



# The ROAD RUNNER



MAFCA Chapter

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

MARC Region

## Officers

President:	Bill Skaggs
Vice President:	Chuck Haber
Secretary:	Terry Richardson
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Technical:	Tony Flieg
Ladies Activities:	Loura Talley
Concerns/Calling:	Jody Layne
Membership/Public Relations:	Myron Schmitt
Newsletter/Webmaster:	Sherry Winkinhofer
Property:	Vacant
Director:	Larry Harding
Director:	Mike Owen

## Birthdays

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

## Anniversaries

Bill & Sandy Skaggs	02/14
Don & Mary Sedlacek	02/16
David & Sharon Silvers	02/18
Pat & Kay Lawlor	02/20
Steve & Loura Talley	02/22
Michael & Linda Owen	02/28

## Monthly Meeting

### **February 5th**

**American Legion, 2607 NW State Route 92  
Smithville, MO 64089**

**The Legion provides a dinner menu at a special price  
one hour prior to the 7:00 PM meeting.**

### Board Meeting

### **February 15th**

**The 3rd Thursday of each month,  
7:00 PM, Woodneath Library Center  
8900 NE Flintlock Rd, Kansas City, MO 64157  
Visitors welcome**

### Technical Meeting & Breakfast Club-KC

Big Biscuit in Liberty

Please join us every Wednesday 6:30 am to "whenever"  
at the Liberty Corner Shopping Center, at 840 Hwy 291  
(816-429-5314)

### Technical Meeting & Breakfast Club-St Joe

Every Monday 7:00-10:00 AM  
Hy-Vee 201 North Belt Highway, St. Joseph

## President's Comments:

Can you believe the cold weather and snow we've had since Christmas? If you've had your Model A in any of this, I'll have to take my hat off to you! Me, I'm looking forward to warmer weather in a few months, and I know Chili is already working on the Shakedown Cruise to kick-off the touring season. And some consideration is being given to perhaps planning an overnight tour. Time will tell if that is feasible. Let me know your thoughts on that and any other tours you'd like to see the club make!

The February meeting will be a fun one. We have a hot air balloonist coming to talk about their experiences. Should be interesting!

It's not too early to start thinking about what to bring to the silent auction. The calendar has been set for the April meeting this year so there is plenty of time to still dig deep in the back corners of your garage!

Until warmer weather,

Bill Skaggs, President

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*"Marriage is a lot like the army, everyone complains, but you'd be surprised at the large number that re-enlist."*

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## Editor's Comments:

Like Bill, I'm looking forward to some warmer weather in few months! The Old Lady is snug in her new garage, but I know she is ready to get out and get some road time too. But at the moment, I've barely got the garage door dug out, thanks to help from some friends!

I just got back from a trip to the Texas coast on N. Padre Island, and it was even cold down there! Of course, with it being 50 degrees, we were going "this is great," but the locals were all freezing! The look on their faces when we told them it was -11 the morning we headed out was fun too! I hated coming back, but the weather is now getting a little warmer, it hit 40 degrees today. A heat wave!

If I can find a few more warm days, I might have time to dig through some more boxes in the garage and see what I can come up with for the Silent Auction. But then again, it might just have to wait a few months!

For right now, I'm content to cocoon in my living room with an electric throw and my computer. See you in the spring when I thaw out!

Happy A'ing—

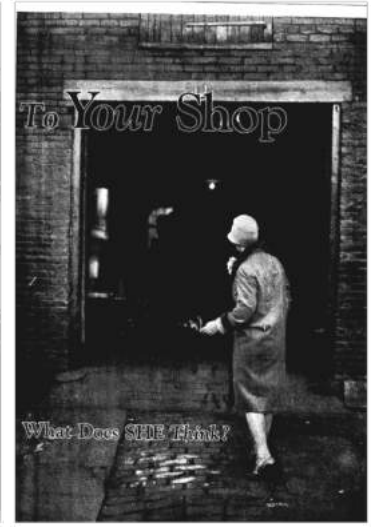
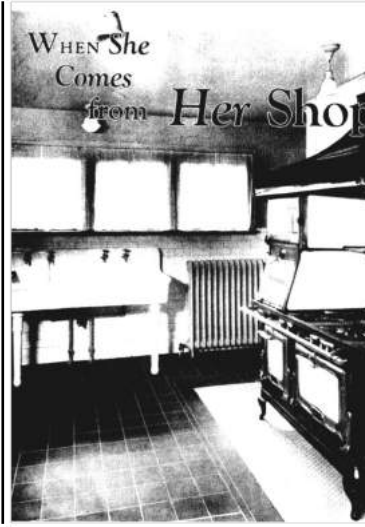
Sherry Wink, Editor

## NORTHWEST MO. MODEL A FORD CLUB MEETING

American Legion Hall Smithville, Missouri

*Due to unusual circumstance, the minutes were not available for this issue. I will try and print them next month!*

A few pages from the June and July 1928 Ford Service Bulletins, illustrating Ford's commitment to customer service.



## MAFFI Minute

The Gilmore Auto Museum, the site of the Model A Museum, is open year around and at this time of year the museum has Sunday afternoon lectures at 2p.m. The website has a complete listing, but one that I found enticing is on February 4, "How to Buy and Sell Collector Cars".



However, if a trip to Hickory Corners, Michigan isn't in your January/February travel plans, you can still indulge in Model A hobby fun by visiting or re-visiting the maffi.org website. The website has 4 live streaming cameras to view the museum from your armchair. And, if you click the Media button, you can hear the audio recordings of original records developed in the Model A Era for salesmen's use in training and customer sales. They're fun to listen to!

If you're more of a visual person, there's a MAFFI You Tube site, also accessible from the website as well as Paul Shinn, the Model A Guy's You Tube site, accessible from the website.

And let's not forget the upcoming Valentine's Day. You do have a Model A that is your sweetheart don't you? Why not honor her (or him) with her/his picture at the Model A museum next to your name by getting involved in the "My A" program. It features a plaque mounted on a museum wall segregated by year (1928, 1929, 1930, 1931) showing your vehicle, your name, your home area, and your vehicle body style. Details can be found under "expansion" on the maffi.org website.

And, as a bit of fun trivia let me leave you with this tidbit. One hundred and ten years ago, on Jan. 5, 1914, Henry Ford implemented a \$5 per day wage for his workers. But, workers soon found out they wouldn't immediately get the \$5 per day. Workers still made \$2.30 and were given a \$2.70 bonus if they followed all of the company's requirements. Here's how workers would be eligible:

- abstain from alcohol
- not physically abusive toward their families
- not take in boarders
- keep homes clean
- contribute to a savings account

(from [www.cbsnews.com/detroit/news/henry-ford-implements-5-per-day-wage-this-day-in-history/](http://www.cbsnews.com/detroit/news/henry-ford-implements-5-per-day-wage-this-day-in-history/)).

A few of those requirements wouldn't be a bad deal today to require, would they!! Happy Valentine's Day Model A Hobbyists!

Cindy Ellenbecker, Secretary—Model A Ford Foundation Inc. Trustee



# Activities

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

February 14—Valentine's Day Dinner  
See info below!

May 21-23-MARC 2024 National Tour  
Berlin, Ohio  
Jim Zimmer Rod Cotter  
(614) 353-8236 (248) 701-5579

April 4 -6 -MARC 2024 Membership Meet  
Joliet IL

Hosted by the Joliet Region of the Model A Restorers Club  
<https://model-a-ford.org/>

June 23-29a-MAFCA National Convention 2024  
Ruidoso, New Mexico  
Hosted by the Southwest Model A's  
<https://www.southwestaventures.com/>

If you are planning on joining in on any of the tours or activities, please sign-up and include your phone number, or you can contact Chill Canida at (816) 415-4948 (home phone) That way if an event has to be canceled, or has a location or schedule change, he will do his best to make sure you are notified!

## Road Report: 92 Highway is now open from Kearney to Smithville!

### Ladies Activities Update

As we have time to organize the Ladies Activities for the new year, I would invite all the ladies to help with ideas for their favorite restaurant and any other activity that we can do to keep up our momentum and build interest. I'd love to widen the variety of activities and increase the number of our group. Any and all suggestions will be appreciated!

If anyone needs a ride or has any other issues that will help them attend our outings, we have volunteers who are more than happy to accommodate whatever might be needed. We are a very casual group so any and all are welcome. We encourage everyone to invite a friend, bring a daughter, mother, or sister.

We have discussed making hat pins and there is enough interest to put it on the calendar. We'll be discussing the details on our first outing. Another suggestion is to attend the Dinner Theater. I look forward to seeing everyone in the new year!



If anyone has any questions or concerns, suggestions, or possible ideas, please call me at 816-632-1776. Looking forward to your calls!

Loura Talley

### Valentine's Day Dinner

Join us for Valentine's Day at Cascone's Italian Restaurant on Valentines Day, February 14th!



We have reservations for 7:00 p.m. for some authentic Italian food at this Northland Classic!

Join us for a great evening of fellowship and fun. A door prize drawing will be just part of the entertainment!

Look for the sign up sheet at our February meeting. Carpooling will be available for those who need it.

Call Loura at 816-632-1776 to confirm your reservation or to make arrangements if you need a ride. We look forward to seeing everyone!



3733 N. Oak Trfwy  
Kansas City, MO

### Cares & Concerns



**Our Sunshine/Concerns Lady is Jody Layne. If you know of anyone that could use a call or a card, please let her know at 816-225-7680 or send her an email at jolayne60@yahoo.com**

### Club Contact Information:

President Bill Skaggs (816) 807-6300  
All Officers: [nwmomodelafordclub@gmail.com](mailto:nwmomodelafordclub@gmail.com)  
Publications: [nwmomodelafordclub@gmail.com](mailto:nwmomodelafordclub@gmail.com)  
816-519-2630

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

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

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

**NWMO Model A Ford Club  
5606 Five Corners RD  
Smithville MO 64089**

Or email:

[nwmomodelafordclub@gmail.com](mailto:nwmomodelafordclub@gmail.com)

## “Fall is Just Around the Corner”

By Patti Jones, Model A Restorer’s Club of Arizona

As Winter is fast approaching, I’d like to show the styles of women’s daytime coats from 1928-1931. During the Model A era, women’s fashion styles changed dramatically in just those 4 years. Paris and New York were the style centers that dictated the most up to date chic styles that the modern era woman would wear. Generally, 1928-1929, the styles were boxy and straight across the bottom hems with no distinct waistline in dresses. Also, during these two years, dress hemlines were shorter than the early 20’s. When the stock market crashed in 1929, so too did the hemlines. They became a little shorter, and many styles had uneven hemlines, or handkerchief sides to give the styles more flair.



Coats in 1928-1929 had hemlines that generally were straight across the front. Some did have thin belts, but some followed the dress fashions of 1929 by having flairs on either side of the coat. Many coats during our era had no buttons but were held shut by the wearer. Furs often trimmed the collars and sleeves in a wide variety of skins. Intricate detailing on the coat was often done with piping, trims, pleats, embroidery, etc. Also note that these coats are just barely covering any dress worn under it.

Compare the 1928-29 coat lengths to the 1930-31 lengths. By 1930, coat hemlines dropped drastically...at least 3 inches from 1928-1929. Waist bands in dresses were beginning to be shown in many fashion houses as well as coats during 1930. Fur trimmed coats continued on in 1930, as well as in 1931. Cape collars were starting to become popular in coats, just like the bertha collars in many of our dresses. Fabrics like wool, tweed, plush, and twill were used for winter coats. Being for winter, coats tended to be fully lined, many in heavy silk satin for warmth. Heavier coats often had padded inner linings for those colder climates. Style, detailing, and fur enhancements continued in 1930. Full fur coats were also very popular during all 4 years, but there were very few styles that were belted. Most used buttons or hook and eyes to keep the fronts closed.

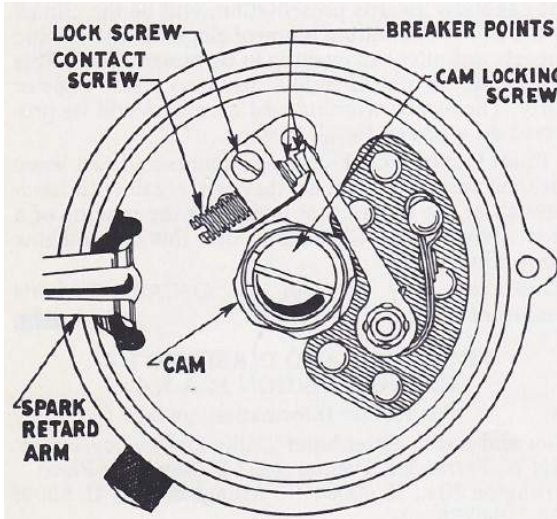


In 1931 it appears that hemlines dropped even further, possibly another 2 inches. Belts became wider and bolder in appearance on coats. Raglan/dolman sleeves were becoming more prevalent in fashions as well as coats. Fabrics still remained the same in all 4 years as well as coats being trimmed in all kinds of animal pelts.

Matching your “Outer Wear” year to your major garment will enhance your outfit when being judged. Remember that “texture” is key. An example would be a heavy fabric of your major garment would go with any of these coats. A wool, heavy crepe and velvet would be suggested. A fine silk, georgette, or light crepe would be too light for these heavy winter coats.

Ref: Montgomery Wards, Spring/Summer 1929  
Altman, Fall/Winter 1930  
McCall's, May 1930 McCall's Style News,  
November 1931 Cowie Fur Company, 1931

## Distributor Introduction



To better understand the role that a distributor plays in the ignition system of a Model A, there are these notes, distilled from an early article by Dale DeKok published in Model A News and then there is a matching quiz to test your knowledge!

The distributor does exactly as its name implies-distributes the electrical energy to the four cylinders in our engine. As a part of the ignition system, it switches the power supplying the coil's primary windings on and off and routes the coil's high voltage, output from its secondary windings, to the individual spark plugs according to the firing order of our pistons: 1, 2, 4, 3.

As the crankshaft turns, the connecting rod pulls the piston down twice & twice. The distributor needs to be timed to provide spark when the piston is about 2 degrees prior to top dead center (TDC) of that first push. It would not improve performance to "always leave the spark lit" even if that could happen. The proper gas and oxygen mixture (or stoichiometric ratio: 14.7 grams of air to 1 gram of gasoline) needs to be pulled in from the intake manifold, and then compressed within the piston for the spark to have the maximum power stroke, and that is just barely before the highest point possible within the cylinder.

As you can see in the illustration, the distributor's cam, driven off of the crankshaft, has four lobes, one for each cylinder. If it was geared at the same rpms as the crankshaft, it would produce the spark every single time the cylinders reached TDC, so it is geared to turn at one half the RPMs.

The points are pulled closed by a spring, completing the circuit and letting electrons flow. If the point spring is weak, the points will bounce at high RPMs, causing the timing to become erratic and the engine to misfire. A spring that's too heavy will promote rapid wear of the rubbing block and the point gap will decrease with operation. This can soon bring a fall off in performance.

The distributor high tension or secondary circuit consists of the rotor and high tension lead from the coil, the cap and body, and of course the spark plug wires. The rotor is mounted on the end of the distributor shaft above the cam and blocking your view of the points. When it's installed with #1 piston two degrees short of TDC, the rotor arm should be in contact with the electrode for #1, about 45 degrees to the right of forward from the driver's perspective.

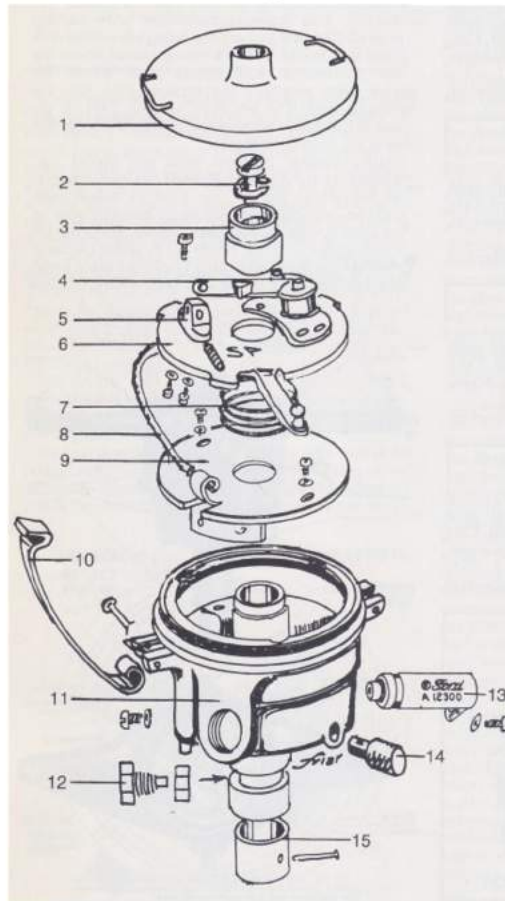
The rotor is in constant electrical contact with the center contact terminal of the distributor cap by means of a small brush, which in turn is connected to the high tension lead from the coil. That brush may also wear out and provide an inconsistent flow.

The condenser is another important part of the distributor. It prevents arching at the breaker points when they are open and it also demagnetizes the coil. When the points open, that collapses the magnetic field, assisted by the condenser. It is fast enough to induce the 20,000 volts within the secondary windings of the coil to jump the spark plug gap and ignite the gasoline.

Note that moving from a 6 volt primary system to a 12 volt one does not increase the secondary voltage to 40,000 volts. What it does is provide the same voltage, but taking half of the amps to a large percentage of condenser trouble can be eliminated by keeping all connections clean and tight. Sand the mounting strap to ensure a ground for the condenser case. Also, keep it as cool as possible. Ford released a heat baffle in late 1929 for use in hot weather to increase their lives.

The breaker plate friction spring should also be sanded bright as that may also ground the points. As said before, an engine that cuts out or misses may have a weak or rusty friction spring. Finally, when restoring a distributor, never, never dip the base in paint and never fill or prime the base. It didn't have the same finish as the fenders. This is one case to use a very thin, dull black enamel.

### *DISTRIBUTOR PART QUIZ*



- A. Base Assembly
- B. Base Oiler
- C. Breaker Arm Assembly
- D. Breaker Plate & Insulator Assembly (upper)
- E. Breaker Plate Friction Spring
- F. Bus Bar Support Assembly (lower)
- G. Bus Bar Wire
- H. Cam
- I. Cam Screw & Washer
- J. Cam Shaft Sleeve
- K. Cap
- L. Cap Clamp
- M. Condenser
- N. Contact Screw Bracket
- O. Set Screw & Locking Nut

1. \_\_\_\_\_
2. \_\_\_\_\_
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13. \_\_\_\_\_
14. \_\_\_\_\_
15. \_\_\_\_\_

Bonus \_\_\_\_\_

# Quilted Taffeta Hand Bags

By Peggy Gill

During the Model A Era, many women used their sewing skills to make purses and clutches to go with their outfits. Patterns and ideas were often found in magazines such as Needlecraft and Woman's World. According to an article on page 49 in the February 1929 issue of Woman's World magazine, quilted silk taffeta purses were "among the season's smartest contributions to the costume. The chic crispness of their material and their simplicity of design recommend them for general use with street clothes, while their wide range of colors makes it possible to match the daintiest of afternoon and party frocks."

For those of you who are crafty, you might want to try your hand at making a matching purse to go with your next Model A Era outfit. This is what a trio of ladies did in the Rock-Ford A's Model A Club from Rockford, Illinois.

When Nan Stewart of the Rock-Ford A's came across the directions for these bags in the aforementioned article, she excitedly shared her find with fellow club members Chris Aupperle and Alice Whitney. The following pictures are two of the bags that Alice made. When completed, they measure about 9 inches X 10 inches. Chris painted the wooden button closure on her bag to match the fabric.

Thank you, ladies, for sharing your projects with us!



A fun recipe from the "Anyone can Bake" cookbook, printed in 1929 and published by the Royal Baking Powder Co.

## Butterscotch Curls

- 2 cups flour
- 4 tsp Royal Baking Powder
- 1/2 tsp salt
- 4 Tbs shortening
- 2/3 cup milk
- 3 Tbs butter
- 1/2 cup sugar



Sift dry ingredients add shortening, mixing it in with a fork. Add milk to make a fairly soft dough. Knead slightly and roll out one-fourth inch thick. Spread well with creamed butter and sprinkle with brown sugar. Roll up as for jelly roll and cut in about one-inch pieces. Stand these on end in a well buttered pan, small muffin tin or in muffin rings and bake in a moderate oven at 375° F for thirty minutes. Centers of rolls curl up and will be glazed on edges. Makes twelve rolls or twenty-two if baked in small rings.

## Brands We Still Know

By Sherry Wink

As a child, Jacob Leinenkugel's family immigrated to the US from Prussia in 1845. His father had been a brewer back in Germany and passed his knowledge to his son.



The brewery in approx. 1930.

Using a family recipe, Jacob started a brewery in Chippewa Falls, Wisconsin, in 1867 along with his partner John Miller. Their product quickly become popular among the lumberjacks that abounded in the area. Leinenkugel bought out Miller in 1884 and changed the name to Jacob Leinenkugel Brewing Co.

Jacob was extremely progressive and enjoyed and embraced the use of new inventions and technology. He was known as a generous and kind man. He also was involved in local politics, serving multiple times as alderman and then mayor of Chippewa Falls.

*Interesting note: During prohibition, the company survived by producing near-beer, and soda water.*

## A Thermostat Theory

by Tom Endy

The Model A Ford did not deliver with a thermostat installed in the water cooling system. A few years later thermostats became the norm in new cars. Today it is becoming common practice for Model A owners to install a thermostat in the water outlet hose of their Model A Ford. However, there may have been some engine block design changes made to accommodate the thermostat that does not exist in a Model A engine block.



An automotive thermostat modified for use with a Model A. Note the skirt welded to the base to prevent it from tumbling in the water outlet hose. Two small holes are drilled into the base for a small amount of water flow when the thermostat is closed.

Rick Hall, a Victoria Association member in Southern California, has come up with a theory about the use of a thermostat in a Model A Ford that may have some merit. Recently four of us in the same area, including Rick and myself, have had a recently rebuilt engine fail with dramatic consequences. The number four piston virtually melted, with the ones in front of it showing signs of overheating.

After much investigation and speculation we have come to the conclusion that the cause was due to the poor quality pistons that have recently been imported from Taiwan by two of the better perceived suppliers. However, there could be an additional factor involved.

In all four cases the failure modes were the same. The engines had a sufficient number of miles on them since rebuild; the cars were cruising along at 55-60 mph in 26% overdrive for about an hour or more with the ambient temperature at about 60 degrees. Each of the cars was equipped with a very efficient 4-tube radiator and with a 160 degree thermostat installed. Each had a temperature gauge that indicated that the water temperature was below 160

degree, which means the thermostat was closed blocking off the flow of water.

Rick's theory is that under these circumstances with the thermostat closed water is not circulating through the block normally. With the thermostat closed only a small amount of water is getting past the thermostat through the two small holes drilled into the mounting flange of the thermostat. The water pump is not causing water to flow through the block normally as when no thermostat is installed.

This may be causing the back end of the engine block to overheat due to the lack of proper water circulation. The temperature gauge may be showing a value of less than 160 degrees at the water outlet hose, but the water temperature around the number four piston where the water is stagnant may be sufficiently higher allowing the number four piston to overheat and fail.

It may be that engine block designers of later cars provided by-pass ports in the block to allow a continuous flow of water to all parts of the block when the thermostat was closed. The Model A engine block may not have this advantage.

This may not be a problem on a warm day or with a standard radiator that is partially blocked as the temperature will quickly rise above 160 degrees and the thermostat will open allowing the water pump to freely circulate water to all areas of the block as Henry designed.

It may be just a theory, but it may have some merit. After experiencing a costly engine failure I decided to remove the thermostat from my Victoria. I can't see where it can do any harm, after all Henry produced over five million Model A's that roamed the planet for decades without a thermostat.

 <h3 style="text-align: center;">Northwest Missouri Model A Ford Club Merchandise!</h3> <p style="text-align: center;">Order online at <a href="http://showmelogos.net/modelaclub/">showmelogos.net/modelaclub/</a></p> <p style="text-align: center;"><b>cara@showmelogos.com    816-781-5367    6603 Royal ST STE G, Pleasant Valley, MO 64068-8721</b></p>					
 <p style="text-align: center;">Gildan Ultra Cotton T-Shirt</p> <p style="text-align: center;">\$22.00</p>	 <p style="text-align: center;">Port Authority Silky Touch Embroidered Polo</p> <p style="text-align: center;">\$24.00</p>	 <p style="text-align: center;">Harrington Ladies Advantage Snap Protection Embroidered</p> <p style="text-align: center;">\$27.00</p>	 <p style="text-align: center;">Port Authority Challenger Embroidered Jacket</p> <p style="text-align: center;">\$90.00</p>	 <p style="text-align: center;">Port &amp; Company Embroidered Visor</p> <p style="text-align: center;">\$19.00</p>	 <p style="text-align: center;">Sportsman Cotton Twill Adjustable Embroidered Cap</p> <p style="text-align: center;">\$22.00</p>

## Model A Mystery Part

### **What is it?**

Do you know?

For "Bragging Rights", Send an email to [nwmomodelafordclub@gmail.com](mailto:nwmomodelafordclub@gmail.com)  
Or to Sherry Winkinhofer  
PO Box 172, Table Rock NE 68447



Ph  
ot

### Last Month's Mystery Part

This is a original Powerhouse generator brush spring.

Did you know?!



Photo courtesy of Bratton's  
Antique Auto Parts

## Tony's Tech Tips

As found in the December 2023 issue of the "Model A Torque", the official newsletter of the North Island Model A Ford Club, and reprinted in "The Ford Squeaks", newsletter of the Piney Wood A's. ..

## Gearbox Removal

by John Anderson



Gearbox removal can be a difficult job if one doesn't have a keen young apprentice to help like some of us used to have. After some research I came up with this idea.

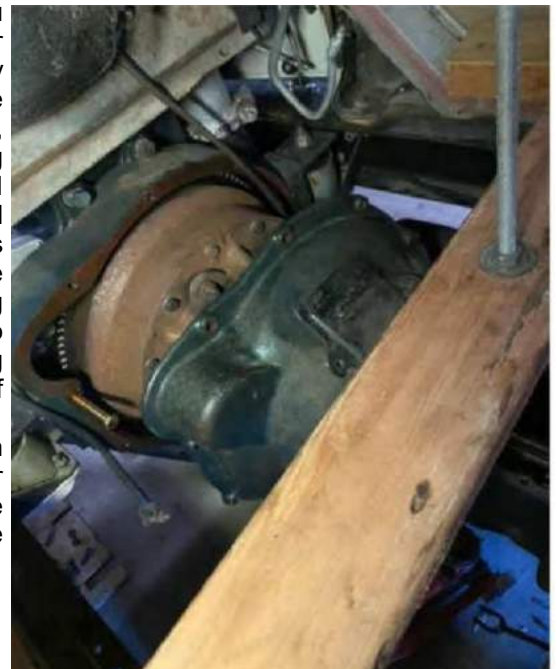


I fabricated two bits of 4 x 2 and laid one down either side of the chassis, chiseled out slots for the body mounting bolts. Then a length from side to side and drilled a hole in the center for the 10mm threaded rod. Drilled a piece of angle to bolt to the front top cover holes and a hole through the center for the threaded rod. Double nuts on the angle end of the rod. A third nut for lowering the gearbox.

Unbolt the bell housing, slide the cross piece of 4x2 back and lower slowly to the floor. Refitting the same way using a couple of bell housing spigots made out of two long bolts with the heads chopped off. Slow but easy.



One shot you can see my rear heavy duty rubber engine mounts also, actually off a big helicopter, I added two lateral composite blocks to stop the engine moving laterally to reduce steering wander. If anyone's interested I can show closer detail and have two of the mounts spare.





Time to sign up for next year's fun!!



## Northwest Missouri Model A Ford Club Membership Application

www.nwmomodela.com

<input type="checkbox"/> New Membership:		<input type="checkbox"/> Renewal:	
Name:		Spouse/Partner:	
Address:			
City:		State:	Zip:
Home Phone:	Member Cell:	Other Cell:	
Member Email:		Other Email:	
Month/Day of Birth:	Anniversary:	Month/Day of Birth:	
Allow information for club roster or handbook    yes <input type="checkbox"/> no <input type="checkbox"/>			
<b>Model A Information (optional)</b>			
Car 1 Year:	Model:		
Indicate Condition: <input type="checkbox"/> Show <input type="checkbox"/> Restored <input type="checkbox"/> Being Restored <input type="checkbox"/> Drivable <input type="checkbox"/> Basket Case			
Car 2 Year:	Model:		
Indicate Condition: <input type="checkbox"/> Show <input type="checkbox"/> Restored <input type="checkbox"/> Being Restored <input type="checkbox"/> Drivable <input type="checkbox"/> Basket Case			
<b>Membership in National Organization</b>			
<input type="checkbox"/> Model A Ford Club of America (MAFCA) <input type="checkbox"/> Model A Restorers Club (MARC) <i>National affiliation is strongly encouraged but not required</i>			
<b>Membership in other local clubs</b>			
<input type="checkbox"/> Members of Plain Ol' A's <input type="checkbox"/> Heart of America <input type="checkbox"/> Henry's A's <input type="checkbox"/> Other:			
<b>Auto Insurance Requirements:</b>			
Owners of all cars must meet state mandated insurance requirements for vehicles. The Northwest Missouri Model A Ford Club is not legally responsible for any expenses incurred due to accidents or injuries sustained in club sponsored events. This requirement shall remain in effect throughout the continued membership.			
Signature:		Date:	
<input type="checkbox"/> Enclosed are my dues for membership year January 1 to December 31		\$25.00	
<input type="checkbox"/> Enclosed are my dues for partial year membership (Prorated per month; check with the membership director)		\$ _____	
Please make checks payable to: <b>NORTHWEST MISSOURI MODEL A FORD CLUB</b>			
<input type="checkbox"/> Send Newsletter by US Mail		<input type="checkbox"/> Email attachment to save the club postage	
<b>Mail this form to:</b>  <b>Gary Dixon</b> <b>2208 N. Ponca Drive</b> <b>Independence MO 64068</b>			



**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:** 1973 Red Phaeton for sale: 1 owner, automatic transmission. Really clean, appraised at \$20,000.

**Contact:** Chet Atkinson 816-813-8548



**For Sale:** Rear Bumpers for a 1931 slant windshield. \$275

**Contact:** Junior Blakley 816-289-2875 (NWMO 09/22)

**For Sale:** 1929 Ford Sport Coupe. Fully restored with 2 side mount tires, rumble seat, & new trunk.\$15,000.

**Contact:** Nora 515-289-2624 (CIMA 9/23.)

**For Sale:** 1931 Tudor Model A 69,000 miles, Excellent condition.

**Contact:** George Eckstein Boone, IA, schonesland@Yahoo.com 515-230-9910. (CIMA 12/23)

**For Sale:** 1929 Ford Model A Town Sedan-Briggs Body Dual Side Mounts, Cowl lights Asking \$18,000. Andalusite Blue body, Niagara Light Blue Reveals around windows, Black fenders, French grey stripe, Mahogany garnish molding, white sidewall tires, wheels powder coated. Interior: LeBaron Bonnie brown mohair, center armrest. Completely ground up restored 2008, including engine rebuild 2009. Don's Antique Auto Service, Omaha did the restoration, and engine rebuild performed by Antique Engine Rebuilding, Skokie, IL.. Transmission replaced with a T-5 5 speed synchromesh transmission with over-drive. New radiator with a six blade fan. Battery disconnect switch. Turn signals through cowl lights and brake lights LED installed, rear window brake light as well as Halogen headlights. Improved water pump, cast iron drums. Expert rebuild was performed including replacing wood, installing sound deadening insulation. Interior was completely redone with the front seat moved back for comfort, plus extra padding, seat belts installed as well. Luggage rack with custom storage case installed. Overall condition: Paint is still in great shape, with a few blemishes, roof is fine, little if any oil, transmission or rear end leakage. Radiator does not leak. Drives and brakes straight, windows in good shape as well. Interior shows no wear.

**Contact:** Gary Graber 515-261-2113 gbgraber@gmil.com

**For Sale:** 1980 SHAY DELUXE ROADSTER. Dual side mount spares, many extras, manual transmission, great condition, road ready, 14.8K miles \$20,000

**Contact:** Kim Rader. 1-620-635-5672. Atchison, Kansas

(NWMO 11/23)



**For Sale:** All new parts were purchased from Snyder's Antique Auto Parts: Block was bored to 80 thousands over standard, new rings, new pistons (balance on digital analytical balance), new stainless steel valve and two piece valve guides (valves and guides ground and fitted), main bearing and rods poured with new babbitt and line bored ,pins fitted (Paul' rod and bearing) (Rods balanced on digital analytical balance), new adjustable tappets, new head studs and nuts, new valve springs, Crank journals 10 thousands under (NAPA), Block boiled, bored and surfaced (NAPA), Block water jackets pressure tested SEPT '23 - no cracks. Included is an assembled short block with an engine pan without a head. All side panels .pipe and timing covers installed without gaskets. \$2800.00

**Contact:** Ed Jankowski 785-690-7170 home or 402-676-6951 cell

(POA 10/23)

**For Sale:** 1930 Ford Tudor. Excellent condition. Overland Park, Kansas. \$18,500 or best offer.

**Contact:** Richard, 913-384-6700. (POA 12/23)



**For Sale:** Model A engine –Overhaul by Don Lobner. It has been my spare engine. Leak less water pump, fiberglass fan, high compression head, adjustable tappets, insert bearings. Includes bell house with starter, manifold, and carburetor. Selling due to health issues. \$4000

**Contact:** Clarence Lawson 816 781 7409 home  
816 536 2505 Cell

(NWMO 12/23)

**For Sale:** 1928 Sport Coupe - No Rust, Arabian Tan - Copra Drab Trim, Body Off Restoration. Motor/Frame Number - Match. Lobner, Overhaul, Tires - Low Mileage, Wheels Powder Coated, \$15,000

**Contact:** Jim Davidson - (913) 402-2077 (POA 9/23)

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