

The ROAD RUNNER



MAFCA Charter

MAFCA "Newsletter of Distinction" 2018, MARC "Award of Excellence" 2018

MARC Region

Officers

President:	Bill Matteson
Vice President:	Junior Blakley
Secretary:	Mary Lou Matteson
Treasurer:	Nelson Young
Activities/Tours :	Jody Layne
Technical	Walt Jones
Concerns/Calling	Etta Ridgeway
Membership/Public Relations:	Lonie Hank
Merchandising:	Mary Ann Jones
Raffle	Glenda Dunlop
Newsletter/Webmaster:	Sherry Winkinhofer
Property:	Steve Talley
Director:	Bill Skaggs
Director:	Loura Cook

Birthdays

Sheri Stechmann	10/01	Willie Coffman	10/17
Deloris Dahms	10/04	Charles Ishmael	10/20
Junior Blakley	10/11	Bob Hess	10/30
Janice Kunkle	10/12		

Anniversaries

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

Monthly Meeting



October 7, 2019

6:00 PM dinner available at special price, 7:00 PM meeting
The American Legion, 92 Hwy & DD, Smithville MO

Board Meeting

October 17, 2019

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:

The mail that accumulated while Mary Lou and I were enjoying a recent vacation contained mostly useless stuff--- sales catalogs for things I don't need and won't buy, ads for hearing aids I need but can't afford, bills I'd like to ignore but better not.

I found one useful thing though: a calendar for 2020. Seeing it made me realize that 2019 will soon be history. But next year's calendar also reminds us there are good times to be enjoyed yet this year.

These next couple month normally offer some of the very best Model A touring weather. Just look at what all we have left to do. Let's see, this month brings the Weston Apple Festival Parade, Cainsville Heritage Day and Gary and Rosie Smith's Wiener Roast party, Harvest Days at Lathrop antique car, tractor and steam engine showgrounds, our Fall Foliage Tour, and a November celebration Jody has planned to showcase her new Smithville home.

All this, and a great Christmas Party, Dec. 8, to close out the year. Let's do it!

Bill Matteson, President

Whenever I think of the past, it brings back so many memories..

Editor's Comments:

Hard to believe that while I was writing this issue that I typed "the last official tour of the year." Really?! The summer is almost over and Model A touring JUST started, didn't it? But, as with all good things, it has to end sometime. But just because we don't have any more tours planned doesn't mean the fun for the year is over! There are still great events being planned for the rest of the year and plans are already in motion for activities next year. So stick around, and join in the fun.

Speaking of next year, it's almost time for our yearly elections, not next month but the following month. And I know Junior and his committee have been working on finding the volunteers for next year's Board. Please, if you have been asked, or if you can find anything that you can contribute, step up! This club cannot continue to be a great club without the contribution of ALL members!

A member shared this quote with me recently: "Leadership should be born out of the understanding of the needs of those who would be affected by it." I think this is a perfect fit for this conversation. Those of us that put our time in on the Board do so for the good of all of our members, not just ourselves. We do our best, but it works best when there is a constant influx of new ideas and new volunteers. One of my favorite sayings is "Be the change you want to see." And this too fits our situation as a vibrant club. I've had a few members recently letting me know of some unhappiness about one thing or another. My advice to each and every one of them has been the same. If you see something you don't like, step up, and help be the change. The best time is always now!

Happy "A"ing

Sherry Wink, Editor

NORTHWEST MO. MODEL A FORD CLUB MEETING
American Legion Hall, Smithville, Mo.
September 9, 2019 7:00 p.m.

Greeter: Mary Ann Jones

Meeting opening: President Bill led the Pledge of Allegiance. Following the pledge, he introduced Jaci and Chadwick Oldham, Jackwick Metal Detecting. Jaci and Chad demonstrated ground searching techniques and discussed an interesting array of artifacts they have found and equipment they use in their metal detective hobby.

Vice President: Junior Blakley reported progress in his work in filling out the elective officer slate for 2020. He said he continues to search for someone to fill the secretary position.

Secretary Report: After correction noted in spelling of 'Blakley', the August 5 minutes, as printed in the September Road Runner, were declared approved by unanimous consent.

Treasurer Report: Opening Balance as of August 1, \$13,426.99; Income \$106.28; Expenses \$728.16; Ending Balance \$12,805.11 **Motion to accept the Treasurers Report**, by Loura Cook, seconded by Lonie Hank. Motion passed.

Activities: September 21, Bill Auch's Riverstone car event; October 5, *Choice of 2 events*-- Weston Applefest Parade, meet Weston Bend State Park, 9:00 a.m. or Smith's Cainsville Heritage event, meet Ectonville, 7:00 a.m.; October 19--Fall Foliage Tour, meet Smithville McDonalds' 10:00 a.m. November 9--Ladies Social/Men's Garage day, Layne's home. Clarence Lawson reminded members of the Fall Festival event, Oct. 10 - 13, at the Lathrop antique car, tractor, and engine grounds. Workers will be needed to host at the club's gas station.

Membership: Lonie reported 49 members and 2 guests in attendance.

Merchandise: Mary Anne is available to take orders for name tags as well as various Model A apparel.

Concerns/Calling: Etta said get well cards had gone to Loura Cook (Loura gave an update on her recent knee surgery) and to Joe Wishon. Terry Richardson reported on Joe's difficult health issues and continuing need and wait for a kidney transplant. He urged prayers and cards be sent to Joe. An encouragement card for Joe was signed by members and will be forwarded by Terry. An update was given on the status of Rosemary Smith's treatment. Etta said a 90th birthday card had gone to Bill Auch and asked those observing September birthdays and anniversaries to stand for recognition.

Other: Several members reported an enjoyable Dustbowl Jamboree and Poker Run, with the prize winner being a club member. Lyman Ridgeway said he will soon begin another year as train operator/ engineer/conductor at Carolyn's Country Cousins Pumpkin Patch. He invited members to visit the fall entertainment center.

President Bill said the board had considered the presentation and request by Cody Theisen at the August meeting and had postponed action for want of addition information. He said details as to the Christmas Party, Dec. 8, as well as a new procedure for annual dues collection, will be available at the October meeting. The Christmas Party will be at the Arley Barley Barn, as in 2018.

Raffle: Jeanne Harding was the lucky recipient of the raffle's \$25.00 gift certificate.

Attendance: 49 members, 2 guest.

Meeting Adjourned at 8:35 p.m.

Respectfully submitted by Mary Lou Matteson.

Club Address

Please use the following address to all future mailings:

NWMO Model A Ford Club
PO Box 34
Liberty MO 64069



MAFFI Newsletter Minute September 2019

Model A Day is fast approaching and we are anticipating another great event and turnout. This year's theme, Unique and Original will offer many rare and wonderful cars that will be on display.

Our ever expanding Swap Meet will feature a table of parts donated to help the museum efforts. We will have two separate areas set up for MAFFI related items due to the large number of parts that have been donated and are now available for sale. Many vendors also donate items for MAFFI to sell as well. There will be eight seminars of varied topics to interest all Model A'ers including a fashion seminar.

Model A Day is the day to highlight our Museum on the Gilmore Campus and it is a day filled with lots of fun for the Model A Community. Our Annual Meeting on Saturday will include the new inductees into the MAFFI Hall of Fame and other presentations.

Thanks to everyone who supports MAFFI through membership and donations!

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".

October 5th-Applefest Parade

Meet at 9:00 a.m. at Weston Bend State Park entrance for Weston Parade beginning at 10 o'clock

October 5th-Trip To Smith's in Cainsville

Leave Ectonville Station at 7 a.m. for Cainsville Heritage Day followed by Weiner Roast 4 to 6:30 p.m. at Gary and Rosemary Smith's near Ridgeway

October 19th-Fall Foliage Tour

Depart from McDonalds, Smithville, at 10:00 a.m. through back roads. Visit to Jowler Creek Winery. Lunch Roxanne's, Platte City

October 26 –John & Jody Layne's Open House

Open Invitation 2:00pm - 5:00pm ...
15130 Lakeport Lane, Smithville MO 64068

Save the Date—Plans Pending!

November 2nd-Ladies Social/Men's Garage Day
December 8th-Christmas Party
May 31, 2020 – June 5, 2020 – Regional Convention
Plain Ol A's Overland Park

If you are planning on joining in on any of the tours or activities, please sign-up at the meeting or let Jody Layne know in advance at (816) 225-7680. That way if an event has to be canceled or has a location or the schedule changed, we will do our best to make sure you are notified!

Next Meeting:

Our member Clyde Pace will present information about the history of the Command and General Staff course given at Fort Leavenworth, Kansas, primarily for US Army officers with the rank of Major. Contained within his program will be an interesting segment and dramatic statistical information about the International Military Officers who are invited to attend the course and their role in peace-keeping around the world."

Last Meeting:

Jaci and Chadwick Oldham shared some of their more interesting finds from their metal detecting expeditions.

They had great stories to tell about each find, and did an amazing job of bringing these artifacts to life.

After their talk, members were invited to come up for some close up views.



Weston Applefest October 5th

Celebrating 31 years, the AppleFest event in historic downtown Weston is known throughout the Midwest as one of the best fall festivals in Missouri.

Following the parade, there will be over 50 art and craft booths along the downtown Main Street, many unique shops, watch the mini-hay baler, watch apple butter being made over an open fire, sample Weston's famous apple dumplings, apple pies, and cookies at the food court, or check out some of the great restaurants!



Cainsville Heritage Day/Weiner Roast October 5th

Join us for a jaunt up north to Cainsville Heritage Day. Activities at the event include an antique tractor show, Model A display, lots of booths, quilt show, music and hay rides. And let's not forget the food! kettle corn, homemade ice cream powered by tractor PTO, homemade pies and cobblers, and you can get a BBQ lunch cooked on a homemade train engine smoker!

Follow the event with an old fashioned wiener roast hosted by Gary and Rosemary Smith. It's a full of day of friendship and fun. Some members are planning on getting a hotel room to spend the night before traveling back on Sunday. Call Bill Matteson (816) 682-4121 to find out the details. And modern cars are welcome, just come along or the fun!



Fall Foliage Tour October 19th

Come join us on the last official tour of the season! It's always hard to hit the colors right but here's hoping!

We'll make a stop at the Jowler Creek Winery and lunch at Roxanne's in Platte City. Other than that, our route is a mystery to all but the planners. Let's check it out!



Sunshine/Concerns (816) 719-9997



Etta Ridgeway is our Sunshine/Concerns lady! If you know anybody in need of a card or phone call, please let her know. And, if you just want to share the news of a happy event, such as a new grandbaby or a wedding, let her know that too!

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 Bill Matteson 816-781-4936

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

September 21—Bill Auch's Riverstone car event

Submitted by Bill Matteson
Photos by Laura Cook

The threat of rain, even a few raindrops, did not dampen the spirits of a dozen club members who showcased their A's at the September 21 Riverstone Retirement Community car show.

Organized by resident and venerable club member Bill Auch, the day began with a welcome that included coffee and donuts, a walk around viewing of vintage cars (dominated by our seven model A's), music, and a concluding complimentary lunch.

It seemed poetic justice that Riverstone residents and guests voted Bill Auch's '29 coupe "Best of Show" in a close vote with Bill Skaggs's '29 roadster pickup and other vintage cars.



Service Station Memories

Submitted by Eddie Griggs

As a teenager, I worked summers and after school at Daniel's Gulf Service in Vandalia, MO, first riding my bike to and from work, then driving my '57 Chevy. The station was on Hwy 54 so besides local business we got some from those passing through and many out-of-towners looking for Water's Furniture Store, the biggest (and about the only) reason anyone would stop in Vandalia.

This was a service station. When you bought gas, and we had many local customers that bought \$1 or \$2 dollars worth per visit, you got your gas pumped, your windshield washed, an offer to check your oil, and would check and air up your tires if you requested, at no charge and you never left the car. Credit cards were few and many folks used checks that we kept on the counter from all the nearby banks. We did oil changes, lube jobs, tune ups, tire service, as well as a radiator shop and small gas engine shop in the second bay.

That was in the late 60's and the service was soon to be separated from the station with self service pumps. Recently, Marilyn found an article in a 6 year old magazine she knew I'd enjoy titled "History Matters, What a Gas" by David A Fryxell, originally published in the May/June 2013 issue of Family Tree Magazine, copyright Yankee Publishing, Inc. URL: www.familytreemagazine.com/premium/history-of-gas-stations/. We were only given permission to reprint up to 250 words, so following are excerpts from the article:

"By 1900, the United States had 4,000 cars (compared to 20 million horses), but gasoline was still considered a waste by-product of producing kerosene. Pioneering motorists had to take a bucket to the general store, hardware dealer, drug store or local refinery and fill up from a gasoline barrel. A few enterprising (and fearless) salesmen sold gasoline from pushcarts equipped with hoses."

"In 1905, as the United States manufactured 25,000 automobiles a year, Sylvanus Freelove Bowser developed a pump to safely transfer gasoline from a barrel into a car's tank..... Bowser's invention launched a new "filling station" business, typically offshoots of other merchants. Gasoline was sold right on the sidewalk, causing traffic jams as cars pulled to the side of the road to refuel..... By 1910, when American roads held half-million automobiles, this began to pose a problem."

"The drive-in gas station was the solution,.... Pittsburgh's history-making Gulf station sold 30 gallons of gas at 27 cents a gallon on its first day," in 1913 "and drive-in "service stations" spread almost as fast as the automobile itself....."

"..... Initially, there was little market for other automotive services, since Fords were designed for easy owner maintenance;.... As General Motors began to pass Ford in sales, however, "greasing palaces" were added to gas stations. Sinclair opened the first three stations equipped with lubrication equipment in 1926."

The article goes on to tell how the Depression affected the business and how the business changed from being mostly owned by the big oil companies to independent operations. It also tells of standardization of the station's design by the oil companies, such as the Gulf station in Vandalia, with its white enameled panels and blue and orange trim. Some operators still built unique buildings such as the "ultimate example of form following function, a Missouri station was designed like a giant gas pump." Many of us have seen this building on display in a museum's yard in King City, northeast of St Joseph. It also goes on to say the site of the first drive-in service station is (of course) now a parking lot.



Dustbowl Jamboree

By Sherry Wink

Another successful event! Everyone was having so much fun, no one sent me an article to share, so the pictures will have to do. As you can see, there was music, VIP's, and cars! Larry Harding was the successful bidder on the Charlie Daniels fiddle.



Custom Men's Styling

By Sherry Wink

Custom suits were not just for the rich. Sears and Roebucks & Co. made them affordable for the middle class by providing mail order service for men's style. The illustration to the right is from a small 1929 Sears catalog in my collection that allowed you to order the style and combination of suit and trousers to your personal style. Each page has samples of the available fabrics and there are detailed instructions for measuring yourself to insure proper fit. This illustration gives an interesting overview of the available vest and trouser selections available at the time.

Note that trousers were available with or without waist pleats, but most have cuffs. The knickers and semi-peg style trousers do not show pleats at the waist. They all have belt loops, and style T168 indicates suspender buttons as well. Trousers at this time would also have a button fly as zippers were not in common use at this time.

The vests also show some surprising variety that I did not expect. There are six different versions shown here, including several with lapels. There are piped or welt pockets, and some pockets with false flaps. A few have pleats at the waist line, and most have points of some kind at the bottom. One is a double breasted style, with "a short waist effect."

A combination of these displayed styles really did allow you to customize your look!

I found this 1931 cookbook at archive.org. The Presto book of menus & recipes was published by company that sold "Presto" home canning products. It was filled with recipes for each of the different seasons. This recipe was found under the "For Autumnal Appetizing Menus" section.

Individual Squash Pies

- 2 cups canned squash
- 2 eggs
- 1 cup sugar
- 1/2 tsp salt
- 1/4 tsp ginger
- 1/4 tsp cinnamon
- 2 cups milk

Pastry



Mix squash with beaten eggs, sugar and remaining ingredients.
 Pour into pastry-lined tart tins.
 Place in hot oven and reduce the temperature after five minutes.
 Cool, remove from tart pans, garnish with sweetened whipped cream.
 Time in baking, 5 minutes at 425°: 25 minutes at 350°.
Editor's note: use canned pumpkin as a substitute for home canned squash.

Brands We Still Know By Sherry

The Hobart Manufacturing company started working on developing an electric mixer in 1914 after engineer Herbert Johnson became inspired by watching a baker use a large metal spoon to mix dough. The first mixer sold was the Model H-5 sold to professional bakers. This model was a huge hit, for example in 1917 it became standard equipment on all Navy ships.

The company introduced a home version of the mixer in 1918, the C-10 model. Prototypes were given to the wives of factory executives. One of those proclaimed "I don't care what you call it, but I know it's the best kitchen aid I've ever had!" Thus the KitchenAid name was born. In 1922, the H-5 mixer was released and in 1928 the Model G was made available, each smaller and lighter, and more manageable in the average kitchen.

The K model was released in 1937. That design has remained virtually unchanged with little difference in appearance with today's modern mixers. Interesting note: Every KitchenAid mixer since the Model "K" can use the same hub attachments; i.e. those from 1930s can be used on modern mixers, and vice versa.



1931 Magazine Ad

The Early Birds –Part 1

By H. S. 'DOC' KALINKA, as printed in the Restorer Magazine



Bumper with flat rounded, open end, without the usual bolt, is one of the more obvious features of a true "early bird." Also notice round center bumper clamp with Ford script and "made in USA" - same as Model T.

Forty years ago, the first of our beloved Model A Fords were produced. Records relate that nearly five thousand complete 1928 Model A Ford cars were actually built in 1927. From pictures and present day articles on these "early birds" we find that many errors and false ideas have been created concerning Henry's first. It is not my intention to create more argument and confusion but to simply set forth some of our findings, as compiled from the 1928-Owner Questionnaire which has been sent out to interested owners over the past two years.

The basic intention of the questionnaire was to tabulate, if and when possible, the appearance and disappearance of certain features related to the 1928 Model A. Definite emphasis was placed on the early left-hand emergency brake models. More than two hundred questionnaires were sent out; with a fifty percent recovery.

The first misconception I would like to bring up concerns the Position of the emergency brake handle. Contrary to some beliefs, the left side emergency brake handle and single brake system is found to appear into the month of June 1928. The changeover took place between the 10th and 22nd of June that year and involved engine numbers A-155,000 thru A-177,486. This data does not apply to commercial vehicles or 7928 passenger cars produced outside the continental United States.

Next, it seems appropriate to discuss some of the ramifications appearing on some of the 1927 models that we have records of; some six reports, I have on file. We suspect that some or perhaps all of the assembly plants used up stocks of late Model T Parts where and when they were compatible on the first very early Model A's. Despite Ford directives, many of the early Model A's sported Model T center bumper clamps, with "made in USA" in block letters beneath the Ford script.

I hesitate to comment on the following, but at least two thousand pairs of open-end front bumpers were released, the vast majority going to foreign assembly plants, especially to Canada.

Many of the sheet metal body components on the early A's were actually bolted and screwed together instead of being spot welded or riveted. Many of the floor panel patterns and rear fender well patterns differed not only from car to car but also from one side of the car to the other.

In retrospect, from forty years away, one might summarize that the assembly plant did not receive a full stock of parts to build a complete car at first. Thus necessitating the use of whatever they had on hand or could acquire in order to make it saleable and roadworthy. It cannot be denied that the first days were not difficult and trying, since from mid-October to December 37, 1927, only five thousand vehicles were manufactured. Compare this to the near record production rate of nine thousand units per day in 1929.

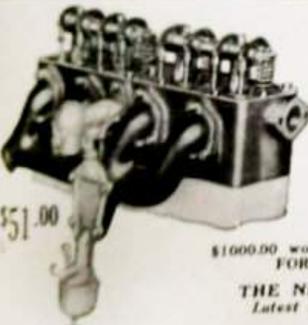
After only a little research on the subject, one begins to imagine that the Model A must have been designed while it was being assembled. The number of changes evident on the first early five thousand or even twenty thousand Model A Fords manufactured defies imagination or description. I will describe, however, just a few of the most obvious deviations from what may be considered a "typical" 1928-1929 Ford



HUB CAP and WHEEL LUGS same as Model T



REAR BUMPER CLAMPS have Ford script



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A fun advertisement found in the Automobile Digest January 1929 issue.



Model A Mystery Part

What is it?

Do you know?

For "Bragging Rights", Send an email to nwmodelafordclub@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 the flywheel to crankshaft bolt. It's a special bolt with a hole in the head for a safety wire lock.

Did you know?



Photo
courtesy of Mike's A-
Fordable

Walt's Old Time Tech Tip

This article was originally found at <http://www.santaanitaas.org/wp-content/uploads/2014/08/2OC-Distributor-Roadside-Seminar.pdf>

Distributor Roadside Seminar

by Tom Endy

A spare distributor:

On any long club tour, sooner or later one of the Model A's will pull over to the side of the road and up will come the hood. The first component to be attacked is the distributor, and it is probably the most likely source of the problem. For this reason it makes sense to carry a spare distributor with you that has been rebuilt with the points already set, and most important, **tested on the same running car**. It is a lot easier to swap out the distributor than to be standing along the side of the road fooling around trying to determine what's wrong with it and to attempt to change out numerous parts. You **do not** have to reset the timing as long as you do not disturb the cam screw and you are installing it in the same car it was tested on.

Distributor failure:

The three most likely things that tend to go wrong with a distributor are (1) the condenser failing, (2) the lower plate wire breaking or shorting, or (3) the point gap closing up.

The points:

The point gap should be the first thing to check and they can be easily set without changing the distributor. Points tend to close up as the rubbing block wears. This is especially true on a new set of points. The points will close up considerably during the first 100 miles, until a glaze is worn into the rubbing block. So if you just installed new points before starting out on the big tour, be prepared to have to reset them sometime soon. After that you only need to reset that at about 1,000-mile intervals. Points are set at .018 to .022, so be sure to carry a set of feeler gauges with you.

Henry's wayward wire:

The wire that connects the upper and lower distributor plates together is also prone to break and/or short out. The arrangement wasn't one of Henry's better ideas. The wire is supposed to be a very flexible 80-strand wire to be able to better withstand the constant movement imposed by the driver's use of the spark advance lever. Most distributors by now do not have the proper wire installed, and even with the proper wire, they will still eventually break due to the constant flexing. Be wary of the "modern" lower plates being offered by most suppliers. They will eventually fail (after about 1,000 miles) because of the constant sparking and erosion of the contacting parts. Bratton sells the correct 80-strand wire and is really the only best solution.

The condenser:

The condenser is usually the first thing everyone wants to replace. I have seen countless numbers of them replaced over the years, but I have only seen one that actually failed. Many years ago era condensers were susceptible to failure due to heat, and in the present day due to inherent poor quality. The

condenser is located in close proximity to the exhaust manifold where it is extremely hot under normal conditions. If your engine becomes over heated due to high ambient temperatures and/or running out of water, or driving around with the spark handle all the way up, you could do damage to the condenser. The poor quality of many condensers on the market is the bigger problem though. Look at the end of the condenser where the strap is attached. If it has a 1¼" round circle and is soldered on to the base of the condenser, don't use it. Temperatures can get high enough to melt the solder. Look for a condenser that has the strap stake welded on, they will have three small dots on the strap where it attaches to the base of the condenser. These are the better quality condensers. Bratton's Antique Auto stocks them.

Roadside distributor replacement:

It is never a good idea to break the torque on any one of the 14 head bolts as it can cause the head to warp and allow water to leak into the oil pan. Unfortunately Henry came up with a fool proof anti-theft scheme that works very well even in the modern day, but involves one of the head bolts. An armored cable from the ignition switch to the distributor protects the integrity of the wire carrying power to the points. The cable has a clamp around it and is bolted to the #8 head bolt making it difficult to remove the distributor to insert a hot wire. It is not a good idea to break the torque on the #8 head bolt either out on the road or in your garage. A prudent thing to do is to remove and discard the clamp and allow the cable to be free. You also need to put a spacer under the nut of the #8 stud to take up the space vacated by the clamp. The #8 stud is slightly longer than the other studs. With this arrangement it is an easy task to replace the distributor along side the road without risking creating more problems by inducing a warp in the head.

Distributor tools and support:

A couple of other items that are a must besides the spare distributor is a cam wrench, part number A12210-W. They sell for about \$1 at most any Model A Ford supply house. The other item is a small inspection mirror, like a dentist uses. After you think you have located the timing mark, check with your mirror to see if the hole in the timing gear is really on the mark. One last consideration is the type of distributor shaft installed. There are two types, a long shaft and two short shafts. My recommendation is to install only the short shaft when rebuilding a distributor. The short shaft requires that another short shaft of similar length be installed down in the engine block. The second shaft is easy to install; just drop it down the hole in the engine block and rotate it with a screw driver until it locks in the slot. The two-shaft arrangement provides some amount of U-joint action which is easier on the distributor shaft bushings. It's also a good idea to carry an extra short engine shaft with you (part number A12249). This is in case a fellow club member breaks down, he needs to borrow your spare distributor, and the one in his car has the long distributor shaft installed. You will also have to reset the timing if you install your spare on someone else's car.



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: 1929 Model A Tudor. Restored in the 1980's. Needs some minor body work, a gas tank and upholstery. \$10,000.
Contact: Marita (515) 291-3761. (CIMA 10/2019)

For Sale: 1930 Model A Tudor, reasonable price, driver, good condition, located in Springdale AR.
Contact: Bill Dewberry chevyman49@yahoo.com

Wanted: 30-31 AA dual wheel, flatbed or just a cab & chassis.
Contact: Bob DeLay 810-653-7861, Davison, Michigan (NWMO 10/2019)

For Sale: 1928 Model A Fordor. Needs new windshield. Runs fine. \$12,000 O.B.O.
Contact: Gordon Lewis @ (641) 990-1490 (CIMA 09/2019)

For Sale: 1930 Model A Coupe with rumble seat. \$16,500. This was Lee Felsberg's vehicle.
Contact: Randy Baker 816-261-2452 or Judy Baker 816-261-0018.
 (NWMO 09/2019)



For Sale: 1928 Model A Ford Huckster \$13,000.
Contact: Jim Lux 816 390 5090 mrjimlux@yahoo.com
 (NWMO 09/2019)



For Sale: 1931 Ford Model A Coupe Asking \$12,000. Dual side mounted spares, no rumble seat. This car runs well, tires on ground in good shape. Interior rough in spots. Paint is needed on fenders. Car has new stone guard and original luggage rack. Five very good used white wall tires and tubes are included.
Contact: Shirley Cormack 785-841-6033 ksstrunkguy@yahoo.com (POA 08/2019)



For Sale: Grandpa's Garage - DeSoto, Kansas Dean Weller is listing most of his cars for sale, including: 4 Model T Fords, 9 Model A Fords, 3 Chevrolets, 2 Buicks, 2 Cadillacs, 1 Lincoln, 1 Edsel, 1 Crosley, 1 Dodge, 1 DeSoto, 1 Star, 1 Freeway. Please call for an appointment - Open Tuesday, Friday, and Saturday
Contact: Dean Weller 913-585-3326/913-585-1313

For Sale: 1929 Model A Roadster Pickup. Has flathead V 8, synchronized transmission, hydraulic brakes, 16 inch radial tires. All steel body and fenders.
Contact: Bill Skaggs 816 807 6300
 (NWMO 09/2019)

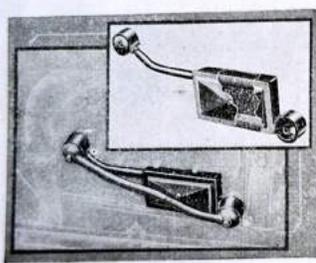


Contemporary Model A Accessory

By Sherry Wink

It didn't take long for improvements" to be available on the open market for the New Ford. Here's a version of an oil filter that was featured in the Automobile Digest January 1929 issue.

THE Dunn Simplex Oil Filter for Model A Ford Cars is an efficient unit that allows the overflow oil from the valve chamber to percolate through a receptacle packed with filtering felt which catches and holds the minutest particles of sediment. It is claimed to have a capacity of one gallon every ten minutes, cleaning the oil several times every hour the engine is in operation.



Such oil, it is pointed out, may be used much longer than unfiltered, and in the saving thus effected, the Simplex soon pays for itself. In addition, engine life is prolonged by removing metal cuttings, sand and road grit from the oil, which would otherwise act as an abrasive when carried by the oil to the polished bearing surfaces of the engine. Should the filtering medium become clogged or inoperative, the oil by-passes the unit, resuming its regular course through the oil return pipe, as though the filter was not in place. The filter is cleaned every five thousand miles, which is a simple operation.

It used felt to filter the oil, cleaning 1 gallon every 10 minutes. You cleaned it every five thousand miles. Pretty efficient felt!

Authorized Ford Service Station

By Sherry Wink

An interesting ad found in the Virgin Island News from Nov 5, 1930. "Henry Ford Strongly Recommends that Your Car Should be Greased Every Fourteen Days". How many of you are following those guidelines? Ha-ha!

Back then, it was only ONE Dollar to have this done at an "Authorized Ford Service Station", by "competent specially trained Ford mechanic".

They must have kept busy, they had two telephones!

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 To Keep Your Car in Smooth Running Condition
 To Prevent Your Alemites getting Clogged
 To Insure that this work is done in accordance with Specifications Issued By

The Ford Motor Company

TO HAVE THIS WORK DONE BY A COMPETENT SPECIALLY TRAINED FORD MECHANIC

This work can only be done at the
AUTHORIZED FORD SERVICE STATION

Hence Ford Strongly Recommends that Your Car Should Be Greased Every Fourteen Days
 This Service Will only Cost You

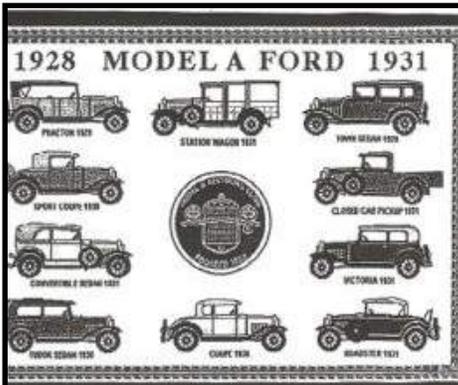
ONE DOLLAR
 TELEPHONE NO. 31 AND MAKE ARRANGEMENTS FOR GREASING YOUR CAR, THERE WILL BE NO DELAY
 One Hour after your Car will be ready.

CONSIDER THIS ADVICE SERIOUSLY

THIS SERVICE AT A COST OF TWO DOLLARS MONTHLY WILL INCREASE THE LIFE OF YOUR CAR 100 p.c.

Yours faithfully
AUTHORIZED FORD SERVICE STATION
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Model A Christmas Ideas



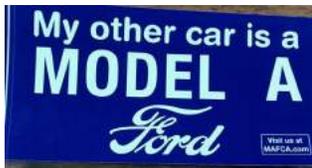
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Bumper sticker, \$2, MAFCA.com

Check out both National Club websites for more great gift ideas!

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Great Youth t-shirt- Comes in Navy and Royal Blue. Polyester and cotton blend comes in youth sizes XS, S, M, L, & XL. \$14

MARC website model-a-ford.org



RETIREMENT PLANNING – IS SOCIAL SECURITY ENOUGH FOR YOU?

While most of us realize the importance of retirement planning, sadly, it is something that many of us do not take seriously. Recent studies have shown that one in three Americans have no retirement saving and an additional 23% have less than \$10,000 in retirement savings. Only 53% of working Americans are covered by a retirement plan at work; 23% are covered by a pension and 40% have access to a retirement savings plan, such as a 401k. However, out of those 40%, only 44% actually take advantage of their retirement savings plan. The 47% of Americans not covered by a retirement plan at work have to take accountability of their retirement savings and, according to the studies, many simply do not.

Some people may simply think that they will live comfortably off their social security. Well, if you can maintain your lifestyle on the approximate 40% of their income that social security will likely replace, then you are correct! Frankly, I don't think many can. Plus, it is expected that without legislation, the Social Security Trust Fund will run out of money in 2034. At that time, benefits will have to be paid by the taxes paid by people in the workforce. With 10,000 baby boomers retiring per day, it is projected that these taxes will only support 79% of the benefits being paid. Which will lead to either reduced benefits, or more likely in my opinion, higher payroll taxes for employers and employees.

People often decide that they are going to draw social security as soon as they can, at 62. This is a decision not to be taken lightly. It first reduces your full retirement benefit by 26.67% for the rest of your life. It also reduces the amount your spouse can receive; if you hold off drawing social security until full retirement age (67 for those born in 1960 or later), the lower earning spouse is entitled to at least half of the benefit of the higher-earning spouse. Secondly, it limits the amount of additional income you can make to \$17,040 until you reach full retirement age. If you exceed that amount, \$1 of your social security benefit is taken away for every \$3 above the limit. It is quite likely that if you elect early retirement, you are quite likely exiting the work force in your peak earning years, potentially hindering your ability to live your retirement years in the lifestyle you would like.

A key consideration on whether to draw your social security early is your honest assessment of your longevity. The break-even on whether to draw social security at 62 vs. your full retirement age is approximately 17 years, or at 79. If you wait to draw social security until 70, the break-even is approximately 82. Let's use an example of a person eligible for \$25,000 of social security at 62. If he/she waits until full retirement age of 67, that benefit would be \$35,766 and at 70 it would be \$43,720 or a difference of \$18,720 a year. In addition, your spouse would receive half of that benefit if hers/his calculated benefit is less than that. Also, keep in mind that the surviving spouse bumps up to the decedent spouse's benefit if it is higher.

The decision on when to begin drawing on social security is a personal one, yet one of the most important decisions you will make in your retirement planning. The government has tightened some loopholes on strategies to maximize your benefit but there are still options. If you would like to discuss your specific situation, please feel free to contact me at 816-746-0080 for a complimentary consultation.



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