

The ROAD RUNNER



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

MAFCA Charter

MAFCA "Newsletter of Excellence" 2015, MARC "Award of Excellence" 2014

MARC Region

Officers

President:	Terry Richardson
Vice President:	Bill Skaggs
Secretary:	Laura Cook
Treasurer:	Bob Martin
Activities/Tours :	Volunteer needed!
Technical	Nate Spears
Concerns/Calling:	Cheryl Taylor
Membership/Public Relations:	Liz Blakley
Merchandising:	Marilyn Griggs
Raffle	Donna Martin
Newsletter/Publishing:	Sherry Winkinhofer
Property:	Lee Donius
Webmaster:	Dave Telles
Director:	John Kunkle

Birthdays

Linda Wanklyn	06/02	Sue Long	06/22
Leann Pogue	06/03	Chili Canida	06/25
Rosemary Smith	06/03	Dennis Hartman	06/26
Michael Simon	06/08	Scott Forsen	06/27
Sherry Winkinhofer	06/09	Dan Kirkpatrick	06/27
Harley Wahl	06/17	Andy Bennett	06/30
Sharon Hessefort	06/20	Melissa Graviett	06/30
Cheryl Taylor	06/21		

Anniversaries

Joe & Pat Wishon	06/01	Eldon & Maxine "Max" Stamp	06/16
Doug & Lura Scott	06/02	Robert & Grace Sansom	06/18
Tim & Joy Osborn	06/03	Lonie & Sandy Hank	06/22
Walter & Mary Anne Jones	06/03	Dan & Maxine Turner	06/25
Kevin & Kim Kerr	06/05	Jim & Melissa Spawn	06/25
Lee & Sylvia Donius	06/06	Edward & Marilyn Ernat	06/29
Terry & Peggy Richardson	06/07		

Monthly Meeting

June 6th

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

Board Meeting

June 16th

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

Technical Meeting & Breakfast Club-KC

CHANGE IN LOCATION!

**Due to construction at the local Hy-Vee our meeting is at
Big Biscuit in Liberty**

Please join us at the Liberty Corner Shopping Center, at 840
Missouri Highway 291, (816-429-5314)

Technical Meeting & Breakfast Club-St Joe

Every Monday 8:00-10:00 AM

Hy-Vee 201 North Belt Highway, St. Joseph

Ice Cream & Socializing

Every Saturday evening 6:00 PM

Big Burger, 4700 NE Vivian
Kansas City MO 64119

Presidents Comments:

We sure had a wonder turnout to the Veterans Home on May 21st. A lot of Model A 's and people too. It was all enjoyed by everyone.

We also had a wonderful lunch at Washington Street. Thank you very much Laura Cook for arranging everything.

Next on our agenda is the Model A Picnic on June 4. The brisket & ham and bake beans are coming from Smoke House B B Q. With all the other delicious food everyone contributes, we'll have a lot of good food.

We have a lot of neat things lined up to do in the coming months, so check the calendar and save the dates! I hope to see a lot of you Model A people on the upcoming events.

I'll see all of you at the June meeting, until then happy trails to you!

Terry Richardson, President.

*If you could kick the person in the pants responsible for most
of your trouble, you wouldn't sit for a month*

Editor's Comments:

It's been a busy month! As I mentioned in last month's letter, I drove the Old Lady up to Nebraska following her spring tune-up. While she drove much better, unfortunately, the noise in the motor got worse.

I took her to my brother Richard's garage, and put him in contact with one of my "Model A Advisor's", Charlie Ismael. After a few consultations, it was decided it was the bearing on piston #2. The bearing was flaking off pieces, and needed replaced. I was panicking because I had committed to being at Shawnee Town that Saturday!

I couldn't believe what happened at that point. Charlie got on the phone to Paul at Pauls Rod and Bearing, and he had the babbitt bearing I needed. The only problem was I was in Table Rock and he was in Parkville. So it went like this—Paul said he would leave the part on the mailbox with the invoice under it. My sister Sandy drove over to Parkville and picked it up, and then handed it off to my Sister Shannon. Shannon then drove it up and met me in Hiawatha Kansas with the part. My brother loaned me a car to get there as obviously I couldn't drive the A. Once I got the part back, Richard put it n the next day. I love it when a plan comes together!

Unfortunately, when I took off for home the next day, another noise appeared and I had to turn back. Charlie thinks it something with the main? Anyhow, he and Richard know what it is and it's on it's way to being repaired now. And oh, yes, I did make to Shawnee Town, Richard loaned me his truck and trailer, and for the second time in my life, I towed a trailer. You really can do what you have to do when you are truly motivated!

' Happy "A"ing.

Sherry Wink, Editor

NORTHWEST MO MODEL A FORD CLUB MEETING

American Legion Hall, Smithville, MO

May 2, 2016 7:00 p.m.

MEETING OPENED BY PRESIDENT, Terry Richardson with the Pledge of Allegiance. The program for the evening was by the Sharon Andrews Duo, the husband/wife team of Sharon Andrews and Ray Keller. We were serenaded with songs from the 'good 'ol days' of big bands and a few very unique renditions of their own. Everyone enjoyed their talented program and hope to have them back again in the future.

Secretary's Report: Motion was made by Sandy Hank and 2nd by Sandi Shaw to approve minutes as published in the Road Runner. Motion passed.

Treasurer's Report: Motion made by Milton Hessefort and 2nd by Rose Smith to accept as read. Motion passed.

Old Business: Again a call was made for someone to volunteer for the unfilled position of Activities/Touring director. Signup sheets were provided for a variety of upcoming events. The board tries very hard to supply a variety of interests and would appreciate any input from the club members. An error in reporting RFD would be at Clines Opry on May 29th was corrected to read Rural Missouri magazine published by the rural electric co-op would be taking pictures.

New Business: Bob Hess volunteered to have a seminar on CB Radios for Model A's on Saturday, May 14th, at 9:00 a.m. at the Shawnee Masonic Lodge location in Shawnee, KS. A signup sheet was provided. Response was great for the upcoming events in May and June. We had good response for the proposed ice cream social for August. A definite date will be announced when Sherry gives us available calendar dates. Terry turned in some bids for the meats for the Club Picnic. Awaiting other bids from other board members. Club directories were distributed.

Membership/Public Relations: 55 members and 2 guests were in attendance. Our guests were Karen and Chuck Goodwin from New Hampton who has a 1930 Briggs 4-door and became members before the evening was over. Welcome aboard! Thanks to Gary and Rose Smith who brought them tonight.

Concerns/Calling: Mary Ann Jones volunteered to step up to take Cheryl Taylor's place until she is able to be back with us. Birthdays and Anniversaries were read and we properly serenaded them.

Merchandising: Marilyn still has plenty of the *new improved* tote bags for everyone to buy. They are bigger and have a nice zipper closure. Perfect for toting anything!

Webmaster: Dave has been working on posting events on face book.

Meeting was adjourned at 8:30 p.m.

Respectfully submitted by Laura Cook

New Members/Address Updates

Welcome our new members:

Charles and Karen Goodwin
New Hampton, Mo. 64471

Raul & Jeannie Salmon
Liberty, Mo. 64068



FOR MORE INFO:
CALL: 816-769-1333
AMERICAN LEGION
POST 58
2607 NE 92 HWY
SMITHVILLE, MO
64089



**LIVE MUSIC
PRIZES
FOOD**

SMITHVILLE AMERICAN LEGION RIDERS
4th ANNUAL DRIVE-IN

SATURDAY, JUNE 25

\$10 REGISTRATION: 10-2 DAY OF SHOW



Activities

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

1st and 3rd Saturdays-Cars and Coffee at the Museum,
KC Automotive Museum, 15095 W. 116th Street, Olathe, KS.
8:00—10:00 am

June 4th—Annual Club Picnic

Sailboat Cove, Smithville Lake
11:00 for 12:00 meal, Club provides Meat-bring covered dish
Full Details in May Road Runner or call Sherry 816-519-2630

June 18-21—37th Annual Antique Tractor & Engine Show

Special request for our attendance on Saturday June 18th!!
Park at Service Station on show grounds! 10:00 am to 3:00 pm

June 19-24th 2016—MAFCA National Convention
Loveland Colorado -For more info: Milehighcountry2016.org

June 25—American Legion Riders 4th Annual Drive In

Fundraiser for Veterans! \$10 registration fee
American Legion, 2607 NE 2 Hwy, Smithville MO
For more info: 816-769-1333

June 27-July 1 2016—MARC National Meet

Toledo Ohio <http://nationalmodelameet.com> for more info

July 4th—Independence Day Parade

Parkville MO—Details Pending

July 16th-Progressive Dinner

Final Details Pending

July 29th—Weston Moonshiners Car Show

Details Pending

September 10-11-Weekend trip To Table Rock

Make Reservations now at B&B if planning to go, filling up fast!
Final Details Pending

December 4th—Christmas Party

Save the Date!

If you are planning on joining in on any of the tours or activities, but haven't put your name on a sign-up sheet, let Bill Skaggs know!

Phone: 816-807-6300 or Email: tours@nwmomodela.com That way if it has to be canceled or has a location or the schedule changed, you will be notified!

Next Meeting



Phil LeVota, a lawyer, author, **Emmy Award** winner, will be our speaker at the June meeting.

Phil has recently released a book called "His Name was Murder" His book tells the story of five different homicide cases from he prosecuted as an Assistant Prosecuting Attorney for Jackson

County Missouri.

I'm sure he has some very interesting stories he will be sharing!



Why Use Sign-up Sheets?

From Terry Richardson

How important it is that anyone planning on participating in upcoming club activities sign up? Very!! Putting your name on the list helps in many ways.

If the tour needs to be canceled or rescheduled, you will be called. If there is lunch involved (how often is there not) allows the proper space to be reserved at the restaurant. If you are running just a little late, the tour leader knows you are coming and will probably hold up the departure a few minutes, or call you to verify your location.

Now if you can't make it to a meeting or forget to sign-in, all is not lost! Just phone or call one of the Board Members to let them know you want to join in, and they will make sure your name gets to the current keeper of the list! And it's always helpful if you let us know if you can't make it after you've signed up, so we don't delay that departure!

Without a Tour Director this year, your Board members are doing their best to keep our tours on track!



Sunshine/Concerns

816-456-4978



Cheryl Taylor is our Sunshine/Concerns lady! If you know anybody in need of a card or phone call, please let her know. And, if you just want to share the news of a happy event, such as a new grandbaby or a wedding, let her know that too!

Deadline for the Next Road Runner The 20th of the preceding month

Email to roadrunner@nwmomodela.com

Or mail to: Sherry Winkinhofer

14900 Green Briar DR

Smithville Mo. 64089



Club Contact Information:

President Terry Richardson:

info@nwmomodela.com 816-365-0885

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

Pictures@nwmomodela.com

Visit www.nwmomodela.com today!

The club website is maintained by

Webmaster Dave Telles

Please email any info, pictures, questions

& suggestions to [in-](mailto:info@nwmomodela.com)

fo@nwmomodela.com



A Short History of Car Radios

I received this article from Bob Martin who got it from Harley Wahl, who got it from Gary Smith.

Seems like cars have always had radios, but they didn't. Here's the story:

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running. One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago.

There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator," a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business. Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker.

Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work – Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked -- He got enough orders to put the radio into production.

WHAT'S IN A NAME That first production model was called the 5T71. Galvin decided he needed to come up with another boost when Galvin struck something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola. But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)

In 1930, it took two men several days to put in a car radio -- The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression – Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory.

In 1934 they got a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.) In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio -- The Handy-Talkie – for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television for under \$200. In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the largest cell phone manufacturers in the world. And it all started with the car radio.

WHATEVER HAPPENED TO the two men who installed the first radio in Paul Galvin's car? Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

Sometimes it is fun to find out how some of the many things that we take for granted actually came into being! AND It all started with a woman's suggestion!!

Henry Ford River Rouge Plant

Nathan Spears

River Rouge Complex

Henry Ford throughout most of the 20th century was known worldwide for being a major industrialist. We all know he revolutionized the industry by re-engineering the process of mass production, assembly line and the working class. Henry Ford and the Industry can and shall never be isolated from each other. The River Rouge Plant in Dearborn, Michigan, is an iconic symbol of Henry Ford's Industrialism. Constant planning, purchasing new properties and the overall production of the plant played an important role here in the turn of the century.

Ford purchased 2000 acres of land in 1915 right along the River Rouge. At that time, no one knew what exactly had been planned to be built on the property. Ford had speculations of building a bird sanctuary. With his aversion of the war, Henry placed his firm immediately away from the idea, believing that rich and wealthy banks would be benefited. Later on, he oversaw that when the Navy approached him due to his expertise in mass production. Ford agreed to build small ships that would chase German U-Boats. The war ended shortly after that so none of the ships were built.

In 1920, Ford opened up the factory since the first blast furnace was installed. Starting to invest into the mill, Ford went out and purchased other properties to keep the plant running. Specializing in smelting raw materials such as Iron and Copper into a mass produced, durable product. Later adding 2 more furnaces in later decades. To supply the mill, Ford purchased coal mines in Kentucky and Detroit, Toledo and Ironton Railroads to control the cost of shipping the materials to the Rouge Plant.

Vehicles were not assembled here up until 1927, which a sudden boost in production showed how well the factory was doing. At peak production, one new vehicle was assembled every 49 seconds. Total vehicle production of the plant was a little over 100,000 during World War II, before Ford built engines for the Royal Air Force. At the end of the war, Ford turned over just about one quarter of a million vehicles used for the war effort. Something that he never had an interest in to begin with.



Henry Ford's being an industrialist is clearly indisputable. Ford died on April 7th, 1947 and left behind a \$205 million net worth which was left with one of the world's largest public trusts, The Ford Foundation.



A black and white portrait of a young woman with dark, wavy hair. She is looking slightly to the right with a gentle smile. She is wearing a light-colored dress with a dark, possibly lace or patterned, collar. The background is a plain, light color.

DEAR CAROLYN VAN WYCK,

sometimes brown, sometimes blue. How can I buy so I won't appear just another flapper?

I KNOW exactly how Dorothy feels about the models displaced for this winter's clothes. I have been experiencing the feeling myself. Everywhere clothes, regardless of the price, are being made on practically the same, sane lines. It is smart but monotonous. How to win distinction, when you haven't money or time to expend? My answer is — by the clever use of color. . . .

Dorothy works, so most of her dresses must be simple, straight little one or two piece dresses with a full blouse and a tight hip line, in her case, to make her figure more symmetrical. Since her skin is good, she can wear black, which is always smart, and most practical for business hours. But she can also gain distinction for herself about her work by wearing over her simple dresses gay colored smocks, that are inexpensive and afford an actual saving of her gowns.

After all, the most important single thing to spend on clothes is thought.

[illegible]

Interesting fact: An estimated 75 million Americans eat toast every day.

Model A Mystery Part

What is it?
For "Bragging Rights",
email

techguy@nwmoModelA.com!

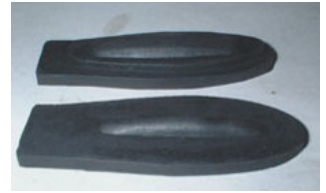


Photo courtesy of Mike's
A-Ford-Able Parts

May's Mystery Part

Did you recognize this
as the rubber pads for a
wind wing clamp?

Harvey Wahl and Lyman
Ridgeway both knew!



April Tech Article

Nathan Spears, Technical Director

Model A Distributor

Recently, I've been having a whole bunch of problems with my distributor on the Fordor, so I decided this month would be fitting for just that. Back in the end of October, the Fordor lost its spark. I tried everything I could to revive it, but had little to no luck at all. The points were the old style with the wire running from the lower plate to the upper plate. Upon further inspection, I took a real gander at the points. They were worn down so much that you couldn't see any material left. So, I ordered the modern wireless plates and points as fast as I could.

Once those were delivered, I took no time installing the new parts on the car. The only thing I checked was the point gap, which came out to be right at .020". Timing it was simple, just rolling the crankshaft over, with the timing pin on the divot in the cam gear. Then cranked it over with no spark at all. Gaining no ground I decided to just lay low on the car for awhile, whilst keeping it in the back of my mind. Plus it was really cold in Grandpa's garage over the winter.

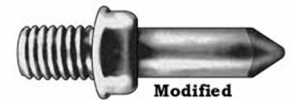
When spring rolled around I decided to get back on track. I inspected the points once more, spraying the dirt off with some brake cleaner and an air gun. Yet, when I cranked it over it still had no spark. Then the lightbulb atop my head clicked on! With some fine 320 sandpaper I polished the surface to expose the true material on the points, and also to the brass plate underneath and the contact point. Then I reassembled everything and what do you know. Tick, tick tick, tick, tick. A good arc across the points You know this made me a happy camper! Using a voltmeter, I went through the ignition system to make sure I was maintaining a good current. I also went through all of the specifications and tolerances and everything checked out just fine.

Moral of the story, call it time that fixed the issue or just some simple polishing and cleaning that did the trick. Either way, the Fordor is back to life!

Timing Pin Modification



Standard



Modified

© 1999 Marco Tahtaras



Progressive Lunch Tour 07/16

Bob Martin



What is a Progressive Lunch Tour? I think the easiest way to explain it is, it's a combination of the 2 things that our Club does best; drive around in the old cars and eat. On July 16th we will do just that.

The tour will start at the Legion Hall and a designated tour guide will lead our group through some scenic back roads to the first stop for the appetizer course. (Hint: this will be on top of a mountain with an interesting view) After the tummy teasers and bathroom break, our tour guide will take our procession for some more driving adventures to the next location, and the main course. There will be time after eating for exploring this scenic location, including another bathroom break, and then we will load up for the last leg of the journey that will lead us to the desert course.

Oh, I almost forgot, there will be plenty of time allotted for laughs, stories and a good time. Please sign up at the June and July meetings so we will be sure to have enough food prepared. I hope everyone will be able to make it.



John Osborn recently helped Richard Dahms
with the wood for the top of his Coupe



For Sale / Wanted To place an ad send your information to info@nwmoModelA.com, or send to Sherry Winkinhofer

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: Original 1928/29 right rear Roadster Fender. Equipped with an original aluminum step plate. Removal of this plate would allow it to be used on a Coupe or Cabriolet also. The fender is in fair to good shape and I have it priced right at \$175.00.

Contact: Walt Jones 816-898-8979 (NWMO 04/2016)

For Sale: 1929 3 Window Briggs Fordor Town Sedan. Mohair interior, Side Arms and Arm Rest. Robe Cord and Window Shades in the back. Mitchell Over Drive & E-Z oil kit. Brumfield H.C. Head. Tranny Rebuilt in 2014. Modern Shocks, Alternator, Turn Signals, Modern Points and Condenser. Rock Guard, Quail Cap, Step Plates, Temp & Oil Gauges. C.B. with 12V Battery. Side Mount Spare and Trunk. \$13,500.

Contact: Charlie Volf at (515) 965-0579. (CIMA 06/2016)

For Sale: 4 new 21" tires still in wrapper. Rebuilt Model B engine

Contact: Bill Skaggs 816-452-5328 (NWMO 01/2016)

For Sale: 1929 Model A Roadster Stake Bed Truck Has Removable Top Current Lic. Have Pictures with top Very Good Condition \$10,000.00 or best offer Located in So. Calif.

Contact: Marlin and Elaine Perry (626) 443- 0638
emp1931@yahoo.com (POA 04/2016)

For Sale: Early 1928 coupe. New tires new leakless water pump. New horn. Fresh rebuilt steering. New electric wires. Rebuilt shocks.

Contact: Aaron 620-386-4180 (ICTA 6/2016)

For Sale: Firestone white wall tires size 4.75/5.00X19, been used at speeds of 60mph, excellent tread, only about 5k miles. Just replaced with newer tires. Very good shape, beads excellent. Have 5 tires all whitewall.

Contact : Ed 913-449-5742. (POA 6/2016)

For Sale: Sell all at once; 8 19in wheels, 5 used 21in tires, new transmission, used transmission, shift towers, flywheel housing, flywheels, pressure plates, 5 engines 4 of have been disassembled. Complete rear axle, 28-29 wire harness, new restored original instrument panel, rebuilt Zenith carburetor, Tillotson carburetor, pair of 30-31 headlights, assorted distributor parts new, and used Tudor sedan seat frames and springs, 2 tooth steering boxes, brake shoes and linings, 2 30-31 radiator aprons, water pump housings ,horn rods all years, various small parts. I would like to \$2200 for everything.

Contact: Scott Weatherman 417-299-9311(POA 6/2016)

For Sale: 1930 Model A Huckster - Brassworks radiator, leak less water pump, new head gasket, aluminum timing gear, rebuilt distributor, newer tires. \$12,000

Contact: Scott Forsen 816-863-1567 (NWMO 04/2016)

Your Ad Could Be Here!

The MAFFI Newsletter Minute

The Model A hobby is full of good folks who obviously desire to support the Model A Museum. Last month we published a list of items that were needed for upgrading some of the vehicles in the museum's collection and many of you responded-*generously*. I would like to thank each individual and those clubs who responded to our specific request for tires, metal stemmed tubes and metal valve covers which will all be installed by Model A Day in September.

I would also like to remind folks that I will be ordering bricks by the second week in June, so if you are thinking about getting a loved one a 'memorial, or 'in honor' brick this year, please do so immediately. You can find order forms in the "A Preserver" or online at www.maffi.org.

Thank you all so much for your support of the Model A Museum and the Model A Ford Foundation, Inc. I do hope you have renewed your dues which totally support the museum and the Foundation.

Have a wonderful 'driving' summer.

Loukie Smith
MAFFI President

"Spotlight on the Advertisers"

Auto Color and Equipment

Denise Edwards

How can we help you?

At Auto Color & Equipment, we are committed to our customers. We are an Axalta Coating Systems, LLC (formerly DuPont Performance Coatings) supplier in the Kansas City area, we strive for quality and customer satisfaction.

All orders are mixed in-house to ensure the highest accuracy match whether you need a touch-up bottle or are painting an entire vehicle.

We also carry an extensive line of accessories and supplies to meet all your body repair and restoration needs – we are like a grocery store for your body shop needs!

Located in Independence, Missouri, Auto Color & Equipment has been serving the Kansas City area since 1983. With over 100 years of combined professional experience, our staff is prepared to assist you with any questions you may have.

We are open Mon-Fri 8am-5pm Sat 9am-Noon. Check out our website at www.auto-color.com or call us at 816-254-5630

Cameron VA Home May 21st

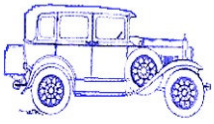
We had a large group of Model A's make it to the annual visit to the Veteran's home in Cameron. This is an event that both sides enjoy equally well! The weather was clear and sunshiny, and the temperature just right! The residents were able to come out and check out the cars at their leisure. I didn't get a count of the cars, but approximately 52 members and friends showed up at the restaurant following the visit. I think the pictures tell the story best so enjoy!



May 7th Shawnee Town 1929 Visit

Our Shawnee Town 1929 visit was a fun day. While only two of our club's cars showed up, five Model A'er's from the Plain Ole A's came out and joined us for a picnic on the museum grounds. The weather was perfect and the crowd moderate. Many visitors came specifically to see our cars, and they were not disappointed! We gave rides, and encouraged horn blowing. And in between we explored the new exhibits that focus on the year of 1929. Shawnee Town put out a grand spread of cookies and lemonade to welcome us, and there was also an exhibit of antique pedal cars to check out. Couldn't have had a nicer day!





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