

The ROAD RUNNER

MAFCA Charter

MAFCA "Newsletter of Distinction" 2018, MARC "Award of Excellence" 2015

MARC Region



Officers

President:	Bill Matteson
Vice President:	Gil Wanklyn
Secretary:	Mary Lou Matteson
Treasurer:	Nelson Young
Activities/Tours :	Jody Layne
Technical	Walt Jones
Concerns/Calling	Etta Ridgeway
Membership/Public Relations:	Lonie Hank
Merchandising:	Mary Ann Jones
Raffle	Glenda Dunlop
Newsletter/Webmaster:	Sherry Winkinhofer
Property:	Steve Talley
Director:	Bill Skaggs
Director:	Loura Cook

Birthdays

Karen Goodwin	03/01	Kay Lawlor	03/24
Lonie Hank	03/01	John Osborn	03/26
Janice Harmon	03/02	Jim Shaw	03/26
Stan Mallory	03/03	Belva Carson	03/29
Marquita Pace	03/07	Loura Cook	03/29
Donna Martin	03/12	Walt Jones	03/30
Sharon Kiehl	03/15	Brenda Meyer	03/30
Marilyn Griggs	03/16	Joe Wishon	03/30

Anniversaries

Clyde & Marquita Pace	03/15
Frank & Julie Parnell	03/17
Bob & Donna Dunham	03/18

Monthly Meeting

March 4th, 2019

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

Board Meeting

March 21st, 2019

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

Ice Cream & Socializing

Every Saturday evening 6:00 PM

Wendy's

Hwy 152 and North Oak St., KC MO

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

President's Comments:

Bill Matteson, President

It's been a rough winter--but better days are coming. Baseball players are reporting for spring training, the ice dams on roof tops are receding, the days are longer, the swallows will soon be returning from Capistrano, or wherever.

So, the other day (the day it was actually 63 degrees for an hour or so) I decided to see if Walter Jones, our technical guru, had succeeded in restoring the ahooga sound to the horn on our coupe. I immediately encountered problems. Walt misplaced that little screw that holds the cover on the back of the horn! Finding another screw took awhile. Worst still, when found, the screw proved too long. When installed, it made contact with the brush holder in the motor. That blew a fuse that shorted out the car's entire electric system. Then, replacing the fuse, which should have been about as simple a thing as you could have to do on a Model A, became near impossible. The fuse would not seat in the fuse holder. But solving that problem was easier than threading that screw in the hole in the back of the horn. This time, it just would not line up. I'll try again some day. I'm still wondering if Walt can make a horn go ahooga!

The lesson? Well, it's never too early to get those "A's" ready for the road. Fixing things can be hard.

And about our March Silent Auction, where impresario Bill Auch will have all those useful Model A parts you need lined up-- I'll be looking for the screw that will hold our horn together. That, and bringing enough cash to out bid Lyman Ridgeway for a gooseberry pie!

Bill Matteson, President

I don't remember being absent minded.

Editor's Comments:

Wow, spring is approaching fast (not fast enough after all this snow, but still, we'll get there!). I still have some repairs to have done to the Old Lady, but just waiting for the weather to cooperate. I'm so appreciative to have friends willing to help me out in keeping her on the road. I do my best to give back to this wonderful community in any way I can!

Seems like the Old Lady is also due for an engine overhaul so I'm looking for another engine to drop in. I think I have a few lines of inquiries to follow, but let me know if you know of any out there.

As many of you have heard, I have been blessed with a beautiful granddaughter born February 13th. Rosemarie Becca and her mom have moved in with me for the foreseeable future, so things are busy around here!

But that just means I'll soon need to put seatbelts on my priority list to be added to the Old Lady so I can secure a car seat in the back. Hopefully Rosie will grow up with happy memories of trips with Grandma in her old car!

I'm looking forward to all the fun trips and activities that Jody is working on for this year, I hope you all are too!

Happy A'ing!

Sherry Wink, Editor



NORTHWEST MO. MODEL A FORD CLUB MEETING

American Legion Hall, Smithville, Mo.

February 5, 2019 7:00 p.m.

Greeter: Sherry Winkinhofer.

Meeting opening: President Bill Matteson asked Jody Layne to lead the Pledge of Allegiance. He introduced Susan Pride who presented an intriguing program detailing 19th and 20th Century America's welfare program that relocated thousands of orphan children from New York and other eastern urban centers to adoptive families primarily in midwestern states. Members had many questions about her presentation, "The Orphan Trains".

Secretary Report: There being no corrections, the January 7 minutes, as printed in the February Road Runner, were declared approved by unanimous consent.

Treasurer Report: Opening Balance as of Jan. 1, \$12,418.04; Income \$551.27; Expenses \$281.50; Ending Balance Jan. 31, \$12,687.81. Motion to accept the Treasurer's Report, by Jody Layne, seconded by Ray Meyer. Motion passed.

Unfinished Business: President Bill gave an overview of 'Proposed Bylaws Changes' as recommended by the Board of Directors. Motion to accept bylaw revisions as published in the February Road Runner, by Bill Skaggs, seconded by Steve Talley. After discussion, a membership ballot vote was taken. Results were 39 voting in favor, 7 opposed. Motion passed by more than the required 2/3 majority.

New Business: Clyde Pace and Raul Salmon reported on their review of the Club's 2018 financial procedures and records. They found the financials in good order and complimented the smooth transition of treasurer responsibilities from Bob Martin to Nelson Young. Their report is attached and made a part of these minutes.

Activities: Jody's report on upcoming activities included a Valentine's dinner, Feb. 13, Corner Cafe, Liberty; Feb. 23 Men's Workshop/ Ladies Cooking Class at Richardson's, Weston; March 9, Parker Carousel Museum, Leavenworth. Jody sampled interest in other future events.

Membership: Lonie reported 40 members in attendance. He said dues payments continue to be received.

Merchandise: Mary Anne delivered numerous merchandise items from orders taken at the January meeting. Members are encouraged to order and wear name tags as well as other items displaying the Club's distinctive logo.

Concerns/Calling: Health updates were given on Sue Long and Jim Spawn, both fighting cancer. Clyde Pace announced the passing of Marquita's mother. She was 96. Etta also reported birthdays and anniversaries.

Technical: Walt announced the 2019 Wichita swap meet is March 8, 9. Newsletter: Sherry reminded members that the newsletter is distributed to active members. As the 2019 membership roster is updated to reflect those who have paid their dues, the newsletter mailing list will be adjusted accordingly.

Property: Steve Talley said he continues to build the list of those holding keys to club property for 2019.

Board Report: President Bill gave a report on action taken by the board at its January meeting, including: MAFCA/MARC registrations for 2019; a contribution of \$75.00 requested of MAFCA member clubs to help offset the cost of its D&O and General Liability insurance; a \$50.00 contribution to MAFFI's museum endowment fund and designation of Bill Skaggs as the club's MAFFI liaison; filing of 2018 annual report to the Missouri Secretary of State; reservation at Weston State Park for June 22 club picnic; Christmas Party date, Dec. 8; establishment of P.O. Box 34, Liberty, Mo., as official club business address.

Attendance: 40 members, two guests.

Following Raffle, Meeting Adjourned at 8:15 p.m.!

Respectfully submitted by Mary Lou Matteson.

Valentine's Day Dinner

Sherry Wink

Our dinner at the Corner Café was well attended. New Tour Director Jody is starting the year out with a bang! Check out the decorations and table favors! It was a great night for just having fun and enjoying each other's company. I was sorry to miss it, but my new granddaughter arrived that day, so I was a little preoccupied! But I hear that everyone there loved it!



**Physical
Address
For the Club**

The club now has a central box to direct all mail to. This resolves the problem of keeping correspondence directed to the correct Board Members over the years.

Please use the following address to all future mailings:

**NWMO Model A Ford Club
PO Box 34
Liberty MO 64069**



Activities

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

March 4th—Annual Silent Auction

Bring your good stuff—this is the Club's only fundraiser!
See article below

March 9th—Parker Carousel Museum

Leavenworth KS
Meet at 10:00 McDonalds in Platte City, lunch following
Modern cars welcome

March 17th—Leavenworth St. Patrick's Day Parade

More details on page 8

March 24rd—Men's Workshop—Ladies' Cooking Class

(Rescheduled due to snow)

Men working on transmission teardown,
Ladies come learn something fun in the kitchen
Richardson Home—21815 Woodruff Road, Weston MO
9:00 to Noon, plan on going for lunch following session

April 1st—Easter Parade Day

At the regular meeting, wear your best Easter Bonnet or Man's Fedora
For prizes and fun!

Hold the Date:

April 13th—Ted Ensley Tulip Gardens, Topeka

Details Pending

June 10-14 -- Midwest Regional Meet -Des Moines, IA

Hosts: Central Iowa Model A Club
Info: contact Tom Jamison -- phone 515-253-9501,
Address: 6640 NW 48th St., Johnston IA 50131 .

August 4-10 MARC National Meet 2019—Dearborn Michigan

For more info: <https://mark35879.wixsite.com/marcdearborn2019>
Or contact Mark Maron, Meet Chairman
Cell 847-302-7900, Fax-847-584-0371
Email: marcmeet2019@gmail.com

If you are planning on joining in on any of the tours or activities, please sign-up at the meeting or let Jody Layne know in advance at (816) 225-7680.
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!

Next Meeting: Time for the 12th Annual Silent Auction!



The Man Behind the Tradition!



Silent auction 2018, showing some of the treasures available last year.



Many years ago, Bill Auch (and I'm sure a few friends) came up with the idea of the Silent Auction as a fun and easy fundraiser. Bill volunteered to coordinate the event and has been stuck happily volunteered as lead coordinator since. Thanks to this wonderful idea, the club has raised thousands of dollars over the years. This money helps support the many fun activity and events on our calendar, and allows us to occasionally pay for special entertainment at a meeting that we otherwise would not be able to afford.

Did you know?

In the last 11 years, the Annual Silent Auction has raised over \$13,000!

your part. Just look through what you already have, and bring a few things to donate. Then open that wallet or billfold just a little and find some new treasures to take home to fill those vacant spots! There are few rules about what to donate, the only real one being, as Bill puts it, "Please bring quality items". That means stuff you'd consider bidding on too. Other than that, the sky is the limit. Model A parts and memorabilia, books, fashions, etc. Baked goods are ALWAYS a big seller, and hopefully there will be at least one gooseberry pie for Lyman to bid on, it's a tradition! And has been the norm in the past, there will also be a "Reserve" table for big dollar items that will return to the bringer if the price is not reached.

This really is one of the easiest fundraisers I have ever participated in. It requires no advance setup, no cleanup at the end, and we always have a lot of fun doing it. I already have a box of items set aside to bring in, and I'm looking forward to finding a few new treasures to bring back home. I hope you are too!



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 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 Bill Matteson 816-781-4936
All Officers: nwmmomodelafordclub@gmail.com
Publications: nwmmomodelafordclub@gmail.com
816-519-2630

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

Visit www.nwmmomodela.com today!

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

NWMO Model A Ford Club
PO Box 34
Liberty MO 64069
Or email:
nwmmomodelafordclub@gmail.com

An excerpt from an article about Ford Body Styles found on Coachbuilt :

Read the whole article at <http://www.coachbuilt.com/bui/f/ford/ford.htm>

. . . Body suppliers for the Ford Model A are far better known and documented. In addition to its commercial body offerings for the new $\frac{1}{2}$ ton Model A chassis, Ford created an even more ambitious body program for the new AA $1\frac{1}{2}$ ton chassis using many of the firms who had made a name for themselves supplying aftermarket bodies for the Model T and TT.



A. M. Wibel

During the late twenties and early thirties, the majority of Briggs output went to the Ford Motor Co. whose purchasing manager, A.M. Wibel, was one of the most feared men in Detroit. He required that all of Ford's supplier make their books available to Ford accountants, and went so far as to dictate how much profit would be made by each supplier, frequently holding competitions between competitors to see who could produce a specific part at the lowest possible price.

Ralph Roberts recalled: "Briggs operated with Ford without a contract, on 'Open Book,' which was a complete breakdown of materials and labor in minutes and fractions for each operation. This was in a constant state of flux due to engineering and specifications changes. To this basic cost was added overhead and 'profit,' always subject to debate."

For example in 1929, both Briggs and Murray supplied Ford with identical Model 155 town sedan bodies. The Murray body cost Ford \$237.98 while the Briggs body cost eight dollars less, \$229.71. The amount of profit allowed by Ford was typically ten percent. So to an outside observer it appears that Briggs made a \$23 profit on every Model 155 town sedan body sold to Ford. Unfortunately for Ford's suppliers, they had to pay for their labor, overhead, capital expenses and stockholder dividends out of their 10% "profit".

Another "debate" involved whether Briggs should buy its own steel. While going over Briggs' "Open Books", Ford's purchasing director, A.M.

Wibel discovered that they had been marking up the price of the raw steel in addition to getting their normal 10% profit on the finished bodies. From that moment, on Ford bought all of Briggs' steel, and expanded the Ford buying program to a number of other suppliers as well.



1929 155-A Town Sedan—Murray Body



1929 155-B Town Sedan—Briggs Body

Just as Ford was ramping up for the introduction of the Model A, a huge fire leveled Briggs' Harper Ave. factory, leaving them with little to no space to manufacture the thousands of bodies they had hoped to sell to Ford. Since their other three plants - Mack Ave., Meldrum Ave, and Vernor Highway – were busy with other projects, a deal was struck with Ford where Briggs leased the 1.64 million sq. ft. Highland Park Model T plant which had been mothballed following the end of Model T production. Briggs signed a five-year renewable lease at \$800,000 per year. Remarkably, the lease did not prohibit them from manufacturing bodies for other auto manufacturers, and for many years Briggs built Chrysler bodies inside a portion of the huge plant. Briggs later leased space in Ford's Cleveland, Ohio assembly plant where they built Fordor Model A bodies which were shipped to Ford's eastern US assembly plants. Briggs also supplied legacy body parts for Fords Model T throughout the 1930s.

Ford built most of their own production bodies for the Model A, however both Briggs and Murray were their largest outside suppliers of complete bodies, producing all of Ford's Model 155 Town Sedans and Model 165 Fordor Sedans. Four Door Model A body style suffix's indicate who made the body. An A indicates a 1928-1929 Murray body, B indicates a 1928-1929 Briggs body, C indicates 1930-1931 (early) Murray body, and D indicates 1930-1931 (early). Budd Mfg., Hayes Body Co. and Midland Steel Corp. all supplied Model A stampings and steel sub-assemblies and later on Budd built complete truck cabs and van bodies as well.

This article included a chart of OEM Ford Model A & AA Body Suppliers with approximate dates each firm worked with Ford . I tried to include it in this newsletter, but it's just too large! You can check it out at <http://www.coachbuilt.com/bui/f/ford/ford.htm>.

MAFCA Board Of Directors Meeting Highlights November 28, 2018, Tucson AZ

National Conventions

June 21-26, 2020 Kerrville, TX Host: The Alamo A's
2022 - Open .
2024 - Open

National Tours

October 6-10, 2019 Kanab, Utah
Host: Canyonlands - SIG

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

2023 Dearborn, MI area
Host: Southeast Touring Group SIG

2025 – Open
2027 - Open

National Awards Banquet

December 2-5, 2019 Claremont, CA Host:
Pomona Valley A's
2020 – Open
2021 - Open

Policy Changes

No Policy changes for this BOD meeting.

Submitted by Kay C. Lee, Secretary
December 5, 2018

Henry Ford's Influence on the U.S. Commercial Airline Industry

AUGUST 18, 2015

Henry Ford is well known for profoundly revolutionizing the automobile industry during the early 20th century, but few are aware of the significant role he played in promoting the U.S. commercial airline industry.

Just as Ford transformed the automobile from a luxury to a necessity with his Model T, he also helped to introduce almost everything we have in modern commercial air travel — airports with concrete runways and lighted airfields, airport hotels and even meals aboard planes.

According to his namesake museum, Henry Ford felt that he could build planes using assembly line production. In partnership with Bill Stout of the Stout Metal Airplane Company, the first successful all-metal passenger plane was built in the U.S. in 1925.

The Ford Tri-Motor, often referred to as the "Tin Goose" because of its silver metallic fuselage, was equipped with three engines to allow the plane to fly higher and faster and to also ensure reliability. The plane carried a crew of three: a pilot, a copilot, and a stewardess, as well as eight or nine passengers. The Tin Goose was the epitome of luxury and convenience, with passengers paying between \$1,200 and \$1,500 per ticket.

Within a few months of its introduction, Transcontinental Air Transport was created to provide coast-to-coast operation, capitalizing on the Tri-Motor's ability to provide reliable and, for the time, comfortable passenger service.

Between 1926 and 1933 a total of 199 Tri-Motors were built, and the plane was instrumental in bringing forth the fledgling U.S. airline industry – with many companies that became major American airlines (Eastern, United) starting up with the world's first mass-produced airliner.



In addition to the launch of the Tri-Motor in 1925, Ford also advanced the design and layout of airports by building the Ford Airport in Dearborn, Michigan. The airport saw many world and U.S. "firsts":

- First concrete runways
- First radio control for a commercial flight
- First U.S. passenger terminal
- First U.S. scheduled passenger service
- First U.S. airport hotel (The Dearborn Inn)

In order to generate customers, Ford had to market air travel to the masses. So, in 1926 Ford helped sponsor the Air Reliability Tour, an airplane rally that encouraged reliability and safety for commercial aircraft. The tour, which ran annually from 1925-1931, involved a 1,775 mile round trip over 6 days from the Ford airport through 13 midwestern cities. During its seven-year run, the National Air Tours landed in 114 cities across the U.S. and Canada.

While groundbreaking, Ford's aviation ventures were not profitable and he ended them in 1932 as the Great Depression forced his focus back to his automobile business.

While the Ford name is synonymous with the automotive industry, his pioneering spirit helped to put the nation on wings.



Ford Tri-Motor Flights

The Tri-Motor is still flying! Put on by the Experimental Aircraft Association (EAA), two Tri-Motors are in use touring the country. This year they are not coming to Kansas or Missouri, but if you get the hankering for a road trip, here's the nearest locations:

June 06 - June 09, 2019: North Platte, NE

June 13 - June 16, 2019: Hastings, NE

June 20 - June 23, 2019: Burlington, IA

Viewing the aircraft is free, so be sure to take your camera along. Flight Tickets to ride are also available, advance reservations recommend. \$72 Adult (advance), \$77 Adult (walk-up), \$52 Children 17 & Under, \$77 All AirVenture Passengers. Revenues from the Ford Tri-Motor tour help cover maintenance and operations costs for the aircraft and help the EAA keep the "Tin Goose" flying. Questions? Call 877-952-5395.

Find out more at <https://www.eaa.org/eaa/events-and-experiences/fly-the-ford-eaa-ford-tri-motor-airplane-tour>

FREE 2019 MAFCA MEMBERSHIP



MAFCA is offering a free membership to ANYONE who has never been a MAFCA member in the past. Current members may print and hand out an application to any eligible person. Make sure that you put YOUR name and chapter on the application so that you get credit for the new person under the Blue Oval Program. Bill Matteson has copies of the application for anyone interested, check with him today! You can also print the form out at <http://mafca.com/documents/Free-Membership-2019>

MAFCA BLUE OVAL PROGRAM

We are nearing the one-year anniversary of MAFCA's Blue Oval program. The program recognizes every MAFCA member who brings a new member into the club. You'll get a message of thanks and a Blue Oval sticker for your window. And you'll be eligible for quarterly drawings for Model A-related prizes! ~MAFCA.com.



Floral Fabrics

By Sherry Wink

Many dresses in the Model A era were made of cotton, especially for summer. These would be more likely to be day dresses or house dresses, not so much the formal fashions. Florals were a popular print. As you can see from these samples from 1931, just about any size or combination works well! From small gingham to large swirling geometric flowers, the ladies back then liked their variety! Pastels were fine, but you can see some rich colors there too! If you would like to see these actual samples in person, let me know, I have a small assortment of folders and packets to look over! There's nothing like actually touching the actual fabric to get a feel for it.



I think I might have to try and make this one, it sounds yummy! It from "Coconut Dishes That Everybody Loves" printed in 1931 by General Foods.

Imperial Tutti-frutti Cake

2 2/3 cups sifted Swans Down Cake Flour	2 1/4 tsp baking powder	1/2 cup butter or other shortening
1 1/3 cup sugar	2/3 cup milk	1/3 cup water
1/2 tsp vanilla	1/4 tsp almond extract	
1/4 tsp salt	3 egg whites	

Sift flour once measure, add baking powder, and sift together three times. Cream butter thoroughly, add sugar gradually, and cream together until light and fluffy. Combine milk, water, and flavoring. Add flour to creamed mixture, alternately with liquid, a small amount at a time, and mix after each addition until smooth. Add salt to egg whites and beat until stiff, but not dry. Fold gently into cake mixture. Bake in two greased 9-inch layer pans in slow oven (300 deg F) 10 minutes; then increase heat to moderate (375 deg F) and bake 15 minutes longer.

California Tutti-frutti Frosting and Filling

2 egg whites, unbeaten	1/4 tsp almond extract
1 1/2 cups sugar	3/4 cup walnut meats, toasted and coarsely broken
3 tbsp water	2 tbsp lemon juice
1/2 cup currants	Dash of salt
8 maraschino cherries, finely cut	Granted rind of 1/2 lemon
1 can Baker's coconut, Southern Style	

Put egg whites, sugar, water, lemon juice, and salt in upper part of double boiler. Beat with rotary egg beater until thoroughly mixed. Place over rapidly boiling water, beat constantly with rotary egg beater, and cook 7 minutes or until frosting will stand in peaks. Remove from fire, add lemon rind and almond extract. To 1/3 of mixture, add nuts, currants, and cherries. Spread between layers of cake. Cover top and sides with remaining frosting and sprinkle thickly with coconut. Makes enough frosting and filling for tops and sides of two 9-inch layers.



Brands We Still Know By Sherry Wink

William Waltke was born in Germany but immigrated to the US in 1849. He worked for a soap company in St. Louis Missouri for a few years and then started his own company in 1860.

At the time, the fats used in the soap were gathered from family's garbage throughout the city in exchange for some of the resulting soap product. In 1884, the firm became William Waltke & company. In 1893, a bar soap was developed using volcanic pumice particles for extra scrubbing power. It was named "Lava" to highlight the pumice that made it so effective.



Lava is a soap rather different from ordinary olive soap. Lava is a bar soap. It has a hard, brittle texture.

You can get the soap in bars and in soap boxes.

It is a good soap for washing clothes, towels, and sheets.

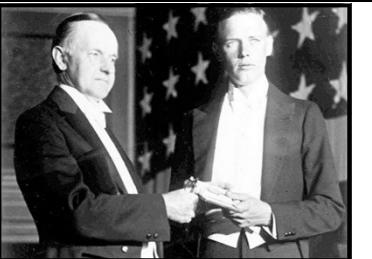
It is also good for washing hair and for washing children.

It is a good soap for washing children.

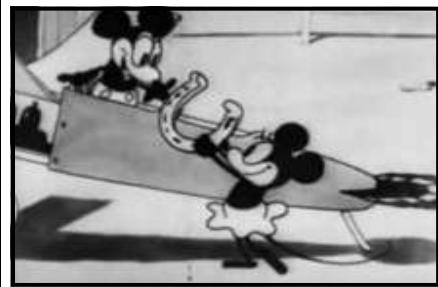
Fun 1928 Facts

You know, the years 1928-1931 were not just about Model A's! Other things occurred in the world that also changed the way we live. Here's a few of them

American aviator Charles Lindbergh was presented with the Medal of Honor by President Calvin Coolidge in honor of his 1927 famous solo transatlantic flight.



Scottish inventor John Logie Baird demonstrated the world's first color television transmission sent the first TV pictures under the sea to the USA in 1928.

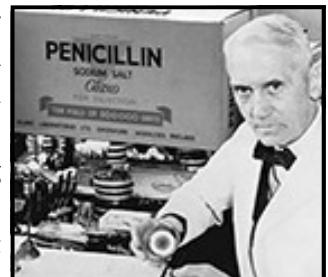


Mickey and Minnie Mouse made their first appearance ever in the animated short *Plane Crazy*.



The first machine-sliced and machine-wrapped loaf of bread ever sold was in 1928 in Chillicothe Missouri. Bread had fewer preservatives in it back then and went stale quickly when sliced. So it wasn't until the inventor came up with a way to also wrap the bread in wax paper that pre-sliced bread became popular.

In 1928, Sir Alexander Fleming noticed a bacteria-killing mold growing in his laboratory, discovering what later became known as penicillin, the first miracle antibiotic.

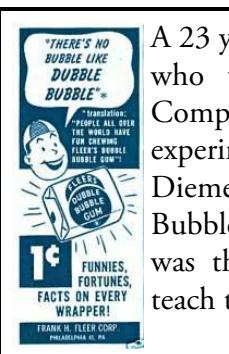


The 1928 Summer Olympics was the first Olympics where women were allowed to compete in athletics and gymnastics. It was also the first Olympics to feature a torch.



Amelia Earhart was a woman pilot in the early 20's, and in 1928 was invited to be the first woman to fly across the Atlantic (but as a passenger). It wasn't until 1932 that she became the first woman to fly a solo flight across the Atlantic.

Shirley Temple was born April 23, 1928. She began her film career at the age of 3 in 1932 and won a special juvenile Academy Award in 1935.



A 23 year-old accountant named Walter Diemer who worked for the Fleer Chewing Gum Company invented bubble gum while experimenting at home. company promoted Diemer to be head of manufacturing of Dubble Bubble. He oversaw the product line, and he was the fellow called in to sales meetings to teach the sales force how to blow bubbles.

In Britain, the voting age for women is lowered from 30 to 21, effective July 2, 1928 giving them equal voting rights with men.



Model A Mystery Part

What is it?

Do you know?

For "Bragging Rights", Send an email to
nwmomodelafordclub@gmail.com
Or to NWMO Model A Ford Club
Box 34, Liberty MO 64069



Photo courtesy of Mike's A-Fordable Antique Auto

Last Month's Mystery Part

This is a spring shackle bar, with 4 used per car.

Did you know? Steve Talley and Bob Hess both responded by email with the correct answer!



Photo courtesy of Bratton's Antique Auto Parts

Walt's Old Time Tech Tip

Found on the website of the Santa Clara Valley Chapter of the Model A Ford Club of America located in San Jose, California
<http://www.scvcma.org/new-page-3-1>

Walt Jones, Tech Director

Repairing the 1930-31 Stoplight Switch

By Chuck Elderton

On the SCVC tour to Watsonville April 15, I noticed a fellow club member's stoplights to be not working; a faulty switch was diagnosed. As it was a hydraulic pressure switch, no immediate solution was available. Upon arrival at the Fairgrounds another club member informed me that the stoplights on Charlotte were not working. Both original styles of Model "A" stoplight switches are mounted under the car and are far from moisture proof. With the wet season, moisture leads to corrosion, and corrosion leads to failure. The 28-29 version mounts to the side of the transmission and is slightly better protected than the center cross member mounted 31-31 version.

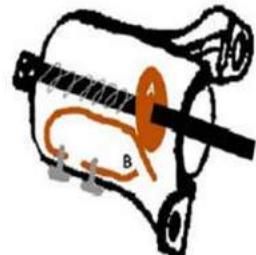
On the way home Nora asked if I had the parts needed to repair the stoplights. Although I had yet to check, I was sure that the problem was the switch. I told her that I would need to remove the new switch from our under-construction 1930 pickup and install it on Charlotte as I did not think that I had a spare. Upon arrival home, I verified that the problem was indeed the switch and removed it from the car.

Although an inexpensive item, it is inconvenient to not have a critical part when it is needed. As Charlotte is my daily driver the need was immediate. Upon removal, I noticed that the switch appeared that it could be taken apart; so I decided to give it a try. What did I have to lose? Today we are programmed to only think of replacing parts when the stop functioning properly – this is actually a simple to repair part.

The repair procedure is straight forward and does not require special skills or special tools. I clamped the main body of the switch in my vice and gently pried up the four bent tabs that hold it together. Lift off the case half; it does not fly apart and self destruct like most switches. You will see a simple spring-loaded plunger and a very simple contact – no further disassembly is needed.

With the switch still in the vise, I dressed the tip of the contact and gently scraped the other part with a very small file. I sprayed the contacts with electrical cleaner, and slightly bent the stationary contact upward a small amount to compensate for wear. I then coated the contacts and the plunger shaft with dielectric grease, and reassembled the case halves.

It worked like new or better. In about forty minutes total, I was able to diagnose (with a simple jumper wire across the switch terminals), remove, repair, and re-install the stoplight switch on our 1930 phaeton. Although a new switch only costs \$5, just experiencing the concept of a repairable component was worth far more.



36TH Annual St. Patrick's Day Parade Sunday March 17th

Come join us on this spring outing! This event in Leavenworth should be a fun, festive event to showcase our cars. The parade has a strict no alcohol rule, so it should be a great family oriented event.

Since this is an afternoon parade (lineup at Noon, parade at 1:00), we plan to meet at the QT in Platte City at 11:00 then proceed to the staging area by 12:00. The parade starts at 1:00. Please sign up at the March meeting, or call Jody at 816-225-7680 to let her know you plan to attend. That way, if anything changes, you can be notified.

Please note: Per Parade rules, No candy or other objects may be thrown from moving entries. These items can only be handout by walking participants.





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: 1930 Model A Ford 5 window coupe, rumble seat, barn find, mechanically restored, parade and show ready \$20,000 or make offer.

Contact: Richard Dahms 816-390-8103

For sale: Platform (flat) bed for 1930-31 AA truck. 80" wide-105.5" long. Wood is gone. \$150.

Contact: John Kunkle (913) 426 2460 (NWMO 11/2018)

For Sale: Dean Weller is listing most of his cars for sale: 4 Model T Fords, 9 Model A Fords, 3 Chevrolets, 2 Bucks, 2 Cadillacs, 1 Lincoln, 1 Edsel, 1 Crosley, 1 Dodge, 1 DeSoto, 1 Star, 1 FREE WAY. Please call for an appointment

Contact: Dean Weller 913-585-3326 - Garage, 913-585-1313 - Home (01/2019 POA)

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: Model T or Model A Windshield to sell. It is in good condition. Tonganoxie, Kansas'

Contact: Hallie Moore 913-710-8017 (POA 02/2019).

For Sale: 1930 Ford Model A 4 door sedan, all original- I am the fourth owner - it was purchased new in Granite Falls, Mn. Phil Wright - has restored / maintained since I have owned it. Price - fair price for both parties, Edgerton, MO

Contact: Gary Beckman 816-522-1393 (NWMO 11/2018)

Model A's on Sale!

By Sherry Wink

Apparently the bloom was off the rose by 1931. The new year started with lowered prices on all the Model As. (Ad found in The Ironwood Daily Globe, Ironwood Michigan found at newspaperarchive.com

But then again, not it wasn't much of a sale; look, you could save a whole \$5 on a Tudor sedan. The largest discounts were on the open cars—Roadster and Phaeton, and also the Victoria, all discounted \$45.

I don't know how long this price reduction lasted, as there is a price document with higher prices for March 1931. (right) But this is actually apples to oranges, as the first one is F.O.B Detroit MI, and the later one is the price delivered to Rochester NY and includes the bumpers, spare tire, etc. So it's hard to tell if this was a sale, or if the 1931 Model As were just cheaper than when they were the previous year.

THE FORD
MOTOR COMPANY
announces a
**REDUCTION
in PRICES**

The following prices are effective
Monday, January 19, 1931

	New Price	Old Price	Reduction
Deluxe Roadster	\$475	\$520	\$45
Deluxe Phaeton	580	625	45
Phaeton	435	440	5
Roadster	430	435	5
Sport Coupe	500	525	25
Coupe	490	495	5
Deluxe Coupe.	525	545	20
Tudor Sedan.	490	495	5
Fordor Sedan.	590	600	10
Town Sedan.	630	660	30
Cabriolet	595	625	30
Victoria	580	625	45
Deluxe Sedan.	630	640	10
Station Wagon	625	640	15
Model A Chassis	340	345	5
Model AA Truck Chassis, 13½-inch Wheelbase . . .	495	510	15
Model AA Truck Chassis, 157-inch Wheelbase . . .	525	535	10

(All Prices F. O. B. Detroit, Michigan)

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Ford Motor Company

Partial Transcript of Image to the right:

New Ford Prices

March 19, 1931

Standard Roadster	\$498
Sport Roadster	\$523
Standard Phaeton	\$503
Standard Coupe	\$585
Sport Coupe	\$575
Tudor Sedan	\$585
Fordor Sedan	\$665
DeLuxe Roadster	\$573
With 1 well fender and trunk rack	
DeLuxe Roadster	\$598
With 2 well fenders and trunk rack	
DeLuxe Phaeton	
With 1 well fender and trunk rack	
DeLuxe Phaeton	
With 2 well fenders and trunk rack	
DeLuxe Coupe	\$600
Victoria Coupe	\$655
Cabriolet	\$670
DeLuxe Sedan	\$705
Town Sedan	\$705

Prices include Bumpers, Spare Tire, Tire Cover, Tire Lock, Etc. Delivered at Rochester N.Y.

NEW FORD PRICES

March 19, 1931

U.C.C. TERMS

Passenger Cars	Cash	Down	12 Mo.
Standard Roadster	\$489.00	\$163.00	\$31.00
Sport Roadster	523.00	177.00	32.00
Standard Phaeton	503.00	188.00	31.00
Standard Coupe	565.00	187.00	35.00
Sport Coupe	575.00	186.00	36.00
Tudor Sedan	565.00	187.00	36.00
Fordor Sedan	686.00	221.00	41.00

DeLuxe Models

DeLuxe Roadster	573.00	195.00	39.00
With 1 Well-Fender and Trunk Rack			
DeLuxe Roadster	598.00	198.00	37.00
With 2 Well-Fenders and Trunk Rack			
DeLuxe Phaeton	678.00	224.00	42.00
With 1 Well-Fender and Trunk Rack			
DeLuxe Phaeton	703.00	238.00	43.00
With 2 Well-Fenders and Trunk Rack			
DeLuxe Coupe	690.00	200.00	37.00
Victoria Coupe	655.00	222.00	40.00
Cabriolet	670.00	226.00	41.00
DeLuxe Sedan	705.00	240.00	43.00
Town Sedan	705.00	240.00	43.00

Prices include Bumpers, Spare Tire, Tire Cover, Tire Lock, Etc. Delivered at Rochester, N. Y.

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ROCHESTER, N. Y.

An interesting ad found in a 1929 Western Auto catalog:

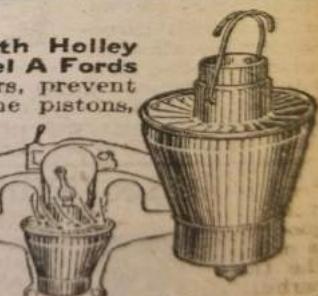
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D6013—For Holley Vaporizer (Illustrated) (Wt. 1 lb.) **1.95**

A5183—For Mod. A 1928-29 Ford (See page 116) . . . **.95**



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Helping Make Retirement Dreams a Reality!

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. The government has tightened some loopholes on strategies to maximize your benefit but there are still options. 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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