



The ROAD RUNNER



MAFCA Chapter

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

MARC Region

Officers

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Vice President:	Larry Harding
Secretary:	Jody Layne
Treasurer:	David Silvers
Activities/Tours :	Steve Talley & Loura Cook-Talley
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Concerns/Calling	Lanell Young
Membership/Public Relations:	Mary Lou Matteson
Merchandising:	Bill Matteson
Raffle	Volunteer Needed!
Newsletter/Webmaster:	Sherry Winkinhofer
Property:	Lonie Hank
Director:	John Harmon
Director:	Bill Skaggs

Birthdays

Sandy Skaggs	08/01	Liz Miller	08/14
Nelson Young	08/06	Brenda Baxter	08/15
Terry Richardson	08/07	Bill Auch	08/19
Sandi Shaw	08/07	Eddie Griggs	08/19
Levi Kelly	08/08	Darla Hoskins	08/20
Etta Ridgeway	08/09	Rebekah Canales	08/24
Sandy Hank	08/10	Mary Lou Matteson	08/31

Anniversaries

Kenan & Rebekah Canales	08/02
Nelson & Lanell Young	08/04
Ken & Julie Buell	08/09
Ray & Linda Thompson	08/13
John & Janice Harmon	08/20

Monthly Meeting

August 2nd meeting!

Board Meeting

August 19, 2021

**The 3rd Thursday of each month,
7:00 PM, Woodneath Library Center**

*** 8900 NE Flintlock Rd, Kansas City, MO 64157**

Technical Meeting & Breakfast Club-KC

Big Biscuit in Liberty

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

Technical Meeting & Breakfast Club-St Joe

Every Monday 8:00-10:00 AM
Hy-Vee 201 North Belt Highway, St. Joseph

Ice Cream & Socializing

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

President's Comments:

Have you ever been on a long journey that you wonder when it would end? I sometimes think of those summer vacations with the family that felt like that. I remember a trip to Yellowstone, driving late at night trying to find a motel room. Finally rolling into Jackson, Wyoming at 2:00 am, tired and ready for sleep. Talk about a never ending drive! About the same thing happened coming back from Canada one year. Every place was booked and we finally ended up in Minneapolis at close to 3:00 am. Now, I know you are wondering where this is going, right? My Model A journey started in the late 80s with my grandfather's 30 coupe. Tearing it down to a basket case of parts and thinking I had a firm grip on the travel plans and how it would end up. But raising kids, summer events, and school activities got in the way somehow. Eventually, losing a place to work on it, the coupe got put in storage, and I tinkered when and where I could. Let me admit, body work is not my thing! I had the chassis rolling and ready, and now, due to time, that had to be redone when work resume. But finally, at last, the body is in primer and ready for painting!

There is still a lot of work to be done, but I am looking forward to the possibility that next summer, I'll reach the end of this particular journey! I'll be able to brag on having the same as a new Model A Ford!

Of course, that won't be the end of my Model A journey, just this particular part of it. There is plenty of new roads to explore with this "new" vehicle finally getting back on the road!

Happy A'ing!

Junior Blakley, President

Never regret anything that made you smile

Editor's Comments:

I don't know about you, but it's been a busy month or two! Somehow, all my writing tasks seem to coalesce into a time frame of month! The Road Runner had to be written (monthly), A-World, the MAFCA newsletter for the youth, had to be done by the end of June, my annual article for the MAFCA Fashion committee was due the middle of June, and the next article for the Restorer (bi-monthly) was due by the 15th of June. A lot researching and writing in a short time frame! But, not too many complaints out of me. It's all volunteer work, and every time I research a new article, I learn that much more.

It's always fascinating, and the hardest thing is staying on subject, and not following all those rabbit holes of other subjects that keep tempting me away!

The rest of this month, I'll be working on my newest venture, a seminar at the MAFFI Model A museum in Michigan! I'm planning on using my collection of Model A era fabric swatches, pair them up with patterns from the Pattern Project, and throw in a few original era clothes loaned by a friend, and make an interesting event from all this. I'm hoping I can put something together to justify their trust in asking me as one of the newer faces in the MAFCA fashion scene. Wish me luck!

Happy A'ing

Sherry Wink, Editor

NORTHWEST MO. MODEL A FORD CLUB MEETING

American Legion Hall Smithville, Mo.

July 5, 2021

Junior Blakley called the meeting to order at 7:00pm with the pledge of allegiance.

VICE PRESIDENT - Larry Harding introduced the program for July with a game called "LEFT 2 RIGHT", It was fun listening to Larry read a play written by himself & Jeanne about our club outing. The end results were that everyone won a cash prize. It was an enjoyable program.

Junior opened the meeting with a discussion on the 2021 budget. Larry Harding presented it at the meeting and the 2021 budget was approved as written.

SECRETARY – Jody Layne asked for any corrections/changes to the minutes that were posted in the newsletter. With no changes, a motion for approval was made by John Layne and seconded by Larry Harding. Minutes were approved.

TREASURY - Dave Silvers reported a starting balance of \$13,222.40. Checking balance \$3,197.53, savings balance \$10,024.87. Income \$78.00, expenses \$50.00. Ending balance checking \$3,225.53, savings \$10,025.08. Motion made by Nelson Young to approve report as read, which was seconded by Jody Layne. A copy of the report is available upon request.

ACTIVITIES - Laura Cook advised there are many events planned and sign-up sheets are available. Please consider participating in these activities. It takes lots of work and planning to make these events successful, and active participation makes it all worthwhile. And these events are what help keep our club fun! We are go'ers and do'ers. Please check the newsletter and club calendar (nwmomodela.com) for all dates and times don't miss out! Just get out, in a car of any kind, and join in on the fun!

Please join the club next month at the regular meeting on August 2nd for our rescheduled annual fundraiser. Our Silent Auction is our only fundraising event, and help pay for the club expenses during the year. It's always a fun and exciting night to see who out-bids-who for the best treasures! Laura is working on a Model A quilt again this year, don't miss out!

TECHNICAL - No report given.

CONCERNS - Lanell reported she sent out birthday cards & well wishes. Bill Skaggs is home recuperating from the blood clots, Jody reported that Lyman and Etta Ridgeway were recovering nicely and staying out of the public for a while, both of who are truly missed.

Raul Salmon's mother passed on July 3rd and Dean Weller, a local car legend, passed away July 2nd. Our hearts go out to them and their families.

MEMBERSHIP – Mary Lou reported there were 32 members present and 60 paid memberships.

MERCHANDISE - If you haven't got your "OFFICIAL" club shirt or name tag, Bill Matteson is your go-to person. You're going to feel left out when we have a meeting or EVENT where club attire will be rewarded. So don't be left out of the fun and excitement of representing your club.

PROPERTY - No report given.

RAFFLE - This position is still vacant. Please consider helping out with this position. The 50/50 raffle this month took in \$122.00, with Tony Flieg taking home \$61.00. The door prize winner was Jeanne Harding, with the door prize donated by Laura Cook.

Motion to adjourn was made by Jody Layne and seconded by Pat Lawlor

Meeting adjourned at 8:01pm

MAFFI Newsletter Minute-July 2021

The Model A Ford Foundation Model A Day 2021 is fast approaching-September 18th ! Every year in conjunction with Model A Day, MAFFI has a Swap Meet on Saturday and MAFFI has a booth with all the proceeds go to the foundation. If you are driving to the event this year, and your club would like to donate a Model A part for our booth, please contact Greg Fish (fish_49202@yahoo.com) and let him know. This year's Swap Meet is looking to be one of our biggest and best yet! The old saying goes, "Many hands make light work" and nothing could be truer than at Model A Day. We could use a few volunteers to help at several areas throughout the day on Friday and Saturday. It could be something as simple as selling tickets for a seminar, working a shift at the front gate, helping park cars and so many more. Any questions regarding the Swap Meet or for volunteers, contact: Mark Maron (markmaron@gmail.com)

Stay tuned for next month when we will be able to announce the many seminars that will be available for you to attend. The Trustees are looking forward to meeting each and every one of you this year and are proud to showcase our beautiful museum with our First Responder's Display. Marsha Quesnel, MAFFI Trustee clubcontact@maffi.org

Note from Sherry Wink: I'm more than excited to have been asked to present a fashion seminar at the MAFFI museum for Model A Day! I'm hoping to have the class finished in time to present it to our club at the September meeting as a trial run. I will be driving up to the museum, so if anyone wants to donate something to the swap meet and have me take it, let me know!



Activities

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

August 2nd—Annual Silent Auction At the regular meeting!

August 12th—Ladies Luncheon

Cascone's 3737 N.. Oak Trafficway, Kansas City, MO
Meet at 11:30

August 14th—Flower Farm Day

Homeplace Fields Farm, 6940 Cook Rd, Saint Joseph, MO
Final details are being worked out

See page 5 for more info, sign up sheet at August meeting or
call Loura at (816) 632-1776

August 22nd-57th Annual Steam Engine Show

Hamilton, MO
See page 5 for more info

September 10-12: Tour to Nebraska City

See Page 5 for more info

Save the Dates!

October 2nd—Smith's Weiner Roast
December 12th—Christmas Party (Note change of date)

If you are planning on joining in on any of the tours or activities, please sign-up at the meeting and include your phone number. You can contact Steve or Laura at (816) 632-1776 Home, Steve (405) 922-6989 cell or Loura (816) 724-3235 cell. That way if an event has to be canceled or has a location or the schedule changed, they will do their best to make sure you are notified!

AUGUST MEETING IS THE SILENT AUCTION!

The annual Bill Auch Silent Auction was rescheduled for the August membership meeting. Now is the time to start looking over your stuff for a few things to donate! Remember, this is the club's only fundraiser and its success depends on you! Plus, it's always a fun time!

Road Construction continues on 92 Highway

MODOT reports that the current phase should be completed by August, but doesn't have details as to the next step. Please continue to plan a little extra time to reach the American Legion, and watch for detour signs. I'm fairly confident you will continue to be able to reach the Legion via DD highway.



Sunshine/Concerns



Lanell Young is our new Sunshine/Concerns lady! If you know anybody in need of a card or phone call, please let Lanell know at (816) 519-3936 or lanellson2@gmail.com

Next Meeting—Silent Auction!

The annual Silent Auction is coming up at the August meeting (delayed due to Covid-19 restrictions!) This is the **only** fundraiser our club does. Yes, our treasury is healthy, with adequate money, but as last year proved, it's good to have a reserve for those rainy days! This fundraiser is such an easy event, and its success depends on you! Time to bring those goodies to donate! Dig deep in those garages and closets and find all that great stuff you really aren't using any more. And of course, a little extra money to buy all those treasures you'll be sure to find!

Remember: whatever you bring to sell is a donation to the club, with the sale price going to the club. Baked goods, car part (Model A), fashion items, all are good bets for a fun sale.

You can put a minimum price on an item, and if it doesn't sell, you take it home again.

All bids will be in increments of \$1.00. Cash or checks accepted! Come ready to bid!!

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: nwmomodelaclub@gmail.com
Publications: nwmomodelaclub@gmail.com
816-519-2630

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

Visit www.nwmomodela.com today!

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

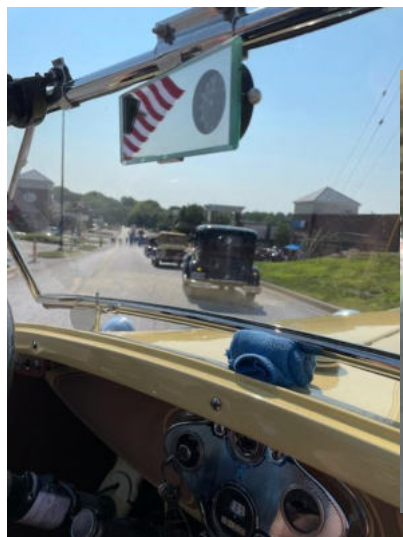
NWMO Model A Ford Club
PO Box 34
Liberty MO 64069

Or email:

nwmomodelaclub@gmail.com

Parkville Parade Independence Day 2021

Pictures submitted by Jody Layne and Jeanie Harding



Smithville American Legion Missouri Bicentennial celebration July 17th

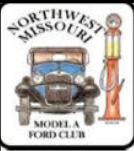
Pictures from Loura Cook and Jody Layne



It was a great turnout for this epic celebration. Eight cars from the club showed up to participate and enjoy the events at the American Legion. Jody enjoyed taking a picture of her Camelot with a camel! Loura noted that in the lineup, all but a couple of the 'A's' were green!

Those that partook of the breakfast said it was great, and sounds like the day was a great success!





Nebraska 3-Day Fall Tour September 10, 11, & 12th

Sign up now! Hotel Space on the riverboat is going fast!

Our driving routes will take us through several special areas including a portion of the "Glacial Hills Scenic Byway" through Kansas. A stop at Indian Cave State Park is also an amazing highlight! Visit some great museum and some great photo ops!

For more details or to sign up- contact Sherry at 816-519-2630 or Jody at 816-225-76805



Enjoy a Dinner Cruise on the Spirit of Brownville



River Inn Resort—a floating hotel!



Kregel Windmill Factory Museum



Indian Cave State Park and Scenic Drive



Brownville NE Photo Ops



Nebraska City Museum of Firefighting



Julian NE 1928 Restored Gas Station

Northwest Missouri Steam & Gas Engine Association



2020 Featured Steam Engine

MINNEAPOLIS

57th Annual Show



2020 Featured Tractor Line

Friday 21st

8 am. Tractor Cruise sign in, Start 9 am.
8 pm. bonfire and area musicians

Saturday 22nd

10 am. Antique & Classic Tractor Pull
10:30 am. Kiddie Tractor Pull and Games
1:00 pm. Horseshoe Pitching
2:00 pm. Parade of Power
8:00 pm. Stanley Steamer Band

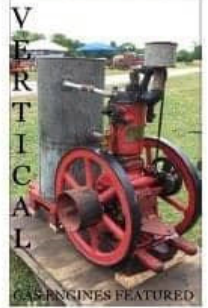
Sunday 23rd

9:00 am. Community Church Service

Flea market, threshing, sawmills, blacksmith, working draft horses & mules, and historical equipment in operation throughout all days.

Admission \$5 per day or \$10 weekend button
Information : Kendall Morgan (816)284-2646, Bob Blades (816)390-0199, Tractor Pull; Steve Heldenbrand (816)724-1166, Tractor Cruise; Kelly & Tammy Kipp (816)509-0289, Gas Engines; George Blades (816)284-5472.
Highway 13 to CC Highway, go west 1 mile, 834 NW Osage Dr.
All current State and county Covid 19 restrictions will apply.

**August 21-23 ~ 2020
Hamilton, MO**



GAS ENGINES FEATURED

Flower Farm day at Homeplace Fields August 14th

6940 Cook Road, Saint Joseph, MO 64507

Outdoor event, live music, local artisans 11:00-4:00 pm

Join us to travel to Homeplace Fields for Flower Farm Day! There will be food, live music, local artists set up, cut and build your own bouquets, ask a farmer presentations, a corn sensory bin...and MORE!

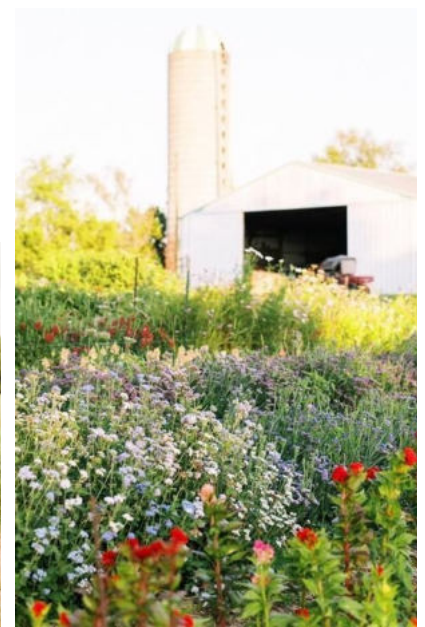
Music from noon-2pm.

Bubba's BBQ and Kona Ice of St. Joseph will be on site.

Our club has been invited to arrive early, with parking on-site being provided. Normal public parking is on the road, this saves walking!

Final departure plans are being work out, please sign-up at the August meeting or call Loura at (816) 632-1776 to insure you're on the list for the final info!

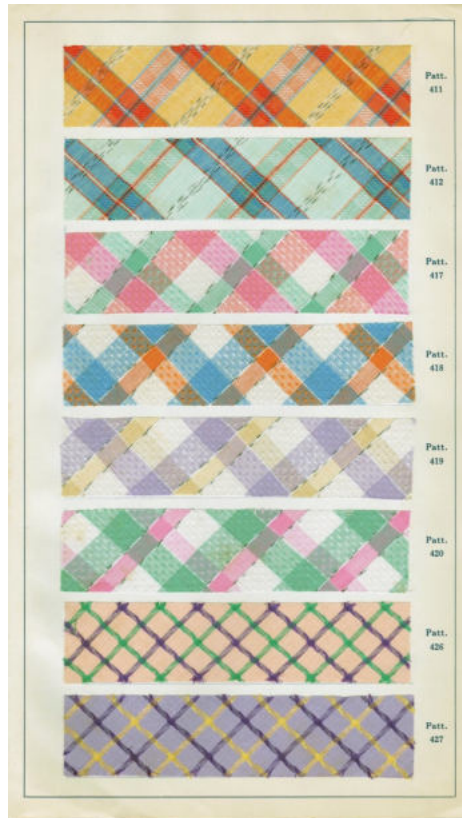
This is a new tour adventure for the club, please come join in the fun!



Color and the Model A Era

By Sherry Wink

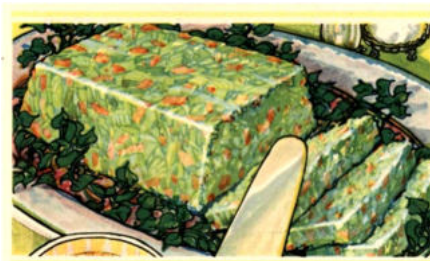
The Model A era was not a time of drab and dull fashions. We think it that way for many reasons. The black and white photos obviously can't reveal the actual hues of the cloths. Clothing that has survived has often faded with time. Movies and TV show often use color, or the lack thereof to set the scene. Many of these stories are invoking the Depression and so are intentionally dreary. Even catalog of the times have faded somewhat, as they were printed on cheap paper that darkens overtime. . But enough resources survive to show us another side of these years of fashion. Included here are a few fabric swatch pages from J.C. Penny's, dated 1928. These are actual fabric pieces, used to order your fabric from the counter at the store. As you can see, these colors are anything but drab!



This recipe is from a 1931 Jell-O recipe book titled "*Thrifty Jell-O Recipes to Brighten Your Menus*." There are some, well, let's just say *interesting* recipes in this book. Lime was a new flavor for Jell-O-O, becoming available in 1930, so this recipe book had quite a few ideas for using that new flavor! Here's one!

Ham and Celery Loaf

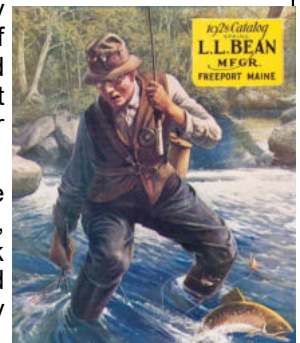
- 1 pkg Lime Jell-O
- 1 cup cooked ham, finely chopped
- 1 3/4 cups boiling water
- 1 1/2 cups celery, finely chopped
- 1/4 cup vinegar
- 1 Tbsp. onion, finely chopped
- 1/2 tsp salt
- 2 sweet pickles, finely chopped



Dissolve Jell-O in boiling water. Add vinegar and salt. Chill. When slightly thickened, fold in ham, celery, onion, and pickles. Turn into loaf pan. Chill until firm. Unmold. Garnish with crisp water cress. Serves 10.

Brands We Still Know By Sherry Wink

Leon Leonwood Bean was a hunter and fisherman in Freeport Maine. In the early 1910s, he developed a type of waterproof hunting boot he called the Maine Hunting Shoe. This boot had leather uppers and rubber bottoms.



After some trial and error, he started marketing the boots, offering a 100% money back guarantee. His first 100 boots had a 90% return rate, but he stood by his refund policy.

Working diligently, Leon eventually perfected the boots, and set up a shop in his brother's basement to continue marketing them. He founded the L.L. Bean Company in 1912. His 100% refund guarantee was a large part of his success.

By 1917, he built his own building, and in 1918, he patented the successful design to protect it from copycats.. He continued to add new products and innovations to his catalog, and the company continued to grow. By 1946, the company was selling over a million dollars of product annually.

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

The description calls this "special rivets" which hold distributor clamps to the distributor.

Did you know?



Photo courtesy of Mike's A-
Fordable
Antique Auto

Walt's Old Time Tech Tip

As found in The Reflector, Palomar A's newsletter

Walt Jones, Tech Director

Distributor failure Tips

by Brian Treserdern

On any long club tour, sooner or later one of the Model A's will pull over to the side of the road and up will come the hood. The first component to be attached is the distributor and it is probably the most likely source of the problem. For this reason it makes sense to carry a spare distributor with you that has been rebuilt with the points already set, and most important, tested on the same running car. It is a lot easier to swap out the distributor than to be standing along side the road fooling around trying to determine what's wrong with it and to attempt to change out numerous parts- You do not have to reset the timing as long as you do not disturb the cam screw and you are installing it in the same car it was tested on.

Distributor Failure: The three most likely things that tend to go wrong with a distributor are (1) the condenser failing, (2) the lower plate wire breaking or shorting, or (3) the points gap closing up.

The points: The point gap should be the first thing to check and they can be easily set without changing the distributor. Points tend to close up as the rubbing block wears. This is especially true on a new set of points. The points will close up considerably during the first 100 miles, until a glaze is worn into the rubbing block. So if you just installed new points before starting out on the big tour, be prepared to have to reset them sometime soon. After that you only need to reset them at about 1000-mile intervals. Points are set at .018 to .022, so be sure to carry a set of feeler gauges with you.

Henry's Wayward Wire: the wire that connects the upper and lower distributor plates together is also prone to break and/or short out. The arrangement wasn't one of Henry's better ideas. The wire is supposed to be a very flexible, 80-strand wire to be able to better withstand its constant movement imposed by the driver's use of the spark advance lever. Most distributors by now do not have the proper wire installed, and even with the proper wire, they will still eventually break due to the constant flexing. Be wary of the "modern" lower plates being offered by most suppliers. They will eventually fail (after about 1,000 miles) because of the constant sparking and erosion of the contacting parts. The correct 80-strand wire is really the only best solution.

The Condenser: The condenser is usually the first thing everyone wants to replace. I have seen countless numbers of them replace over the years, but have only seen one that actually failed. Many years ago era condensers were susceptible to failure due to heat, and in the present day due to inherent poor quality. The condenser is located in the close proximity to the exhaust manifolds where it is extremely hot under normal conditions. If your engine becomes overheated due to high ambient temperatures and/or running out of water, or driving around with the spark handle all the way up, you could do damage to the condenser. The poor quality of many condensers on the market is the bigger problem though. Look at the end of the condenser where the strap is attached. If it has a 1/4 round circle and is soldered on to the base of the condenser, don't use it. Temperatures can get high enough to melt the solder. Look for a condenser that has the strap tack welded on, they will have three small dots on the strap where it attaches to the base of the condenser. These are the better quality condensers.



Shock Absorber Adjustment

By MURRAY FAHNESTOCK

To adjust shock absorbers to the weather, type of use, and desires of individual car owner, put 30 pounds of air in tires. Then place car on hoist and examine springs for lack of proper lubrication. Lubricate springs with M-4628 special lubricant, which acts as a polishing agent on spring surfaces, in addition to being lubricant and is an extremely important factor in the quality of the ride. Examine spring shackles for indications of excessive wear, or of the stud rubbing on the shackle link.

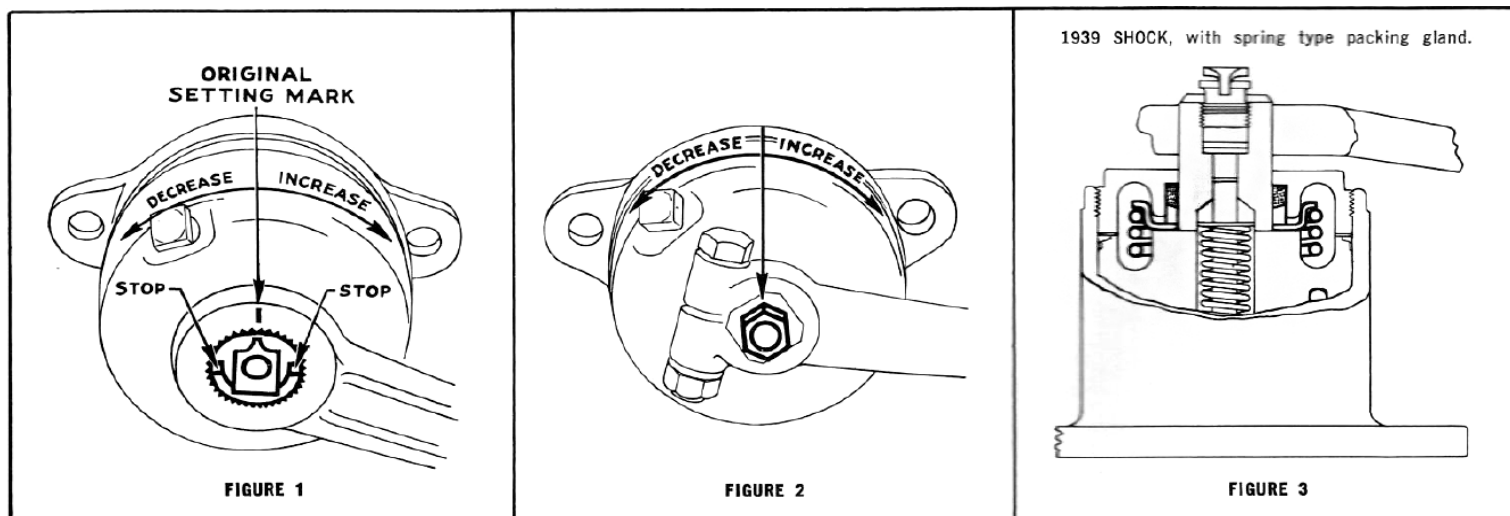
Check the level of fluid in shock absorber for, if allowed to become too low, there is a chance of air being drawn into working chamber, destroying resistance and efficiency. Be sure to clean around filler plug before removing it from absorber reservoir as otherwise dirt may drop in and later plug the small air vents that normally exhaust all air from the working chamber. Examine absorber for indications of leakage where shaft comes out of the shock absorber body. On shock absorbers equipped with an adjustable packing gland, turn the packing gland in until it is tight.

Several types of shock absorber adjusting screws have been used, as shown in Figures 1 and 2. On shock absorbers having a pointer on the adjusting screw head, as shown in Figure 1, observe the position of the pointer of all four shock absorbers with relation to the chisel mark on the arm which designates the original setting. If the pointer is to the right of the mark at some wheels and to the left of the mark at other wheels, it is a good plan to reset all four shock absorbers to the original settings; that is, with the pointer exactly at the original setting marks, if the temperature is above freezing. If, on the other hand, temperatures below freezing are anticipated, set the pointer 1/16-inch counter-clockwise from the original setting mark. Hexagonal head on adjusting screw. On such shock absorbers, as shown in Figure 2, turn adjustment in, until the needle seats. The average summer adjustment for this type of shock absorber is to then turn the rear shock absorber adjustment counter-clockwise 1/4 turn and the front shock absorbers 3/8 turn. The average cold weather adjustment is to back off the rear shock absorbers 5/8 turn and the front 3/4 turn.

All these adjustments are only approximate as those who drive at high speeds over rough roads require greater shock resistance than those who drive at moderate speeds over paved roads. Since a slight movement of the adjustment screw has considerable effect, if the pointer is on head of the adjusting screw, as shown in Figure 1; then adjust not more than 1/32-inch at a time between trials on the road. Adjusting screws having the pointer, as shown in Figure 1, should never be turned more than 1/32-inch, without trying the car on the road.

The Houdaille shock absorber operates on the principal of hydraulic resistance, as the fluid is forced from one chamber to the other through a tiny opening. It is important that the proper fluid be used and that the fluid be kept clean. When sand or dirt gets into the reservoir, it may clog the vents and render shock absorber inoperative. So, when replenishing the fluid, be sure to remove all dirt from around the filler plug before removing the plug. While the basic principle of all Houdaille shock absorbers is the same, several changes in valve characteristics and in packing design were made between those used on the Model A Ford and later V-8 Fords of before World War II.

During 1939, production of the screw type packing gland was discontinued and was replaced by an automatic spring type packing gland to require less attention. But as some of these 1939 shocks may now be installed on Model A Fords, we have shown a diagram of this type as a point of reference. In many instances, leakage of shock absorber fluid is due to the level of the fluid being too high. When shock absorbers are filled, while they are still on the car, sufficient time should be allowed for the surplus fluid to run out, before the filler plug is inserted. This is extremely important, as the correct functioning of the shock absorber depends on the reservoir having the correct "air space" to absorb the excessive pressure which otherwise would force the fluid out of the shock absorber through the packing. When filling a shock absorber "off the car" it is important that the shock absorber be held in the same position it would be held if mounted on the car, so the surplus fluid will be permitted to run off •



Paying tribute to America's Sweetheart

by Bob Hess
Kansas City, Missouri

The Model A Ford has long been affectionately known as "America's Sweetheart." This is the key design theme hobbyist Dean Weller of DeSoto, Kansas had in mind when he designed and built this unique, one-of-a-kind vehicle using his own 1930 DeLuxe Roadster for proper measurements. Literally hundreds of individual pieces of 1/4 inch cold rolled steel rod were cut and painstakingly hand formed and welded together in a blend of scrolls, ovals and hearts to form this intricate see through design, "To pay tribute to Henry Ford and his own creation," says Weller.

A novice at wrought iron ornamentation, Weller did it the hard way. He tells of creating this Cinderella-like body by hand bending the rod cold with only the help of a vice. He tells of measuring and carefully calculating measurements from a home-made sub-frame to the exacting curves on the body to fit the LeBaron Bonney top. Modification to the original door hinges, door handles and door stops were custom designed and built of heavier materials to accommodate the additional weight. The hood hinge, handles and latches were designed to give proper function.

Over 1,000 hours of labor were spent on the wrought iron and metal work for the body. Properly and completely functional, the 1930 running gear and fenders are black enamel. The engine, flywheel housing and transmission are Ford Green and clearly visible through the hood. The wheels are cream, complete with matching pinstripe. Interior upholstery is correct piped black-brown and LeBaron Bonney top. Tires are Firestone whitewalls. Only the wrought iron see-through body is painted white to contrast with the darker interior. Beyond the elegance of the wrought iron body, the rest of the car is Henry original. The words, "America's Sweetheart - the Model A Ford" are scrolled in metal on the rumble seat lid and on each side of the hood.

Each year Dean Weller restores another Model A. His average time is six months. This undertaking took nine. Weller says that this project was without doubt his most difficult and complex. He says, "In spite of the labor involved, it was so exciting to do that I could hardly wait to get to work in the morning and I could hardly break away at night. Usually I worked 10 hours each day, six days a week."

As we enter the next millennium, it's Weller's hope that this vehicle will inspire, motivate and encourage future generations to appreciate the Model A Ford and to celebrate the impact it has made on the world's cultures. He also hopes it will someday find its destiny in a fitting museum, preserved and on permanent display . . . perhaps the birthplace of the Model A Ford.

Weller resides in DeSoto, Kansas, about 20 miles west of Kansas City. He spends his time in an old Ford dealership building which was built in 1919 which has been his "playhouse" since retiring in 1978. The place is known in local Model A circles as "Grandpa's Garage." Here, Model A's reign

supreme. On Tuesdays, the small town buzzes with many Model A's whose owners are members of the Heart of America Chapter, the Plain Ol' A's Chapter and the Henry Leavenworth Chapter. They gather for an unorganized Tuesday "show and tell" session topped off with lunch at the local cafe. The informal group has been dubbed "The Lunch Bunch."

Centered in downtown DeSoto, the old vintage dealership building sports an original large oval Ford sign hanging on the front as a reminder of the past. Inside on one wall, a sign reads, "this is a stable of Ye Old Survivors, as dedicated to the preservation of early American automobiles." Over the door to the rear shop area is Dean's motto: "Where there's a Weller, there's a way." Looking around we see a collection of Model A's, Model T's, Ford V-8's and various years of Cadillacs and more. There is a 1932 Buick straight eight Roadster with rumble seat which Dean refers to as his "Crown Jewel." In the basement of the building are Weller's future projects. The place is crammed with T's, A's, old Chevys and trucks of the 20's through 40's. Scattered throughout are some Chrysler products, an introductory year 1928 DeSoto, a final production Dodge Brothers sedan, a 1927 Star, Crosleys and others.

Parts abound - on the floor, on shelves and hanging from ceiling joists. For Weller, the future is exciting with so many projects waiting their turn to be reborn and to bring the past into the future.

Author's note: This article is dedicated to the memory of John Hargrave, past president of the Heart of America Chapter and past president of MAFCA. John was a regular Tuesday "Lunch Bunch" participant . . . our friend who so many of us loved and for the knowledge, inspiration, support and encouragement he so readily gave.



"America's Sweetheart" - the finished product.



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.

<p>For Sale: 1931 Model A Tudor. Car has been repainted, new tires, new glass, new wiring, new interior, Brakes adjusted.</p> <p>Contact: Coretha Rozendaal @ (641) 417-0151. (CIMA 06/21)</p>	<p>For Sale: 1949 Ford Club Coupe. Dark Green. Flat Head V8 with Overdrive. \$9500.</p> <p>Contact: Doug Smith @ (515) 289-1534. (CIMA 08/21))</p>
<p>For Sale: 1926 Ford Model T original. Good tires, motor and frame numbers match. Always been garaged. Must sell—will take \$8500.</p> <p>Contact: Gene Klein 913-334-1762 Leave Message (NWMO 06/21)</p>	<p>For Sale: 1931 model A Ford Tudor. dual side mounted spares and trunk. Less than 500 miles on restoration . Excellent paint and interior \$ 18,500.</p> <p>Contact: Lance at 816-803-5271 (NWMO 07/21)</p>
<p>For Sale: 1930 Model A Family Sedan. Runs great, new interior. Black fenders, thorn brown body. New tires. Drives nice. \$16,000</p> <p>Contact: Jerry Kluver (515) 975-0870 (CIMA 04/21)</p>	<p>For Sale: 1929 Tudor. New Paint, New Interior, Runs Great. \$10,000 OBO.</p> <p>Contact: Dan Fischer (515) 571-0086. (CIMA 03/21)</p>
<p>Wanted: Looking for an original 1930 Model A title. I spend time during the COVID lockdown building a Model A Speedster and the car is almost ready for the road. Would like to title the car as a Model A. Any model will do and will pay a reasonable price.</p> <p>Contact: Dick Knapp, 479.586.0070 (cell) or LTCKnapp@gmail.com (ICTA 8/21)</p>	<p>For Sale: Large amount of Original Model A parts. My Dad passed away in 1998 with a large quantity of Model A parts in his garage in Elkhart, KS. I recently moved those parts to my house in Olathe, KS.</p> <p>Contact: David Coen (785) 623-3757. or dcoem3@gmail.com (NWMO 06/21)</p>
<p>For Sale: 1929 A roadster, driver \$9,800.</p> <p>Contact: Don Scignoli (515) 240 9327 (CIMA 07/21)</p>	<p>For Sale: High performance engine, too many special details to list .</p> <p>Contact: John Osborn 816-809-5713 (NWMO 08/21)</p>



ABOUT THOSE COLORED WHEELS ...

Prior to 1930 it was up to the individual Ford dealer to satisfy those customers wanting colored wheels by painting the factory supplied black wheels in his own shop at additional cost, if he had the equipment... Black wheels were still standard equipment on all 1930 models (except for two, later in the year) and remained so on most 1931 models. But it was during 1930 that Ford, after much experimenting, finally developed a black enamel which was strong, resilient and chip-resistant enough to be suitable for wheels and at the same time quick-drying enough to be practical for volume color production... So in 1930, for the first time, customers could order factory painted wheels in color for about \$10 (\$2 a wheel). It is on the basis of this extra-cost

option that present day restorers justify color wheels on their restored 1930 and 1931 Fords... The first Fords with colored wheels as standard equipment were introduced in the summer of 1930: the Deluxe Phaeton (June) and the Deluxe Roadster (August). In 1931 the Cabriolet and the Convertible Sedan were included. All other models continued to carry black wheels except on special order.

Printed originally in *The Restorer*, March-April 1965, reprinted in the July/August issue of the *Steamtown A's*, newsletter of Northwestern Pennsylvania.

An Interesting Side Note:

In Australia, colored wheels were available as standard in 28-29 models with certain color schemes. Of the 25 schemes available across all models, 6 had colored wheels, and 5 had colored fenders.

COLOUR HARMONY
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In order to solve this most difficult problem and in order to keep color within the bounds of reason, beauty and good taste, the Ford Motor Company of Australia Pty. Ltd. sought the advice and help of the celebrated Australian artists, George W. Lambert, A.R.A., Sydney Ure Smith and Miss Thea Proctor, in order to determine color harmonies suitable for the Ford car under Australian conditions. Thanks to the work of these distinguished artists, the buyer of a Ford car may now choose from a wide range of color combinations which are harmonious and beautiful, whether for a driving sports machine, or the more conservative sedan.

A magnificent folder in color, illustrating the New Ford Cars in color harmonies selected by G. W. Lambert, A.R.A., Sydney Ure Smith and Miss Thea Proctor, can be obtained from your nearest Ford Dealer or direct (Post Free) from the branches of the Ford Motor Company of Australia Pty. Ltd. at Geelong, Sydney, Brisbane, Adelaide and Perth.

SPORTS ROADSTER
with body in Tansania and moldings and crests of new dark in Virginia Green. Fenders are Black; wheels, Virginia Green. This color combination is available also on Sport Phaeton.

SPORTS ROADSTER
with body in Castilian Purple and moldings in Virginia Green, striped with Castilian Purple. Fenders are Black; wheels have a stripe of Virginia Green. The wheels are Virginia Green.

SPORTS ROADSTER
with body in Prairie Valley Green with Liberty Blue moldings, having double stripes of Ontario Vermilion. Fenders are Black and wheels, Ontario Vermilion.

TUDOR SEDAN
with body in Dark Niagara Blue and with Grey moldings, lined with Virginia Cream. Fenders and wheels are Black. This color combination is available on Standard Phaeton, a 2 Standard Roadster.

FORDOR SEDAN
with body in Hot Grey and with moldings in Tealite Green, lined with Virginia Cream. Fenders are Black and wheels are Black. This color combination is available also on Tudor Sedan.

FORDOR SEDAN
with body in Sapphire Blue with Yellow Field Bowes moldings, lined with Virginia Cream. Fenders are of Yellow Field Bowes and wheels Black.

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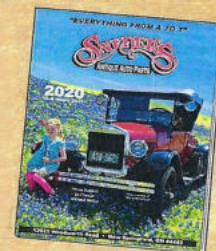
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