



The ROAD RUNNER



MAFCA Chapter

MAFCA "Newsletter of the Year 2019", MARC "Award of Excellence" 2019

MARC Region

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Birthdays

Myron Schmitt	01/02	Don Sedlacek	01/20
Nathan Spears	01/05	David Silvers	01/23
Chuck Haber	01/06	Bill Skaggs	01/24
John Kunkle	01/08	Dee Gust	01/28
Sherri McIntyre	01/13	Gary Smith	01/28

Anniversaries

Charles & Karen Goodwin	01/10
Harley & Fran Wahl	01/24

Monthly Meeting

January 9th, 2023

(Note change of date due to holiday!)

**American Legion, 2607 NW State Route 92
Smithville, MO 64089**

**The Legion provides a dinner menu at a special price
one hour prior to the 7:00 PM meeting.**

Board Meeting

January 19th, 2023

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

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
Dairy Queen**

8530 N Oak Trafficway, Kansas City, MO 64155

President's Comments:

Happy New year to you all! I would like to first thank our previous board for all the hard work they have done to keep our club going through some tough times. I would also like to thank the volunteers who have stepped up this year to continue the work of keeping our club going. I'm looking forward to working with all of them in the coming year. VP Bill has some interesting programs lined up for our meetings, please don't miss the opportunity to enjoy them!

As some of you know, I recently bought a 31 two door sedan. I'm working on getting it ready for the upcoming cruise season. So far, I have replaced the tires and changed over to a 12 V system. I'm currently working on moving the seats back for more room to breathe. I hope you are also using this downtime to get your cars ready for an active cruise season as it will be here soon !

Please, if you have any suggestions or concerns, let me or other Board members know! I'm looking forward to fun and good fellowship with you all in 2023.

Wishing you all happy A motoring

Mike Owen, President

*"An optimist stays up until midnight to see the New Year in.
A pessimist stays up to make sure the old year leaves."*

Editor's Comments:

Another keynote year for me—this will be the fifteenth year as the newsletter editor for the club. How did those years disappear so fast! I know, I know—By keeping busy! And a lot of that keeping busy included Model A stuff! Not that I'm complaining. Not at all!

The Model A has become a large part of my life, between this club and the many tours and activities to take part in, and all the friends that come along with it. Then, somehow, I got involved with the National MAFCA club. When I won my first MAFCA Newsletter of the year award, the MAFCA president hit me up (while I was vulnerable) and asked me to consider taking on the job of editor for A-World, MAFCA's newsletter for the youth. Yes, I fell for it, and have happily be doing that newsletter since 2011, 12 years as of 2023. But it's only quarterly, so that gives me more time, right?

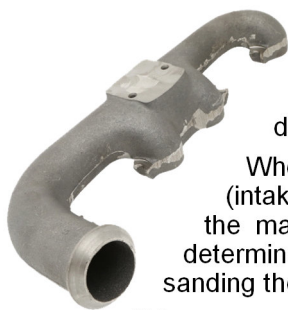
Not really, because in 2018, I found myself applying for the MAFCA Era Fashion Committee, to learn more about Era fashion, and have been a part of that committee since. Since I still had a few hours to fill (just kidding,) I competed for and was appointed the Fashion Editor for "The Restorer", MAFCA's national publication, since 2021, another volunteer position I really enjoy.

Now I still do a lot of other things besides Model A related activities, and enjoy them as well, but I know one thing for sure! I'm rarely bored!

Happy A'ing—Sherry Wink, Editor

Exhaust Pipe Leaks

By Jim Townsend



The exhaust pipe connects to the bottom of the exhaust manifold with a flared type fitting and a clamp to hold it in place. Who has not experienced leaks in this joint? It is not an impossible task with proper alignment but alignment is the special word. But before rushing into reworking this joint, examine the areas all around the exhaust manifold to see if that is where your leak is. If you see black deposits on the side of the block, the leak causing that deposit needs to be addressed first.

When the exhaust manifold gasket leaks, more often than not it is because the manifold set (intake and exhaust) are not machined flat. If that is the cause, a burned area on the face of the manifold may be present. Otherwise, it can be checked with a good straight edge to determine flatness. Most machine shops can make quick work of flattening the manifold set by sanding them on a large belt sander.

When reassembling to the exhaust pipe, note that the pipe is flared and fits against the bulbous (and often rough) end of the exhaust manifold. The previous connection using the special clamp often damages the flared end of the pipe and it may help to tap around it with a hammer opening the flare slightly and smoothing any irregular areas noted. When lifted in place, there is an aftermarket tube available from parts suppliers that can assist in making good alignment. It is a section of tube about 3-4 inches long with one end being slightly larger than the other. Test to make sure the large end will fit all the way into your manifold. Some reproduction manifolds are smaller in diameter and this tube will become lodged in the manifold if you attempt to install it.



Exhaust sleeve and exhaust seal
from Mike's "A" Fordable

Loosen the tail pipe bracket slightly allowing the exhaust pipe to be rotated slightly. Using a jack raise the exhaust pipe toward the exhaust manifold aligning it as you bring it up. Whether I use the connector tube mentioned above or not, I do use exhaust pipe cement in the joint. Put enough all around the flared end of the pipe so that when lifted in position, it will slightly ooze out. When you are sure alignment is good, place the clamp on the joint and tighten. Two cautions on the clamp: note that one side of the clamp is larger than the other and install so that the end with the largest opening is over the manifold. Also, the bolts for this are fine thread and the nuts are brass. Using the wrong nuts will make it nearly impossible to remove the next time you work on it. Don't forget to tighten the tailpipe bracket back. Good luck!

The Model A Distributor – Henry's Way

By Tom Endy

Modern Model A hobbyists are confronted by a number of ways to alter Henry's ignition system design. There are modern upper and lower plates, there are high performance coils and there is even an electronic ignition system available. Each is touted to be better than Henry's way because they are modern.

My experience has been that none of these modern modifications out-perform Henry's way. In fact many of these modifications come with a number of side-effects. And none make the car run any better.

In the early days of the Model A, the condenser in the distributor was prone to failure. Since then, folklore has come down to us that they are still prone to failure. Whenever a Model A exhibits an ignition fault there is sure to be someone in the crowd who says, "change the condenser". Electronics has come a long way in the past eighty years and good quality Model A condensers are available from most suppliers. In all my years of touring, I have seen only one condenser failure, but I have seen countless numbers replaced to no avail.

There are some poor quality condensers on the market. The condenser itself is not at fault; it is the way the ground strap is attached. Those that are merely soldered onto the body of the condenser will come loose when the solder melts because of an overheated engine. The good quality condensers have a stake weld holding the ground strap on. They can be identified by the three "dots" on the strap.

The modern upper plates have the condenser mounted directly onto it. The problem here is that the absence of the original condenser in place allows the attachment tab on the lower plate to be unsupported and it can easily short out against the distributor housing. The longer wires on top of the modern plate can also hang up when the spark handle is moved.

The modern lower plate does not have the wire that connects from the lower plate to the upper plate. Instead, it has a slider arrangement. This is not a positive connection and each time the spark handle is moved, the slider connection moves and causes sparks, eventually creating a burn trail and in time losing the connection.

Henry's original wire was multi-stranded and very flexible. Too often this wire has been replaced by an incorrect type of wire. The correct flexible multi-stranded wire is available from Bratton's and others. If installed correctly, it will serve you well.



Activities

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

January 12th—Ladies Luncheon

11:30 at Cracker Barrel

8225 N Church, Kansas City, MO.

For more info or questions, please call Jeanne Harding at 816-726-4101 or Dee Gust at 816-726-6570

January 19th—HOA invite to Restaurant Week event

See below for details!

Save the date! - Valentine's Dinner

Watch for information and sign-up sheets at the January Meeting.

If you are planning on joining in on any of the tours or activities, please sign-up and include your phone number, or you can contact Chili Canada at 816-726-4101 (home phone.) That way if an event has to be canceled, or has a location or schedule change, he will do his best to make sure you are notified!



Next Meeting! -

Bill Skaggs has arranged for Missouri Highway Patrol Officer to speak at our January meeting. I don't know the topic as yet, but it should be interesting! Sounds like a "Don't Miss" event!

Long-time member Dennis Hartman had back surgery in October, and then fell on December 7th and broke his leg. After several weeks in rehab, he is finally back home. I know he would appreciate hearing from friends!



Birthday Celebration!

You are invited to a birthday celebration for Myron!

Please join in the fun on January 7th at the Liberty Methodist Church fellowship hall at 1001 Sunset, Liberty, Missouri. The event runs from 2:00 p.m. to 4:30 p.m.

Please RSVP either by phone 816-309-7926 or email to: smitty2@kc.rr.com.



Roster Update!

New Phone Number Jim Shaw 816-868-5801 cell

Dear Friends of the NW MO Model A Ford Club -
Thank you for your love & concern shown to us in Aaron's passing. We will not forget how you've touched our hearts.
Loving Regards -
Dewayne & Chris Krott

Heart of America Model A Club Invite!

The Heart of America Model A club sent us an invite to join their club at Thursday January 19th start 11:00 to 11:15am lunch at Garozzo's Ristorante, 526 Harrison ST, Kansas City, MO 64106, to help kickoff KC Restaurant Week!

KC Restaurant Week is one of the most fun events of the year in the KC area. Restaurants all over the KC area will have special discounted lunch and dinner menus during this time that are really good (they want to entice you to come back!) Check here for the current list: kcrestaurantweek.com/restaurants. Last year 70 restaurants participated, this year they are up to 172. Garozzo's is a KC landmark, when you walk in, it's like walking back into the Model A era! And the food is superb!

Members of the Chuggers and Plain Ol A's will also be joining us, as this is a "bucket list" place to visit for KC history. The manager of Garozzo's wants an approximate number of people attending, so please RSVP to me by January 12th, Chuck Lewis 913-205-9884, email kamahowa@yahoo.com



Hurray! 92 Highway construction is done for winter and is completely open at this time!



Sunshine/ Concerns



Linda Owen is our Sunshine/Concerns lady! If you know anybody in need of a card or phone call, please let Linda know at (816) 532-8686 or blackfencefarm@att.net

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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
5606 Five Corners RD
Smithville MO 64089

Or email:

nwmomodelafordclub@gmail.com

Accessory Headlights

As found in the Borderland Chatter, A monthly publication of the Borderland A's Chapter of the Model A Ford Club of America, located in Las Cruces, NM.

Glance at the front end of a big, prewar classic; usually, you can't miss the big, round headlights. Every once in a while, though, the car will peer back at you through strange vertical slits. What are these weird, slightly evil-looking things? A separate patent details the theoretical operation of the headlight design, which was intended to focus and project light farther down the road than a conventional unit. What are these things?

The answer: They're Woodlites, and there is—at least in theory—a reason for their distinctive appearance. The creation of inventor William G. Wood, these headlamps were supposed to concentrate and project a beam of light farther down the road than a conventional headlight. You can read Wood's description of the method of operation, and check out diagrams of the Woodlite's interior geometry, in the U.S. patent granted July 31, 1928.

Wood filed a series of patents for headlights, and the one that outlined the ornamental appearance of the Woodlite can be read here (note that this patent was filed after the one detailing the principle of operation, yet granted earlier).

Whether the theory behind the design is sound, the source of illumination was ultimately a relatively weak 6-volt automotive headlight; there's only so much fancy reflector setups can do to ameliorate anemic light sources. The general consensus is that Woodlites were no better, and possibly worse, than whatever was in common use at the time.

But there's a reason Woodlites are still highly sought today, with a complete pair commanding thousands of dollars. What's more, you never really know who is going to be buying them; this is one of those interesting cases where a restorer of full-classic cars could get in a bidding war with a customizer for the things—Woodlites are equally at home on concours greens and traditional hot-rod shows. - Source: Autoweek



Woodlites on a Model A Ford??

By MARY MOLINE

"WOODLITES," as the sleek cat-eyed headlamps are called, were never standard equipment on any automobile, much less the Model A Ford, according to Everett Miller, editor of the HORSELESS CARRIAGE GAZETTE, and long time designer of automobiles. Mr. Miller could not recall ever having seen a Model "A" adorned with Woodlites. He does recall, however, in the early thirties, a lady came into his shop and sold him a pair for a car he was building at that time. Her name was Martha Wood Coughlan, designer of the sleek Woodlites. The headlamps she designed were sold to owners of custom built cars as an accessory-advance in automotive lighting. The spooky, racy headlamps were so advanced they were considered illegal in some states. According to Mr. Miller the lamps were not really superior but they did serve a good functional purpose. Rather than throw a narrow beam of light as one might suspect, the functional feature was to throw a beam of light a further distance than the regular round, high-mounted headlight. Cowl and fender lamps were also popular with some owners, but Woodlites on a Model A Ford.....? My guess is that Edsel would have approved, but Henry? Never!

By Mary Moline

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Technical Tip - Model A Overheating

By Marco Tahtaras

Found at <https://web.archive.org/web/20180129161155/http://www.abarnyard.com/workshop/inlet-1.htm>

Model A overheating seems to be an increasing problem in recent years. Although the intent of this page is to emphasize something that has nearly faded into obscurity, more common issues will be touched on briefly.

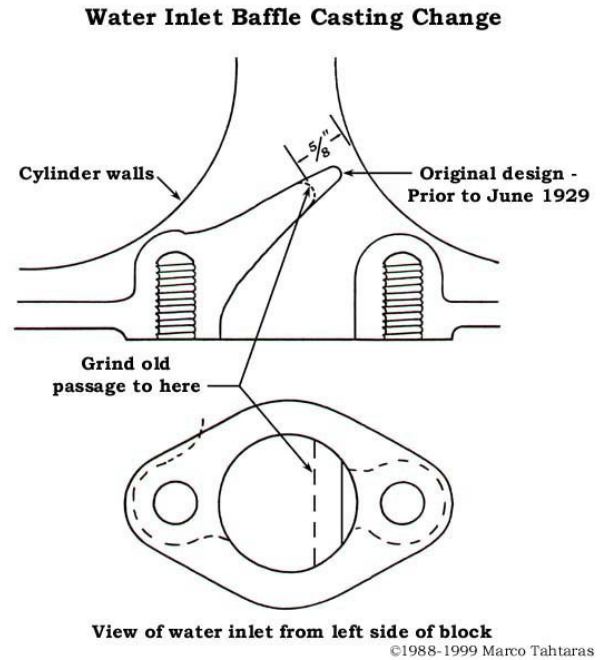
Let me start with the common issues in order of frequency and significance.

1. Radiator - There are multiple problems encountered in this area. Seventy (now ninety) years of corrosion buildup in the engine block will rarely be cleaned adequately during an engine rebuild. Particles continually dislodge within the water jackets and work their way to the top of the radiator and block tubes. Back flushing the system will remove most of the recent deposits.

Loose radiator cooling fins dramatically reduce the effectiveness of the radiator. The fins were originally attached to the tubes with solder. Anywhere the fins are loose on the tubes, the heat cannot dissipate from the tube to the cooling fins.

Many replacement radiators and cores have an insufficient number of tubes and fins. This means they will never cool as required for normal operation. For original configurations see the following table.

Year / Model	Tubes	Fins
1928-29 models	94 round tubes in four rows*	Six fins per inch (all)
early 1930 "AA" truck	132 oval tubes in four rows	
1930-31 models	102 oval tubes in three rows	
late 1930-31 "AA" truck	136 oval tubes in four rows	
*Most common of three types		



Don't be fooled by flow testing! Flow testing your radiator as suggested in several publications will only confirm EXTREME problems. You can block more than 1/3 of the cooling tubes on an original radiator and pass the flow test. The reason for this is the lower water outlet of the radiator is the restrictor. It is designed to limit the speed the water travels through the tubes. More time in the tubes equals cooler water.

2. Ignition timing - There are generally two problems in this area. First, modern timing gears lack the deep impression required to easily locate top dead center (TDC) of piston #1 with the timing pin. This can easily be corrected with a 1/4" drill or countersink bit prior to installation. I've heard a few creative methods for doing it later and containing the timing gear chips created during the process, but can only recommend removal of the front timing cover to be sure the correct location is drilled and the chips contained.

Second, as simple as it is to properly set the timing on the 'A', I find that very few people set it correctly. Most of those with many year's experience are fortunate to get within a few degrees, but this is usually adequate to avoid overheating.

3. Fuel mixture - Running with the fuel adjustment too lean will also contribute to overheating.

NOTE: Retarded timing and lean mixture will only CONTRIBUTE to overheating. When these conditions are present the car will provide sluggish performance.

4. O.K., now for the obscure! As shown in the drawing at the top of the page, there is a baffle cast into the block to direct much of the water to the rear of the engine before being drawn forward by the water pump. It originally had a small passage to allow a small portion of the cooled water to flow directly towards the front to cool cylinders 1 & 2. In early-mid 1929 the size of this passage was nearly doubled in size to 5/8" wide to improve overall cooling. Following this change, service letters were sent by the various branches to their dealers. This included instructions to grind the baffle to the new dimension when complaints of overheating were received and all the usual checks were made.

I've done this with a small pneumatic grinder and rotary file. It provided some gain in overall cooling.



2023 MAFCA Directors Announced

December 8 - At the 2022 National Awards Banquet in Colorado this evening, the new Board for 2023 was announced:

President:	Robert Bullard
Vice President:	Ed Tolman
Secretary:	Kay Lee
Treasurer:	Melanie Whittington
Advertising:	Gary Price
Chapter Coordinator:	Will Langford
Marketing:	Jay McCord
Publications:	Dave Gill
Technical:	Chet Wojcik Jr.

MAFCA Era Fashion Committee

Sherry Wink

I had a great time at the National Awards Banquet. I went to attend a pre-event meeting for the MAFCA Era Fashion Committee that I am a part of! Some fun events and a lot of friends! But I'm sorry it conflicted with our local Christmas party, would have been a lot of friends to visit with there too!



Keeping Warm and in Style

By Patti Jones (Source -Woman's World Magazine, Dec. 1931)

Fur coats and pieces have been a "girl's best friend" when it comes to style and practicality during the Model A era. Whether you're on a night on the town or riding in the rumble seat, furs have been overwhelming a trend in women's fashions. The selection of color is emphasized as to the wearer's use of fur and was considered equally important to clothing materials.

Browns and blacks lead the list of the most popular colors. With browns, there is an array of various colors to match and complement the wearer's attire. Mink is starting to become more prominent over fox. Other furs being introduced in browns are seal and muskrat. Pelts of seals are now being dyed a "logwood brown" that is currently the rage. With a Hudson seal pelt, it is often dyed black on top showing a brown color underneath. This gives the entire coat a brownish cast. Beaver is another fur, in that it can be dyed in various colors of brown. This year, Persian lamb has made a comeback in popular colors of black and platinum.

Many coats are trimmed with contrasting color, texture and depth; using another fur other than the main body of the coat. Seal coats are frequently trimmed with mink or ermine, and later dyed in various brown tones. Persian lamb coats are trimmed with silver fox dyed in various colors. It was noted that leopard or ocelot were discouraged as being too conspicuous to wear. The old faithful raccoon coat is still considered one of the favorites because of its highly rated wearing quality. Following the general trend of fashions, fur coats are now being made increasing the width above the waistline, but close fitting at the hips. Collars and sleeves are seeing a trend to complement the new styles. Collars are varied in type, but the most popular are collars that stand up on the shoulders and at the back of the neck. The previous style was drooped over the "arms eye".

Sleeves set the style for many coats, and the dolman sleeve is the most popular. Other styles are muff sleeves and leg o' mutton sleeve. The raglan sleeve is used more for sporty fur coats. The length of the fur coat is also very important. Coats are

worn longer in 1931 than in the past, giving the wearer a more slenderizing affect. This year, a number of lengths have been introduced...classed as three quarter lengths, these fall anywhere from the hips to just below the knees. The cost of any fur coat depends on the quality of the skins, the amount of labor required for detailing the coat, and the demand of the particular fur.

The least expensive coats are made from muskrat. When purchasing a fur coat at a swap meet or antique store, first look to see if there are any breaks in the skins...if its brittle, DON'T BUY IT!! This indicates that the skin has lost its oils and will continue to break. If you see a break between the skins, the silk threads that sewed the skins together have rotted. A furrier can repair it, but the cost may override your decision to buy it. Please remember not to store any furs in plastic bags. They're a natural fiber and need to breathe. My suggestion would be an old 100% cotton sheet or pillowcase or in an acid free box. (Too bad I don't practice what I preach!)

Editor's note: Although I personally don't like wearing fur coats, they are a part of the "history of the era, so I'm providing this information for those who do.



A few furs from the December 1931 Photoplay movie magazine

The "New Movie Magazine" was a typical fan magazine that filled the public in on the lives of their favorite stars. Some of these articles included favorite recipes favored by those famous celebrities. Clive Brook was a British actor that moved to the USA and became a major star for Paramount in the late 20s.

English Plum Pudding

- 1/2 pound stale bread crumbs
- 1 cup scalded milk
- 1/4 pound sugar
- 4 eggs
- 1/4 pound currants
- 1/4 pound finely chopped figs
- 2 oz finely cut citron
- 1/2 pound raisins, seeded, cut in fine pieces
- 1 1/2 tsp salt
- 1/2 pound suet
- 1/4 cup wine, currant jelly or grape juice
- 1/2 grated nutmeg
- 3/4 tsp cinnamon
- 1/2 tsp clove
- 1/2 tsp mace



A typical English Christmas dinner will be served by the Clive Brook in their special festive among the movie stars. Topped off with real English plum pudding, this Christmas night dinner party this year is one you'll like to have a taste of yourself, too!

Soak the bread crumbs in milk. Permit to stand until cool, then add sugar, beaten yolks of eggs, salt, raisins, currants, figs and citron. Chop suet and cream by using the hand. Combine mixtures, then add wine, currant jelly or grape juice, nutmeg, cinnamon, clove, mace and whites of eggs beaten stiff. Turn into buttered mold. Cover and steam for six hours.

Brands We Still Know

By Sherry Wink

The Minnesota Cooperative Creameries Association was found in July 1921 in Saint Paul, Minnesota. 320 creameries joined to create this organization, which had a goal of making better quality butter while increasing the profit to the farmers involved. The association significantly improved the methods for inspection, grading, and certification of the dairy products



An early refrigerated company vehicle which promoted assorted dairy products sold by the company.

they sold. Because their competitors had to improve their products as well to stay in business, this significantly improved the final product for all companies. In 1924, the company held a contest to name their new "Uniformly Graded Sweet Cream Butter" with the winning name "Land O' Lake" becoming the new name. It grew so closely identified with the company that in 1926, the company changed its name to "Land O'Lakes Creameries, Inc." The company remains a 100-percent, farmer-owned cooperative, as it has been since its conception.

Model A Mystery Part

What is it?

Do you know?

For "Bragging Rights", Send an email to
nwmomodelafordclub@gmail.com
Or to Sherry Winkinhofer
PO Box 172, Table Rock NE 68447



Photo courtesy of Bratton's
Antique Auto Parts

Last Month's Mystery Part

This cadmium plated accelerator cap is an accurate reproduction, just like the original. It screws onto the accelerator assembly.

Did you know?



Photo courtesy of Mike's A-
Fordable
Antique Auto

Walt's Old Time Tech Tip

Walt Jones, Tech Director

Front End Shimmy

By Jim Townsend

As found in The Distributor, the monthly newsletter of Queen City Model A Club, Charlotte NC.

The leading cause of front end shimmy is looseness in the tie rod ends. The cause of the looseness is most often worn steering balls, loose steering arms and weak springs in the tie rod ends. But any looseness in the steering system or improper wheel alignment or excessive wear in the king pins or the wishbone socket can contribute to this problem.

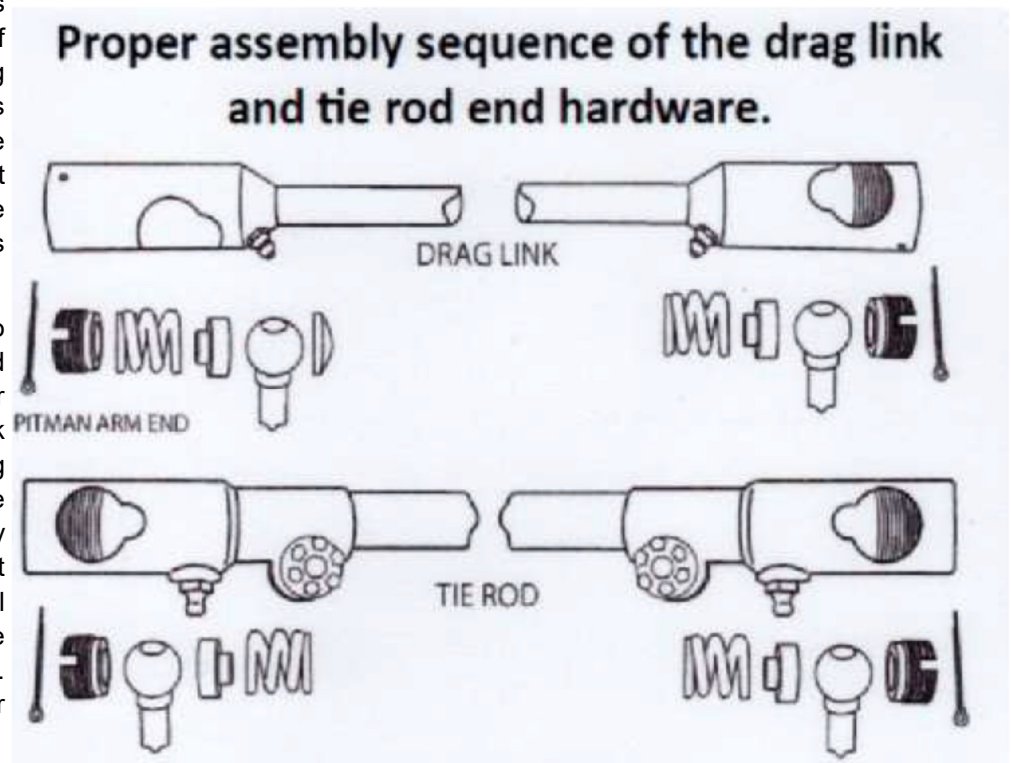
The only way to cure the "Wobble" is to systematically go through front end wear and adjustments to bring steering back under your control. Start by removing the drag link and tie rod. Examine the balls on the steering arms and the Pittman arm. If the balls are egg shaped, they are worn not only contributing to the "Wobble" but to difficult steering. Most Model A parts houses sell rebuilt steering arms that work well. Replace weak springs and worn bearing inserts too. Inspect the drag link and tie rod ends for damage.

With the tie rods off, is a good time to shake the front wheels from top to bottom looking for excessive movement at the king pins. They are replaceable as are the bushings. The club has a reamer to obtain the proper ID of the bushings for new king pins.

Check the connection on the ball end of the front radius rods to see if excess play is found. Parts houses sell a shim to tighten worn ball connections.

With the drag link off, shake the Pittman arm. There should be little to no movement. If it moves, check to see if the arm is tight on the shaft and tighten loose arms. If the movement is in the steering box, adjust it as outlined by Les Andrews. Often, a rebuild of an old steering gear is the only cure. You may also wish to consider using a shortened Pittman arm with the benefit of easier steering when the steering is rebuilt. Turning radius is slightly shorter.

You will find much more pleasure driving your A when "Wobble" is eliminated and steering play is reasonable.





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Have you visited MARC's website lately?

If not, you are missing out on a fantastic resource!

Just go to model-a-ford.org and click on "Resources" on the menu bar, then "Technical Information and Resources" and check it out!

Some links go directly to technical data, but some lead you to additional menus with even more selections to discover.

It's a wealth of knowledge, all at the click of mouse! Try and not spend too much time on your computer checking it out, but it will make some much enjoyed reading during these cold days we've been having!

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BRAKE SYSTEM

BLACK/BLACK PAINT (54)				
DESCRIPTION	TIME PERIOD	AREA/PAGE	REVISION	
Brake and clutch pedals	1928-1931	7-2	1997	
Rear emergency brake actuating lever (also cadmium in 1930-31)	1928-1931	7-3	1997	
Rear brake camshaft lever	1928-1931	7-3	1997	
Emergency brake lever wire type return spring	1928-1931	7-3	1997	
Rear backing plate mounting bolts	Mid 1930-1931	7-3	1997	
Bolts to attach brake return springs	Mid 1930-1931	7-3	1997	
BLACK ENAMEL				
DESCRIPTION	TIME PERIOD	AREA/PAGE	REVISION	
Clutch pedal return spring (with multiple disc clutch only)	1928	7-2	1997	
CADMIUM PLATE (57)				
DESCRIPTION	TIME PERIOD	AREA/PAGE	REVISION	
Stud for the front brake internal actuating wedge (front brake operating pin)	1928-1931	7-4	1997	
Lubricator fittings for brake and clutch pedals	May 1930 thru end	7-2	1997	
Front brake shaft assembly to spring perch castle nut	1928 thru mid 1929	7-3	1997	
Rear emergency brake actuating lever (also black)	1930-1931	7-3	1997	
Rear brake camshaft and emergency brake toggle lever shaft	1928-1931	7-3	1997	
Rear backing plate mounting bolts	Late 1928 to mid 1930	7-3	1997	
RAVEN FINISH/BLACK GRIND (52)				
DESCRIPTION	TIME PERIOD	AREA/PAGE	REVISION	
Later "service" one-piece brake cross shaft mounting nuts and bolts	Nov. 1928-1931	7-4	1997	
Bolts to attach the brake return springs	Late 1928 thru early 1930	7-5	1997	
Nuts to attach the brake return springs	Late 1928-1931	7-5	1997	
UNFINISHED/PLAIN				
DESCRIPTION	TIME PERIOD	AREA/PAGE	REVISION	
Lubricator fitting for multiple disc clutch brake and clutch pedals (Cadmium may be used in the interest of preservation)	1928	7-2	1997	
Brake and clutch pedal shaft, pedal shaft collar and flat head pin	1928-1931	7-2	1997	
Early "service" brake cross shaft mounting nuts and bolts	1928 to Nov. 1928	7-4	1997	
Emergency brake 25 degree angle, drive type, lubricator fitting on frame	June 1928-March 1930	7-4	1997	
Front brake shaft assembly exposed end	1928-1931	7-3	1997	
Front backing plate mounting bolts	1928-1931	7-3	1997	
Rear backing plate mounting bolts	To late 1928	7-3	1997	
Bolts to attach the brake return springs	Thru mid 1928 to late 1928	7-5	1997	
Washers to attach the brake return springs	Late 1928 thru 1931	7-5	1997	

Connect with us





For Sale / Wanted To place an ad send your information to swinkinhofer @Hotmail.com, or mail to Sherry Winkinhofer

As a service to our members, the area Model A clubs have decided to share our classified ads sections! (this will include Model A specific items only.) Ads will run approximately 3 months unless we are notified that the item is still available.

For Sale: 1931 Deluxe Roadster with Rumble Seat and Trunk. Blue and Straw. Near-show quality. \$30,000 O.B.O.

Contact: Larry Scott @ (515) 681-2711 (CIMA 11/22)

For Sale: 18 ft. open trailer, H&H Speedloader. Model A ready \$1650.

Contact: Harvey Roseberry 816-617 2117 (NWMO 09/22)

For Sale: Model A Ford parts plus two engines.

Contact: Dave Berkemann 515-473-1690 or 515-285-4891
(CIMA 10/22)

For Sale: 1930 Model A Ford Tudor Sedan Built April 1930. Grandfather of seller to present owner purchased new; present owner purchased November, 2020. Complete Off-Frame restoration in 2011: Mike Elsberry, Ogden, Iowa. Restoration Odometer 85,717; 2,659 miles since. Color: Black with John Deere Yellow wheels. Five new Wide White-wall tires/tubes. In 2021, Wayne Van Gorp, Cedar Rapids, installed new Halogen Sealed Beam Headlights, Cowl Lights, Second Taillight, Turn Signals and Out- side Review Mirrors. Also updated Exhaust and Brake systems, Carburetor and Electrical Components. Driver's seat Slider installed for ease of entry. Photos and Invoices during Restoration & since are available. Trip to Amana this summer, purred like a kitten. Beautiful Car has had lots of TLC. Circumstances dictate sale. Over \$27,000 invested; Sale Price: \$20,000.

Contact: Frank Henderson, applevideo1@aol.com. (CIMA 12/22)

For Sale: 1930 Model A 2 door sedan. It has an inserted and balanced engine. A 4 speed transmission. 12 volt system with alternator. Box on front with extra parts when touring. Newer modified radiator with more fins per inch. Leakless water pump (Lobner's).



Contact: Jim Shaw 816-695-6702

(NWMO 9/2022)

For Sale: Tudor; asking \$17,500
Recent restoration

Contact: Bill Loveland 316-650-7767 (ICT)



For Sale: 1929 Roadster. Great Body and a Great Engine. Also comes with an extra Engine.

Contact: Rusty Hesson (515) 291-0245 (CIMA 12/22)

For Sale: Rear Bumpers for a 1931 slant windshield. \$225 or \$275

Contact: Junior Blakley 816-289-2875 (NWMO 09/22)

For Sale: Brand new Brookfield Model A pickup bed. Fits all years, never been used. \$1600

Contact: Chili Canada 816-415-4948 (NWMO 02/22)

For Sale: 1931 Model A Deluxe Roadster 40-B Dlx for a very firm \$25,000. 20,400 miles on a complete restoration. Body color-Stone Brown, belt-Stone Deep Gray, wheels-Tacoma Cream. Twin side-mount spares with chrome mirrors. Good title and matching numbers. LeBaron Bonney top and side curtains. Powder coated wheels with, white wall tires. 12 volt system with cut-out, distributor with modern points. Mitchell Overdrive, alternator, CB radio. Manifold heater, tow bar. Extra carburetor, distributor and starter



Contact: Bob Goodrich 913 888-4943 or 816-536-6938 (POA 11/22)

For Sale: 1929 Model A Standard. Engine rebuilt. 12 volt system. All new body sheet metal. New fenders, brakes, top, tires, bumpers, etc. Too many new components and parts to list.

Contact: Earl at 913 449 8073
(POA 12/22)



For sale: DieHard 6V 700 CCA battery, less than six months old, \$80

Contact: Mike Owen 816-645-8686 (NWMO 12/22)

. . . A recent post on MAFCA's Facebook page shared a Model A enthusiast's collection of Model A coupes! That's a nice collection, including the real one attached to those red wheels at the far back!





Northwest Missouri Model A Ford Club Membership Application

www.nwmomodela.com

<input type="checkbox"/> New Membership:		<input type="checkbox"/> Renewal:	
Name:		Spouse/Partner:	
Address:			
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Member Email:		Other Email:	
Month/Day of Birth:	Anniversary:	Month/Day of Birth:	
Allow information for club roster or handbook yes <input type="checkbox"/> no <input type="checkbox"/>			
Model A Information (optional)			
Car 1 Year:	Model:		
Indicate Condition: <input type="checkbox"/> Show <input type="checkbox"/> Restored <input type="checkbox"/> Being Restored <input type="checkbox"/> Drivable <input type="checkbox"/> Basket Case			
Car 2 Year:	Model:		
Indicate Condition: <input type="checkbox"/> Show <input type="checkbox"/> Restored <input type="checkbox"/> Being Restored <input type="checkbox"/> Drivable <input type="checkbox"/> Basket Case			
Membership in National Organization			
<input type="checkbox"/> Model A Ford Club of America (MAFCA) <input type="checkbox"/> Model A Restorers Club (MARC)			
<i>National affiliation is strongly encouraged but not required</i>			
Membership in other local clubs			
<input type="checkbox"/> Members of Plain Ol' A's <input type="checkbox"/> Heart of America <input type="checkbox"/> Henry's A's <input type="checkbox"/> Other:			
Auto Insurance Requirements:			
Owners of all cars must meet state mandated insurance requirements for vehicles. The Northwest Missouri Model A Ford Club is not legally responsible for any expenses incurred due to accidents or injuries sustained in club sponsored events. This requirement shall remain in effect throughout the continued membership.			
Signature:		Date:	
<input type="checkbox"/> Enclosed are my dues for membership year January 1 to December 31		\$25.00	
<input type="checkbox"/> Enclosed are my dues for partial year membership (Prorated per month; check with the membership director)		\$	
Please make checks payable to: NORTHWEST MISSOURI MODEL A FORD CLUB			
<input type="checkbox"/> Send Newsletter by US Mail		<input type="checkbox"/> Email attachment to save the club postage	
Mail this form to:			
Robert Martin, Treasurer Northwest Missouri Model A Ford Club 6968 SE Horseshoe Drive Holt, Missouri 64048			

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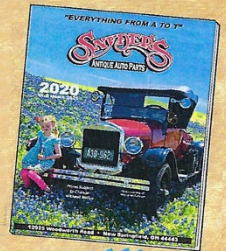
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Return this Form and Payment to

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(562) 697-2712 Monday - Friday from 10AM



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/>

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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).

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