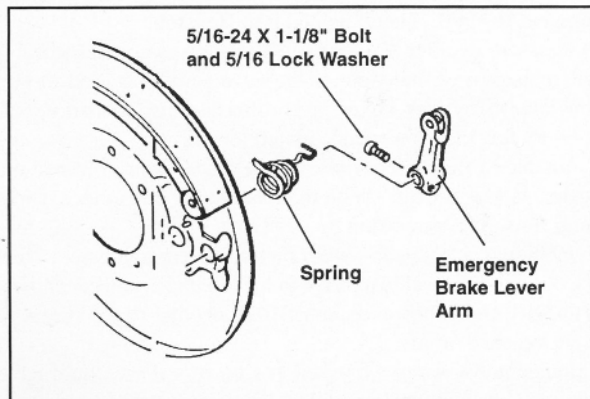
The emergency brake lever spring is used to retract the emergency brake bands. Without proper installation of this spring, the emergency brake bands will not fully retract, causing the brake bands to drag during normal operation. And yet, this is one of the most ignored and over-looked items on the Model A. The reason is probably due to the confusion as to how they are to be installed. Like anything else, it's a simple task if you know how to do it.

There is a left spring and a right spring so the first task is to determine which one goes on the right side and which one on the left side. One end of the spring has a hook that will hook around the emergency brake lever arm. The other end of the spring is straight with a slight bend, and will rest against the service brake actuating arm shaft. To determine if the spring is left hand or right hand, set the springs upright, on the flat end opposite the hook. Position the spring so the hook and straight end are facing you. If the hook is on the left side, it is a left wound spring and goes on the left brake lever.



If the hook is on the right side of the spring, it goes on the right brake lever. Install the springs as shown and described below.

1. Remove the clevis pin and brake rod from the emergency brake lever arm.
2. Remove the emergency brake lever arm bolt (1/2" wrench) and lock washer. Slide the lever off the toggle shaft. Retain the woodruff key.

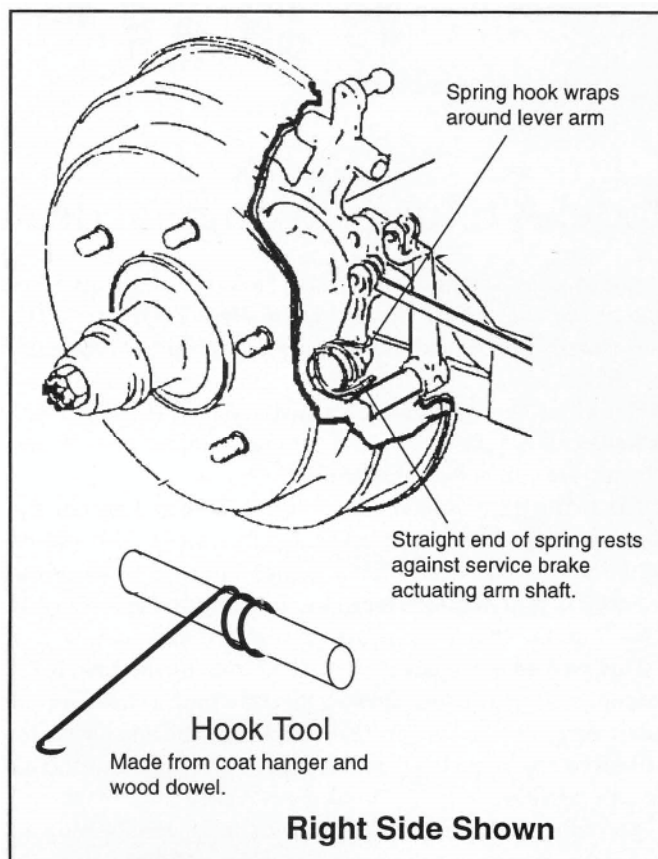


3. Place the spring on the shaft, with the straight end of the spring on the backing plate side and sticking up from the bottom of the shaft.

4. Rest the straight end of the spring on the service brake arm shaft, just in front of the emergency brake arm shaft. The hook end of the spring should be at the lever arm end of the shaft, with the open end of the hook facing the rear of the car.

5. Insert a #5 woodruff key on the toggle shaft and slide on the lever arm (There is a left hand and right hand lever arm. Look for LH or RH cast into the side of the arm). Insert the 5/16-24 bolt and lock washer (1/2" wrench) and firmly tighten.

6. Using the hook tool, pull the hook on the spring up and over the shaft, toward the front of the car, far enough forward to allow it to hook around the emergency brake lever arm. The spring action will pull the lever arm to the rear of the car.





## For Sale / Wanted To place an ad send your information to [swinkinhofer@Hotmail.com](mailto: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](mailto: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](mailto:LTCKnapp@gmail.com)

(ICTA 8/21)

**For Sale:** 1929 Model A Coupe, white wall tires. I have owned the car for 32 years and it runs great. It has a Rumble Seat for the Grandkids. 30,000 miles since a complete body off restoration. Only 3,000 miles on the engine. Call me, come drive it, asking \$15,000

**Contact:** Dale Havercroft Goddard, Ks Phone 316-550-6440

(ICTA 10/21)

**For Sale:** 1931 model A Ford Tudor. dual side mounted spares and trunk. Less than 500 miles on restoration . Excellent paint and interior \$ 18,500.

**Contact:** Lance at 816-803-5271

(NWMO 07/21)

**For Sale:** High performance engine, too many special details to list .

**Contact:** John Osborn 816-809-5713 (NWMO 08/21)

**For Sale:** 1931 M. A. Deluxe yellow/beige coupe. very good condition throughout. Rumble seat, brass radiator, luggage rack and trunk, roll down rear window, trip ready: 7000k on motor rebuild. \$12,000

**Contact:** Jerry Swinton (515) 271-6652, Des Moines

(CIMA 09/21)

**For Sale:** Camelot. \$18000 with 2783 miles. Factory built car. Lots of changes to emulate Model A closer including radiator shell to eliminate yellow side lights, painted screen black and installed rock guard. Replaced head light bar and headlights with '28-'29 repros. Replaced front and rear bumper attachments. Replaced taillights. Manual transmission. NOS Shay wheels powder coated black.

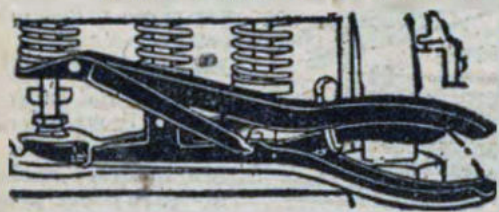


**Contact:** Frank Kelly 816-578-4070 or [fkelly@comcast.net](mailto:fkelly@comcast.net)

(NWMO 08/21)

# Put your Ad Here!

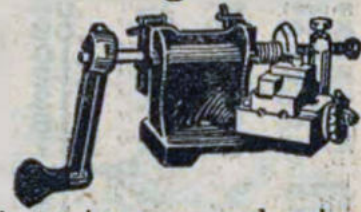
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**J7874—Special K D Lifter, for all Model A Fords. .80**  
 Turn to page 86 for illustration and description.

### Universal Valve Refacing Lathe



For valves up to 2½" 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.

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As printed in the Quail Mail Lehigh Valley Model "A" Club Monthly Newsletter October 2021 issue"

From the March 1999 Quail Mail:

1. The nut or bolt which is the most difficult to reach will always be stripped or seized.
2. One last pull on a nut or bolt to make sure it's tight will always strip it, or snap it off, but if it doesn't get that extra last pull it will always loosen and fall off.
3. Bright clean and new parts are always defective, but dirty, greasy old ones work fine unless you clean them first.
4. The probability of a car starting is inversely proportional to the number of people standing nearby watching.
5. No matter what fails on your car, there is always someone who knew it would.
6. Nothing is ever put back together in the reverse of the way it was dismantled.
7. If, when removing an irreplaceable nut or bolt, it is dropped on a spotlessly clean floor, it will be heard to hit the floor and then vanish forever.
8. The possibility of a fender being scratched is directly proportional to the time spent polishing it.
9. Carrying an extra set of points, plugs, coil and condenser will usually result in the rupture of the lower radiator hose.
10. No matter how rare the accessory, there is always someone's uncle who had one just like it.
11. If you fix 3 non-working things the 4th problem will immediately develop.



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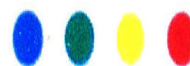
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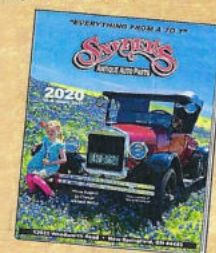
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**Find Membership forms at <http://model-a-ford.org/>**

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