



The ROAD RUNNER



MAFCA Charter

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

MARC Region

Officers

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

Birthdays

Clyde Pace	11/01	Daryl Powell	11/09
Tom Williams	11/02	Jeanne Harding	11/14
Pat Wishon	11/04	Maudina Romig	11/16
Kay Chrane	11/05	Phillip Schroeder	11/24

Anniversaries

Malcolm & Sherri McIntyre	11/01
Harvey & Vicky Roseberry	11/08
Stan & Clela Mallory	11/28

Monthly Meeting

No November Meeting

Board Meeting

Matteson's Home

Social Distancing in Effect
November 19, 2020

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 294
(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:

Ok, club, I think Fall has officially arrived. I turned my furnace on for the first time Saturday the 17th when I heard the forecast. But I still expect an AC day or two left, but that's just tough, it's staying off. But, what do you expect, living in Missouri!

It's nice to see the leaves changing colors, should make for a good Foliage tour if we can have one. The downside is the Board has canceled meetings for the reminder of the year, including the Christmas party. This is of course, due to the progress of COVID-19 in our area. Safety First!

Now, on the 17th, here in Hamilton, there was a Fall Festival out at the showground. Started up my Model A and took it out for display. There was a swap meet, flea market, blacksmithing, sawmilling, apple cider press, and much more. At the swap meet I found three 3X spark plugs. They might have been rusty, but I couldn't pass them up!

The best part of the show for me was when a young lad saw my car and said he wished he could have a ride in it. Well, I loaded him up with his brother and sister in the rumble seat and granted his wish! Next trip, I took two more for a ride. They really enjoyed their trips! The only bad thing was it was very windy and I could only provide short rides. My Model A doesn't do well on windy days. I hope I interested them enough to pick up the hobby someday! I do enjoy giving rides and at least one child discovered how to crank a window up and down!

Happy A'ing, and stay safe and happy!

The only reason for time is so that everything doesn't happen at once.

Editor's Comments:

So it's already the end of October! How time flies in a pandemic! So much we weren't able to do, but I do value the tours I was able to participate in. Larry and Jeanie went above and beyond with finding some innovative and interesting tours in a very rough year!

I hope that once we get through the current health issues, we will be able to get back to having to Model A fun. We have ideas and plans idling on the back burner, just waiting for the opportunity. If you have any ideas you want to throw into the idea basket, please let us know! Likewise, if you have anything to add to the next Road Runner, I'd love to include pictures, stories, or anything else Model A related! The more input we get from members, the more this newsletter will represent the entire club, like it should, always! I do my best, but I'm just one person, with one point of view. I'm always open to sharing multiple points of view and learning along with everyone else.

I miss the Model A activities and am looking forward to visiting with my Model A friends soon. Keep your fingers crossed!

Happy A'ing
Sherry Wink, Editor

Minutes from the Northwest Missouri Model A Ford Club Board Meeting

Thursday October 15, 2020

Matteson Home, Liberty, 7:15 p.m.

Participants: Junior Blakley, Bill and Mary Lou Matteson, David Silvers, Lonnie Hank, Sherry Winkinhofer, Jeanne and Larry Harding, Bill Skaggs.

Junior opened the zoom meeting at 7:10. He asked for participants' views about Club activities the rest of 2020. Unanimous opinion was that continuing questions and uncertainty about the course of the COVID-19 virus make future planning impractical. Bill Skaggs moved that future Club activities during 2020 be cancelled, including Christmas party. The motion was seconded by Larry Harding. The motion passed unanimously.

The next item was concerning the Club's leadership during 2021. It was the consensus of the Board that the unusually difficult operating environment, due to the pandemic, during this year, makes it reasonable to carry over the 2020 officers for year 2021. However, it was agreed that a nominating committee be formed to provide a means for others to volunteer their service as officers for year '21. President Junior asked Larry to form a nominating committee of he and two club members for the purpose. Bill Skaggs volunteered to serve and to help find another person for the committee.

Other discussion items: Jeanne Harding said she would not be able to continue as Tour Director in 2021. The Board thanked her for her great work this year. Sherry announced her tentative appointment as 2021 Fashion Editor for The Restorer magazine (pending approval by the MAFCA Board) --a well deserved honor for Sherry!

Membership Chair Mary Lou proposed a plan to solicit members' dues renewals for 2021 via an application form mailing to be returned during the first quarter of the new year. The Board approved of her plan.

Treasurer Dave reported September balances: Starting balance, Sept. 1, \$14,159.96. Income, 21 cents, expenses \$750.00. Ending balances: checking \$3,386.96; savings \$10,023.21. Total, Sept. 31: \$13,410.17. Motion to accept the Treasurer's report by Bill Matteson; second by Sherry. Motion approved.

Motion to adjourn at 8:00 p.m. Note taker: B. Matteson

Club Merchandise!

Tired of limited shopping during these days of COVID-19 concern? Consider these new items to wear and that promote our club's image in look and logo!

It's easy. Just fill out form below, and forward it to the listed address with payment.



Questions? call 781-4936.



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>

NWMO Model A Ford Club Merchandise Order Form						
Item	All prices include tax	Size	Qty	Color (please circle choice)	Total	
Polo Golf Shirt w Logo (65/35 blend), Short Sleeves						
Men's S-XL, Short Sleeve	\$26.09			Beige or Blue		
Women's S-XL, Short Sleeve	\$26.09			Beige or Blue		
Long sleeve Men or Women	\$32.61			Blue		
Polo Golf Shirt w Logo (poly)						
Men's S-XL, Short Sleeve	\$35.09			Beige or Blue		
Women's S-XL, Short Sleeve	\$35.09			Beige or Blue		
Denim LS Shirt, w Logo, Unisex						
S-XL	\$30.45					
T-Shirt w Logo, Unisex						
Short Sleeve	\$15.12			Beige or Blue		
Long Sleeve	\$17.40			Beige or Blue		
Sweatshirt w Logo, S-XL						
	\$23.91			Beige or Blue		
Hoodie w Logo, Unisex						
	\$27.18			Blue		
Mesh Cap w logo						
	\$16.31			Beige or Blue		
Visor w Logo						
	\$14.13			Beige or Blue		
Stocking Cap						
	TBD					
5 oz. Coffee Mug w Logo						
	\$27.18					
20 oz. Tumbler w Logo						
	32.61					
Embroidered Logo for jackets						
back only	\$43.48					
back and front	\$48.91					
Name Tags						
	\$14.12					
Hangers for Name Tags						
	\$3.53					
Mail to:		Merchandising		Total Order		
		NWMO MAFCA				
		PO Box 34				
		Liberty MO 64068		Please check with Merchandise Director for larger sizes		
Name:						



Activities

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

CANCELLED!

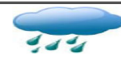
Dec 6th—Annual Christmas Party

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) 726-4101 or Larry at (816) 726-4102. 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!

NO NOVEMBER MEETING—
DUE TO THE CONTINUED COVID-19
RESTRICTIONS.



Sunshine/Concerns



Etta Ridgeway is our Sunshine/Concerns lady! If you know anybody in need of a card or phone call, please let her know at (816) 719-9997.

Nominating Committee & Results

Our club bylaws call for an election for next year's officers to be held at the November business meeting. Because of the unprecedented pandemic and the safety of our members being our biggest concern, we currently cannot hold that meeting. The 2020 Board is working hard to honor the intent of the bylaws to the best of their abilities.

As indicated by the bylaws, a nominating committee was formed to explore any available candidates for next year's officers. Vice President Larry Harding formed a committee that included Bill Skaggs, Walt Jones, and Terry Richardson. An email was sent to all club members providing the names and contact information of the nominating committee and their search for any interested members. The committee has reported back and indicated that no new interested nominees have been identified.

The situation was discussed at the last Board meeting, and all current officers agreed that if needed, they would serve again next year. (Remember, the bylaws were changed recently to allow the President to serve up to 3 consecutive years.)

So at this point, with no new additions to the slate, it is the best judgment of the Board that the present officers be retained as officers for the upcoming year. Once normal meetings recommence, this decision can be discussed as needed, and if determined necessary by the members, an official election can be held at that time.

Current Elected Officers:

President: Junior Blakley
Vice President: Larry Harding
Secretary: Jody Layne
Treasurer: David Silvers

Chapter Dues for 2021? NOT YET!!

It has been an unprecedented year--for our families, our communities, our nation--and our Club, thanks to COVID 19. Without monthly meeting we've had to be flexible and adapt to changes in the way we do things. Here's a change: we will not solicit your club dues until January, 2021. This will allow for budgeting income and expenses on a more accurate, clear, and understandable annual basis. So watch in early January, 2021, for a reminder. Then, It will be time to send in your \$25.00 annual dues. Thanks for your patience as we make this adjustment.

Mary Lou, Membership Chair

Editor's Note:

Please remember that your elected Board is made up of volunteers who are giving their time and energy to work at keeping our club on track during these strange times. As volunteers, we do stumble and make mistakes, but each and every one of us have the best of intentions for our club. Please be patient with us, let us know when we make mistakes, and give us a chance to correct what we can. With patience and friendship, we will get through this to more normal days ahead. I for one am looking forward to getting back to our meetings, tours, and social time with all my friends!

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 Junior Blakley (816) 289-2875
All Officers: nwmomodelafordclub@gmail.com
Publications: nwmomodelafordclub@gmail.com
816-519-2630

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

Visit www.nwmomodela.com today!

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

NWMO Model A Ford Club
PO Box 34
Liberty MO 64069

Or email:

nwmomodelafordclub@gmail.com

MODEL A TOUR – Todd Williams Collection October 3rd

By Sherry Wink

It was a popular event. Four 4 Model A's and twenty people attended the tour to the restoration shop of Todd Williams in Topeka Kansas. Todd has approximately thirty restored vehicles in his shop. (Model A's, fire trucks, pedal cars, etc.). The tour started at McDonalds at 9:00 am and proceeded over beautiful backroads to Topeka. The tour of the shop was amazing, as the pictures below detail! Following the tour, a picnic lunch was enjoyed on the grounds. What a wonderful Model A day!



The Model A Ford Museum is pleased to announce the newest pin for your collection.

Since we were unable to have an official Model A Day this year, it was decided that we would create a pin as a fund raiser to help us raise money that would have normally come from our event. To keep with the First Responder theme we have decided to feature our Fire Truck that is on permanent display at the museum and is featured in our First Responder Display. This vehicle was donated to the museum by Jerry Austin.

If you or your club would like to purchase these pins, the cost is \$7.00 per pin which includes postage. Remember that it is more cost effective for us to ship them in larger quantities although we will honor individual requests. Also remember that this is a tax deductible donation!

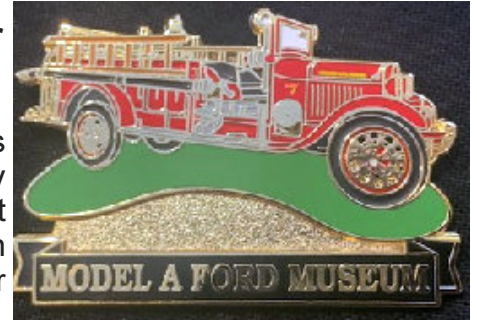
Send your requested number of pins and a check payable to MAFFI to:

Suzan O'Neal, 477 Beaver Pond Way, Mineral, VA 23117

Thank you for your continued support of the Model A Ford Museum and to MAFFI.

Marsha Quesnel, MAFFI Trustee

clubcontact@maffi.org

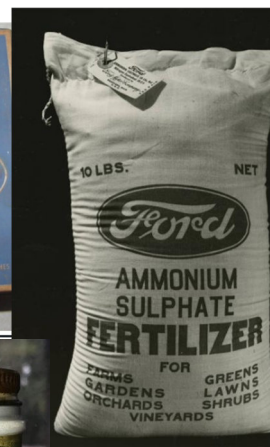
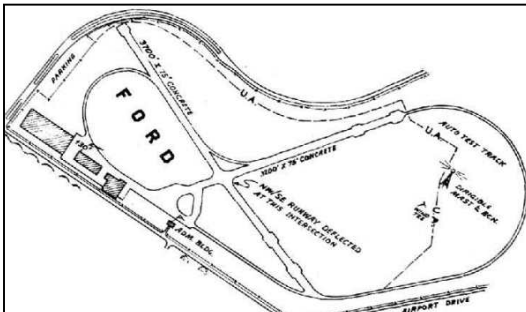


Not Just Cars!

From thehenryford.org website:

Ford made cement, almost certainly in Michigan, possibly elsewhere. Henry Ford was involved in production of things in large amounts and small. To make more cars more efficiently required larger open factories which could be constructed from concrete (See Albert Kahn). Detroit also invented concrete roads which promoted the use of automobiles and brought more business. Ford also created the first concrete-paved runways in the world (almost) at his company airport for Ford-brand airplanes.

Other products included Ford refrigerators, Ford Tomato Juice, Ford fertilizer, Highland Rose Cold Cream, named after the Model T plant, Ford Maple Syrup. Ford charcoal, once made from Ford Model T scraps is now called Kingsford Matchlight.



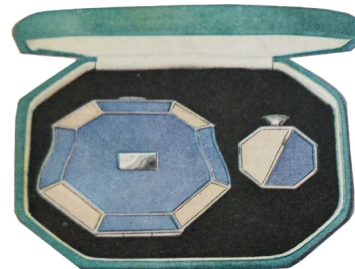
Ford Airport in Dearborn, Michigan was one of the first modern airports in the world. It operated from 1924 to 1947. 1928-29: Grass runways were paved in 1928 and 1929. —the first concrete runways in the world, after Clermont-Ferrand Auvergne Airport in France



Art Deco Compacts

By Sherry Wink

A very upscale woman's accessory could be found for sale in a few of the era jewelry catalogs. The compacts illustrated below are from 1931 catalogs. Some from "The Richards & Phillips Co." and some from the "Chas L. Trout Co. Inc." catalog. Interesting to note, both catalogs were wholesaler catalogs, so I assume the prices shown were not the retail price. With those prices listed from \$5.30 to \$17.50, these were pricy little items! The designs shown here are mostly a base white metal, with enamel designs. They were designed for cake or loose face powder, some also held rouge, and a few had lipstick tubes as part of the design element, even serving as a handle in a few. Most also contained "unbreakable" mirrors.



This little set has a matching "perfumette."



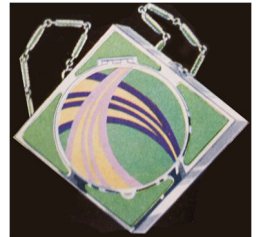
Holds loose or cake powder and rouge with a lipstick handle.



This swan is enamel set with marcassites.



A genuine leather pouch holds the compact, lipstick and matching enameled comb.



This recipe is from the 1931 "Aunt Sammy Radio Recipes Revised" cookbook. "Aunt Sammy," was a character created by the USDA in 1926 with a radio show whose main focus was to help rural women prepare nutritious meals based on simple recipes.

Baked Caramel Custard

1 cup sugar	2 tbsp sugar.
1 cup water.	1/2 tsp vanilla
1 quart milk	5 eggs
1/4 tsp salt.	Butter

Melt and stir the cup of sugar in a smooth skillet over low heat until the sugar turns a rich brown color, add the water, continue to stir until a thick caramel syrup has formed, and remove from the fire. Heat the milk slightly, add the salt, 2 tablespoons of sugar, one-half cup of the caramel syrup, and vanilla, and stir into the slightly beaten eggs until well mixed. Butter custard cups, put in each about a teaspoon of the caramel syrup, fill with the custard mixture, put a small piece of butter on top, and bake on a rack in a pan of hot water in a moderate oven (350° F.) for 45 minutes, or until set. Test by inserting the point of a knife in the center of the custard. If it comes out clean remove the custard at once from the hot water. When cold turn out on individual plates, and the caramel syrup in the bottom of the cups will run down over the custard like a sauce. If preferred the custard may be baked in a ring mold and the caramel syrup mixed with whipped cream and served as a sauce instead of baked with the custard in the bottom of the mold.



Brands We Still Know By Sherry Wink

Lucille King was a former schoolteacher working at the John Schroeder Lumber Company in Milwaukee. She and another teacher had previously developed some ideas for wooden toys to use in school classrooms but had not used them. In 1928, she took her ideas to the lumber company's head, and Playskool was the result. The initial line of toys was basic, solid wood toys designed as educational aids. By 1930, the company had over 40 toys, including the famous pounding bench. Early toys also included pull-toys and activity sets that were based on improving eye-hand coordination and muscular control. Their slogan "Learning While Playing" was the whole philosophy of the company. From very early on, Playskool was approved and endorsed by child-care experts. The company was operated as a division of the lumber company until it was sold in 1935. After several other companies bought and sold it, it was bought in 1938 by another lumber company. Robert Meythaler, who was put in charge of the Playskool line, was an amateur woodworker who quickly saw the possibilities of the products, and bought the rights to it and named the new company Playskool Manufacturing Company. It was eventually bought by Milton Bradley in the 1980s.



1931 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 Snyder's
Antique Auto Parts

Last Month's Mystery Part

This is a dash lamp bracket for an open car. If your dash light mounts under the dash, you need one of these!

Did you know?



Photo courtesy of Mike's A-
Fordable
Antique Auto

Walt's Old Time Tech Tip

As printed in the Script 'A' News July 2019:

Service and Park Brake Adjustment Procedure

by Dennis Klesen Orange County A's

Emergency Brakes— With the car off the ground and rear brakes adjustment completely relaxed at the adjusters. Visually inspect all brake rods, service and emergency, to be certain all are straight. Straighten all bent rods first. The park brake lever all the way forward in released position, adjust individually each side. Pull on the rod from the rear wheel and turn the adjustable end so that it will slide on the park brake cross shaft arm.

Turn the rear wheel and check that it does not drag. Go to other side and repeat the procedure adjusting the park brake rod and checking for drag. With both sides connected to the cross shaft and the park lever pulled back a notch at a time, check for drag at both rear wheels. You should feel slight drag at the first notch. With lever pulled a few notches, neither of the wheels should be able to be turned by hand off the ground. Release park lever to move on to service brakes.

Service Brakes— With the car off the ground set the brake pedal and rod to cross shaft so the arms on the cross shaft are straight up and down, or vertical. Early 1928- 1929 had a different rod from the pedal to the cross shaft that did not go through the cross member.

Make sure the end of the rod is not touching the inside of the cross member. Later models the rod went through the cross member and connected to the brake switch. Make sure all four rods to wheels are disconnected. The rear wheel rods disconnect at the cross shaft, the front brake rods remove pins at the front wheel brake lever.

Turn the adjuster at all four wheels so that brakes are tight and wheels don't turn. Try to rock wheel forward and back. I would do this slowly with Flathead Ted's floater kits, shoes will need to center and don't overtighten the adjuster. Standard brakes the adjuster will click while being turned. Now adjust rods so that pins drop in. The front brakes you will need to turn the lever by hand back to get the free travel out.

The lever on the front wheels cross shaft should be angled forward about 15 degrees when pulled back. If not, then the front hub will need to be removed and correction made at the brake operating pin going through the kingpin. This can usually be corrected with pins in the top of the wedge. On the rear brakes pull on the rod to remove slack, turn the adjustable rod end and drop pin in. Now back off the adjusters so the wheels turn.

Now road test the car for brake operation. To correct pulling to the left or right, start by removing pins to the front brakes, and carefully road test. Don't go fast as you only have half the brakes working. If the car pulls to the left or right, adjust rear shoes accordingly to stop pulling to the side. If it pulls to the left, back off the left side and or tighten the right side. If it pulls to the right, back off the right and or tighten the left. When the car will stop without pulling, reconnect the front brake rods.

Disconnect the rear brake rods and road test the car slowly. If it pulls to the left or right, turn the adjusters to correct the pulling. When the front brakes are adjusted to eliminate pulling to the left or right, reinstall front brake rod pins. Both front and rear brake rod pins should all be connected at this time. Check that all jam nuts are tight at the adjustable ends of the rods.

Make sure all of the cotter pins are installed. Do a road test to be certain car stops properly.

Keep in mind your shoes will need to be adjusted during a break-in period, and you should only need to adjust each wheel at the adjuster only.

I use an infrared temperature gun to measure the temperature of each brake drum after several applications. This can help to determine if one of the brakes is dragging or improperly adjusted.



Do you carry a FIRE EXTINGUISHER?

Everyone should carry a fire extinguisher in their Model A. but a lot of people like myself don't always carry one because of the large size of the tank and finding a place to keep it from rolling around.

I just found a fire extinguisher that measures 1" in diameter and 1 foot long and it is good for all types of fires and good for 50 seconds. much longer time than popular tank extinguishers.

I suggest you Google Element Fire Extinguisher and read all about it. They are a bit expensive but a bargain compared to the worth of your Model A. Hope you never need one but remember Murphy's Law — if you don't have it you will need it. if you have it you won't need it (I hope)

— Arlyn Bieber San Diego As



Found this at elementfire.com: \$79.95 and \$119.95 as a start for your comparison shopping.

Tech Tip Removing Rust from Chromed Surfaces

Often Model A Fords will develop rust on chrome surfaces. Here's an easy and low-cost method for removing rust from chrome.



1. Clean the chrome surface with soapy water to remove the dirt and debris.
2. Use cola, lime juice, vinegar, or other solutions that contain phosphoric acid in the ingredients.
3. Dip a small ball of aluminum foil in the liquid and rub it back and forth over the rusted areas. As you rub the chrome, keep the aluminum wet with the solution.
4. When satisfactorily cleaned, rinse and dry the surface of the chrome.
5. Apply chrome polish then wax to prevent more rust from forming.

- Found in the Colonial Virginia A's Newsletter

LeBaron Bonney Update

Many of you know LeBaron Bonney as a staple in the Model "A" hobby for providing high quality parts, materials, upholstery and top kits. The company declared bankruptcy and went out of business over a year ago, leaving a large hole in the restoration supply chain. However, a report in the May 21, 2020 issue of Old Cars Magazine, stated that "the entire upholstery inventory was legally transferred to Eckler Industries Inc., effective December 19, 2019."

Ecklers is a large catalogue auto parts company that provides a wide range of Chevrolet parts, and owns MAC's Antique Auto Parts, providing Model T, Model A and V-8 Ford parts.

Ecklers can be reached at 800-284-3906 or email custsys@eckers.net. We hope this is good news for the Model A hobby!

As printed in the Script 'A' News October 2020





For Sale / Wanted

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

ment, maybe more important, as to the Nominating
en it and the minutes. In the meeting notes I understood
s name, since the bylaws call for an "OFFICER and two at
you could say in 2nd para—"Larry's committee included...
e, good job in explaining this business.

1 ads sections! (this will include Model A specific items only.) Ads

e: 1929 Tudor. New Paint & Interior, Runs Great. \$12,500

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

i: Wien Head for a Model A Motor.

Contact: Gordon Lewis @ (641) 990 1490. (CIMA 10/2020)

For Sale: 1930 Model A Ford, 2 Door Coupe. Low mileage original. Model A enthusiast would appreciate this car's originality and fair price. Others can be confident with this purchase as this car looks, runs and sounds like a Model A should. New brakes, larger Texas, radiator and transmission rebuilt. \$14,000.00 – OBO. Free deliver to buyers' U.S. location

Contact: John Lang @ jrlang@aetools.com

For Sale: 1928 Fordor Briggs Body, 1929 Special Coupe, 1929 Tudor, 1930 Coupe, 1931 Coupe, 1931 Model A Pickup, 1965 Ford 1/2 Ton Pickup, and a 1932 Chevy Coupe. All vehicles run and are in various condition. Plus many Miscellaneous parts.

Contact Alvin Vickroy @ (515) 238 1502. (CIMA 09/2020)

Contact: Doug Smith @ (515) 289-1534. (CIMA 10/2020)

For Sale: 1930 Model A Tudor Sedan that has been completely restored bumper to bumper with an off chassis restoration. The entire chassis and body have been checked, repaired, thoroughly cleaned, sanded and re-painted black, it has wire spoke wheels painted green with new tires. The entire interior has been completely re-upholstered. The original 4-cylinder engine has been rebuilt.

Contact: 515-402-1833 (CIMA 09/2020)

Your Ad Could Be Here!

Diamond Block Castings

Found in "The Distributer", the newsletter of the Queen City Model A Club

by Bruce Hyland

Many diamond block castings were service blocks only, not complete tested engine assemblies, and thus they did not receive an engine serial number. The as-cast serial number pad was left unstamped by Ford on service blocks and incomplete and untested engines. Subsequently, dealers and rebuilders may have sometimes added their own markings, or transferred the existing numbers from the old engine being replaced.

Another unique feature of diamond blocks is the presence of factory installed hardened steel valve seats on the exhaust valves. Most diamond blocks have this feature. The block castings are supposed to be heavier also. Most Diamond blocks have B cams and flywheel housings with reinforcing ribs.

Additionally, beginning in August 1932, complete Model A service block engines were all fitted at the Rouge with Model B camshafts and pushrods (tappets).

There is common belief in the restoration community that these diamond block engines were not cast by Ford, but that may not be correct. The original engine production records from the Rouge (at the Benson Ford Archives) show that these engines were definitely final-assembled and tested at the Rouge throughout the 1930's.

The actual location of the casting and machining operations for diamond engine blocks is not certain, but most likely was also at the Rouge, even though the main production at that time was V8 engines, and four cylinder engines were low volume for service only. The diamond or lozenge shaped casting mark found on post-production era Model A and B engines produced at the Rouge. The raised cast mark is located on the right-hand side, at the front of the valve cover, and above the timing gear side cover. Look beside the side timing gear cover. It is close to the upper left corner of the cover on the block. It is only about 1/4 to 3/8 wide, and a couple 32nds high. They were considered an industrial engine, made after '31.

Typically there is also a raised casting imprint of the date tag on the right hand side of the block, below the valve cover. It is not an actual tag or screws. The actual date tag was screwed to the foundry pattern. The 'tag' on the block is a casting imprint formed by the pattern date tag in the sand mold, and then transferred to the iron casting. The pattern date tag number is an

indication of the casting date of the block. In the example code D305 means April (D) 30(30), 1935(5).

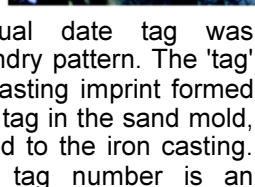
I have the 'C' head, not the high-speed police head with the 'B' or the diamond head. The diamond should be right above the water pump mount in front of the goose-neck.

My Model B Engine has the modified oil pan that fits a Model A and not the strictly B Oil pan. The type of counterweights is not known, if it is a BB Crank with a 3/8 inch over lay over the rod bearings or the counter-weighted crank that was forged

in one piece. Not sure if it is the one that can be reground without removing the weights. B motors are notorious for leaking out the rear main because of the pressurized oil to the mains. It will drip a drop or two after driving it all day on a long trip. Check to see if the oil came from the bottom of the bell housing or from the back of the pan. If from the back of the pan, re-place the pan gasket and check the bearings. The engine has no knocks and it runs cool. It never overheats but does blow out some water. This engine is run in a Slant Window Fordor and doesn't have any problems with power either. Late '31



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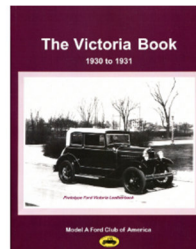
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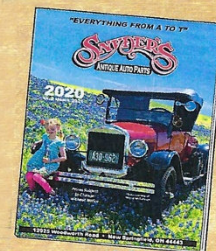
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