



The ROAD RUNNER



MAFCA Chapter MAFCA "Newsletter of the Year 2019", MARC "Newsletter Highest Achievement Award 2023 MARC Region"

Officers

President:	Bill Skaggs
Vice President:	Chuck Haber
Secretary:	Terry Richardson
Treasurer:	Gary Dixon
Activities/Tours:	Chili Canida
Technical:	Tony Flieg
Ladies Activities:	Laura Talley
Concerns/Calling:	Jody Layne
Membership/Public Relations:	Myron Schmitt
Newsletter/Webmaster:	Sherry Winkinhofer
Property:	Vacant
Director:	Larry Harding
Director:	Mike Owen

Birthdays

Pat Lawlor	12/06	Bill Matteson	12/23
Mary Anne Jones	12/10	Linda Canida	12/28
Donna Schmitt	12/19	Steve Talley	12/30

Anniversaries

John & Jody Layne	12/04
Gary & Rosemary Smith	12/19
Ray & Brenda Meyer	12/24

Monthly Meeting

No Meeting in December Replaced by Christmas Party!

**American Legion, 2607 NW State Route 92
Smithville, MO 64089**

**The Legion provides a dinner menu at a special price
one hour prior to the 7:00 PM meeting.**

Board Meeting

No Board Meeting in December

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

Technical Meeting & Breakfast Club-KC

Big Biscuit in Liberty

Please join us every Wednesday 6:30 am to "whenever"
at the Liberty Corner Shopping Center, at 840 Hwy 291
(816-429-5314)

Technical Meeting & Breakfast Club-St Joe

Every Monday 7:00-10:00 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:

The club lost a good man this month with the passing of Walt Jones. Known as the "Professor" for his enjoyment of sharing knowledge, about the Model A, and anything else you might want to talk about, Walt was a keystone of our club. My heartfelt sympathy to Mary Ann and to the extended Jones family.

Our touring season is done, but our activities are not! Our final club event will be the Christmas party scheduled for December 7th at Kozak's Grill in Smithville. They have some mighty fine food, and great service! I hope to see you all there! The details can be found on page 3 of this newsletter!

This will be my last column of my presidency before handing the reins over to Chuck Haber at the Christmas Party. It has been my pleasure and honor to serve in this position, and I look forward to continuing as director in 2025.

I just want to express my appreciation for all the fellow club members who have also served this year, both as elected members and as appointed officers, filling in those crucial position that keep the club running! Thank you for the hard work and dedication! Great job!

Bill Skaggs, President

"Dear Santa, I've been good all year. Most of the time. Once in a while. Never mind, I'll buy my own stuff."

Editor's Comments:

I'm sad I'll be missing the club Christmas party this year, but I had already committed to another obligation before I realized the date of our event. I'm sure it will be a lot of fun, so I'll be thinking of you on that Saturday!

It's hard to believe that the touring season is already over, but at least I got my car out for a few last drives before it got cold. Our town had a visitor from South Africa, and when she saw the Model A in our museum, she mentioned to my sister the tour guide just how much she loved old cars and would have loved to have been able to ride in something like that. Of course sis called me and arranged a surprise ride. Mariena was so thrilled, she had to facetime her husband to share her excitement! She said it was a dream come true. Makes me realize just how privileged we are to have our wonderful old cars.

I was so sad to hear about Walt Jones passing away. He had been a great friend to me and to my husband Wink, and indeed, to everyone in the club. I'm sure they are up there together right now catching up on all the Model A news and tech stuff they can think of!

Happy A'ing!

Sherry Wink, Editor

NORTHWEST MO. MODEL A FORD CLUB MEETING

American Legion Hall Smithville, Missouri

November 4, 2024

Vice President Chuck Haber filled in For President Bill Skaggs. Bill was absent due to having recently had his gall bladder removed. Chuck called the meeting to order about 6:55 p.m., leading everyone in the Pledge of allegiance. Voting ballots were passed out for the 2025 election process. Candidates voted in were Chili Canida for Vice President, Gary Dixon for Treasurer, and Terry Richardson for Secretary. Current Vice President Chuck Haber will move up to President. A budget for 2025 was presented for a vote, and basically remained the same budget as used for 2024. The budget was approved.

Secretary Terry Richardson presented the minutes from the previous meeting, approved as read.

Treasurer Gary Dixon presented the Treasurer' Report, report was approved as read.

A discussion was held about perhaps making a few donations to good causes as has been done in the past. The Board is open to suggestions regarding this idea, and requested anyone with a suggested group to donate let them know, and it would be discussed at the next Board meeting.

Chili talked about some possible tours; with winter approaching there might be some short-notice tours if the weather is favorable. The Christmas party is again being held at Kozak's Grill, 1018 US-169, Smithville, Missouri. There are also plans in process to schedule a Valentine Day get-together, details to be announce at a future date.

Julie Parnell will be the Cares and Concerns person for 2025. Thanks were given to her for stepping up to this important position.

There were 19 members present at the meeting. The 50/50 Drawing was WON by Jeannie Harding and she promptly donated her share back to the club.

Meeting adjourned at 7:15 pm.

Respectfully submitted, Secretary Terry Richardson.

MAFFI Minute

Model A Ford Enthusiasts: First, the Model A Ford Foundations Trustees and Advisors wish everyone a wonderful holiday season! It's always a magical time of year, but especially this year with the museum expansion in progress! Executive Director of MAFFI, John Marshall and his team of elves have just finished decorating the museum for the holidays. The Parts Department in the museum is looking pretty festive. Meanwhile outdoors the trusses are up on the expansion.

The walls for the expansion are expected to up the week of November 18th --- so long as the weather cooperates. You can actually watch the construction if you go to maffi.org and click on the Camera icon, and then click on Expansion. And right around December 23, the back wall of the museum will need to be opened up to connect the existing building and the expansion. This means moving all the displays at the back of the museum and covering all the museum artifacts with plastic. During this phase of the construction, the museum will be closed for safety reasons. (The closure is just temporary, so call ahead if you plan to visit in December or January to be certain the museum is back open).

Give yourself and your car a gift this holiday season: Have your car's picture and your name engraved on a plaque that will be the archway from the existing museum to the expansion. Be a part of the history of the museum! Just contact Val Maron at 847 -951-5858 or TheMyAProgram@gmail.com For \$200, a donor will receive a plaque mounted on a museum wall segregated by year (1928, 1929, 1930, 1931) showing their vehicle, name, home area and vehicle body style.

Happy Holidays,

Cindy Ellenbecker MAFFI Trustee, Secretary





Activities

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

December 7th—Club Christmas Party
See page 5 for details!

December 11-14 2024 - MAFCA National Awards Banquet
Salt Lake City Utah
<https://mafca.com/event/national-awards-banquet/>

If you are planning on joining in on any of the tours or activities, please sign-up and include your phone number, or you can contact Chili Canida at (816) 415-4948 (home phone) That way if an event has to be canceled, or has a location or schedule change, he will do his best to make sure you are notified!

New Members!

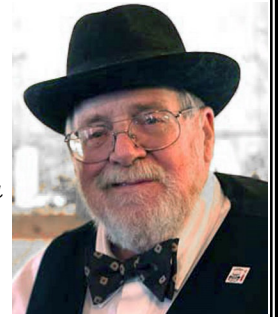
Welcome to the Club!

Gregory & Anna Jarman
33530 W 160th Street
Rayville MO 64084

Email: Dreamer1964@gmail.com
BD His: 2/14/ BD Hers: 12/9
His Cell: 816-615-9803

Please remember to update your rosters!

Walt Jones, long time member of our club passed away on November 18th. Walt was an ardent Model A'er, and he served on the Board of the club in many positions over the years, including as President and long term as Tech Director.



Walt always had a smile and time to talk to any one. He will be greatly missed by all who had the pleasure of knowing him.

Our sympathy to Mary Ann and to Walt's extended family.

Christmas Party—December 7th

Join the fun at KoZak's, located at 1018 US 169 Highway in Smithville!

Please arrive at 11:30 for socializing, we plan to eat at 12:00.

No payment in advance! This year you will be ordering off the menu so each person can choose their favorites, separate checks will be provided.

Time to get your Names in for this fun event!

Help us know how many to plan for by signing up at the next meeting, or calling Mike and Linda at (816) 645-8686



Please consider wearing your best vintage outfit to show off your Model A spirit!

Cares & Concerns



Our Sunshine/Concerns Lady is Jody Layne. If you know of anyone that could use a call or a card, please let her know at 816-225-7680 or send her an email at jolayne60@yahoo.com



Club Contact Information:

President Bill Skaggs (816) 807-6300
All Officers: nwmomodelafordclub@gmail.com
Publications: nwmomodelafordclub@gmail.com
or call 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 514
Liberty, MO 64069**

Or email:

nwmomodelafordclub@gmail.com



Northwest Missouri Model A Ford Club Membership Application

www.nwmodela.com

<input type="checkbox"/> New Membership:			<input type="checkbox"/> Renewal:		
Name:			Spouse/Partner:		
Address:					
City:		State:		Zip:	
Home Phone:		Member Cell:		Other Cell:	
Member Email:			Other Email:		
Month/Day of Birth:		Anniversary:		Month/Day of Birth:	
Allow information for club roster or handbook yes <input type="checkbox"/> no <input type="checkbox"/>					
Model A Information					
Year:		Model:			
Indicate Condition: <input type="checkbox"/> Show <input type="checkbox"/> Restored <input type="checkbox"/> Being Restored <input type="checkbox"/> Drivable <input type="checkbox"/> Basket Case (but there's still hope!)					
Year:		Model:			
Indicate Condition: <input type="checkbox"/> Show <input type="checkbox"/> Restored <input type="checkbox"/> Being Restored <input type="checkbox"/> Drivable <input type="checkbox"/> Basket Case (but there's still hope!)					
Membership in National Organization					
<input type="checkbox"/> Model A Ford Club of America (MAFCA)		<input type="checkbox"/> Model A Restorers Club (MARC)			
<i>National affiliation is strongly encouraged but not required</i>					
Membership in other local clubs					
<input type="checkbox"/> Members of Plain Ol' A's <input type="checkbox"/> Heart of America <input type="checkbox"/> Henry's A's <input type="checkbox"/> Other _____					
Auto Insurance Requirements:					
Owners of all cars must meet state mandated insurance requirements for vehicles. The Northwest Missouri Model A Club is not legally responsible for any expenses incurred due to accidents or injuries sustained in club sponsored events.					
Signature:				Date:	
<input type="checkbox"/> Enclosed are my dues for membership year January 1 to December 31				\$25.00	
<input type="checkbox"/> Enclosed are my dues for partial year membership (Prorated per month; check with the membership director)				\$_____	
Please make checks payable to: NORTHWEST MISSOURI MODEL A FORD CLUB					
<input type="checkbox"/> Send Newsletter by US Mail			<input type="checkbox"/> Email attachment. Will save club postage		
Mail to		NW Missouri Model A Ford Club c/o Gary Dixon PO Box 514 Liberty, MO 64069			

If There Were No Floorboards, Would You Drive as You Do?

(As found in the November issue of The Sunshine State Model A News, the official newsletter of Model A Ford Club of Queensland Australia, Originally published in Touring Topics, July, 1927 Part 2)

Now with the boards removed the engine seemed quite noisy. He knew it was running at a fairly good speed even when idling, and it was apparent to him that with the throttle opened just a little more the speed of the engine increased at a rapid rate. Just sitting there running the engine he found that the speed increase was greatest for the earlier movement of the throttle.

Another idea that occurred to him was the explanation for his difficulty, sometimes, in trying to get into low gear for a start without making a lot of noise. With the engine idling too fast naturally a longer time was required for the clutch to come to rest after the clutch pedal was pushed out preparatory to making the shift to low. For a noiseless shift for starting it is necessary for the clutch to be at rest. And it must come to rest immediately if a quick start is to be made. It interested my friend to hear the clutch take hold. It gave a sort of swishing sound as the plates came together, or as they slipped a little. He was quite surprised to note that when speeding up through the gears there was quite a bit of clutch slipping. "I wonder if I have been treating the clutch this way right along?" he asked.

"It made quite a sharp noise that time." "You would get twice as much service from the clutch if you would be a little more deliberate with the pedal operation," I told him. "You're still thinking of the cone clutches of the old days when you had to be gentle. In those days you had an engine that had to be accelerated to keep from stalling when starting, a heavy car and a rough clutch. If you didn't take it easy you ran the risk of tearing out the rear end. Now that danger has disappeared, and you are starting to punish the easy going clutch."

If the engine is given a lot of gas, as when shifting into second gear from low, and the pedal is not let all the way back the clutch slips. This is terrific punishment on its plates and the plate inserts. Heat not only burns the linings but tends to warp the plates. The first form of damage encourages slipping of the clutch in normal running, while the latter results in a very annoying chattering of the clutch plates when the clutch is engaged.

One of the most interesting things that happened as we drove along was the change in engine temperature under varying conditions and at various speeds. My friend first observed the matter of temperature when complaining of the heat that floated up through the space beneath our feet.

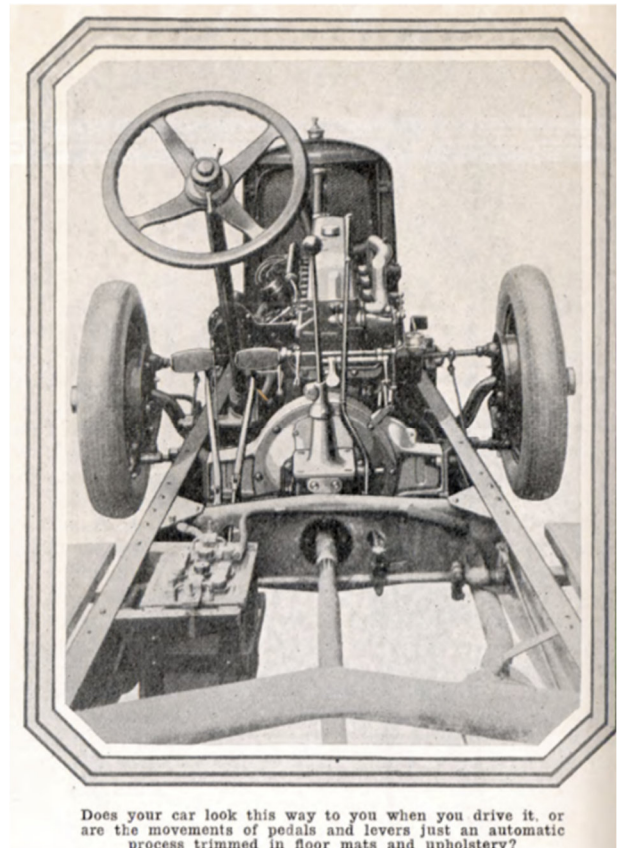
"I think it's this loafing speed that is warming the engine a little too much," I suggested. "Why don't you speed up a little?" He did so, and presently the cool air was filtering through the radiator core and wiping heat from the engine. "That air cleaner makes quite a sucking noise as the air is drawn into the engine when I step on the gas," he observed further. "A lot of air must go into the engine at that point." "Yes," I added, "and as you go faster that air is fresher and cooler. It helps cool the valves and the intake manifold."

Presently he was remarking about another unusual matter which he had just observed. "The brakes seem to be better when the boards are not in place," he said. "Just see how they are holding the car on this hill. Do you realize that before I met you I was on my way to the garage to have the brakes looked over. I haven't had them work this way for a long time. How do you account for it?"

The answer was simple enough. The pedal was out of adjustment and the brake bands needed taking up a little. He was obliged to press the pedal down too far before the brakes took hold, but this was no obstacle when the floor boards were not in place. With the boards down, however, the pedal could go only so far and no farther.

The same thing accounted for a part of his easier control of the clutch. It, too, was hitting the boards, which meant that it prevented complete disengagement when the plates of the clutch heated up after the car had been running awhile. This develops what is known as a dragging clutch. The remedy was merely a matter of a readjustment of the clutch throw-out mechanism.

With the boards out of the way it was plain to be seen that while the accelerator was equipped with a spring that closes the throttle automatically when one's foot is removed the hand control lever had to be returned to the idling position manually. Opening the throttle at the hand control automatically presses the accelerator pedal down, but movement of the accelerator pedal does not affect the hand control lever. The purpose of this is so that the engine will slow down instantly when the foot flashes from the accelerator to the brake pedal. Also the arrangement makes it possible to set the throttle from the hand lever for any particular engine speed desired. This is a handy arrangement to improve gear shifting, as I explained earlier, and it also provides a way to keep an engine from stalling if the mixture is too lean or if the throttle is adjusted to close too far. Any driver can make these simple observations, and all drivers might benefit by doing so. It is a simple matter to remove enough of the floor boards to look into the realm of the work.



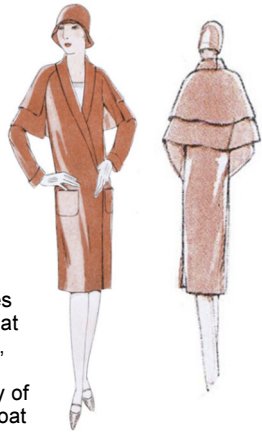
Does your car look this way to you when you drive it, or are the movements of pedals and levers just an automatic process trimmed in floor mats and upholstery?

Those Sensational Capes

By Lois Przywitowski

The predecessor of the cape, the cloak, appeared well before the twentieth century. The cloak was a functional garment, meant to keep the wearer safe from virtually any kind of weather. At night it doubled as a blanket for protection from the elements. By the Model A era, the cloak was elegantly transformed into the cape. No longer was it simply functional. It adorned both dresses and coats, or was a garment on its own. Here we are showcasing capes in their role as an outer garment. Here we are showcasing capes in their role as an outer garment.

A double-tiered cape graces this lovely satin coat, reminiscent of what "romantic highway men once wore." McCall's, April 1928, Pattern Number 5193



This Cashmere day coat on the left features an unusual cape, again secured at the shoulder line. The irregular hemline adds dramatic interest and draws attention to the cape. McCall's, July 1928, Pattern Number 5305

The full cape of this evening wrap of transparent velvet shown on the left lends striking elegance to the ensemble, no matter what gown is worn beneath. A New York dressmaker was questioned about velvet for summer wear. Her response was "velvet in its new cobweb weave is fashionable for summer." McCall's, July 1928, Pattern Number 5306



This coat features a cape attached at the shoulder line, allowing the elegant simplicity of the front of the coat to shine. McCall's, May 1928, Pattern



A little cape adds interest and flair to this smart day coat on the right, in part by giving the appearance of a wide shoulder-line. The cape is accentuated by matching the curved lines of the coat front. McCall's May 1930, Pattern Number 6082



This coat features a collarless neckline and diagonal wrap closure. The look is softened by the shoulder capelet which swings free in the front. It is unusual in that it is not a full cape, rather it is split and attached at the shoulder and back seams. McCall's, April 1930, Pattern Number 6479



The cape shown on the right takes "the place of a coat where a picturesque effect is desired." The outward swing of the cape "reveals the entire frock beneath" the cape. McCall's, May 1928, Pattern Number 5054



"Tested and Proven Recipes" from Mueller's in 1929.

Spaghetti a l'Ohio

- 1 pkg Mueller's Spaghetti
- 1/4 cup mushrooms
- 4 slices lean bacon
- 2 2smedized onions
- 1/4 lb ground round steak
- 2 cans tomato soup
- 2 pieces chopped pimento
- 1/2 tsp salt
- 1/4 tsp pepper
- 1 Tbl butter



Parboil the spaghetti for 7 minutes in 4 quarts rapidly boiling water to which 1 tablespoon salt has been added. Drain. Peel and stew the mushrooms for 15 minutes. Cut the bacon in small pieces and fry in frying pan. Add chopped onions, and ground steak and cook for 5 minutes. Then add the spaghetti and mushrooms, the soup, pimento, seasonings and butter. Combine thoroughly and pour into a well-greased baking dish. Bake in a slow oven 4 hour. Macaroni may be substituted for the spaghetti

Brands We Still Know

By Sherry Wink

Edmund McIlhenny, a former banker, moved to Louisiana in the 1840s. He first encountered the peppers used later to make his famous Tabasco sauce during the time he fought in the Mexican War in 1846. He later grew them on his property and eventually came up with a sauce made from the peppers, vinegar and salt. After the civil war, the family's plantation was destroyed, but the pepper plants survived. When McIlhenny was traveling around looking for work after the war his friends kept asking for his homemade sauce. It was so popular, McIlhenny decided to try selling it in 1868. He put it in small cologne bottles he got from a local glass shop, sealed it with wax, and sent it off to wholesalers. By 1870, he obtained a patent for the process that takes three years to age the sauce.



Interesting note: While the company makes many flavors of sauce today, the original sauce is still produced only on Avery Island, Louisiana, just like the first bottles ever sold.

A tool for installing spark and hand throttle levers

By Russell Manning

If you've ever had to refit the spark and hand throttle controls to a Model A, you'll know how much of a fiddle they are to reassemble, even when the steering box is on the workbench. Doing it while the steering box is still in the car borders on the impossible.

Parts list

1. Steel tube. 16mm diameter X 1.5 mm wall X 20mm long
2. M8 nut. Machined or ground to fit tightly into tube (1).
3. M8 nut.
4. M8 threaded rod. Approximately 60mm long.
5. M5 connector nut. Drilled partway through to fit over threaded rod (4).
6. 48 mm exhaust pipe clamp.



1Assembly

1. Press nut (2) into tube (1). Screw threaded rod (4) into nut (2) and braze the three pieces together. The threaded nut needs to have about a full nuts engagement in nut 2.
2. Drill an 8.5 mm hole in exhaust pipe clamp (6) as shown in pic. The hole center will be approximately 6mm from the internal edge of the clamp. Take care when positioning the hole to ensure clearance for the clamp U-bolt.
3. Thread nut (3) onto threaded rod and insert rod into hole in clamp. Ensure assembly is as shown in the pic.
4. Temporarily fit another M8 nut to the other side of the threaded rod to hold assembly in place for brazing. Braze the nut (3) to the clamp. When cool remove the temporary nut.
5. Fit the M5 nut (5) to the threaded rod and braze in place.
6. File the edge of nut (3) to ensure it doesn't overhang the inside edge of clamp (6).



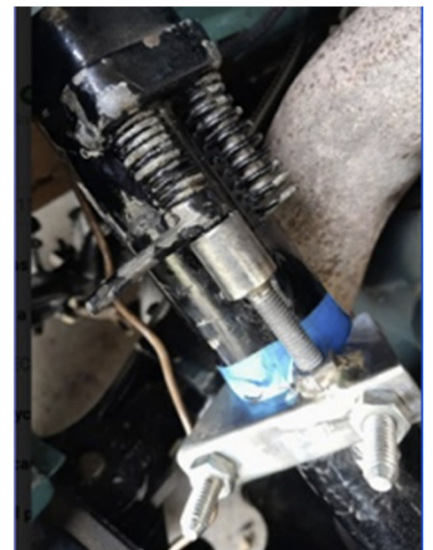
Notes: The exhaust pipe clamp is slightly larger than the steering column tube. This is to allow for several layers of tape to be applied to the column tube to protect the paint. The threaded rod will be a fairly loose fit in nut (3). This is desirable to allow some 'wiggle room' for aligning the tool to the spark / throttle levers/rods.

I initially used an M8 nut in place of the M5 nut (5) described in the text. I found this didn't provide sufficient clearance to the steering column tube so I fitted a smaller nut.

Operation The pic below shows the tool in operation and is largely self-explanatory. And yes, it can be used with the steering box in the car, but getting the spark / throttle rods through the steering column tube is a whole other story.

1. Start by adding a few turns of tape to the steering column tube to protect the paint.
2. Back the tool to its minimum length.
3. Place the lever in the end of the tool.
4. Place the clamp on the steering column and align it with the end of the control rod.
5. Tighten the U-bolt nuts.
6. Using an open end spanner turn nut (5) to push the lever onto the control rod and compress the spring. With a soft hammer, tap the control rod down from the top to aid engagement.
7. Once the spring is fully compressed, align the pin holes (a scribe helps with this) and insert the pin.

You're probably wondering at this point why I had the control rods out while the steering box was still in the car. The simple answer is that I'd just put the box back in after an overhaul but found that after disturbing everything the top column bush had developed a very annoying rattle. With the 2024 Nationals only a few days away I simply didn't have the time to repeat all the work I'd just gone through just to replace the top bush, so a work around was needed.



Model A Mystery Part

What is it?

Do you know?

For "Bragging Rights", Send an email to nwmomodelafordclub@gmail.com
Or to Sherry Winkhofer
PO Box 172, Table Rock NE 68447



Photo courtesy of Mike's A
-Fordable
Antique Auto

Last Month's Mystery Part

This is the special rear spring bolt plate that was used on mail trucks, station wagons and other vehicles that used a tail pipe extension.



Photo courtesy of Snyder's
Antique Auto Parts

Did you know?!

Tony's Tech Tips

Tony Flieg, Tech Director

As read in the "The Distributor" The Monthly Newsletter of Queen City Model A Club, Charlotte NC,

By Jim Townsend and from Chris Wickersham, Santa Anita's Spoken Wheels Newsletter

Why do Model As drift to the right, then to the left as you drive down the highway? Is it "Toe-In" adjustment or steering play or grooves in the road paving or the tires or the inexperienced driver? Why do some A's wander more than others?

First, all of the above are possibilities but Chris Wickersham has given us food for thought. The Model A chassis is designed with one cross spring at each end of the chassis, a carryover from buggies allowing traveling roads and fields with a fair amount of surface variation. On smooth surfaces, it also works well with one flaw.

The shackles allow a small amount of side to side movement of the body over the axle. On a very smooth roadway, this side movement is not noticeable but at highway speeds, grooves and swells in the surface cause the annoying tracking of the car. Wickersham's analysis is verified by the experience of a friend that had reworked both his spring sets and shackles only to find his car wandered worse. The shackles before replacement had been frozen limiting side to side movement.

So what can be done? Dealers sell Panhard Bars which ties you frame and axle together to eliminate the side to side movement. They sell for a little over \$100 per axle and can be installed according to the ads in a little over 1 hour.

Wickersham indicated that the friend first installed the rear bar and when tested on the highway, the difference was like day and night. A smaller improvement was experienced with the installation of the front one after already getting the benefit of the rear one.

But, first perform your maintenance to keep your wheel alignment correct, keep good tires properly inflated and eliminate worn elements of your steering and front end suspension.

Don't expect a Panhard Bar to be a cure all for steering issues.

Front Panhard Bar Kit



Rear Panhard Bar Kit



Illustrations from <https://www.snydersantiqueauto.com/>



December 2024 MAFCA President's Web Message

I am finishing my second term as MAFCA President and this will be my final Web column message. It has been a pleasure serving on the Board of Directors over the previous four years and as president of MAFCA for 2023 and 2024. It has been a pleasure serving with fellow board

members: Ed Tolman, Gary Price, Melanie Whittington, Will Langford, Paul Shinn, Chet Wojcik, Jr., Dave Gill, Bill Truesdell, Kay Lee, Jay McCord, Happy Begg, Dean Potter, Dave Libbey, Dan Foulk, Tom Jeanes, Doug Linden and Ruth Janke. A great group one and all for donating their valuable time and financial resources to serve the MAFCA membership

As MAFCA members we are very blessed to have the dedicated office staff of: Sandra Aguirre, Brenda Rodriguez, Juanita Villa working on our behalf. They do a wonderful job of "grinding the gears" and keeping MAFCA between the "white lines." If you have ever had the occasion to contact MAFCA's office in La Habra you can attest to their professionalism, effectiveness and courtesy in serving the membership.

On page 3 of the Restorer is a list of the various MAFCA committees and appointments that are incredibly involved with all the many aspects of MAFCA's day to day operations. Starting with Andy Scheer, Editor of The Restorer to Sherry Winkinhofer as Era Fashion Editor and A World Youth Newsletter Editor, Garth and Janet Shreading providing MAFCA History vignettes, Robert Kreipke as Honorary Historian and Tom Jeanes as Technical Editor, each of these individuals spend considerable time and effort researching and writing monthly articles for The Restorer magazine which in my opinion is the premier magazine devoted to the Model A automobile. Also, thanks to Peter Gariepy our new Web Master as he works to manage MAFCA's new webpage and webpage content.

Additionally, MAFCA has Tom Rut as Chairman of the Judging Standards Committee's eight-member team working to create the wonderful technical standards and information necessary to service, restore and enjoy our Model A's. Their work sets the benchmark for understanding how original or how modified our cars have become over the years. But if your car has been modified don't despair, Howard Eckstein as Chairman of the six member Restorers Class Committee stands ready with a recognition program for all those "drivers" out there. It is the perfect "no man gets left behind" approach to our Model A's restoration, care and use. Chair Laurie Elliott and her six-person team form the Era Fashion Committee and they provide excellent guidance in the preservation, display and wearing of Model A era clothing and stand ready to assist any member assembling an era correct wardrobe. Besides driving a historically correct Model A, you do it in appropriate era fashion.

An African proverb is credited with originating the phrase "it takes a village to raise a child" conveying the message that it takes many people ("the village") to provide a safe, healthy environment for children, where children are given the security, they need to develop and flourish. I believe the same could be said for all the leaders and volunteers that graciously offer their time and financial resources to MAFCA so that we can all safely enjoy the venerable Model A automobile. "It takes a village to manage this club" and MAFCA is blessed to have a great one.



MAFCA Chapter Coordinator News

If your Chapter is like mine, you may have just wrapped up your elections for officers for next year or your elections may take place later in December or even into January. There is no one profile that fits all our Chapters but the one thing that is the same is that we all need dedicated volunteers to help keep things running. In these busy days asking your

Chapter members for that most precious of their resources, their time, can be a difficult ask.

To those that have stepped forward for next year and have dedicated their time and resources to their local Chapter I would like to express my deep gratitude for making this commitment. Your service will contribute to the success of your Chapter next year and beyond.

The deadline for the MAFCA Service Award has passed for 2024 but that only means that 2025 nominations are now open. To make it even easier for you we have created an online version of the application to help you in completing the form. These Service Awards are a great gesture towards those that make a difference in your local Chapter. [Service Award Application](#)

With the National Award Banquet fast approaching the final deadline to register is as well. The Chapters putting on this event will be rolling out the red carpet for those attending. Rooms are still available, so make your plans today to join us in [Salt Lake City](#).

As I close my second year of office as your Chapter Coordinator, I would like to express my gratitude for allowing me to be a part of this process. We have had many challenges in the last two years including the cancellation of the National Convention but any day I have been able to be of any help to our Chapters has been a privilege.

Will Langford
2023-2024 Chapter Coordinator/Website Liaison

How Would You Like a FREE Classified Ad?

Did you know that as a MAFCA member, you can post FREE classified ads to sell your Model A Ford or find the one you've been dreaming of?

Our classifieds section is tailored to connect enthusiasts like you, making it the perfect place to share or find your passion for Model A vehicles.

Haven't visited **MAFCA.com** yet? Take a moment to explore—you might just find exactly what you've been looking for.

With up to 100 words available in your ad, you have plenty of space to showcase what makes your Model A unique. Highlight its story, restoration details, or why it's available now. Want to make your ad even more compelling? Add a photo for a small fee—because, as we all know, great pictures help cars sell faster!

Visit <https://mafca.com/classified-ads/> to start advertising!



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.

For Sale: 1930 Fordor 2 window sedan. 1990s Bockelman restoration. 4 speed OD tranny, 12v conversion with alternator; electronic ignition; Otwell heater manifold; aux. head, tail, signal & backup lights; Snyder rebuilt brakes with ci drums; newer wheels powder coated; CB radio; seat belts; rear window blind; front mounted tool box, and more. It's a driver, we drove it to Kalamazoo MI and Des Moines IA with the POA's, but we are done touring. Keeping the coupe for local driving. \$20,000 firm.

Contact: Eddie Griggs call/text 816/383-1964 (POA 10/24)



For Sale: Late 1931 Tudor. Many updates, including new radiator, hoses, clamps, 6 new tires, sandblasted and powder coated wheels, new wiring harness, turn signals, new cowl lights, rear LED taillights, LED headlights, new 6v alternator, replaced steering assembly, Aries muffler, ceramic coated exhaust manifold, intake manifold, and refurbished Tillotson carburetor. Needs interior restoration. Solid body, mechanically in good running condition. Asking \$11,000. Urbandale, IA.

Contact: 515-402-3984. or scott.johnsonmartin@gmail.com (CIMA 10/24)



Student MAFCA Memberships

From Bob Moore

Did you know that MAFCA offers a special student membership for high school, technical school and college students? Per the MAFCA website: We all recognize that we need to grow the Model A hobby with more involvement by young people. We are encouraged by the increased interest in the Model A by students at the high school level around the country with many chapters mentoring these young enthusiasts. I hope to see more Student Members join and more Student Chapters formed as a result of this low-cost membership option." This new class of membership costs only \$5.00 and the student will receive a "digital only version" of The Restorer magazine. All it takes is filling out a short form or a call to MAFCA headquarters to become a student member.

We encourage all Student Chapter members, and youth from all over, to take advantage of this special membership option. Get the form online at: <https://mafca.com/membership/>

MAFCA Student Membership Application

MAFCA student membership is available to High School, Technical School and College students age 13-22.
The annual dues is \$5.00 per year and includes a digital only copy of *The Restorer* magazine.

PLEASE PRINT ALL INFORMATION

Name: _____ **Age:** _____

Address: _____

City: _____ **State:** _____ **Zip:** _____

Phone: _____

School: _____

Email: _____

Please send this completed form and payment to :

MAFCA 250 S. Cypress Street La Habra, CA 90631-5515
or
Call MAFCA headquarters toll free at 866-379-3619

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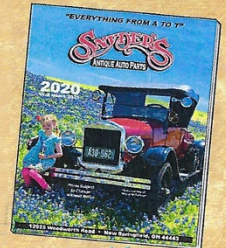
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-Membership is Strongly Encouraged in Both of these Excellent National Organizations-



Model A Ford Club of America

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1—Back issue of *The Restorer*
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Permission to publish my telephone number in future Membership Rosters? Yes: ___ No: ___

Return this Form and Payment to
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250 South Cypress • La Habra, CA 90631-5515
(562) 697-2712 Monday - Friday from 10AM



Model "A" Restorers Club

6721 Merriman Rd, Garden City MI 48135
(734) 427-9050 office
(734) 427-9054 fax

Find Membership forms at <http://model-a-ford.org/>

Dues- New or Renewals () US Membership \$50.00
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All Memberships from outside the U.S. are to be remitted by International Money Orders in U.S. Funds (drawn on U.S. Bank) or credit card. And a personal check drawn on U.S. bank (U.S. funds must be stamped on check.)

With your membership you will receive a club membership I.D. card and the *Model "A" News*, our BI-monthly club magazine. In addition, each member is entitled to a free 40 word classified ad in each issue of our international publication, the *Model "A" News* (A good source of parts and information you may need for your car). _____

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