



The ROAD RUNNER



MAFCA Charter

MAFCA "Newsletter of the Year 2019, MARC "Award of Excellence" 2019

MARC Region

Officers

President:	Junior Blakley
Vice President:	Larry Harding
Secretary:	Jody Layne
Treasurer:	David Silvers
Activities/Tours :	Jeanne Harding
Technical	Walt Jones
Concerns/Calling	Etta Ridgeway
Membership/Public Relations:	Mary Lou Matteson
Merchandising:	Bill Matteson
Raffle	Glenda Dunlop
Newsletter/Webmaster:	Sherry Winkinhofer
Property:	Lonie Hank
Director:	Loura Cook
Director:	Bill Skaggs

Birthdays

Judy Ishmael	09/04	Max Stamp	09/20
Karen Haber	09/08	Glenda Dunlop	09/21
Jody Layne	09/08	Lyman Ridgeway	09/25
Frank Parnell	09/08	Shan Johnson	09/29
Amy Lang Johnson	09/11		
Jim Spawn	09/13		

Anniversaries

Eddie & Marilyn Griggs	09/03
Mike & Darla Hoskins	09/16
Tom & Sherri Stechmann	09/21
Raul & Jeannie Salmon	09/23
Chili & Linda Canida	09/29

Monthly Meeting

No September Meeting

Board Meeting

Matteson's Home

September 17, 2020

Technical Meeting & Breakfast Club-KC

Big Biscuit in Liberty

Please join us every Wednesday 7:00 am to "whenever" at the Liberty Corner Shopping Center, at 840 Hwy 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 Vivion Rd
Kansas City, Mo. 64119

President's Comments:

Well, let's start off with this; I think I like the weather much better than of the last writing. Though it is still warm, it seems to be more tolerable and it's August. The lesser heat makes driving the Model A on tour more enjoyable. Larry and Jeanne have been doing a great job on these tours and trying to keep our club active since we aren't able to meet regularly.

For those who missed our trip to Liberty, the back roads were very scenic. I couldn't make the one to Jim Spawn's due to fan blade trouble. But it had a good turnout so thanks to all those who helped make it a better day for Jim!

The August 8th tour to Watkin's Mill also had a great turnout. My car was repaired and the four bladed fan seems to work quite well.

Now as you probably already know, the September meeting is canceled, and so was the Tour planned for August 29th. But we are still planning a picnic on the 26th of September. That will be catered to make it as safe as possible.

On another subject, my other coupe project is coming along very well. I'm hoping we can setup a garage day soon to put a top on. I'll keep you posted. You all stay safe and healthy!

Junior Blakley, President

Opportunity is missed by most people because it is dressed in overalls and looks like work.

Editor's Comments:

I sure miss all my Model A friends. I understand the reason, and am doing my best to social distance and stay safe, but I sure did enjoy the opportunity to drive along on the August 15th tour! It was so great seeing so many friends, masks and all! The Old Lady was very happy to be out of the garage and blow some carbon out of the valves. And I was glad to get out of the house. A win-win situation! And it was such a beautiful day to drive an A.

Have any of you been following Tebo Barn on MAFCA Facebook? This gentleman drove his 1929 Model A from New Hampshire down Route 66 all the way to the West Coast and is now on his return trip. Twenty-one days and six-thousand miles so far! 21 days and 6000 something miles. It's a great story, accompanied by great pictures. Go check it out, it's worth reading his day by day narrative!

I'm hoping that with Larry's surgery over and successfully, that he and Jeanne will schedule a few more tours this fall. Everyone that has joined on one has seemed to enjoy them. It's a great way to enjoy our car and our friends.

I'm not sure if we'll be able to have a Christmas party this year or not, time will tell I guess. But I'm working on some ideas for centerpieces just in case! Always the optimist I guess!

The Happy "A"ing

Sherry Wink, Editor

**Notes from Northwest Missouri Model A Ford Club Board Meeting
Tues, Aug. 18, 2020
Matteson Home, Liberty, 7:15 p.m.**

Participants: Junior Blakley, Bill Matteson, David Silvers, Lonnie Hank, Mary Lou Matteson, Sherry Winkinhofer (via zoom), Larry Harding (via phone).

Junior opened the meeting and zoom connection at 7:15. He asked for participants' views about whether or not to hold regular membership meeting Sept. 7. Unanimous opinion was that the meeting not be held due to continuing Covid 19 concerns. The American Legion should be notified of this. We will ask Laura Cook to do so.

Next was discussion of having a club sponsored fall membership picnic on Sat., Sept. 26. The Hardings have offered to host an outdoor catered meal at their Liberty home with attention to wearing masks and social distancing. Cost of the catering estimated at about \$13.00 per person. Feeling was this would renew energy in the club after the months of inactivity. Group unanimously favored this event, including having cost be a club activities expense. Sherry noted the club calling tree should be used to predetermine attendance.

Junior said a tour outing is being planned to be Sat., August 29. Details yet to be worked out by Jeanne Harding with help offered by Terry Richardson and Lonie Hank. He noted recent weekend outings have been well received. He mentioned the Hamilton parade, noting he is becoming self-conscious about always winning the trophy!!

Other events discussed: The December 6 Christmas Party is pending and in question due to difficulty of getting venue and catering commitments for indoor events due to virus issues.

Some apparel offerings and logo treatments were shown and discussed.

Treasurer Dave reported July financial balances: Starting balance, July 1, \$14,177.80. Income, 25 cents; Expense, \$18.30. Ending balances: Checking, \$4,136.96; Savings, \$10,022.79. Total as of 7/31/20, \$14,159.75.

Meeting adjourned at 8:00 p.m. Note taker: B. Matteson

**MAFFI Newsletter Minute
August 2020**

The Gilmore is excited to have a new mobile store which is a restored 1930 Ford Model A Pick-Up. The Garage Works students did the restoration on the vehicle and their operations staff created the slat walls, awning and sliding storage drawers.

The mobile store is stocked with impulse buy items like logo'ed hats, T-Shirts, mugs, as well as books, model cars and other items as well as snacks, sodas and water. They are able to utilize the mobile store on numerous locations around our campus. This is especially valuable when there are events after hours or when the museum store is closed.

The vintage signage lettering was done by a local artist and made to look like it was done in the 1930's.

On your next visit to the museum, please check out our merchandise at the Gilmore Gift Shop.

Marsha Quesnel, MAFFI Trustee
clubcontact@maffi.org



<p>Serving ALL Veterans and the Community</p>  <p>Remembering Those Who Served</p>	<p>AMERICAN LEGION USMC NAVY ARMY USAF COAST GUARD</p>
	<p>Smithville American Legion Post 58 P.O. Box 158 Smithville, Missouri 64089 (816) 532-8115</p> <p>LOCATED AT: Hwy 92 & County Road DD Find us on Facebook at: https://www.facebook.com/SmithvilleAmericanLegionPost58</p>

AEROPLANE MOTOR PROPELLER Radiator Ornament Fits All Cars

Propeller Blades rotate when car is in motion. Can be used with or without Moto Meter. Artistically finished in black with highly polished nickel blades. Propeller blades measure about 7 1/2 inches across. A very attractive live ornament for any car. Shipping weight, 2 1/4 lbs.

B5974--Each 98¢

A fun car accessory from a 1930-31 Western Auto catalog!



Activities

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

Sept 26th—Annual Club Picnic
See below for more info.

Save the date:

Dec 6th— Annual Christmas Party

If you are planning on joining in on any of the tours or activities, please sign-up at the meeting or let Jeanne Harding know in advance at (816) 726-4101 or Larry at (816) 726-4102 . That way if an event has to be canceled or has a location or the schedule changed, we will do our best to make sure you are notified!

NO SEPTEMBER MEETING—DUE TO THE CONTINUED COVID-19 RESTRICTIONS.



Sunshine/Concerns



Etta Ridgeway is our Sunshine/Concerns lady! If you know anybody in need of a card or phone call, please let her know at (816) 719-9997.



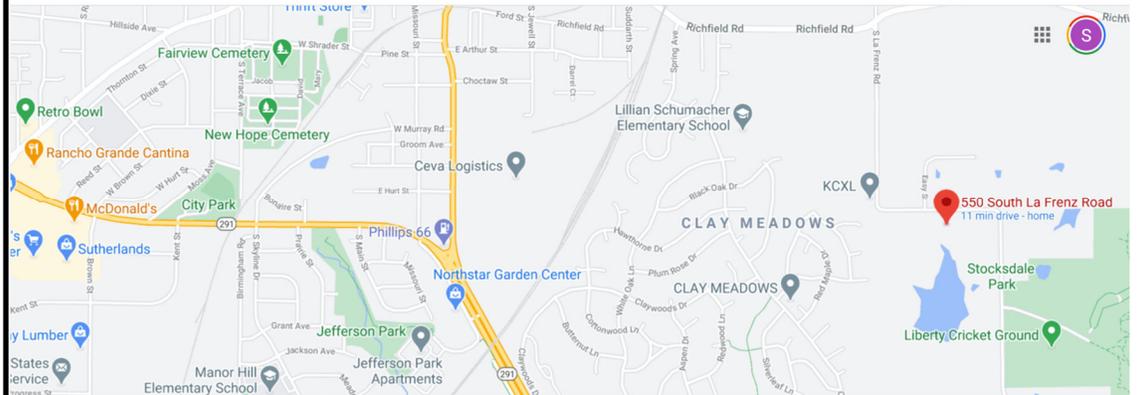
Raul and his Speedster. After 14 months he got it running !

Annual Club Picnic September 26th

The picnic this year will be at the home of Larry and Jeanne Harding, 550 S. LaFrenz Road, Liberty MO 64068. Larry and Jeanne have a large backyard that will allow social distancing for this event. Due to recommendations regarding COVID-19, we will not be having a pot luck this year. Please show up at noon for a 12:30 meal!

The Board of Directors made the decision to have a catered meal instead, paid for by the club. Our budget will cover this due to so many other activities having been cancelled throughout the year. It will be important to get a head-count in advance, so please let one of the Board know if you will be attending, and how many. Or call Larry at (816) 726-4102 or email him at ljharding@kc.rr.com. If you don't contact one of us, we hope to get everyone called to check with them.

It should be a good time for everyone, and a rare chance to visit with your friends. Hope to see you there!



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

Email to swinkinhofer@hotmail.com
Or mail to: Sherry Winkinhofer
1459 Woodland Ave
Liberty MO 64068

Club Contact Information:

President Junior Blakley (816) 289-2875
All Officers: nwmomodelafordclub@gmail.com
Publications: nwmomodelafordclub@gmail.com
816-519-2630

Any articles or notes without a byline are written by your editor.

Visit www.nwmomodela.com today!

Please mail any info, pictures, questions & suggestions to:

NWMO Model A Ford Club
PO Box 34
Liberty MO 64069

Or email:

nwmomodelafordclub@gmail.com

Spawndorosa Tour August 8th

By Sherry Wink

Our tour on August 8th covered some beautiful roads, but also covered some more interesting ground! We included a stop-over at the house of member Jim Spawn, who fondly calls his home "Spawndorosa". Jim has been dealing with some health issues recently. Model A's and friends lined the street in front of Jim and Melissa's house to say hi and hang out for a while. The pictures tell the story better than I can.



Social Distancing Tour August 15th

By Sherry Wink

Our tour this weekend took us out to Watkins Mill, over beautiful tree-shaded roads. There were 14 Model A's and several modern cars. The mill itself was not open for tours, but the visitor's center was quite interesting. We also did a lot of visiting in the parking lot! Lunch was a sack lunch at the picnic area, and then we visited "Four Horses and a Dog" winery in Excelsior Springs for an afternoon treat. It was a day enjoyed by all participants!



Stout Women Styles

By Sherry Wink

Always a common question—what did the large ladies wear in Model A days? We see so many of those tall thin dresses, that we can't possibly emulate! Well, when looking through the catalogs of the era, it's important to know that the plus size ladies were referred to as "stout." And most catalogs had a few pages dedicated to recommended styles. One company, Lane Bryant, specialized in "Slenderizing Styles for Stout Women and Misses." Here are a few dresses from Lane Bryant for inspiration. One thing I like about this company is that they at least showed a little of the curves in their models! Check out the visible double chins in these drawings. They still had unrealistic hips though. But maybe if we spent our lifetime squeezing into those foundation garments, we could have forced our shape into that look, but I'm so glad I didn't have to try!



A few pages from a 1931 Lane Bryant Catalog.



A 1931 Ad
 ←
 1931 Foundation garments.
 →



1929 Lane Bryant catalog offerings.

This recipe comes from the July 1928 edition of Good Housekeeping Magazine. Of course it was from an ad for Swans Down Cake Flour!

Strawberry Meringue Cake

- 2 cups sifted Swans Down Cake Flour
- 3/4 Cup milk
- 1 tsp vanilla
- 4 egg whites, stiffly beaten
- 1 quart fresh strawberries
- 4 egg yolks, beaten
- 4 tsp baking powder
- 1/2 cup butter
- 1 cup sugar
- 1/2 cup sugar



Sift flour once, measure, add baking powder and sift together three times. Cream butter, add 1 cup sugar gradually, and cream together until light and fluffy. Add egg yolks, then sifted flour, alternately with milk, a small amount at a time. Beat after each addition until smooth. Add vanilla. Bake in two 9 inch layer pans in moderate oven (375 F) 25 minutes. Remove from pans and cool. Fold 1/2 cup sugar slowly into egg whites. Place two layers on baking sheet. Pile meringue lightly on them and return to moderate oven (350 F) to brown (15 minutes).

Wash and hull berries. Reserve a few choice ones for garnishing. Crush remainder of berries with 1/2 cup sugar. Spread between layers. Garnish top with whole berries. Serve at once. Serves 8. (Raspberries, blackberries or huckleberries can be used in place of strawberries if desired.)

Brands We Still Know



1917-1967 Logo

Paramount Pictures was established in 1914 as a film distributor. In 1916, Adolph Zukor of the Famous Players Film Company, merged his and other companies with Paramount. The new company signed and developed many of the early stars including Mary Pickford, Gloria Swanson, Clara Bow, and Rudolph Valentino. By the twenties, Zukor also had built the Publix Theatres with 2,000 screens. In 1928, Inkwell Imps, animated cartoons were released by Paramount as successful competition against Walt Disney. Paramount was also one of the first Hollywood studios to produce talkies and released their first musical in 1929 starring Maurice Chevalier. 1930s stars included Gary Cooper, Mae West, Bing Crosby, Claudette Colbert, the Marx Brothers, W.C. Fields, and Cary Grant. In 1948 the Supreme Court ruled that the big studios were in violation of antitrust laws and they were forced to sell their theatres. Famous Paramount films over the years include: Psycho, Breakfast at Tiffany's, The Godfather, Raiders of the Lost Ark, Forrest Gump and Titanic. Paramount also began to focus on TV in the 60s, eventually establishing Paramount Television. In 1967 it acquired Lucille Ball's Desilu Productions, and I Love Lucy and went on to produce many top sitcoms thru the years.

Compression Testing

Why and How to Test by Lynn Sondenaa

Reprinted from the Restorer March-April 2014

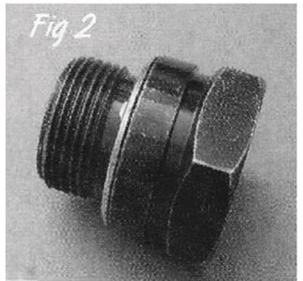
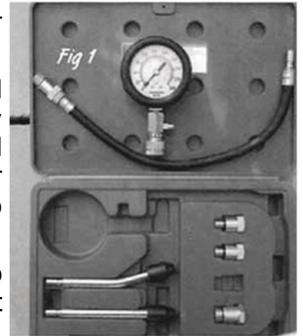
A compression test on the Model A will help to check the internal condition of the engine. The compression pressure is taken on each of the four cylinders, then recorded and compared. Most compression loss in a Model A engine is due to defective valves. This could include improperly adjusted valves, worn springs or guides, bent valve, or valves not seating properly due to carbon build-up. If the valves are known to be in good condition, it may be worn piston rings or a leaking head gasket.

Compression pressure can be changed by the following: decking the block, shaving the cylinder head, increasing the bore, or installing a high compression head. Why do people want higher compression? Higher compression will give the Model A more power and in theory better fuel mileage. The stock Model A cylinder head had a compression ratio of 4.2 to 1. Later in production, the "Police Head" was developed and produced a compression ratio of 5.2 to 1. Again, note that the engine bore affects the compression test reading. All else equal, a larger diameter piston will displace a larger volume of air and fuel into the combustion chamber on the compression stroke, resulting in a higher compression ratio and a higher compression test reading.

Also, compression reading is a factor of barometric pressure. Knowing that, the same engine will read different at sea level than it will at 2,000 feet above sea level. The stock head (on a freshly rebuilt, sleeved engine that is broken in) will produce about 60 psi per cylinder at sea level and will read higher as the barometric pressure rises. This could be due to higher altitudes or weather conditions. The important factor is that each cylinder should read within 5 to 6 pounds of pressure to each other.

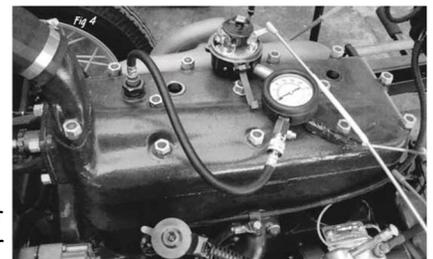
A compression gauge (Fig. 1) will measure the pressure developed in each of the four cylinders. To check the compression of the Model A, the gauge is threaded into an adaptor (Fig. 2) and that adaptor is threaded into the spark plug holes in the cylinder head. (Fig. 3).

Most mechanics suggest the compression reading of the lowest cylinder be within 5 to 6 psi of the highest cylinder. For example, if the highest cylinder pressure was 65 psi, then the lowest acceptable reading would be 59 psi. This difference is an indication of a good running Model A engine. Please note the compression values are not as important as is the difference in readings between the four cylinders.



How to perform compression testing:

1. Engine should be at operating temperature. (Metal parts inside the cylinder expand and seal better).
2. Ignition key in the off position.
3. The distributor cap should be removed, leaving the coil wire attached. The cap and attached coil wire can hang over the radiator support brace.
4. The throttle should be set wide open.
5. Remove all four spark plugs and connectors. (This allows the starter to turn the engine easier).
6. Insert the compression gauge into cylinder #1 (front of engine).
7. Crank the engine four revolutions and record the pressure.
8. Take compression readings on the other three cylinders and record.
9. Compare the recorded values for all four cylinders. They should not vary by more than 5 or 6 psi per cylinder.
10. Install the spark plugs and connectors along with the coil wire.
11. Return the throttle lever to the top of the steering column.



Note: This test is best performed using two workers. One should be inside the car controlling the throttle and starter. The other worker is on the outside by the passenger side of the engine connecting the compression gauge and recording the readings.

The Average Compression Pressure values were derived from testing local Model A's. Our test group did not have any Lion, Thomas or Winfield heads.

The values are an average and will change according to the barometric pressure at the time the compression test was taken. Also, compression gauges can vary slightly in readings.

Model A Mystery Part

What is it?

Do you know?

For "Bragging Rights", Send an email to nwmodelafordclub@gmail.com
Or to NWMO Model A Ford Club
Box 34, Liberty MO 64069



Photo courtesy of Bratton's
Antique Auto Parts

Last Month's Mystery Part

This is a spare tire support bracket for coupes and roadsters with a rear mounted spare tire, for cars with deck lids hinged for rumble seats only. Did you know?



Photo courtesy of Snyder's
Antique Auto Parts

Walt's Old Time Tech Tip

As printed in the North Island Model A Ford Club Newsletter June 2020:

Diamonds and other stuff

By Jim Brierley

Sorry ladies, this is not about "a girl's best friend," it is about cast iron engine blocks and other weird stuff. While rebuilding an engine for a friend a few years back I noticed a couple of odd things. The engine was out of a 1929 pickup but the block was a late '31, identified by certain physical characteristics and the serial number. Not too unusual, but I noticed it also had the late bell housing on it, the one with external ribs on the bottom.

Not until I was cleaning the bell housing in preparation for installation did I notice that on the inside of it was the diamond mark and a date of 6-19-41. I have a diamond B bell housing too, with the diamond mark clearly visible on the outside of it. We have all seen or at least heard of diamond Model A blocks, fewer people know that there were also diamond B blocks, as well as diamond A and B heads, but I had never before heard of a diamond bell housing.

It does make sense though, the diamond is merely a foundry mark, most foundries have their own mark, usually placed in a discreet location. To those familiar with them, the diamond mark found on A and B blocks is easily seen, the ones on other items may not be as apparent.

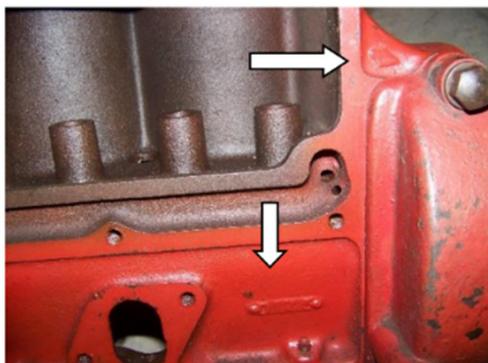
How many of you knew that foundry also made castings for Columbia (overdrive) rear end parts that were a dealer installed item on Ford, Lincoln and Mercury cars from about 1934 to 1948. I don't know which foundry used that mark but they must have had an in with Ford, and were apparently quite busy during the late 30's and well into the 40's.

Diamond engines were made after Ford quit production of the Model A and B. They were built for commercial use, things like air compressors, generators, water pumps and all sorts of other uses. Are they better than the Ford-built production engines? They did have hard-seats for the exhaust valves, they are newer, and most had easier lives.

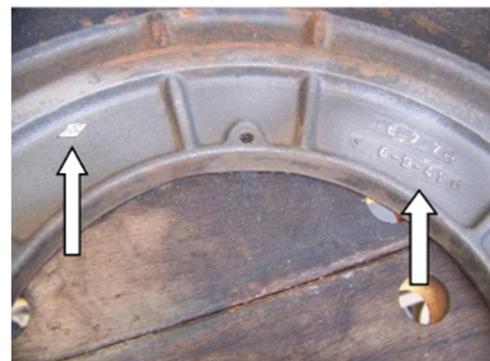
Easier lives you say? Yes, they worked hard, and often for many hours per day but they ran at a constant RPM and load, and were usually well maintained, so easier is a relative term. The late '31, and the diamond bell housings, tend to not crack as easily as earlier housings, they look the same on the outside and are identifiable by the ribs on the bottom, on the outside.

Most of the diamond items are dated, sometimes the date is upside down and often difficult to read or understand. Diamond A blocks are marked in the same location as the B block pictured. Not related, but Pietenpol also made "B" engines for their airplanes. Their blocks looked the same as a Ford B block but were somewhat different on the inside, wish I had a photo of one to show you.

The Piete's had problems with crankshaft breakage for awhile and recommended magnetic inspection every 100 hours of flight time. Having a crank break while in the air could have been most inconvenient! I have also seen a diamond rear bearing retainer/transmission mount on a '48 Ford column shift transmission. Who knows what else is out there?



Diamond to left of bolt, date to right of
fuel pump boss



Diamond mark upper left, date upper
right



For Sale / Wanted To place an ad send your information to swinkinhofer@Hotmail.com, or mail 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.

<p>For Sale: NEW 1930-31 standard roadster upper windshield stanchions. Never used. Contact: Roger Miller @ 515- 965-5727. (CIMA 09/2020)</p>	<p>For Sale: Open car trailer with tandem axles, aluminum side rails. Includes tie downs and ramps. \$800. Contact: Al Fredregill @ (515) 262-2526. (CIMA 08/2020)</p>
<p>For Sale: Ring & Pinion 3:54 high speed, Virtually new, 1000 miles, \$250 negotiable ring/ pinion 39/11 teeth Contact: Ken Coleman 913-481-66 54 (POA 04/2020)</p>	<p>For Sale: 1929 Tudor. New Paint & Interior, Runs Great. \$12,500 OBO. Contact: Dan Fischer (515) 571-0086 (CIMA 04/2020)</p>
<p>For Sale: Carburetors; rebuilt Model A Zenith plus additional jets, gaskets and gas line. \$250. Rebuilt Model B Zenith, plus spare Body Casting, additional jets, venturis, gaskets and gas line. \$300. Reproduction new Tillotson \$250. Contact: Mike Youngblood 515-491-8321 (CIMA 08/2020)</p>	<p>For Sale: 1928LeBaron Model A Roadster with Rumble Seat. Arabian Sands Light (gray). White Side Walls. Borg Warner Overdrive. 12 Volt Converter to Run Computers. Extra Carburetor and Brake Pads. Runs Good. \$14,000 Contact: Al Wilhite (515) 289-2682 alanwilhite123@gmail.com (CIMA 07/2020)</p>
<p>For Sale: 1930 Model A Tudor Sedan that has been completely restored bumper to bumper with an off chassis restoration. The entire chassis and body have been checked, repaired, thoroughly cleaned, sanded and re-painted black, it has wire spoke wheels painted green with new tires. The entire interior has been completely re-upholstered. The original 4-cylinder engine has been rebuilt. Pictures of the entire restoration are available upon request. Contact: 515-402-1833 (CIMA 09/2020)</p>	<p>Wanted: I'm looking for a solid set of rear radius rods for my '28. My current rods have been rusting from the inside and sound like they're full of gravel. Contact: Todd Storrs 248-736-1930 (POA 08/2020)</p> <p>For Sale: Bare 30 -31 Pickup Cab. Many trim parts available. Many mechanical parts available including frame, transmission, brake parts, etc.. Come look and make an offer. Contact: Roger Miller(515) 965- (CIMA 07/2020)</p>
<p>For Sale: 1929 Model A wheels (4), yellow. Make offer. Contact: Gary Graber 515-261-2113 or 574-606-7866 (CIMA 08/2020)</p>	<p>For Sale: 1929 Woody Wagon, Good Condition. \$17,500. Contact: Sheryl Craft (956) 782-6441 (CIMA 04/2020)</p>
<p>For Sale: Wood trunk with black leatherette finish and nickel plated hardware. Fits Model A sedan. Remarkable condition for a 100 year old trunk. Has lock, but no key. Bottom measures 13"x 36", Top is 10 1/4" x 36", Height 18 1/2", Weight 24 pounds. \$150. Contact: Willie Prialux 262-716-1846, wpreo1@gmail.com. (CIMA 09/2020)</p>	<p>For Sale: 1928 Fordor Briggs Body, 1929 Special Coupe, 1929 Tudor, 1930 Coupe, 1931 Coupe, 1931 Model A Pickup, 1965 Ford 1/2 Ton Pickup, and a 1932 Chevy Coupe. All vehicles run and are in various condition. Plus many Miscellaneous parts. Contact: Alvin Vickroy @ (515) 238 1502. (CIMA 09/2020)</p>

Safety Recall

NOTICE FROM ROAD AND TRACK.COM:

The Harbor Freight jack stands that we've all bought, borrowed or seen in our friends' garages are being recalled due to a risk of collapsing under load. Go check yours immediately.

In a recall filed with the NHTSA on March 20 of this year, Harbor Freight explains that certain 6-ton jack stands have the potential to disengage their support pawl under shifting weight, causing the stand to drop suddenly. [A second recall, filed May 3](#), extends the recall to 3-ton jack stands. The defect is attributed to aging tooling at the factory that produced the jack stands.

The recall document says that the problem could affect more than 450,000 6-ton jack stands produced between 2013 and 2019 and nearly 1.3 million 3-ton jack stands produced between 2012 and 2020. These jack stands were sold under the Pittsburgh brand name, and can be identified by item numbers 56371 or 61196 on 3-ton models, and 61197 on 6-ton models.

Harbor Freight urges anybody in possession of affected jack stands to return them to the store in exchange for a gift card equal to the price of the stands. Any unsold jack stands covered by the recall have been removed from stores. Check on your buddies and spread the word around—these jack stands are ubiquitous, and a failure like this could be fatal.

SAFETY RECALL

3 Ton and 6 Ton Heavy Duty Steel Jack Stands Item numbers 56371, 61196, and 61197

For certain units of the Pittsburgh Automotive 3 Ton and 6 Ton Heavy Duty Steel Jack Stands there is a potential, while under load and with a shift in weight, for the pawl to disengage from the extension lifting post, allowing the stand to drop suddenly. This condition could cause serious injury for people near or under a lifted vehicle, and/or damage to property.

STOP USING THESE JACK STANDS IMMEDIATELY

ITEM # 56371

56371 jack stands can be identified by checking the item number found on the label on the top of each jack stand.



ITEM # 61196, 61197

61196 and 61197 jack stands can be identified by checking the item number found on the yellow cast of the label on the base of each jack stand.



THIS RECALL ONLY CONCERNS JACK STANDS WITH THE ITEMS 61196, 61197, or 56371

The 61196 and 61197 jack stands can be identified by checking the item number found on the yellow cast of the label on the base of each jack stand. The 56371 jack stands can be identified by checking the item number found on the label on the top of each jack stand.

Following the filing of any applicable "Shelter At Home Orders" please bring your 3 Ton and 6 Ton Heavy Duty Steel Jack Stands, Item numbers 61196, 61197, and 56371 to your local Harbor Freight Tools store to receive a Harbor Freight Tools gift card equal to the retail price of the jack stands you originally purchased (pick appropriate text).

For more information email: recall@harborfreight.com

An association with the National Highway Traffic Safety Administration. File and # Recalls: 11-222

9

4 Speeds for Model A Fords

15 to 20% Swifter—Reduces Vibration Less Gas, Oil and Wear Repays Cost

For passenger cars only. NOT an auxiliary—replaces regular transmission entirely. No alterations. Use shift lever as before—special slot for 4th speed. Overdrive like Graham-Paige, Chandler, White Prince, Moon and other advanced cars. Shift from 3rd to 4th, or 4th to 3rd at any car speed. Instructions included. Prompt shipment from factory stock in Muncie, Ind. Shipping weight 110 pounds. For easy payments use Order Blank on Page 64.

261 Y 2366—For Ford cars with multiple plate clutch. Cash Sale Price. **\$59.95**
261 Y 2399—For Ford cars with single plate clutch. Cash Sale Price. **\$59.95**
 Easy Payment Price for either transmission **\$65.95**

\$59.95

Cash Price

\$10 DOWN

\$10 A Month



Even as a brand new vehicle, there were attempts to improve the Model A! Here's a 4 speed replacement transmission for Model A from a 1929 Wards sale catalog.

Club Merchandise

Tired of limited shopping during these days of COVID-19 concern? Consider these new items to wear and that promote our club's image in look and logo! It's easy. Just fill out form below, and forward it to the listed address with payment.



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Polo Golf Shirt w Logo (poly)						
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Women's S-XL, Short Sleeve	\$35.09			Beige or Blue		
Denim LS Shirt, w Logo, Unisex						
S-XL	\$30.45					
T-Shirt w Logo, Unisex						
Short Sleeve	\$15.12			Beige or Blue		
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Mounting Back Plates Correctly

This article appeared in the Model A Flyer, newsletter from Model A Ford Club of New South Wales and reprinted in the Script A News from Michigan.

By Richard Payne

For years our '28 ute [Editor's note: Ute - short for Utility Vehicle - a coupe converted to a pickup. Popular in Australia and New Zealand] has occasionally made a slight clunk when the foot brake was applied. Try as I may to find it, the cause was elusive. Whilst doing a routine tightness check around the front end I was most surprised that when force was applied to the lower brake shoe anchor bolt, the backing plate rotated slightly. It was the same on the other side. After pulling the front brakes to bits, it could be seen that the bolts, which attach the backing plate to the spindle flange, were clearly a sloppy fit in their holes. This was quite strange, last they were not noticeably worn, and had been bought new from Snyder's about ten years ago during



Backing plate mounting bolts - A-2011-MB



Bolts mount with the head out to allow the plain shank

to align the plate square to the spindle mounting flange holes.

the last brake rebuild. They were clearly not right.

It seems that replacement backing plate bolts from many of the suppliers were in fact set screws, threaded right up to the head. There was no way they could stay tight in their holes. The correct bolts should have an un-threaded shank below the head, just long enough to pass

through the spindle flange and the backing plate.

These should be a right fit in the holes to stop unwanted rotation of the backing plate. With new bolts fitted, the clunk has gone. Interestingly, the latest Snyder's catalog now shows the correct bolt and makes the point that is to the Ford blueprint. Brattons have the correct bolts also. I have not checked any of the other suppliers. {I checked the latest MAC's 2017 catalog, page 21. Bolt illustrated shows a full shank thread with no alignment shank/shoulder present. Snyder's 2017 issue, page A-103, shows the shank as original. —ED}

So, if your brakes clunk a little it may be worth checking

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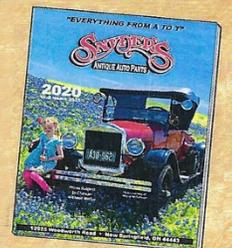
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