



The ROAD RUNNER



MAFCA Charter

MAFCA "Newsletter of the Year 2019, MARC "Award of Excellence" 2018

MARC Region

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Newsletter/Webmaster:	Sherry Winkinhofer
Property:	Steve Talley
Director:	Laura Cook
Director:	Bill Matteson

Birthdays

Cleta Mallory	05/10	Fred Kiehl	05/18
Sharon Silvers	05/10	Peggy Richardson	05/21
Ray Meyer	05/11	Frank Chrane	05/24
Harvey Roseberry	05/16	Sonny Norris	05/25
Linda Thompson	05/16	Lance Romig	05/31

Anniversaries

Jim & Sandi Shaw	05/01
Lyman & Etta Ridgeway	05/08
Bob & Nancy Hess	05/17
Bob & Donna Martin	05/17
Lance & Maudina Romig	05/19

Monthly Meeting

May Meeting has been cancelled!!

The American Legion is closed due to stay at home orders.

Board Meeting

Pending status of Library Meeting Rooms

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 Vivion Rd
Kansas City, Mo. 64119

All activities have been cancelled until further notice

President's Comments:

Well, I hope that all our members are well and healthy. I know we are all looking for an end to this pandemic as it is called. We all need to get back to our activities and meetings for the good of our club. The board meeting had to be canceled again because our meeting place is still closed. As of the date of writing this article, I still haven't heard if the American Legion will still be closed in May for the next club meeting. (Note: it's still closed). This virus is just like this strange weather, it keeps hanging around. Can you believe it's the end of April and freezing and snowing too? I don't know about the rest of you, but I would like it to warm up so I can find a big mess of morel mushrooms. It's the right time of the year if the weather will just straighten up!

So what are you all doing in this isolation? There is a young man at my work who has a 1931 coupe he asked me to take a look at. It's a pretty solid car from California. I found no rust, a good interior, and the paint is almost perfect. I tried to get it started but the battery wouldn't cooperate, so I'll have to try another time. I will not be defeated!

Until our next meeting, stay safe and healthy. Junior Blakley,
President

The trouble with the rat race is that even if you win, you're still a rat.

Editor's Comments:

So who could have believed that we would still be sheltering in place so long? But you do what you have to do! I know that at least we are in a better place than the population during the 1918 epidemic! I don't know what I'd do without my computer and the internet to keep me occupied and in touch.

My family did a Zoom meeting for the first time on Easter Sunday. The screen looked like the Brady Bunch on steroids with the collage of each family on the screen. But it was nice to make that family connection, even if we were all scattered across the country. And I've been using the computer to stay in touch with the Model A friends I have across the country too, with Facebook, messenger, and even a little phone time.

Many of them are doing exactly what we are, stoically postponing and canceling tours, but looking forward to the future when we can get back in our cars and drive. Of course, many are using their cars as a way to break the isolation of staying at home by taking a drive in the Model A. Just no meeting the friends for lunch afterward. This is a great time to consider mapping out routes for potential tours for later this summer when we are back on the road!

I've been seeing lots of humor in handling this situation, but let me leave you with my favorite Facebook post—"For years I've been saying my house is a mess because I just don't have the time to stay home and clean—just found out, nope, that's not it!" That's me in a nutshell! Seems I've found plenty of things to do while staying home, but cleaning hasn't made the list yet!

Happy "A"ing
Sherry Wink, Editor

WHAT DID YOU DO DURING THE PANDEMIC?

A note from MAFCA

Club newsletters are the most important way to communicate with one another. In this time of social distancing you need to find ways to keep the contacts strong. Here are some suggestions that might help us all make it through these trying times.

Sunshine: Most clubs have a Sunshine Column. If you don't have one yet, get it started. This column should provide information about club members who are ill or undergoing an operation. Usually, it provides a means of giving a boost and often encourages others to send cards or communicate with those club members.

Social: Our clubs serve as social gatherings as well as car clubs. However, now we don't have the opportunity to get together and converse. Contact your club members and find out what they are doing with all this free time. Some of my club members sewed masks, others baked. I played the bagpipes (no one stands next to a bagpiper unless it's another bagpiper). Pictures work the best along with captions.

Activities: Other things that are helpful would be inclusion of recipes. They should be easy. Many of the news services note the increase in baking and the absence of yeast. Make spaghetti sauce that you can freeze for use later. Ask members to share a recipe. Are you reading more and enjoying it too? Include some titles of books that club members are reading. You could get an interesting discussion group together if you share a book title on a monthly basis. Fiction as well as non-fiction titles are great. You might want to avoid titles that are political in nature.

Touring: This is something we all miss dearly. While you are social distancing, you can spend some time getting your car in shape. You can also get club members to participate in a club driving award program. You need to pledge about 800 miles per year. But the thing we miss as much as driving is exploring new places and, of course, eating a meal together. We are blessed (and cursed) with computer technology. This is one occasion when it may be beneficial. What would you like to see or where would you visit if you had the chance? You can visit various locations using webcams such as the following:

<http://www.earthcam.com>;
http://www.earthcam.com/USA/massachusetts/boston/?com=boston_hd;
<http://www.earthcam.com/USA/california/sanfrancisco/?cam=rowingclub>.

You can take virtual trips to museums and art galleries such as the following:

www.Museumofflight.org/explore;
www.travelandleisure.com/atractions/museums-galleries/museums-with-virtual-tours;
[www.etour.com/Smithsonian Online](http://www.etour.com/SmithsonianOnline);
www.artnet.com;
[www.etour.com;find_now](http://www.etour.com/find_now).

Martha Stewart recently posted tours of 12 famous museums (www.marthastewart.com).

You can explore using Google Earth. You can pick a destination, Mesa Verde for example, and enjoy pictures that other people have posted. You could plan a trip with multiple destinations. If you like the idea of traveling, you can go to YouTube and type in a destination. You can take a trip on Highway 49 in California or a trip through Yosemite Valley or a trip to Four Corners in Arizona. You could visit the Grand Canyon or Arches or Yellowstone. You could even travel back in time and visit Los Angeles in the 1930's or San Francisco in 1900. And when you are all finished, you can share your experience with fellow club members on the telephone while enjoying lunch at home.

See you down the road.....soon. Tom Jeanes

MAFFI Newsletter Minute April 2020

Did you get your commemorative pin from Model A Day 2019?

Each year for Model A Day we create a pin with our feature car. This year we had 2 pins, one with the Unrestored A-400 and another one of the Twenty Millionth Model A. Both of these pins are still available but the quantity is limited on the A-400. The cost for the A-400 pin is \$7.00 and the Twenty Millionth Model A is \$6.00. This includes postage and handling. It is more economical for us to mail out larger quantities of these (4 or more) so keep this in mind when you order them. We are happy to mail out single ones as well.

These make fun giveaways at your club meetings or a special little something for the Model A person in your life and it is a great way to support our Museum.

Please send a check made out to MAFFI enclosed with a list of what you would like to:

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

Thank you again for your support of MAFFI and our museum.

Marsha Quesnel, MAFFI Trustee





Activities

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

All Tours and Events have been cancelled until further notice pending lifting of restriction by State and County Authorities.

The American Legion has closed their facility at this time.

The Plain OIA's Regional is rescheduled for 2021

The MAFCA National in Texas has been rescheduled for 2022.

If you are planning on joining in on any of the tours or activities, please sign-up at the meeting or let Jeanne Harding know in advance at (816) 792-0099. 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!



Sunshine/Concerns



Etta Ridgeway is our Sunshine/Concerns lady! If you know anybody in need of a card or phone call, please

let her know. at
(816) 719-9997

With Sympathy

Ronald R. Anderson, passed away on April 8th. 2020 after a life full of love and laughter. Ron was a charter member of our club and his friendship and good humor will be missed.

Our thoughts and prayers to his family.



Rescheduled:

The 5th Annual Platte County Tea has been rescheduled to June 28th! Keep your fingers crossed! This year is the first year that the Northwest Missouri Model A Club will be hosting one of the themed tables! Jody and I are having fun planning this 1928 themed setting! If you already have your tickets, they will transfer forward. If you don't have tickets, check with Jody at 816-225-7680 to see if any are available (they sell out quickly, but with the new date, who knows!)

Jody wants everyone to know that she has Roaring Twenties clothing and accessories that can be borrowed by anyone from the club. Also, she has found a dressmaker that will charge only \$50 labor if you supply the pattern and fabric. It might be time to get a Model A era dress!



Cancelled:

The trip to the Cameron Veteran's home has been canceled for May regardless of the status of the Stay-At-Home order. The administration of the facility made this determination in the best interest of the residents.

They let us know that they are eager to have us reschedule this visit once things return to normal. I know our club members will be just as excited as the residents when this finally happens!



Serving ALL Veterans and
the Community



Remembering
Those Who Served

AMERICAN LEGION
USMC NAVY
ARMY USAF
COAST GUARD

Smithville American Legion Post 58
P.O. Box 158
Smithville, Missouri 64089
(816) 532-8115

LOCATED AT:

Hwy 92 & County Road DD
Find us on Facebook at:

<https://www.facebook.com/SmithvilleAmericanLegionPost58>

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

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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

FLOAT-A-MOTOR MOUNTS VS CASTER ADJUSTMENT

Simple Tech Talk by Keith Collins, as printed in the Modesto Area A's newsletter "The Vibrator":

If you are using float A motor engine mounts, you need to read further. If you don't already know, the float-A-motors could affect the caster setting of your wheel alignment. Does your car tend to wander when driving, are you constantly steering to keep the car on the road? These symptoms could be caused by incorrect caster. One simple step to take is to check the rear engine height.

Put the car on an even surface and measure under the top rail frame near the motor mount to the ground. Fig.1

Now measure from under the mounting lip of the flywheel housing to the ground. Fig.2

These distances should be the same. Many times the inside (flywheel housing) measurement will be a little longer. This indicates the engine is too high in the back and has affected the caster, making it harder to control your car. In order to correct the engine height, you can try tightening the pad bolts a little to see if this will pull the back of the engine down about a 1/16". Don't tighten too tight as this will defeat the purpose of the motor mounts. If that does not correct the height, you will need to shave a little material off the lower rubber mount, about 1/16" or more. Retake your measurements and take a test drive. If you have not changed your motor pads in the last 8 years you should do so as the rubber pads get hard, defeating the purpose of the float-A-motors.

Bratton's is making the float-A-motors out of ductile iron, not aluminum — very nice set. It's wine time, see you next time



Frame Rail & Motor Mount Fig 1



Flywheel Housing & Motor Mount Fig 2

Improving Engine Performance

By Darwin Kibby
Technical Director

From the Orange County Model A Ford Club Newsletter—"The Distributor" April Edition.

I've heard some folks discussing what they can do to improve the performance of the engine on their Model A As it turns out, there are actually a few things you can do that can improve your vehicles performance. Among them are installing a high compression head, or replacing a worn cam with a B cam, or installing an alternator, electronic ignition, or even a B carburetor. They don't all have to be undertaken at once to immediately realize benefits.

Installing a high compression head is an easy way to increase power that can allow you to drive and sustain a speed of 55 MPH. Your results however depend largely on the condition of your engine prior to installing. Generally, you must have about 65 psi of compression (+/-5 lbs) in each cylinder. If your rings are worn or cylinder walls are worn giving you weak or inconsistent compression. you may not notice any benefit of a high compression head.

There are different compression ratios available in high compression heads. The standard compression for a stock Model A is 4.22:1. By comparison, the high compression heads available from vendors are 5.5:1, 5.8:1, 6.3:1. and 7.1:1. If you have any concerns about the condition of the babbitt bearings, the experts recommend you not go above a 6.3:1 compression ratio. At this compression ratio, you should see an increase in horsepower of about 40%. If you want to install a head with a compression ratio greater than 6.3:1. you should consider installing insert bearings. This also means having your engine align bored for the new bearings. If the babbitt bearings are in good condition you should have no issues running a 6.3:1 high compression head.

Installing a B camshaft is another way to significantly improve performance. The B cam has lobes that are ground with a higher lobe than standard. increasing lift and duration of the valves when they open. This allows more air/fuel to enter the combustion chamber and exit when its burned. The result is an increase in horsepower. If you are intent on installing a new cam, you need to make sure the cam bearing surfaces are not excessively worn. Model A camshaft bearings were bored into the cast iron block. After 90 years of use, they may have become badly worn. A worn cam will create a noise that's similar to valve clicking and can cause in-consistent valve timing. If this is the case. have the block align bored and insert cam bearings for a quieter, smoother running engine.

A great reference if you plan to undertake this project is *The Model A Ford Mechanics Handbook Vol II*. You'll find the whole procedure is outlined for replacing your stock head with a high compression head. If you do in-install the high compression head, make sure you use the correct head gasket. The standard copper clad head gasket will not last long. You'll need to purchase the composite head gasket for use with the higher compression head. Enjoy your new improved "high performance" engine.

‘Dust it every time I walk by’: 94– year-old De Soto man moves prized car into living room.

As printed in the Wichita A's newsletter "The Rumble Seat Review"; as submitted by Brenda Broadhead, copied from Lawrence Journal World March 2020

A 94-year old Soto man is in the process of selling 30 custom cars that he either created or restored over 40 years of his retirement. He has a 1929 Ford Model A Speedster, a 1922 Ford Model T and a 1928 Chevrolet "Woody" station wagon among his collection.

But there's one car Dean Weller isn't selling. It's a 1912 Mercer Raceabout, and Weller knew just where he wanted it—in his living room.

"You know, one of these days I'm going to take out that patio door and pull my Mercer right in front of that fireplace and dust it every time I walk by," Weller said he used to tell his wife of 73 years, Delores, who passed away last March.

"You can imagine how that went over with her," he said. "She would turn over in her grave now if she knew it."

If she knew, that is, that Weller did indeed take out that patio door and pull his Mercer right in.

The curious event took place March 1. With the help of two daughters, a son-in-law, a grandson and a grandson's friend, Weller moved his car into his living room by removing the eight foot tall sliding glass doors that face his backyard.

Weller said a Baptist church that sits behind his property was letting out just as the noteworthy action was taking place.

"They were probably wondering, "What the heck is that crazy Dean Weller doing?" he said, chuckling.

Weller has been making and restoring antique cars since he retired from his job as a home builder at the age of 52. The Mercer is his favorite.

In 2007, the Journal-World featured Weller's replica of the famed racer, which was one of the legendary sports cars of the pre-World-War-1 era. It took Weller two years to build. He made the fenders, gas tank, seat frames and radiator. A 1930 Pontiac nearly duplicated the Mercer's frame and drivetrain, so Weller used those as his foundation. The only parts Weller couldn't recreate were the front headlamps. He outsourced the job to a Florida craftsman for \$1,000.

"It's my favorite, yes," Weller said Tuesday in his DeSoto home. "It's got more of me in it than any that I've built. And I'm only going to keep one, and so it is the one."

Weller's cars are currently stored in a former Ford dealership garage, located at 33015 W. 83rd St. in De Soto, that Weller calls "Grandpa's Garage." The 102– year-old building has already been sold, but Weller has a year to get his cars out, said his daughter, Deana Chance.

As of March 2, Weller had sold 13 cars. He hopes to sell the other 16, save one: "America's Sweetheart," a Model A Ford which he said he plans to donate to the Model A Ford Museum in Hickory Corners, Mich. John Begg, president of the Model A Ford Foundation, called Weller's creation "unique" and said he hopes to have it as part of their display. "Dean is quite a craftsman and he has just made an outstanding creation of this Model A," Begg said.

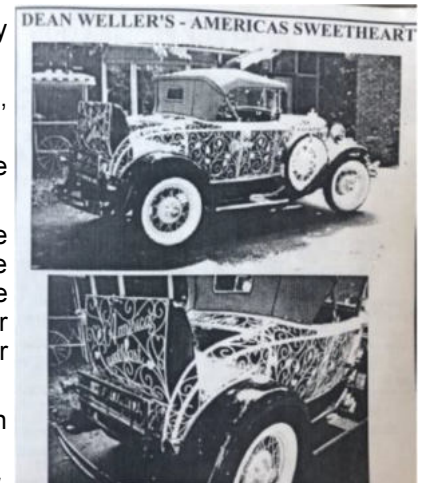
"America's Sweetheart" has a see-through body made of wrought iron which Weller formed into a design of scrolls, ovals and hearts. Begg said that the car would serve as an educational tool for the museum and an example of fine craftsmanship because it shows off the car's chassis.

Weller's interest in cars began at a young age. He remembers his first car, a 1934 Ford, which he purchased by using his bicycle as the down payment. He also won over his wife, Delores, during a car ride. He picked up Delores and her friend one cold day as they were walking and drove them home. Dean and Delores married at the respective ages of 19 and 15.

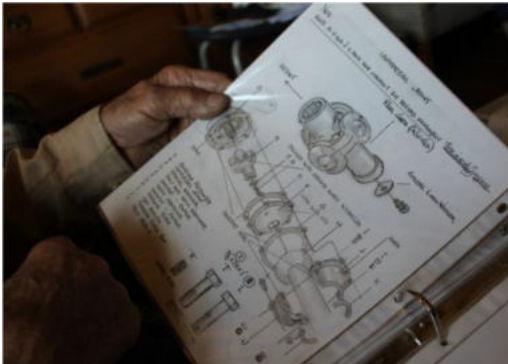
On Tuesday as his daughter went to open the outside blinds to let natural light into his living room Weller remarked that they hadn't been opened since his wife's death. When the sunlight streamed in that afternoon, it illuminated the newest addition to Weller's home. Recently, after moving the Mercer into his living room, Weller wrote that he's working on a "good ending" to his life story. Instead of leaving his favorite car without a home, it now rests in his living room. "Now, it has a home and I can care for it," he wrote. "Am I eccentric? Perhaps, but happy."



Dean Weller, pictured in his De Soto home on March 3, moved his handmade 1912 Mercer Raceabout into his living room on March 1.



This pamphlet Deana Chance found in the home of her father, Dean Weller, shows Weller's Model A Ford, which has a see-through body made of wrought iron which Weller formed into a design of scrolls, ovals, and hearts.



Dean Weller, of DeSoto made a book for every car he created or restored that includes intricate drawings and details of the car's parts. This book is for a car Weller created—a cross between a roadster and a speedster that Weller made using a 1931 Model A Ford frame and motor.

Silk in Patterns and Woven Prints

By Sherry Wink

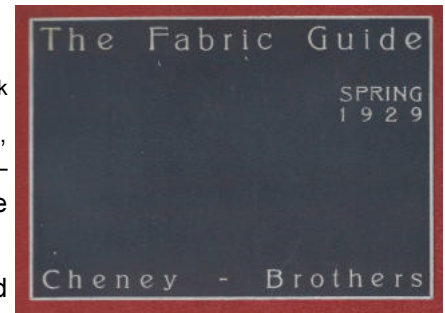
What do you normally think of when silk is referenced? I usually think of bright solid colors, in a thin flowing soft fabric. Then I came across this interesting book, "The Fabric Guide—Cheney Brothers—Spring 1929." And it had wonderful swatches of actual fabric to peruse through.

Now I have to admit, there are plenty of fabrics in it that meet my normal expectations. Solid and bright colors. (Ex 1) But there were also some surprises!

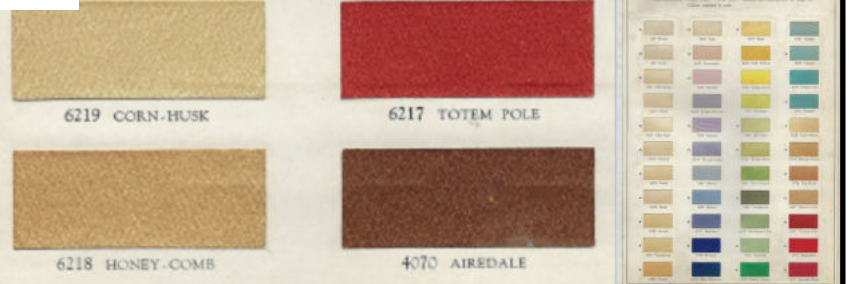
I love the textured, patterned silk that is described as "yarn dyed" and "silk warp yarn-dyed." (Ex 2) This means that the thread was dyed first, then woven to create the design. The description for the first sample in Ex. 2 states: "The warp is of beige silk, while three threads, one of natural worsted, the others of brown and orange silk are used for the weft. The combination of the silk threads produces the warm, coppery tones of the pattern while the worsted thread is entirely covered over and has a part in the design. This worsted filling, however, contributes warmth and suits the fabric for spring coats...."

The fabrics in the last example (Ex 3) are printed silks, as might be seen today, but of varying weights that are more unexpected. From Chiffon to heavy crepe, they are all wonderful to feel!

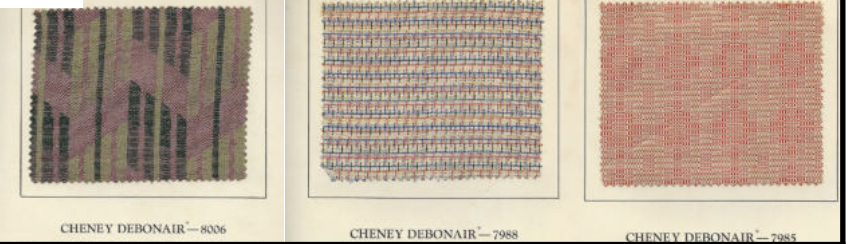
There are more examples in this book that don't translate as well to printed medium such as the ribbed fabrics. I'll bring this book to a meeting sometime if anyone is interested in feeling these Model A era fabrics for themselves!



Ex. 1



Ex. 2



Ex. 3



This recipe from a 1931 Swan's Down recipe book reminds me of the delicious baking powder biscuits my grandma used to make. Of course, she never used a recipe, she knew just from the feel

Baking Powder Biscuits

2 cups sifted Swans Down Cake Flour
2 tsp baking powder
1/2 tsp salt
4 tbsp butter or other shortening
2/3 cup milk (about)

Sift flour once, measure, add baking powder and salt, and sift again.

Cut in shortening. Add milk gradually until soft dough is formed.

Roll 1/2 inch thick on slightly floured board. Cut with floured biscuit cutter. Bake in hot oven (450°F.) 12 to 15 minutes.

Makes 12 biscuits.



Brands We Still Know By Sherry Wink

In 1921, the Washburn Crosby Company, owners of Gold Medal Flour, offered a prize to homemakers for completing a puzzle printed in the Saturday Evening Post magazine. They created the persona of "Betty Crocker" to personalize their responses. The last name was to honor a recently retired company director, William G. Crocker. Betty was chosen as a cheery, all-American name. The company also promoted its products by sponsoring cooking schools and hiring home economists. This was so successful that they added a Home Service Department that eventually became the Betty Crocker Kitchens. In 1924, the company bought a local radio station and aired the "Betty Crocker Cooking School of the Air", radio's first cooking show. It soon was airing on 13 regional stations. Each station had its own presenter voicing Betty Crocker's voice, reading scripts written by the company. In 1927, the new NBC network started broadcasting the program. It continued for 24 years. In 1929, Betty Crocker premium coupons were introduced in bags of flour and offered discounts on the purchase of Oneida flatware. The first official portrait of Betty Crocker wasn't commissioned until 1936. It was a "motherly image" that "blended the features of several Home Service Department members.



Early Betty Crocker radio ad, 1924-28.

Model A Mystery Part

What is it?

Do you know?

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



Photo courtesy of Snyder's
Antique Auto Parts

Last Month's Mystery Part

This is a camshaft dowel pin. Per the website, these 2 pins hold the timing gear in position on the camshaft.

Did you know?



Photo courtesy of Mike's A-
Fordable
Antique Auto

Walt's Old Time Tech Tip

Babbitt Bearings vs Insert Bearings

From John Barto as posted on MAFCA's Facebook page—

A lot of misconceptions and debate arises from the ability of Babbitt bearings vs insert bearings and the ability of Babbitt bearings to handle load. Model A engine bearings, and in fact all internal combustion engine shell bearings work on the hydrodynamic principle as shown in the illustration.

The Babbitt provides a media for the oil to ride on, a means to tolerate debris without damage to the shaft and provide a passage for the oil to work in. This is true of insert and poured Babbitt bearings, both are either machined or shimmed to the hydrodynamic principle, a fixed dimension of .001 oil clearance for each inch of shaft diameter, no matter if its a 12" diameter shaft or a 1/4" diameter shaft all oil lubricated shell bearings are designed to this factor. Precision insert bearings are manufactured to a size that corresponds with the crankshaft journal diameter to meet the hydrodynamic principle factor. Poured Babbitt bearings are line bored and shimmed to meet the factor.

Engine oil provides the razor thin film that supports the crankshaft and allow your engine to last more than a few hours, its really quite incredible the amount of load oil can bear when used in a precisely controlled environment like a correctly adjusted main bearing.

Lose the hydrodynamic principle clearance through wear or abuse and the cushion factor of the oil degrades to a point that the bearing itself begins to make contact with the shaft and ultimately bearing failure is the result. This is true with insert or poured Babbitt bearings. This is why engine oil specification is important, for instance, diesel grade engine oils have a higher load factor, the more load carrying capability the better for main and rod bearings. Ford's gravity system vs pressurized system, load carrying capability of bearings and conditions that destroy bearings to come...

Some response to the post with further discussion regarding the subject:

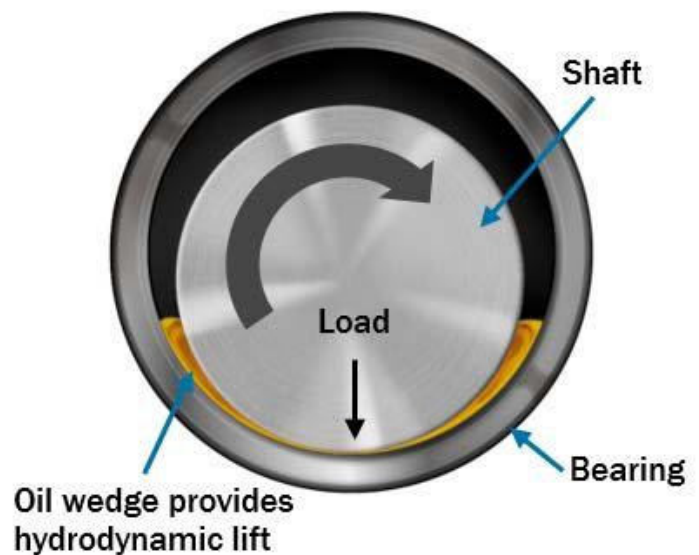
Eric Weninger Just keep in mind that an insert bearing does not move or change dimensions appreciably compared to a thick, soft Babbitt bearing. The facts listed above are in fact true. What is left out is the fact that Babbitt tends to give and move causing the bearing to loosen up very quickly. Once this is done, the bearing will not hold oil, this leads to bearing failure due to reasons already listed. The insert bearing is much more durable, for that reason...only

Ethan Hurley Babbitt lasts a very long time easily through several rebuilds. Babbitt tends to fail gracefully. It will tend to let you know it is sick and will give you a knock and many miles of hobbling home. When babbitt fails the engine is not likely to need more than just a re-babbitting. When inserts fail it is likely to be sudden and require a tow home. You will have a higher probability of extreme damage to engine parts like crankshaft. If the mains go then you may have to throw away the block. Bottom line there's no spun inserts with Babbitt. In my opinion Babbitt is the way to go no question. Not to mention there's always the question if the right inserts are going to be available years from now when you're due for another rebuild if it's rebuildable...

Furthermore, insert bearings were not designed for these engines, I wouldn't even consider putting inserts in a model a engine unless you also installed pressure lubrication with an oil filter.

Jim Morris Schwalm's Babbitted Bearings advised me to use Rotella 15-40, a diesel motor oil, in my rebuilt "A" babbitted motors. I didn't understand why diesel oil. Now I do. Great post!

Journal Bearing





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: 1928 Model A Phaeton, right hand drive, motor was gone through by Paul Couch about 10 years ago, driven very few miles since. It is an older restoration that is still quite presentable. Ready to drive and have fun with. Needs some minor work to bring everything up being a very dependable car. \$17,500 or near offer. Might consider a trade?

Contact: Jim McDonald 515-360-4800 (CIMA 03/2020)

For Sale: Ring & Pinion 3:54 high speed, Virtually new, 1000 miles, \$250 negotiable ring/ pinion 39/11 teeth

Contact: Ken Coleman 913-481-66 54 (POA 04/2020)

For Sale: 1929 Woody Wagon, Good Condition. \$17,500.

Contact: Sheryl Craft (956) 782-6441 (CIMA 04/2020)

For Sale: 1929 Tudor. New Paint, New Interior, Runs Great. \$12,500 OBO. .

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

For Sale: 1930 Model A Ford deluxe sedan (170B) two window Fordor. Older ground up restoration. Alternator, touring cam, Brumfeld head, Mitchell overdrive with 1939 Ford transmission. New tires and shocks. \$15,000.

Contact: Joe Lamb 515-289-4437 (CIMA 05/2020)

Winter Specials for Sale at Grandpa's Garage, DeSoto

12 Model A manifold heater covers, Choice \$30.00 and less, while they last.

8 Model A Horns ready to install, \$150.00 each

Approximately 50 old assorted jacks, \$5.00 to \$30.00

8 Model A jacks, one flip top

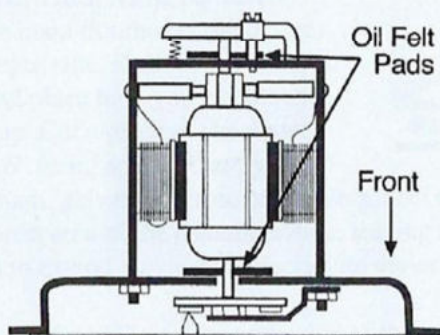
Also 10 original jack handles at \$15.00 each.

My building is under Contract of Sale. I am planning an auction in 2020. You can come now and buy your choice that you may not get at auction. Everything for Sale: Cars, Car Parts, Tools, Memorabilia and literature, etc. Come and browse. I still have 17 of the 29 cars for sale. Always open on Tuesday mornings or call to schedule an appointment.

Dean Weller 913-585-3326 Cell, 913-585-1313 Home - please leave a message.

HORN LUBRICATION

Lubricating their horn is one item that some people overlook. There are two felt pads at the armature area of your horn. Put two (2) drops of 3-1 type oil on each felt oiler pad about two times a year and this will help keep your horn working. DO NOT OVER OIL.



Submitted by Tony Topicz, Ohio Valley Region.
Illustrated by Dick Lewis, Lawrenceburg, Indiana

Top 10 Reasons to Own a Model A

10. Your feet stay warm in the summer.
9. You can cook while you drive.
8. Beer cans come in handy for making shim stock.
7. Gas leaks are no cause for alarm.
6. All your other worries go away when driving a Model A.
5. You can honk the horn all you want without receiving sign language.
4. No wiper blades are needed even in the heaviest rains.
3. What other car could tell you when it no longer wants its fan blade?
2. One can speed through town past a police office and all he will do is shake his finger.
- And the number #1 reason; U-turns are possible anytime, anyplace, anywhere.

Happiness Is a Clean Gas Tank in Your Model A

By Chris Wickersham

Found in the "Spoken Wheel", the newsletter of the Santa Anita A's.

Most of us have had to deal with a problem with the fuel system in our Model A's and often it is a result of a gas tank that is not clean. For many years, we have been dealing with problems that is caused by rust in the tank that can plug up the fuel line and shut off valve or will even find its way into the carburetor and plug up the jets. With today's fuel that contains ethanol, old varnish deposits in the tank can dissolve and find its way into the carburetor and plug up the jets or get into the engine and coat the valve stems causing them to stick and stay open. If sometime in the past, the gas tank in your Model A had been coated with a sealer, today's fuel will often soften and dislodge these older coatings which will plug up everything. Coatings available today are formulated to not react with fuel that contains ethanol but coating the inside of the tank should be done only as the last resort.



Years ago, just about the only way to deal with a dirty or rusty tank was to remove it and have it "boiled out" by a radiator shop. This process would usually clean the tank and sometimes remove the rust but it would always remove the paint from the outside of the tank. Removing the tank to have it cleaned was not only a lot of work but also required re-painting.

Today, there are alternatives that deal with the problems of rust and old varnish without removing the tank. Rust911 and Metal Kleener 2014 are 2 products, available thru "rust911.com" that I have used with very good success. Both are non-toxic, bio-degradable and come in concentrated form. If the tank is just dirty and has a lot of old varnish, it can be cleaned in place with Metal Kleener 2014. With the tank empty, just add one gallon of the concentrate and fill the rest of the way with water and let sit for several days. Periodically, rock the car from side to side to help dissolve the old deposits. Drain, flush out with water and leave the tank open for several days to dry. You should not allow Metal Kleener to come in contact with the paint but if you do, just immediately wash off with soap and water.

If the inside of the tank also has rust deposits, after using the Metal Kleener, fill with a mixture of 1 part Rust911 concentrate to 15 parts water, and let set for several days, occasionally rocking the car. Drain and flush with water and let the tank dry for several days. Again, if you get any Rust 911 on the paint, just immediately wash with soap and water. In order to get the best results, always clean the tank first with Metal Kleener 2014 before using Rust911.

This procedure may not work in every case but it is definitely worth a try before going to all the work and expense of removing the tank and having it "boiled out".

OILY CRANKCASE BREATHER VENTING? **(Oil film collecting on the firewall)**

By Jim Gregory

As printed in the January 2020 edition of "The Steering Column", the newsletter of the Greater Baltimore Model A Ford Club

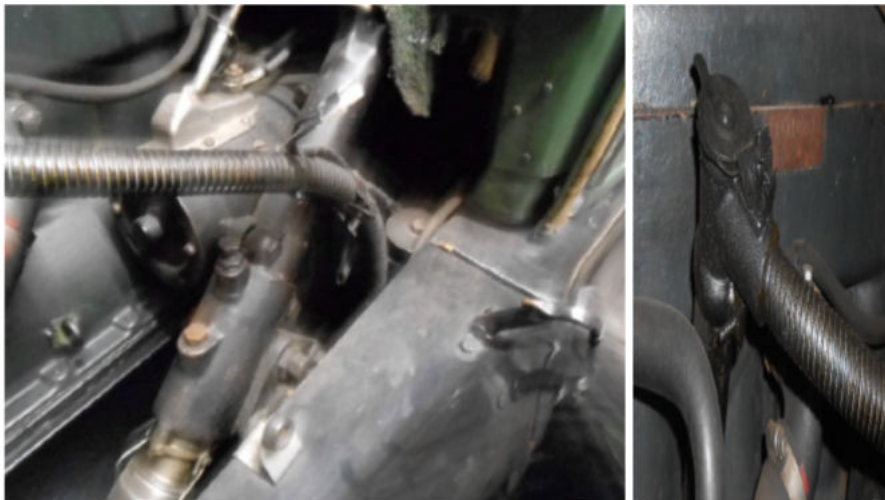
Not all the internal combustion engine exhaust leaves the engine through the tailpipe. Surprised? Well, this is typical in that there is no such thing as a "perfect piston ring seal"! A tiny wee bit will manage to get by the piston rings into the crankcase in a low mileage engine.

If you tour in your Model A and have accumulate some really great "Model A Windshield Time" regularly accumulating some "seasoning" miles in your engine, this leakage could be making an oily mess on your firewall. These accumulating oily vapors exit the crankcase through the oil filler tube cap and can be a more than a bit troublesome to keep clean.

Touring on a hot summer day these smelly fumes can also be a bit pleasant in the cabin. No, this does not mean your engine is in trouble. Likely it is just now "feeling it oats", to use an old farm term, and is just getting the job done.

There is an aftermarket oil breather extension tube available that eliminates this oily mess firewall problem. At least two Model A parts supply companies can provide this Oil breather Tube (around \$40) with a 20 inch extension flex tube you can direct below the firewall/floorboard. Another neat feature is the spring hinge cap that stays open when you add oil to the crankcase.

This neat looking "fix" is attached by a simple clamp to the top of the oil fill-breather pipe and can be easily removed. Take a look at the pictures and see the sealing hinged fill cap, and, where I ran this extended vapor vent tube between the chassis and the steering column down under the floorboard. One oily firewall avoided with a cost effective solution.



Model A'ers are nothing if not upbeat. We are known for having a sense of humor too! Here are a few day brighteners I found in Model A Newsletters across the country to help us get through this tough time.

Sitting on the couch & my husband sweetly whispered.. "The best part about all of this is that I get to spend more time with you" as I looked over at him lovingly I realized he was talking to the dog not me

Wichita A's newsletter the "Rumble Seat Review"

**I'm giving up drinking for a month
Sorry, bad punctuation.
I'm giving up. Drinking for a month.**

San Fernando Valley newsletter "The Rumble Sheet"

Stay at home Because if you die your wife will sell your classic car for the price you told her you paid for it 😊

Acorn A's newsletter—The Nutshell

The truth is, it's not so boring at home. But it's interesting how one bag of rice has 7,456 grains and another bag=7,489.

San Fernando Valley newsletter "The Rumble Sheet"

-Is anyone else's car getting four weeks to the gallon now?

Blossom Trail A's newsletter "The Fuel Line Connection"

I want to share this information from the Santa Anita Model A Club's newsletter —

Coronavirus Crisis

"Now that you are not allowed to go anywhere or act normal. I suggest you turn your attention to all those things you have wanted to do around the house but just didn't have the time for.

Here are my top nine suggestions.

1. Clean out the garage if you have permission from your government to go there.
2. Put all the tools laying on your work bench back where they belong after properly sanitizing them.
3. Sort out all those washers, screws, nuts and bolts that were somehow left over after you finished your last project. Boil them in water first.
4. Take all of the nuts, bolts, washers, screws and those unidentifiable items out of your coffee can, sort them out by type and size, then put them in one of those nice storage cabinets that have lots of little drawers with labels on them. Use paint thinner for cleansing first.
5. Sweep out under the work bench; you might be surprised what you'll find there. Wear approved rubber gloves to pick up the pieces.
6. Find that 10-foot pole you said you wouldn't use to touch things with and use it to keep people at a safe distance (They say 6 feet is OK but 10 feet is safer).
7. Read all of the auto magazines that you have piled up on the table ready for "future" reading. Wipe them down first if they are recent issues.
8. Call up all those people you never liked and ask them to go shopping for you at your local grocery store. Tell them to just leave the bags on the porch.
9. Work on your Model A so that it is healthy enough to survive the **Coronavirus.**"

— taken from *Volcano View*, Volcano A's newsletter

Found in the Blossom Trail A's newsletter "The Fuel Line Connection"

SUN is not canceled
SPRING is not canceled
FRIENDSHIPS are not canceled
RELATIONSHIPS are not canceled
MUSIC is not canceled
KINDNESS is not canceled
IMAGINATION is not canceled
CONVERSATION is not canceled
HOPE is not canceled
NOT EVERYTHING IS CANCELED
(It just feels like it right now)

From the Orange County Model A Ford Club Newsletter—"The Distributor"



"Old things need extra protection"

Aiken Model A member Lewis Fierke created this picture.
The cars are (L) '29 Special Coupe and (R) '28 Fordor Leatherback.
Photo submitted by Pat Roberts

Blossom Trail A's newsletter "The Fuel Line Connection"

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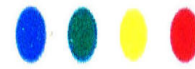
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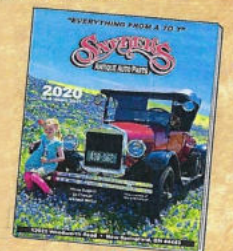
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