



# The ROAD RUNNER



MAFCA Chapter

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 :	<b>Volunteer Needed!</b>
Technical	Walt Jones
Concerns/Calling	Laura Cook
Membership/Public Relations:	Mary Lou Matteson
Merchandising:	Bill Matteson
Raffle	Glenda Dunlop
Newsletter/Webmaster:	Sherry Winkinhofer
Property:	Lonie Hank
Director:	Laura Cook
Director:	Bill Skaggs

## Birthdays

Larry Harding	02/01	Raul Salmon	02/13
Melissa Spawn	02/02	Sylvia Donius	02/15
Vicky Roseberry	02/03	Tim Roberts	02/20
Clarence Lawson	02/05	Beth Osborn	02/26
Jeannie Salmon	02/05	Lanell Young	02/27
Malcolm McIntyre	02/07		

## Anniversaries

Bill & Sandy Skaggs	02/14
David & Sharon Silvers	02/18
Pat & Kay Lawlor	02/20
Don & Mary Sedlacek	02/16
Michael & Linda Owen	02/28

## Monthly Meeting

**No February Meeting**

## Board Meeting

**Matteson's Home**

Social Distancing in Effect

**February 18, 2021 via Zoom**

**If you would like to participate as a guest at the Board meeting, please contact Sherry for a Zoom invite via email.**

## 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:

Covid-19 has wreaked havoc on all parts of just everybody's lives. Some of our members have struggled with this illness and my best wishes go to each and every one of them!

With a vaccine now available, let's hope we can finally get back to normal. Of course it's each individual's choice as to take it or not, but I'm hoping that overall it will lead to us being able to resume our club meetings and activities with no disrespect for anyone's personal decision. All safeguards will be followed at any future meetings once we are able to move forward.

Now I don't know how anyone else is feeling, but this is the longest case of cabin fever I have had! We had a good response to the survey regarding meetings, see the article on page 3 for the follow-up.

Now, back to Model A's! A few weeks back, we got my frame and running gear out of storage. My friend who has been working on my coupe got it placed on the frame. It has been almost thirty years since it came off! It sure was a welcome sight seeing it reunited! It is getting close to a complete car.

So, until we meet again, happy A'ing, and stay safe and healthy!

Junior Blakley, President

*The bad news is time flies. The good news is you're the pilot.*

## Editor's Comments:

Arrgh! Sometimes it's so hard trying to figure out what to write about! After all, it's been almost a year since we've been able to have a meeting, months since our last tour, and I miss my friends! I do feel like there is a light at the end of the tunnel with the arrival of the vaccines, but it's still going to be a while before it all gets back to normal. But I see where a few friends have the vaccine and more I've talked to are on the list, so, hopefully, sooner rather than later!

So in the meantime, I'm doing my best to keep the newsletter full of interesting stories and tech articles. At least I find them interesting, I hope you do too. And if you run across an interesting article you would like to share, be sure and send it to me and I'll do my best to get it in the Road Runner!

I hope some of you took advantage of the unseasonable weather we had last week to get in your Model A and drive it! The Old Lady is wintering in Liberty and I'm wintering in Nebraska, so sadly I was unable to do that. But I wanted to!

I am keeping busy with Model A stuff. Hopefully, most of you have received your Jan/Feb Restorer with my first fashion article in it. I've already got my second one in to the editor. It's exciting for me, but quite a bit of work goes into it, researching the information, finding and scanning pictures to accompany the article, etc. But it's also so much fun and I learn new things every time I open a "new" old catalog! Check out those "whoopie boots" on page 6, I never would have picture those as being Model A era! So, what are you doing Model A related? I'd love to hear!

Happy A'ing

Sherry Wink, Editor

# Minutes from Northwest Missouri Model A Ford Club Board Meeting

Thursday, January 18, 2021

Matteson Home, Liberty, 7:00 p.m.

**Attendance-** Junior Blakley, Bill & Mary Lou Matteson, Dave Silvers, Bill Skaggs, Sherry Winkinhofer, Larry & Jeanne Harding, Walt Jones, and Jody Layne by ZOOM. Laura Cook by phone.

President Junior Blakley opened the meeting at 7:02 pm for open discussion. Bill Matteson started with the question of pursuing advertisers for 2021. The decision was yes, proceed as usual.

**Membership:** Mary Lou Matteson reported on the mail-in ballots and survey. The results as of the date of the Board meeting was as follows:

Resume monthly meetings in the first quarter: Yes-23, No-38. The board voted to table further discussion on monthly meetings until February board meeting. Laura Cook will advise the American Legion.

Approve 2021 Interim budget: YEARLY BUDGET: Yes-59, No-4, Budget is approved.

Mary Lou reported that 36 membership renewals have been received to date. Sherry Winkinhofer was asked to again include a membership renewal form and dues reminder in the next newsletter. Two new memberships have been received: Don and Mary Sedlacek of St. Joseph, and Tim Roberts of North Kansas City. We look forward to meeting & touring with them.

Mary Lou received a letter from Clyde Pace that he would like to see a one time payment for membership dues or a \$500.00 life time membership. After a short discussion it was decided to table this matter until the club started regular meetings again and the membership could discuss the suggestion.

**Concerns:** We want to wish Lyman & Etta Ridgeway get well thoughts for her recovery from COVID. Laura Cook has graciously stepped in to cover the "Sunshine/Concerns" position at this time. We thank Edda for all the years of devotion to that job, she was so appreciated. Laura has some BIG shoes to fill. And glad to hear Gary & Rosie Smith are doing much better, good job you two. We are sorry to hear this and wish you well.

**Treasurer:** Dave Silvers reported our checking account: \$2,431.15 savings: \$10,023.84 Total: \$12,454.99. Bill Matteson motion to accept and Mary Lou Matteson seconded it. A full breakdown and 2021 budget is available upon request.

**Activities:** This position is still open to anyone who wants to STEP-UP and get involved with your club. It's a good way to learn how the club works and get to know your fellow club members. Anyone can do it and you have ALL the members help & support

**Other:** A letter received from Bob Martin with a list of concerns. The Board discussed these concerns at length. Among those items, the need for a PO Box was discussed, and due to past issues of necessary state paperwork being lost and delayed, it was determined to continue the expenditure. The budget was confirmed to be an interim budget for the duration of no meetings, to be adjusted and revoted on once the membership meetings can resume.

Since we are unable to have our Silent Auction in March, the Board discussed rescheduling it for later in the year once meetings are being held again. No date has been determined at this point, but hopes are high that we will be able to do it this summer!

Sherry Winkinhofer asked the Board to think about the idea of modifying the job description for the vice president regarding them being primarily responsible for the meeting's entertainment. She asked the board to think about it for a discussion in the future. Current bylaws read "Along with his/her other duties the Vice President shall be responsible for coordinating the Board members' arrangements for programs and/or entertainment at regular club meetings." Sherry feels this discourages well-qualified members from volunteering for this position. Her suggestion is that the meeting entertainment could be coordinated by the Board as a whole instead of relying on just one person. This change might encourage additional members to consider serving as Vice President.

A motion to adjourn was made by Bill Matteson, seconded by Jody Layne. Meeting was adjourned at 8:20 pm.

Submitted by Jody Layne

## MAFCA Board of Directors Meeting Highlights



December 5th, 2020, La  
Habra CA—Via Zoom

### National Conventions

June 12-17, 2022 New Contract signed  
by host  
and VP only Kerrville, TX  
Host: The Alamo A's – Moved from 2020  
2024 – No date available as of 12/5/20  
Exploratory only – UPDATE – Salt Creek,  
IL Chapter has declined 12-5-20  
Host:

### National Tours

June 20-25, 2021  
North Conway, NH  
Host: Lakes Region Chapter  
2023 - No date available as of 12/5/2020  
Indiana/Michigan area  
Host: Southeast Touring Group  
June 16-22, 2025 Contract signed by all  
Charlottesville, VA (Tour begins.)  
Host: Dallas, TX Chapter 2027

### National Awards Banquet

December 2- 5, 2021  
New contract signed by host and VP only  
Fort Worth, TX  
Host: Cowtown A's  
2022 – No date available as of 12/5/20  
Contract signed by all Centennial, CO

Host: MAFCA of Colorado Chapter  
2023 - Open

**Policy Changes** There were 3 approved  
policy changes:

P3S17 Judging Standards, Era Fashions  
and Restorers Class Committee Meeting  
Guide

P1S13 Charitable Donations

Policy P2S01 Records, Record Retention  
and Back-up Data

Submitted by Kay C. Lee, Secretary

December 5, 2020



## Activities

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

### No Local Activities at this time

#### **MARC National Membership Meet 2021**

April 9, 2021 – April 11, 2021 . Bay City, MI 48708

CONTACT:

For more info, contact: Curt Hillman  
(989) 860-1102 (989) 295-0856

#### **June 20-25th: MAFCA National Tour**

"A" White Mountain Adventure".

Website: 2021mafcanationaltour.com

Contact: Chair - Mark Smith - 603-544-2230 - Cell: 508-865-7806

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 FEBRUARY MEETING**—

DUE TO THE CONTINUED  
COVID-19 VIRUS CONCERNS.



### Budget and Survey Results

As of the date of the Board meeting on January 21st, we received the following responses:

#### **Per the interim Budget\*:**

63 responses received; 59 approved, 4 disapproved; The 2021 interim budget is considered approved.

*\*At the Board Meeting, it was discussed and affirmed that this budget is an interim budget in place until the return to normal meetings, at which time an updated budget will need to be created and voted on.*

#### **Meetings:**

61 responses received; 23 for resuming meetings, 38 against resuming meetings in first quarter. At this point, no meetings will be scheduled.



### Sunshine/Concerns



Loura Cook is temporarily filling in for Etta as our Sunshine/Concerns lady! If you know anybody in need of a card or phone call, please let Loura know at (816) 632-1776 or [louracook35@gmail.com](mailto:louracook35@gmail.com)

## **Welcome New Members!!**

#### **Don and Mary Sedlacek**

2611 Robin Lane  
Saint Joseph Mo 64506

Home phone: 816-232-1340  
His Cell: 816-752-0485  
[donsedlacek52@gmail.com](mailto:donsedlacek52@gmail.com)  
BD: 01/20  
Anniv: 02/26

Her Cell: 816-262-4723  
[cjgeowie@stjoelive.com](mailto:cjgeowie@stjoelive.com)  
BD: 07/26

Owners of a 1930 Coupe!

#### **Tim Roberts**

1801 E 29th Ave  
N. Kansas City MO 64116

660-229-3116  
[moon@crenscentscustoms.com](mailto:moon@crenscentscustoms.com)  
BD 02/20

Owner of a 1929 Roadster Pickup!

I know without meetings we can't easily say "welcome" in person, but we are really glad to have them in the club. Hopefully they will soon be able to enjoy the full benefits of this club!

**Don't forget to update your rosters!**

**Serving ALL Veterans and the Community**



Remembering  
Those Who Served

**AMERICAN LEGION**

USMC ARMY NAVY COAST GUARD USAF

**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 20<sup>th</sup> of the preceding month**

Email to [swinkinhofer@hotmail.com](mailto: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](mailto:nwmomodelafordclub@gmail.com)  
Publications: [nwmomodelafordclub@gmail.com](mailto:nwmomodelafordclub@gmail.com)  
816-519-2630

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

Visit **[www.nwmomodela.com](http://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](mailto:nwmomodelafordclub@gmail.com)**



## History of the Car Radio

An excerpt from an article found in the January 2021 issue of "Fuel Line Connections" the newsletter of the Blossom Trail A's.

It seems like cars have always had radios, but they didn't Here's the story:

One evening in 1929, two young men named William Lear and Elmer Wavering, drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car.

But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running. One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then he went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work--Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too poor to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. The idea worked--He got enough orders to put the radio into production.

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola. But even with the name change, the radio still had problems:

When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.) In 1930, it took two men several days to put in a car radio --the dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna.

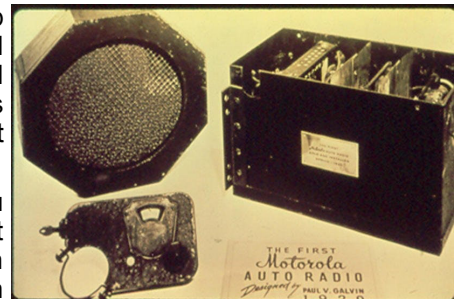
These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression. Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering

Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios.

In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio--The Handy-Talkie-- for the U.S. Army. A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television for under \$200. In 1956 the company introduced the world's first pager. In 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone.

Today Motorola is one of the largest cell phone manufacturers in the world. And it all started with the car radio.



The Motorola 5T71, regarded by many as the first purpose-built commercial car radio.



A Motorola car radio installation diagram (circa 1930) showed batteries, spark plug suppressors and the antenna, in addition to the radio components.

**TUNE IN WHILE YOU DRIVE WITH TRUETONE**

# AUTO-RADIO

**TRIPLE SCREEN GRID with Super-Dynamic Speaker and Steering Post Control**

ON THE ROAD  
ON ANYWHERE

**ONLY \$66.20 Cash**

**Easy Payments**  
Price \$73.50  
\$9.50 Down  
\$5.00 Per Mo. m.p.h.

**Easy to Install**

You can install a Truetone on your car. There is nothing particularly technical or intricate about it, and it is practically impossible to get even the wiring wrong. Directions come with each set. Arrangements for installation service can be made at all "Western Auto" Stores.

**10 DAY TRIAL IN YOUR CAR**

For a year and a half we have been testing and trying out all kinds of Radios for Automobiles to find one that would give satisfactory performance at a reasonable cost. At last here it is... the new 1932 Truetone Auto Radio... with Super-Dynamic Speaker and Automatic Tune Control. Standard push-button circuit, incorporating three 24 screen-grid tubes. It offers everything that you need in a radio... at a very low cost... within the reach of everyone. Tone, range and selectivity compare favorably with many of the best home sets now on the market. The Tone is rich and mellow; the set is very selective; it has plenty of volume for every purpose and plenty of power for long range reception. Tuning controls are conveniently placed on the car's steering post ready for your instant touch. The chassis is completely shielded and no outside extra wiring is required to stand the shocks and vibration of automobile service. Every Truetone is subjected to every possible test before leaving the factory.

**10 Days' Trial in Your Car**

Come in and see and hear this marvelous new Truetone. Install one on your car, test it out and enjoy it for 10 days and see how perfectly it performs. If, after that time you are not completely satisfied, return it to us and we will cheerfully refund your entire purchase price. Could anything be fairer than this?

Not a Motorola, but this radio was sold by Western Auto in 1931

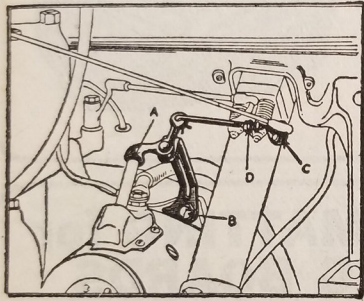


## Wonderful Accessories for the Model A

By Sherry Wink

Model A's might have still been new or fairly new vehicles in 1931, but the number of accessories and modifications available for them were amazing! Here are just a few I found in a new era catalog I recently purchased, a "Harrison Wholesale Company" 1931 catalog titled "Automotive-Sporting Goods-Electrical-Radio."

### SPARK STARTER For Model A FORDS

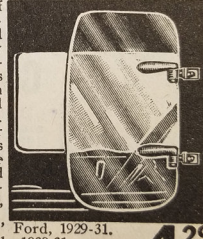


A convenient device for the Model A Fords to facilitate starting. Can be installed in a very short time without drilling or cutting. Accurately machined to operate smoothly at all times.

No. 12571.  
List, 75c.  
Each **49¢** Ea.

### WINDSHIELD WINGS FOR MODEL A FORD AND CHEVROLET 6 CYLINDER CLOSED CARS Chromium Plated Fittings

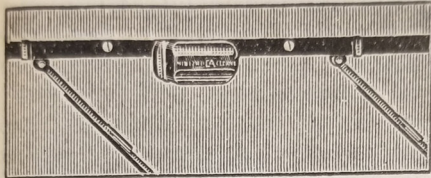
The only clamp-on type of closed car wing that is adjustable and can be used when the windows are partly open. This is a distinct advantage over all other wings of the clamp-on type which cannot be used or adjusted unless window is wide open. Clamp securely on the door frame without drilling holes in the door or body. The glass is polished and beveled with heavily chromium plated fittings. Shipping weight, 6½ lbs.



No. 13028. For Model "A" Ford, 1929-31.  
No. 13029. For Chev. 6-cyl., 1929-31.  
List, \$10.00. Each, \$4.38, less 2%. Per pair.....

**4<sup>29</sup>**

### EA. ELECTRIC WINDSHIELD CLEANER



Universal—Will Fit Almost All Cars Including Model "A" Ford, Chev. and Other Cars with Fisher Bodies.

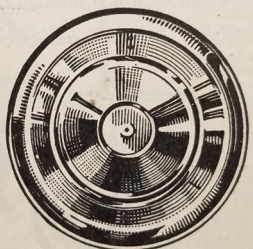
A noiseless, efficiently operating wiper. Has a sturdily constructed 1/40 H.P. electric motor, geared down, giving the cleaner plenty of power to remove snow, sleet or rain under the worst weather conditions. Power consumption smaller—uses about the same amount of current as ordinary dash bulb. Positive and continuous operation assured—no attention required. Adjustable wiper arm to fit any height windshield glass. Maximum sweep of cleaner 24 in. from end to end of stroke. Easily installed.

No. 11240. TANDER WIPER. List \$8.50.

Each **4<sup>58</sup>**  
No. 11241. SINGLE WIPER.  
List \$5.00.  
Each **2<sup>43</sup>**

### DELUXE HUB CAPS For Model A Ford

Ford owners like these handsome chromium plated hub caps. They make a strikingly attractive addition to the car. Quickly and easily installed on wire wheeled cars. Sturdy steel construction. Finest chromium plating. 8¾ inches in diameter. Shipping weight, 5 lbs. per set of five plates.

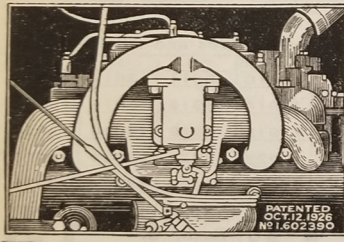


No. 12930. For 1928 and 1929 Models.  
No. 12929. For 1930-31 Models.....  
Set of 5 Plates \$1.89. Less 2%, or....

**1<sup>85</sup>** EA.

### "BAT" SUPER CHARGER For Model A and AA Fords and 6-Cylinder Chevrolets

A most wonderful development of startling, smooth all around performance, a new sensation of remarkable super power, speed, acceleration and pick-up. It eliminates engine hesitation and vibration at all speeds. Efficient and economical under all driving conditions. Prevents back fire. A saving on fuel and oil. Balances the charge in all cylinders. Its complete combustion eliminates carbon and prevents oil in the crank case. Keeps the engine, valves and spark plugs clean. Can be installed within ten minutes without the need of special tools.



No. 13195. For Ford A or AA. List, \$10.00.  
Each \$5.62 Less 2% Net

**5<sup>53</sup>**  
No. 13196. For 1930-31 Chevrolet Six. (For the 1929 Chevrolet, it is necessary to obtain the improved 1930 intake from the Chevrolet dealer.)  
List \$12.50. Each, \$7.11  
Less 2% Net **6<sup>97</sup>**

### FULTON STARTING LEVER For Model "A" Ford



A convenient improvement that makes it much easier to start a Model A Ford. Just lift with one finger. It leaves feet free for brake and clutch. Easy to attach and in easy reach to operate.

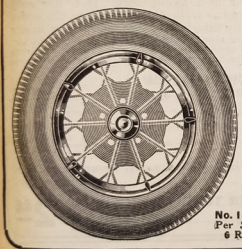
No. 12572—Each.....  
List, \$1.25. Lots of 6, 69c each.

**71¢**

### CHROMIUM PLATED ONE PIECE WHEEL RINGS

GENUINE CHROME PLATE OVER COPPER AND NICKEL TO FIT THE FOLLOWING CARS:

Model A Ford, 1930-31. All Pontiac, 1931; Willys 6, 1930-31. Chevrolet 6 cyl. models; Chrysler Also all other cars using 19-in. light 6, 1931; De Soto 6, 1931; D. C. Wire wheels. Dodge 6, 1931; Plymouth, 1931;

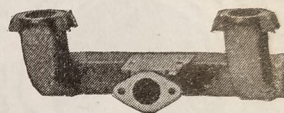


No. 13320. Wheel rings add that fine touch of class and distinction to these already beautiful cars. These rings are of a very sturdy, rigid construction, easily mounted and cannot rattle or jar loose. They can be permanently attached and do not have to be removed when changing tires or wheels. Made of heavy gauge material and chrome plated over copper and nickel. May be had in sets of 3 or 6. These are one-piece rings and not pieced together. Approximate shipping weight about 7½ lbs.

No. 13321. Per Set of 6 Rings **3<sup>59</sup>** NET

### Simmons Swan MANIFOLD For Model A Fords

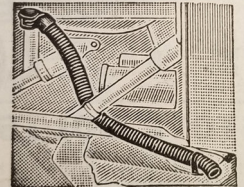
A genuine Swan manifold especially designed and tested for installation on Model "A" Ford cars, offered at a price not at all in keeping with the superior type of manifold construction incorporated in this item. This device provides for the Model "A" Fords, the same quality of fuel distribution as on the highest powered engines. Will also effect a saving in fuel, better cold starting, smoother and faster acceleration, less engine vibration and less carbon and valve trouble.



No. 13765. List, \$3.50. Each, \$1.98 Less 2%.....

**1<sup>94</sup>** Net

### LINDEN DOLL BREATHER FOR MODEL A FORDS



A crankcase cleaner that saves oil and bearings. Cleans crankcase of water, vapors, gasoline and oil fumes. Stops oil splashing through breather holes of the regular oil-filler and keeps motor clean. Will pay for itself in added mileage.

No. 11930. List \$1.50.  
Each **69¢**

### The New Majestic Panel

For Model A Fords

Just the thing for the new Fords with all their colorful beauty! Not the least bit gaudy but quite distinctive—impressive. And yet, despite its immaculate beauty, it is solid in construction and invaluable in utility.

The Majestic panel overlies and masks the regular Ford panel, and when properly installed, looks like an integral part of the car itself. The oil gauge and heat indicator are of the best quality obtainable and will perform their respective duties with utmost efficiency. Attached by 4 screws already in the Ford panel, and full directions for installation accompanying each assembly. Its beauty, utility and amazingly low price indicate a tremendous selling of this item.

No. 10950. For all A Fords having dashlight in center of instrument group.

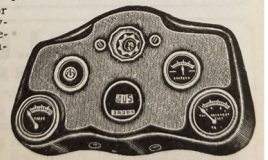
No. 10951. For all A Fords having dashlight elevated above instrument group.

List \$10.00

Each \$4.39

Less 2%.

**4<sup>30</sup>**



### OILOMETER GEARSHIFT BALL

No. 12954.

List \$1.75.

Each, 95c

Lots of 6—

**92¢**

EACH



An artistic and convenient means of checking mileage for change of oil. Made of maroon colored Bakelite. Also can be used on 1930 Model "A" Fords for checking trip mileage, as new speedometer does not include trip figures. This is an attractive and inexpensive item, which has been enjoying a constant selling.



## Not Just Any Boots!

By Sherry Wink

Sometimes it seems like the normal shoes for Model A fashion are just plain, boring pumps. Sometimes they are dressed up with a little trim and buckles, perhaps some pretty straps. That does describe the routing footwear of the era, but there are also a few surprises hiding in the old catalogs! Check out these boots that are all from original catalogs that I own. Those red "whoopie booties" are the biggest surprise to me! Wow, just Wow!

The cuffed "Swanky Boots" are pretty interesting to look at too! And of course the lace up Parisian and Grecian boots are amazing to look at too! Model A era fashion doesn't always have to be straight-laced and plain!



Swanky Boots Chicago  
Mail Order Co Fall/



Parisian Boot  
National Bellas Hess Fall/Winter  
1929/30



Grecian Beauty Boots—Sears  
1930.



Whoopie Boots  
National Bellas Hess  
Fall/Winter 1929/30



Whoopie Booties -Sears 1929  
Fall/Winter

As you can probably tell, this recipe is from a Snowdrift shortening advertisement. I found it in a 1928 Good Housekeeping magazine.

### Lemon Meringue Pie

- |                               |                    |
|-------------------------------|--------------------|
| 1 Tbsp Snowdrift (shortening) | 1/2 tsp salt       |
| 5 Tbsp cornstarch             | 2 eggs             |
| 2 1/2 cupsful sugar           | 1 1/2 cupsful      |
| boiling water                 | Grate rind         |
| 3/4 lemon                     | 5 Tbsp lemon juice |



Thoroughly mix together the cornstarch, salt and sugar, and add to the boiling water, stirring constantly. When thick, transfer to a double-boiler and cook for at least ten minutes. Add the snowdrift and slowly stir this into the egg yolks, slightly beaten. Then add the lemon juice and rind. In the meantime, the pastry should have been prepared. When this crust is almost brown enough, it should be put in the pie-plate, the cooled filling poured in and the whole covered with a meringue made by beating the egg whites stiff, adding a few drops of lemon extract or juice, and four tablespoonfuls of powdered sugar. Bake in a moderate oven (300 °F) for about 15 minutes longer.

### Quick Pastry

- |                      |                       |                |
|----------------------|-----------------------|----------------|
| 1/4 cup Snowdrift    | 1/4 tsp baking powder | 1 cupful flour |
| 3 Tbsp boiling water | 1/2 tsp salt          |                |

Sift together the dry ingredients and cut in the Snowdrift with a knife keeping the mixture flaky. Then add the boiling water and cool the pastry before rolling. Roll out on a floured board and bake on an inverted pie-plate for twelve minutes in a hot oven of 500 °F.

## Brands We Still Know By Sherry Wink

In 1909, three existing companies merged and became the Aluminum Goods Manufacturing Company. It was headquartered in Manitowoc Wisconsin and mostly made small novelties such as aluminum combs. In 1911, it hit it big with a government contract to build aluminum canteens for the US Army. They started making cooking utensils in 1913 when the company produced a double boiler for the Quaker Oats Company. In 1915 the company focused on making cooking utensils. The Mirro brand was introduced in 1917.



Fun Note: Famous industrial designer Brooks Stevens once designed cookware for Mirro. Among his other credits, he manufactured the Oscar Mayer Wienermobile.

## 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



Photo courtesy of Snyder's  
Antique Auto Parts

### Last Month's Mystery Part

This is a special body bolt washer  
with a square hole that was used on  
the wooden sub-rails for 1928-1931.  
A5006 part number.



Did you know?

Photo courtesy of Mike's A-  
Fordable  
Antique Auto

## Walt's Old Time Tech Tip

From "The Motometer", newsletter of the Utah Valley Model A Club

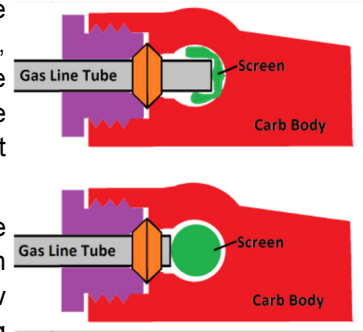
Walt Jones, Tech Director

### When a Model A Just Won't Start

By Howard Eckstein

Reid Carlson called me up the other day to ask about a stubborn Model A that, despite all the best efforts, refused to start. The usual checks were made, ignition timing, valve timing, gas, spark, compression, everything. The car was towed in second gear and still, it wouldn't start. The owner is John Magrath, now one of our newest club members with a 1929 Steel Back Fordor. He has had the car for many years and ever since the engine was rebuilt two years ago, he has not been able to get it to run.

Whenever a Model A refuses to run, it usually boils down to something simple. We checked the cylinder compression and the variance between cylinders was within the 10% allowance from highest to lowest reading. A broken-in Model A engine with a stock head should show compression pressures around 55 to 60 lbs/in<sup>2</sup>, but we were getting 40 to 45. This is not alarming since the new engine's rings are not yet seated, thus allowing some blow by.



John had new parts in his distributor and there was sufficient gap at the points. The timing was spot-on. We had a spark when we checked with a timing light. Still, it wouldn't start. The next thing we checked was the presence of fuel at the carburetor. The fuel line from the tank to the carburetor inlet was removed, and it was seen that the pipe extended about 3/8 of an inch past the end of the ferule, thus reaching too far into the fuel inlet, crushing the screen and plugging off the end of the tube. Gas couldn't get into the carburetor. The excess tubing was cut off and the gas line reinstalled.

I've done the same thing on my own car, so looking for this issue was a diagnostic step to take. After making the correction, gas filled the carburetor.

Since the car's battery was running low, a 12-volt portable power pack was used to help run the starter. While cranking the engine, it was noticed that smoke was coming from the spark rod socket on the steering column. It was too hot to touch! This was an indication of a bad engine ground. The braided battery ground strap was bolted to a nicely powder-coated frame, without a bare spot having been made in the coating where the ground cable is attached.

Powder coating is a good way to preserve the car's frame. Some owners use POR-15 as a coating that can be sprayed or brushed on. It too, is very good at preserving the metal and preventing rust. The trouble with powder coating and POR-15 is that they are plastic based products that act as electrical insulators. As a result, components that rely on the frame for providing a ground must be connected to a place where the coating has been scraped away. This is part of what caused grief for John. The engine mounts provide the ground for the engine, but due to the powder coating, there was too much resistance. The breaker plate in the distributor is grounded to the engine block. Current from the starter couldn't get through the normal avenues of the motor mounts, so it found a pathway through the spark rod.

We put a jumper cable between the positive battery post and one of the head nuts. This provided a temporary good engine ground. We were then able to start the engine so long as the choke was held part way closed.

The need to hold the choke part way closed on a Model A indicates plugged jets in the carburetor or a serious vacuum leak. The exhaust manifold on John's car is a reproduction part, and when the intake manifold was attached, the two were not surfaced so that all the port openings are on the same plane. This can cause the intake manifold to be held away from the gasket, allowing air to pass through the gasket area and dilute the air/fuel mixture provided by the carburetor, making the gas charge too lean to burn.

John's assignment now is to clean or replace the jets in his carburetor, take the manifold set to a shop to have it trued, and to install an additional ground cable between the battery and the engine block so there is a good ground for the starter and ignition. Once these items are addressed, the engine will run nicely and he can move onto the next part of his car's restoration.

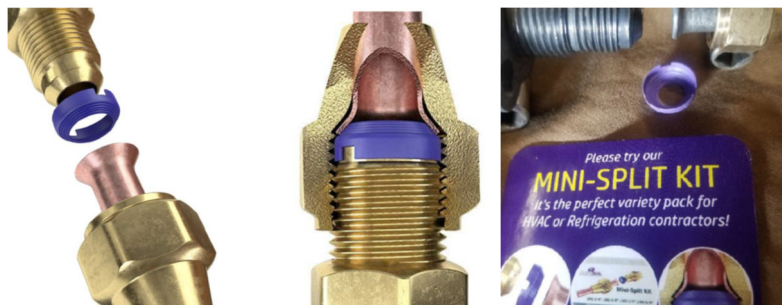


## Got a Leak??!!

By David Bockman

Smell gas in your car? The gas line from the fuel tank shut-off valve to the firewall fuel filter has a flare fitting on each end of the tubing. The flare fitting frequently does not fit tight enough on one or both ends to completely seal and a small amount of gas will seep out and you will smell gas inside the car.

I have found that the 3/8", "Flaretight" 45-degree cone seal is the perfect solution to stop these pesky gas leaks in our Model A's. These cone seals are frequently used by Air Conditioning companies and also by the space industry to seal high pressure flare connections. The "Flaretight" seal is a thin stamped copper ring with concentric ridges formed by a baked-on Loctite Vibra-Seal coating.



You can purchase the cone shaped "Flaretight" seals from an A.C. shop or order them from various dealers. If you only need two of the seals then a good buy is the "Mini-Split Kit" Model MSP-0406 for about \$14 from Amazon. The kit contains two 3/8" seals and two 'A' seals. Buying the seals individually can cost up to \$15 each.

*As found in "The Fuel Line Connection", newsletter of the Blossom Trail A's*

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## One Contributor to Carburetor Leaking

By Howard Eckstein

We've all been vexed with leaking carburetors. No matter what we do to set the float level and jet dimensions correct, the darn thing still will leak, but only sometimes.

I got an email from Don Bader of the Restorer's Class Committee who sent this information along that may explain why your carburetor is unpredictable in regards to staying dry when not in use.

"I have found that the float can contribute to the problem. You need to inspect the carburetor float hinge bracket. Frequently the float valve will wear a dimple in the hinge bracket and the dimple will impede the float's travel, and thus not completely seating the needle in the float valve."

The hard fix is to de-solder the bracket from the float, turn the bracket over, and hammer the dimple out. Then resolder the bracket onto the float. Be careful to keep the float in the original position relative to the hinge bracket, otherwise the float can rub against the inside of the float bowl, and you will really have a problem. The easy fix is to replace the float with a new one from the catalog.

*As found in "The Motometer", newsletter of the Utah Valley Model A Club*



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## Painting Wheels

Submitted by Gene R. Bassage



If you are painting your wheels and don't want to remove and reinstall the tires, here's a tip for masking the tires. • deflate the tube • break the tire heads from the wheels • cut a "donut" from a sheet of heavy-duty plastic. The center of the donut is an 18" diameter circle and the outside of the donut is 32" for 19" wheels). For 21" wheels, add 2 inches to these dimensions.

Stretch the donut over the wheel allowing the plastic to drop down into the drop center of the wheel. The donut will cover the tire and can be taped in place with masking tape. • Now, do the same thing with another plastic donut on the other side of the wheel.

ONE CAUTION: don't use the plastic donuts for priming and then for color-coat painting (paint peels easily from the plastic and flaked paint will mess up your job). Make donuts for each paint procedure.

**PREVENTING PAINT POPPING** If you have trouble with freshly painted wheels "popping the paint- when the lug nuts are tightened, "mask" the holes in the wheels with a set of lug nut spacers held in place with small strips of body caulking material. After the paint job, these spacers can be carefully removed. A light coating of lubricant on the tapered part of the lug nut will help pre-vent "popping the paint."

*As found in "The Tale Pipe" the official newsletter of the Tyler Model A Ford Club, Tyler Texas*





## 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:** Diamond "B" block. Has been hot tanked and magnafluxed. No cracks. Lots of additional engine parts.

**Contact:** Roger Miller (515) 965-727 (CIMA 01/2021)

**For Sale:** I am looking to sell Model A and Model T parts collected by my father. Have very few contacts, so was reaching out to you for possibilities. Have motors, fenders, hoods, radiators, trim, wheels and many misc. parts. I am not sure of! All have been garaged the past 50 years.

**Contact:** Duane Mayer 785-844-2865 (ICTA 12/2020)

**For Sale:** 1- Total Model A Short Block (needs Babbitt' or inserts) \$100, 1- Crank Shaft \$25, 1- Clutch Assembly (good) \$25, 2- B-6600 Re-built Oil Pumps \$30 ea. 1- P.N. 13670 Auto- Lite Waffle Style Manifold Heater \$45, 1- B-4235 Rear Axel w/good gear and new key way \$65, 1-B-4209-A Set Std. Rear End Gears 3.78-1 (Real Nice) \$100, 1- 4025 Rear End Housing Banjo (good) \$15, 1- Universal Joint (good condition) \$30.

**Contact** Charlie Volf @ (515) 965-0579 or (515) 299-0573. (CIMA 01/2021)

**For Sale:** Five 4.75/5.00 19" tires and tubes in great condition. \$400.

**Contact:** Frank Henderson @ (515) 279 2500. (CIMA 01/2021)

**For Sale:** At Grandpa's Garage, DeSoto Kansas. I have sold 15 cars, but still have 14 cars for sale. ALL CAR PARTS PRICE REDUCED!

**Contact:** Dean Weller 913-585-3326 Cell, 913-585-1313 Home  
CALL FOR AN APPOINTMENT,  
LET THE PHONE RING A LONG TIME (POA 01/2021)

**For Sale:** Two original 2 bulb headlight reflectors for 30 - 31 Model A. Asking price is \$40.00 for the pair.

**Contact:** Bob Saxton at cell # (847) 477 -6928 or bobbersax@aol.com (CIMA 12/2020)

**For Sale:** 1931 Model A Tudor. Car has been repainted, new tires, new glass, new wiring, new interior, Brakes adjusted.

**Contact:** Coretha Rozendaal (641) 417-0151. (CIMA 12/2020)

## MAFFI Newsletter Minute-January 2021

Happy New Year from the Model A Ford Foundation! We are looking forward, as many of you are also, to a better and more active year. Hopefully you have been able to get in your A's and do some driving before the weather makes it impossible. Many clubs have had some "No Contact Tours" which have been nice. We live in a beautiful world and there is no better way to see it than from a Model A!

Last year the Museum had to say goodbye to a beautifully restored Woody belonging to Tim Wiggins that had been on loan to the Museum for several years. As luck would have it, a 1931 Woody has just been donated to the museum by Rob Gibby from Pennsylvania. Rob has owned this car since 1963 while he was in school. We hope to have it safely installed in the Museum by February.

Did you know that you can get a tour of the museum right from the comfort of your own home? Go to our website: [www.maffi.org](http://www.maffi.org) and click on the link "Tours". There is a tour that was filmed in September, led by MAFFI President, John Begg and others. It was focusing on the First Responders Display but also gives you an idea of what's inside. You truly have to see it in person to appreciate all that is there. You could spend an entire day if you looked at every exhibit and read everything. We hope to have other short videos coming soon so check back often.

Thank you for your continued support of the Model A Ford Foundation through your membership and your donations.

Thank you,

Marsha Quesnel, MAFFI Trustee, [clubcontact@maffi.org](mailto:clubcontact@maffi.org)



## A Terry Story:

From Terry Richardson

I remember an overnight trip with the club to a Model A event in Creston, Iowa. There was an evening picnic as part of the event. All the Model A's were parked on a hill and surrounding grounds. After we ate, I went back to our Model A and discovered a drunk had opened up the driver's side door and had crawled over the top of the seat and was in the back seat!

A member of the hosting Des Moines club and I commenced to try and get the Drunk out of our Model A. The drunk started explaining how he knew all about these Model A's. Then he said something is wrong with how you get into the back seat of this Model A and I sure had a difficult time getting in the back seat!



There was also another fellow with him and he was also drunk. His friend said he tried to also get him into the back seat but gave up.

Well, the fellow in the back seat started getting real upset as we attempted to get him out of our Model A. We got on the other side of the Model A and started pulling him out. He was awfully unhappy when we managed to get him out. We finally got him upright and chased them away, warning them to stay away from the other cars as well.

We followed them a ways to be sure they were not going to get into another Model A, but they finally left. Unfortunately, the drunk tore up the drivers side front seat. One hinge was broken and the wood piece on bottom of the seat was broken, as well as the seat adjuster on bottom including the two pieces the seat slides on. So, fellow Model A owners, I hope you never find a drunk in your Model A!

If you haven't renewed your membership, now is the time!!



## Northwest Missouri Model A Ford Club Membership Application

www.nwmomodela.com

<input type="checkbox"/> New Membership:			<input type="checkbox"/> Renewal:		
Name:			Spouse/Partner:		
Address:					
City:		State:		Zip:	
Home Phone:		Member Cell:		Other Cell:	
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"/>					
<b>Model A Information</b>					
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 (but there's still hope!)					
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 (but there's still hope!)					
<b>Membership in National Organization</b> <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>					
<b>Membership in other local clubs</b> <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					
<b>Auto Insurance Requirements:</b> Owners of all cars must meet state mandated insurance requirements for vehicles. The Northwest Missouri Model A Club is not legally responsible for any expenses incurred due to accidents or injuries sustained in club sponsored events.					
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)				\$ _____	
<b>Please make checks payable to: NORTHWEST MISSOURI MODEL A FORD CLUB</b>					
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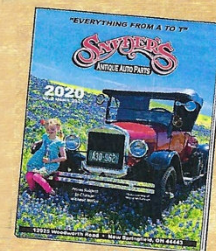
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With your membership you will receive a club membership I.D. card and the *Model "A" News*, our BI-monthly club magazine. In addition, each member is entitled to a free 40 word classified ad in each issue of our international publication, the *Model "A" News* (A good source of parts and information you may need for your car).

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City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

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