



The ROAD RUNNER



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

Officers

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Ladies Activities:	Laura Talley
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Director:	Larry Harding
Director:	Mike Owen

Birthdays

Thomas Thomas MD 10/01	Janice Kunkle 10/12
Linda Owen 10/09	Willie Coffman 10/17
Junior Blakley 10/11	

Anniversaries

Larry & Jeanne Harding	10/10
Willie & Mary Coffman	10/18
Myron & Donna Schmitt	10/18
Tony & Sue Flieg	10/21
Levi & Michelle Kelly	10/24
Fred & Sharon Kiehl	10/31

Monthly Meeting

October 7th

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

October 17th

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:

As the touring season is slowly ending, we have at least one more great tour to look forward to. Terry Richardson and Chili Canida have put their heads together and come up with a plan and a route! See the article on page 3 for all the details! It would be great to have a large turnout to enjoy this final tour of the year.

We had a great turn out for the club picnic this year, and I hope everyone agrees that the location was especially nice this year. That shelter house by the Missouri River was just a great location and the food was plentiful and delicious. Thanks to everyone who was involved in the planning and execution!

The Christmas party is still in the planning stage, but the date will be on the calendar soon, so stay tuned!

Happy Model A'ing!

Bill Skaggs, President

"A positive attitude may not solve all your problems, but it will annoy enough people to make it worth the effort."

Editor's Comments:

It's been a busy Model A month for me. Not so much from driving The Old Lady, but all the associated activities. In September, I did three different Model A related presentations in three different states.

Not as impressive as it might sound, as one was North Kansas City Missouri, one was Lenexa Kansas and one was in my hometown in Nebraska. And each one was a different subject. I talked about Model A music, I talked about Cars and Culture in the 1920s, and I channeled Clara Ford talking about how the "New Fords" were made.

That was a (not) fun month of practicing if I do say so myself!. These commitments didn't seem so close together when I first scheduled them last spring!

And it didn't help that they ended up being in the same month I ended up needed to bake cookies for my niece's upcoming wedding. Did I say cookies? I mean, a LOT of cookies!

Over 3000 in total, plus a small cake for them to cut. Why that many? Well, both the bride and groom have large families and the cookies are small, and besides, you can never have too many cookies and you can never have too many Model A's. Right?

Happy A'ing!

Sherry Wink, Editor

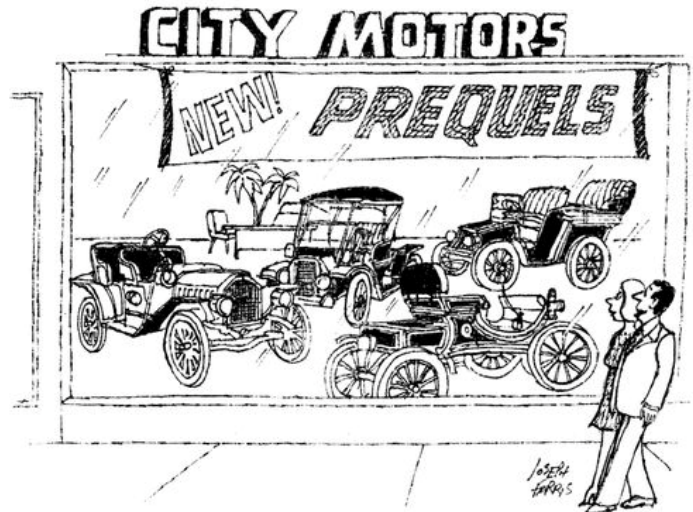
NORTHWEST MO. MODEL A FORD CLUB MEETING

American Legion Hall Smithville, Missouri

No minutes were available at the time of publication



"When was the last time you started her up?"



"Detroit will try anything to become profitable again."



The official picture from the club's visit to Whiteman Air Force Base!



Activities

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

October 12th—Fall Foliage Tour
See Below for Info

Save the Date

December—Club Christmas Party

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 Canada 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!

September 25th NKC Hospital Auxiliary Luncheon

As reported by Jody Layne

For this month's outing, club members were invited to join the North Kansas City Auxiliary for their quarterly luncheon. Julie Parnell is their entertainment person, and she invited Sherry Wink to give her Clara Ford presentation to the group.

A number of club members, including ladies and gentlemen, joined in the fun. Most of the ladies wore hats and many compliments were passed out regarding them!

After a delicious meal that ended with lemon meringue pie, Sherry assumed her Clara Ford persona and talked about her life with Henry during the early years and up to the introduction of the Model A.

The slide show included pictures of his first motor and vehicles as well as video of the Model A on the Ford Testing grounds in 1927, and of Edsel driving the first Model A off the production line.

All agreed it was a delightful afternoon!



Fall Foliage Tour October 12th

Time to gamble with fate again and see if Terry and Chili have successfully predicted the peak fall foliage this year!

Gas up that Model A and meet at the American Legion Parking lot at 92 & DD Highway for a 9:00 am departure on Saturday October 12th.


We'll drive some beautiful back country roads in the morning, looking for that fall color, but don't despair if we don't find it. Driving your Model A on a beautiful autumn day is its own reward, right?

The tour will end with lunch, but the final restaurant is not yet confirmed! But trust that Terry and Chili will pick out good old fashioned place with great food. They always do! And if the luck holds out, there'll be pie too!

Come join in the traditional last tour of the summer!



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:

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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

Annual Club Picnic

Ten Model A's and a lot more members joined in the fun alongside the Missouri River in Parkville to celebrate International Model A Day. The club provided a great BBQ lunch, and the weather was perfect for the event! Hope everyone had a great time!



Back Flush!

by Tom Endy

Found at <https://www.santaanitaas.org/wp-content/uploads/2014/08/Back-Flush.pdf>

The cooling system on a Model A Ford can get pretty crudded up with rust, calcium, and also with grease from the water pump. If the radiator has been in service for a long time it is best to remove it and take it to a radiator shop (preferably to one that is knowledgeable of Model A radiators) and have it rodded out.

The engine block and the head are also usually crudded up, especially with rust. This is where a technique called back flushing can be affective. Back flushing of the radiator can also be affective if the cooling tubes are not hopelessly plugged up. The trick is to force water through the system backwards to the direction it normally flows.

Various cleaning solutions have been suggested for use in dislodging the cooling system crud. Some have suggested a combination of oxalic acid with a baking soda rinse. Others have suggested liquid Cascade dishwasher solution. There are also commercial cooling system cleaning agents available from most auto parts stores. Whatever cleaning agent is used, it is best to finish up by back flushing the system.

It has also been suggested that a newly overhauled engine should be back flushed before being connected up to the radiator. A considerable amount of rust can become dislodged inside the water jackets when the engine was hot tanked and in all likelihood is still inside the water jackets, as well as machining chips. If the engine is immediately connected up to the radiator all the loose particles will be dumped into the radiator.

In order to back flush the Model A cooling system some special adapters need to be fabricated. Two plugs with a hole drilled in them must be made up, one to fit the large upper radiator hose, the other to fit the smaller lower radiator hose.

The holes in the plugs should be tapped with a pipe thread. The plugs are then fitted to provide garden hose connections. The two plugs can be cut from steel or aluminum round stock. All the other hardware can be obtained from a local hardware store. Standard Model A radiator hoses and clamps are used to connect up the flushing apparatus.

To back flush the radiator, connect the adapters to the two radiator hose bibs. With a garden hose connected to the bottom hose bib adapter, run water though the radiator backwards to the normal flow. Be sure to put the radiator cap on. A suggestion, connect the garden hose to your laundry machine hot water spigot and back flush with hot water. A second garden hose may be connected to the top radiator hose bib adapter to carry the exiting water to a suitable drain.

To back flush the engine, disconnect the radiator from the engine and install the two adapters to the engine. The large adapter is connected to the water outlet on top of the head. The small adapter is attached to the water inlet on the left side of the block.

It is also suggested that the water pump be removed and a blanking plate be installed over the opening in the head.

\Connect a garden hose from the hot water spigot to the large adapter on top of the head. Connect a second hose to the smaller adapter on the side of the block and lead it off to a drain.

\Begin the back flushing. You can also start the engine up to add some vibration if desired. The hot water will not only aid in flushing the engine, it will also prevent the possibility of cracking the block with the use of cold water if you run the engine. ☺



Shown above are the two adapters and the water pump blanking plate. The long hose is the upper (larger diameter) hose. The short hose is the lower (smaller diameter) hose.

Hallowe'en, Masquerade, and Fancy-Dress Costumes of the Model A Era

By Laurie Elliot, Santa Clara Valley Chapter

This are just a few excerpts from a six page article—found at MAFCA.com



“The costume’s the thing that strikes terror to the heart and gives zest to the party, so make it original,” claimed *Fashion Service Magazine*, October, 1927.

Masquerade and fancy-dress parties, as they’re known in Europe, have been around for centuries. Hallowe'en, as it was spelled then, has a very round-a-bout history and became part of popular culture in the United States by the early 20th Century, according to Wikipedia. As you can see by the colorized example from the same issue of *Fashion Service*, at right, these costumes might fit into all three categories of costume parties.



Hallowe'en parts for adults or children became very popular in the 1920's, possibly to corral the wild hooliganism that had occurred in earlier decades. Magazines such as *Delineator*, *Needlecraft*, *Liberty*, and *Pictorial Review* offered suggestions for costumes, decorations, menus and party entertainment.

Specialty publications such as Dennison's *Bogie Book* did the same but with much more detail. Fortune telling, as well as a meal followed by a Bridge tournament, inventive skits, and traditional games such as bobbing for apples were put forward. Possibly, not all wild hooliganism was corralled as shown on this cover of *Liberty Magazine*, October 29, 1927. Too bad we cannot clearly see his costume!

At left is a page of boys' costumes from Sears Supplement Catalog, 1928.

This full-page ad is credited as Butterick, 1929. I wonder if detailed instructions for the hats of the “Spanish” and “French Peasant” costumes were included. Era patterns are notorious for often lacking construction specifics. These are spectacular costumes, nonetheless.



Fruit recipes from a 1928 Del Monte Cookbook.

Pear Trifle

Arrange 6 halves Del Monte Pears, stem ends toward the center, on a round sponge cake about 8 inches in diameter. Make a boiled custard using 1 pint milk, and when lukewarm pour over the pears. When cold decorate with sweetened whipped cream. (1 cup before whipping) and pistachio nuts or candied cherries. If the cake is stale, moisten with pear syrup and allow it to stand until softened before putting on the fruit.



Apricot Cocktail

Cook 1 cup apricot syrup from Del Monte Apricots with 1 tablespoon yellow orange rind cut into fine bits and 1/2 cup sugar for five minutes or until very thick. Cool and add juice and pulp of 1 orange. Cut in pieces 18 apricot halves and put in 6 cocktail glasses. On top of each cocktail arrange half apricots cut in halves, hollow side up, to resemble the petals of a flower. Cover with apricot-orange syrup and garnish with bits of pistachio nuts or almonds radiating from the center. Chill and serve.

Brands We Still Know

By Sherry Wink

Roy W. Allen opened a root beer stand in Lodi California on June 20, 1919. His first day, he was opened only for soldiers who had returned from battle in WWI. The next day, he opened for regular business. He sold root beer for 5 cents a glass. He did so well he opened a second location in 1920. In 1922 Allen partnered with a local man, Frank Wright. They named their new business A & W (Allen & Wright). They then leased the 2 original stands to new operators so they could open a new location themselves. In 1924, Allen bought Wright out but kept the name. In 1925, the company started franchising the business to open locations along well traveled roads. This was the first fast food franchise in existence. The original menu was mostly root beer and snacks, popcorn and peanuts, and in some places included sandwiches on sliced bread. By the 1930s, A&W had over 171 franchised locations.



Early A&W Root Beer Stand

Interesting note: In 1963, A&W became the first restaurant to serve a bacon cheeseburger.

Plattsburg Mural Dedication



Plattsburg Missouri is the location of a new mural by artist Daniel Bartle. The art work, commissioned to honor the historic Jefferson Highway which ran through Plattsburg, is located at 100 East Maple Street in Plattsburg, near Main Street. Painted on the wall of the Tinnen Town Hall, the project was finally dedicated Saturday 9/28, a few months behind schedule, but well worth the wait.

Jefferson Highway was founded around 1915, one of the first major highways in North America, and ran through Plattsburg, right next to the town hall. The building itself is a part of the city's history, as in the days of Jefferson Highway, it was used to sell Model T cars.

The club was invited to participate along with other Model A and Model T clubs in the area, and the town treated those that showed up like royalty! Lunch was provided and included specially decorated cookies with the Jefferson Highway logo on them. A nice crowd showed up for the event, and enjoyed both the art work and the cars that helped extend the painting's subject matter to real life!



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 Bratton's
Antique Auto Parts

Last Month's Mystery Part

This is a Tie Rod and Drag Link Metal Cap. It holds the rubber seal in place around the steering balls.

Did you know?!



Photo courtesy of Mike's A-
Fordable
Antique Auto

Tony's Tech Tips

Tony Flieg, Tech Director

As read in the "Orange Blossom" the newsletter of the Orange Blossom A's Model A Ford Club of Riverside California

CHECK THAT FLOAT WEIGHT!

(or, My Carburetor Float Saga)

By Steve Lech, Orange Blossom Model A Club of Riverside, CA

I'm hoping I can save someone else the issues that I've just had. My 1931 Slant Windshield Town Sedan would die every time I slowed down or stopped. Often, even the act of taking my foot off of the throttle button led to it dying – not sputtering, not acting like it wanted to stay running – just dead!

So, I started with the obvious – I cleaned out the fuel lines and everything was fine. Put it back together - still died. Dozens of people online and other places said check the float level. Over a period of several weeks, I checked it, rechecked it, re-rechecked it, and even re-re-rechecked it. I shimmed the valve up, down left, right, back, and forth and still the problem persisted – in fact, if anything, it got worse.

I purchased a fuel level gauge from Renner's Corner next. I hooked it up as instructed with the instructions saying that the fuel level should be 5/8 of an inch below the top of the bottom casting. I checked the fuel level with the gauge, and it was a full inch below the casting! There was no way I was going to shim my way out of that much.

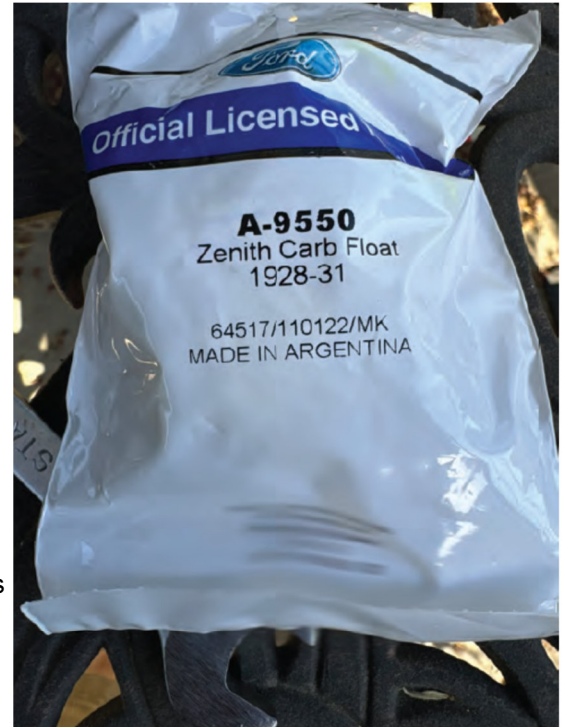
Then, someone on Ford Barn said to check the weight of the new float I had put in. Some of the imports may be too light. The floats are supposed to be 31.5 grams give or take – my little scale indicated that mine was just 25!! In other words, it was fully 20% too light! As an experiment, I glued 6.5 grams of washers onto the float, reassembled the carb and reinstalled it - guess what! No more problem!! The car not only slows down without dying, it does so without sputtering!

Word to the wise - check the weight of your new floats and don't use the imports!!! (this one was made in Argentina. Luckily I purchased 2 of them at the same time!!! LOL).

A few people (including the person I spoke to where I purchased the float) said the weight of the float should not matter. Yes, it should, and my experiment proved it.

The float, at 20% lighter, was floating ON the gasoline, not IN the gasoline. Think of a floatie toy in the pool by itself. It floats on top of the water, until you get on it and it goes below the water line - it's still floating, but lower. Well, the float was much higher in the carb, and no amount of shiming I did would change that fact.

With more weight, the float rides lower (where it is supposed to be) and is doing its job now. That said, I'm going to purchase a proper float because I don't know how long the superglue will last in a gasoline environment!



(Above) The non-US made float that caused the issue.

(Below) The fuel level was 1 inch below the casting top!



Getting the Younger Generations into the Model A Hobby (Part 1)

By Troy Dalsing President Queen City Model A Club

I received an email from club member Greg Foster, age 90 stating he wanted to donate his two Model As to be given to younger generations. I immediately picked up the phone and called Greg to discuss. Greg stated "It just feels like it is the right thing to do. Something inside of me wants this to happen". Greg told me that it would be ideal if someone age 25 or younger were able to get these cars back on the road with the support of a mentor and the club. We planned for me to visit him to look at the cars and get a better understanding of exactly how he wanted to accomplish this. On June 20th, I sent an email out to all club members relaying the availability of the cars and the need to identify kids, grand kids, family members or community youth as a potential recipients of these cars. Much to my surprise, the response was not what I had hoped for. We had only one potential youth identified.

We met in the early morning of Monday July 1st when I got my first look at his cars and detailed his desire to make the donation. The cars are a 1930 Red Tudor and a late 1931 maroon Tudor. They both need some work to get them safely back on the road, but I am sure we as a club can make it happen. After we agreed that I would make his wish a reality, plans were made to pick up the cars that coming weekend. Kalei volunteered to help as one of the cars would be going to his great grandson, Diego. We utilized the infamous tow bar to haul the red 30 to his granddaughter's home where he stores his own Model A. Unfortunately, Diego was away on vacation and unable to join us. We returned the next day to pick up the 31 which we towed to Rock Hill and safely stored it in Don Houser's shop. Thanks Don!!!

We will still have the 31 Tudor to find a home for. During the MARC national meet in Asheville club meeting, I discussed in more detail the remaining car and the wishes of Greg Porter. Since then, we have two additional youth with a mentor that have stepped up. If there are other potential youth out there that meet the requirements, please let me know as soon as possible.

During our club meeting on August 19th, we will take all identified youth which meet the requirements and have a drawing to determine the winner. In speaking for the entire Queen City Model A Club, I wish to thank Greg Porter for his generous donation and assure him the club will help to make his wish a reality. Thank you Greg!!!



Getting the Younger Generations into the Model A Hobby (Part 2)

By Troy Dalsing President Queen City Model A Club

As I reported in our August Distributor, we have two cars that were donated by Greg Foster that he wanted to get back on the road and into the hands of the younger generation. I am happy to report that we have found home for both cars.

During the MARC National Meet in Asheville NC I discussed with club members the need to get these cars back on the road and fulfill the donator's wishes. By the end of the meet, we had two candidates for the cars. The two candidates were a 15 yr old Connor Jackson the grandson of a club members Dwight and Glenda Jackson and a 21 year old Peyton Price the daughter of club members Karsen and Everett Titus and granddaughter of Claude Palmer.

We met with the potential new owners and found their excitement and support/mentor structure enough to immediately move forward. We now have gotten the title transfers in process and delivered one to its new owner. The second car will go to a club member's shop we work out of to perform some detail work to make it roadworthy.

With the two new youth Model A owners and my son Jon, we have 3 youth who now have Model As. We have scheduled a youth led day tour for Saturday Nov 30th featuring these 3 youth each leading a portion of the tour.

I can't imagine anything more fun than having two 15 yr olds and a 21 yr old leading a day tour for the Queen City Model A Club. There is a lot of work to get these cars ready for the tour and not a lot of time. I'm not sure we can get them all ready but we're going to try. We also need to get them trained in driving the Model As!

The giggles from little ones in the back seat or rumble seat is intoxicating.



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.

Wanted: A late 1927 Model A Ford crank A-17036 with FORD script on the middle (angle) bar, 11/16" lug nut socket, 8 inch throw-offset, 90 degree pin position.

Contact: Bill Nitschke Cell (914)-323-8958

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)

For Sale: 1929 Model A Pickup, B-Motor, 5 speed transmission, Many spare parts included, \$9000.00 OBO

Contact: Jim Clark 316-570-0933 (ICTA 8/24)



Roosevelts (Teddy and Franklin) Model A's!

Model A Ford Parked Beside *President Theodore Roosevelt's* Brougham, 1928

While Theodore Roosevelt preferred the stately formality of a horse-drawn carriage, successor William Howard Taft motorized the White House fleet. The Roosevelt brougham remained in service until 1928 but assigned to less exciting duties like trips to the market. The brougham was finally replaced, even for these tasks, by the Ford

Franklin D. Roosevelt Driving a 1929 Ford Model 'A' Cabriolet

Franklin D. Roosevelt, born into a wealthy family, could afford the best luxury automobiles. But it was a part of his "everyman" appeal that, when at home, he drove humble cars like this 1929 Ford Model A.

Many of his cars were equipped with special controls that allowed the partially paralyzed Roosevelt to operate the foot pedals with his hands.

As printed in "The Cowtown "A", the official newsletter of the Fort Worth Model A Ford Club.

