

# The ROAD RUNNER



MAFCA Charter

MAFCA "Newsletter of Excellence" 2015, MARC "Award of Excellence" 2015

MARC Region

## Officers

President:	Loura Cook
Vice President:	Bill Matteson
Secretary:	Mary Lou Matteson
Treasurer:	Bob Martin
Activities/Tours :	Doug Scott
Technical	Walt Jones
Concerns/Calling	Etta Ridgeway
Membership/Public Relations:	Liz Blakley
Merchandising:	Amy Lang
Raffle	Glenda Dunlap
Newsletter/Publishing:	Sherry Winkhofer
Webmaster:	Nelson Young
Property:	Terry Richardson
Director:	Terry Richardson
Director:	Bill Skaggs

## Birthdays

Richard Dahms	10/04	Willie Coffman	10/17
Junior Blakley	10/11	Charles Ishmael	10/20
Janice Kunkle	10/12	Bob Hess	10/30

## Anniversaries

Larry & Jeanne Harding	10/10
Willie & Mary Coffman	10/18

## Monthly Meeting

**October 1st, 2018**

6:00 PM dinner available at special price, 7:00 PM meeting  
The American Legion, 92 Hwy & DD, Smithville MO

## Board Meeting

**October 18th, 2018**

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  
**Moved back to Wendy's in Liberty**  
3 Victory Dr, Liberty, MO 64068



## **President's Comments:**

What an exciting year this has been, with more to come! Since the weather has cooled off, it makes it even better "A" travelling. We will be kicking October off with the Dust Bowl Jamboree on September 29th and all the excitement that will create. I don't know about you, but we are rearing to get some driving time in!

Fall foliage will be bursting out in colors for a kaleidoscope view from every road. We will see it when we go to Weston for their parade on October 6th and the drive up to Gary and Rose Smith's for a wiener roast that evening.

The ladies will be going to the Wynbrick Mansion for tea on the 9th, dressed in our finery (and some of us driving our A's for photos). The Lathrop Fall Festival is going to be October 12th, 13th, and 14th. We still have time to pack in more events, so hang on!

November is already filling up with Donna Martin hosting the ladies for another luncheon on November 3rd, and Vets day parade on the 11th in Leavenworth.

I invite everyone to come join us for a fun filled fall!

Loura Cook, President

*If at first you do succeed, try not to look too astonished.*

## **Editor's Comments:**

Can you believe that it's already almost the end of touring season again? It's just too hard to believe that October is almost upon us already! But this is a great time of the year to be in a Model A, with moderate temperatures and beautiful foliage.

I'm looking forward to the upcoming Dust Bowl Jamboree and Poker Run. I've been so busy with my move, I just haven't had much time to get the Old Lady out, so it's time to get her out of the garage and enjoy what time I have left this fall. I hope you are all joining in on the fun this coming weekend too!

And I hope that many of you have chosen to join in on the other side and help out at this event. With every event we go to, someone had to put a lot of work in to make it happen. I always feel good when I have the opportunity to help make that fun happen, and it gives me a sense of satisfaction to be able to put in some sweat equity and give back to the Model A community that I enjoy so much.

Then this winter, I think I need to have some work done on her motor. Not sure if it's time for a full rebuild, but I definitely need some input from some experienced Model A'er about the noises coming from under the hood. But I'd rather have her down time this winter than next spring just when I'm ready to hit the road again. With major repairs, just like with a well running motor, timing is everything!

Happy A'ing

Sherry Wink, Editor

**NORTHWEST MO MODEL A FORD CLUB MEETING**  
**American Legion Hall, Smithville, MO**  
**September 10, 2018 7:00 p.m.**

**Greeter:** Lanell and Nelson Young

**SHOCKING, SAD NEWS THIS EVENING ON THE UNEXPECTED NOTIFICATION OF LIZ BLAKELY PASSING THIS AFTERNOON:**

Our hearts and Prayers offered for her family.

Meeting opened as President Laura Cook, welcomed guest Sherri and Tom Stechmann. After Pledge of Allegiance Bill Matteson introduced Miss Cora Skaggs. This talented eight grader's slight-of-hand card performance captivated her audience as she proved, "the hand can be quicker Than the eye." An interesting "Who Is That?" game was presented by Laura and Sherri Winkinhofer. Lanell Young was the contest winner by identifying the most childhood photos of members.

**Secretary Report: Motion to approve the August 6<sup>th</sup> Minutes** as printed in the September Road Runner, by Sandy Hank, seconded by Nelson Young. Motion Approved.

**Treasurer Report:** Opening Balance \$12,313.18; Income \$120.00; Expenses \$20.52; Ending Balance \$12,414.66. **Motion to accept the Treasurers Report,** by Lyman Ridgeway, seconded by Terry Richardson. Motion passed.

**Old Business:** Nominating committee, Chairman Bill Matteson, Lyman Ridgeway and Terry Richardson, are asking members to volunteer or accept when asked to fill positions on the 2019 board. Bill stressed the importance of a full board for success of our club. Laura thanked everyone for their attendance and help with the August 25<sup>th</sup> Ice Cream Social. She noted Liz Blakely's presence at the event and how happy she appeared. She reminded all of the many years and ways Liz served the Club.

**Memories we all will cherish!**

**New Business:** Bill said committee planning for the December 9<sup>th</sup> Christmas Dinner is well under way. Party details as to price and menu choices will be available with sign up sheet at the October 1 meeting. Tickets will be sold at November 5<sup>th</sup> club meeting. Dues for 2019 may be purchased at the same time. 1930's attire will be encouraged; gathering at 12:30 with dinner at 1:00 p.m.

**Activities:** Doug Scott outlined a busy September/October with many activities planned: September 16 Turney "Get back on Track";

September 29<sup>h</sup> Dust bowl/ Poker Run (volunteers needed for help in several location); October 6 Apple Fest parade at Weston (gather at 21815 Woodruff Rd. or Terry and Peggy Richardson's before parade line up); Oct. 6 Weiner Roast with Gary and Rosemary Smith at their farm; Oct. 9 Ladies lunch, 11:30 a.m., Wynbrick Mansion, 1701 Wynbrick Dr., Liberty; November 3; Ladies Tea, with Bob and Donna Martin, 6968 SE Horseshoe Dr., Holt (period attire at these events, please).

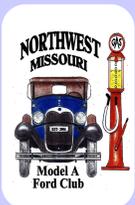
**Concerns/Calling.** Etta sent Get Well card to Charlie Ishmael, Thinking of You to Sue Long, and Thank You to Laura Cook and noted birthdays and anniversaries.

**Newsletter.** Laura presented the Model A Restorer Club "Continuing Excellence" Award to Sherri for another year of great work in producing **The Road Runner**.

**Technical:** Model A work going well with fellows working and keeping their "A's" ready to roll, according to Walt.

**Attendance:** 41 members; 3 guest  
Meeting Adjourned: 7:50 p.m.

Respectfully submitted by Mary Lou Matteson.



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## Activities

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

**October 6th—Weiner Roast at Smith's Farm**  
Details below

**November 27-December 1—National Awards Banquet**  
Tucson Arizona

**October 6th—Applefest Parade—Weston Mo**  
Gather at Terry and Peggy Richardson's, 21815 Woodruff Rd, Weston Missouri at 8:30 ish for coffee and refreshments before parade line  
For more info, contact Terry Richardson (816) 365-0885

**Hold the Date!**  
November 3rd—Ladies Event at the Martin's  
November 11th—Veteran's Day parade  
December 9th—Christmas Party

**October 9th—Luncheon Wynbrick Mansion**  
See below for details

If you are planning on joining in on any of the tours or activities, please sign-up at the meeting or let Doug Scott know in advance at (469) 323-6426  
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!

*Program for October meeting. Speaker will be Richard Swank, board member of the Airline History Museum, at Kansas City Downtown Airport. That's home of the restored "Connie" and other aircraft. Also, Mr. Swank is President of Tamberlane, an Investigations, CounterIntelligence Operations Co. (Yes, he's a "private eye"...interesting!)*

### Don't Forget!

Gary and Rosemary Smith are hosting a Weiner Roast on their farm October 6th; 4:30 until 6:30ish. 32556 East 237th Street, Ridgeway MO, 64481-9192

Please RSVP to 660-824-4207 so they know how many hot dogs to provide. They are furnishing hot dogs, drinks and plates. You can bring a dish to share and your lawn chairs. In case of rain, they will be moving the party to the machine shed!

It's a little bit of a drive but for a lot of fun. And don't forget, Gary and Rosemary drive this far every time they join us for our events. Lets reciprocate and have a great time doing it!

### Wynbrick Mansion— October 9th



Please join us for a delightful luncheon at Wynbrick Mansion, 1701 Wynbrick Drive, Liberty, beginning at 11:30 a.m. Cost will be \$12.00 per person, paid at the event. . There will be a sign-up sheet at the October meeting to help plan numbers of attendees. This will be a great occasion to dress vintage! We'll enjoy a tour of historic Wynbrick following the luncheon.



### *With Sympathy*

*Liz Blakley, long time member and current Board member passed away September 10, 2018.*

*Our thoughts and prayers to Junior, her loving husband, and also to her family.*

*Liz will be missed more than I can say.*



### Sunshine/Concerns (816) 719-9997



Etta Ridgeway is our Sunshine/Concerns lady! If you know anybody in need of a card or phone call, please let her know. And, if you just want to share the news of a happy event, such as a new grandbaby or a wedding, let her know that too!

#### 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 Loura Cook: 816-632-1776  
All Officers: [nwmomodelafordclub@gmail.com](mailto:nwmomodelafordclub@gmail.com)  
Publications: [nwmomodelafordclub@gmail.com](mailto:nwmomodelafordclub@gmail.com)  
816-519-2630

#### Visit [www.nwmomodela.com](http://www.nwmomodela.com) today!

Please email any info, pictures, questions & suggestions to  
[nwmomodelafordclub@gmail.com](mailto:nwmomodelafordclub@gmail.com)



# CHRISTMAS PARTY!

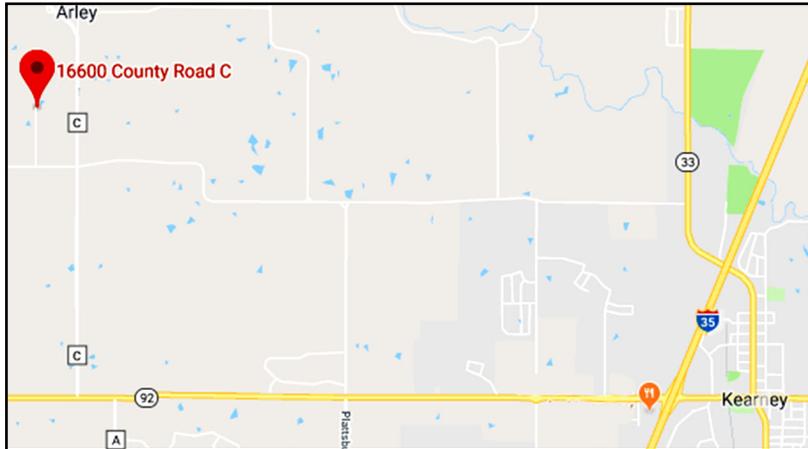
## December 9th

Time to start thinking of getting your reservations in for this fun social event! The dinner will be at a new location at the Arley Barley Barn on State Road C two miles north of Hwy 92; and/or 1/2 mile South of Arley Methodist Church. We will be gathering at 12:30; with the meal served at 1:00 p.m.

Our menu is still being finalized but should include your choice of prime rib or pork loin (selected at time of payment), twice baked potato casserole, green beans, and salad. Dessert will be provided by the Mattesons. Expected cost will be in the area of \$22 to \$25, hopefully this will be finalized by the October meeting.

Please consider wearing your best vintage to show off your Model A spirit! There will be lots of fun, a little bit of business, some great entertainment, and some great food!

*Note: There will not be a gift exchange this year.*



**Highlights  
from the  
September  
meeting  
with the  
Magic of  
Cora  
Skaggs!**



## Model A Mystery Part

### What is it?

Do you know?

For "Bragging Rights", Send an email to

nwmomodelafordclub@gmail.com



Photo courtesy of Mike's A-Fordable Antique Auto

### Last Months' Mystery

#### Part

This is the screw and washer used for the hood latch on a 28-1929.

Did you know?



## Walt's Old Time Tech Tip

Walt Jones, Tech Director

This article was originally published in the Phoenix Model A Club "Action A" January 2017, and was brought to my attention when reprinted in the August 2018 Harbor Aread Model "A" Club from Torrance California.

## Restoring Fuel Level Indicator

By Brian Amato, Traverse City, Michigan

After spending over 80 years inside the gas tank of my 1930 standard coupe, the fuel indicator was looking pretty sad. Paint was missing from the numbers and the overall appearance was dingy and tarnished. I decided to see if I could bring it back to life.

Since the numbers are actually stamped into the indicator, lower than the surrounding surface, I figured I might be able to flow some new paint into the recesses, wait until it dried, and try to rub the paint off the top surface, leaving just the numbers painted. It worked like a champ. Here's what I did.

I gathered up a small artist's brush, a tiny cup, and some fuel proof paint. This is the same model airplane paint recommended to repaint your carburetor. After shaking the paint up for at least a full minute, I squirted some into the small cup.



Getting just a bit of paint on the tip of the brush, I let the paint flow into the recesses of the numbers where they had been chipped or eaten away over the years.

Once the paint had thoroughly dried, I looked around for something to rub the surface with. I decided against a cloth as being too floppy and might actually pull the paint back out of the recesses. I needed something smooth but stiff. A scrap piece of pine, from another project, laying on my work bench caught my eye. A sort of burnishing tool. Perfect!



I rubbed it over the now dried paint and it not only took off the unwanted paint around the numbers but it had a sort of polishing effect on the metal as well.

Whatever the surface of the indicator is plated with, it came right back, shiny as new and the numbers looked terrific (the lovely hands belong to my wife. I'm manning the camera.)

This is going to look great, even behind the old, original bezel.

After cleaning and polishing the inner and outer rings as best I could, my gas gauge is ready to be reinstalled in the fuel tank and give another 80 plus years of service.

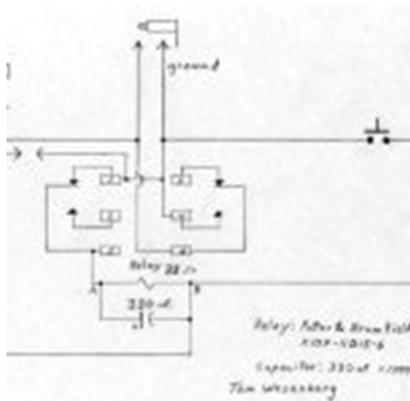


Found On MARC's new web site-The Model A Restorers Club recently updated their web page. If you haven't visited in a while, check it out!

## Coil Tester

By Tom Wesenberg

Here is a coil and condenser tester I made for about \$9. The 6 volt relay is 35 ohms and the capacitor connected to the relay windings is 330 microfarads. This combination makes the relay vibrate at a rate to give the coil the same frequency as a Model A running at 1,000 RPM. The higher the capacitance, the slower the relay will vibrate. If you use a 6 volt relay with a different ohm reading, you'll have to experiment with different capacitance to find the frequency you like for testing the coil. I used an old award plaque found in the trash for the Black Walnut boards used in the tester.



Notice that when a pencil is placed in the spark path a yellow flash is given off on the spark plug side of the pencil lead when the coil is wired with the correct polarity. I am showing a slant pole coil as used on 1928 and 1929 Model A's. In November 1929 the Service Bulletins shows the wiring changed so the driver's side of the coil now is the negative power side terminal and the passenger side terminal will lead to the points, and + ground. To test the later coils I would simply reverse the 2 coil terminal clips. This tester is small and easy to carry to swap meets if you want to test coils before buying them.

### Parts List:

1. Wood — free,
2. Screws — \$.88,
3. .015" x 1/4" x 12" brass strap — \$.84,
4. Relay — \$2.99
5. Capacitor — \$.015,
6. Push button — \$1.29
7. 6 alligator clips — \$1.50,
8. Wire — \$1.00

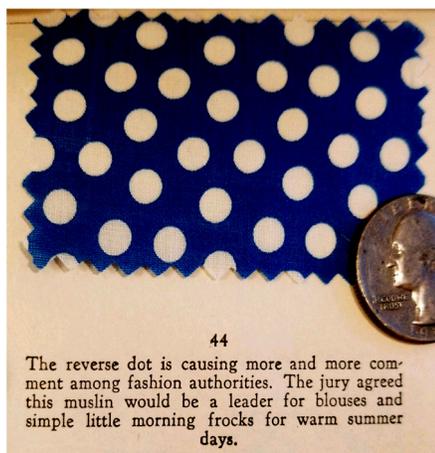
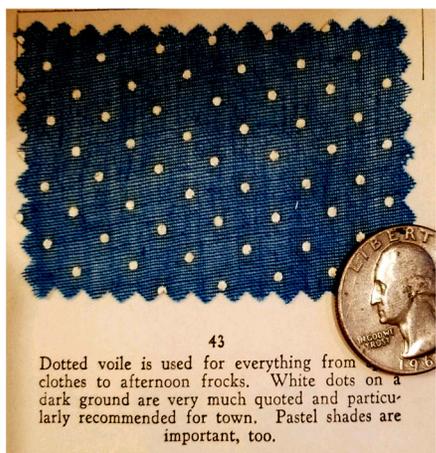
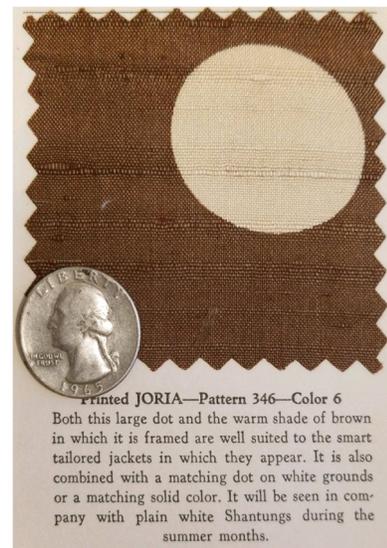
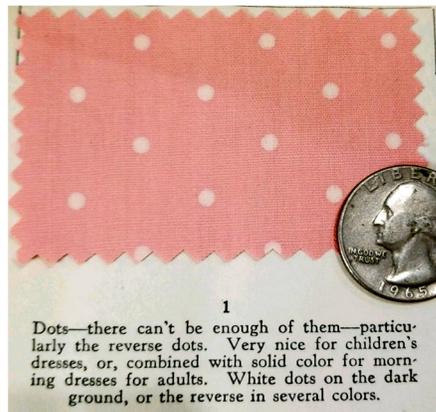


Editor's Note: For portability to test coils at a swap meet and etc. a 6 volt lamp battery should work fine as the power source.

# Going Dotty

By Sherry Wink

Thinking about putting together an Era style ensemble? Consider polka-dots! Polka-dots of all sizes were used in the Model A era. These examples are pictures of actual fabric swatches in some 1930 sample booklets I recently purchased. They were distributed by leading fashion magazines and stores to promote new fashions. Most are cotton from “Types of Fashionable Cotton Fabrics for Summer”, although the brown one is from “Style Trends in Silk Sports Fabrics”. These are described as reverse polka –dots, with the dots in white on a colored background.

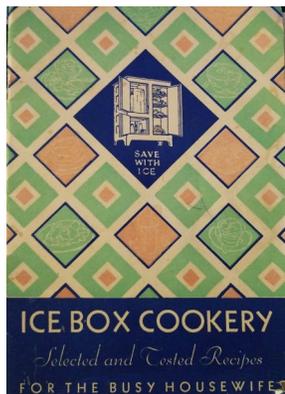


This 1930 cookbook is called “Ice Box Cookery, Selected and Tested Recipes for the Busy Housewife”. And in this case, it actually means an “Ice Box”, not a powered refrigerator (check out that picture on the cover). Inside, it states “Complied by the Home Service division of the Southwestern Ice Manufacturer's Association “Dedicated to the American housewife and presented to her as a token of her ice dealer's appreciation of past patronage and in anticipation of rendering future service”. To me, this is an interesting example of the last gasps of a dying industry.

## Butterscotch Refrigerator Cookies

- 1/2 cup butter
- 1 cup sugar, brown
- 1 egg
- 1/2 tsp vanilla
- 2 cup flour
- 1/2 tsp soda
- 1/2 tsp salt
- 1/2 tsp cream of tartar
- 1/2 cup black walnut meats

Cream butter, add sugar and mix well. Add beaten egg and vanilla. Mix and sift flour, soda, salt, and cream of tartar and add to first mixture with the nuts. Put out on slightly floured board and make into a roll. Wrap in waxed paper, put in refrigerator for at least twelve hours. Then slice in thin slices and bake in a moderate oven until a delicate brown. This recipe makes about sixty thin cookies. The roll of cookie dough can be kept in the refrigerator and cookies baked from it a few at a time when wanted.



## Brands We Still Know

In 1892 Richard Warren Sears founded his second mail order company, again partnering with Alvah C. Roebuck. This company officially became “Sears, Roebuck and Company” in 1893. In 1895 Julius Rosenwald bought out Roebuck's interest, and he reorganized the mail-order business, although Sears continued to write the catalogs. The company grew quickly by selling a range of merchandise at low prices to farms and villages that had no other convenient access to retail outlets. The initiation of rural free delivery (1896) and of parcel post (1913) by the U.S. postal service enabled Sears to send its merchandise to even the most isolated customers.



A 1931 Catalog

In 1924 General Robert E. Wood joined the company and became its guiding genius for the next 30 years. Wood noted that the automobile was making retail outlets in urban centers more accessible to consumers in outlying suburbs and rural areas. To exploit this opportunity, he opened the first Sears retail store (in Chicago) in 1925, and the number of stores increased so rapidly that by 1931 retail sales had topped mail-order sales.

The first Sears Wishbook was issued in 1933.



**For Sale / Wanted** To place an ad send your information to [swinkinhofer@Hotmail.com](mailto: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:** 1930 Model A Ford 5 window coupe, rumble seat, barn find, mechanically restored, parade and show ready \$20,000

**Contact:** Richard Dahms 816-390-8103

**For Sale:** K.R. Wilson engine stand for Model A's. It can be used for Model T's too.

**Contact:** Gary Smith 660-824-4207

(NWMO 09/2018)



**For Sale:** Slick running & looking 1928 Model A Tudor, Brewster Green, Very Good condition. All original with electric turn signals and wipers added. Asking 15,000.

**Contact:** Lee Huett 816-528-4625.

**For Sale:** 1928 Ford Model A Phaeton Right Hand Drive. Andalusite Blue. Closing the Estate. Appraised at \$14,000. Asking \$8,000.

**Contact:** Gene Johnson @ (515) 480-4646. (CIMA 10/2018)

**For Sale:** 1929 Model A 5 window coupe. Asking \$21,000. Offers Considered.

**Contact :**Tim Jones , Sheldon, IA (712) 324-2394 or (712) 348-0181. (CIMA 10/2018)

**For Sale:** 1929 Ford Model A Fordor, Light Brown. \$10,000 or offer.

**Contact:** Laura Jones (515) 835-8883. (CIMA 10/2018)

**MAFCA BOARD OF DIRECTORS MEETING HIGHLIGHTS  
JUNE 29, 2018 RENO, NV**

**National Conventions**

June 21-26, 2020 Kerville, TX, Host: The Alamo A's

2022 – Open

2024 - Open

**National Tours**

October 7-11, 2019 Kanab, Utah, Host: Canyon Land - SIG

June 20-24, 2021 North Conway, NH, Host: Lakes Region Model A Club

2023 Dearborn, MI, Host: Special Interest Group

2025 - Open

**National Awards Banquet**

November 27-30, 2018 Tucson, AZ, Host: Tucson Model A Club

December 2-5, 2019 Claremont, CA, Host: Pomona Valley A's

2020 – Open

2021 - Open

**Policy Changes**

P3S10 – Membership Policy

P3S08-A – National Awards Banquet Agreement

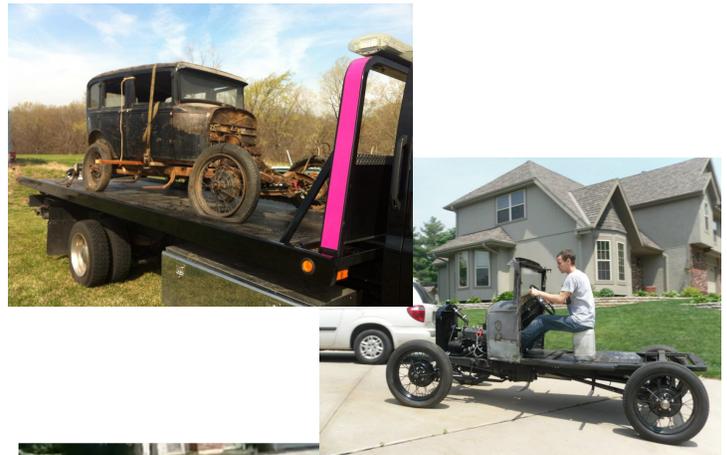
P3S26-A – National Tour Agreement

P3S01-A – National Convention Agreement

Submitted by Kay C. Lee, Secretary July 4, 2018

**Nate's Fordor Progress**

Anyone remember the 1929 Fordor from Wink's Barn that I passed onto a young club member, Nate Spears? It's looking a little different now a days! It's been 3 years, and a little more progress to go, but, wow, look at it now! Proud of this young man! Way to go Nate!!



## Ford's Automatic Spoke Welding Machine

In 1926 Ford was proud to be the sole automotive manufacturer to employ the one-piece steel spoke wheel. It all started years before when Charles J. W. Hayes worked out the details and applied for a patent in September 1920. In 1923, patent 1,467,478 was issued and assigned to the Ford Motor Company by Mr. Hayes. By 1926, Ford was producing the steel spoke wheel at its own plants, and soon contracted the Kelsey-Hayes Company of Romulus, Michigan to supply the additionally needed wheels. Millions of these wheels were produced for both the Model T and the Model A before the tools and equipment, belonging to the Ford Motor Company, were removed to

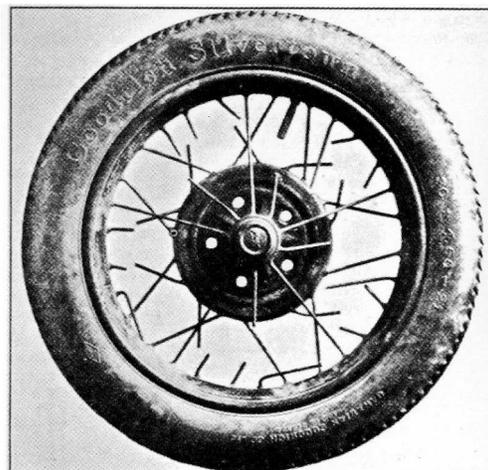
one piece wheel equivalent to the standard wire wheel which required one hundred and ten separate pieces. The strength and weight advantage of the Ford wheel were significant advances. The five Ford wheels weighed thirty-six pounds less than four standard wood wheels and the demountable rim required for the spare tire. The strength of the Ford steel spoke wheel was almost twice that of a wood wheel or the conventional wire wheel.

The drop center rim replaced the split rim which required bolts and clips for assembly. The channeled construction of the rim served as a steel beam to carry the load and it reduced wheel weight. The space allowed by the drop center rim increased the volume of air thus providing increased floatation giving a smoother ride. Ease of changing a flat tire was the greatest advantage of the drop center rim over the split rim, and it also prevented many pinched fingers. The split rim required removal from the wheel for tire changing where-as the drop center rim made it possible to change tires without removing the wheel from the car.

The process of constructing the steel spoke wheel is fascinating. Rims were "rolled" at the Green Island Plant on the Hudson River or the Hamilton, Ohio plant. A strip of band stock was cut to the length of the circumference of the rim. The ends were welded together to form a circle, or "band-rolled." The flash (excess metal deposited in welding) was removed by an air chisel. The shell was then pressed between dies in a ten-ton hydraulic press to form a "bead" along the edges. The recessed drop center was formed be-tween the beads by means of rollers.

Next, a hole was punched for the valve stem and the rim was prick-punched for location of the thirty spokes. The stock from which the spokes were made was unwound from a large spool and each spoke was cold-headed and cupped at each end by automatic machines. The mushrooming cup at each end neatly coincided with the prick-punches in the rim and the hub shell.

Spokes and hubs were welded in at the Hamilton and the Highland Park plants. The rim was placed in an automatic welding machine, with ten of the shorter spokes assembled in a fixture located inside the rim, and each spoke was welded into place one at a time. The welding was accomplished by special tungsten-copper alloy electrodes capable of producing 10,000 welds each. This



*FORD TEST purported to show that even with half the spokes cut away the unique Ford steel spoke wheel was still strong enough to support the car. This was popular showroom demonstration.*

welding technique was developed exclusively as a result of this welding process.

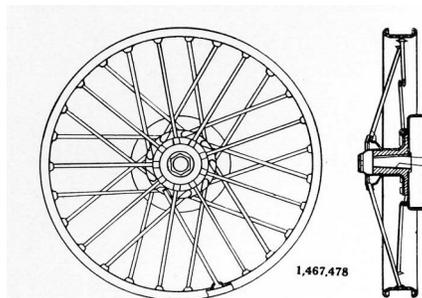
The second group of ten shorter spokes was set at an angle opposite to that of the first group and welded similar to the first. Finally, the rim with its twenty spokes was placed on a bench fixture with the hub and, one at a time, the twenty spokes welded to the hub by two different machines.

The longer ten spokes were welded to the smaller portion of the hub and the rim in a similar manner by other machines. Final bench inspection occurred after the flash was removed by three machines and by hand.

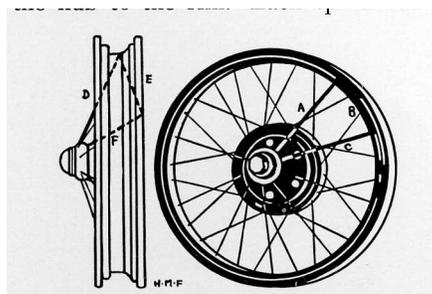
The wheel was washed and dried. Coats of paint were applied with automatic pressure sprays and baked under exhaust hoods. Black wheels received two coats of baked enamel. Colored wheels (number of coats varied from three to four) were progressively dried at 140° Fahrenheit, in 80-foot ovens, between each coat of paint. A rim liner (inner tube flap) was cemented in the well of the drop center rim to protect the inner tube, and the wheel was wrapped for shipping.

Perhaps one of the greatest accomplishments in the manufacture of the Ford steel spoke wheel was the development of the machines for welding the spokes to rim and hub. The history behind one such machine illustrates the unheralded romance that occurred in the days when the automotive industry made its greatest progressive strides.

The machine for welding inner spokes to steel wheel rims was first developed in 1925 to produce an integral weld for the



*Patent 1,467,478 pictured only 27 spokes but principle of its design was first used by Ford for the Model T in 1926 and thereafter in various sixes for Model A and early V8's.*



*TRIANGULAR DESIGN of spokes in two planes, formed by (1) ABC and (2) DEF, provided maximum strength with minimum weight, a truly outstanding feature of Model A unmatched by any other car of the time.*

the Hamilton, Ohio Ford plant when production of this type of wheel was terminated.

A brief description of the steel spoke wheel illustrates the outstanding characteristics which made this simple wheel so inexpensive and serviceable.

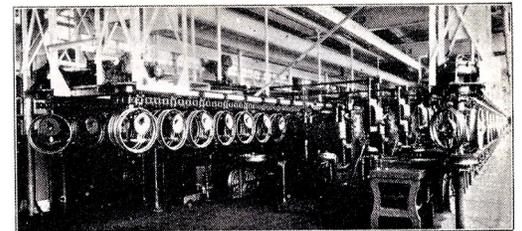
The one piece wheel has thirty steel spokes each one-fourth inch in diameter. These spokes form triangles giving extra strength between hub and rim, connecting both outer and inner edges of the hub to the rim. Each spoke has a tensile strength of 4,000 pounds. The hub, rim, and thirty spokes constituted a

Hayes all-metal wheel assembly. This first machine was a fore-runner of the improved welders that were used later to produce millions of Ford steel spoke wheels. Later models of this machine were exhibited with a display of the automotive industry's finest accomplishments at the World's Fair in Chicago for seven months in 1934 (Century of Progress Exposition).

The ancestor of these machines was the machine that was developed for welding inner spokes to the steel wheel rims. It was developed by a team of men from the Ford Motor Company Tool Drafting Department. With this machine, the team accomplished several firsts on the job and in the industry. The first of these developments was the use of three phase current for welding. The number of welds per minute was increased because the three phase current circuit reached its peak three times as often as the single phase. Also increasing the number of welds possible, the first use of water to cool copper electrodes was introduced. The first use of the unique spoke positioning method (a formed hole in the end of the spoke to register on a prick punch in the rim) created a superior unification of spoke and rim. The

operating sequence of this first machine was novel for 1925. For example, the following paragraph describes the steps required to weld the end of one spoke to the rim. First, a jig used for aligning and positioning of the spokes was assembled, and then positioning of the jig next to the rim took place. This in effect clamped the spokes in place against the rim. Accurate automatic placement of the electrode at the spoke assembly was necessary to that the heat would concentrate on a very small contact area during the welding process. At the same time the other electrode contacted the spoke which was to be welded. Next, correct pressure was applied on the electrodes assuring that the weld of the spoke to the rim was at the prick point, the proper fusion point of the weld. The current was distributed over a relatively large area, a weld area three times the cross section of the quarter inch spoke diameter. This extensive weld area was obtained by the mushroom head of the formed spoke. Welding is a process by which molecular resistance is overcome. Heat created by the resistance as the pulse from the electrode was introduced at the contact point of the prick point and spoke end created the weld. (These first tungsten-

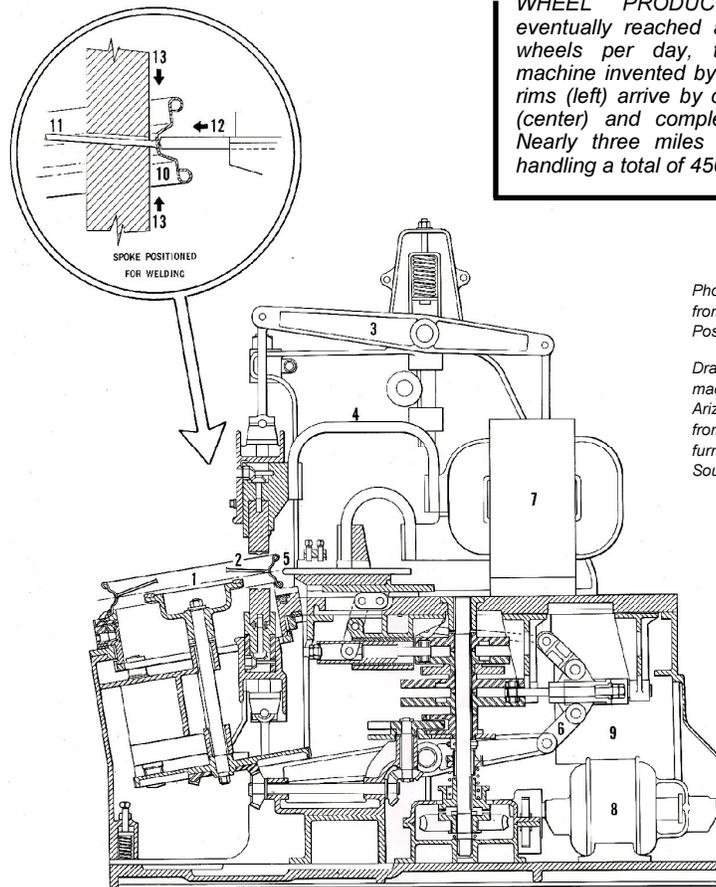
copper alloy electrodes were only capable of producing four hundred welds each.) Approximately 20,000 amps for one tenth of a second produced the desired weld. The spot being welded became red and sparks were discharged. Thus, a high current for a very short time accomplished the weld. The welder was designed to hold this position for about one-half second after the current had been shut off. The clamps were then opened releasing the electrodes. To complete the cycle the automatic index fixture moved to the position of the next weld. The time required for the sixty welds in a wheel was less than three minutes once the first set of production welders was functional. After this first welder was operative, only time was necessary to develop more effective machinery to better utilize the theory established by the first welder.



*WHEEL PRODUCTION at Hamilton plant eventually reached a peak of more than 25,000 wheels per day, thank to ingenious welding machine invented by Ford engineers. Here empty rims (left) arrive by conveyor at welding machines (center) and completed wheels depart at right. Nearly three miles of conveyors were required, handling a total of 450 tons of material daily.*

**MACHINE SECTIONAL VIEW:**

- 1—Wheel rim positioned for spoke welding (part of jig fixture omitted for clarity).
- 2-Spoke positioned to rim, ready for welding.
- 3-Electrode clamping assembly regulated by toggle apparatus, and
- 4- flexible lead (a laminated conductor).
- 5-Tip of welding electrode.
- 6-Portion of toggle apparatus for extending and retracting welding electrode; operated by foot pedal.
- 7-Coil Housing.
- 8-Motor.
- 9-Starter box. INSET VIEW:
- 10-Wheel rim.
- 11-Spoke located on rim by mating prick punch on mushroomed end to prick point on rim.
- 12-Electrode extended into dimple on rim.
- 13-Electrode clamping devices (above and below spoke) at moment of weld. Arrows indicate movement of electrode (horizontal) and electrode clamps (vertical) to grip spoke and rim for welding process.



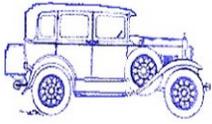
*Photo of Hamilton wheel production from the book Matchless Model A by Post Publications, Arcadia, Cal.*

*Drawing of Ford's spoke welder was made by Art Edwardson of Phoenix, Arizona, the Restorer staff illustrator, from a set of original blueprints furnished by Anton John Kasak of South Bend, Indiana*

*The above article is from the May-June 1968 Restorer and is part of an 18 page feature which included information about manufacturing, marketing, and restoring Model A wheels.*

*This article and much, much more is part of the information found on the MAFCA Flash Drive of "The First 50 Years of the Restorer". This device includes 300 issues, from Volume One, Issue One [May / June 1956] through Volume Fifty, Issue Six [March / April 2006]. If you don't have the old magazines or space to save them, you can get all that info on this little drive. It's a little pricey at \$85 plus shipping, but the technical information to be found is priceless! Find it at MAFCA.com.*





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While most of us realize the importance of retirement planning, sadly, it is something that many of us do not take seriously. Recent studies have shown that one in three Americans have no retirement saving and an additional 23% have less than \$10,000 in retirement savings. Only 53% of working Americans are covered by a retirement plan at work; 23% are covered by a pension and 40% have access to a retirement savings plan, such as a 401k. However, out of those 40%, only 44% actually take advantage of their retirement savings plan. The 47% of Americans not covered by a retirement plan at work have to take accountability of their retirement savings and, according to the studies, many simply do not.

Some people may simply think that they will live comfortably off their social security. Well, if you can maintain your lifestyle on the approximate 40% of their income that social security will likely replace, then you are correct! Frankly, I don't think many can. Plus, it is expected that without legislation, the Social Security Trust Fund will run out of money in 2034. At that time, benefits will have to be paid by the taxes paid by people in the workforce. With 10,000 baby boomers retiring per day, it is projected that these taxes will only support 79% of the benefits being paid. Which will lead to either reduced benefits, or more likely in my opinion, higher payroll taxes for employers and employees.

People often decide that they are going to draw social security as soon as they can, at 62. This is a decision not to be taken lightly. It first reduces your full retirement benefit by 26.67% for the rest of your life. It also reduces the amount your spouse can receive; if you hold off drawing social security until full retirement age (67 for those born in 1960 or later), the lower earning spouse is entitled to at least half of the benefit of the higher-earning spouse. Secondly, it limits the amount of additional income you can make to \$17,040 until you reach full retirement age. If you exceed that amount, \$1 of your social security benefit is taken away for every \$3 above the limit. It is quite likely that if you elect early retirement, you are quite likely exiting the work force in your peak earning years, potentially hindering your ability to live your retirement years in the lifestyle you would like.

A key consideration on whether to draw your social security early is your honest assessment of your longevity. The break-even on whether to draw social security at 62 vs. your full retirement age is approximately 17 years, or at 79. If you wait to draw social security until 70, the break-even is approximately 82. Let's use an example of a person eligible for \$25,000 of social security at 62. If he/she waits until full retirement age of 67, that benefit would be \$35,766 and at 70 it would be \$43,720 or a difference of \$18,720 a year. In addition, your spouse would receive half of that benefit if hers/his calculated benefit is less than that. Also, keep in mind that the surviving spouse bumps up to the decedent spouse's benefit if it is higher.

The decision on when to begin drawing on social security is a personal one, yet one of the most important decisions you will make in your retirement planning. While the government has tightened some loopholes on strategies to maximize your benefit. If you would like to discuss your specific situation, please feel free to contact me at 816-746-0080 for a complimentary consultation.

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