

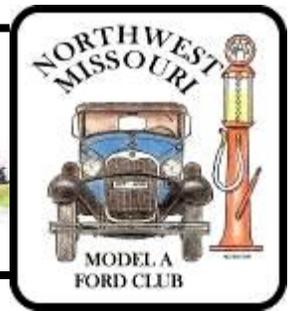
The ROAD RUNNER

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

MAFCA Charter

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

MARC Region



Officers

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

Birthdays

Judy Delaney	04/10	Lary Gilmore	04/19
Gary Minor	04/14	Rhonda Forsen	04/22
Richard Bauer	04/15	Barbara Simon	04/30
Bob Dunham	04/19		

Anniversaries

Richard & Mary Rector 04/23
John and Janice Kunkle 04/25

Monthly Meeting

April 2nd, 2012
6:00 Dinner, 7:00 Meeting
The American Legion, 92 Hwy & DD,
Smithville MO

Board Meeting

April 19th, 2012

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

Technical Meeting & Breakfast Club

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

Ice Cream & Socializing

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



Presidents Comments:

What a different winter Season this has been. Yesterday we had 70 degree weather (I even took the "Roadster" out for a drive) and today we are having a heavy, wet snow. Never fear though, it's finally March and the white stuff won't stay around very long.

Is your Model A ready for the upcoming touring season? It is fast approaching. Our "Shakedown Cruise" is scheduled for Saturday, April 7 which is just a few short weeks away. With that in mind our Tour Director has scheduled a "Tune Up" session for Saturday, March 31 at "Wink's Old Car Barn". Walt and Mary Anne Jones and Sherry will be hosting this "fun" event so bring your Model A and make sure it is ready to roll in April. We are very appreciative of Sherry for allowing us to hold this event at her place.

As all of you know, our "Silent Auction" in March was very successful. We had an excellent attendance (in fact a "new record" for our Club functions with just over eighty people present) and the "Auction" netted our Club a very tidy sum to add to our operating fund. I want to especially thank all those folks who donated the items that were auctioned off. Without your donations the auction would not take place.

The planning for our Club's hosting of the 2015 Midwest Regional Model A meet is coming along nicely. Our first meeting was held on the 21st of February and was well attended with over 30 people present. Our chairman, Harvey Roseberry, will be setting up our next meeting shortly in order to finalize the planning committee. If any of you Club members have the desire, GET INVOLVED.

Keep in mind that the tour to Salina, KS will be upon us shortly. If you are the least bit interested, let Harvey know. It promises to be a good one.

Our Tour Director has a full schedule set up for us for April and May. Be sure and check the "Roadrunner/Website" for details. Remember that Modern cars are always welcome on any of our tours or activities.

HAVE A GREAT MODEL A DAY

Bob Russell, President

I know what's wrong, and if I could find it, I'd fix it.

Editor's Comments:

Spring has sprung! It's Model A driving time and I'm getting ready. The Old Lady is at Charlie's garage for a little TLC, and then she'll be ready too. The same day she left, Walt brought his A up and took me for my first A driving lesson. After a few miles, I gained a lot more confidence, and his car still has all it's gears, so it's all good! Malcolm also joined the other two that day and together they helped me make sure Wink's barn is ready for it's next "Garage Night". And so, with the help of friends, life goes on....

I'm looking forward to spending time with all my Model A family this summer. Hope to see you all on the road with me!



Sherry Winkinhofer, Newsletter Editor



Activities & Regional Events

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

★ *Club Sponsored Activity*
◆ *Club participation invited*

★ **Mar 31st-Garage Night-Tune Up & Season Readiness**
Get ready for the Shakedown Cruise) at Wink's Garage
14900 Green Briar Drive, Smithville MO
1:00 until ?
Walt and Mary Anne Jones—Guest Hosts

★ **Apr 2nd Monthly Meeting**★
6:00 Dinner, 7:00 Meeting
The American Legion, 92 Hwy & DD,
Smithville MO

★ **Apr 7th—Shakedown Cruise**
Rain date 04/14
Meet at 9:30 at the American Legion DD and 92 Hwy
for a 10:00 departure.
Doughnuts and Coffee

Apr 12-15 - 2012 MA-RC Membership meet
Perrysburg Ohio
"From the 1812 Man-of
-War to the Model A"
Hosted by Whitehouse A's Region
Www. Modelarestorers.org

Apr 14-15—Ararat Shrine Swap Meet
Route 50 & 291, Lee's Summit MO
Open to the public -at 600 am
Contact -800-211-4120 or 816-923-6220

◆ **Apr 28th—Gatsby Days Parade** ◆
Excelsior Springs MO
More details at next meeting

★ **May 19th—Missouri Veteran's Home Visit**
Cameron MO
Meet at the American Legion DD and 92 Hwy for a 8:45 departure
Scheduled at the VA home at 10:00

★ **May 19th—Larson's Cruise for the Cause**
Smithville MO High School
Details to come in the future

May 26—Atchison Fly-In
Meet at the Platte City McDonald at 8:30 and then
meet with the KS group at 10:00 at the train depot.

★ **Save the Dates!**
Jun 2nd—Garage Night
Jun 17th—Lathrop Car Show
Jun 22nd—Garage Nigh
Jun 23rd—Annual Club Picnic

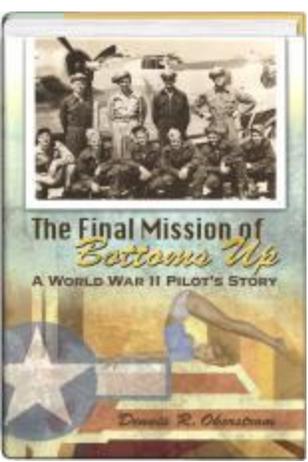
◆ **Jun 14-19 Midwest Regional Meet**
Altoona Iowa, For more info: Tom Jamison 515-253-9501

Jun 18-22 2012 MAFCE National Convention
Marquette MI "Henry's Vacation Land"
Steve Pellinen 906-485-1552, <http://superioraclub.com>

Next Meeting—

You don't want to miss the program at our April meeting. Dr Dennis Okerstrom and Lee Lamar will be there to speak about a book that they wrote concerning Lee's Service as a B-24 pilot during World War Two. Lee was shot down over Croatia after a bombing run up into Germany. He spent the last several months of the war in a German P.O.W. camp. Pieces of Lees plane were found recently by an Archeologist in Croatia. Be sure and attend to hear this great story first hand about a member of " The Greatest Generation ".

This ought to be a very interesting and compelling program, hope to see you there!



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

Condolences

Harvey Roseberry's brother passed away March 10th. Our prayers and thoughts are with him and Vicky and his family.

Deadline for the Next Road Runner

The 20th of the preceding month

Email to roadrunner@nwmomodela.com

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



Club Contact Information:

President Bob Russell 816-628-3929
All Officers: info@nwmomodela.com
Tours and Activities:
tours@nwmomodela.com
Publications:
RoadRunner@nwmomodela.com

Visit www.nwmomodela.com today!

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



Northwest Missouri Model A Ford Club Meeting

March 5, 2012 American Legion Hall Smithville, Mo. 7:00 p.m.

The meeting began with the pledge of allegiance lead by Vice President, Walt Jones.

President, Bob Russell, introduced guests Jim and Linda Plowman. The minutes from last meeting were approved as published in the newsletter.

Treasurer's Report: Approved as read.

Activities/Touring: Signup sheets on front table for **March 25**, American Heartland Theatre. **March 31**, Test and Tune Garage Night at Winkinhofers. **April 7th**, Shake Down Cruise. **April 28**, Gatsby Days parade in Excelsior Springs.

Concerns/Calling: Thinking of you cards for Bill and Marcia Auch and Harold Blaker. Thank you cards to Paul's Rod and Bearing, Ron & Theresa Guenther and Bruce & Vickie Mills.

Historian: Nothing to report.

Membership/Public Relations: 74 members and 2 guests in attendance tonight.

Merchandising: Still have magnetic signs, t shirts and new summer hats.

Newsletter/Publications: Nothing to report.

Properties: Nothing to report.

Web Master: Nothing to report.

Vice President: Next month's program will be author Dennis Okerstrom who will discuss his book on pilot Lee Lamar's World War II experiences. Lee Lamar will also be in attendance.

Directors: Harvey Roseberry reported the first meeting for the Regional meet in 2015 was held. 31 people attended. The first item on agenda is finding a host hotel.

Jim Spawn told of visiting the National Archives down by Union Station. He is speaking on April 18 at the archives and invited members to come. He also donated a picture for the silent auction of the guns that were in Buck Barrow's car at the time he was captured in Iowa.

Meeting was adjourned and silent auction was held.

Respectfully submitted, Sandi Shaw



Mystery member

This member is a driver safety instructor and a graduate of Arizona State University. They bought their first Model A in 1955. They have owned eighteen (18) Model A's. Was a medic in Vietnam. Has been a member of MAFCA for 45 years. Went to same high school as a key member of this club.

Volunteers at Eagles State Park, Crowder State Park, Cainsville Betterment Club, & Share Food. They are also a firefighter, a church repairman, an AARP safety instructor, & an ombudsman for American Red Cross.

Who is it?

2015 Regional Planning Meeting

Tuesday February 21st was the first meeting for the 2015 Regional committee. Thirty-one club members were in attendance at the St. Joseph East Side Library. Ron and Theresa Guenther along with Bruce and Vicky Mills gave an hour long presentation about their past 2011 Regional. Club members were invited to voice their comments about the future 2015 Meet.

Before the meeting was adjourned a hotel search committee was selected. This past week on Tuesday March 13 the hotel search committee evaluated possible future hotels.

The next regional committee meeting will be held pending final results of hotel search. Progress has been slow but productive. We plan to keep club members informed of all proceedings.

Thank You

Harvey & Vicky Roseberry
Search Committee Chairmen

March Meeting—03/05/12

As reported by Sherry Wink

What a great time we all had at the March meeting. It was just so much fun! The items for the silent auction started coming in early and then kept just pouring in. And so did the people! We had over 75 members and guests attend this meeting. Don't worry though, there was still room for more just in case you missed it!

Bidding started just as soon an item was laid down, and many of us were popping up and down from our meal to check out the next new goodie. So if the food got cold, we couldn't blame the kitchen! We could have waited until after, as President Bob Russell gave us close to an hour of bidding time, but, hey, call me impatient!

There were plenty of Model A based items, such as carbs, water pumps, and even a quail radiator cap. And lots of hats and jewelry for the ladies too! Several people had special items created just for the auction, such as the photo blanket Leland and Sue brought. It was a big hit! Others brought fresh baked items like the mandatory gooseberry pie. There were tools, and candles, cakes, and scarves. There was

even a scale model of the Lathrup gas station. Eddie Griggs made that, and donated it to the cause, and it was a popular item, with bidding running hot right until the end! I did my part for the cause with a few donations, including some hand painted silk fans. They found good homes too!

Overall, very few items went home without a bid, and we all felt like we had some new treasures. And the best thing of all was that while we were having all this fun, the club was making money. This is our only fund raiser each year, and this year you guys outdid yourselves! Between all the generous donations, and all the big pocketed spenders, we raised a lot of money!! OUTSTANDING! This was the best year ever and it's all because of our great members!

I hope you were one of the lucky ones that enjoyed all this fun and got a great new item to enjoy. I know I was! If you weren't there, we missed you!

Below are some pics of members who enjoyed this meeting!



Sue Long

Cliff Isreal

Ronnie & Leslie Miller

Sherri and Malcolm McIntyre

Janice and John Kunkle

Vicky and Harvey Roseberry



Sandy and Lonie Hank

Jenny, Jason, & Paula Steenstry

Laura & Donna Martin, Sandy and Jim Shaw

Nancy and Bob Hess

Walt and Mary Anne Jones

Jim Spawn at the National Archives

Wednesday, April 18th at 6:30 PM, club member and "Restorer" Editor Jim Spawn will present "Running with Bonnie and Clyde: The Red Crown Affair" at the National Archives at 400 W Pershing road. (Bottom of the ramp, turn left). This presentation is in conjunction with their "Crime in the 1930's" lecture series. It's sure to be a lot of fun, and it's free!

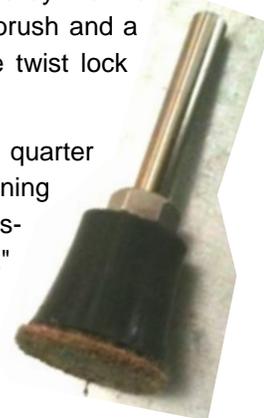


There is a 6:00 pm reception preceding the presentation. To make a reservation, call 816-268-8010 or email kansas.city.educate@nara.gov

Terry Tip!

Another idea for cleaning the top of the engine block back beside by the fire wall. It's difficult to get a wire brush and a drill in this spot. I found these twist lock fiber discs at Harbor Freight.

They are about the size of a quarter and they work nicely for cleaning before installing a new head gasket. Harbor Freight also has 2" twist lock fiber discs. There is an arbor that goes with each size.



Model A Mystery Part

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

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

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

or email Malcolm at tech-guy@nwmoModelA.com



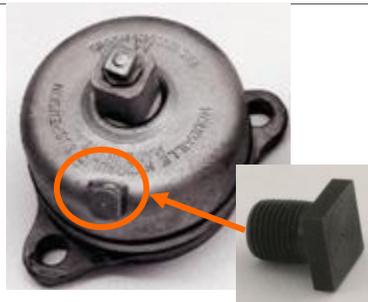
Submitted by John Osborn

Shock Oil Fill Plug

Original Houdaille hydraulic double action shocks used this special plug so you could fill them with glycerin.

Did you know?

John Osborn took the honors for last month with the first correct answer.



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

Tech Tip



Malcolm McIntyre – Technical Director

The annual Shake Down cruise is coming up next month on April 7th. In preparation we will be having a "Garage Night" at the Winkinhofer garage Saturday March 31st at 1:00. Walt Jones will be leading this discussion going over many of the basic maintenance that needs to be done to be ready for the season, and we plan to have several cars on hand for "hands on" experience.



Speaking of spring motoring, one thing to check before the season starts is your tires. I have seen many a Model A on the road (and some on the side of the road) with cracked, aged and worn out tires. The Dept of Transportation (DOT) requires tire manufacturers to place date codes on tires. There will be a series of letters and numbers starting with DOT. The last digits are the date code, usually preceded by the code identifying the plant of manufacture. Since the year 2000 the date codes consist of 4 digits. The first two digits are the week of the year the tire was made, the last two digits the year. So a tire with 0411 was made in the 4th week of 2011. Prior to the year 2000 the date codes were 3 digits. The first two are the same as post 2000, the week of manufacture and the last digit is the final digit of the year. A tire with 409 would be made the 40th week of 1999, or it could be the 40th week of 1989, the problem was you couldn't tell the decade with only one digit. Part of this was by design, as the DOT wasn't expecting tires to be in service longer than 10 years, and it's certainly not an issue now as tires dated prior to the year 2000 are now 12 years old and shouldn't be on your touring car.

So what is too old for a tire? In looking at a major brand's warranty that came with a set of my tires they warrant against failure for 5 years post purchase or 6 years post manufacture date. Common recommendations now for passenger car

tires used on modern cars is a service life of 7 years, others use ranges slightly higher but in all cases a tire that is 10 years old should be removed from service regardless of its outward appearance. Proper inflation is the number one thing that can be done to help maintain your tires, and UV light (sunshine) will hasten their demise. Check your tires often for proper inflation and when doing so, check their physical condition. Look for damage to the sidewall, check the tread depth, and especially look for age cracking. Age cracking can appear in the sidewall or even in the tread and is a sign the rubber has lost its battle with age. Even a tire that looks great on the outside can still be failing internally which is why tires still need to be replaced at regular intervals.

Many of us don't drive our Model A's enough to wear the tires out, so their age will dictate their replacement, but for those who drive their cars a lot, tread depth comes into play. The old coin tricks can be used to measure tread depth. 2/32" is considered "bald" and is the depth of a penny put into the tread Lincoln head first. The depth of the edge of the penny to the top of his head is 2/32". Tires really should be replaced at 4/32" (especially if you get caught in some rain), which can be measured by the same approach, just a different president. Use a quarter and the depth to the top of Washington's head is 4/32". If you find you need new tires, either due to age or lack of tread depth, don't forget to look at the date codes when you buy new tires. If you are ordering tires to be delivered, talk to the vendor and check what their turnover rate is for that type of tire. Don't accept tires that have been sitting on the shelf for too long, because the clock starts ticking when they are made, not when they are mounted on your car.



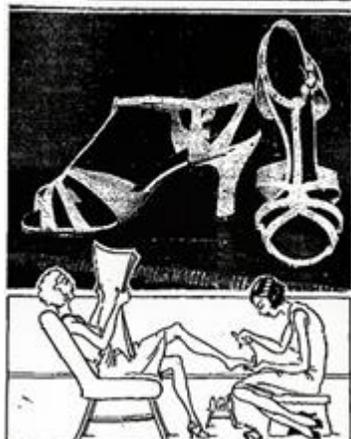
So check your tires for physical age, signs of aging, proper inflation and tread wear and short of those pesky sharp objects that occasionally cross our paths in the road, your tires should bring you home safely each trip.

Pedicures in the 1930's

An interesting article I found at <http://thepaintedwoman.blogspot.com>

APRIL 21, 1932.

'PEDICURE' IN STYLE



Pedicures had been part of “the meticulously groomed” woman’s beauty routine since the ‘20s, but it was not until the casting off of stockings and closed-toe shoes for beachwear, and the increasing popularity of “barefoot” beach shoes and “toeless” evening sandals that the pedicure, and painted toenails, really came into their own. As popular beauty writer Alicia Hart wrote in her long-running *Glorifying Yourself* column in 1933, “The importance of swimming and beach bathing in our modern life, and the interest of smart women in meticulous grooming, have made pedicures almost as desirable as manicures.” Weekly pedicures were highly recommended, not only for beauty but for health of the feet.

The procedure for the pedicure was basically the same then as now. Wealthy women could have theirs done at salons, but beauty experts noted that they were very easy to perform at home; the little foam-rubber thingy for separating the toes was available by at least 1938 – before that, wads of cotton was recommended. As for painting the toes, did they or didn’t they? Just as with painted fingernails, some did, some did not. At first considered rather daring, the practice gained greater acceptance as the decade went on. And, as with many trends of the era, the fad for toenail painting was said to have originated at fashionable French resorts. “You hear a lot about toe-nails painted to match fingernails as the last word in style from the other side, adopted by sophisticates here” Miss Hart had written in 1931, noting that she didn’t see a lot of them around. Her contemporary, Gladys Glad, said in October 1931, “The fad for vari-colored toenails attained a surprising amount of popularity on the continent during the past summer season. On almost all fashionable beaches, girls sported toenails that were colored to match their fingernails or their bathing suits. And in most case, the entire effect, while a trifle bizarre, was really quite a charming one. Of course there are some folks who think this fad a stupid one, and decidedly in poor taste.”

As noted in the manicure post, in the early-to mid ‘30s, fingernails were typically painted with the half-moon left bare, and in many cases the tip likewise unpainted, or treated with a nail-white product. By the end of the decade, the tip was commonly painted, and sometimes the half-moon as well. Beauty experts of the day had differing opinions of how to accomplish the toenail painting, so any method that suits you would be equally period correct. Alicia Hart, for example, wrote in 1933: “If you wear bright polish on your fingernails, cover toenails with the same. If not, use a vivid shade on the feet just the same. Begin at the outer edges of the little half moon and cover the entire nail, including the tip.” Gladys Glad wrote in summer 1935, “Never use a polish on your toenails that will clash with the tint used on your fingertips,” adding “when applying the polish to your toenails, brush it with outward strokes only, onto the central portion of each nail: the half-moon and rims should of course be left their contrasting white hue.” Others of the same period advocated covering the entire nail, including half-moon and tip, with polish.

This vintage Easter recipe was taken from a 1929 recipe scrapbook. Find more recipes at www.homemade-dessert-recipes.com/easter-cake-recipes.html.

Orange Layer Cake Recipe

2-1/2 cups sifted cake flour	2 tsp baking powder
1/4 tsp salt	grated rind of 1 lemon
grated rind of 1 orange	2/3 cup butter or shortening
1-1/2 cups sugar	3 eggs unbeaten
2 tbsp lemon juice	5 tbsp orange juice
2 tbsp water	

Sift flour once, measure, add baking powder and salt, and sift together three times. Add lemon and orange rind to butter, and cream thoroughly; add sugar gradually, and cream together until light and fluffy. Add eggs, one at a time, beating thoroughly after each addition. Add flour alternately with combined fruit juices and water, a small amount at a time. Beat after each addition until smooth

Bake in two greased 9-inch layer pans in moderate oven (375°F) 20 minutes, or until done. Spread Whipped Orange Frosting between layers and on top and sides of layer cake.

Whipped Orange Frosting Recipe:

Juice and rind of 1 orange,	2 tablespoons flour
1/2 cup sugar	2 egg yolks or 1 whole egg
1 cup whipping cream.	

Mix all ingredients together except cream, and cook over boiling water until thick. Allow to get cold. Whip cream stiff and carefully fold orange mixture into whipped cream.



Brands We Still Know!

Hostess cakes and cupcakes first appeared around 1919 but the squiggles on the cupcake weren’t added until the 50’s. Twinkies came along in 1933!



1928 Ad

High Compression Head

Malcolm McIntyre

One of the more common ways to boost the performance of today's Model A is the use of the high compression head. All of the major vendors sell them, the common types are 5.5 to 1 and 6.0-to-1. The original head on a Model A is listed by Les Andrews as 4.22 to 1.

The major limiting factor in early engines was the quality, or lack thereof of the gasoline. We consider today's gas as uniform and basically gas is gas from station to station. Back in the 20's that wasn't the case so the engines had to be designed to handle poor and uneven batches of low octane fuel. As refining methods improved, and ethyl gas became more common, engines could be designed with higher compression, developing more power. So back to our Model A with that low compression head. What was the owner who wanted more zip supposed to do?

Well in February 1931 as announced in their self titled "Winfield News", Ed Winfield and his company introduced two high compression head kits. The first was a the No. 6 a 6 to 1 (it was painted yellow) and the package came with the head, 4 metric #13 Champion spark plugs, 4 high tension Packard spark plug wires, a water pump gasket, a ready install B (1 1/4")

downdraft carburetor (Winfield), downdraft manifold, gas line, choke control and instructions. The second head was the No. 7 a 7 to 1 (painted red) and used a BB (1 3/8") carburetor (Winfield), everything else was the same. The price for either was \$75 or for \$40 you could purchase just the head, plug and ignition wires. The No. 6 head would run using a "good quality grade of white gas", where the No. 7 required ethyl.

So what did you get for your hour of advertised installation time? According to my brochure you would get 24 mpg at 40mph and 17.5 mpg at 60 mpg using the No. 6 head. Testing with a stock roadster obtained a top speed of 58.6 mph. With the No. 6 head installed and the downdraft carburetor the same car achieved 77.4 mph. A No. 7 head with the top and windshield off achieved 85.7 mph! It's interesting to note that at the end of the pamphlet they state that the No6 head is recommended for general all around performance whereas the No. 7 is primarily for the man interested in getting all of the top speed his car will develop.

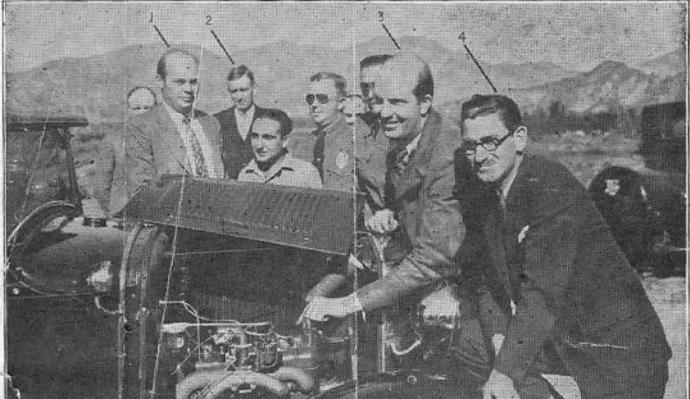
Personally I think if I was interested in going 85 mpg, I would drive a newer car.

WINFIELD NEWS

VOL. 3 No. 1 LOS ANGELES, CALIFORNIA FEBRUARY, 1931

Announcing a New High Compression Flat Head for the Model "A" Ford

Winfield announces a new product—a high compression flat head for the Model A Ford. This new head together with the Winfield downdraft carburetor will make a Ford out-pull, out-accelerate, and out-demonstrate anything you have ever seen.



WINFIELD NEWS

Newspaper Men See a 1930 Stock Ford Roadster Go 85 Miles per Hour

This new Winfield head was recently tested before the newspaper representatives of the Los Angeles Press. The tests were made over a measured quarter mile course. A stock 1930 Ford Phaeton was put through the trap. The car was absolutely stock in every way—

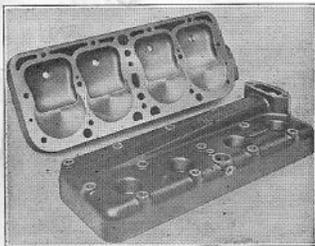


The Car, the Head, and the Carburetor that did 85.7 M.P.H. This test was made under the supervision of representatives from the Los Angeles newspapers, the Motor Police, and officials from the Winfield factory who are shown in this picture. At the wheel is Ed Winfield, inventor and designer of the Head and Carburetor.

Hill Tests Show a Tremendous Power Increase

Nearby to the Winfield factory, there is a famous test hill known as the School Street Hill. It is about 9/10ths of a mile long. It starts at 7 per cent and ends up at 14 per cent grade. The average car will top this grade at 35 M.P.H.

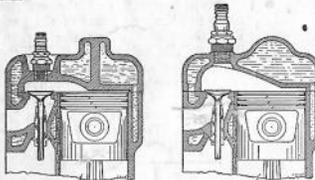
A stock Ford coupe will go up this hill at a speed not to exceed 38 to 40 M.P.H. With



Actual photo of the Winfield Head showing how it looks on the outside and on the inside.

just the Winfield downdraft carburetor, the car will do 44 to 45. The very first time the car was put over this hill with a No. 6 Head, it did 58 M.P.H. This is faster than any stock car we have ever had on this hill.

A Ford roadster equipped with a No. 7 Head attained a speed of 62 M.P.H. on this hill.



Cross Section Winfield Ford Head Cross Section Stock Ford Head
Compare the difference in size and shape of the two combustion chambers. Also note how the walls have been thickened and webbed in the Winfield Head.

On a 22 per cent grade, this same Ford coupe will maintain its speed of 20 M.P.H. And as you know, 22 per cent is some grade.

The power this Winfield Head and Carburetor gives a Ford is simply amazing. It will out-lug and out-pull anything you have ever seen. On a hill your car will simply run away from everything.

For Sale / Wanted

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

As a service to our members, the three area Model A clubs have decided to mutually share our classified ads sections! We are also now including items from our friends in the Central Iowa Model A Club (this will include Model A specific items only.) Ads will run approximately 3 months unless we are notified that the item is still available.

For Sale - 1931 Model A Fordor Slant Windshield. Exterior restored 10 years ago. All materials included to restore the interior. Located in northern Iowa. \$10,000 OBO.

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

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

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



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

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

Wanted: Drive shaft and tube for 1930 coupe

Contact: Roger Oliver 515-231-2500

rdofloor@iowatelecom.net (CIMA 04/2012)

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

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



For Sale - Model A Ford 1931 Coupe. Excellent Condition. Includes a complete set of Ford tools. \$21,500.

Contact Dean Sandstoe (515)-710-5900
email: deans@osdi.com (Photos Available) (CIMA 04/2012)

For Sale: 1929 Model A Sedan Delivery Deluxe, sell or trade for Phaeton. . (POA 4/2012)

Contact: Frank Callender, Howard, KS 67349-4835620-864-2228.

For Sale: 2 cylinder heads \$75 ea; 2 engine blocks (hair line crack at center head bolt) \$40 ea; 2 engine pans \$25 ea; flywheel \$99; flywheel housing \$300; timing gear cover \$12; intake manifold; 4 u-joints \$25 ea; 2 water pipes \$7.50 ea; sliding gear (low and reverse) \$35; sliding gear (2nd and high) \$35; main shaft \$35; main drive gear \$50; timing gear (new) \$35; oil pump \$25; 4 connecting rods \$15 ea; 4 pistons-8000 oversize \$10 ea; (the previous parts are all original, no repros); 1928 model A horn—NOS \$200; bearing and seal for rear axle \$15; 3 starters, rebuilt \$100 ea; 5 generators, rebuilt \$100 ea; bendix and springs for model a starter \$30; used highlight wire set \$5; generator brush and bearing \$10; carburetors all rebuilt: 1928 zenith \$100; high speed tilltison \$100; tilltison \$50;

For Sale - Zenith Carb \$75; 2 Model A Flower Vases with Brackets \$300; 2 - 2 way Radio units with Antenna \$75.

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

For Sale - '31 Model A Coupe. Many mechanical updates including new radiator.

Contact: Gary Skipton at (563) 264- 8168. (CIMA 042012)

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 04/2012)

For Sale: 1928 Model A 2 door Sedan. Restored, nice condition. \$12,000.

Contact: Mike Shaw 913-254-0336 (POA 4/2012)

For Sale: 1931 Model A 160C. It needs restoration but he has driven it for 20 years and enjoyed every minute. He also has barns full of NOS and used parts for sale.

Contact: Larry Andra, Wichita, 316-619-5196 (TAKS 04/2012)

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

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

FOR SALE: 1931 Fordor, B Engine, hydraulic brakes, Mitchell Overdrive, 12 volt electrical system, turn signals, manifold heater, new front brakes, new battery, tool box, trunk, side-mounted spare tire, dash fan, CB and seatbelts. \$16,500.

Contact: Fay Birkman, 913-268-5442. (POA 4/2012)

FOR SALE: Zenith 1 carb. \$25.00(A good driver); A Otwell Heater \$90.00 (A classic and hard to fine)

Contact: Jim Shaw 816-436-5538 (NWMO 04/2012)

Wanted:- clutch and brake pedals, emergency brake handle in good condition (later right side style)

Contact: Malcolm McIntyre 816-509-3016.

2 holly \$100 ea; zenith \$100; zenith #1 \$100; 2 zenith #2 \$100 ea;

waterpump \$25; 2 front brake drums \$50 ea; tie rod \$25; camshaft and good gear \$75; selection of Ford script tools \$10-\$10

All prices are negotiable

Contact: Norman Hemmer Topeka KS 785-272-7786 (evenings are best) email: jamluck@cox.net (NWMO 4/2012)

Here's an interesting technical article provided by John Osborn. It has some great info for anyone that drives a Model A!



MODEL "A" FORD CARBURETOR ADJUSTMENT

*By Russell E. Baetke
Seattle, Washington*

You say you don't look under the hood, you don't know what a carburetor looks like, you don't even want to get your hands dirty and never did. You may not have thought of it this way, but if you have ever started the engine and driven a Model "A," you have done a carburetor adjustment. You hired a mechanic (or your buddy) to adjust the carburetor but you still do more important carburetor adjustments than the mechanic under the hood ever will or can.

A carburetor like Zenith and others of the Model "A" era were not automated to compensate for all the driving conditions like our modern types. You as the operator must provide, as best you can, the adjustments necessary to help the carburetor meet the need of various driving conditions. All the mechanic under the hood can do is set the idle. That is done once, but you, the operator, adjust the carburetor with the Gas Adjusting Valve (GAV) on a continuing basis as you

drive. Well, you should! I know there are many out there who set once and forget it. The car runs fine, why bother? So they think. Don't want to bother? Okay. You don't expect much and you don't get much. Don't blame the car.

Rotating the GAV is key to getting the most out of your car. It is as simple as reaching over with your right hand to the knob on the dash. Rotate it counter-clockwise to enrich the fuel mixture. Rotate it clockwise to lean the fuel mixture.

When do I turn it? Which way? When you start a cold engine, rotate the GAV counter-clockwise until it keeps running without the choke and the hand throttle. As you drive, and the engine warms, turn the GAV clockwise to lean the mixture. For low speed stop and go driving, experiment with the setting to find a good peppy pick up performance. Count the turns open and file for your driving reference. This may or may not agree with the old Ford driving manuals. Doesn't matter. This setting and others may not seem critical to you in the beginning. As you gain experience the differences will become more and more apparent. Soon you will naturally reach over and adjust the GAV as naturally as you shift gears.

If you enjoy touring you will want to find your cruise lean setting. Then again, why bother with getting good gas mileage, the trips are short, gas is still cheap and it's easier to discuss your poor gas mileage with tour buddies (misery loves company). If you are thrifty and curious try this. Pick your cruise speed and turn the GAV clockwise. You should find a point where you feel a power drop. Experiment around this setting for maximum fuel economy. At this setting there is less power for acceleration and hill climbing. Reach over to open the GAV (counter-clockwise) for more power. What is happening here is that for "low speed stop and go" and "high speed power" the engine needs a rich fuel mixture, but for better fuel economy at cruise the engine should be set lean. Trouble is the carburetor isn't smart enough to figure out when to be what. It needs you to tell it with the GAV! By now you should be fairly impressed with what engineers have accomplished with modern carburetors. Modern carburetors do it all for you!

So you have a nice cruise lean setting and have to stop. One of two things might happen. The light turns green and your car just barely pulls away from the light when you try to go. That's easy to fix. Open the GAV to your low speed power setting. Get back to speed and close it for cruise. Gee, is that a lot of trouble? Now you are learning to appreciate the improvements in technology. Remember that that was the best in those days. You are driving history. Love it for what it teaches.

The second thing that can happen is the engine stalls when you stop. That is a common problem caused by a faulty idle setting. Contrary to popular opinion and conventional wisdom, the idle speed is set too fast. Repeat, too fast. Reduce the idle speed and reset the idle air needle. You can test this. When idling, the GAV should have no effect on engine speed as you rotate it to extremes in either direction.

If these techniques don't work as described, it is time to go into the inner sanctum of the carburetor. It's time to get your hands dirty. There are a lot of ill fitted carburetors out there.



Wed's Technical Meeting & Breakfast*

Malcolm McIntyre, Tech Director



The past month you can tell the group is getting the cars ready for the driving season. John brought in a nice rebuilt brake cross shaft with the nice solid bushings. had been picking the groups brains on my car's ignition issues. Lee has been working on his woody and received his title for it, and the group shared what treasures they found at the annual silent auction. Phillip brought in a neat picture that showed his Model A back in the 1940's.

As always the conversations sometimes deviate from the cars, but we always have a good, time and encourage you to join us Wednesday morning ~6:30 – 8:30 at the Englewood Hy-Vee.

*Breakfast and B.S. session

MODEL A MUSEUM UPDATE

At some point in April the construction of the new Model A Museum will begin. Depending on final contract negotiations and the weather in central Michigan, the bulldozers will begin preparing for the foundation of the new 11,000 square foot building. A formal Ground Breaking ceremony is planned for April 17 with members of MAFFI, MARC and MAFCA participating in the joint effort to build a home for "Henry's Lady".



Predictions are that the building will be completed by Labor Day of this year. That is when the next phase begins: Turning an empty building into a museum. What can you do to help in that effort? Donations of funds, collections, displays, accessories, original parts, tools and anything else that tells the story of the Model A will be needed. Advance notification of your intent to donate your item or collection would help in the planning. Please inform MAFFI Trustee, Phil Lerardi by email at pni1938@gmail.com, or by phone at (314) 692-2123, of your intentions.

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 Member:

Judy Delany
North Kansas City MO 64116

Please join me in giving Judy a warm welcome!

A Model A History Excerpt

Found at <http://lakelandmodelaclub.org/History.html>

When the New Ford is unveiled in December of 1927, riots occurred in a few cities. 25,000,000 Americans (more than one out of every five man, woman and child in the U.S.A.) literally assaulted Ford showrooms in the space of **only one week!**

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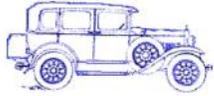
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This is a copy of the ad that ran in newspapers the day before the new Model A was unveiled



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