

# The ROAD RUNNER

MAFCA Charter

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

MARC Region



## Officers

President:	Bill Skaggs
Vice President:	Loura Cook
Secretary:	Sandi Shaw
Treasurer:	Bob Martin
Activities/Tours :	Marvin & Cheryl Taylor
Technical	Walt Jones
Concerns/Calling	Etta Ridgeway
Membership/Public Relations:	Liz Blakley
Merchandising:	Amy Lang
Raffle	Glenda Dunlop
Newsletter/Publishing:	Sherry Winkinhofer
Property:	
Webmaster:	
Director:	John Kunkle
Director:	Terry Richardson

## Birthdays

Ron Anderson	05/05	Gil Wanklyn	05/18
Cleta Mallory	05/10	Milt Hessefort	05/19
Ray Meyer	05/11	Peggy Richardson	05/21
Harvey Roseberry	05/16		

## Anniversaries

Jim & Sandi Shaw	05/01
Lyman & Etta Ridgeway	05/08
Steve & Leann Pogue	05/14
Bob & Nancy Hess	05/17
Bob & Donna Martin	05/17
Mike and Susan Blaney	05/19

## Monthly Meeting

### May 1st, 2017

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

## Board Meeting

### May 18th, 2017

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

## Technical Meeting & Breakfast Club-KC

### 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

**Moved to Wendy's in Liberty**  
3 Victory Dr, Liberty, MO 64068



## President's Comments:

Marvin has put together some great tours for the upcoming months, it time to get those Model A's out and join in. The Veteran's Home Tour is always a favorite for both members and the resident's, a good one to try and not miss! And Terry Richardson has a fun tour planned for Memorial Day weekend, so there is plenty of fun stuff to do in May!

Our annual club picnic in June will be at Tryst falls this year. This eliminates the entry fee we've always had to pay when going to Smithville Lake. And it's a very nice central location. I hope you have plans to come enjoy. More fun is planned for June, stay tuned.

The club is in need of a new webmaster. We are in need of a volunteer with a little computer skills to keep our site up. Please consider stepping up and helping out. It doesn't take much time and is a huge benefit to the club. And thanks to Etta Ridgeway for stepping up to take the Concerns position. Cheryl Taylor has stepped down in order to become co-director of Activities and Tours, assisting Marvin with scheduling all the fun during the year. There are plenty more volunteer opportunities, just talk to any Board member with any ideas or suggestions you might have!

It's always good to have an "A" day!

Bill Skaggs, President

*You never learn anything by doing it right.*

## Editor's Comments:

Well, I had to miss the first tour and a few meetings for family reasons, but I'm not happy about it! And I know the Old Lady is getting cranky too not getting any road time. So this weekend, Marvin Taylor is helping me out by giving her a tune-up and oil change, and then we will be hitting the road!

I plan on making the tour to Cameron, barring any other family health issues. This has always been one of my favorite tours of the year. I know the residents always seem to enjoy us visiting too. I wish we could schedule a few more visits to Senior Living facilities, I love to hear the stories so many of them have to tell about their life and their experiences with Model A's. Such richness and history, all tied up in a fun day for me. Hard to beat something like that!

I'm planning to go to the Omaha Regional, rooming with Loura again. It should be a fun week, I know I really enjoyed the last trip to Omaha with the Old Lady (the car, not Loura!). It's a beautiful area with plenty of fun things to see and do. Whether or not you've ever been to a Regional before, this would be a great one to attend! So think about it, if you haven't already signed up. I don't think you'll regret it.

Now that the weather is so nice, I hope to see more of you out on the road. If you see me, honk! Or should I say—Ahooga!!

Happy "A"ing!

Sherry Wink, Editor

# NORTHWEST MO MODEL A FORD CLUB MEETING

## American Legion Hall, Smithville, MO

**April 3rd, 2017 7:00 p.m.**

Meeting Opened By: Meeting called to order by President, Bill Skaggs. Vice President, Loura Cook led us in the pledge of allegiance. Tonight's program is Jesse McIntyre, Assistant Professor at the U.S. Army Command and General Staff College in Ft. Leavenworth. He gave us a history and stories of occurrences at the fort over the years.

Secretary Report: A motion was made by Donna Martin and seconded for the minutes for March published in the Road Runner be approved as printed. Motion approved.

Treasurer Report: Motion made by Bill Auch and seconded by Milton Hessefort to accept as read. Motion passed.

President: Bill said 21 cars and 40 people turned out for the Shake Down Cruise organized by Bill Auch on this past Saturday.

The Mystery Member has been reinstated by Lyman Ridgeway. Bill Matteson was the member this month. Bill told us about some of his interesting experiences.

Technical: Walt said Garage Saturday was cancelled due to rain and Terry's muddy driveway.

Concerns: Sympathy card sent to Mary Lou Matteson. Terry asked us to keep Tim Osborn and Joe and Pat Wishon in our thoughts.

Property: Terry said an inventory is in the process of club items.

Activities: Terry Richardson is planning a tour in May and more details to follow.

Platte City Summer Concert Series will begin June 10th on the Courthouse Lawn. They would like Model A's to show up.

Meeting adjourned at 8:15. Respectfully submitted by Sandi Shaw.

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### MAFFI Newsletter Minute

April 2017

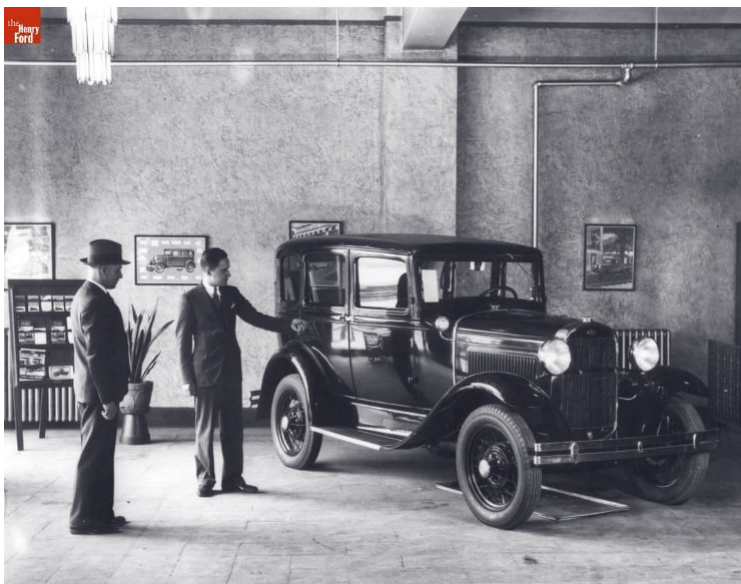
Dear Model A Friends and Supporters of the Museum,

We will be ordering bricks at the end of May for installation at the museum before 2017 Model A Day. If you have been thinking about ordering a brick 'In Memory' or 'In Honor' of someone near and dear to you, or if your club/region doesn't have a brick at the museum with its name on it, now would be a great time to do it.

Each brick is \$150 and the form can be found at [www.maffi.org](http://www.maffi.org). Don't forget to send the check and form to our new address. MAFFI, P O Box 28, Peotone, IL 60468-0028.

As always, we appreciate your continued support.

Loukie Smith, MAFFI president  
**[president@maffi.org](mailto:president@maffi.org)**



Checkout these brand new Model A's at a Ford Automobile Dealership circa 1931. Chandlers, potted plants, but exterior pipes on the walls. But I'm sure it was top notch for those days! Pictures found at [theHenryFord.org](http://theHenryFord.org)



## Activities

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

### May 5-7th—Lawrence Antiques Auto Swap Meet

Lawrence Kansas  
lawrenceregionaaca.com

### May 20th—Cameron Veteran's Home

Our annual visit to Cameron Veterans Home Meet at the American legion for a 9:00 am departure

### May 27th—Tour to Gower

Wetmore Kansas  
Meet at 8:30 at McD in Platte City  
Lunch at Gower

### June 3rd—Annual Club Picnic

(New location -Tryst Falls)  
Save the date

### June 5-9th—Omaha Regional

Omaha Nebraska  
Visit <http://meadowlarks.omahaneb.org/2017/>  
Or contact Dale Jergensen (402) 949-0521  
Greg Bowden (402) 210-9146

### June 3rd—Annual Club Picnic

(New location -Tryst Falls)  
Save the date

### June 17th—Lathrup Car Show

Final details pending

### June 24th—Spring Creek Classics Museum

Wetmore  
Wetmore Kansas  
Meet at 8:30 at McD in Platte City, 9:15 in Atchison at Train Station  
Lunch in Wetmore

### Hold the Date

August 11-13th—Platte County Gas and Steam show

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 Marvin Taylor know!

Phone: 816-807-6300 or Email: [tours@nwmomodela.com](mailto: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—

Dave Schneider is a veteran law enforcement officer. He has worked in the field over 40 years – being involved in a wide range of duties and responsibilities. His talk will address some of those duties and changes that he has seen over the years in law enforcement. He will also discuss some of the issues we need to be concerned about in today's cyber-world.

Schneider has a Bachelor's degree in law enforcement. He is not a polished, public speaker. He is just an old cop who will try to share some of his experiences in hopes someone can avoid physical harm or financial harm with the ever-changing computer schemes.

## Gower Tour May 27th

Pull out the Model A and lets drive to Dearborn. We'll visit a friend of Terry Richardson who's built a replica Chuck Wagon inspired by the movie Lonesome Dove. After checking out this piece of Americana, we'll drive to Gower and eat lunch. On the drive home, Terry plans on taking a different route to drive us past several old country schools to add a little interest to the trip! Come join us, it should be a great day!



**Our Mystery member was Bill Matteson!! Were you surprised? I was!**



Sunshine/Concerns  
(816) 719-9997



Etta Ridgeway 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 20<sup>th</sup> of the preceding month

Email to [roadrunner@nwmomodela.com](mailto:roadrunner@nwmomodela.com)  
Or mail to: Sherry Winkinhofer  
14900 Green Briar DR  
Smithville Mo. 64089



### Club Contact Information:

President Bill Skaggs: [info@nwmomodela.com](mailto:info@nwmomodela.com)  
816-807-6300  
All Officers: [info@nwmomodela.com](mailto:info@nwmomodela.com)  
Tours and Activities: [tours@nwmomodela.com](mailto:tours@nwmomodela.com)  
Publications: [RoadRunner@nwmomodela.com](mailto:RoadRunner@nwmomodela.com)  
Membership: [membership@nwmomodela.com](mailto:membership@nwmomodela.com)  
Webmaster: [webguy@nwmomodela.com](mailto:webguy@nwmomodela.com)  
Tech Advisor: [techguy@nwmomodela.com](mailto:techguy@nwmomodela.com)  
[Pictures@nwmomodela.com](mailto:Pictures@nwmomodela.com)

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

The club website is maintained by  
Webmaster Dave Telles  
Please email any info, pictures, questions  
& suggestions to [info@nwmomodela.com](mailto:info@nwmomodela.com)





## Model A Mystery Part

*What is it?*

*Do you know? For "Bragging Rights",*

*email*

*techguy@nwmoModelA.com!*



Photo courtesy of Bratton's  
Antique Auto Parts

## March Mystery Part

This is a door bumper for a 1929-31 station wagon.

No winners this month reported in



Photo courtesy of Snyder's  
Antique Auto

## Walt's Old Time Tech Tip

Walt Jones, Tech Director



### READING THE AMMETER SCALE

**1. No movement of the pointer with the ignition key turned "on" and the engine is being started or a steady "Discharge" reading. Engine fails to start:** With ignition current flowing through the ammeter, the pointer should fluctuate as the engine is being turned over, indicating the ignition breaker points are interrupting the flow of current in the primary ignition circuit. See that the key is turned "on".

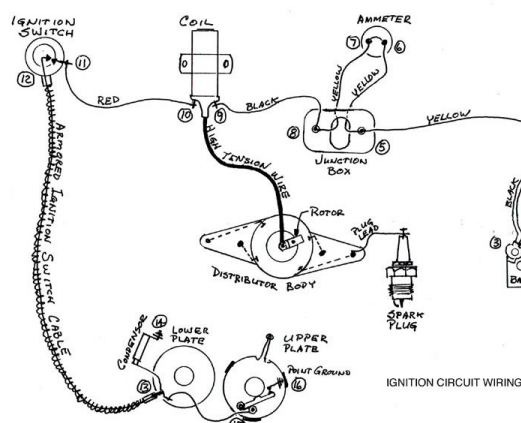
Check the ignition breaker points to see that they open and close as the engine is cranked. Check for loose connections at the ignition coil terminals, junction box terminals and the ignition switch. If a normal "Discharge" reading is indicated when the lights are turned "on" and the starter motor operates normally, the possibility of loose battery or starter switch terminals is not too likely. A small steady "Discharge" reading might indicate ignition breaker points that fail to open, a completely "shorted" ignition condenser or a "short" at the flexible wire between the plates inside the distributor body.

**2. No "Charge" reading while the engine is running or idling rapidly to normally allow the generator to produce charging current for the battery:** An open generator circuit, possibly a broken wire in the generator, brushes failing to seat on the commutator bars, open generator windings or a loose output terminal. Failure of the cut-out contacts to close. The latter may be checked with a "jumper wire", connected to each cut-out terminal. If the ammeter indicates "Charge" at a fast engine idle, cut-out failure is indicated. In an emergency, the "jumper wire" may be left in place across the cut-out terminals. The "jumper wire" must be removed when the engine is stopped to prevent generator failure. If no reading is seen, replace the generator.

**3. The pointer indicates full "Discharge" when an electrical circuit is turned "on":** The ammeter indicates full "Discharge". Cut-out contacts fail to open, disconnect either terminal on the cut-out as the battery will discharge through the generator burning it out. A possible "short" in the instrument panel, main wiring harness or lamp housings. Turn all switches "off". If the "short" is still present as indicated by the ammeter or smoke from wiring, disconnect the battery cable at the grounded end. In case of a real emergency, disconnect the battery cable at the starter switch terminal or cut the wire running from the starter terminal to the junction box. To locate the "short", disconnect suspected electrical circuits, unplug headlights one at a time, tail lamp plugs, horn wires, instrument panel wires, etc. As each circuit is disconnected, touch the battery cable to the battery post, if a spark is seen, the short is still present. All switches must be "off". Make a visual check for burnt wiring also.

**4. The pointer indicates an abnormal "Discharge" with the engine idling or stopped:** Check the generator cut-out contacts for failure to open.

**5. A small "Discharge" reading is indicated with the engine running rapidly, increasing with the use of lights or horn:** The generator is not connected to the battery circuit due to loose connections or cut-out failure. Possible generator failure or a broken fan belt. If the fan belt breaks, engine temperature will rise. These two indications will say "Broken Fan Belt" without raising the hood!



**6. No "Charge" reading with the engine running rapidly, followed by intermittent "Charge" readings on the ammeter scale:** Cut-out contact may be too great, resulting in the opening and closing of the cut-out contacts as the generator output varies with engine speed.

**7. The engine cuts out intermittently or stops after running a short time with fluctuations of the pointer on the ammeter scale:** Loose terminals at the ammeter or inside the junction box. Tighten the ammeter stud nuts after the wires are removed. Then tighten the nuts for the terminals of the wires firmly. Lock washers will help keep connections tight. Feel the instrument panel around the ammeter, loose connections create heat, indicating trouble at the ammeter. This is a common source of trouble that is easily overlooked.

**Conclusion:** Learn to read the ammeter scale when everything is normal. This will be very helpful in reading the ammeter scale when things are abnormal

## Shake-Down Tour

Apparently everyone was so busy having fun that barely any pictures were taken! Here's the few I've been able to scrounge up from Harvey Roseberry and Jim Spawn. But I think that we can tell it was a good day for a Model A! I was unable to make it due to other commitments, but I was told about what a great day I missed. The weather was warm, the roads were dry, and the food and company was great. I don't think there

can be much more asked of for a great tour!



Lunch at the  
Dearborn  
Cafe

Clarence and  
Gladys in  
their pickup



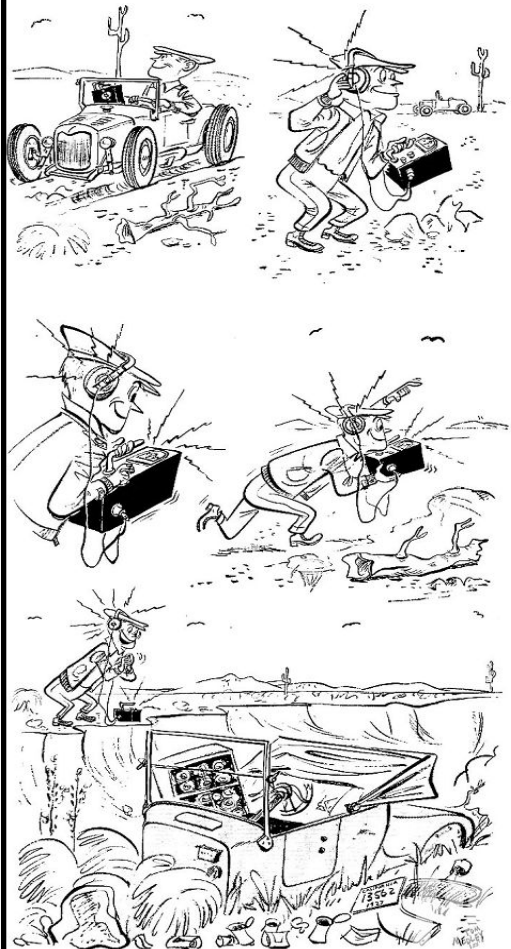
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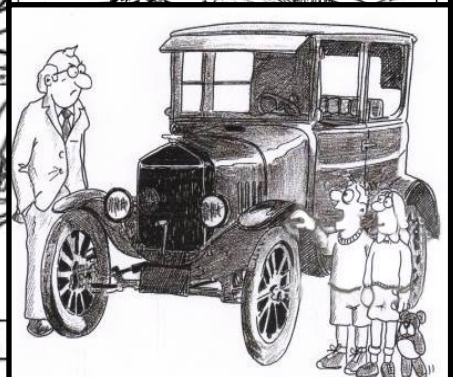
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"Precious Metal" **STROKER McGURK** By Medley



## Car-Toons





## Dressing the Hair



The most important part of bobbed hair is the cut. Many women to whom bobbed hair would be extremely becoming never find it out because they do not have their hair cut properly. Always have it flat at the back of the neck. Do not allow it to grow long enough on the neckline to stand out and spoil the line of the head. You must insist that your hairdresser cut your hair so that there is no ridge in the back – that is, no line of division between the very short hairs on the back of your neck and the longer hair higher up on your head. To avoid this, have him comb the hair on top of your head forward before he starts cutting. After he has shaped the hair in the back, then have him comb the hair on the top down and over to one side so that it ends behind the ear. That is what gives the beautiful swirl shown in the picture and so popular with smart women today. The smoothness and flatness of this swirl has everything to do with the appearance of the profile as well as with the appearance of the back of the head. And it is wise to re-member that we are looked at from all sides as well as from the front.



There are many ways of arranging the front of bobbed hair, you will have to experiment with yours to find out which is the most becoming to you. Here, however, are some general suggestions for the arrangement of the hair about the face, whether the hair is long or short. For it is the shape of the face that decides this question, and not the length of the hair. Women with regular cameo-like features look best with their hair severely plain. Women with irregular features require softer lines. Straight hair is extremely chic, and looks very distinctive upon those whose features are sufficiently regular to wear it. Softly curled hair is more becoming to the woman whose features are not very regular.

Women with full faces should not wear their hair brushed back. Pulling it forward flatly over the ears makes the face look more narrow. It should be combed rather high on the top of the head to accentuate the length rather than the breadth of the face. Women with long, thin faces should wear their hair flat on the top of the head and puffed out on the sides to give breadth. Women with youthful oval faces often look very lovely with the hair parted in the middle and combed straight down over the ears. Women who are beginning to show their age usually look better with the general direction of the hair up. Combing it down emphasizes the tendency to droop.



If your hair is long, be careful in dressing it to avoid that top-heavy look. You may need to cut it a little shorter if it is extremely long. The hair, of course, should be thick and heavy, but when dressed it should not look as though it is weighing you down. Most women find they can arrange their hair more becomingly if it is not too long and unmanageable.



*This excerpt was found at [glamourdaze.com](http://glamourdaze.com) and is from the ebook "Make-up & Beauty – A 1920s Guide" – available from [vintagemakeupguide.com](http://vintagemakeupguide.com) This ebook was adapted from 'Home beauty Course' by Marjorie Oelrichs -1927 Check it out for even more vintage make-up advice!*

This luscious sounding layer cake was published in the October 1931 edition of Better Homes & Gardens. They were also promoting their new cookbook "New Cake Secrets" which would "tell you everything you everything you want to know about cake-making " for just 10¢.



### Ribbon Cake

3 cups sifted Swans Down	1/4 tsp mace
Cake Flour	1/4 tsp nutmeg
3 tsp butter	3/4 tsp cinnamon
1 1/2 cups sugar	1/8 tsp cloves
3 egg yolks	1 1/2 tblsp molasses
1 cup milk	1/3 cup raisins, finely cut
3 egg whites, stiffly beaten	1/3 cup figs, finely cut

Sift flour once, measure, add baking powder, and sift together three times. Cream butter thoroughly, add sugar gradually and cream together until light and fluffy. Add egg yolks and beat well. Add flour, alternately with milk, a small amount at a time. Beat after each addition until smooth. Fold in egg whites. Fill two greased 9 inch layer pans with two thirds of mixture. To remaining mixture, add spices, molasses and fruit. and pour into one greased 9 inch layer. Bake layers in a moderate oven (375° F) 25 minutes. Put layers together with current jelly. Cover top and sides with boiled frosting, tinted a delicate pink. (All measurements are level.)

### Brands We Still Know

The Maybelline Company was created by 19 year-old Thomas Williams in 1915 after he noticed his older sister Mabel applying a mixture of Vaseline and coal dust to her eyelashes. After trial and error, he produced a product called lash-in-brow-line which he sold by mail-order. It became popular very quickly. His was the right product for the right time, with the style of the 1920's movie stars popularizing the "Vamp" look with huge eyes and dark lashes being a huge factor in this look.



1930 Maybelline Advertisement

He soon renamed his eye beautifier Maybelline (a combination of Mabel and Vaseline). In 1917 the company introduced cake mascara. By 1930 the mascara was so popular it began being sold at local stores as well as mail Order.

In 1929, eyebrow pencils and eye shadow were added to the product line-up. The eyebrow pencils were also sold in black and brown but the eye shadows came in blue, black, brown and green, with violet added the following year.



## For Sale / Wanted To place an ad send your information to [info@nwmoModelA.com](mailto:info@nwmoModelA.com), or send to Sherry Winkinhofer

As a service to our members, the area Model A clubs have decided to share our classified ads sections! (this will include Model A specific items only.) Ads will run approximately 3 months unless we are notified that the item is still available.

<b>For Sale:</b> Ex-Cell 2 Ton Portable Engine Crane \$200.00 <b>Contact:</b> Bill Auch 816-436-3230 (NWMO 03/2017)	<b>For Sale:</b> 1930 Model A Parts. <b>Contact:</b> Paul Wieland @ (515) 289-1308 (CIMA 04/2017)
<b>Wanted :</b> Decent right front fender for 31 closed cab pickup. Needed for active frame off restoration. Will come look and pick up. <b>Contact:</b> Curt Campbell @ (641) 799-4862 Email: <a href="mailto:curt.campbell1948@gmail.com">curt.campbell1948@gmail.com</a> (CIMA 04/2017)	<b>For Sale:</b> 1931 Stock Tudor . Yellow/Black. 8000 miles on Engine. Newer; Exhaust, Manifolds, Shocks, Tires, Brakes, Desert Radiator, Wiring, Steering, Paint, Hood, Gauges, All Steel, Interior. \$18,500 <b>Contact:</b> Ron Rains 515-285-9761 or 515-771-0466 (CIMA 05/2017)
<b>Wanted:</b> 16 inch wide trunk rack or a Model A. <b>Contact:</b> John McClain 515-988-1085 (CIMA 05/2017)	<b>For sale:</b> 1930 two door Older restoration Mitchel overdrive good condition \$14,000 <a href="mailto:chili.canida@gmail.com">chili.canida@gmail.com</a> <b>Contact:</b> Chili Canida at <a href="mailto:chili.canida@gmail.com">chili.canida@gmail.com</a> (NWMO 10/2016)
<b>For Sale:</b> 1931 Ford Model A Deluxe Coupe with rumble seat. Restored several years ago, good upholstery, turn signals, stone guard, wing windows. Authentic colors: Chicle Drab & Copra Drab. Runs well. \$15,000.	<b>For Sale:</b> Model A Parts: Total Short Block (Needs Babbit) \$175. Crank Shaft \$35. Clutch Assembly \$25. Block (has crack in one cyl.) \$10. 2 - 21 in wheels \$ 15. ea. 21 in Tire, (good spare) \$5. 2- B-6600 oil pumps \$40. ea. Starter \$20. 13670 Auto-Lite Manifold Heater \$50. B-6256A Timing Gear [New] \$30. 2 - B-4235 Rear Axles W/ Gears and new key ways \$75. ea. Engine Stand 7501b \$30. A-3311 Drag link, weld in, Ball Stud \$2. A - 4605-B Drive Shaft W/ torque tube \$40. A-1115 - BH Rear Hub \$30. B- 4209-A Set Std 3.78-1 Rear End Gears [Real nice] \$125. 4025 Rear End Housing Banjo [good] \$25. B-12405-B Champion W16 Y Spark Plugs (Like New) \$2. ea.
<b>For Sale:</b> 1930 Deluxe RS Coupe. 99% restored. Twelve volt. Priced to sell \$9,500. <b>Contact:</b> Ron 913-206-1035 (POA 05/2017)	<b>Contact:</b> Charlie Volf 515-965-0579 or 515-299-0573 (CIMA 02/17)
Wanted to buy a 1931 Ford Model A Roadster driver quality ] Contact: 573-694-3774 (NWMO 05/2017).	
<b>Wanted:</b> 16 inch wide trunk rack for a Model A. <b>Contact:</b> John McClain 515-988-1085 (CIMA 04/2017)	<b>For Sale:</b> 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 ender is in fair to good shape and I have now priced at <b>\$125.00</b> <b>Contact:</b> Walt Jones 816-898-8979 (NWMO 05/2017)
<b>For Sale:</b> . 1928 Sport Coupe. Frame Off Restoration. \$18,500 <b>Contact:</b> Sheryl Craft 641-782-5495. (CIMA 05/2017)	

A fun poem I found in the Script A News out of Michigan, one of the many clubs we exchange newsletters with!

### ***This is just too funny—scary how true it is!!!***

• from Sue Newman

***If my body were a car, this is the time I would be thinking about trading it in for a newer model. I've got bumps and dents and scratches in my finish and my paint job is getting a little dull...***

***But that's not the worst of it...***

***My headlights are out of focus, and it's especially hard to see things up close...***

***My traction is not as graceful as it once was. I slip and slide and skid and bump into things even in the best of weather...***

***My whitewalls are stained with varicose veins...***

***It takes me hours to reach my maximum speed. My fuel rate burns inefficiently...***

***But, here's the worst of it...***

***Almost every time I sneeze, cough or sputter, either my radiator leaks or my exhaust backfires!***



Jesse McIntyre, our speaker at the April Meeting. Fascinating!



Kathy O'Connor, sister-in-law to Mary Lou Matteson was visitor at the April meeting.

## The Moms Be hind the Men

Larry Lange - Old Cars, May 2016, (and as I read in the most recent Central Iowa Model A Club Newsletter

Mother's Day is the time of year when people recognize how important women have been in their lives. It can also be chance to reflect on how women have made a difference in the world at large. Take, for instance, women's roles in the evolution of Ford Motor Co. during the company's first 50 years. At a time when women weren't to be found in the executive suite, two made use of their family connections and brought big changes in the company. One example came just before World War II, when Henry Ford faced off against the United Auto Workers. The union began organizing workers at the Rouge Plant, and in early 1941, the employees walked off the job and picketed the giant complex, protesting the firing of several workers for union activity. The move came after years of skirmishing with Ford and his security team over labor activity. "Ford 'terrorism' was blamed for thirty beatings of union sympathizers, including a near-fatal attack on a UAW lawyer in Texas," wrote historian Douglas Brinkley in his book "Wheels for the World — Henry Ford, His Company and a Century of Progress."



Henry Ford's Wife Clara

Even after the workers voted in 1941 to join the union and the union had negotiated an agreement with other company officials, Ford himself initially refused to sign it. He expressed a determination to fight until the bitter end. "As far as I'm concerned, the key is in the door," Ford said, according to one account. "I'm going to throw it away. I don't want any more of this business. Close the plant if necessary."

With that, a sense of foreboding hung over the company, as employees feared more violence. But just hours after Ford had vowed to fight, there was a startling reversal: "Henry had signed a closed-shop contract and agreed to a checkoff by which union dues would be automatically deducted from workers' pay," wrote Peter Collier and David Horowitz in their book "The Fords: An American Epic." Wrote Brinkley on the topic, "Once Henry Ford accepted the idea, he wanted it to be done right, with the result that Ford workers received a much better contract than their counterparts at GM or Chrysler."

Explaining his unexpected switch a few days later, Ford told one executive that his wife "Clara had put her foot down," threatening to divorce him if he didn't settle with the workers, according to Collier and Horowitz. When she heard of his plans to keep fighting the union, "Mrs. Ford was horrified," he said. "She said she could not understand my doing anything like that. If that were done there would be riots and bloodshed, and she had seen enough of that. 'What could I do?' Ford said. 'Don't ever discredit the power of a woman.'" The outcome, according to biographer Robert Lacey in his book "Ford: The Men and the Machine," placed Ford's company "in the vanguard of labor relations again for the first time since the 'five dollar day.'"

When it came time for old Henry to step down, Ford women again showed their ability to influence change in the company. Just after Henry's son Edsel died in 1943, Henry tried to maneuver to keep himself and his security chief in charge of running the company. Some family members and company officials, on the other hand, feared Henry would undo many of the advances the company had made while Edsel was company president. After Edsel was gone, several of his key people, including the famous styling chief "Bob" Gregorie, had been fired or forced out. Henry stopped development work on small economy cars and on vehicles with front-wheel drive and independent suspension. He spent less time on company business. By the mid 1940s, he had suffered several strokes, one of which left his mind altered.

"He would drift off for days at a time in reveries of his own," wrote Lacey. "He spent more and more time retreating into the bygone world of Greenfield Village...." According to Collier and Horowitz, the old man talked of dropping production of Mercurys and Lincolns. "Joe," he told one engineer. "We've got to go back to Model T days. We've got to build only one car." Federal government officials, nervously overseeing several war contracts with the company, began lobbying to get him replaced.

Henry's grandson, Henry Ford II, wanted to take control of the company. The old man balked "but, at this crucial moment, the women of the family, silent during Edsel's long humiliation, threw their weight onto (young) Henry's side," Collier and Horowitz wrote. "It seems most likely that it was Clara Ford who eventually accomplished the impossible." Lacey wrote. "Working on her husband through the summer of 1945, she slowly induced the old autocrat finally to relinquish his power and hand it not to Harry Bennett, his alter ego (and notorious security chief), but to the family's choice." Collier and Horowitz wrote that "Clara made it clear to her husband that denying Henry II power in the company would snap already damaged family ties once and for all." Then, they report, came what may have been the decisive move: Clara's widowed daughter-in-law Eleanor "set aside the deference which had always characterized her relationship with her father-in-law and issued an ultimatum: if her son (young Henry) was not put in charge of the company immediately, she would sell all the stock she had inherited from Edsel, some 41 percent of the company.

"This last threat got the old man's attention," they wrote, and he soon offered young Henry the presidency of the company and agreed to resign and leave. Henry II, at age 28, became Ford Motor Co. president on Sept. 21, 1945. His grandfather died in 1947.

Henry Ford II continued as president until 1960 and was chairman and chief executive from 1960 to 1979 and chairman for several months thereafter. He presided over the complete redesign of Ford cars for 1949. The last years of the "flathead" V-8 engines and the transition to overhead-valve power plants and further styling changes in the 1950s. He was in charge when the company began offering stock publicly for the first time in 1956. He streamlined the company's operations in Europe and enhanced the company's stature when Ford-powered racers beat Ferrari at Le Mans. During his tenure, the company created several new car lines including the Mustang, which is still in production. Two models, the Pinto and Edsel, left the scene with clouded histories. Others, including the Thunderbird and Continental Mark II, were better regarded. Clara Ford died in 1950, Eleanor Ford died in 1976, Henry II died in 1987.



# Hagerty's Swap to Street Challenge October 2016

TRAVERSE CITY, Mich., Oct. 11, 2016 /PRNewswire/ -- A team of classic car experts from Hagerty, the worldwide leader in collector car insurance and valuations, built a drivable 1930 Ford Model A in less than 100 hours using only what they sourced from last weekend's Antique Automobile Club of America (AACA) Eastern Fall Meet in Hershey, Penn. Beginning with only a rolling chassis, the team of four Hagerty employees rose to their self-imposed "Swap to Street" challenge.

In an effort to illustrate the accessibility of the collector car hobby, the total cost of the project was less than \$10,000. After completing the build, the team took on an additional challenge, the 700-mile drive back to Hagerty's Traverse City, Mich. headquarters. Overcoming a persistent oil leak, dead starter and some minor repairs along the way, the team traveled two days at an average of 30 mph, covering nearly 300 miles of the trip. Reluctantly, the team loaded the car in a trailer to be hauled the remainder of the way to save time, but felt it successful nonetheless.

"I consider the 'Swap to Street' build a total success, even though we did have to trailer it the rest of the way home," said Davin Reckow, Hagerty Parts Supply Specialist and project welder. "The decision wasn't because of mechanical issues we couldn't overcome — it was merely to save time. We all have day jobs and families that we needed to get back to and at the rate we were going, we would have been on the road for a couple more days."

This is Hagerty's second annual "Swap to Street" challenge, after successfully rebuilding a 1946 Ford pickup last year. While last year's pickup came with a dilapidated cab and a few other parts, this year's vehicle started with nothing but the rolling chassis. Every other part used to build the Model A was sourced from the AACA Hershey Meet. The team used either stock or modified parts for the car, depending on what was available.

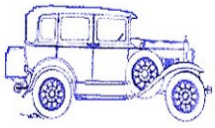
"The second 'Swap to Street' build brought new challenges, but we again proved that a functioning vehicle could be assembled within just a few days, solely from parts that we could find at the show," said Reckow. "You don't have to be an everyday mechanic or have a lot of money to do something crazy and fun with an old car — you just need the passion, desire and the camaraderie that comes within this hobby. We hope the 'Swap to Street' build inspires others to put a project together."

The build was live-streamed and seen by more than 750,000 enthusiasts via Hagerty's [YouTube Channel](#) and Facebook feeds. Through social media, tens of thousands of viewers were able to interact with the Hagerty team and experience each challenging and successful moment they had along the way

*This article was found online at <http://www.racingjunk.com/news/2016/10/13/hagerty-team-builds-1930-ford-model-a-in-under-100-hours/>.*







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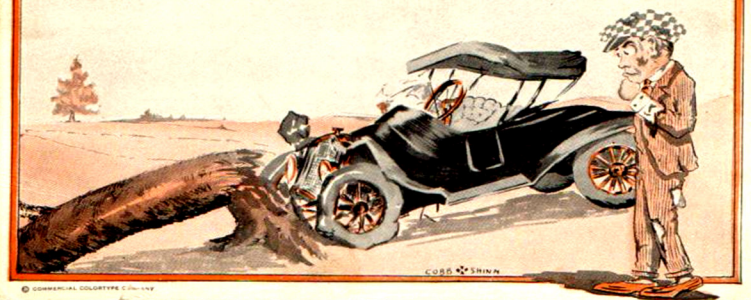
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