www.nwmomodela.com April 2020

The ROAD RUNNER

MAFCA Charter MAFCA *"Newsletter of the Year 2019, MARC "Award of Excellence" 2018* MARC Region

Officers

President:	Junior Blakley
Vice President:	Larry Harding
Secretary:	Jody Layne
Treasurer:	David Silvers
Activities/Tours :	Jeanne Harding
Technical	Walt Jones
Concerns/Calling	Etta Ridgeway
Membership/Public Relations:	Mary Lou Matteson
Merchandising:	Looking for volunteer!!
Raffle	Glenda Dunlop
Newsletter/Webmaster:	Sherry Winkinhofer
Property:	Steve Talley
Director:	Loura Cook
Director:	Bill Matteson

Birthdays

Julie Buell	04/16	Julie Parnell	04/23
Bob Dunham	04/19	Tony Flieg	04/29
Mike Hoskins	04/22	Charles Goodwin	04/29

Anniversaries

John & Janice Kunkle 04/25

Monthly Meeting

Meeting has been cancelled!!

The American Legion is closed due to stay at home orders.

Board Meeting

Cancelled for April

~~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~~

All activities have been cancelled until further notice

President's Comments:

A big thank you to all who contributed and bought items at the Silent Auction at our last meeting. It did very well, the final total of monies raised for the club was over $1300, one of our very best auctions ever!

Friday I received a call from the library where we have our monthly Board meetings. I was informed that all meetings place have been postponed for at least one month due to the coronavirus (COVID-19.) I called all Board members and it was decided to cancel our March Board meeting. And as at that time, three of them were ill, no decision on an alternate meeting was made. At that point we were still planning to have an April meeting, with the knowledge that anyone felt uncomfortable about attending, it would be full understood. But shortly after that, I received the call that the American Legion was closing its doors in response to the Missouri directive asking all non-essential business to close. As the seriousness of this pandemic hits home, I understand that no social gathering is worth the risk to any of our club members. So there will be no April meeting, and at this time all club activities and events are cancelled or postponed until further notice.

This virus also caused the cancellation of the Regional meet that was to be held in Kansas this summer, as well as the National MAFCA convention in Texas. Major events are being cancelled across the country, so this was not unexpected. The Kansas Regional has been rescheduled to next summer, the national meet to 2022.

I hope we get through this virus safely and back to our Model A'ing as soon as possible. Stay safe!

Junior Blakley, President

When I find it, I don't need it. When I need it, I can't find it.

Editor's Comments:

Is everyone as disappointed as I am that our meeting has to be canceled? Not to mention all the scheduled activities. But sometimes life throws some curveballs at us and we just have to do the best we can. My brother has had The Old Lady in the shop and the repairs are almost complete. Just one pesky little leak we still have to track down, and a vibration he is mildly concerned about. But I have confidence that he will figure it out shortly. He's a pretty good mechanic, no matter what the age of the car! And then I can get her back to Liberty and be ready as soon as we are able to start up our touring again. I can hardly wait!

Since I'm homebound like everyone else, I decided to use my time wisely (I think.) That's why you can see that your newsletter is much bigger than normal. I figured if you can't go do all the Model A stuff, at least you read about it!

Happy "A"ing

Sherry Wink, Editor

NORTHWEST MO. MODEL A FORD CLUB MEETING
American Legion Hall, Smithville, Mo.
March 2, 2020 7:00 p.m.

GREETERS: Sherry Winkinhofer & Jody Layne.

MEETING OPENING: President Junior Blakley opened the meeting at 7:05pm with the Pledge of Allegiance. The microphone was given to Bill Matteson to discuss an ongoing problem with our sound system. Bill introduced a motion to authorize a club expenditure of $325.00 for its share of a $650.00 cost to replace the failed sound system components per Paradise Production quote, with club expense charged against 2020 miscellaneous expense budget. Specific items to be purchased:
Two Sennheiser XSW 1-835-A vocal sets @ $275.00 each, plus two $50.00 service charges. After some discussion on this, a motion was made by Bill and seconded by Lonnie Hank, with the membership voting unanimously approving the expense.

VICE PRESIDENT: Larry Harding thanked everyone for being excited for this auction and everyone who donated items, especially Fred Kiehl and others that brought big items in. It was estimated that the club took in over $1,000.00 but the final numbers were still being added up at the end of the night. A BIG "THANK YOU" to all who participated.

SECRETARY REPORT: With No additions or corrections the minutes were motioned by Pat Wishon & Sherry Winkinhofer and approved by the members.

TREASURER REPORT: Opening balance as of March 1st was $14,005.03. Copy of report attached to official records. Motion was made to approve by Bill Matteson, seconded by Nelson Young, and approved by the membership.

ACTIVITIES: Jeanne Harding announced the first Garage Day event on March 7th, at Chili's garage. A Ladies luncheon on the same date at 11:30am Olive Garden in Liberty. Other planned activities that had signup sheets available: Platte City Roaring 20's Tea Social April 26th, Lathrop Gas Station needs volunteers in June, a preliminary request for interest the Gallatin Car Show in Sept. Jeanne says they are working on new tours and plans for the Shakedown Tour in April are proceeding.

CONCERNS: Etta Ridgeway sent get well cards to Nelson Young, Danny Baxter, a thinking of you card to Sue Long, and a thank you card to Jody Layne for the wonderful Valentine's event she coordinated. Birthdays and Anniversaries were acknowledged.

TECHNICAL: Walt Jones encouraged attendance at the Garage Day event on March 7th, at Chili's garage.

MEMBERSHIP: Marylou Matteson reported 66 members were in attendance... Best turn out in over 2 years. Marylou reported that membership dues are still coming in and she has called all members that have not renewed yet.

MERCHANDISE: Still need to fill this position. And there will be a small fashion show to model club clothing & name tags at April's meeting. Come see what the club has to offer.

NEWSLETTER: New club rosters were passed out. The first one is free for all members; additional rosters are available for $2.00 each. While supplies last.

PROPERTIES: Steve Talley had no concerns to discuss.

RAFFLE: No raffle due to the Silent Auction.

Additional discussions: Gary Smith announced he had some "FREE" items by the table and invited everyone to please help themselves. If you feel motivated, feel free to make a donation to the Club.

Loura Cook reminded everyone that the Lathrop Antique Grounds Gas Station that the club sponsored is always in need of volunteers, but especially for the upcoming June event. Please consider helping.

Motion to close the meeting was made at 8:00pm and the annual silent auction began.

Submitted by Jody Layne.

MAFFI Newsletter Minute February 2020

Buy a Brick!

Since 2011, when we first started raising money for the construction of the Model A Museum, about 1550 bricks have been ordered in memory or in honor of your favorite Model A'ers, Model A clubs and regions. We have limited room left under the gas canopy at the Museum. It would be a wonderful thing if we could finish off that area by Model A Day 2020! So how about ordering a brick for a loved one for Father's Day, Mother's Day, Anniversary or just because. A personalized brick would make a great gift for that parent or grandparent who really doesn't 'need' anything and of course, it would benefit the Model A Museum as well. If your Model A region or club doesn't yet have a brick at the Museum, now would be a good time to do that as well. Use the brick order form on our website to order your engraved brick or copy and paste this link into your browser: http://www.maffi.org/WSContent/Download/BuyABrickDonation.pdf. It will be in place at the Museum by September 19, 2020.

Thank you—Marsha Quesnel, MAFFI Trustee

Activities

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

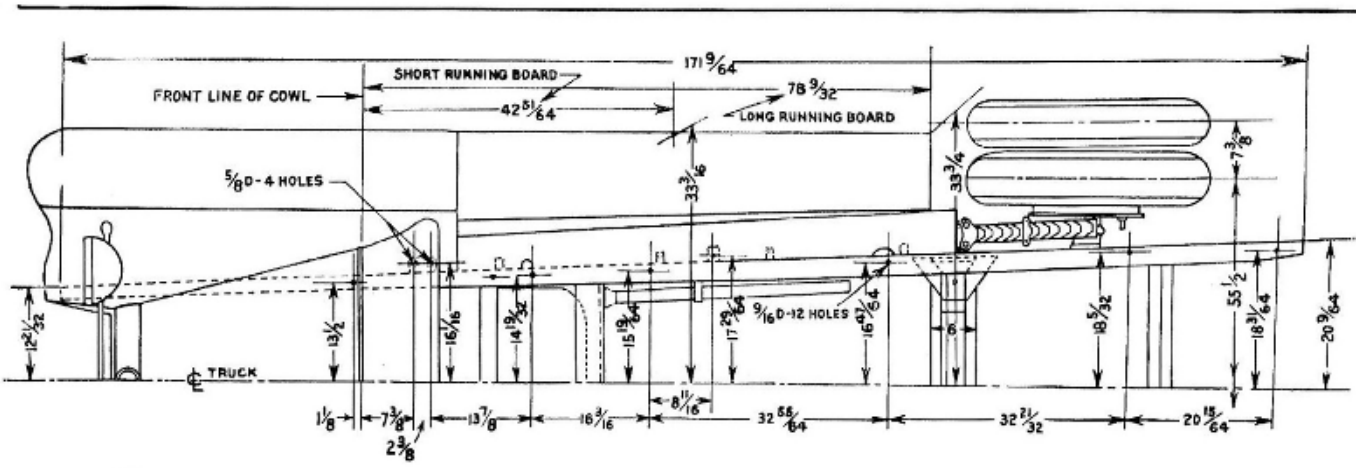
All Tours and Events have been cancelled until further notice pending lifting of restriction by State and County Authorities.
The American Legion has closed their facility at this time.
The Plain Ol A's Regional is rescheduled for 2021
The Texas National has been rescheduled for 2022.

If you are planning on joining in on any of the tours or activities, please sign-up at the meeting or let Jeanne Harding know in advance at (816) 792-0099. 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!

As found on www.motormayhem.net

MODEL A PICK-UP AND TRUCK 1930.1931

The pick-up body is made of steel with heavy floorboards provided with steel batten-strips to withstand wear. The end-gate is also steel, hinged and held by chain. Body has a capacity of 16 cubic feet: 750 pounds weight. The closed all steel cab offers full all-weather protection to occupants. Low, yet provides ample head room and seats three riders comfortably. Windows can be raised and lowered. A feature of the new open cab, also available with the pick-up body, is that the top may be removed if desired. Doors are similar to those of the roadster with curtains provided for bad weather which mount on uprights —opening and closing with the doors. The low, comfortable seat in both cabs is upholstered in dark, cross cobra grain artificial leather with seat cushion in plain panel style. Both cabs are mounted on the standard Model A chassis assuring long life, dependable performance, and economy in operation and upkeep. The chassis is exactly similar to that of the passenger car—except that the radiator shell is finished in black enamel—and headlamps in black enamel with rustless steel rims. Such body types as the de luxe de-livery, the special delivery in natural wood and the town delivery car have radiator, headlamps etc., in bright rustless steel as on the passenger car. A wide choice of color combinations is offered for each of the body types.



Plan View Model AA Truck Chassis with Cab and Fenders Showing Important Dimensions for Mounting Bodies

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.

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

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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

Silent Auction 2020

Sherry Wink

What a great event! You guys really came through! Our grand total this year was $1373.00, more than $500 dollars over last year's total. What a wonderful showing from the club, both the donators and the buyers. We had such a wide selection of things to choose from that I'm sure we all went home with some fun treasures. Pictures tell the story best, see below.

















Garage Day

Submitted by Bill Matteson

Club members enjoyed a productive Garage Day at Charlie Ishmael's garage, March 7. Larry Harding's phaeton got a rebuilt water pump and headlight adjustments. Raul Salmon found help with his differential/drive shaft assembly. The projects involved just about everyone there. A bonus of great early March weather was John Harmon's demonstration of his saw mill. As with most Model A events lunch, at Catrick's Café in Lawson, capped the day."

Body Balance Shoes

Sherry Wink

This is a beautiful Art Deco style ad featuring Swish Brand shoes. Specifically, they call them sandals, but I think their definition of sandals differed slightly from ours today! I would call these pumps before I would call them sandals. Funny how names change over the years.

Notice the "Body Balanced Shoes" notation. It explains it at the bottom: "Swish follows the natural curves of your foot. Its heel is hand-molded to the human heel, tapers to the top. Its sole is invisibly strengthened to preserve the graceful arch for the lifetime of the sandal." So I guess they had concerns about the comfort of high heels even back then. Every woman is looking for shoes that don't hurt her feet!

Note that there are actually only two styles, with or without straps. The rest is just a matter of different colors. But still a very pretty shoe!

This is, by all appearances, a famous actress of the time. The text reads "The sandal preferred by Ruth Taylor, the Blonde Preferred by Gentlemen, Paramount Studios 1928." This is a reference to her role in the 1928 movie "Gentlemen Prefer Blondes". After her audition, but before they would offer her a contract, the studio had the actress meet with a room full of men from the studio's publicity department where she had to convince them she had a "blonde personality."

Then referencing her character in the movie, the ad goes on to say "With that look in her eye, it is obvious that the Blond Preferred intends to wheedle out of her next victim a whole wardrobe of SWISH Sandals in colors to match every frock. For girls who buy their own, it is some consolation to learn that these Heirs-Apparent to last season's Deauville sandals only cost $8.50." Well, ok then! There you have it, if you aren't a movie star, you can still afford these! $8.50 was still quite a lot back then. But just like now, I bet many girls bought them because of the celebrity endorsement.

I came across this recipe at justapinch.com, where is says it was found in a circa 1929 recipe scrapbook. Looks mighty good to me. I think those are orange segments decorating the top!

2-1/2 cups sifted cake flour
2 tsp baking powder 1/4 tsp salt
1 lemon, grated rind only
1 orange, grated rind only
2/3 cup butter or shortening
1-1/2 c sugar 3 eggs, unbeaten
2 Tbsp lemon juice 5 Tbsp orange juice
2 Tbsp Water

Sift flour once and then measure. Add baking powder and salt. Add lemon and orange rind to butter, and cream thoroughly, add sugar gradually, and cream together until light and fluffy. Add eggs one at a time, beating thoroughly after each addition. Add flour alternately with combined fruit juices and water, a small amount at a time. Beat after each addition until smooth. Bake in two greased 9 inch layer pans in a moderate oven (375F.) 20-25 minutes till done. When cake is cool, remove from pans.

For Whipped Orange Frosting: Take the juice and rind of 1 orange, 2 tablespoons flour, 1/2 cup sugar, 1 whole egg, and mix all ingredients together. Cook over boiling water until thick. Allow this to get cold. Whip 1 cup of whipping cream till stiff. Then carefully fold orange mixture into the cold whipped cream. Spread frosting between cake layers, and on top and sides of cake. Keep refrigerated until serving.

Brands We Still Know

By Sherry Wink

Lux brand was founded in the United Kingdom by the Lever Brothers company in 1899. The product used glycerin and vegetable oil to make soap they originally called "Sunlight Flakes." The name was changed to "Lux", the Latin word for light. in 1900. Lever Brothers opened a New York office in 1895 but had limited success until Lux was introduced to the US in 1916.

1931 Ad

Lux's early advertising sold the product as a laundry soap. Its success in the 20s led the company to hold a contest about how it was best used. To their surprise, they found ladies were using it as toilet soap. At that point, the company started promoting its use as a beauty soap, "made in the French method" at an affordable price.

In 1928, the brand started using movie stars in their ads. This was the start of the trend of celebrity product endorsements. In 1931, Lux launched an "I am over 31" campaign, which focused on older stars. The series of print ads had stars talking about preserving youthful skin and was a huge hit.

Era Look with Shawls

Sherry Wink

Looking for an easy way to evoke an era look? How about a large shawl! The illustrations below are from multiple sources, as indicated by their caption. As you can see, they were large, with large fringe! Some of the one I found that listed measurements showed as much as a 16 or 18-inch fringe. They were designed to drape over the whole body, much like a light coat. They were made from silk or velvet and often had coordinated embroidery. This isn't to imply that smaller shawls or more utilitarian shawls, such as wool ones worn for warmth weren't also available. Those were quite popular as well. But the large ones we are looking at today were strictly for formal occasions.

Antique Deco silk print shawl, from the mid 1920's found at vintagetextiles.com

Montgomery Ward & Co Fall & Winter 29-30. "Spanish" shawl, all silk crepe de chine. Available in black, white, peach,, maize, bright red, Nile green, coral or orchid. About 80 x 80 inches including 16 inch fringe.

Robert Simpson Catalog Fall & Winter 1928-29. Crepe de Chine with a silk fringe. It was available in peach, maize, flesh, turquoise, white or black with pastel colorings.

Gorringe's catalog, 1928: (Left) Italian silk, embroidered with sprays and tea roses, 40 inches square not including the 18 inch hand knotted fringe. IN black, ivory, new gold, champagne, flesh, apricot, Wedgewood, nattler, leaf-green, hyacinth, pillar-box, or peach: (middle) Multicolored embossed velvet on georgette, circular shape, 66 inches long with 18 inch fringe; black, gold, beige, suxe, peach, or leaf-green; (Right) Italian silk, embroidered, 40 inches square and 18 inch fringe. In black, ivory, peach, champagne, new gold, flesh, pillar box, powder blue, nattier, lilac, lemon, gloire-de-France, black/white.

Want to emulate this look? You're in luck, there are lots of options out there! If you don't want to break the bank, check out the acrylic versions. If you feel a little more spending, there are some nice silk shawls available as well. Check out the below ideas. I did internet searches with varying degrees of success and expenses. And it helps if you also search for "Piano Shawl." That can find the larger ones like we are looking for. Once you find that perfect fringed shawl, just put it over a simple shift dress, and you're on your way to looking Era!

eBay—silk $60.00

Amazon—$20.00 cotton and acrylic print.

Amazon—$60, Russian

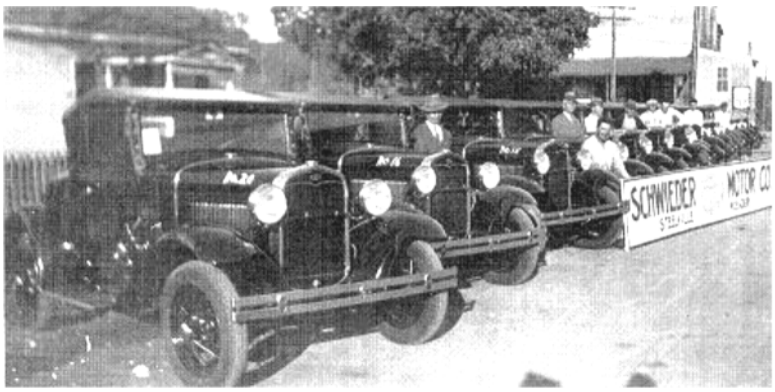
Amazon $35.00 acrylic

eBay.com $32.00
Polyester print.

Fleet of Fords

Sherry Wink

They were buying them by the street full! The Model A was not only considered a great family car, but businesses were enamored by them also. And they didn't just buy them one at a time. Check out these photos of fleets of Model A's.



The Missouri State Highway Patrol, established in 1931, had a fleet of cars that included 36 Model A Ford Roadsters, a Ford sedan, and 6 other types of cars, and17 motorcycles.

Schwieder Ford of Steelville Missouri sold the Patrol the Model A Ford Roadsters for $413.18 each. Each vehicle had twin Klaxon horns, a spotlight, a fire extinguisher, a first aid kit, and an electric "Patrol" sign behind the right side of the windshield.

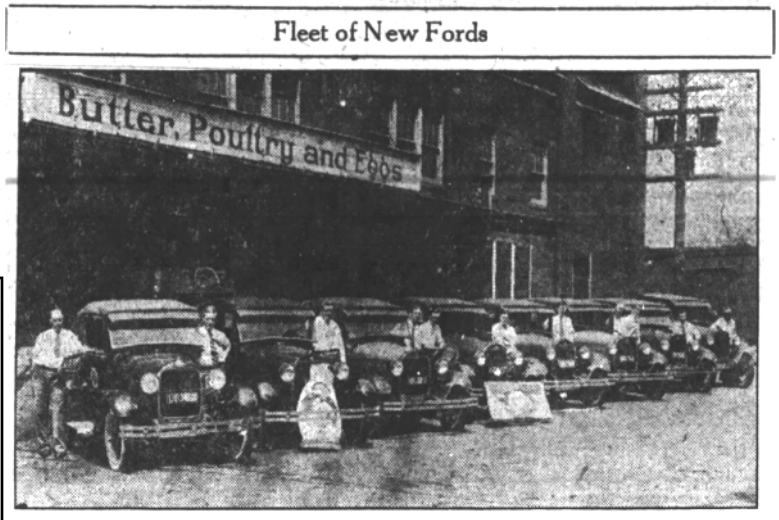
All vehicles had license plates with the words "State Patrol" in bold letters, but there were no decals on the sides. None of the vehicles had sirens and there were no heaters in the cars.

In 1931, Colonel Lewis Ellis wanted the public to be aware that these drivers were officers of the newly created Missouri State Highway Patrol, thus, those driving Roadsters were instructed to drive with the top down except in inclement weather.

CLARY'S BUYS ANOTHER FLEET OF NEW FORDS

Pictured above is a part of the fleet of new Ford cars that have recently been purchased by the Clary's Rent-a-Car sytem and are now in their service. These cars were purchased from the D. S. Etheridge Company, Inc., local Ford distributors, by Carl Henry, manager of the Clary's Rent-a-Car system.

Clary's Rent-a-Car purchased "another fleet of new Fords" August 1929, in Chattanooga, Tennessee. Wonder how may fleets they had?



Swift & Co. bought these new Ford cars in the week of August 19, 1928, in Nashville Tennessee.

Now Chicago follows the good example. The Police Department of the "Windy City" have received their first fleet of New Ford cars. "The lawless element has taken too many liberties," said the Chicago Chief. "With these fast Fords in pursuit it is difficult to make a successful get-a-way."

Found in the Allentown Pennsylvania newspaper "The Morning Call" on July 21, 1929.

Cleveland is one of the first cities to try the experiment and finds it worth while. The Cleveland "speed cop" squad which heretofore had used only motorcycles, now has six Model A Ford roadsters with which to chase the reckless speeder and run him to the curb, especially in wet and wintry weather when wet or icy streets and roads offer great dangers to the rider of a motorcycle who must "make speed."

In addition to the roadsters, the Cleveland force has acquired a fleet of Model A Ford phaetons which are used for hurrying police squads of uniformed and plain clothes men to various parts of the city.

This article from the Oakland California newspaper December 1928, discussed the Cleveland Ohio "speed cop" squad which had 5 Model A Roadsters to "chase the reckless speeder and run him to the curb…" They also had a fleet of Model a phaetons "for hurrying police to various parts of the city."

July 1929 saw this fleet of Model A and Model AA laundry trucks purchased in Trexlertown Pennsylvania.

Model A Mystery Part

What is it?

Do you know?

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

Photo courtesy of Mike's A-Fordable Antique Auto

Last Month's Mystery Part

This is a throw out bearing fork. This is the fork that is pined to the clutch shaft and is located inside the bell housing. This is the style that does not use a key.

Did you know?

Photo courtesy of Bratton's Antique Auto Parts

Walt's Old Time Tech Tip

IGNITION TIMING

by Les Andrews, 1998

Here's the procedure I use to set timing. It works every time for me and a way to insure you have set the timing correctly every time.

1. Set the points to .020.
2. Check the clearance between the distributor rotor and each of the four contacts inside the distributor body. You can carefully bend the rotor tab or file each of the body contacts to get .025 to .030 clearance between the rotor and each contact.
3. Set the timing pin in the timing gear cover to the detent. Remove #1 spark plug and look down the hole to make sure #1 piston at the very top of the stroke. (make sure you are observing the piston and not the valve).
4. Set the steering column spark lever full up position (full retard). With the distributor body in place, make sure the distributor plate arm is fully against the far end of the body opening. Then pull the spark lever full down and check to see that the distributor arm is fully against the other side of the body opening. This checks to see that you are getting a full 20 degrees of advance. Now reset the spark lever full up.
5. From the right side of the engine, the rotor should be pointing to about 5 o'clock position. Loosen the distributor cam screw and rotate the distributor cam clockwise to the point just before the points open on the lobe. Tighten the cam screw down.
6. With the cam screw tight, try to move the cam clockwise again, i.e., remove all backlash movement. The points should be at a position just before the points open.
7. Here is the final check. Attach a light or volt meter leads to the tip of the points arm. I made up a test light from a tail light socket with alligator clips on both pigtail wires. Clip one alligator clip to a good ground point and the other clip to the end of the point arm. When the points are closed the light is off, when the points open the light comes on.
8. Turn the ignition key on. The test light should be off. Now slowly pull the spark lever down and count the number of detents the spark lever arm passes before the test light comes on. The idea is to adjust the points so they open (light on) as the spark lever on the steering column passes the first or second detent on the column. You may have to adjust the distributor cam several times to get this adjustment. The car should start easily with the spark lever in full up position.

With this setting, drive the car with the spark lever set about two notches from the bottom position. At 50 mph on the highway, move the spark lever to full down position for full 20 degrees advance.

If the starter is turning over slowly, it will help to improve the ground connection from the battery to the starter. This is done by adding another battery cable from where the braided battery strap connects to the frame cross member, and connect the other end to one of the bell housing bolts just behind the starter motor. You will need a GM battery cable about 30" long. This will provide a better ground connection for the starter and sometimes allow it to turn faster.

Tiny Tip—*from Happy Begg, Palmetto A's of South Carolina*

Keeping Moisture Out of the Distributor

Have you ever driven your Model A in the rain, and have it "act up?" This is exactly what happened to me while on tour with the Western Carolina's Model A Club. First the car began to periodically "skip." Then it began to really run rough, until it just died! The cause - moisture in the distributor. Well, this is a common problem in cars without electronic ignitions. Usually, the humidity level in the atmosphere is something the hot engine "burns" off before coming in contact with our distributors. But, when it rains, there is just too much moisture in the atmosphere and the inside of the distributor cap will begin to "sweat." This in turn causes moisture droplets to fall onto the points, thus interrupting the flow of electricity between the ignition coil and the spark plugs. Generally, if you can get the distributor dry, you can go on your merry way. But how to solve the problem before it happens is the real question. Nobody wants to try to stand in a downpour over a hot engine and try to dry out their distributor! WD-40 is the answer! It was developed in 1953 by Norm Larson, founder of the Rocket Chemical Company, in San Diego, CA. WD-40, from the abbreviation "Water Displacement, 40th formula," was originally designed to repel water and prevent corrosion. Another little "tool" to keep in your arsenal! If every 3-4 months you will open up your distributor and spray the underside of the cap and down into the distributor and the tops of the spark plugs and the plug "wires," a rain shower will never leave you sitting by the side of the road waiting on AAA!

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: 1928 Model A Phaeton, right hand drive, motor was gone through by Paul Couch about 10 years ago, driven very few miles since. It is an older restoration that is still quite presentable. Ready to drive and have fun with. Needs some minor work to bring everything up being a very dependable car. $17,500 or near offer. Might consider a trade?

Contact: Jim McDonald 515-360-4800 (CIMA 03/2020)

For Sale: Completely overhauled engine with approx. 30 miles. Asking $1,200. Planning an auction with Gerber

Auctions in Harper-details to follow.

Contact : Lawrence Kottas 316-258-1816

(ICTA 04/2020)

For Sale: Ring & Pinion 3:54 high speed, Virtually new, 1000 miles, $250 negotiable ring/ pinion 39/11 teeth

Contact: Ken Coleman 913-481-66 54 (POA 04/2020)

For Sale: 1929 Tudor. New Paint, New Interior, Runs Great. $12,500 OBO. .

Contact: Dan Fischer (515) 571-0086 (CIMA) 04/2020)

For Sale: 1929 Woody Wagon, Good Condition. $17,500.

Contact: Sheryl Craft (956) 782-6441 (CIMA 04/2020)

For Sale: 1930 Model A Ford deluxe sedan (170B) two window Fordor. Older ground up restoration. Alternator, touring cam, Brumfeld head, Mitchell overdrive with 1939 Ford transmission. New tires and shocks. $15,000.

Contact: 515-289-4437 (CIMA)

Winter Specials for Sale at Grandpa's Garage, DeSoto

12 Model A manifold heater covers, Choice $30.00 and less, while they last.

8 Model A Horns ready to install, $150.00 each

Approximately 50 old assorted jacks, $5.00 to $30.00

8 Model A jacks, one flip top

Also 10 original jack handles at $15.00 each.

My building is under Contract of Sale. I am planning an auction in 2020. You can come now and buy your choice that you may not got at auction. Everything for Sale: Cars, Car Parts, Tools, Memorabilia and literature, etc. Come and browse. I still have 17 of the 29 cars for sale. Always open on Tuesday mornings or call to schedule an appointment.

Dean Weller 913-585-3326 Cell, 913-585-1313 Home - please leave a message.

SERVICING THE WINDSHIELD WIPER

The vacuum type windshield wiper is used on all models of the new Ford cars and trucks; because of its construction, practically no wear takes place on any of the moving parts of this type of windshield wiper, and it is seldom necessary to service the unit. In the event a wiper fails to function properly, however, the procedure listed below should be followed.

1. Inspect the suction line and fittings for leaking.
2. If there is no leakage in suction line or fittings, remove the two small screws which hold the cover on the front of the wiper motor and examine the tripper spring for breakage. If broken, replace it.
3. In some cases the failure of the wiper to operate may be due to need of oil in the motor, which can be done without removing it from the car.

Secure an old piece of suction hose approximately 6" in length and slip one end over the outlet of the wiper. Move the wiper bar by hand to either side and just before the valve mechanism "clicks," insert the hose into a small can of good light machine oil. Then pull the wiper bar quickly in the opposite direction, thus sucking the oil into the motor.

Next, move the wiper bar back and forth in a normal manner so as to allow the surplus oil to be blown back into the can. This operation will fully lubricate one side of the wiper motor. The other side should then be lubricated by repeating the process but by starting the blade o the opposite side of the shield. (Do not permit oil to touch the wiper blade as it might cause the rubber to curl.)

Engine Overheating

Keeping your A's Temperature in the Cool Zone

By Ken Nelson

Originally printed in the Shade Tree A's July 2009 Newsletter, found on MAFCA.com

Engine overheating has been around as long as the automobile and the Model "A" is not exempt from the problem. However, the "A's" cooling system, if working properly, is more than adequate for almost any set of driving conditions you might encounter. There are many causes for engine overheating, but once identified, most can be easily corrected.

Fan Belt - Fan belts are prone to slippage and a belt that's loose will not turn the fan and water pump at the proper speed. Belt tension can be adjusted by loosening the generator mounting bolt and pulling the generator away from the engine to take out the excess slack. A ½ to ¾ inch of belt play between the pulleys is about right. After the adjustment is made, tighten the generator bolt securely. Unfortunately, an unmodified Model "A" has no means of locking the generator in place and over time, the belt will loosen again. To alleviate this problem, you can use a "belt tensioning bracket" to hold the generator securely in place when driving. The bracket can be easily removed if the car is to be shown.

Fan - Fans can cause a problem if a "modern" type has been installed and the diameter or blade angle is too small to provide adequate airflow through the radiator. If you're determined to use this type of fan, check with other Model "A" owners to see what they have on their car. There's nothing wrong with the original two blade propeller type fan that came on the Model "A" but it should be checked frequently for cracks or other damage that could make it unsafe to use.

Hoses/Clamps/Petcock - A plugged radiator hose will restrict coolant flow and a leaky hose will cause coolant loss over time. Either condition can cause the engine to overheat. It's a good idea to replace both hoses even if only one is bad because the other hose is probably living on borrowed time. Check all hose clamps for tightness and if you're more interested in driving than showing the car, consider replacing the original wire hose clamps with the modern screw-adjust type. Also, make sure that the drain petcock located in the water return pipe is not leaking.

Water Pump - The Model "A" water pump is simple and robust but it can fail. If the impeller is loose on the shaft, the pump won't circulate the coolant. On the other hand, the pump may deliver too much coolant at highway speeds causing coolant loss through the radiator's overflow pipe. The new "leak-less" water pumps appear to have a higher output capacity and have the capability to overflow a poorly maintained system. Once again, check with others to see what they're doing.

License Plates and Other Radiator Obstructions - The headlight bar seems like the ideal place to mount the license plate, but the plate does block a sizable chunk of the radiator's cooling fin area. A radiator ornament or plaque will do the same thing. On a hot day, consider removing the ornaments and flipping the license plate into a horizontal position to expose more fins to the airstream. **Incorrect Ignition Timing -** An incorrectly timed engine can run hotter than normal. Check your car's timing using the standard timing pin. While running in high gear the advance should be all the way down. On heavy inclines, listen for any spark knock and reduce the amount of advance to eliminate the knock. Watch your water indicators for any sign of excessive heat.

Incorrect Fuel Mixture - If the fuel mixture is too lean, the engine will run hot. Check your carburetor settings and reset to specifications if necessary.

Brakes/Wheel Alignment - Dragging brakes and poorly aligned wheels can increase the rolling resistance of the car and force the engine to work harder resulting in over-heating. The bad wheel alignment won't help your tire life either!

Bad Head Gasket/Cracks in Block - These can be classified as serious problems and if uncorrected, you'll have more to worry about than overheating! To check for exhaust leakage into the cooling system, remove the radiator cap and briefly accelerate the engine. If bubbles appear in the coolant, you could have a bad head gasket or a crack in the engine block. Oil in the coolant may also indicate a cracked block. After the necessary repairs are completed, check the integrity of the block by magnafluxing. This process will detect any minute cracks that cannot be found by other means.

Radiators - The key word in any radiator discussion is flow rate - how much water a radiator will actually pass in a given period of time. A good Model "A" radiator should have a flow rate of at least 38 gallons per minute. 1930-31 "AA" truck radiators should pass about 48 GPM. Anything less can result in overheating problems. Disconnect the upper and lower hoses and fill the radiator. A good radiator should empty in 4 seconds or less. Radiator troubles can be traced to broken or blocked tubes, an inadequate number of usable tubes remaining in the core after damaged tubes have been removed, so-called "stop leak" pellets clogging the tubes or leaky upper/lower tanks. Blocked tubes can be opened by "rodding" or ultrasonic cleaning. Damaged or rusted tubes can be replaced but if a large number of tubes are in bad condition, it may be less expensive to replace the radiator. The condition of the overflow pipe should also be determined during the radiator check. A broken or rusted pipe can cause the coolant level in the radiator to be lower than normal. A broken or missing baffle plate may allow the water pump to push the coolant directly into the overflow pipe and out of the radiator. To reduce the amount of water going out the overflow pipe, add a short piece of plastic tubing to the top of the pipe. Just make sure it is below the radiator cap. Loose tube fins can also contribute to over-heating. If the fins are not making good contact with the tubes, heat will not be transferred into the radiator's airstream. Sometimes over lubricating the original type water pump rear bearing can cause excess grease to be introduced into the water system and clog the tubes.

Coolants - The Model "A" was designed to run using plain water as a coolant. Most era drivers either drained their car's radiator before winter storage, or added some type of antifreeze for cold weather operation. Alcohol was common as an anti-freeze and worked reasonably well but boiled away at about 170 degrees F. Kerosene was also used but it attacked rubber parts and boiled at such a high temperature that the engine could be damaged before overheating was detected. Today's modern automotive coolants contain ethylene glycol and are designed to remain in the cooling system at all times. The boiling point of the coolant is higher than water and the solution contains a built-in rust inhibitor and water pump lubricant. When mixed 50/50 with water, ethylene glycol will protect your "A" to about 34 degrees below zero F. There are some disadvantages to using ethylene glycol in your Model "A" - the coolant may attack some types of paint and the Model "A's" water pump can whip the solution into a green, frothy foam, impairing the cooling action. To eliminate this problem there are two products on the market that will help. Prestone "LowTox" and Sierra antifreeze is formulated with propylene glycol (PG). As compared to ethylene glycol, propylene glycol is less toxic and safer for children, pets, and wildlife in the environment. One final consideration - some automotive experts believe that ethylene glycol does not work as well as water in a non-pressurized cooling system. In actual tests, some Model "A" overheating problems disappeared after switching back to plain water. If you decide to use water as a coolant, make sure that you add a good rust inhibitor to help keep the system rust free. At one time, soluble oil was suggested as a rust inhibitor. It worked, but the oil coated the inside of the radiator, degrading its heat transfer characteristics. The experts all agree - don't use oil of any kind as a rust inhibitor! Also, consider using distilled water to eliminate "other" minerals being introduced into the water system. I see a lot of lower water pipes that are powder coated. They look nice, but the inside will be affected by the solution and will flake and clog up your water system. Go to a stainless steel pipe to solve the problem.

Thermostats - According to many Model "A" owners, a good thermostat offers two important benefits: • Coolant flow through the system is reduced so that less is pumped out of the upper radiator tank at high speeds. • The thermostat will maintain an engine temperature of at least 160 degrees F that many feel is optimum for complete fuel combustion and clean plugs. On the down side, a thermostat that sticks closed will prevent adequate coolant circulation and overheating can result. To prevent this make, sure that there are two 3/16 inch holes drilled on the surface opposite the sensor so some water will still flow. If you install a thermostat, use the kind that fits inside the upper hose and has a short pipe welded to the end instead of the type that mounts with tabs. Some owners have experienced leaks with the tab-mounted variety. A good running engine makes EVERYONE happy. **# # # # #**

Model A Ford Club of America

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562/697-2712 • 562/697-2737 • FAX 562/690-7452

We are saddened by the cancellation of this year's National Convention in Kerrville Texas because of Coronavirus but pleased that the Alamo A's have agreed to pick it back up for 2022. All of us at MAFCA wish you and your family safety and good health in the midst of this terrible outbreak. Staying inside for a while will make it possible for all of us to enjoy drives in our Model A's at a later date. Put the picnic basket on standby.

You have undoubtedly enjoyed reading *The Restorer*. Have you ever thought about contributing an article? It's not hard if you like to tell stories. It's not necessary to sit down and fill up a tablet of paper with your writings, although you can if you wish. You can simply get a tape recorder and tell your story out loud, then copy it onto paper. Edit it so it flows well. Then gather some photographs you have made to highlight key points in your story and send your draft to Andy Scheer, Editor of *The Restorer* at restorer@mafca.com. He would be happy to give you some feedback. You may even see your article appear in a future edition of the magazine. It can be a story about how you restored your car, how you discovered something special about the pedigree of your vehicle, or how you became interested in era fashions. There are many subject possibilities.

Speaking of *The Restorer*, is your club represented in the Chapter Chatter portion of the magazine? In every issue, we hope to hear what each club is doing on tours, in celebrations, or in community service. If your club isn't represented you can help by encouraging someone in your group to send in a brief 75-word summary of your recent chapter activities. Send it to Andy Scheer, Editor at MAFCANews@gmail.com. Submission deadlines are shown on page one of every issue.

I look forward to seeing you all again once this COVID-19 virus is history.

Best personal regards,

Bill Truesdale, 2020 MAFCA National President

The Model "A" Restorers Club

Dear MARC Members,

Consequently, MARC's headquarters office in Garden City, Michigan will be closed until further notice. We will be checking on voice mail messages that you leave when you call our office phone. And, we will be checking on email messages that you send. Please understand that our response time will be extended beyond normal intervals because our staff will be working from home and they will not have immediate access to all the office resources that may be required in responding to your questions. We have been working closely with our printer and expect we will be able to ship The Model A News March/April issue on time. It is yet possible that the printer will face similar requirements to close their operations. If that happens, we will let you know through our web site what to expect for delivery.

If your concern is urgent and must be addressed immediately, I will be happy to help you. Otherwise, we thank you for your patience and understanding. Please stay healthy and be safe.

Rusty Gould, MARC President

Jim's technical tip

Preventing Moth Damage to Upholstery and Era Fashions

by Jim Cannon,

There are two kinds of moths that eat wool: Webbing Clothes Moths and Casemaking Clothes Moths. Most of the interior upholstery used on our closed cars is made of wool, as is a lot of vintage clothing. If they take up residency in your car or closet, moths can quickly eat large holes in the material before you know what happened. You can be alerted to their presence before you see the damage.

When your car is parked in the garage, hang a "clothes moth trap" on a small piece of coat hanger wire inside the car, or hang one in your closet near your vintage clothes.

Check the trap regularly (at least monthly). There is a sticky strip inside the trap that is treated with moth-specific pheromones. If there is a male Webbing Clothes Moths (but not Casemaking Clothes Moths) in the area, they will go to the trap. (Do not use the traps sold for grain moths or pantry moths -- wrong pheromone.)

You can't rely on these traps to catch all of the moths, though, to eliminate the problem. You must do something to kill the moths in the car or on the clothes to stop the damage.

First vacuum everything well to get rid of anything you can. I don't like to use insecticides, but you might find one that you like that will work.

If you can, park the car outside in direct sun all day with the windows rolled up, to get the interior temperature above 120 °F for 4 hours or more. Put cloths in the sun in a black plastic trash bag, sealed. (I do it all day for several days -- it can't hurt.) This will kill the larvae and adults, but may not kill all of the eggs, so you may need to treat again.

If hot weather is not available, you can also smother the moths by closing all of the windows and putting several pounds of dry ice in the car. The CO2 from the dry ice will fill the car and smother the moths -- eggs, larvae and adults. Or put the dry ice in a sealed container or bag with era fashion cloths (don't let them touch the dry ice.). It takes about a week to kill everything, so leave it all closed up, then air it out well before you drive.

Mark how many moths are stuck in the trap after you treat the car or clothes and then continue to monitor for any new little critters. If you see them again, you need to treat again.

I hope this little tip helps you prevent damage to your car's upholstery and era fashions. Have a Model A Day!

A DILLY OF A DOLLY FOR STORING A MODEL A ENGINE

by Paul N. Sund, Monterey, California

As originally printed in THE RESTORER - JAN/FEB 1990

I have constructed a dolly for holding a Model A engine allowing it to be worked on or stored and still be conveniently moved about the shop or garage whenever necessary. It is easily constructed by anyone who can weld; but it is simple and in-expensive, therefore welding work could be reasonably shopped out. The photographs illustrate the dolly with and without the engine. The diagram will enable one to construct the dolly using the following instructions.

CONSTRUCTION SEQUENCE FOR ENGINE DOLLY

1. Cut materials to dimension:

2 pc channel iron 3/16 x 2 x 1, 4 inch: rear cross pieces and centerline piece

2 pc channel iron 3/16 x 2 x 1, 18 1/2 inch: rear uprights

1 pc channel iron 3/16 x 2 x 1, 12 1/2 inch: front upright

2 pc angle iron 1/8 x 1 x 1, 26 inch: front to rear braces

3 pc plate 1/8 x 3 x 4 inch, pads for casters

2. Using the Model A flywheel housing as a guide, drill two holes in each of the two rear upright channel iron pieces to take bolts that will attach the flywheel housing to the dolly. Use the four bolts that connect the engine mount to the flywheel housing.

3. Using a 2 inch diameter seatbelt washer or a piece of scrap 1/8 inch plate stock about 2 x 2 inches square, weld it to the upper end of the front upright channel iron. Before or after welding, drill a hole to receive the center bolt of the front engine mount. Use a hacksaw to slot the hole toward the front of the dolly. This slot will make it easy to insert the threaded "bolt" of the front engine mount into the hole when putting the engine on the dolly. Be sure that the hole is positioned so that a nut on the threaded end of the engine mount will have room to turn without running into the upright. (However, a nut is not really necessary, because the weight of the engine is sufficient to keep everything in place.)

4. Weld the two channel iron rear uprights to the top surface of the rear crosspiece: flat surfaces of uprights facing toward the center of the dolly; rear crosspiece flat surface facing up. You may wish to clamp or bolt the uprights to the flywheel housing for a proper fit, and position the assembly so that the uprights are equidistant in from each end of the rear crosspiece.

Two dimensions are critical in constructing the dolly. The first is the space between the two rear uprights. These must be positioned on the rear crosspiece so that they properly fit to the flywheel housing. The second is the positioning of the front upright so that the front engine mount attaches correctly to the engine and dolly. Some "slop" has been built into the dolly by slotting the hole in the washer or plate stock at the top of the front upright into which the front engine mount bolt is placed. These critical dimensions are the following: between the rear uprights, 17 inches; from the front of the rear uprights to the centerline of the hole into which the front engine mount is inserted, 2411/16 inches.

5. Weld the front upright channel iron to the top surface of the centerpiece channel iron; flat surface to the rear of the dolly. In this step and the following ones, keep the bottom surfaces of all pieces flush with one another so that the caster pads can readily be attached to the 'bottom of the dolly frame. The pads and casters are not shown in the isometric drawing.

6. Weld the centerpiece and front upright channel assembly to the center of the rear crosspiece and uprights assembly per the illustration. Butt the centerpiece against the front side of the rear crosspiece.

7. Weld the angle iron braces into position as shown in the illustration.

8. Depending on your shop setup, you may wish to drill holes in the pads for the caster attachment bolts before or after welding the pads to the dolly frame. Be sure that these holes are positioned so that bolts or nuts used to attach the casters do not run into the frame of the dolly and thereby prevent attachment of the casters. Invert the assembly and weld the caster pads into place on the bottom of the three corners; attach the casters to the pads.

9. Clean up the welding ; wash down the entire assembly with solvent; let dry, and paint with a good rust-proof enamel.

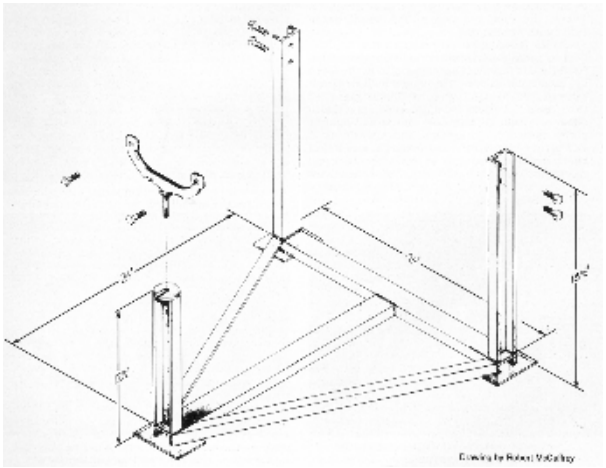
10. Mount the flywheel housing to the rear of the dolly.

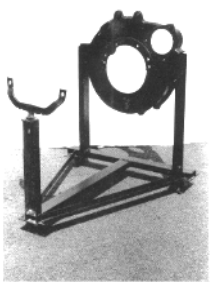
11. Using either a chainfall, come-along, or engine hoist, suspend the engine over the dolly. Position the engine so that the engine is within about 1/2 inch of its intended position on the dolly and so that bolts can be inserted from the rear through the flywheel housing into the correct holes in the engine by manipulating the dolly. (The dolly is easier to move than the engine, so shift the dolly in order to align and fit the bolts.) Set the 6 bolts LOOSELY at this time.

12. Work the front engine mount into its approximate position by inserting the center "bolt" into the slotted hole in the front upright of the dolly and then fitting the two front engine mount bolts through the holes in the ends of the mount to the engine. Put a nut on the front engine mount center bolt. NOW TIGHTEN ALL BOLTS AND NUTS.

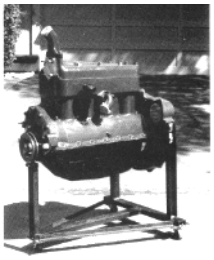
13. Lower the entire assembly to the floor. Detach the suspension device (hoist) from the engine. The dolly is strong enough to carry the engine with all components attached, including the flywheel and clutch/pressure plate assembly. Thus, all assembly prior to transferring the engine to the chassis can be performed on the dolly; or the complete engine "department" of a Model A can be stored and/or displayed as a unit.

You can now roll your engine to its storage place and move it as desired for working on it or as necessary for cleaning your shop. For storage, I close all holes in the engine with duct tape and cover the whole works with a plastic trash bag to keep it free of dust and debris.





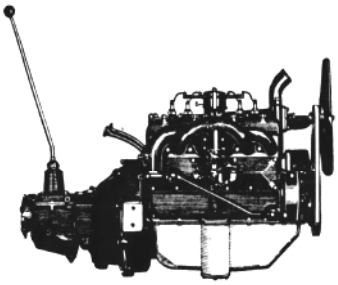
Left.
Dolly ready for engine.



Right.
Engine mounted on dolly.

THE NEW FORD HAS A REMARKABLE ENGINE

¶ Value of simplicity of design shown daily in outstanding smoothness, acceleration, speed, power, reliability and economy. Low-priced car should not be complicated.



THE engine of the new Ford represents a new development in modern automobile engineering. It is unique in design and performance, giving unusual smoothness, acceleration, speed and power without sacrifice of reliability and economy.

Ford engineering has found the way to include every essential feature of good performance without the necessity of a high speed, complicated motor.

The design of the cylinder head is just one factor in this performance. Others are the direct gravity gasoline feed, the specially designed carburetor, the new hot-spot manifold, the carefully planned large valve diameter, the chrome silicon alloy valves, the aluminum pistons, the statically and dynamically balanced crankshaft and flywheel, and the simplicity of the electrical, ignition, cooling, lubrication and fuel systems.

Engine mounting reduces vibration

Of special importance is the manner in which engine vibration is absorbed before it reaches the chassis of the car, thereby preventing unpleasant vibration periods.

This is done in the new Ford through the introduction of a flexible front end support that is both simple and practical—a truly remarkable improvement in engine mounting developed after many months of testing and experimenting.

Quality of materials and careful workmanship also have a great deal to do with the continuously good performance of the new Ford.

In the new Ford, for instance, the diameter of the piston pin is held within three ten-thousandths (.0003) of an inch. An equally close limit is followed in the hole into which the piston pin is fitted.

The weight of the aluminum alloy pistons is set at 17⅝ ounces. No piston is permitted to come under this weight nor exceed it by more than 2 grams.

In the piston assemblies, consisting of piston, connecting rod, pin and spring retainer, the four assemblies in each motor must match in weight within a limit of 3½ grams. Every piston assembly must meet the weight of the other assemblies in the set within approximately ⅛ of an ounce. Main and connecting rod bearings on crankshaft are held true to within three ten-thousandths (.0003) of an inch.

Unusual accuracy of manufacturing methods

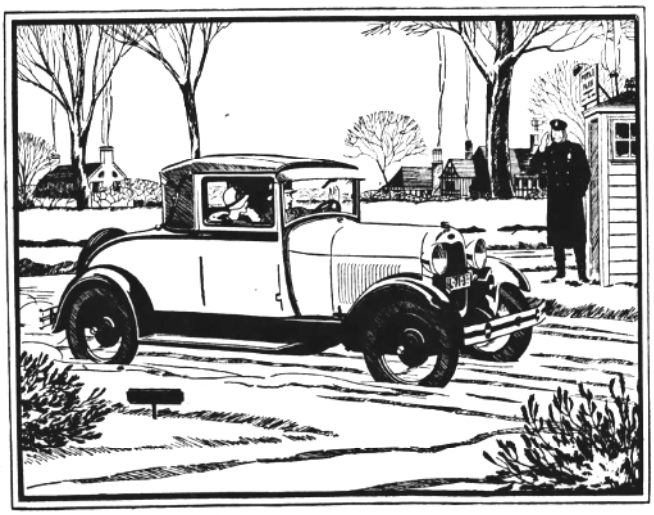
It is of course almost impossible to conceive of measurements as close as these. They are achieved only through the finest precision gages in the hands of expert workmen. The master blocks by which these gages are set are accurate to the almost incredible limit of a millionth of an inch.

All of this care and accuracy is an indication of the fundamental thoroughness of Ford manufacturing methods. If a part should be made accurate to a limit of .0003 of an inch, it is made .0003 of an inch. Margin of profit is made secondary to service.

Deep-seated therefore is the quality of the new Ford. You can see but a part of it with your eyes. Beneath the hood are countless invisible values. Summed up, they count for more than any one spectacular feature.

Because of the value that is in it, the new Ford is more than just a new automobile. It is a part of the life, the progress and the prosperity of the country. Our policy has always been to see that you get the very best materials—the most careful workmanship—the soundest design that can be built into a low-priced automobile.

Today, more than ever, the new Ford is the fulfillment of that ideal.



The new Ford is distinguished by the trim, graceful simplicity of its lines and the beauty of its colors. Without being extreme, it has struck a new note in automobile designing. Shown here is the new Sport Coupe—one of the most popular of the new Ford cars. Wide, comfortable rumble seat is included as standard equipment.

FEATURES OF THE NEW FORD CAR

Ford

Beautiful low lines

Choice of colors

Remarkable acceleration

Smoothness at all speeds

55 to 65 miles an hour

Silent, mechanical internal-expanding six-brake system, with all braking surfaces fully enclosed

Houdaille hydraulic shock absorbers

Triplex shatter-proof glass windshield

Reliability and economy

Prices of the new Ford—Roadster, $450; Phaeton, $460; Tudor Sedan, $495; Business Coupe, $495; Coupe, $550; Sport Coupe, with rumble seat, $550; Fordor Sedan, $625. (All prices F. O. B. Detroit.)

FORD MOTOR COMPANY

Detroit, Michigan

Service Hints

Les Andrews - Technical Director

Torque Values For Model A Nuts & Bolts

The expression, "a little knowledge can be a dangerous thing," is usually true. I have learned this lesson the hard way at times. My thanks to Enrique J. Klein of Los Altos, CA for pointing out to me some stated torque value errors and asking that I reevaluate some of the stated Model A torque values given in previous publications. In most of the previous articles, including some I have written, a specification table is included that comes out of an engineering handbook that shows torque values for the different size bolts, giving bolt size, threads per inch, and torque value for different grade bolts, with dry or lubed threads. It's up to the reader to determine which torque value should be used.

There are many factors to be considered when applying torque to a bolt or nut: bolt size, bolt grade, dry or lubricated threads, and how many times the threads have been torqued (stressed).

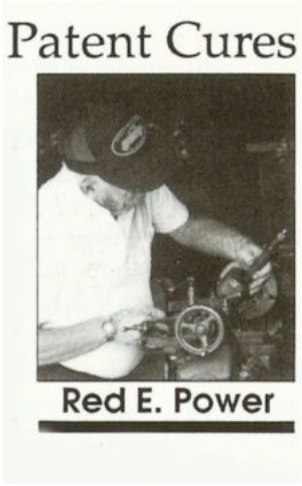
Before torquing a nut or bolt, make sure the threads are dry to obtain a more accurate reading. Clean all threads and make sure they have not been stripped or show evidence of overstressed or stretched threads. Many of you have asked for a chart listing the recommended torque value for the specific torqued nuts and bolts on the Model A. The table below lists the recommended torque values.

For additional information see *The Restorer* article, "Nuts and Bolts for Model A" (September/October 1976, Volume 21, Issue 3).

Model A Recommended Torque Values

Bolt Location	Bolt Size	Tensile Strength psi	Grade	Torque ft. lbs.	Remarks
Differential Carrier Assy	3/8-24	74,000	2	20	Low Carbon Steel (Original Model A)
Axle Housing-to-Banjo Bolts	3/8-24	74,000	2	20	Low Carbon Steel
Torque Tube-to-Banjo Bolts	3/8-24	74,000	2	20	Low Carbon Steel
Rear Axle Nut	5/8-18	110,00		100	Hardened Axle Threads
Wheel Lug Nuts	--	--		64	
Pinion Bearing Preload Nut	--	--	New Bearing	20 in.lbs.	Adjust nut for Torque inch lb. drag on Drive Shaft
			Used Bearing	15 in.lbs.	
Timing Gear Nut	--	--		100	
Pressure Plate Bolts	5/16-18	150,000	5	20	Replace with Grade 5
Head Nuts	7/16-20	150,000		55	
Manifold Nuts	7/16-20	150,000		45	
Flywheel Hsng-to-Block Bolts	7/16-14	120,000	5	50	Grade 5 or Better
Flywheel-to-Crank Bolts	7/16-20	120,000	5	50	Grade 5 or Better
Crankshaft Pulley Nut	-	-		50	
Main Bearing Bolts	1/2-20	-	-	80	
Rod Bearing Nuts	7/16-20	-	-	35	
Spark Plugs		-	-	25	

DIFFERENTIAL GEARS



By Red E. Power

If you would like to know what ratio your differential gears are, the following procedure is very simple and quite accurate!

Most Model A's were factory equipped with 3.78:1 ratio except for some Fordor Sedans and cars sold in Denver or other high altitude regions which had 4.11:1 ratios. The 3.54:1 (high speed) ratio you hear so much about these days was not offered until after WWII.

In order to determine your ratio you should place your car on a level strip or one pointed slightly downward but have the car pointed straight.

Set the emergency brake and the transmission in high gear (third).

Put a chalk mark on top of the crankshaft pulley and one at the bottom of the right rear tire. Solicit your wife or a friend to watch the mark on the rear tire.

Now with the car in high gear and the emergency brake released, start rolling the car slowly forward. The chalk mark on the pulley will disappear. If you continue, the chalk mark will re-appear one, two, and three times. If at exactly the third time the tire chalk mark is straight down you have 3.0:1 ratio.

If not continue rolling the engine over until the chalk mark appears for the fourth time - stop the car when the chalk mark on the pulley is pointed to the side (say 9:00 o'clock). If the chalk mark on the tire has passed the bottom you have 3.54:1 gears; if the mark is about straight down you have 3.78:1 gears, and if it is not yet at the bottom, you have 4.11:1 gears.

Editor's Note: This is a series of "old fashioned," yet tried and proven cures for what ails your Model A.

As originally printed in THE RESTORER - JUL/AUG 1992

Club Videos

Did you know the club has videos they can loan out? Walt has recently received approval to add a few new titles to this list also. There are also a few specialty tools available as well. Check with Walt Jones if you want to borrow any of these:

Model A Museum (A Stroll Through the Museum)
Replacing Your Model A Ford 1930 Pickup Roof
Rebuilding Model A 2-Tooth Steering
Installing Flat Head Ted's Brake Floater Kit
Setting Your Model A Ford Engine Bearing Clearances
How to Stop On a Dime
Radio in the Model A Days
Old Time Cars Parkville Parade July 4 2014
2000 Model A Hill Climb, Weston MO
2011 Lathrop Antique Car, Tractor and Engine Show
Road Side Troubleshooting
Carburetors and Carbohydrates
Gennin' Along with Lloyd & Floyd
Fahrenheit fright
Biography" Henry Ford—Tin Lizzy Tycoon

A few tools that might be of help:

Spoke straightener
Spider removal tool
Gas Gauge Removal Tool

Commercial advertising space is available for $25 per year for a business card size space (approximately 2 x 4) or $50 per year for a quarter page (approximately 4 x 4). These ads are also included on our website at www.nwmomodela.com For more info, contact us at nwmomodelafordclub@gmail.com

The Northwest Model A Ford Club does not personally endorse or guarantee any products or services advertised in this publication

-Membership is Strongly Encouraged in Both of these Excellent National Organizations-

Model A Ford Club of America

Join on line at *MAFCA.COM*

~Membership Benefits~

The *Restorer* magazine • Technical Support • Local Chapters • National Meets • Era Fashion Guidelines • "How to Restore Series • Judging Standards and Restoration Guidelines

Dues per year are
U.S. Membership- $50
Canada/Mexico Membership - $60
International Membership - $70
Make checks payable to Model A Ford Club of America

Optional Initiation Package For New Members Only
1—Back issue of **The Restorer**
1—MAFCA Lapel Pin
1—MAFCA Decal
1 0 Name Badge

Only $10 extra

New Membership

Name _____

Spouse's Name _____

Address _____

City _____

State _____ Zip _____
Country _____ Telephone _____
Permission to publish my telephone number in future Membership Rosters? Yes:___ No: ___

Return this Form and Payment to
MAFCA

Model "A" Restorers Club

6721 Merriman Rd, Garden City MI 48135

(734) 427-9050 office

(734) 427-9054 fax

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

2018 Dues- New or Renewals ( )US Membership $45.00

( ) US Air Mail $57.00 ( ) ( ) Canada $55.00 ( ) International $61.00

New Members Only- Partial Membership:
J/A, S/O & N/D issues only!

( ) US Membership $24.00 ( ) US & Canada Air Mail $34.00 ( ) International $42.00

IMPORTANT:

Make checks payable to Model "A" Restorers Club (M.A.R.C.)

All Memberships from outside the U.S. are to be remitted by International Money Orders in U.S. Funds (drawn on U.S. Bank) or credit card. And a personal check drawn on U.S. bank (U.S. funds must be stamped on check.)

With your membership you will receive a club membership I.D. card and the *Model "A" News*, our BI-monthly club magazine. In addition, each member is entitled to a free 40 word classified ad in each issue of our international publication, the *Model "A" News* (A good source of parts and information you may need for your car).

Address: _____

City: _____ State: _____ Zip: _____

I give permission to publish my phone number in the future MARC Membership Rosters:

( ) Yes ( ) No Phone: _____

I give permission to publish my email in the future MARC Membership Rosters:

( ) Yes ( ) No Email: _____

THE ROAD RUNNER

% SHERRY WINKINHOFER

1459 Woodland Ave

Liberty MO 64068