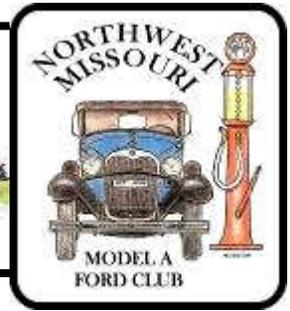


The ROAD RUNNER

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:	Ron Anderson
Vice President:	Bob Russell
Secretary:	Malcolm McIntyre
Treasurer:	Vickie Roseberry
Activities:	Eddie Griggs
Activities:	Scott Forsen
Publications:	Sherry Winkinhofer
Sunshine/Concerns/Calling:	Karol Russell
Historian:	Joy Osborn
Tech Advisor/Property:	Walt Jones
Membership:	Ken "Wink" Winkinhofer
Webmaster:	Dave Telles
Purchasing:	Mary Ann Jones
Public Relations	Lyman Ridgeway
Director:	Bill Auch
Director:	Harvey Roseberry

Birthdays

Karen Argotsinger	7/1	Virginia Weigum	7/19
Leslie Camp	7/7	Leland Daise	7/27
Lee Donius	7/12	Connie Turnbull	7/30
Devin Skillman	7/12	Babetta Israel	7/30
Ronnie Miller	7/14	Henry Ford	7/30
Gladys Lawson	7/15	Brian Hanks	7/30
Marvin Taylor	7/16		

Anniversaries!

Clarence & Gladys Lawson	7/3
Charles & Judy Ishmael	7/4
Don & Lois Lobner	7/24
Chuck & Karen Haber	7/31

Monthly Meeting

July 11, 2011
(One week later than normal!)

6:00 dinner, 7:00 meeting
The American Legion, 92 Hwy & DD,
Smithville MO

Board Meeting

July 21st, 2011

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:

It has been a busy time since the last newsletter. The Plain Ol A's Regional was enjoyed by a number of our members. A week long get together that was well planned, and in spite of hot weather, went off smoothly and will be an example to follow for future Regional meets. I personally enjoyed the time we spent at the race track. I'm proud to say that I was never passed during our three laps on the track. I even have a winner's circle picture to prove it.

Had a great time attending the Lathrop Antique show last weekend. A number of our club members drove their "A's" up and parked them outside the old service station the club is restoring. The station really looks great, reflecting the hours of labor some of our club members spent on the project. I couldn't count how many times Charlie drove by in a different type of antique vehicle. He even gave driving lessons to a few in a Model T.

Our June meeting was to be a socializing meeting, and what I could gather, was enjoyed by everyone. There was 54 in attendance and I'm sure you all met and talked with someone you were not familiar with before. That's what it's all about: helping and supporting each other with our cars and projects and maintaining a friendly attitude towards each other.

Remember our July meeting is a week late again because of July 4th. See you there.



Ron Anderson, President

Experience enables you to recognize a mistake when you make it over again

Editor's Comments:

I was talking to Wink the other day about how when we're out with the Old Lady, I feel like we're more than just people having fun, we're also representatives for the Model A hobby.

When we take a few minutes to respond to those people who stop to look, and open the hood, or encourage them to check out the interior, we're not only sharing our love of this unique vehicle, but helping to ensure that these beautiful pieces of living history continue to have a parking space in a garage in the future, and not as a chopped up street rod.

For every child that feels that special feeling that sitting in the front seat of a Model A and honking the horn brings, there's one more Model A lover in the world. And that can't be a bad thing!

Happy "A"ing to everyone!



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

July 4th - Parkville 4th of July Parade

Meet at the grocery store at 9 & 45 hwy at 8:30
Call Ron Anderson for more info

◆ July 9 Vineyard Classic Car Show

Vineyard Church—located on the northwest corner of I-435 and Highway 169 overpass, about 5 miles south of Smithville, Missouri.
12300 NW Arrowhead Trafficway, Kansas City Missouri 64165
Activities start around 8:00, Free entry—nice awards—50's music

★ July 11th - Club Meeting—Smithville American Legion

Remember—this is one week later than normal!

July 13th . : West Side Grill & Bar Cruise

sponsored by Everything On Wheels. Lee's Summit, MO

221 S M-291 Hwy, 64063. 6pm to ?

music, door prizes & 50/50 pot for Make A Wish Foundation of KC.
Info **Scott Greener** 816-506-9749 kccarshows@gmail.com

◆ July 19th Red Crown Historical Marker Dedication

11am at the Ambassador Building.

See page 4 for details

July 30th Cruise on the Square Liberty MO

Kansas and Main Sts. 5PM-8PM.

Gary Hanson at 816-524-PONY (7669)
or **Werner Hentz** at 816-810-9487 for info

August 14—Art of the Car

City Market—details pending

Aug 27th Cruise on the Square Liberty MO

Kansas and Main Sts. 5PM-8PM.

Gary Hanson at 816-524-PONY (7669)
or **Werner Hentz** at 816-810-9487 for info

Hold the Dates~

Sept 10th Edgerton Pioneer days

Sept 17th South Side Parade - St. Joseph

Oct 1st; - Weston Apple Fest

Oct 29th - Fall Foilage Tour

Dec 11th—Christmas Party

Next Meeting— July 11- Come join the fun!

Join us next month as we hear recaps of the recent activities from the National Natchez Trace tour and the closer to home fun of the recent MAFCA regional in Overland Park Ks.

Participants from these two events will entertain us with pictures and stories. I'm sure there will be plenty of visiting time too, so come join us!

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



A lot of new potential Model A'er being born!!

Birth Announcement

Marvin and Cheryl Taylor would like to announce the proud arrival of their grandson Liam Francis Taylor born June 4, 2011, 7lbs 11oz- 21 1/4 inches



Scott and Rhonda Forsen would like to announce the proud arrival of their grandson Noah James born June 23, 2011



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 Ron Anderson 816-741-5965
All Officers: info@nwmomodela.com
Tours and Activities: tours@nwmomodela.com
Publications: RoadRunner@nwmomodela.com
Membership: membership@nwmomodela.com
Webmaster: webguy@nwmomodela.com
Tech Advisor: techguy@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

June 13th , 2011 American Legion Hall Smithville, MO 7:00 pm

Treasurer's Report – Approved as read.

President: Ron opened the meeting with The Pledge of Allegiance and then let announced that we were having a social time this evening.

Joy handed out sheets of paper for each person to draw a pig. There was a personality profile game that went with the way each person drew their pig.

Terry introduced the new member and guests.

Ron announced that the next meeting will be a week later, July 11th due to the Independence Day holiday.

The Lathrop car show is Sunday June 19th. The group will depart the Legion Hall at 9:30.

July 19th at 11:30 there will be a dedication for the Red Crown marker at the Farmland building

Activities: Eddie reported that the picnic will be Sunday June 25th at Sailboat Cove, Smithville Lake. Details and directions are in the Road Runner and on the website. May 14th there were 13 Model A's that toured the Shatto Dairy. May 28th there was 12 cars at the Atchison Fly In.

Vice President: Bob announced that the entertainment for July will be a recap of Natchez Trace National tour and the MAFCA Regional.

The Parkville Parade is tentative due to the sandbags and flooding concerns. If your name is on the sign up list you will be called if its cancelled.

Publications: Sherry said the next Road Runner will be another large issue.

Concerns: Karol read the June birthdays and anniversaries. A Thinking of you card was sent to Harold Blaker. A sympathy card was sent to Bill & Sandy Skaggs. Thank you cards were sent to Dave and Sue Ryan, the Plain Ol A's .

Historian: Joy needs photos of the recent events.

Technical Advisor: Walt has the restoration guideline additions for the members who ordered one, they are \$13.50. Walt also mentioned that the restoration of the Lathrop gas station is progressing well.

Membership: Ken reported we have 144 members, and 54 were in attendance for tonight's meeting.

Webmaster: Dave was not in attendance.

Purchasing: Mary Ann has hats available and an XL shirt that she would love to sell. There are also magnetic door signs still available.

Public Relations: Lyman introduced the new members and guests.

Directors: Bill was not in attendance. Harvey reported that everyone had a good time at the Regional, and the club provided assistance with the repair tent, tow vehicle, car games and provided prizes.

Meeting was adjourned at 8:25. Respectfully submitted Malcolm McIntyre



There was no June Mystery Member

July Mystery Member

Rode the Chief's War Paint. Ran 502 miles the year he was 40. Professional model. Personal escort for Miss America. Delivered baby in front of two nuns. Attended three (3) different high schools. Met Elvis Presley at 1:30 am in an elevator. Ran in the first Ground Hog Race in Lamar Hunt caves. In two (2) Rose Parades. Attended six (6) schools in one year. Married high school sweetheart. Met the Beatles. Out shot 500 men.

Who is it?



“Technically Speaking 9” Now Available

Technically Speaking 9 includes technical articles from the 1996 thru 2000 Model "A" News issues.

Tech 9 may be ordered directly from the MARC office by calling 734-427-9050 or from the MARC Store from the MARC site at

June Meeting—06/13/11

As reported by Sherry Wink

The June meeting was another first for our club. Instead of a featured program, we had a good old fashioned "Social". Like an "Ice Cream Social", without the ice cream!

Once our dinner was over, President Ron Anderson announced that the next half hour was dedicated strictly to visiting. Joy Osborn helped break the ice with by inviting everyone to draw their version of a pig, and then told us the psychological meanings behind the different versions. Glad we didn't have to show our drawings off to everyone as we visited!

But then it was down to just good old talking, and if this club knows how to do anything, they know how to talk! Along with knowing how to drive a Model A, and find the best places for lunch along the way, of course.

Everyone made an effort to mingle around the room and get to know those new members that don't know some of us as well as others. And of course, we didn't leave out any of the old friends either!

When Ron called time, I don't think anyone was quite ready to stop, but eventually we settled down long enough to complete the necessary business of the club.

And then of course, we all worked some visiting in again as we drifted to the door, slowly leaving the Legion to Sheryl and her clean up crew! I hope everyone enjoyed this experience as much as I did! Maybe we'll do it again next year.

See you at the next meeting!

The Missing Bumper Bar Spacer



Submitted by Lyman Ridgeway

I decided it was time to put my new rear bumper on my car for the Lathrop Car Show Sunday. Bolts, nuts, washers, backing plates, everything in a pile on each side of the car. Then off to the basement to put the end bolts, spacer, washer & nuts on the new bumpers.

Since I had to use vice grips to hold the bolt to get the nut off, it needed painting. In the process, I lost one of the spacers. I looked everywhere, even went back upstairs, moved the snow blower, riding mower, looked under the car. Back downstairs and started cleaning up, thinking it had to be there. Re stacked the lumber under the work bench, starting putting things away on top of the bench-nothing. I looked for three (3) hours for that spacer; it being a challenge now.

Finally I realized that I could look for the rest of my life and not find it. It had to have slipped into another dimension. I called Milt and he brought one to breakfast. Most of the time, you live the rest of your life wondering what happened to it. Was working on a clock and needed a small washer so went downstairs and pulled out the washer tray and there was the bumper spacer. I had put it away while cleaning up the work bench. Hey, it kind of looks like a really thick washer. It's good to solve a mystery

Red Crown Historical Marker Dedication July 19, 2011



This dedication to the lawmen who fought with Bonnie and Clyde at the Red Crown Tavern and Tourist Camp in July, 1933 will be conducted on 07/19/11.

Any club members planning to attend are invited to meet at 9:30 in the parking lot of the Vineyard church on HWY 169 & 435 and drive as a group to the program. The dedication program will be at 11:00 a.m. The marker will be placed next to the parking lot of the Ambassador Building 11020 NW Ambassador Drive, Kansas City MO.

The dedication will include a short program including Platte County Sherriff Anderson talking about law enforcement and with a representative from the Missouri Highway Patrol will be attending. There will be tire kicking, photos and visiting for all. A photo op will be available with a restored era gas pump just like the ones used at the Red Crown in 1933.

Model A Mystery Part

Here's a little part needed on a Model A. Do you know what it is?

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

Walt Jones,
1019 NE 113th Terr,
Kansas City MO 64155

Or email Walt at: techguy@nwmoModelA.com



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

Fly-Wheel Shim

This little shim fits between the flywheel housing and the block. It usually takes more than one to snug up the fit.

Did you know?



Atchison Fly-In

It was a beautiful day for this annual event, and as you can see, quite a few cars took advantage of it. Meeting early in the morning at the Platte City McDonalds gave time for a leisurely drive into Atchison where we joined up with other clubs at the train station. From there we proceeded to the air field.

We got up close and personal to the aircraft, including some very interesting versions of flying machines!

Terry and Peggy Richardson were presented with the trophy for "Best of Show Automobile". Congratulations!



Walt's Old Time Tech Tip



Walt Jones, Technical Director

Here is a simple way to measure engine cylinder taper. Insert an inverted piston into the cylinder then a ring, press the ring down against the piston. The piston holds the ring at right angles to the axis of the cylinder. Move the assembly to the point of tightest fit, normally near the bottom of the cylinder, Measure the gap between the ring ends with a feeler gage. Move the assembly to a point in the cylinder where the gap in the ring is the greatest. This point is usually just under the ring ridge at the top of the bore. Again measure the ring gap. Subtract the greater measurement from the lesser one and divide by 3.1416. The answer of the division will give the taper of the cylinder.

Have fun with your Model A Projects.

Men's Suspenders

Sherry Wink



Pulley Braces
39-688 Men's strong double-slide pulley braces with detachable cord ends. Give long wear.
Price del'd a pair.. **39¢**

Cross-Back Braces
39-689 Men's cross-back braces of good elastic webbing. Leather ends. Strong and durable.
Price del'd a pair.. **49¢**

Heavy Police Braces
39-690 Men's extra heavy police braces of elastic webbing. Leather ends and supports.
Price del'd a pair **75¢**

Silk Elastic Braces
39-691 Men's braces of strong silk elastic webbing. Have leather ends. Splendid wearing quality.
Price del'd a pair. **75¢**

Strong Police Braces
39-692 Low-priced police braces for men. Of strong elastic webbing, with leather ends.
Price del'd a pair. **50¢**

Pulley Braces
39-693 Men's pulley braces of durable elastic webbing, with cord ends. Value unexcelled.
Price del'd a pair. **50¢**

Men's suspenders (or as they are sometimes called "braces") were used frequently in the Model A era. Belts had been gaining popularity since World War I uniforms made them a staple, and also due to the style of lower waist lines. But suspenders still ruled the day. It might surprise you to know however, that at the turn of the century, they were considered undergarments, and usually worn beneath a jacket or sweater. It was considered risqué to allow them to show even in the 20's and 30's! When I went looking for catalog examples of suspenders being worn, I came up empty handed.

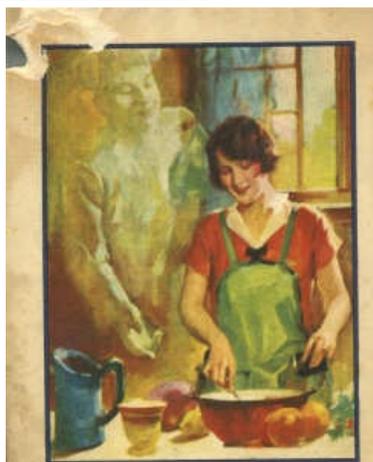
As you can see from these pictures from the 1928 Simpson catalog, suspenders came in several styles, but they were always button on. Clips were not around yet as far as I can tell from my research. And the buttons themselves were on the outside of the trousers unlike today's style. The fittings were often brass, and the reinforcements leather. Suspenders came in elastic webbing of silk or cotton or other fabrics, and there were even some I ran across that were non-elastic, but had a spring inside. These were recommended for "Larger men who perspired heavily".

The Chinese Recipe for Chop Suey

From a 1931 version of this often re-issued cookbook!

- 1 lb fresh lean meat, veal, or pork, cut into small pieces
- 1 can LaChoy bean sprouts
- 2 C. sliced onion
- 4 C. fine cut celery
- 2 C. soup stock or juice from can of bean sprouts
- 4 Tbsp LaChoy soy sauce
- 1 Tbsp LaChoy brown sauce
- 2 Tbsp cooking oil or lard
- 2 Tbsp flour

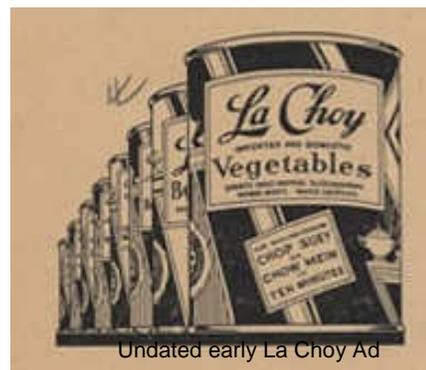
Fry the meat in a deep kettle in the lard or oil, until well done. Add onions and saute for 2 minutes. Add the celery, soy sauce, stock, and brown sauce. Cover and cook over a brisk fire until the vegetables are done (about 10 minutes). Add LaChoy sprouts. Stir and heat for 2 minutes. Thicken at edges with a thin paste of flour and water. Stir thoroughly and remove from fire at once. Serve hot with steamed rice.



The Art and Secrets of Chinese Cookery

Brands We Still Know!

La Choy Chinese Food Products were actually started by an American and a Korean in 1922. The original plan was just to help sell more vegetables at the grocery store owned by one of them, but sales quickly skyrocketed.



Undated early La Choy Ad

The company had timed it perfectly to capitalize on the growing fascination Americans had with the Orient, including an entirely different type of cuisine. This brand is still in your grocery stores today!

Their market growth was helped along by issuing their own cookbook to introduce the country to this new type of cooking. Over 8 million copies of *The Art and Secrets of Chinese Cooking* were distributed across the United States.

Manifold Gasket

by Richard Bates, San Diego CA

I recently made an interesting repair to a failed exhaust manifold gasket. We were on an extended trip (4,500 miles.) from San Diego to the deep woods of Vancouver Island, BC when the gasket blew out. The primary cause of the failure was the warping of the manifold. We didn't have a replacement gasket so we cut gaskets from regular higher temperature stock. As we knew would be the case, the misalignment of the exhaust manifold with the engine block did not allow gland rings to be fit, but in this particular circumstance we needed something to augment what was obviously an inadequate seal.

The trick we used was to make exhaust manifold gland rings from copper water pipe. We cut with a hacksaw, as carefully as we could, lengths from the pipe that would extend out of the engine block just the thickness of the gasket material. These rings were split and the joint hand filed until they could be tapped firmly into the engine block counter bore. Our reasoning was that when the manifold assembly was tightened into place the gasket would be compressed somewhat and the interference of the misaligned manifold faces with the copper glands would fix them into place and provide exhaust gas barriers for the vulnerable gasket material. There was no failure of the gasket after the rings were installed. Other antique automobile engines I am familiar with do have these exhaust manifold sealing rings and they make an almost foolproof manifold seal in conjunction with a gasket. Ford had a terrible problem with warping of the manifold and had to abandon the gland ring in production. Our experience in the North Woods with this copper ring approach suggests that the seal can be greatly enhanced. It directs the hot exhaust flame away from the gasket seal and is held firmly in place.

Subsequently we have machined the manifold assembly gasket face flat, and have installed copper glands just because it is so easy to do, and as was demonstrated to us, is effective even without the ring penetrating the manifold counter bore.

Restoring a Gas Cap

Dave Westenberger – Colonial Virginia Model A Club

A few months ago, Ed Case gave me some old original Model A gas and radiator caps full of dents and said "hey... see what you can do with these". They all had inner shells, which made it impossible to remove the dents from the outer shell surface. The word impossible really bugs me as I feel nothing is impossible so I reviewed one of my favorite quotes "Improvise sensibly as the situation demands" (which probably came from my brother Jim who has a gift for neat quotes and story telling). I tried soaking the cap liners with Kroll penetrate for a few weeks followed by big-brute vise grips on the inner center combined with my 3 foot pipe wrench. The result was not very pretty.

OK, on to plan C (plan B was more coffee and a head call). Dremels are neat little tools, and I had one loaded with a small cut off wheel so why not cut the inner liner at a 45° angle (without cutting the stainless too badly on the inside), take small vise grips and bend the cut part in enough to use the vise grip and a small screwdriver to work the inner liner up and out. IT WORKED! This was done on a Eaton Cap.

Then, I sand blasted the removed inner shell and inner portion of the outer shell. Where do I smack the outer shell to work the dents out? I took a magnet retrieval tool and placed it on the outside dent, dropped a ball bearing into the cap which migrated to the center of the magnet, drew a circle around the ball bearing with a felt tip pen and this gave me a good "smack it here" area. Hey... that worked too.

On a roll now, I was able to push up all the dents, file the cap to reveal other low spots, sand with 320, 400 and 600 wet-or dry paper and polish. I painted the inner cap with anti-rust silver and pressed it back into the outer using some Loctite blue medium strength.



Removing inner shell



Finding the dents



Before polishing



Final product

Regional Review

Thought I'd just share a few pictures of the fun that was had at the Regional hosted by the Plain Ol A's in Overland Park the second week in June! Hope you were there to enjoy the fun!



Some A's got there quicker than others, apparently!



The welcome party was a Mexican fiesta buffet complete with the music of "The Three Amigos" mariachi band. The food and the music was great!

Dean Weller brought in his America's sweetheart tribute car with the help of a few friends. It was on display in the lobby all week.



Plenty for the ladies to do too!



They promised us "Planes, Trains, and Automobiles". And they delivered!



Great car games, although it was just a little wet at times during the morning!



Lined up for the "Mystery Tour". It took us all over and through 22 roundabouts! With a great picnic in the middle!



Milt Hessefort ran the Repair Tent - He wanted to thank everyone that helped out, and a special thanks to Peggy and Terry Richardson who drove the repair trailer as needed and made sure Milt got his lunches in!

Why a Quail?

The following story answering that question is an excerpt from an article originally printed in the 1960 March-April issue of the Restorer. The complete article has more pictures and details and is available on the MAFCA DVD - "The First ten years 1956-1966, Volumes 1 through 10". This DVD is available from MAFCA for \$10 and is a real steal at any price! !

Ford's Flying Quail ornament was of the same breed as the car itself, i.e., it was mass produced out of relatively cheap materials (it cost the company less than \$1 to make) and thus failed to qualify for the class distinction enjoyed by some of the aforementioned mascots. But in a utilitarian sense at least, just as the Model A on which it perched, it was a classic. It did what it was meant to do and did it in an extraordinary way, and looked good while doing it.

Although delicate in appearance, it was sturdy. It kept the water in and the dirt out. It was almost theft-proof. It complimented the design of the car. It was not too big, not too small. It was proportionately correct. And the fact that a quail--a delicate yet rugged gallinaceous creature able to survive in the roughest environment, beautiful of plumage, intimate in size, and speedy of flight--was selected to symbolize the Model A was indeed a clever choice.

Credit for selecting the quail as the model goes to Henry Ford. Mr. Irving R. Bacon, an artist in Mr. Ford's employ, originated the pose and made the first clay model. Now age 85, Mr. Bacon has retired to Miami after an illustrious career. Listed in "Who's Who in American Art" for his "Village Street Scene," "The Conquest of the Prairie," and "The Little Old Man of the Woods," Mr. Bacon was hired by Mr. Ford just shortly before World War I. In a letter he relates how the quail decision came about:

"Henry Ford concentrated on the Model A car, and Edsel Ford on the Lincoln. It was the Boss, however, who decided on the Model A features. He asked me to figure out an emblem for it. 'Mr. Bacon,' he said, 'we need a radiator cap that will carry out the idea of quick getaway.' 'How about a rabbit?' I asked. 'No, something better than that. A quail flushes just like a firecracker going off"

That was it, and I got busy. As luck would have it, I found a quail that had been hit by a car on the highway. This was taken to the Children's Museum and mounted. From that, I modeled a quail with wings tipped down and fastened to the sides of the radiator. Another was designed with a motometer enclosed under the wings.

We placed them on six cars for Edsel Ford to pass judgment on. However, he was not enthusiastic about them, but I told him I was confident it would be adopted and prove successful. In one year, 240,000 were sold, netting the company \$240,000 profit, which I am sure, was more than enough to pay my salary for some time."

The Ford Motor Company did not produce the Flying Quail radiator cap in its own factory. The job of finalizing the design, modeling an acceptable prototype, constructing the tooling, and actually producing the finished product was sub-contracted to the Stant Manufacturing Company, a small machine shop located in eastern Indiana at Connersville.

The George Stant Machine Works, as it was known then, had a reputation in the radiator cap business before tackling Ford's Quail. They had become known for the "Heirns" cap, a nickelplated brass casting of the bar and wing design. The cap had a hole in the center for mounting a motometer, with an arrangement of interlocking teeth between the top hall and bottom hall that allowed for proper alignment of the motometer with the centerline of the car. Originally, the cap was designed for Chalmers and Buick but was later modified for other automobiles.

(Incidentally, the company is interested in locating one of these old Heims caps and would appreciate hearing from any reader who has or knows the whereabouts of one.)

But in all their previous experience, and in all their experience since, the Stant Company never went through an ordeal quite like the one they encountered with the Ford Flying Quail. Old timers in the company still talk about the project with the same aura of camaraderie as soldiers reminiscing about campaign battles.

Mr. Glen A. Johnson, now a Stant Sales Engineer but at that time a new employee only two years out of school, remembers vividly the "battle of the birds."

With only Henry Ford's idea to use a quail and Irving Bacon's clay model as a start, the Stant people set about their task of finalizing the design. Their first step was to acquire a covey of real live quail from the Indiana State Conservation Department for study. The wild birds were kept in specially constructed cages having two padded sides and cord netting screen over the other two sides and the top.

The cages were then set up smack in the middle of the engineering department. Drawing tables and desks were moved back out of the way to make room for a staff of photographers, artists, draftsmen, and engineers assigned to learn all they could about the physical makeup of the Indiana Bob White.

For three hectic days, the engineering department resembled something out of a Mack Sennett comedy. Photographers shoved cameras around, artists shoved easels around, draftsmen shoved drawing boards around, and engineers shoved everybody around--all trying to get the frantically flapping, screeching quail to pose.



"I've got to hand it to you, Glen-- I never thought you'd get him to pose!"

(Continued on page 10)

(Continued from page 9)

It was nip and tuck for awhile whether the frightened birds would survive the ordeal before they annihilated themselves against the sides of the cage, the netting, and each other. Mr. Johnson remembers the engineering department as having all the atmosphere, including smell and sound effects of an aviary invaded by cats.

In spite of the turmoil, the job somehow got done. During their three-day stay at Stant, before they were returned to their natural habitat, the quail were photographed and sketched in hundreds of poses. Photographers supplied artists with still studies (as "still" as possible, that is) for more careful examination of detail, then the artists supplied engineers with renderings of the most attractive poses. The engineers then selected those that could be reproduced by die-casting and finally, colored illustrations of the best of these were submitted to Ford for his selection and final approval.

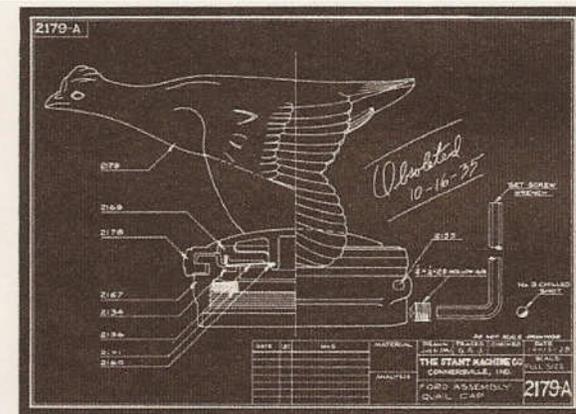
Of all the parts required to make a Model A (more than 5,000) Henry Ford seemed to take more direct, personal interest in the accessory radiator cap than any other single piece. Stant representatives wore a path between Connersville and Dearborn trying to satisfy the whims of the Boss. Every step of the project from the first design drawing to the first article of production required his personal approval, and he was not always an easy man to please.



Ford eventually selected the pose we all recognize today as the Flying Quail; which very closely resembles the one Mr. Bacon originally suggested. Stant engineers then set about constructing a master model. First, a model with all the detail of the fine plumage was built up out of clay, dusted with aluminum powder for realism, and submitted to Ford for comment. At his suggestion most of the detail was smoothed out and unnecessary lines eliminated in order to ease the plating and polishing operations.

A plaster mold was then made from the clay model and a hard wax model was cast. The wax model was smoothed even more and a few slight changes made to sharpen the remaining details and provide the correct contour to enable the finished article to be "drawn" from the die on a mass production scale. This wax model was then used to cast the brass master model, which was carefully finished by hand to exact dimensions, polished to eliminate tool marks, nickel plated, and carried to Ford for approval.

The master model was approved without alterations. The steel production die was then made and the Stant Company inaugurated a run of flying quails that extended beyond production of the Model A by several years and totaled a staggering several hundred thousand units.



The Ford mascot (Part No. A-1838S), the accessory most desired by those who restore Model A Fords today--paying as much as thirty, forty, or fifty dollars, sometimes even more for one of exceptional condition--originally retailed through Ford dealers for \$3 each. The dealer's cost was \$2.50 for the 1930-31 version and only \$1.75 for the 1928-29 version.

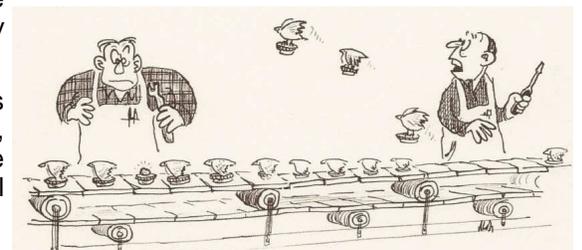
Stant's patent--Number 1809186, filed on November 28, 1928, and granted June 9, 1931-- covers only the locking and sealing devices of the cap and makes no mention of the flying quail ornament, except for one brief sentence: "This hole is adapted to receive any piece of ornamental work, or any suitable piece of material" And of course the patent carries the usual provision for any "modifications within the claims and scope of the invention;" meaning it could be altered enough to permit the mounting of, say, a flying quail or motometer. The patent credits Kyle E. Stant as the inventor and assignor of all rights to the company. The patent was never renewed and copying is legally permissible.

There are now a few copies of both the cap and ornament on the market, and most restorers are happy to settle for a good duplication rather than vainly chase an elusive original.

Ford's Hoosier Mascot, like its real life counterpart, has an almost uncanny ability to remain hidden and is difficult to flush out of its hiding place. There are a surprising number of quail caps still unaccounted for, and the rate of discovery seems to diminish with time.

Theorizing a bit; it is generally accepted knowledge that car owners, and even emotionless salvage dealers, retain a strange fondness for unique radiator ornaments. This would lead one to believe that more radiator caps escaped the scrap pile than did automobiles. Also, it would not be unreasonable to assume that not quite all the Flying Quail caps manufactured were ever sold to the public or even entirely distributed to retailers.

Thus, since it is roughly estimated that there are still a half-million Model A Fords on the road, and probably less than 5 percent carry genuine Flying Quail caps, and since it is known that more than a quarter-million Flying Quail caps were built, a logical conclusion might be that today's restorers have yet to uncover all those precious birds that must still be roosting in secluded sanctuaries.





MAFCA

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BOARD OF DIRECTORS' MEETING HIGHLIGHTS SATURDAY, JANUARY 22, 2011 LA HABRA, CALIFORNIA

Restoration Guidelines and Judging Standards Revision 3 Being Finalized

Revision 3 is being finalized and is scheduled to be available to the membership on April 30, 2011.

National Convention Status

Vice President Dan Foulk reported that the 2012 National Convention plans in Marquette, MI are well underway. It is going to be another great convention. The 2014 National Convention will be in Tacoma, WA.

National Awards Banquets

The 2011 National Awards Banquet will be in Santa Rosa, CA and final plans are still being made.

National Tours

Reservations are being made and over 154 at this point will be attending the 2011 National Tour to Natchez Trace. At this time, there are 27-28 states and 2 countries represented.

2011 Nominating Committee Named

Membership Director Jim Morris reported the 2011 Nominating Committee for Board of Directors has been named. The Committee consists of Jim Morris, Chairman, Donna Lewis and John Frazee

BOARD OF DIRECTORS' MEETING HIGHLIGHTS SATURDAY, APRIL 30, 2011 LA HABRA, CALIFORNIA

Model a Restoration Guidelines and Judging Standards

MAFCA President, Alex Janke, announced Revision 3 of the Model A Restoration Guidelines and Judging Standards is now available. You may order from the MAFCA web site.

***The Restorer* on DVD**

Currently Volumes 1-10 of *The Restorer* are available on DVD. The Board has approved putting Volumes 11-20 on DVD. The membership will be notified when this is completed and available.

National Convention Status

Dan Foulk, MAFCA Vice President, reported Marquette, MI in busy preparing their Registration Form for the 2012 National Convention and working on their Budget. This will be a great convention. The 2014 National Convention will be held in Tacoma, WA. Since they have held an event like this in the past, they have their planning well underway.

National Awards Banquet Status

Dan stated the plans for the 2011 National Awards Banquet in Santa Rosa CA are in place. The Registration Form will be in the July/August issue of *The Restorer* and on-line after that time. There will be a drawing for one of the first 50 qualifying registrants to win free hotel accommodations. There was a cancellation from the host chapter for the 2012 National Awards Banquet, however, Dan is working with some other chapters and will be announcing those plans when they are finalized. The 2013 National Awards Banquet is set for San Antonio, TX.

National Tours

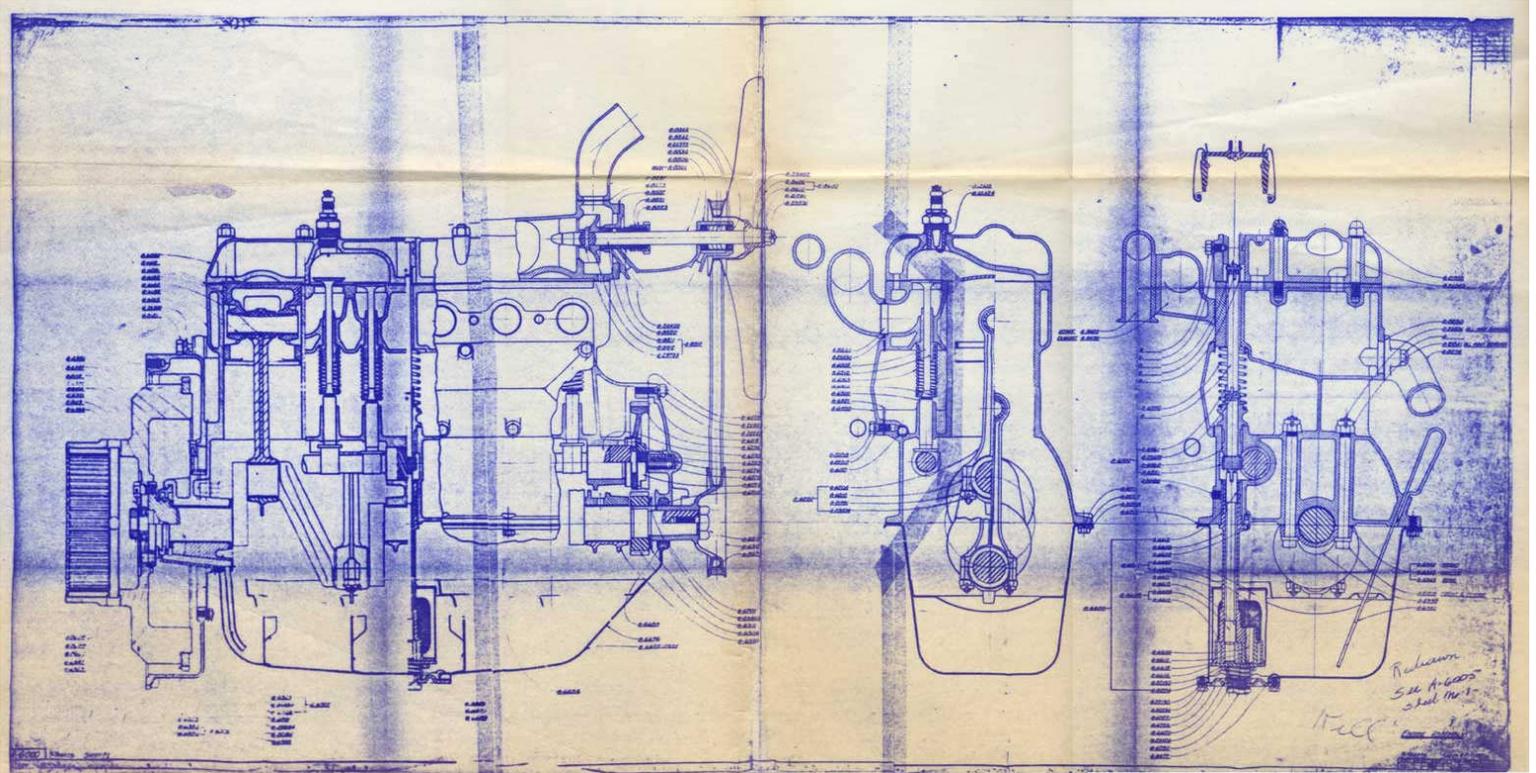
Dan reported the 2013 National Tour has not been finalized but he is working several possibilities. The 2015 National Tour is set for Maine Lobsters & Lighthouses and the 2017 National Tour is set for the Pacific Northwest. These will be much more information on these tours in the future.

Youth Driving Award

Stephanie Grundman, MAFCA Chapter Coordinator, presented a new Youth Driving Award Policy which was approved by the Board. The purpose of this policy is to encourage young drivers to learn the technique and enjoyment of driving a Model A. The policy gives chapters the requirements for young drivers to earn a patch and also includes all the information needed by the chapters to teach their young members how to drive a Model A.

Ford Drawing of the Engine

What appears to be an original Ford Engineering Drawing for a 1928 motor. This is from www.modelaford.org, the new and improved MARC website. It was submitted by Frank Pollack.



Mystery Member Quiz answers from the last meeting!

Harvey Roseberry
Ron Anderson
John Osborn

Dale Carnegie was a family friend
Was kissed by Phyllis Diller
While in the service, he survived two plane crashes

Clarence Lawson

Flew as a Maintenance Crew Chief on a Strategic Air Command B-47 Bomber

Eddie Griggs

His solo bicycle rides included a 210 mile, two day ride across Missouri and a ride from Hurricane Deck in the Ozarks to Rogers, AR
Helped build and race a concrete canoe.

Sherri McIntyre

Was in a category 4 & 5 typhoon

Milt Hessefort

Owned and operated 2 service stations
Was a country and western music disk jockey
In the Navy for eight (8) years but only spent three (3) days on a ship

Bob Russell

Was a certified pipeline welder for many years
Flew out of the downtown airport and when he returned, landed in the newly opened KCI airport and was convinced they had dumped him in the wrong city

Walt Jones

Was Superintendent of Operations for the Kansas City Chiefs

Dave Telles

Stopped a freight train with his bare hands
Was the arm wrestling champion in high school four straight years

Elden Stamps

Decorated friends dad's new 1956 Chevrolet by drawing pictures on it with a rock

Ken Winkhofer

Once got bit by a cat & the cat died
Has owned Chiefs tickets for 31 years

Sammie Rhoades

Bee keeper for eleven (11) years
Found a pirate ship's cannon while skin diving-is now mounted in back yard

Bill Auch

Water skied for a living
Worked as a bush pilot in Yukon Territory for two (2) seasons

Jim Steenstry

Mary Ann Jones

Reva Fields

Dennis Hartman

Terry Richardson

Ron Anderson

Sonny Norris

Pat Lawler

Leland Daise

Owns the Model A he rode in when he was a kid

Scott Forsen

Has flown in over twelve (12) different propeller driven aircraft including two Ford Tri-motors and five (5) World War II vintage aircraft
As a kid, when they rode a horse with a cast on right foot, tied a rock on left foot for balance
Brought a bomb home while in high school.

Sheryl Hanks

Burned up twelve (12) 55 gallon barrels of highway striping paint on 169 Hwy when paint thinner splashed onto a hot generator

Malcolm McIntyre

Tim Fields

As a couple, has met Harry & Bess Truman, Herbert Humphrey, Ronald Reagan & Eleanor Roosevelt

Otis & Carole Miller

Ray Meyer

The Model A he is restoring was purchased by his father-in-law in 1964

Larry Weigum

Bob Hess

Danced in a row boat during a college fun fest
When he bought his first Model A, he didn't know what it was

Charlie Ismael or Tim Osborn

Retired from the Railroad

Judy Ismael or Gladys Lawson

Picked cotton when growing up

Scott Forsen/Rhonda Forsen

Just got married this year

Dan & Dorothy Wantland

Married over 60 years

Sylvia Donius

Is a "Lunch Lady" in a local school district
Long term family car was a star at Indy 500 car show this year

Joyce Kerr

Don Lobner

Donated a rebuilt motor for the recent regional

Tim Osborn

Sat in a little elevated tower to lower the rail road gate

Devis & Cara Skilman

Welcomed a new little Model A'er this year!

Gary Smith

Drives his Model A everyday

Marvin Taylor

Drives a school bus for a living

Lathrup 06/19

The Antique Tractor and Car Show at Lathrup Missouri was the first public showing of our gas station project! And boy did it look good! On Sunday, club members parked their cars by the building and showed off both the cars and the refurbished building. It was a great time with a lot of interest shown by the public!

Charlie Ishmael took a few members around in the Model A's older sister, a Model T. I hear that it's a little different driving one of those! A lucky few got a chance to try driving it also.

The weather was perfect for the show, and made for a perfect day. Lunch on the grounds was great as usual, with plenty of choices for pies, and other goodies. There was plenty of other activities going on the Antique Show Grounds all day too, so there were plenty of opportunities to walk around and enjoy!



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.)

For Sale: Various Model A News and Restorer magazines. 74 total dating from 1995 - 2010. 50cents each Contact Jo Lamb 515-289-44374	Wanted: Driver side front fender for a '29 Town Sedan. Contact Bob Lauritsen 515-491-5316
For Sale 8"6" by 20" all aluminum trailer with removable rein-forced nylon canvas top. Topper has an inside height of six feet, and is complemented by a Jet Stream Air Dam, and a V"ed nose. Excellent condition, new tires, has always been stored inside. \$4,000 (they sell new at \$10,000). Call Marta Padula 913-362-1709 (4/2011 HOA)	Wanted: '28 or '29 hood. Will Trade a '30 hood or buy yours. Also, need a passenger side splash apron. Contact: Don Van Diepen (515) 491-2958 Email: tubadon40@aol.com (04/2011 CIMA)
Wanted: - Doors for a 1931 Coupe. Need not be perfect, but workable. Contact: Bill Williams (515) 432-1399 email: Lportbilly@gmail.com (04/2011 CIMA)	For Sale: 1931 Tudor, black. Rebuilt engine, Turn Signals, seat belts, steering stabilizer. \$10,500. Contact: 515-549-3764 Email: orvalynn1h@wccta.net (04/2011 CIMA)
For Sale: Pair of AA truck headlights, excellent condition, manifold heater, cylinder head, many wrenches, parts, etc. Contact: Paul Gardner 816-393-5435 (4/2011 HOA)	For Sale: 1929 Model A Tudor, complete, superficial rust, a good deal at \$3,850. Contact: Merlin Kirby 913-626-6633 for more details (4/2011 HOA)
For Sale: 1929 Roadster, A fresh frame off restoration, many accessories. A perfect car, will pass anyone's inspection, \$20,500.00 1929 Landau Coupe , excellent condition, too many accessories to list here, \$18,500.00 1930 3-window sedan , less than 100 miles on a new engine. 12-volt, numerous accessories. \$21,500.00 View these cars and others in detail at ftcars.com Contact: Frank Thompson at 913-269-6513 to make an appt (4/2011 HOA)	For Sale: Quartz Halogen Headlight Kit 6 volt for all Model A years (used). New cost is \$99.00. Make a reasonable offer. Quartz Halogen Bulb 12 volt (used). New cost is \$4.50. Make a reasonable offer. Contact : John Osborn at 816-436-0452. (04/2011 NWMO)
For Sale - 1929 Model A 2 door. Stored in a shed for many years by the second owner. All parts are on the car except for running boards and top. Contact Tracy Klein (319) 553-8183 (CIMA 07/2011)	For Sale: 1930 Standard Tudor Model A: Andalucite Blue. Nice gray L.B. interior. Older Restoration. Nice car. \$11,500. Photos available. Contact: Duane Miller 563-285-8613. (4/2011 CIMA)
For Sale - Award winning, excellent driving 1929 Sport Coupe with Rumble Seat. Tan and Yellow with Yellow spoke wheels. Alternator, Halogen headlights, good tires and top, trunk, cover, tool box with extra parts and manuals. Low miles and never driven in the rain or snow. \$15,000. Contact Don Briggs 515-225-3211.(CIMA 07/2011)	For Sale - 1931 Pickup. Al Warren's restoration project. All new wood in the cab. Cab needs painted (Paint included). All new seats and Liner Kit needs to be installed. Engine has been gone through and needs assembled. Fenders etc. come with it. \$10,000 or offer. Contact Kurt Chapman (515) 280-8284 .(CIMA 07/2011)
For Sale - Model A Ford 1931 Coupe. Excellent Condition. Includes a complete set of Ford tools. \$21,500. Photos Available. Contact: Dean Sandstoe (515)-710-5900 email: deans@osdi.com (04/2011 CIMA)	For Sale - 1930 Fordor, restored. Tan and Black. \$9900. Contact: Don Maher, (515) 263-8509 (04/2011 CIMA)
For Sale - Marvel-Schebler Carburetor. Contact: Ron Hoover (515) 480-7459 (04/2011 CIMA)	For Sale: AA Ford truck radiator and transmission parts Contact Tom Smith 816-356-0854 (HOA 05/2011)
For Sale: 1928 Tudor, asking \$10,000. Contact Mike Blood 816-509-7428 (HOA 05/2011)	Wanted: Rumble seat springs and upholstery 28-29 or 30-31 is fine Contact Chuck 913-205-9884 (HOA 05/2011)
	Wanted: AA truck , any year, in as complete condition as possible. Willing to trade John Deere tractor for one. Contact: Mike McPeck 816-697-3558 (04/2011 HOA)

Wed's Technical Meeting & Breakfast*



Walt Jones, Tech Director



Another great month of Wednesday Morning Technical meetings has passed. Attendance has been outstanding with a number of interesting subjects discussed.

Members of the gas station work group brought everyone up to date with their discussion of the several work sessions that occurred this month. Extra effort was exerted in order to get the station ready for display at the spring meet of the Lathrop antique Car Tractor and Steam Engine Club June 17,18 &19. Bob Martin and his roof painting crew Clarence and Ken, deserve special recognition for their efforts to have the roof painted by show time. Work on other areas was accomplished by: Bob Russell, Lee Donius, Bill Auch, John Osborn Scott Forsen and Dave Telles. Some individuals were given "home work" items to restore and bring back.

Charlie Ishmael discussed his work with the Steam Engine club's 1927 Model T and the problems encountered. Yours truly was allowed an attempt ? to drive the Model T which was my first moderately successful effort with this old of a car. The show may be over but work on the station continues.

Another subject of much discussion was the recently occurring MAFCA Regional Meet hosted by the Plain Old A's . What a Great Meet ! Several members of the NWMMAFC participated in the numerous tours and events and considerable fun was had by all.

Wednesday Morning Technical Meetings are held each Wednesday the month at the Hy Vee store at 54th and North Oak in Gladstone. Meetings begin around 6:30 A.M. and end around 9:30 A.M. Bring your model A topics for discussion and join us.

Ladies have a special invitation for their meeting the third Wednesday of each month. The subject of their discussions remains unknown !! But all ladies are invited.

*Breakfast and B. S. session

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:

Please welcome some new members to the club!

Joe Wishon & Pat Fairburn
Weston MO 64098

Lee & Esther Felsburg
Savannah MO 64485

Featured Sponsor:

I haven't received any response yet from the local advertisers I've talked to so look for this feature to continue next month!

Champion 3X Spark Plugs for 1928-1931 Model A Fords

Left: New Old Stock -- Right: Reproduction (1960s and later)



Tech Tip from MAFCA.com

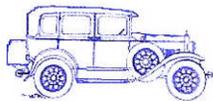
Differences between the NOS and Reproduction Plugs

3x on the porcelain of the NOS plug has a rounded top 3: the repro plug has a flat top 3

Knurling on the base of the NOS plug goes all the way to bottom; repro plug knurling does not.

NOS box has red end flaps and does not mention Model B; repro box has blue end flap and mentions A,B.

NOS box front says "Dependable"; repro box front says "Guaranteed Dependable".



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Website: www.mafca.com
 2008 Membership Form

MODEL "A" RESTORERS CLUB
 6721 Merriman, Garden City, Michigan 48135

Membership Dues: Regular Mail: U.S. \$38;
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 Includes 6 issues of Model "A" News over a calendar year. U.S. funds only



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