



The ROAD RUNNER



MAFCA Chapter

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

MARC Region

Officers

President:	Larry Harding
Vice President:	Jody Layne
Secretary:	Vacant—Volunteer needed!
Treasurer:	David Silvers
Activities/Tours :	Jeanne Harding
Technical	Walt Jones
Concerns/Calling	Linda Owens
Membership/Public Relations:	Bob Martin
Merchandising:	Vacant
Newsletter/Webmaster:	Sherry Winkinhofer
Property:	Lonie Hank
Director:	Bill Skaggs
Director:	Junior Blakley

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	Eldon Stamp	01/24
Sherri McIntyre	01/12	Gary Smith	01/28

Anniversaries

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

Monthly Meeting

Cancelled due to COVID surge

Board Meeting

January 20, 2021

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

Technical Meeting & Breakfast Club-KC **Big Biscuit in Liberty**

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

Technical Meeting & Breakfast Club-St Joe

Every Monday 8:00-10:00 AM

Hy-Vee 201 North Belt Highway, St. Joseph

Ice Cream & Socializing

~~Every Saturday evening 6:00 PM~~
~~Big Burger, 4700 NE Vivion Rd,~~
~~Kansas City, Mo. 64119~~

President's Comments:

Happy New Year to Everyone! Hope everyone had a Merry Christmas and got to be with family and friends. Let's welcome in 2022 and a new Board for the Model A Club!

My name is Larry Harding and I am the new 2022 President. We are planning on having a great year (hopefully COVID won't hamper us too much) and we will be able to get back to regular meetings, tours, events and have a great time reuniting with members who we haven't been able to see for quite some time due to COVID. Sadly, at this time, the January meeting has been cancelled due to the current COVID surge. Let's hope February gets better! Be sure to watch the newsletter or for emails in case we need to change or cancel a meeting or event.

I look forward to working with each of you during the year. If you have any suggestions or comments, please feel free to call me or email me or contact one of the board members.

We want this to be a great club and have a great year!

Happy A'ing everyone !

Your President
Larry Harding

Youth is when you're allowed to stay up late on New Year's Eve. Middle age is when you're forced to.

Editor's Comments:

It's the start of a brand-new year, and things are a happening! In the club, and in my personal life. Let me start off with congratulating the new Board. Some members have experience, some are brand new. I think they will all find it a very rewarding position to be in and really make a difference in the club! Welcome on board!

Now for my news. I have good news and bad news. The bad news first: I have decided it's time to put my Liberty house on the market and move full time to Nebraska. My daughter, as a single mom, needs all the help a grandma can give. So it's a little sad to leave Missouri after 45 years, but a grandma has to do what grandma has to do.

Now the good news is that I'm still planning on being an active member of the club! I have too many good friends to not stay part of this wonderful group. And I have family and friends that have already offered me a room as needed to enable me to come down for meetings and events.

I think I have proved over the last two years of COVID that I can do the newsletter long distance as needed. Email and internet can be a wonderful thing! So as long as you'll let me, and don't have someone else step up to do the job, I'll be putting together the Road Runner and maintaining the website just as in the past. And I'm only a phone call and a few hours away, so you haven't seen the last of me! I'm looking forward to a good year with new challenges and opportunities, and some great Model A time! See you soon!

Happy A'ing

Sherry Wink, Editor

Northwest Missouri Model A Ford Club

Board Meeting – December 16, 2021

MEETING OPENED AT 7:00m

Incoming President Larry Harding opened the meeting with a discussion of Board member job descriptions. He said he felt it was good practice to ensure we each knew of the expectations that went with each position, not just our own, and asked each member to review these descriptions as printed in the club roster.

PRESIDENT - He/she oversees the club to make sure it runs smoothly and on an orderly manner.

VICE PRESIDENT - He/she gets the programs set in place for the general meeting. Fills in for **PRESIDENT** when absent.

SECRETARY - Take the minutes of the board meetings, and the general meeting. Keeps all records in order. Corresponds with the Treasurer with his reports.

TREASURER - He/she keeps the records for all finances, outgoing & incoming. Puts the annual budget in order, and the only person to sign checks. If absent, the president has the ability to sign checks.

ACTIVITIES/Calling - He/she plans the tours, any outside activities, has the sign-up sheets at every general meeting ready for each event.

TECHNICAL - He/she helps get meetings together to answer & work with any member's questions or car problems. This person also has a column in the newsletter every month.

MEMBERSHIP - He/she makes sure each member has filled out and updated a membership application with contact information. Help with generating new members.

MERCHANDISING - He/she handles all club wearable products, orders and is the liaison for the club's orders.

RAFFLE - This position is temporarily on hold.

NEWSLETTER/Webmaster - He/she handles all club publications for the **ROAD RUNNER**. Makes sure **EMAILS** go out to all members.

PROPERTY - He/she is responsible for maintaining any club equipment, and doing an inventory of a property belonging to the club and that list be in the club files with the Secretary.

DIRECTORS (2) - He/she sits in on the board meeting to help with any club operations and questions.

The meeting then continued with the VP Jody Layne asking for suggestions for programs ideas for the upcoming year. No entertainment has yet been confirmed for the January meeting, but she is working on it. Larry & Jeannie Harding volunteered to the greeters at the January meeting.

SECRETARY—This position is vacant again. Rosemary Smith had planned to fill this position, but due to concerns about the length of the drive, had to step down.

TREASURER - Dave Silvers reported the Christmas Dinner costs \$579.99. He received a letter from **MARC** requesting fees for 2022 in the amount of \$10.00. After a discussion, a motion was made & seconded to pay this bill as membership in both **MARC** and **MAFCA** provided the needed insurance protection for the club. Larry Harding will call the membership in regard to promoting membership in these organizations. Jody will send Dave the list of the board members which needs to be sent in with the monies. Dave also advised there needs to be a meeting with the bank to update the club's signatures. With **NO DUES** being collected for both old & new members, this year's budget will need some extra caution. A note was made that we to use the **NON PROFIT 501** guidelines. All treasury reports are available upon request.

ACTIVITIES/TOURS—Laura Cook-Talley had volunteered to continue this position if no one else could be found. Her continuing willingness to serve the club is appreciated! However, Jeanne Harding stepped forward and indicated she was willing to step into this position. Jeanne is open for any suggestions from members for activities and places to tour. Please contact her by phone, email, or text with your ideas. The February meeting will be special with a Valentine theme. There is also a Valentine's Day Dinner being planned for February 12 at 4:00. Details will be in the Road Runner.

TECHNICAL - Walt Jones reports that Chili will be assisting him with this year's events. **THANKS CHILI.**

MEMBERSHIP—Bob Martin has agreed to serve in this position but was not present at this meeting.

MERCHANDISING -Vacant.

NEWSLETTER/WEBMASTER - Sherry requested the information for the Valentine dinner for the newsletter. She let the Treasure know that she is working on getting the final bills to him for the newsletter and website. She will also send in a receipt for the costs for the table decorations for the Christmas party. If you need something to go into the Road Runner, the information is needed by the 3rd week of every month.

PROPERTIES - Lonie Hanks has accepted the help from Terry Richardson as co-holder of Properties. The two of them are working on getting an updated inventory list made for the 2022 year.

DIRECTOR - Junior Blakley has some ideas for a program, will get together with Jody Layne with that.

DIRECTOR - Bill Skaggs also has some ideas for tours, and will get with Jeannie with his ideas.

So this was an exciting & productive meeting. Please continue to check your newsletter for all the exciting and fun activities for the upcoming year.

HAPPY NEW YEAR FROM YOUR 2022 BOARD MEMBERS

Meeting adjourned at 8:06pm.

Submitted by Jody Layne (assisting in vacant Secretary position)



Activities

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

January Meeting Cancelled Due to COVID Surge!

Jan 13th -January Ladies Luncheon

Jose Pepper's, Liberty Location 11:30
217 S Stewart Rd, Liberty, MO 64068

February 12th—Valentine's Day Dinner

Details pending on location

Meal planned for 4:00 pm

being planned for February 12 at 4:00.

Please R.S.V.P. to Jeannie by February 10th if you plan on attending.

Save the Dates!

April 1-3—MARC Membership Meet

Plymouth Indiana

Contact jdjdmodela@yahoo.com

June 2nd-7th—Regional Convention

Hosted by Plain Ol A's

<https://plainolas.com/regional>

June 12th-17th—MAFCA National


Kerrville TX

Check MAFCA.com for more info

If you are planning on joining in on any of the tours or activities, please sign-up at the meeting and include your phone number. You can contact Jeanne Harding at 816-792-0099 home or 816-726-4101 cell. . That way if an event has to be canceled or has a location or the schedule changed, she will do her best to make sure you are notified!

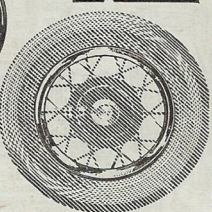
WIRE WHEEL RINGS

For Ford and Chevrolet! Chromium-Plated!



\$3.95
Set of 5

A Graceful Addition to any Wheel!



Beautiful in design. Fits 1930 Model "A" Ford, 1929-30 Chevrolet, 1930 Willys Six, and all other cars using 28x4.75 tires. Made of parkerized steel, heavily chromium plated. **EASILY ATTACHED**—in a few minutes. Positively will not rattle. Wire wheel rings promise to be this season's greatest sensation. Get yours now and be the first in your community to have this distinctively different accessory. As usual **PEP BOYS** are always first with the latest—their stock of the newest accessories for Model "A" Ford and Chevrolet is without comparison. You owe it to yourself to visit your nearest **PEP BOYS STORE**. **PEP BOYS** policy of quality merchandise at **WORLD'S LOWEST PRICES** will make this visit more than worth your while.

Regular Price \$7.50 Note PEP BOYS Low Price!

3.95

36476—Wire Wheel Rings for Model "A" Ford 1930, Chevrolet 1929-30; Willys Six 1930, and other cars using 28x4.75 Tires. Set of 5 . .

From the beginning, drivers wanted to dress up their new cars! This ad is from a 1931 Pep Boys catalog. These chromium plated rings came in a set of 5, and fit the 1930 Model A.

No dues for 2022 for 2021 members in good standing!

As voted on and passed at the November 2021 general meeting, dues for 2022 will be waived for all members who were paid members for the 2021 year.

Ladies Luncheons


Loura has passed the torch to Jeanne as coordinator for these events, so if you have any questions or suggestions, please call Jeanne at the numbers listed above! These lunches are scheduled every month on the second Thursday!

Proud recipient of the MARC 55 year Award!




Gary Smith was proudly displaying his new pin at the recent Christmas dinner! He mentioned that if it hadn't been for his military time, he would have even more years to account for!





Sunshine/Concerns



Linda Owen is our new 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

Serving ALL Veterans and the Community



Remembering Those Who Served

AMERICAN LEGION

USMC NAVY
ARMY USAF
COAST GUARD

Smithville American Legion Post 58
P.O. Box 158
Smithville, Missouri 64089
(816) 532-8115

LOCATED AT:
Hwy 92 & County Road DD
Find us on Facebook at:
<https://www.facebook.com/SmithvilleAmericanLegionPost58>

Deadline for the Next Road Runner The 20th of the preceding month

Email to swinkinhofer@hotmail.com

Or mail to: Sherry Winkinhofer

1459 Woodland Ave

Liberty MO 64068

Club Contact Information:

President Larry Harding (816) 792-0099

All Officers: nwmomodelaclub@gmail.com

Publications: nwmomodelaclub@gmail.com

816-519-2630

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

Visit www.nwmomodela.com today!

Please mail any info, pictures, questions & suggestions to:

NWMO Model A Ford Club
PO Box 34
Liberty MO 64069

Or email:

nwmomodelaclub@gmail.com

Club Christmas Party 12/12/21

By Sherry Wink

Although a smaller party than the norm, as can well be understood, all attendees seemed to have had a great time! 22 members gathered at the Arely Barley Barn for a Christmas lunch catered by Updike BBQ. The food was wonderful, as usual, and the dessert table had to have an extra table added to hold all the yummy food brought by members. Loura and Steve coordinated this beautiful location for us and Jody and I took care of the table and centerpiece decorations! As usual, a team effort! Following the meal, Junior happily passed the gavel to next year's President, Larry Harding, and then introduced the new Board of elected officials for next year. Awards were given out, including a Service Award given to Bill and Mary Lou Matteson as they step down from years of being on the Board, and a Service Award to myself for outstanding service over the years. Didn't see that one coming!! Other business was quickly taken care of and the rest of the afternoon was spent visiting.



Salute to Veterans

By Bill Matteson

Five cars from the Northwest Missouri Model A Ford Club took part in the "Salute to Veterans" drive-by parade, November 11 at the Cameron Veteran's Home.



The bright sunny day was matched by the bright smiles and cheerful waves of veterans and staff who came out to greet the long line of vintage cars and their drivers as they saluted the veterans' service to our country.

Parade participants from our club were Lonnie Hank, Mike Owen, Steve Talley, Nelson Young, Bill Matteson, and Fred Kiehl. Dr. Kiehl coordinated the event for the Club.

Due to a technical difficulty, I just received the pictures from Fred from this parade. I'm sharing them in this issue! I understand that Fred's car refused to start when it was time, so they ended up being pushed the entire way. Good friends indeed!!



Men Working

By Melanie G. Whittington



How does the Model A man dress when he isn't a suit and tie or overall wearin' kinda guy? There are plenty of choices to give your Model A excursion an era feel. Tailored Garments by the Women's Institute of Domestic Arts and Sciences states, "Shirts for men are really of four types—the dress shirt, the negligee shirt, the outing shirt, and the work shirt."

Besides the bosom on a dress shirt, the main difference between the rest is the material used to construct the shirt.

A work shirt will be used rougher, laundered often, and is made to be mended to save money. Your focus should be on the outing and work shirt. Long-sleeved button-up shirts made of cotton, flannel, wool, or blends of these fabrics are common. A flannel shirt in plaid or solid colors would fit in perfectly at the local general store around the checkerboard. A modern, long-sleeved button-up dress shirt is a good start.

Referencing the Fashion Guidelines, look for solid colors, striped or figured designs in harmonizing or contrasting colors. Ties were not a requirement, but don't forget, you can also use bow ties. One pocket, two pockets, or no pocket shirts are seen in era advertisements.



An interesting cake found the in the Modern Priscilla magazine, November 1928, as part of a Mazola Ad!

Doughnuts

3 Tbsp Mazola
1 1/3 cup sugar
4 cups flour
4 tsp baking powder
1 tsp nutmeg
1/2 tsp cinnamon
Mazola for deep frying

1/2 cup cornstarch
2 eggs
3/4 tsp salt
1 cup milk



Beat the eggs. Add the three tablespoons Mazola, the sugar, salt and spices and stir till well mixed.

Sift together the flour, cornstarch and baking powder.

Add the milk to the first mixture.

Beat in the flour mixture, turn on a slightly floured board, roll to one-third inch thickness, shape with a doughnut cutter and fry in deep Mazola heated to 350 degrees F. or until a bit of bread will brown in one minute.

Turn as soon as they rise to the surface and cook about four minutes, turning occasionally.

Drain on crumpled paper, dust with confectioner's sugar mixed with a little cinnamon if desired, and serve warm or cold.

Over Attired Vintage Fashion carries a variety of vintage clothing and is always adding to their inventory. If you are feeling adventurous, broadcloth short-sleeved sport shirts were starting to come into existence at the end of the Model A era. Polo shirts made of knit fabric with 3 buttons also fall into this category.

To add to your look, a sleeveless or long-sleeved, V-neck sweater could be worn. A shawl collar, long sleeve pullover, or button-up sweater could be added for a cool fall drive. Plaid flannel jackets and leather or duck jackets, falling short on the waist, are still available in vintage shops. Bozeman Vintage carries a variety of vintage menswear for everyday dress. They also have a storefront in Bozeman, MT. Hunting and outdoor jackets made of khaki or duck are very similar to what you can find today from Carhartt, Cabela's, and other sporting goods stores. Red or blue cotton bandanas were popular during our era and are easily purchased today.

Lucky for you, men's era shoes have not changed much from those you can find in modern stores. Low top, high top, cap toe and plain-toed shoes and boots were available. Square and round-toe shoes were seen in all four years of the A era. Cowboy boots and hunting or hiking boots are also options you can look into. These shoes and boots would have been leather with leather soles, with some having rubber heels. Socks are an easier item since they may not be seen, but cotton knit or wool socks were worn with workwear. Leggings and puttees could be worn for a hunting or hiking look. These could be leather, wool or canvas and would provide warmth and protection for the lower leg.



Illustrations from National Bellas Hess Co. Inc. catalog, Autumn/Winter 1931

Brands We Still Know By Sherry Wink

Corn oil first was used for commercial cooking in the late 1890s. It was a byproduct of the corn starch industry, which used a wet milling process. In 1911, the Mazola oil Trade name was given to the first corn oil sold for home consumption. The name was a combination of "maize" and "oil."

The product was heavily promoted, beginning in the 1920s. The ads of the day insisted it was better than lard or butter, even in French pastries and pie crusts!

It was also said to be half the cost of other fats on the market. A big selling point was that its smoking point was much hotter than equivalent fats, making it cook cleaner. Today, the product is sold around the world and is one of the highest-selling vegetable oils on the market.



1928 Ad

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 cast ignition cable clamp, located on the #8 cylinder head stud to hold the pop-out cable in place, mid 28-mid-29. Did you know?



Photo courtesy of Bratton's
Antique Auto Parts

Walt's Old Time Tech Tip

Walt Jones, Tech Director

Taken from 1928 Ford Service Bulletins:

The Model A Horn

The Horn—The quality of tone and length of service received from Ford horns depends entirely on the care they receive.

To produce the most effective tone it is necessary that the armature revolve at a high rate of speed. This speed is possible only when bearings are properly oiled, and the commutator and brushes are kept clean.

Lubrication—Once a month remove motor cover located at rear of horn and place a few drops of oil in groove at each end of the armature shaft. See "B" fig 463. Use light fine oil.

Care—To clean the commutator, set the motor in motion by pressing the horn button. While motor is revolving hold a piece of fine sandpaper against the commutator until commutator is clean. Next, with a small piece of wood clean the gaps between the commutator segments. Do not use metal when cleaning gaps. When turned with the fingers, the armature should revolve freely. Should it fail to operate examine the battery, the wiring, and the horn button.

Adjustment—Turning the adjusting screw (see "A", fig 463), regulates the tone.

Turning the screw to the right tightens the adjustment. Turning to the left loosens it. Regulate the adjustment until the desired tone is obtained.

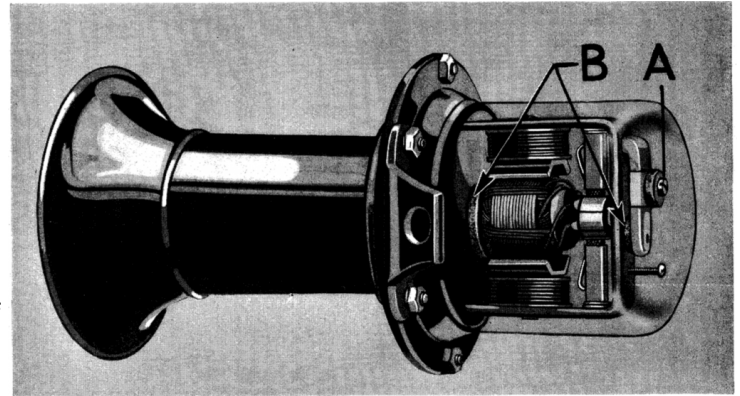


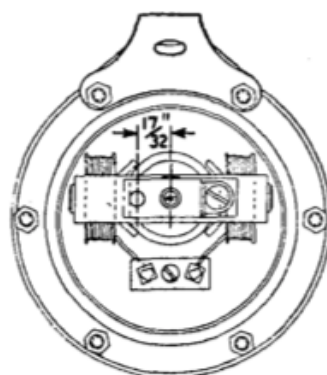
FIG. 463

Make of Horn

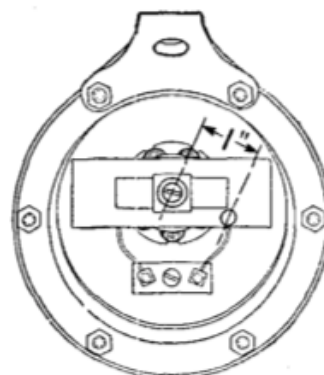
Three different makes of horns are used on Model A cars and trucks; namely, Sparton, Ames and E. A.

On the first horns supplied by these concerns the horn covers were not interchangeable (present covers are interchangeable) and inasmuch as the manufacturers stamped their names on the cover it was difficult to identify the make of horn when the cover was lost.

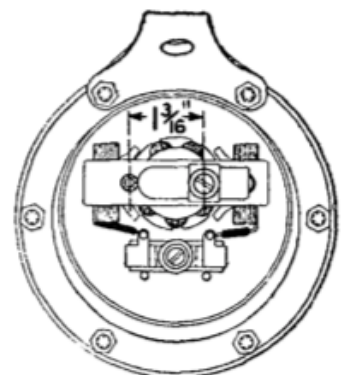
Measuring the distance between the adjusting screw and the hole for the horn cover screw (see Fig. 534) provides an easy means of identifying these horns when it is necessary to order a new cover.



E.A.



AMES



SPARTON

Fig. 534

Note: This Service Bulletin is from 1928, there were actually two more makes of horns used over the four years—GIM and Stewart Warner complete the list. Stewart Warner and Sparton are by far the most common.

RESTORING - The Model A Bell Housing

By Ted Kuchta, Centerville, Ohio

The bell housing is another dirty greasy part that requires restoration as you are repairing or restoring your Model A. If this is done properly, it will eliminate sticky pedals and improve clutch performance.

1. Remove the radius ball felt, pin and the front radius ball bolts and orient the fork so you can access the pin from the radius ball opening. Drive the pin out that holds the throw-out bearing fork on the shaft (see Photo 1). Take a photo or make a sketch of the way the fork and the clutch-release arm align on the shaft.
2. Grind off the rivet head on the pedal shaft rivet and drive the rivet through the housing from the head side (see Photo 2). Once the rivet is out, remove the pedal shaft by turning and pulling.
3. Sandblast the entire housing both inside and out to clean off old paint and rust. Remove the bushings using an awl or a sharpened screwdriver (see Photo 3). It is a split bushing and collapses easily.
4. Use full-strength automatic dishwashing detergent to scrub the housing after sandblasting prior to painting. This will remove grease and gritty dust left after sandblasting.
5. Paint the inside of the housing with silver paint. This helps to illuminate the inside of the housing if you ever have to look in there for a stray bendix bolt. It is also more resistant to oil or grease and prevents oxidation. Paint the housing exterior with Ford Green paint, the same as your engine.
6. Chamfer the leading edge of new bushings for easier installation in the housing. A bushing guide was made by

machining an old water pump bushing (see Photo 4). It was machined to the diameter of the shaft and cut to the same length as the bushing. Oil the new bushing and press it into place or use a bolt or piece of all thread with several large washers to pull the new bushing into place in the housing. Repeat this on the other side of the housing. The same bushing guide can be used to install new bushings in the brake and clutch pedals.

9. Fit the new clutch-release shaft to the bushings. Polish the shaft with emery cloth to get a good smooth slip fit (see Photo 5).
10. Install the clutch-release arm and press the new pin into place. Use a bench-mounted vice to press this pin into place if a press is not available. Install the polished shaft into the housing and slip the fork on the shaft (see Photo 6). Both the clutch-release arm and the throw-out bearing fork must be correctly oriented (see your original photo or sketch). Install the pin in the throw-out bearing fork using a hammer and brass drift.
11. Polish the pedal shaft and size it to the pedals with new bushings. Align the hole in the pedal shaft with the housing and install the rivet. This rivet does not need to be peened, but a couple of center punch marks in the shaft of the rivet will swell it enough that the rivet will have to be driven into place (see Photo 7).

This is the ideal time to drill the pedals and install grease fittings if that has not been done.



Photo 1 - Remove the radius ball components and orient the pin to the opening to drive out the pin.

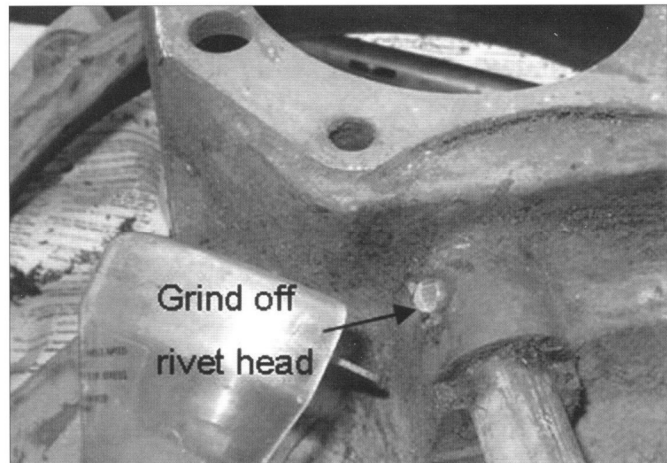


Photo 2 - Remove the pedal shaft by grinding off the rivet head and driving the rivet out.



Photo 3 - Remove the old bushing by driving a sharpened punch under the bushing. The entire housing was sandblasted to prepare for painting.

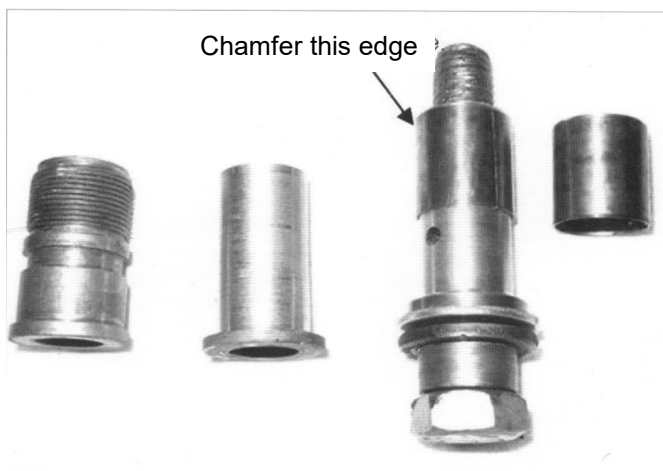


Photo 4 - A bushing installation guide was made for the split bushings using an old water pump bushing that was cut down. The new bushing was "pulled" into place with a bolt. The leading edge of the bushing was chamfered on a belt sander.

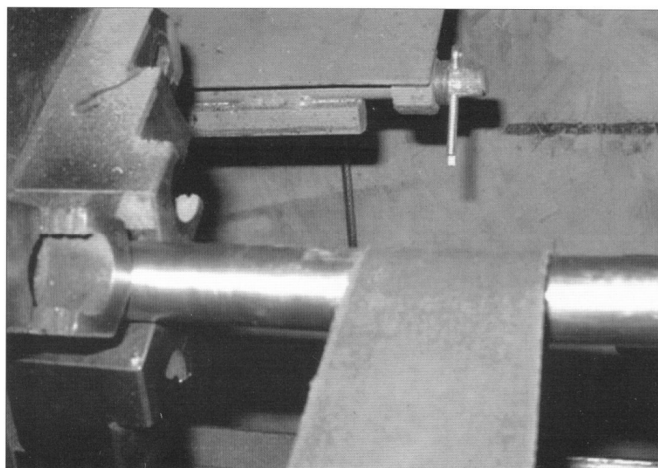


Photo 5 - The new shaft was polished for a smooth slip fit in the new bushings.

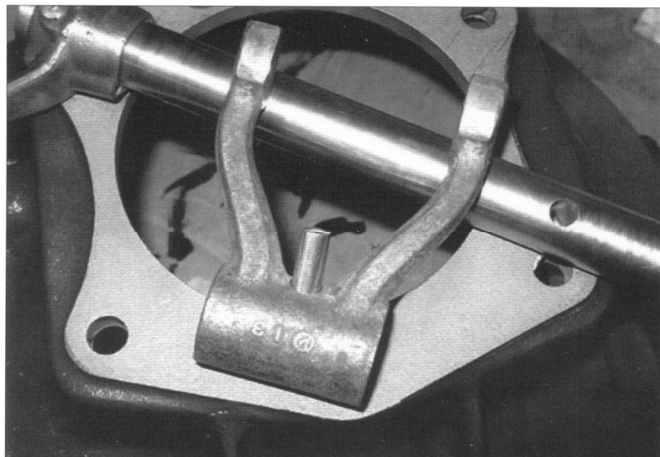


Photo 6 - The clutch-release arm pin was pressed into place using a bench vice.

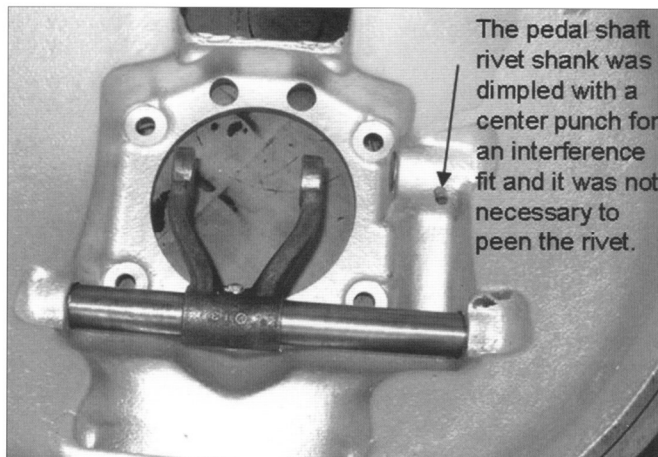


Photo 7 - The finished housing with the inside painted silver for better illumination and resistance to grease and oil.



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: 1932 Tudor, 53,000 miles, numbers matching engine and body, '83 Ford 4-speed overdrive w/26%, F100 steering box, \$20,500.

Contact: Ed Muntz, 913-449-5742. (POA 01/22)

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

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

For Sale: Size Large NWMMAC sweatshirt for sale. \$20.00

Contact: Rosemary Smith 660-824-4207



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

Contact: Frank Kelly 816-578-4070 or fkelley@comcast.net

(NWMO 08/21)

Found in the Restorer Magazine, July/August 1995 issue::

FORD Four 1930-31

Model A (New Ford)

Serial No. A-2,676,000 and up**

A. E. A. TUNE-UP SYSTEM

Standards of Adjustment

Automotive Electric Association

Issued January, 1935

Form No. FO-2

IGNITION

<p>SPARK PLUGS</p> <p>USE FEELER GAUGE</p> <p>Size $\frac{3}{4}$" S.A.L. Gap .035"</p> <p>Original Equipment Champion type C-4</p> <p>Consult Champion "Operating Range" Chart*</p>	<p>Distributor</p> <p>SPARK PLUGS</p> <p>Firing Order 1-2-4-3</p>	<p>4-LOBE CAM</p> <p>CONTACT ADJUSTING SCREW</p> <p>CONDENSER BENEATH IN SIDE OF HOUSING</p> <p>CONTACT LOCK SCREW</p> <p>Breaker Contact Gap—.018" (Limits .015" to .020")</p> <p>Rotation—Counterclockwise (viewed from top of distributor)</p> <p>Manual Advance—20° (Distributor)</p> <p>Automatic Advance—None</p>	<p>Beaker-Arm Spring</p> <p>14 to 20 Oz.</p> <p>90°</p>	<p>COIL</p> <p>Ford</p> <p>Coil mounted on engine side of dash directly above terminal junction box.</p>	<p>IGNITION TIMING</p> <p>USE Timing Lamp—Place one clip at L and ground the other. Remove timing pin in timing case cover and insert opposite end of pin. Contacts to open for No. 1 Cylinder when pin slips into recess. Manual spark lever fully retarded.**</p> <p>CAUTION—Be careful to withdraw and reverse timing pin after timing.</p>
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STARTING & LIGHTING

<p>BATTERY</p> <p>FORD—13 plate</p> <p>Capacity—80 Amp. Hour. (20 hr. rate)</p> <p>Location—On left side under front floor boards.</p> <p>Ground: + Positive terminal to chassis frame.</p>	<p>STARTING MOTOR</p> <p>STARTING MOTOR</p> <p>TO SWITCH AND BATTERY</p> <p>GROUND ON COPPER FUEL LINE OR STARTER AT POINT FREE OF GREASE OR PAINT</p> <p>VOLTMETER</p> <p>SHUNT</p> <p>AMMETER</p> <p>FORD</p> <p>Drive—Bendix</p> <p>Lock Torque (Stalled)—14 Ft. Lbs. 560 Amps. 3.75 Volts</p> <p>Free Running Speed—2700 R.P.M. 50 Amps. 6.0 Volts.</p>	<p>GENERATOR</p> <p>CUT-OUT RELAY</p> <p>TO BATTERY</p> <p>AMMETER</p> <p>VOLTMETER</p> <p>GROUND ON GENERATOR AT A POINT FREE OF GREASE OR PAINT</p> <p>FORD</p> <p>Maximum Output Safe Setting:</p> <p>Hot —10 Amps. 7.0 Volts,</p> <p>Cold—14 Amps. 7.0 Volts,</p> <p>at 1050 { R. P. M. of } Generator</p> <p>at 1500 { R. P. M. of } Generator</p> <p>These readings taken at generator. Readings at ammeter on dash will be approximately 2 amperes lower.</p> <p>Rotation—Clockwise (viewing drive end)</p> <p>Regulation—Third Brush (no thermostat)</p> <p>Cut-Out Relay—Closes at 7.0 to 7.5 Volts; at 725 R. P. M. (Gen.) Opens at .5-2.5 Amp. discharge.</p> <p>Brush Spring Tension—24 oz. (all brushes).</p>	<p>Third Brush Adjustment</p> <p>APPLY PRESSURE ON BRUSH STUD</p> <p>INCREASE</p> <p>DECREASE</p> <p>COMMUTATOR END</p>
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VALVES

<p>CLEARANCE</p> <p>NO GO—END OF GAUGE</p> <p>GO—END OF GAUGE</p> <p>Engine Cold</p> <p>Intake—.010" (Go) .013" (No Go)</p> <p>Exhaust—.015" (Go) .017" (No Go)</p> <p>No adjustment.</p> <p>With engine oil and coolant at normal operating temperatures.*</p>	<p>TIMING</p> <p>Inlet Valves open $7\frac{1}{2}$" (2 flywheel teeth) before top dead center, or with piston .018" below top of cylinder block.</p> <p>No marks on flywheel</p>
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CARBURETION

<p>THROTTLE ADJUSTMENT</p> <p>IDLE ADJUSTMENT</p> <p>DASH CONTROL</p> <p>MAIN JET</p> <p>COMPENSATOR JET</p> <p>FORD—(ZENITH) 1 in. Special</p> <p>Idle Adjustment—1½ to 3½ turns open depending upon engine conditions.</p> <p>Dash Control—Starting position—½ to 1½ turns open</p> <p>Maximum Economy—closed</p> <p>Traffic Driving—¼ turn open</p> <p>Fixed Jets—Main Jet No. 20</p> <p>Compensator No. 18</p> <p>Idling Jet No. 10</p>	<p>FUEL LEVEL</p> <p>MEASURE HERE</p> <p>Float Level—1 1/16"</p> <p>Measure from float as shown.</p>
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COOLING, FUEL & OIL SUPPLY

<p>Cooling System—</p> <p>Capacity—12 Qts. (U. S. Meas.)</p> <p>Radiator Flow—35.0 Gals.(U.S.) per min.</p> <p>Thermostat—None</p> <p>Temperature Gauge—</p> <p>Crankcase—Capacity—5 Qts.(U. S. Meas.)</p> <p>Fuel Feed—Gravity</p> <p>Air Cleaner—None</p> <p>Gasoline Gauge—Ford</p> <p>Oil Level Gauge—Bayonet</p> <p>Oil Filter—None</p> <p>Ammeter—Ford</p> <p>Speedometer—Stewart Warner</p> <p>Windshield Wiper—Electric</p>

Sam Asaro of San Mateo, CA and a member of the El Camino As found this A.E.A. tune-up sheet dated 1935 for '30-'31 Model A's and was kind enough to share it with his fellow MAFCA members. Note instructions for use of a timing lamp.

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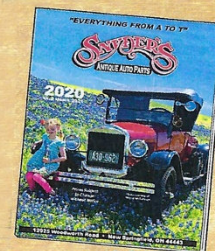
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