

The ROAD RUNNER

MAFCA "Certificate of Continuing Excellence" 2010, MARC Newsletter of the Year 2010

MAFCA Charter

MAFCA "Newsletter of the Year" 2009, MARC "Award of Excellence" 2009

MARC Region



Officers

President:	Bob Russell
Vice President:	Walt Jones
Secretary:	Sandi Shaw
Treasurer:	Vicky Roseberry
Activities/Tours/Technical:	Malcolm McIntyre
Concerns/Calling:	Karol Russell
Historian:	Scott Forsen
Membership/Public Relations:	Lyman Ridgeway
Merchandising:	Mary Ann Jones
Newsletter/Publishing:	Sherry Winkinhofer
Property:	Bob Martin
Webmaster:	Dave Telles
Director:	Harvey Roseberry
Director:	Ron Anderson

Birthdays

Sharla Cerra	03/01	Kaye Lawler	03/24
Lonie Hank	03/01	John Osborn	03/24
Stan Mallory	03/03	Esther Felsburg	03/26
Marquita Pace	03/07	Jim Shaw	03/26
Donna Martin	03/12	Joe Wishon	03/30
Robert Sitzman	03/13	Walter Jones	03/30
Marilyn Griggs	03/16	Brenda Meyer	03/30

Anniversaries

John & Elizabeth Osborn	03/13
Clyde & Marquita Pace	03/15
Bob & Donna Dunham	03/18
Sonny & Stacie Norris	03/22

Monthly Meeting

March 5th, 2012

6:00 Dinner, 7:00 Meeting
The American Legion, 92 Hwy & DD,
Smithville MO

Board Meeting

March 15th, 2012

The 3rd Thursday of the Month, 7 pm
The Mid-Continent Library
Boardwalk Shopping Center, Barry Road and I-29

Technical Meeting & Breakfast Club

Meets every Wednesday 6:00 AM-10:00 AM
HY-Vee, 207 NW Englewood, Kansas City MO 64118

Ice Cream & Socializing

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



Presidents Comments:

Boy, have we ever been spoiled with this mild winter weather we have been experiencing. Kind of makes you want to go out and jump in the Model A for a ride. I have done that in the "Roadster" several times in the past weeks and enjoyed it immensely, especially during this time of year. Better enjoy it while we can because I think we are still going to have some cold and snowy wet weather before "old man winter" is done with us.

This brings up a good point. Is your Model A ready to go for the upcoming "Touring Season"? I know the "Roadster" is not. I still have my yearly "Preventive Maintenance Program" to complete (see article elsewhere in this issue) before I feel confident about taking it on all these tours that our "Tour Director" is planning for us. Now is the time to work on all these little items that we have put off from last year. If your car is not quite running "up to snuff" and you do not have the expertise to make it right, please enlist the aid of your fellow club members. We have many, many knowledgeable people in our Club who would be more than happy to help you work on your Model A.

This brings up another point that I would like to mention briefly. That is participation in Club activities. I am asking all of you to make a special effort to take part in the Club activities this year. If your car is not running and you would like a ride on a tour, let me or the Tour Director know. We have many empty available "back seats". Or you can drive your "modern car" if you wish. Modern cars are always welcome on any and all of our tours.

We have an extremely friendly and active Club and we need the participation of each and every Club member to keep it this way.

HAVE A GREAT MODEL A DAY



Bob Russell, President

A pedestrian is someone who thought there were a couple of gallons left in the tank

Editor's Comments:

So, I thought to myself, this is a winter month, so I ought to be able to put out a quick short newsletter this time. **WRONG!** The articles started rolling in, and there were three (count them, three) club activities in the month. Not counting the normal meeting, ice creams, and Wednesday mornings! And as you can see from the pictures in the following pages, each activity was well attended.

And from what I understand, we have a lot more fun things planned for the year including a Garage Night in March in Wink's barn. He would have been so excited to see this. His plan all along was for this to be a club meeting place for Garage Nights, so its great to see it happening! Walt & Mary Anne Jones will be the guest hosts for this activity so I'm sure it will be a lot of fun! Hopefully we'll see you there!

....



I Sherry Winkinhofer, Newsletter Editor

Activities & Regional Events

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

★ **Club Sponsored Activity**
♦ **Club participation invited**

★ Mar 5th Monthly Meeting ★ **SILENT AUCTION!**

6:00 Dinner, 7:00 Meeting
The American Legion, 92 Hwy & DD,
Smithville MO

★ Mar 25th—American Heartland Theater **See article below!**

★ Mar 31st-Garage Night-Tune Up & Season Readiness

Get ready for the Shakedown Cruise) at Wink's Garage
14900 Green Briar Drive, Smithville MO

1:00 until ?

Walt and Mary Anne Jones—Guest Hosts

★ Apr 7th—Shakedown Cruise **Rain date 04/14**

Meet at the American Legion DD and 92 Hwy for a 10:00 departure.

Apr 14-15—Ararat Shrine Swap Meet

Route 50 & 291, Lee's Summit MO
Open to the public -at 600 am
Contact -800-211-4120 or 816-923-6220

Apr 12-15 - 2012 MA-RC Membership meet

Perrysburg Ohio
"From the 1812 Man-of
-War to the Model A"
Hosted by Whitehouse A's Region
Www. Modelarestorers.org

♦ Apr 28th—Gatsby Days Parade ♦

Excelsior Springs MO
More details at next meeting

★ May 19th—Missouri Veteran's Home Visit

Cameron MO
Meet at the American Legion DD and 92 Hwy for a 8:45 departure
Scheduled at the VA home at 10:00

★ May 19th—Larson's Cruise for the Cause **Smithville MO High School**

Details to come in the future

★ Jun 14-19 Midwest Regional Meet

Altoona Iowa
For more information: Tom Jamison 515-253-9501

Jun 18-22 2012 MAFCE National Convention

Marquette MI "Henry's Vacation Land"
Steve Pellinen 906-485-1552
http://superioraclub.com

★ Jun 22nd—Garage Night

Save the date—Horn and front end alignment

Next Meeting—

It's that time again!
The Silent Auction
takes place at our
next meeting.

This is our only fund
raiser of the year, and
what a painless way
to do it! So bring some good stuff to donate
(remember, all money for items sold goes
directly to the club), and bring some money to
buy all the treasures you'll find for yourself!

See you there!



American Heartland Theater Excursion: Sun 03/25 2:00

The club has decided that just because its cold outside, and we can't get our cars out,. that we can't still go out and have fun as a club. Our first activity will be to attend the play "The Importance of Being Earnest", a comedy from Oscar Wilde.

There will be a signup at the March meeting. If we get 10 or more we can get group ticket pricing of \$27 each. If you haven't attended the theater before its in Crown Center and the seating is such that all of the viewing is excellent and the performances are always great.



Sunshine/Concerns



Karol Russell 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!

Call 816-628-3929

Deadline for the Next Road Runner

The 20th of the preceding month

Email to roadrunner@nwmomodela.com

Or mail to: Sherry Winkinhofer
14900 Green Briar Dr
Smithville Mo. 64089



Club Contact Information:

President Bob Russell 816-628-3929

All Officers: info@nwmomodela.com

Tours and Activities:

tours@nwmomodela.com

Publications:

RoadRunner@nwmomodela.com

Visit www.nwmomodela.com today!

The club website is maintained by
Webmaster Dave Telles
Please email any info, pictures, questions &
suggestions to
info@nwmomodela.com



Northwest Missouri Model A Ford Club Meeting

February 6, 2012 American Legion Hall Smithville, Mo. 7:00 p.m.

The meeting began with a short testimonial by Milt Hessefort for Ken Winkinhofer.

The pledge of allegiance was lead by Vice President, Walt Jones. The program for the evening was given by Collin Stosberg of the Missouri Highway Patrol. The Highway Patrol was started in 1931 to create safety on the highways of Missouri. The first patrol car was a 1931 Model A.

President: The minutes for the January meeting were approved as printed in the newsletter. Guests for the evening were Ron & Teresa Guenther, Bruce & Vickie Mills. Teresa invited our club to go with the Plain Ole A's on their annual Spring Fling April 26 - 29th. It will be a scenic byways tour to Salina, McPherson and Lindsborg, Kansas. A signup sheet was available after the meeting. Bob announced Malcolm McIntyre has been nominated to be the Activities/Touring Chairman and Bob Martin, Properties Chairman. Both were approved by membership. Suggestions from last month's suggestion box were Life Membership proposed but board decided not to act on it. Club outings that do not include cars was thought a good idea and Malcolm is looking into. Change directory to show last name first will be done. Malcolm McIntyre reviewed the club by laws and following changes were made:

An educational statement of purpose was added to tax exempt status

Board meeting added to schedule

Criteria to call a special meeting changed from one club officer to two

Correction of grammatical errors

Table added to show revisions and changes

Motion made these be accepted and motion passed.

Walt Jones audited the Treasurer's books, balance showing was validated as correct. He also presented the budget for next year. Motion made and passed to accept.

Harvey Roseberry, the 2015 Regional Planning Chairman, said first meeting will be held Tuesday, Feb. 21st and at the Library/Tourist Info Center in St. Joseph at 7:00 p.m. for those wishing to help.

Treasurer's Report: Approved as read

Vice President: Silent Auction will be next month's program. Bill Auch will host and explained the rules.

Activities/Touring: Feb. 15th – Tour of Paul's Rod and Bearing, March 31st – Garage Night Tune Up, April 7th – Shake Down Cruise.

Concerns/Calling: Thinking of you cards were sent to Bob Hess, Marvin Taylor, David Allen and Reva Fields. Sympathy card sent to Sherry Winkinhofer.

Historian: Nothing to report.

Membership/Public Relations: 65 members and 5 guests in attendance tonight.

Merchandising: Still has magnetic signs, Sweat shirts, jackets, shirts and hats for sale.

Newsletter/Publications: A request for members to keep sending articles.

Technical/Properties: Nothing to report.

Webmaster: Nothing to report.

Directors: Nothing to report.

Joyce Kerr told us her son will be taking their Model A back to Indianapolis for the now yearly event held in May. It is an honor to be chosen as only 250 cars are on display. Joyce also told us there will be no Pioneer Days this year in Edgerton. A parade we always enjoyed doing.

Meeting adjourned at 8:30 p.m.

Respectfully submitted Sandi Shaw



February Meeting—02/06/12

As reported by Sherry Wink

We had a very interesting presentation this month from Sergeant Collin Stosberg, a Missouri Highway Patrolman.

Originally Officer Strosberg was supposed to give a talk and slide show about the Joplin tornado, but after seeing the younger members in the audience made a last minute switch on us due the graphic nature of his original presentation. He has volunteered to return another time to give that presentation when we can give advance notice about the nature of the slides.

The presentation he gave this time was also very interesting, regarding automobile safety. He was able to edit out the few slides and videos that were not suitable for the audience. Office Strosbeg is a very engaging speaker and included some videos at the end that left us laughing!

The rest of our meeting was great as usual. We had a great meal, and a lot of visiting. And although we spent a little extra time on the presentation, we made quick work of the business of the club so we still got done at a reasonable hour!

Hope you made it to this one, and if not, think about joining us next month! We always have fun, come be included!



Vice President Walt Jones thanks Officer Collin for the wonderful talk

Paul's Rod & Bearing Visit

by Bob Russell

Wednesday, February 15 was the day that we were to visit and observe "Babbitt Pouring" at Paul's Rod and Bearing Shop in Parkville, Missouri. After our usual breakfast and Tech Session at Hy-Vee we left for our excursion, all nine of us in a cold, damp rain. The owner of the shop, Russ Schworer, met us at the door and fortified with fresh donuts and coffee we commenced the tour.

Russ first explained exactly what it is that the shop does. They are in the business of reconditioning all manner of connecting rods and bearings from a myriad of older engines. They do many hundreds (perhaps thousands) of Model A rods each year. A couple of their larger accounts are Bratton's and also Snyder's, both well known Model A suppliers. We noted a large barrel of Model A Rods in their loading dock awaiting reconditioning.

We next were able to observe Babbitt being poured by Virgil who has been in the business for the last 50+ years. Now that is a long time pouring Babbitt. For those readers that are not aware of what Babbitt is, it is an alloy of lead and tin that was used in almost all older engines as a bearing surface. From observing the pouring of the Babbitt on both rod caps and the rods I have decided that it is more of an Art than a Science that restores these parts to their original condition.

Next on our tour we saw the various furnaces and cleaning tanks that are used in the reconditioning process. These were followed by many lathes and milling machines that are used to finish the "end product" after the Babbitt has been poured. We met Arthur who is a "magician" with a lathe and milling cutter. He was in the process of finishing the boring of the connecting rods (within 1/1000 of an inch) and then cutting the oil grooves in the Babbitt bearing surfaces. He then polishes the finished product and sorts them into sets by weight (within 5 grams) prior to shipment to the customer.

This was a most informative tour for our Model A Club and I would recommend that anyone who is interested in learning more about this process to stop by Paul's Rod & Bearing Shop and talk to Russ (please call first).



Model A Mystery Part

Here's a part that was used on Model A's.
Do you know what it is?

For "Bragging Rights", put your answer on a postcard and send it to:

Malcolm McIntyre
916 NE Karapat Dr.
Kansas City, MO 64155



Picture courtesy of
"Mike's "A" Ford-able Parts
www.mikes-afordable.com

or email Malcolm at techguy@nwmoModelA.com

Starter Brush Spring

These springs hold tension on the starter brushes. It takes four of them for each starter.

Did you know?

I think I was remiss in mentioning that January's first correct response was from Gary Smith. Jon Osborn took the honors for February answering correctly that the part was a starter brush spring.



Pictures courtesy of
"Snyder's"
www.snydersantiqueauto.com

Tech Tip



Malcolm McIntyre – Technical Director

After completing the rebuild of an old engine I purchased, I found the need to be able to store and move the engine prior to the time it's installed in a vehicle. I know that several suggested that it would look good in my living room, but even my wife has her limits.

What I wanted was a stand that was lightweight, portable and could be built by someone without a welder (me). What I came up with as shown in the photo was a simple stand made in two separate pieces, one for the back motor mount and one for the front.

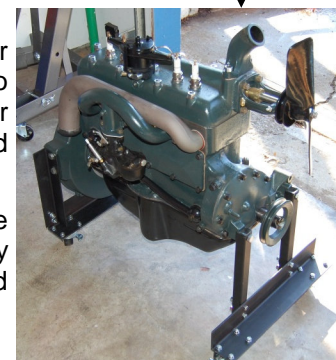
The pieces were obtained from Metal by the Foot in Kansas City, and were cut to my dimensions. The flywheel housing mount end are two 2" angle iron 1/8" thick 12" in length bolted to a 3" angle iron that is 3/16" thick and 21" wide. The front motor mount uses two 1 1/4" 11 gauge tube steel 13" in length bolted to a second 3" angle iron 3/16" thick and 21" wide.

For assembly I rounded off the sharp edges with my bench grinder and then drilled holes for assembly, primed and painted. The reason I chose the larger 3" angle iron at the base was to allow for the size of caster bases that I needed to support the weight of the engine. The caster bases bolt on to the bottom of these 3" pieces. Each of the casters I used can hold 200 lbs and have side lock brakes and swivel.

The rear engine mount is 1" higher than the front mount and the overall height needed should be determined by the size of the casters used, and the height of the stand desired. For example my rear casters are 4" and the front casters are 2". That combined with the length of steel that I used provided a level unit. Once bolted to the engine it easily is moved around the garage.



↑ BEFORE
AFTER ↓



A few pictures of some of our newer members!



Stan & Clea Mallory



Harley & Fran Wah



Joe Wishon & Pat Fairburn

Terry Tip!

I do not know how many have a aluminum head on their Model A, but when ever you install an aluminum head, it's a good idea to install the waste metal cathode in the coolant system.

The cathode will deteriorate instead of the head. They should all be replaced once in awhile. As you can see in this picture, this cathode fits between the radiator hose and water pipe. Snyder's or A-Z Model A Parts has the cathode.



PREVENTIVE MAINTENANCE



by Bob Russell

The term "Preventive Maintenance" came into common usage during the "early days" of the aviation industry. In those days of wood and fabric bi-planes when a part failed it most often resulted in the aircraft having an "unscheduled arrival" back on earth usually with fatal consequences. Since good pilots were scarce in those days the industry decided that something must be done to preclude these parts failures resulting in accidents. Thus the term "Preventive Maintenance" was born, the idea being that parts would be replaced before they could fail. In other words, if a part, say an engine, had a service life of 100 hrs before overhaul it would be replaced, at say 75 hours, to prevent an in flight failure. This concept is still widely used in the "Airline Industry" today with almost all major parts having a "service life" usually denoted in hours of use. Although this system is effective in slowing the "accident rate" it is rather wasteful in that perfectly good parts were being arbitrarily replaced. During WWII the Military devised another method of aircraft maintenance that was not quite as wasteful as the "Preventive Maintenance" system. This was simply known as "IRAN" or "Inspect and Repair as Necessary".

Now you say, What does all this have to do with my Model A ? Well, if we make use of these concepts (Preventive Maintenance and IRAN) and apply them to our Model A's we can greatly enhance the reliability of our cars throughout the "Touring Season". Granted, a "parts failure" in a Model A usually results in only pulling off the road and making repairs although it is always inconvenient and sometimes costly. The idea of a "Preventive Maintenance Program" is to prevent these failures from happening in the first place. To be effective any Preventive Maintenance program must be completed on a regular basis using either hours of service, mileage driven, or time in service (months) as the determining factor.

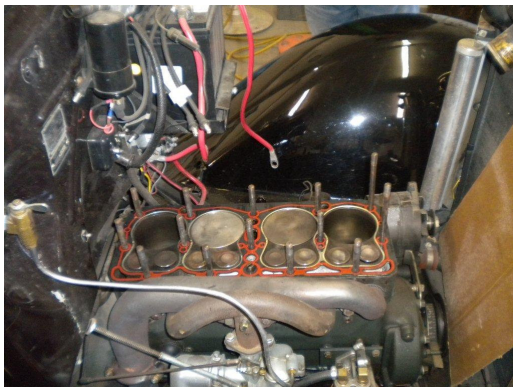
The Preventive Maintenance program I use on the Roadster is done on a "time in service" basis and for convenience is completed during the winter months when the car is not being driven due to the weather. It usually proceeds something like the following:

In January the Roadster (with a fresh oil change and "Stabil" in a full gas tank) is placed on jack stands in my garage. It goes without saying that any problems from the previous year's driving be corrected now. All four tires and wheels are pulled off and inspected prior to rotation. Depending on the miles driven since the last inspection the hubs may be pulled and the brake linings closely inspected along with greasing the front axle bearings. All of the grease fittings are then lubricated and oiled according to the "Model A Grease Chart" (available from Model A Suppliers). It is important that all fittings be checked for freedom of movement after greasing (spring shackles seem especially prone to "freezing up"). All fluids (transmission, differential and overdrive (if you have one)) are then checked and depending on mileage possibly replaced. After placing the tires/wheels back on the car adjust the BRAKES. It is most important that you do this every year regardless of how many miles have been driven. After taking the car off the jack stands it is time for an engine "tune up" (points, condenser and plugs). A good "wash and wax" job completes our Preventive Maintenance program for this year. We can now be confident that our Model A will be ready for the "Shakedown Cruise" in April and not be the focus of a roadside maintenance seminar.

A very good, item specific, guide to Model A maintenance inspections will be found in the Appendix Section of Les Andrew's Maintenance Manual.

Terry Richardson's Garage Night 02/11/12

Terry installed a Model B head and water pump on his Model A Victoria and invited the club to come up to his shop to watch. I didn't get an article to go with the pictures, but it looks like it was fun. I understand the lunch at Cook's in Dearborn was great as usual! .



For Sale / Wanted

To place an ad send your information to info@nwmoModelA.com, or call or send to Sherry Winkinhofer 816-532-3133

As a service to our members, the three area Model A clubs have decided to mutually share our classified ads sections! We are also now including items from our friends in the Central Iowa Model A Club (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 - 1931 Model A Fordor Slant Windshield. Exterior restored 10 years ago. All materials included to restore the interior. Located in northern Iowa. \$10,000 OBO.

Contact Dan Squier (641) 330-7268.(CIMA 02/2012)

For Sale: 1931 Model A Tudor Sedan; runs well; recent engine and wiring work by Milton Hessefort It was my Dad's and since he has passed I would like to sell as it does not fit me and has too many memories. The interior is in excellent condition and the exterior is in very good shape. It has 79,869 miles. I \$12,500 obo. Holden, MO

Contact: Doug Hayes 816-724-8214. (NWMO 01/2012)
outofthehayes1957@yahoo.com



For Sale - 2dr Sedan Car Cover \$50. Chrome Lug Nuts \$1pc; Zenith Carb \$75; 2 Model A Flower Vases with Brackets \$300; 2 - 2 way Radio units with Antenna \$75.

Contact Frank Dugger (641)842- 2583 C (641)891-3709 (CIMA 01/2012)

For Sale - 6, 4.5 X 21 Tires - 4 with 400 miles; \$25 ea. Also, 2, 21" rims \$35 ea.

Contact: Lang Wightman at (515) 223-5586 (CIMA 01/12)

FOR SALE: Model A Parts for sale: (2) Cylinder heads \$75.00 each; (2) Engine blocks \$40.00 each; (2) Engine pans \$25.00 each; Flywheel \$99.00; Flywheel housing \$200.00; Timing gear cover \$12.00; Intake Manifold \$25.00; (4) U-joints \$25.00 each; Water pipe \$7.50; Sliding Gear (low & reverse) \$35.00; Main Shaft \$35.00; Main Drive Gear \$50.00; Timing Gear (New) \$35.00; Oil Pump \$25.00; (4) Connecting rods \$15.00 each; (4) Pistons - 8000 oversize \$10.00 each; (2) Front Hub/Drum \$150.00 each; All parts are original. NO reproduction.

Contact: Norm Hemmer, 785-272-7786 - Topeka, KS, jamluck@cox.net (JoAnn) (POA 01/2012)

WANTED: • October 1, 1928 dated Model A Parts Price List; pair 28-29 hood tops; 1928 front splash shield; • pair 1928 splash aprons w/o hump; • pair 1928 hood shelves; • red-splined steering wheel; • Ford Script terminal box lid; • Ford Script distributor cap; • Ford Script drag link; • Ford Script front and rear shackles and shackle bars; • Ford Script water inlet on side of block; • Ford Script water return pipe; • headlight wiring sockets; • early 1928 2-piece light switch housing on bottom of steering gear unit; • early 1928 style head/tail light wiring harness (just need black terminal plate with contacts); • generator cutout/starter switch wiring metal tube; • early 1928 owners manual; • 1928 radiator and gas caps; • complete good pick up bed (with or without tailgate); • lug nuts for AR wheels; • pair spring perches for front axle; • any early brake rods; • Ford Script canvass 21" tire cover; • pair 1928-29 pickup running boards; • old reproduction pick up bed canopy top that was available in 1970's (could just use metal corner brackets); • shocks for cores for rebuilding; • any locking Model A outside door handles; • AR rear brake drum; • 1928 pickup pebble-grained door upholstery nails; • any condition or pieces of 1928 AR rubber front mat; • 1928 AR closed cab pickup mirror bracket and head.

Any assistance appreciated.

FORSALE: 1928ModelA AR parts, call with needs; 19" & 21" wheels; manifolds with heaters, several types available; other Model A and T parts available. 45 years experience playing hard with Model A's.

Contact: Jim Thomas 913-638-7600 (POA 01/2012)

FOR SALE: 30/31 Right Front Fender - No well-Straightened & Primed \$300; 30/31 Left Front Fender- No well - Straightened & Primed \$300; 30/31 Hood - Straightened & Primed \$300; '30 Nose Section Running board - Right & Left Front; Straightened & Primed \$60 pair; 30/31 Gas Tank - Good condition \$100; Gas Tank Filler Screen \$7; 30/31 Speedometer Round S/W \$50; 30/31 Speedometer Cable - Both ends square \$20; 30/31 Horn/Light Switch Rod 45 31/32 inches 31/32 inches \$20; Manifold Heater \$30; Intake & Exhaust Manifold (have 2) Machined & Painted \$100 each; 30/31 19 inch wire wheels (have 3)Good condition \$20 each; 30/31 Zinc Running Board Trim(8 piece) used \$15; Rear License Bracket \$3; Horn Parts \$40; Generator - Used \$50; 30/31 Radiator Upper & Lower Tanks plus Frame \$50; Shift Lever Plate \$5; Steering Column Housing \$50; Drag Link Rod \$40; Front Brake Shaft Left & Right \$40 pair; Emergency Brake Handle to cross shaft rod 18 3/4 inch \$15; Flywheel Inspection Plate (have 2) \$4 each; Oil Filler Cap \$3; Oil Filler Tube (have 2) \$5 each; Oil Pump Return Pipe (have 2) \$10 each; Oil Tube - Inside Engine \$2; Timing G; AR Cover \$15; Fiber Timing Gear - New \$30; Cam Shaft (have 2) Reground Cam with New Fiber Timing Gear \$100 each; Piston Rings - New set .030 \$25; Crankshaft (have 2) both machined Mains .030 Rods .020 \$150; Mains .010 Rods .010 \$150; Clutch Bell Housing with Pedals \$50; Transmission (have 2) \$50 each; Torque Tube \$75; Drive Shaft \$125; Rear Axle Housing \$40; Ring Gear & Pinion \$80; Rear End Drive Assembly \$110 ; Spider Gear & Shaft \$40; Drive Axle (have 2) \$125 each

Contact: Phil Hoffman, 785-842-0591 (POA 01/2012)

FOR SALE: Model A Starter, good Bendix drive, tested by Olathe Armature. Excellent condition. • 2 Ford starting relays. Brand new. Running board trims, some new and some used, mostly 30-31.

Contact Max Dalsing, 913-782-5560. (POA 2/2012)

For sale: 2 Model A front fenders \$100 Each plus a few other miscellaneous Model A parts.

Contact: Karen at 515-771-7183 (CIMA 01/12)

For Sale: 1930 Model A Fordor; only 3800 miles since restoration. Asking \$19,500; more pictures on the club website

Contact: David Allen 816-454-3015, tda3015@kc.rr.com



Garage Day(s)

Malcolm McIntyre

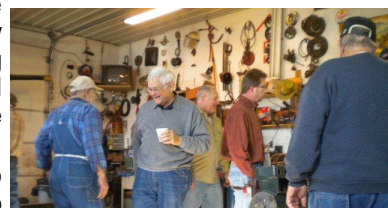
Some things you don't really contemplate until they present themselves. Such was the case for me last August when at a local car show with my '51 Chevy I struck up a conversation with a gentleman who had a 1948 Mercury. Somehow in the discussion he asked if I knew of anyone who would be interested in a Model A engine. Well I volunteered that I owned a Model A and sure, I would be interested. What did he have? At this point I realized that I didn't really need another engine, the one in my car seems fine, but then again I don't need that second cookie I always end up with either. The thing that intrigued me is that I like to see how things work, and this seemed like a perfect way to learn. He said the engine was a complete long block, undamaged and it was cheap so Monday after work Sherri and I went to Missouri City to see what he had.

I always hear about "barn finds" and that is exactly what this was. In the barn partially disassembled (head off, pistons out, pan off) was the engine sitting on the floor among a pile of other parts. It was rusty, the paint was this awful shade of green, and I bought it anyway. We loaded all of the parts into the truck along with a coffee can full of fasteners and headed home. Now the fun began. I had rebuilt a transmission, generator, carburetor and starter on a Model A but had never even seen the inside of the engine. I like books, being the son of a librarian has probably helped in that department, and I purchased a book that I highly recommend – "The Model A Engine" by Paul & William Mcree. This is a great "engine for dummies" book and also covers all of the accessories such as the oil pump, and distributor. I sat down and read through the book, learned a lot, and formulated my plan of attack. I decided that I wanted to build a mostly stock engine. The valves and guides are the modern type, and I used the modern upper plate on the distributor but everything else was stock, such as the head, cam grind, and crankshaft. I also decided to stay with Babbitt bearings. The first thing I did was to pull the old head bolts out, removed the valve train and hauled the external parts to Eagle Auto Stripping to get cleaned up. What I got back raised my hopes. The rust was gone, the ugly paint was gone, and it looked like new metal again. Next was a trip to Bob's machine shop, which is conveniently on my way to work. I had him magnaflux the head and block to confirm what the seller had told me, that "it wasn't hurt". He was right, the block and head were fine so I had them decked, and the block bored 0.040", hardened valve seats put in along with new one piece guides. I also had the flywheel refinished to the proper dimensions.

Once home I painted all of the parts with the correct Ford green and suddenly I had what was really starting to look like a new engine. My camshaft looked decent so it was sent out as an exchange core for a stock reground unit. The crankshaft was rusty and already 0.030" under so I obtained a nice stock unit ready to drop in from the Swap Meet section of Ford Barn. I hit the catalogs and ordered all of the additional parts I would need and soon I had boxes with new bolts, gaskets, gears.... Next the block, crank and rods were taken to Paul's Rod and Bearing for new Babbitt. While that work was being done I started on the small items. I rebuilt the oil pump, and then the distributor. When I got the block back from Paul's it was time for the dreaded "some assembly required."

Charlie Ishmael came to the rescue with a proposed engine clinic at his shop. He was going to tear down an old engine and then show the group how it worked and then have it assembled to see if it would run. I volunteered that I could bring my pile of parts and do the same. Saturday Jan 28th a large crowd showed up as we unloaded everything into Charlie's shop. Bob brought donuts, and Judy furnished us with cookies and sandwiches. Besides keeping his shop warm, Charlie's wood stove makes putting on a new ring gear a snap. I hauled the flywheel up in the back of the truck so it was cold, and after a few minutes in the stove the ring gear just dropped on. Charlie mounted the block on his engine stand and we proceeded to check the clearance on the mains, and then check the rings, assemble them to the pistons, attach the rods, and check the clearance of the rods to the crank. Next was adjusting the valves. I opted for the double lock tappets but couldn't bring myself to shave down guides in the block so that made adjusting the valves "trickier", but it was completed and so was day one's work.

The following Saturday was chosen to complete the work. A smaller crowd was on hand, but Bob still brought donuts and Judy still had cookies. This day seemed to go faster. It was more a matter of bolting things on and adding preassembled units like the oil pump drive gear, oil pump, oil pan, manifold, distributor... My spare parts started to come in handy. My spare rebuilt Zenith went on, and the water pump rebuilt by Don Lobner that I purchased at last year's silent auction was bolted on. Charlie is a great teacher and by lunch there was a completed engine waiting to test. We headed out for lunch and then came back for the moment of truth. The engine was mounted into Charlie's test stand, and a generator and starter were mounted to it. Hoses were connected to his radiator which was filled with water and Walt connected the ignition system. We had some minor setbacks such as a battery that needed charging and a coil that seemed weak, but with a different coil and a charge to the battery the engine fired right up and sounded great. It was hard to believe that this shiny smooth running engine was the rusty pile of parts I hauled home in my truck. Many thanks to Charlie and all of the other club members who helped out, and besides having a spare engine, I can now say that I know what it takes to rebuild one, and could do it again.



Wed's Technical Meeting & Breakfast*

Malcolm McIntyre, Tech Director



The past month started out with the Wichita Swap Meet so the following Wednesday everyone was sharing what they bought. 3 sets of tires were purchased, and many club members drug home bargains (or more junk depending if you ask the spouse).

Bob Russell and Bob Martin both are making progress on their cars and John Osborn is getting his A some additional paint work performed.

John Osborn brought in a technical drawing of the Model A chassis that he obtained through Ford.

This past meeting after breakfast we headed to Paul's Rod and Bearing where we received a great tour and were able to watch Babbitt pouring.

*Breakfast and B.S. session

Ford Institutes Model "A" Ford Recall

Detroit (NP) The Ford Motor Company, recognizing the runaway accelerators of various Toyota models, has swiftly reacted to a report of a Nebraska couple who reported that their Model A Ford suddenly experienced full-throttle, rocketing down the road at speeds up to 40 miles an hour.

Although the cars are nearly a hundred years old, Ford quickly ordered a full recall of all 1928-1931 Fords to examine the accelerators.

Ford had spent nearly \$9 on the recall when it learned from the original owner of the first-reported runaway car that his wife, a blonde, had hung her purse on the gas lever.

*From the Meadowlark Model A Ford Club
via our newsletter exchange with the Michigan Script A's*

Although always welcome, "Henry's Ladies" are extended a special invitation to attend the Breakfast meeting on the Third Wednesday of each month, to enjoy each other's camaraderie! At this meeting, you know you should always find other club ladies to share the table and a fun and interesting morning with!



**Don't forget to check out
"The Plain Ol' A's" website!
www.plainolas.com-website**

**This club invites us on many of their outings
and we really appreciate their friendship!**

New Members:

*No new members this month
but watch for the new club
roster to be available at the
March meeting!*

You're Invited!

**To the Plain Ol A's 2012 Spring Fling Tour to Salina,
Ks April 26 - 27 - 28 - 29**

The Spring Fling Tour, April 26 - 29 will feature parts of these Kansas Scenic By-ways, Post Rock, Prairie Trail, and Flint Hills. Other highlights include, McPherson College's Automotive Restoration Department, Lindsborg, and the Folk Art Capital of Kansas, Lucas.

Brief summary of the planned tour:

Salina will serve as the base,. Plan to head west through Lawrence and Topeka and stop at Council Grove at the historic Hays House Restaurant for lunch. After lunch the tour will head on to Salina and the hotel.

Two days of driving tours are planned while in Salina. The first loop will comprise a visit to Lucas, folk art capital of Kansas. On the way you'll visit Rock City Geological Park. Taking the Post Rock Scenic By-way out of Lucas, with lunch in Wilson, Czech capital of Kansas. Then you will take old Highway 40 through Ellsworth, visit the Ft. Harker Museum, and continue on back to Salina with a stop at Mushroom Rock Geological Park. Dinner will be on your own that night.

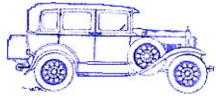
The second loop out of Salina will be to drive part of the Prairie Trail Scenic By-way to McPherson College. At the college, a visit is planned to their automotive restoration department. After lunch in McPherson, the tour will head to Lindsborg to tour historical sites and shops. Plan on visiting a local restaurant as a group for dinner that evening.

Sunday the group will leave for Abilene and Sunday dinner at the Brookville Hotel after a short stop at the Russell Stover Outlet shop. The route home will go through Junction City and Manhattan.

The hotel will be: Country Inn & Suites, 2760 South 9th Street, Salina, KS 67401, Phone: (785) 827 - 1271. Room Rates: Two Queens or a King \$82.00 per night, King Suite \$92.00 per night

Rates include a full hot breakfast each morning. Cut off date for reservations is **NLT** April 1, 2012. Reserve your room under the Model A Tour - Plain Ol A's

Contact: Theresa Guenther (913) 682 - 2545 to sign up!



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<p>Source: MAFCA Web Site 2008 Membership Form</p>	

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