

# The ROAD RUNNER



MAFCA Charter

MAFCA "Newsletter of Distinction" 2018, MARC "Award of Excellence" 2018

MARC Region

## Officers

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

## Birthdays

Rosemary Smith	06/03	Chili Canida	06/25
Sherry Winkinhofer	06/09	Dennis Hartman	06/26
Harley Wahl	06/17	John Harmon	06/27
Sue Long	06/22	Andy Bennett	06/30
John Layne	06/23	Ray Thompson	06/30

## Anniversaries

Joe & Pat Wishon	06/01
Walt & Mary Anne Jones	06/03
Lee & Sylvia Donius	06/06
Terry & Peggy Richardson	06/07
Eldon & Max Stamp	06/16
Lonie & Sandy Hank	06/22
Jim & Melissa Spawn	06/25

## Monthly Meeting

**June 3, 2019**

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

## Board Meeting

**June 20, 2019**

The 3rd Thursday of each month,  
7:00 PM, Woodneath Library Center  
8900 NE Flintlock Rd, Kansas City, MO 64157

## 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)

## Ice Cream & Socializing

Every Saturday evening 6:00 PM  
**Big Burger, 4700 NE Vivion Rd.,  
Kansas City, Mo. 64119**

## Technical Meeting & Breakfast Club-St Joe

Every Monday 8:00-10:00 AM  
Hy-Vee 201 North Belt Highway, St. Joseph

## **President's Comments:**

Concluding my report of a couple months ago about repairs to our Model A coupe's horn: Walter Jones volunteered to attempt the fix. But in the process he lost the screw that holds the horn cover in place. I tried a substitute--and ran into complications. Later, Walt found a replacement screw which I installed without much trouble. This question remained: could technical guy Walter make a Model A horn say "ahooga?" The answer came during our Shakedown Cruise. I honked at a herd of cattle. The sound was loud, persistent, prolonged. The cattle scattered like entrees in the Pamplona Stampede! Indeed! Professor Walt does make Model A things work!

Each month we're amazed at the variety of good stuff Sherry Wink fits into The Road Runner. So it was a pleasure to present her the Model A Restorer Club's "Award for Excellence" at the April meeting. The MARC recognition goes only to those editors whose newsletters present a helpful mix of chapter news, technical content, and articles of historical interest. Sherry's talent is a valued asset of our Club.

Here's hoping for a great turnout at the picnic June 22. In choosing the Weston Bend State Park location, the board thought it time to try for a location a bit more convenient for members traveling from north and west in our region. There will be great food ; there may be games of Model A competition. Rain stay away, we want to play!

Bill Matteson, President

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*"It's okay if you don't like me. Not everyone has good taste."*

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## **Editor's Comments:**

Hard to believe that just last month we were wondering if it would ever green up, and now we can't keep up with the grass and the mowing! Of course, if you're like me, it's hard to find a day it's dry enough to get the yard mowed! But as long as it stays dry for our picnic day, the grass can get a little long!

Be sure and plan to drive your Model A to the picnic, Bill Skaggs has a special activity planned that should be a lot of fun. And with John Harmon cooking, be sure to wear your loose pants! It will be hard to not eat too much. I'm sure we will all have a great time, as usual!

Are any of you planning to go to the Regional in Iowa? Be sure to take notes, and write an article for the Road Runner! Jody and I are going to team up and go for a few days, but we can't spend the entire week and I know we will be missing out on a lot of fun. So I look forward to hearing about all the activities I won't be able to take part in.

Lots more Model A fun planned this summer, stay tuned!

"Happy A'ing!

Sherry Wink, Editor



**NORTHWEST MO. MODEL A FORD CLUB MEETING**  
**American Legion Hall, Smithville, Mo.**  
**May 6, 2019 7:00 p.m.**

**Greeter:** Bill and Mary Lou Matteson

**Meeting opening:** President Bill Matteson led the Pledge of Allegiance.

Vice President Junior Blakely introduced Sherry Winkinhofer, as she presented her program, "How Automobiles Changed the US in the 20's". It was an interesting, informative program enjoyed by all.

**Secretary Report:** There being no corrections the April 1 minutes, as printed in the May Road Runner, were declared approved by unanimous consent.

**Treasurer Report:** Opening Balance as of April 1, \$13,197.17;

Income \$308.23; Expenses \$124.00 Ending Balance \$13,381.40. **Motion to accept the Treasurers Report**, by Steve Talley, seconded by Bill Auch. Motion passed. Bill M. noted that the club's IRS 990-n filing for year 2018 has been submitted.

**Activities:** Jody reported upcoming activities: May 18, Cameron VA. Home; May 25, Garage Day with Chili Canida; June 10-14, Midwest Regional Meet, Des Moines, IA.; June 13-15, Lathrop Antique Car, Tractor Show, (Helpers needed for this event); June 22, Club Picnic, Weston State Park, gather 11:00 eat 12:00, table service, beverage and main course provided, bring side dishes. Activities planned, come ready for a fun afternoon of fellowship. August 4-10, MARC 2019 National Meet, Dearborn, Michigan.

**Membership:** Lonie reported 49 members and 2 guest in attendance.

Guest Michael Snow reported on his Model T pickup and Model A's, all needing repair, but interesting nonetheless.

**Merchandise:** Mary Anne reported difficulty in locating Model A vests at reasonable price. She remains ready to take merchandise orders. Contact her by phone or email.

**Concerns/Calling:** Sorry to report Rosemary Smith is dealing with health issues. She will be in treatment at University of Kansas Hospital. Suggest cards be sent to the Smith's home address. Latest report on Jim Spawn's cancer treatment is encouraging. He is clear of the disease. Etta reported April birthdays and anniversaries. She said a contribution from the club has gone to the Moila Shrine Hospital Transportation Fund as a memorial to recently passed member Richard Dahms.

**Technical:** Walt reported a garage day is planned at Chili Canida's on May 25, starting at 9:30 a.m. Emphasis will be on keeping Model A's roadworthy, lubrication, etc.

**Newsletter:** Updated 2019 membership roster, including revised bylaws, was distributed to members at the meeting. Members not in attendance will receive the updated roster via email or USPS if no email available. President Bill presented Sherry a Certificate of Excellence award from MARC, recognizing her outstanding work in editing and content of our Road Runner newsletter.

**Other:** The American Legion Commander reported the Smithville Historical Society is planning a celebration July 27, of the 100th anniversary of the signing of the World War I Armistice. The event will be held at the American Legion Hall. Our club is invited to bring our Model A's. More information to follow at our June 3 meeting.

**Attendance:** 49 members, 2 guest.

Meeting Adjourned at 8:30 p.m.

Respectfully submitted by Mary Lou Matteson.

### Physical Address For the Club

The club now has a central box to direct all mail to. This resolves the problem of keeping correspondence directed to the correct Board Members over the years.

Please use the following address to all future mailings:

NWMO Model A Ford Club  
PO Box 34  
Liberty MO 64069

### **What Would You Like To See On the Menu?**



The kitchen at the Legion has asked for feedback on what our members would like to see at the buffet. They are noticing many more are ordering from the menu which makes it more difficult for them to determine how much food to cook without running out or have a large amount wasted at the end of the night.

So now's your opportunity to put your two cents in. What would YOU like to see at the buffet for meeting nights? Your suggestions can be individual items, or feel free to tell us your idea of what items would make a complete meal.

Please let Laura Cook or Bill Matteson know your input at the next meeting, and they will pass the information on to the Legion Coordinator! Please understand there might be financial barriers to some suggestions, but the Legion is doing their best to work with us on keeping the price reasonable and the food quality up. .



## Activities

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

### June 10-14 -- Midwest Regional Meet -Des Moines, IA

Hosts: Central Iowa Model A Club  
 contact Tom Jamison -- phone 515-253-9501,  
 Address: 6640 NW 48th St., Johnston IA 50131 .

### June 15th-Lathrop Car Show

Special request for our attendance on Saturday June 15th!!  
 Park at Service Station on show grounds!  
 Approx 10:00 am to 3:00 pm

### June 22nd—Club Picnic

Details below

### July 4th—Parkville Independence Parade

Details pending

### August 4-10 MARC National Meet 2019—Dearborn Michigan

For more info: <https://mark35879.wixsite.com/marcdearborn2019>  
 Or contact Mark Maron, Meet Chairman  
 Cell 847-302-7900, Fax-847-584-0371  
 Email: marcmeet2019@gmail.com

### September 7th—Dustbowl Jamboree

Stay Tuned!

If you are planning on joining in on any of the tours or activities, please sign-up at the meeting or let Jody Layne know in advance at (816) 225-7680.  
 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!

Next Meeting: Capt. Wil Akin, public information and emergency management director, Clay Co. Sheriff's Office, will be with us to talk about policing challenges in today's interconnected society.



### FREE 2019 MAFCA MEMBERSHIP

MAFCA is offering a free membership to ANYONE who has never been a MAFCA member in the past. Current members may print and hand out an application to any eligible person. Bill Matteson has copies of the application for anyone interested, check with him today! You can also print the form out at MAFCA.com. <http://mafca.com/documents/Free-Membership-2019-US.pdf>.



### New Participation Contest!

Please sign up at the next meeting to compete in this year's contest! There will be prizes at the end of the year! It's simple to participate, just show up to club events and meetings and get points.

Points will be awarded for attending meetings, driving your A, and attending club events and activities. Extra points will be announced for special activities during the year. This sounds like fun for all, please join in!



### 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!



## Annual Club Picnic

### New Location—Weston Bend State Park—June 22nd

Don't forget to mark your calendars for the club picnic! This year's club picnic will be held at the day area shelter at Weston Bend State Park. (See map below). Plan to arrive about 11:00ish or sometime before noon which is when lunch will be served. As usual, the club will provide the meat and tableware. John Harmon will be "Grill Master" again this year! You'll want to bring your favorite picnic dish to share, a lawn chair, sunglasses, maybe a hat, and of course your Model A.

Added fun this year is a "Hill Climb" car game to run with your Model A. I'm sure we'll have fun with that activity planned by Bill Skaggs!

It will be fun—come join us!



### Deadline for the Next Road Runner

The 20<sup>th</sup> of the preceding month

Email to [swinkinhofer@hotmail.com](mailto:swinkinhofer@hotmail.com)  
 Or mail to: Sherry Winkinhofer  
 1459 Woodland Ave  
 Liberty MO 64068

### Club Contact Information:

President Bill Matteson 816-781-4936  
 All Officers: [nwmomodelafordclub@gmail.com](mailto:nwmomodelafordclub@gmail.com)  
 Publications: [nwmomodelafordclub@gmail.com](mailto:nwmomodelafordclub@gmail.com)  
 816-519-2630

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

### Visit [www.nwmomodela.com](http://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](mailto:nwmomodelafordclub@gmail.com)

# Cameron VA Home Visit

Reported to Sherry Wink

It was a great day for our annual visit to the Veteran's home in Cameron. Eight cars and twenty members participated this year. Although the skies threatened rain on and off all day, no actual rain hit until most members were almost home. As you can see, our cars were a popular event, with many residents enjoying the visit. Thanks to arrangements by Larry Harding and Fred Kiehl, our cars also visited the Cameron Retirement Home that day. Following these successful stops, lunch was enjoyed by all! And then home ahead of the rain. Thanks to all who took time from their busy schedules to bring a little joy to these veterans!



## **Special Event at the Legion Hall!**

**Your help is needed!** The Legion has requested that we come to this special event and bring our cars to help celebrate and honor the anniversary of when the local soldiers returned from WWI. If we let them know in advance how many are coming, they plan on saving prime parking spots for our cars to be displayed.

The Legion has been a great support for our club, providing a meeting place at just the cost of the meals we buy, with no additional rental requested. Here's an opportunity to let them know how much we appreciate that, and all that they do for our community. There will be a sign-up sheet at the next meeting—please sign-up and bring your A!!!

# **HOME COMING DAY!**

**100<sup>TH</sup> ANNIVERSARY OF SMITHVILLE'S WW I SOLDIERS  
WELCOME HOME**

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**SATURDAY, JULY 27 AT THE  
SMITHVILLE AMERICAN LEGION\***

**DOORS OPEN @ 6PM  
ARMY FIELD SUPPER**

**~ FOLLOWED BY ~**

**§**

**WW I SOLDIER RE-ENACTOR  
RAFFLE FOR PRIZES  
SILENT AUCTION  
MUSIC BINGO  
50/50 RAFFLE  
SILENT FILM  
ORATOR**



**Jim Nelson Post 58**

# Scarfs and Shawls

By Sherry Wink

A shawl is larger than a scarf, generally square or rectangular, but sometimes rectangular. It is worn draped over the shoulders and wrapped around the body. It's use can be utilitarian, i.e. to keep warm, or strictly as a fashion accessory.

Scarfs are generally smaller, thinner fabric, although they too can be worn for both warm and fashion. In our Era, they were often described as kerchiefs. This article is directed toward the use of these items as decorative pieces of a fashionable wardrobe.

The page shown to the right is from a 1928 Gorrings catalog. Gorrings was a famous high-end department store in London.

The scarfs and shawls seen here demonstrate a nice variety of sizes and designs.

- A) is a kerchief in georgette with a lace edge. Georgette is a sheer, lightweight, dull-finished crêpe fabric, often silk.
- B) This kerchief is Georgette, with picot (a loop of decorative thread along the edges of the fabric). It also states it is decorated with diamond shaped sequins.
- C) This shawl is multi-colored embossed velvet on Georgette and is circular shaped, 66 inches long. The fringe is 18 inches deep!
- D) Made of "good Italian silk", and embroidered in contrasting shades of roses. It is 40 inches square with 18 inch fringe.
- E) Italian silk, embroidered with "sprays and posies and two large roses". It also is 40 inches square with 18 inch fringe.

These beautiful garments came in many wonderful colors. Some neutrals such as ivory/champagne/peach, some in striking combinations such as black/gold, white/silver, white/gold, or in wonderful colors such as Wedgewood, apricot, hyacinth, or lilac.



This interesting recipe is from the cookbook titles "Cake Secrets", by Igleheart Brothers Inc. and was printed in 1928. Obviously this book was put out by the maker's of Swan's Down Cake Flour to promote their product!

## White Fruit Cake

- 4 cups sifted Swans Down Cake Flour
- 1 tsp baking powder
- 1/2 tsp soda
- 1/2 tsp salt
- 1/2 pound each lemon peel, pineapple, and red cherries, cut fine
- 1 pound blanched almonds, cut fine
- 1 cup butter or other shortening
- 1 1/2 cups sugar
- 1 Tbl lemon juice
- 10 egg whites, beaten stiff



Sift flour once, measure, add baking powder, soda, and salt, and sift together three times. Sift 1 cup of this flour mixture over fruits and nuts; mix thoroughly. Cream shortening until light and fluffy, add sugar gradually and cream together thoroughly. Add remaining flour mixture to creamed mixture, a small amount at a time. Beat after each addition until smooth. Add lemon juice, fruits, and nuts. Fold in egg whites. Pour in tube pan or small bread pans prepared with a paper lining in the bottom. Bake in slow oven (250 deg F) 2 1/2 hours then increase to 300 deg F for 15 minutes. Makes about 4 pounds.

## Brands We Still Know

Albert Champion moved to the US from France to make spark plugs. He started the Albert Champion Company in Boston in 1905. Champion's partners were Frank D. & Spencer Stranahan.



May 4, 1929 Ad  
Saturday Evening Post

Late in the summer of 1908, Champion was persuaded by William Durant (who soon to be creator of GM) to leave the company and move to Flint Michigan. Champion started a new business, the Champion Ignition Company, in Lansing, Michigan in October 1908.

The Stranahan brothers moved their business to Toledo, Ohio when Willys-Overland Motor Company offered them a contract to become the exclusive spark plug of automobiles manufactured at Willys-Overland. About two years later, Ford Motor Company, offered up a similar contract for Model T's.

The Stranahans sued Albert Champion's company over the Champion name, and Champion finally settled out of court in 1922. He changed the name of his company to the AC Spark Plug Company, after his initials. The Stranahans continued to make and market their spark plugs under the Champion brand name. Both companies are still in business.

# Model A Mystery Part

## What is it?

Do you know?

For "Bragging Rights", Send an email to [nwmomodelafordclub@gmail.com](mailto:nwmomodelafordclub@gmail.com)  
Or to NWMO Model A Ford Club  
Box 34, Liberty MO 64069



Photo courtesy of Mike's A-Fordable Antique Auto

## Last Month's Mystery Part

This is an AA gear shift lever rod nut, used in four speed transmissions from late 1929 thru 1931.



Did you know?

Photo courtesy of Bratton's Antique Auto Parts

## Walt's Old Time Tech Tip

Walt Jones, Tech Director

Found in Newsletter of the Aiken Model A's, June 2019 Edition.

## And the Model A Ford kept rambling right along.....

By Jim McPherson

The spark plug gap for the standard Model A head (A6050A) should be 0.035", the spark plug gap for the 1930-31 Model A "police" head (A6050B) should be 0.025", and the spark plug gap for the Model B head (B6050B) should be 0.030". The spark plugs should be torqued to 25 ft. lbs.

For the best spark plug for your Model A, the goal is to choose a spark plug which prevents fouling. You would like your spark plugs to "read" the same, that is to have a tan, brown or light gray color to the part of the spark plug which is exposed in the combustion chamber. To determine which spark plug is best for your engine, drive your Model A for several miles at 40-45 mph, then immediately push in the clutch, turn off the ignition switch and coast off the road.

Then remove each spark plug and "read" the spark plug. If it is not tan, brown or gray, you may want to try a hotter or cooler spark plug to obtain one of these colors. It is important for you to push in the clutch and cut off the ignition as soon as possible to avoid an incorrect reading. If not, this could cause a rich or lean mixture and give you a false spark plug reading.

These are spark plugs commonly used in the Model A. There are many others, including era spark plugs which are available at swap meets at a very reasonable price. These spark plugs are listed from hot to cold:

<u>Champion:</u>	<u>Motorcraft:</u>	<u>Autolite:</u>	<u>Mopar:</u>
W95D	TT15	3076	P-9-7S
W89D	TT10		P-9-6S
W16Y	TT8		P-9-5S
W16C	TT4		
W18			
W14			
W10			
W85N			
W80N			



The spark plug number is the heat range. As a general rule, the lower the number, the cooler the spark plug. The heat range refers to the ability of the spark plug design to conduct heat away from the spark plug, especially the portion of the spark plug exposed in the combustion chamber. It does not refer to the heat of the spark, which is controlled by the coil and is always the same, regardless of which spark plug you are using. If your engine is burning oil or your carburetor mixture is rich, you want to run a hotter spark plug to keep the spark plug electrode clean longer. If you run too hot of a spark plug, you will promote engine knock, which may result in other bad engine problems.

## Maintenance Day

As reported on the club's Facebook page:

Members enjoyed Maintenance Day at Chili Canida's garage! Lubrication, adjustment, front end alignment and tail lights were inspected and repaired. As Chili said, "Great friends, good weather, and Model A's. Can't get much better than that!!" Looks like a great time!



## Model A is a smashing but short-lived success

An interesting summary of the beginning of the Model A's, found at [www.autonews.com](http://www.autonews.com)

<https://www.autonews.com/article/20030616/SUB/306160740/model-a-is-a-smashing-but-short-lived-success>

As successful as the Model T was, it overstayed its welcome. Model T sales peaked at 1.8 million in 1923. Despite a face-lift and the availability of colors beyond black in 1926, Model T sales continued to slide. The Model T had accumulated fierce competitors, and consumer tastes had changed. Buyers had fatter budgets and were willing to spend for extras, such as flashy paint and special trim, not available on the Model T but offered by competitors. The others had fancier interiors; the Model T's remained Spartan. The competitors were outfitted with such technology as electric starters, hydraulic brakes and sliding gear transmissions; the Model T's still came with manual cranking ignitions until 1919, mechanical brakes and an antiquated transmission. Chevrolets and Dodges cranked out a whopping 30 hp, compared with the Model T's 22.5 hp, which was little changed from when it was introduced in 1908

Stiff competition -Meanwhile, the competition promised to intensify even more as Chevrolet was on the verge of announcing a new six-cylinder model and Chrysler was about to introduce its low-priced Plymouth.

Despite the Model T's sales decline and Edsel Ford's pleas to his father for approval of a Model T successor, Henry Ford remained reluctant to make changes. Edsel, known for his penchant for automotive styling, pushed his father to update the styling as well as the performance of the Model T. He suggested introducing something innovative, to one-up the competition. Henry Ford countered that he already had created the perfect car and that with care and maintenance it would last an owner a lifetime. Ford's stubbornness proved detrimental to the company. In 1924, Ford owned two-thirds of the U.S. car market. By late 1926 it was selling only one-third of all cars sold.

"Henry Ford continues to be the greatest single influence in the motor world, but his domination has sharply declined in the face of heavy competition," wrote The New York Times.

Henry Ford finally relented. The end of the line came for the Model T on May 26, 1927. Ford Motor Co. produced the last of more than 15 million Model T's, ending an incredible era in automotive history. The event was commemorated with a ceremony during which Henry Ford and Edsel Ford drove the last Model T off the assembly line. Ford Motor Co. closed plants worldwide awaiting the go-ahead to retool for the car.

As early as 1921, Henry Ford had been working on a radical engine that would power a car better than anything on the road. It was an air-cooled eight-cylinder engine known within Ford as the X-8. But he abandoned the plan when he finally agreed to produce the Model A. Henry Ford told of plans internally for the Model A in August 1926, with work beginning in earnest immediately and continuing through the spring of the next year. At the time, Henry Ford insisted that the successor to the Model T would be the finest car ever built. Edsel was put in charge of the styling. He tapped into the expertise that had been acquired when Ford Motor Co. purchased Lincoln. Meanwhile, Henry Ford and his engineers worked on a chassis. They also developed a new four-cylinder engine, a new transmission and an innovative electrical system.

Public was curious-As the Model A developed, the public waited eagerly to see what the automaker would introduce. Potential buyers apparently had great faith in Ford, since 125,000 of them plunked down deposits long before the car was unveiled. The secret Model A became one of the year's hottest news stories. Writers speculated about what it would be like. Cartoonists, illustrators and photographers made graphic their speculations. But the wait was painful for those associated with Ford Motor Co. Ford workers were laid off as factories were shut down, suppliers struggled to survive, dealers squeaked by selling used cars, and competitors gained an edge as Ford's sales declined further.

The changeover from the Model T to the Model A was the largest and most costly undertaking in industrial history to that point. Historians estimate the cost between \$100 million and \$250 million. Much of the cost was associated with transferring production from Highland Park, where Ford had built the Model T, to the new Rouge plant, a move that took six months. The first pilot Model A was built Oct. 21, 1927, weeks before the Rouge was completed. In addition, the switch from Model T's to Model A's involved converting all of Ford's plants - 36 in North America and 12 overseas - and required retooling by Ford's suppliers.

Unveiled in December 1927-At long last, on Dec. 11, 1927, the car was unveiled. It was christened the Model A, a name resurrected from the past. The first Model A was the car that had launched Ford Motor Co. It had been constructed in a Detroit wagon factory by 10 employees working 12-hour days, seven days a week. The new Model A was so named to mark a beginning. -When the Model A reached dealer showrooms, the public was intrigued. Published reports say that 10 million people stood in line for a glimpse of the new Ford. David Lewis, a Ford historian and University of Michigan professor, estimates that more than 25 million people saw the Model A during the first week it was shown. In New York alone, more than 1 million people saw the car during its first five days on display. The debut of the Model A was considered the most significant vehicle introduction in automotive history to that point and among the most momentous events of 1927, a year that had many significant events, including Charles Lindbergh's solo flight across the Atlantic.

Ford advertised the "beautiful body lines" and the "remarkable acceleration" of the Model A - it boasted speeds of 55 mph to 65 mph. Ford also played up its technical features: four-wheel brakes, a modern transmission and hydraulic shock absorbers. It was outfitted with a safety glass windshield, a first for a low-priced car. Ford promoted its smoothness, ease of handling, durability and "typical Ford economy and reliability." 'A Lady Out of Lizzie'-A song written about the Model A summed it up best: "Henry's Made a Lady Out of Lizzie."

The Model A came in a variety of styles, colors and prices. Six body styles were offered: the roadster, \$385; the phaeton, \$395; coupe, \$495, Tudor sedan, \$495; sport coupe, \$550; and four-door sedan, \$570. It came in four colors. The Model A was an immediate success. Production reached 820,000 in 1928. By Feb. 4, 1929, it hit 1 million. And 4 million were built by the end of 1930, when nine body styles were offered. The Model A allowed Ford to recapture sales leadership from Chevrolet.

The Model A's success, as mighty as it was, was short-lived. It was unable to sustain Ford through the Depression. In 1931, the last Model A was produced. More than 5 million had been built. Meanwhile, Henry Ford already was at work on his first V-8 model to replace the Model A.

**FORD DISPLAY  
SLATED DEC. 2**

**\$800,000,000 Will Be Spent  
During 1928 in Manu-  
facture, Claim**

DETROIT, Mich. Nov. 24.--(AP)-- Henry Ford's new car, which officials of the Ford Motor company say, will be responsible for the expenditure of nearly eight hundred million dollars for labor and materials during 1928, will be given its first public showing in the United States, Canada and England on Friday, Dec. 2, Ford announced today.

Coincident with the announcement of the showing of the new car, which will be known as the "Model A" came a review of world business conditions from Henry Ford, in which the manufacturer explained his suspension of activities since early last summer, when re-tooling of the Ford plants began in preparation for the new model.

"My outlook for the coming year is based on ample evidence of continued and increasing material prosperity" Ford declared. "National wealth is increasing. Individuals have more money. Taxes are on the decrease and governmental economy has made for better business in all lines.

"People buy when they have money. They become cautious in their expenditures only when money becomes scarce. Money is not scarce today, nor will it become so next year, in my opinion. Therefore we will have what we visualize as prosperity."

Although officials of the Ford Motor company would not comment on the possible date when the new car will be available to purchasers, they stated that for more than a month the chief manufacturing plants of the Ford company have been producing cars in daily increasing numbers.

*St Petersburg Times, Nov 5  
1927*



**For Sale / Wanted** To place an ad send your information to [swinkinhofer@Hotmail.com](mailto: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><b>For Sale:</b> Model A Frame and Running gear  <b>Contact:</b> Bob Reiter (816) 728-9139 or (816) 628-5349                  (NWMO 06/2019)</p>	<p><b>For Sale:</b> 1929 Woody Wagon Fordor. \$17,500.  <b>Contact:</b> Sheryl Craft @ (956) 782-6441 (CIMA 05/2019)</p>
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<p><b>Wanted:</b> Ford Model A Pickup (Prefer 1929).  <b>Contact:</b> Jim Witte 515-98-4490 (CIMA 05/2019)</p>	<p><b>For Sale:</b> 1929 Coupe with Rumble Seat, \$20,000  <b>Contact:</b> Dean Little 641-782-5779 (CIMA 05/2019)</p>
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<p><b>For Sale:</b> 1930 Ford Model A Cabriolet 68B. Blue with Black wheels and White top. Good condition. \$25,000.  <b>Contact:</b> Pat Rist @ (515) 204-6518 (CIMA 04/2019).</p>	<p><b>For Sale:</b> Model T or Model A Windshield to sell. It is in good condition. Tonganoxie, Kansas'  <b>Contact:</b> Hallie Moore 913-710-8017 (POA 02/2019).</p>
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<p><b>For Sale:</b> 1931 Model A Coupe with rumble seat. New top. 16" radial tires 1935 spoke wheels. Black. \$11,750.  <b>Contact:</b> Richard Hemm. @ (641) 799 -1508 (CIMA 05/2019)</p>	<p><b>For Sale:</b> 1930 Model A Tudor, reasonable price, driver, good condition, located in Springdale AR.  <b>Contact:</b> Bill Dewberry chevymen49@yahoo.com</p>
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<p><b>For Sale:</b> 1931 Model A Tudor. Dual side-mounts, trunk, luggage rack and many more extras. Low mileage on complete restoration. Starts, runs and drives great!  <b>Contact:</b> Ron Carson @ (816)261-7856 (NWMO 06/2019)</p>	<p>For Sale: 1931 Model A Rumble seat Coupe, 70-80,000 miles, Original Engine, New Tires, New Radiator, New Exhaust, \$16,500                  Contact: Dan Turner (816) 632-3015 (NWMO 06/2019)</p>
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<p><b>For Sale:</b> 1- Total Model A Short Block (needs Babbitt' or inserts) \$100.00, 1- Crank Shaft \$25.00, 1- Clutch Assembly (good) \$25.00, 2- B-6600 Rebuilt Oil Pumps \$30.00 ea. 1- P.N. 13670 Auto- Lite Waffle Style Manifold Heater \$45.00, 1- B-4235 Rear Axel w/good gear and new key way \$65.00, 1-A-1115 -BH Rear hub \$20.00, 1-B-4209-A Set Std Rear End Gears 3.78-1 (Real Nice) \$ 110.00, 1-4025 Rear End Housing Banjo (Good) \$20.00, 1-A-3311 Drag Link, weld in, Ball Stud \$2.00.  <b>Contact:</b> Charlie Volf @ (515) 965-0579 or (515) 299-0573                  (CIMA 06/2019)</p>	<p><b>At Grandpa's Garage in De Soto, 40 years of building great cars that are now For sale. Of all the American autos that traveled over the roads in the past decades, perhaps the most recognizable is the Model A Ford. Driving them leaves no doubt of the vehicles famous past; These little four cylinders are left to take care of the business, so there is great deal of nostalgia if you are looking for it. Most of my creations wear the blue oval badge, although some may wear my own vision. So it's no surprise that me at age 93 wants to relive my childhood dreams and love the simplicity of our cherished old Fords. My rewards have been incredible. But now I wish to share with the many who believe in the importance of the great cars of the past. My cars are quite out of the ordinary in many ways. The big question for me now is how can I put these in the correct hands for the future. That is my final goal. Dean Weller 913-585-3326, De Soto Kansas</b></p>
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**For Sale:** For the estate of Richard Dahms  
**1930 Pickup truck** with S-10 V-6 motor, automatic transmission, power steering, turn signals, lowered front end, closed radiator system with overflow. Runs real nice and starts good. Asking \$16,000,



**1930 Rumble seat Coupe.** Terry Richardson worked it over. It has a rebuilt distributor, motor with less than 100 miles, rebuilt rear end, transmission, brakes, steering. The rumble seat is new along with upholstery, top, CB radio, turn signals, handles, and hub caps. The wheels have been sand blasted and powder coated with 5 new goodyear white wall tires. Asking \$17,000.



Reasonable offers will be considered; all proceeds will go to Richard's wife's care.  
 Contact: Gary Smith 660-824-4207.

**For Sale:** Grandpa's Garage - DeSoto, Kansas Dean Weller is listing most of his cars for sale:

- |                 |                 |
|-----------------|-----------------|
| 4 Model T Fords | 9 Model A Fords |
| 3 Chevrolets    | 2 Buicks        |
| 2 Cadillacs     | 1 Lincoln       |
| 1 Edsel         | 1 Crosley       |
| 1 Dodge         | 1 DeSoto        |
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Cadillac Sedan	250
1926 Ford Coupe	150
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Assembled by	Check	Mechanic
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Battery - Clamps, Terminals and Water		
Lights (Head, Tail, Stop)		
Wiper Blades		
Tire or Carburetor		
Adjust		
Wheels and Align		
Doors and Locks		
Shock Absorbers		
Radiator - Hose - Water Pump		
All Belts, Struts, and Washers O. K.		
Differential		
Asst. R. B. Caps		
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Steering System		
Generator		
Distributor		
Fan Shaft		
Inside Tire - Tire		
Road Test		
Tools, Curtains and Mats		
Tire O. K. and Inflation		
Motor Oil - No. Quarts		
Coolant - Gallons		
Water in Radiator		
Windshield O. K.		
Remarks:		

NOTE: Mechanic check each item and sign above.  
Final Inspection: \_\_\_\_\_  
Has The Steering Wheel Been Greased?  
Date: \_\_\_\_\_

**RETIREMENT PLANNING – IS SOCIAL SECURITY ENOUGH FOR YOU?**

While most of us realize the importance of retirement planning, sadly, it is something that many of us do not take seriously. Recent studies have shown that one in three Americans have no retirement saving and an additional 23% have less than \$10,000 in retirement savings. Only 53% of working Americans are covered by a retirement plan at work; 23% are covered by a pension and 40% have access to a retirement savings plan, such as a 401k. However, out of those 40%, only 44% actually take advantage of their retirement savings plan. The 47% of Americans not covered by a retirement plan at work have to take accountability of their retirement savings and, according to the studies, many simply do not.

Some people may simply think that they will live comfortably off their social security. Well, if you can maintain your lifestyle on the approximate 40% of their income that social security will likely replace, then you are correct! Frankly, I don't think many can. Plus, it is expected that without legislation, the Social Security Trust Fund will run out of money in 2034. At that time, benefits will have to be paid by the taxes paid by people in the workforce. With 10,000 baby boomers retiring per day, it is projected that these taxes will only support 79% of the benefits being paid. Which will lead to either reduced benefits, or more likely in my opinion, higher payroll taxes for employers and employees.

People often decide that they are going to draw social security as soon as they can, at 62. This is a decision not to be taken lightly. It first reduces your full retirement benefit by 26.67% for the rest of your life. It also reduces the amount your spouse can receive; if you hold off drawing social security until full retirement age (67 for those born in 1960 or later), the lower earning spouse is entitled to at least half of the benefit of the higher-earning spouse. Secondly, it limits the amount of additional income you can make to \$17,040 until you reach full retirement age. If you exceed that amount, \$1 of your social security benefit is taken away for every \$3 above the limit. It is quite likely that if you elect early retirement, you are quite likely exiting the work force in your peak earning years, potentially hindering your ability to live your retirement years in the lifestyle you would like.

A key consideration on whether to draw your social security early is your honest assessment of your longevity. The break-even on whether to draw social security at 62 vs. your full retirement age is approximately 17 years, or at 79. If you wait to draw social security until 70, the break-even is approximately 82. Let's use an example of a person eligible for \$25,000 of social security at 62. If he/she waits until full retirement age of 67, that benefit would be \$35,766 and at 70 it would be \$43,720 or a difference of \$18,720 a year. In addition, your spouse would receive half of that benefit if hers/his calculated benefit is less than that. Also, keep in mind that the surviving spouse bumps up to the decedent spouse's benefit if it is higher.

The decision on when to begin drawing on social security is a personal one, yet one of the most important decisions you will make in your retirement planning. The government has tightened some loopholes on strategies to maximize your benefit but there are still options. If you would like to discuss your specific situation, please feel free to contact me at 816-746-0080 for a complimentary consultation.



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