

# The Milepost

Model-A Touring Club

Going Places in Model A Fords

**The Milepost**

**Vol. 12 No. 3**

**Summer 2011**

## In This Issue

New Zealand Tour

From the Driver's Seat

Tech & Safety

Tour Maestro

Make My Day!

MATC Calendar

Classified Ads

Sick Bay



Padgett Photo

Sunrise on Mt Cook, South Island, New Zealand

## MATC and the New Zealand

### Rebel Rally

by Terri Padgett

**M**onday, April 4: We arrived early today in Auckland on a journey that started for me many months ago when **Sue Winnett** invited me to tour with her in her 1930 Coupe. In time, even as tired as we were from the long flight, to enjoy many hours touring this beautiful city via a tour bus, ferry rides etc. Among other places, we saw Bastion Point, Auckland Museum, Kelly Tarton's Underwater World and the America's Cup Viaduct Harbor. Our hotel was located near the Sky Tower (over 1000' tall) where the glass decked observation tower allows one to look straight down!! People were sky jumping off the top of the building (on a cable) right in front of us. None in our group attempted this feat. That evening, local Auckland Model A owners visited for drinks and we met lots of the New Zealander car owners .

Tuesday, April 5: We are off to get our cars from the warehouse and

*(Continued on page 5)*

*(Terri Padgett shares notes from her NZ Tour daily diary)*

## From the Driver's Seat

By Keith Smith



**G**reetings from your new President! My term of office will inaugurate our new schedule of starting our year in July and ending it in June. This was done in the hope that we could improve our affinity with MARC, one of our great national Model A clubs. By rearranging our year, the meeting cycle is now structured to coincide with those of both MARC and MAFCA conventions. We hoped that this would encourage more of our members to attend our meetings because of the great attractions staged at the national conventions.

It didn't start out as well as hoped. We held our membership meeting with the MARC convention in San Diego, believing that its proximity to our membership center of gravity in Southern California would attract many MATC members and we would see an upswing in attendance at our membership meeting. Unfortunately, we were disappointed—it didn't happen. Attract MATC members it did, but the lure of the MARC seminars was too great, so our meeting attendance was still skimpy.

It is sometimes dangerous to read too much into a single data point, but the Board has reason to wonder if the change will bring about the desired result. It has done one thing positive, however; we now have the annual Board meeting cycle off the Christmas-New Years Holiday time-frame. We think that annual meetings of the Board in the spring will be better than in the early winter months. We'll see...

Rather than simply have a copy of the minutes posted in *The Milepost*, I think a resume of the major events of interest to the members with some comments from me will be better. Those that yearn for the whole record of the meeting may obtain same by contacting Terri Padgett.

As a result of our change in the fiscal year, the dues are now payable in April (was October) and delinquent the First of August. To adjust the club to our new schedule, there will be no dues notices until next April giving all members a six-

months reprieve.

As most of you are aware, the Model A Ford Foundation, Inc., our national organization dedicated to building a Model A museum has recently struck a deal with the Gilmore Car Museum Campus in Michigan to construct our museum there. The costs estimated for this energetic undertaking are \$900,000 to build the museum, \$200,000 to outfit and open the museum and \$500,000 to endow the needed funds to continue its operation. Thus far MAFFI has \$620,000 and is asking for the help of all Model A'ers to help this worthy effort. Your MATC Board has responded by a gift of \$1,000 from the funds collected as dues. But let's not stop there, each Model A owner worthy of the name should do as much as practicable in these hard times to help see this project to fruition. Your national magazines are full of ways you can help. If you can only afford a little, please do *something!*

**Terri Padgett** gave a description of the adventures down under in New Zealand. Her report was glowing in regards to all the wonders of the land and the people met. (Read her article) From that standpoint it was a very successful tour. Unfortunately, the administrative side of the tour didn't get such good marks. We are concerned with some negative reports and the Board is aggressively looking into all of them to revamp any areas where we have slipped up. We want our members to know that our level of tolerance for oversights that blemish our tours is extremely low. We *will* get things fixed before the next tour departs!

On this same subject, former President **Bob Travis** appointed me to perform an audit of the finances of the tour and determine the amount of any surplus funds. That audit has been completed and the surplus will be distributed shortly.

To avoid redundancy, I refer you to the *Tour Maestro Section* for more touring info presented at the meeting.

The serious topic of MATC's future was discussed at length, but no solutions were agreed upon. The main issues remain: How frequently and where to tour considering the rising costs, deteriorating safety and the uncertainty of support by the members. The latter topic is underscored by the fact that we are having difficulties getting members to give of their time on the Board and

provide the needed direction for the club. We have been recycling our officers and have very little new blood to give us fresh ideas and new energy. Both are vital for the kind of vigorous club it takes to launch tours of the types we have done in the past. I believe that without new vim and vigor, we will simply limp along doing nothing more than one expects from the run-of-the-mill auto club — not the exciting tours of yesteryear. Why do I believe this? For one reason recycled officers “have been there and done that.” They may not be eager to seek new horizons, they may be tired and want someone else to take the reins. If you who have not served don’t step up, they will say, “Forget it!” And stop pushing. Think about that the next time you are asked to do something for your club, or want a great tour!

During the planning for the New Zealand tour, **Lee Chase** informed the Board that this would be the last tour that he would be planning and asked to be relieved from the job of Director of Tours. Lee has held this position ever since his term as the first President of the club. He felt that we now have several members who, by participating, planning and conducting successful tours should be capable of taking over his job of supervising others in this work. The Board gave him a plaque recognizing his years of service to the club and our thanks for getting us “off the ground.”

Lee’s stepping down leaves a vacancy in this important function, one of acting as liaison between the Board and those planning and conducting tours. We ask that all members who have had the opportunity to conduct a tour, to give serious thought to taking on this critical function. If you would like to step up and do your part to move the club forward, please advise me of your availability.

We had several suggestions for tours in the answers to our questionnaire sent with the dues. If you are serious about helping to conduct such a tour, get in touch with me and I’ll give you the pointers on how to get your tour approved and I’ll fill in as the Director of Tours to guide you along until we fill the position.

Concern was expressed over the recent “splintering” of tours, particularly the one to New Zealand. Although we had 16 club member cars there, only nine were in Lee’s group and the rest in two other groups. In the end, we decided the best way to avoid this problem of competing tours

was to schedule our tours early and have the best tours possible. Also, we have to recognize that some tours “splinter” off because they have objectives that differ from the club’s tour, or that they want to cover more terrain than the club, or other reasons. If we have our tours planned early and a group wants to splinter for some reason, we should be flexible enough to try accommodate them in order to make them a part of the club tour and gain any favorable economic benefits for all concerned. This attitude will recruit more members to the tour than being antagonistic to members with a slightly different view of touring.

There was some discussion of the new trend for the national and regional clubs to incorporate more comprehensive touring in their activities. Suggestions were made that we might consider accompanying these tours instead of trying to always do our own. This would certainly work where we have a shortage of Tour Coordinators and can’t put on a tour annually, or can’t attract participants on tours of that frequency. Joining such tours might even allow us to use the occasion as a membership meeting. In conclusion, the board needs to look at the viability of the touring club each year. The board felt that the club is reasonably ‘alive and well’ at this time and no changes will be made without further study.

These same issues were discussed at the membership meeting, where the new Board of Directors was presented. The new Board consists of myself as President, **Bob Krause** as Vice President, **Roger Sandmeier** stays as Treasurer, **Sue Winnett** takes over as Secretary, while **Terri Padgett** moves to the Membership role. **Ross Milne** and **Bill Laughlin** will be a Directors-at-Large. Until Sue can get her communications worked out and get on the Internet, Terri will act as Secretary *pro tem*.

**Ron Mosher** raised the issue of the potential of financial hardship on Tour Coordinators when the Coordinators do not have the ability to draw funds to cover early deposits. The Board was in agreement and will take steps to ensure that deposit planning and the potential for making early down payments are properly factored into the planning equation .

Prior to adjournment, **Nancy Stancil** was thanked for her service and **Bob Travis** was presented with a plaque and cup in recognition for his service to the club as President.



by Bob Travis



## Update on Motor Oil & Ethanol

(From Anita A's June 2011 Spoken Wheels.)

I have consistently recommended the use of Penzoil 20W-50 detergent oil for use in freshly rebuilt Model A engines. This oil offers several features. It is a detergent (Non-synthetic), it's weight provides for a broad range of driving conditions, from startup to hard use, and contains a good level of zinc as indicated by the API Service rating of SM. The oil has become hard to find and I suspect soon will be discontinued as the new service rating is SL, meaning less zinc. I have found a replacement in Valvoline VR-1 Racing Oil with the API Service rating of SM. It is available at all parts houses and recently Kragen's (O'Reilly's) had it on sale at \$ 2.99 /Quart.

Ethanol gasoline is definitely here! Some stations are offering both ethanol blend and regular unleaded so you need to check the pumps. They are clearly marked. Union 76 appears to be selling only ethanol blend. I have already read one horror story of using ethanol in an antique car.

And now for a Tiny Tip: There is a very simple and easy way to clean spoke wheels. Buy a good brand of "Foam Bathroom Cleaner" to spray on your wheels. After spraying, wait a few minutes to let the cleaner soak in and penetrate the dirt. Rinse off with a garden hose and you should have clean and shiny wheels. I've tried it and it works.

[Editor: Bob, I know that you and many other Model A fans, in fact, antique car owners everywhere, will be delighted to know that effort is underway in our Congress to have the Ethanol subsidy revoked! No, this is not some right wing attempt to get something needed through the Congress; it is a bill sponsored by California's Democratic Senator Diane Feinstein, none-the-less! Now, if we can only convince the EPA that it is harmful to our cars and that it is a waste of good corn that should be feeding starving peoples of the world, we might breath a sigh of relief. OOPs! Was that political?]

## THE TOUR MAESTRO



Keith Smith

And so we bid farewell to **Lee Chase** as our Director of Tours. We may still see him on tours and at meetings and we so hope. Until we can get a qualified member to step up to the challenge, Yours Truly will try to fill in.

Outgoing President **Bob Travis** gave a report on the *Western Canada Tour*, as Tour Coordinator **Bob Krause** was unable to attend since he was recuperating from knee surgery. Bob reported that all is proceeding normally and passed around the start of the touring book that Bob K. will hand out to participants when they roar off from Victoria a year from this fall. It looks like Bob K. has a good grasp on this part of the tour and all the "Agrivators" will be happy to know this!

The Lincoln Highway tour got a shot in the arm when newly elected Director, **Bill Laughlin** stepped up and said that he would like to assist in the planning and conduct of the tour. He and **Janie** recently joined the Lincoln Highway Association. As members of this group, they should be very helpful in getting cooperation from both the national and state organizations for both the planning and "Route Running" phases of this tour.

**Alan Bennett** and myself are still very much committed to getting this tour planning started so that it will become something more than a dream.

**Bob Travis** has suggested that he would like to conduct a *The Utah Great Circle Tour*, which he thought should be scheduled for the five National Parks in Utah in 2014. A date has yet to be specified and the Board will undoubtedly approve any plan he submits. This tour would consist of two major hubs, which would appeal to all the members, since there would be less packing and driving. Each hub would last approximately five days and cover all the areas around the overnight hotel stay.

There were some other tours suggested in

(Continued on page 11)



(Continued from page 1) **NZ TOUR**

then to the New Zealand road worthy inspection station, where such old cars were new to them. Even though some had no high beams, wipers missing or not working, VIN Numbers not showing, etc., etc., they did pass the cars after much discussion and we got our 'roadworthy' stickers!!! Then, we were off to Rotorua! We passed through many small towns, home to mostly cows, sheep and race horses and we perfected driving on the 'wrong' side of the road, making no mistakes or causing any accidents!

Wednesday, 6 April: We toured Rotorua and visited the Agrodome Organic Farm and got 'up close and personal' with the farming and the animals. New Zealand has 19 varieties of sheep and they had at least one of each kind on a stage for us to see and touch along with the sheep herding dogs.

Next, we visited the Rotorua Museum, a well known 100-year-old Bath House. The Maoris (native New Zealanders known as furious warriors and cannibals) enjoyed the rewards of the Bath House as it was New Zealand's first major investment in tourism. That night we went to a *Marae Hangi* Pit Concert, (Maori feast and concert), held in an authentic historical village. The men and women were tattooed according to their status in life. The facial expressions were extreme—to scare the enemy. At the *Hangi*, everything was cooked in a pit in the ground, including the desserts.

Thursday April 7: A small group went to the Kiwi Wildlife Park where Kiwis are bred. Workers gather Kiwi eggs from the wild and incu-

bate them and raise the young to an age where they can survive in the wild. We all toured the Buried Village, remains of a Maori village that was covered by a volcanic eruption in 1886. Next, we saw the Blue Lake, a volcanic crater lake whose water filters through the soil, causing a color change and then flows into the Green Lake.

Friday April 8: We drove to Taupo, stopping to see Orakei Korako, the hidden valley, full of gushing gurgling geysers and hot springs and air filled with sulphur and with a rare geothermal cave. Hupu Falls, beautiful and dark turquoise, reminiscent of the Niagara Falls enchanted us.

Saturday & Sunday April 9 & 10: We are up and down the mountains from gentle plains to rugged mountain views all the way. We arrived in Napier, where in the 1930s an earthquake destroyed most of the buildings. When the city was rebuilt, Art Deco was the décor of the time, thus it is called the Art Deco City. Underground utilities were a coming thing so Napier utilized them making it beautiful city, right on the coast with wonderful ocean frontage.

Monday April 11: We are en route to Wellington, we stopped in a small town for gas (about \$8 a gallon everywhere) and snacks. The cars attracted the local people and one gentleman asked if we wanted to see his friend's Model A fire engine and the local wool factory outlet. called: 'Where the Socks Are From,' which sold socks made from wool and possum.

We enjoy the differences in language meanings here — example: The highway signs in New Zealand are different than at home one we

(Continued on page 6)

(Continued from page 5) **NZ TOUR**

loved particularly, was “Merge like a Zip”

Tuesday April 12: We took a tour bus In Wellington to see the key attractions: Beehive and Parliament Buildings, Te Papa Tongarewa (Museum of New Zealand), Botanic Garden, Mount Victoria lookout, The Opera House, etc, etc. Wellington, the capital of New Zealand, is very cosmopolitan and surrounded by rolling green hills and a magnificent waterfront, much like San Francisco.

Wednesday April 13: A three-hour ferry ride across the Cook Strait got us to Picton on South Island, where we drove 88 miles to Saxton through the mountains along the edges of Queen Charlotte and Pelorus Sounds and overlooking Marlborough Sounds. Winding up and down the hills, we stopped to eat green mussels in Havelock, the green mussel capital of the world.

Thursday April 14: We arrive in Nelson where the Rebel Rally, the New Zealand 10<sup>th</sup> National Model A Meet 2011 started in the evening. We toured with the ‘Kiwis’ for the next week. We enjoyed meeting all the New Zealanders and see some of our friends and join other members of our club from the U.S. at the meeting. The Americans at the Rally total about 15% of the total turn-out!

Friday April 15: We meet early with all the participants and are off to Blenheim 100 miles down the road. We drove nice country roads with lots of one-way bridges over rivers, stopping at Lake Rotoiti, a beautiful mountain lake surrounded by a beech tree forest. We had morning tea and biscuits here! This is wine country and the vines are turning fall colors. We stopped at the Omaka Aviation Heritage Centre, a display of



Blairich Station Road

restored vintage planes and aviation memorabilia. The evening was spent at the Club of Marlborough with a dinner and presentations with our Kiwi Model A owners.

**Ron Mosher**, from our club, touring with his FAST Group, gave a vivid presentation about F.A.S.T. (Ford A Speed Technology), a club dedicated to Model A powered race cars, which get speeds exceeding 150 MPH!

Saturday April 16: We met the entire Rally group for breakfast at the Marlborough Club and left for an off-road run over the Blairich Station (ranch). It was much like the roads of the 1920's. The trip was expected to take three hours. The gates of each field had to be unlocked as the road consisted of a dirt road through lots of back country farmland. We had a grand time, but it was raining and it continued to rain all morning. By the time we had gone some 10 miles, the road got so slippery and rutted with all our car tracks that the hills were too slippery to climb. The Kiwi group called for two four-wheel drive trucks to pull us up the hills. That went well for awhile, but with the continual rain, the cars began to get stuck. We decided to turn around and go back the 10 miles to the main road. This turned out to be an all day event as even the four-wheel drive trucks had to be towed and pushed. As the group was pulling our car up the hill the rear axle broke! After all the other cars were safely on the main road, we loaded the broken car on the New Zealander's trouble trailer. Mud was everywhere and we had a *very* broken car.

Sunday April 17: We a rode in a Land Rover pulling Sue's car on a trailer with driver **Nick Harrison** from the Kiwi Model A group from Kaikoura to Christchurch today. We traveled



Padgett photo

Cars at rest stop

along a beautiful rocky coast sighting whales and dolphins. We climbed over the “Hundalees,” hills that are known largely for a notorious stretch of winding highway. The weather got cold and windy and it started raining as a arctic storm was heading up to this area. We arrived in Christchurch late in afternoon and dropped Sue’s car off at a Kiwi Model A owners house for a new axle. We rented a car and will pick up Sue’s car in time to ship it back to the states from Christchurch with the rest of the American cars.

Monday April 18: We spent the day in the Christchurch area. The weather was really turning cold—a high of 45 today with strong winds and rain. The rally was out to McLean’s Island for a car judging, gymkhana, and a huge warehouse full of antique car parts. Later in the day, we took a long walk closer to the downtown area of Christchurch and viewed the damage from the earthquake and aftershocks. Many of the streets were closed and buildings made of any kind of brick and stone were in ruins.

Tuesday April 19: Today, the drive is from Christchurch to Greymouth. We all left in small groups. The snow covered mountains were beautiful in the morning with the bright sun shining. The highest mountain pass was called ‘Arthur Pass.’ The melting snow falling down the metal overhang was startling to see and drive under. The trees were beginning to turn Autumn colors. We arrived in Greymouth on the west coast in the evening for a BBQ of beef, venison, and “bangers.”

Wednesday April 20: Our hotel was in the heart of Greymouth where we got together with all the Kiwi’s and American friends for a giant breakfast then headed out to an area called “Pancake Rocks.” On the way, a policeman waved at us. Friendly cops, we thought, but suddenly he made a u-turn with his lights flashing and he stopped the front Model A in our group. Our leader, **Wayne Thomas**, was pulled over and the policeman said that he clocked him at 66...Wayne was thinking he meant miles per hour—No Way! But its *kilometers* here! After checking all the paper work with his computer the policeman wanted to know about the group — he did not seem to know that there were over 100 Model A’s in the area on tour. Wayne only got a warning. The posted speed in this two-block-long town is 50 km — little over 30 MPH. After enjoying the Pancake Rocks, we headed to the Moneith



Padgett Photo

But Officer, I was only doing 50!

Brewing Company to see brewing and taste the beer. The evening meal, hosted by the New Zealand Rally, was the most formal we have had—most were dressed in era clothing and it was held at the “Shanty Town Heritage Park,” a recreated gold rush village. This was our last night with the rally group, as we are going South and they North to finish back in Nelson.

Thursday April 21: The Kiwis give us a send off breakfast for our final good-bye to all of them. Our group of ten cars and 22 people headed to the Franz Josef Glacier area. On the way we stopped in Pukekura at the ‘Puke Inn and Bushman Centre,’ a café, bar, gift shop, etc. with some of the best sign’s we have seen yet. I loved the weather sign, “You are in a rain forest—what do **you** think the weather will be today?” This area gets 200 inches of rain a year!

When we arrived in Franz Josef, the sun was shining and the glacier was glowing. The clouds were high above, so we decided to go straight to the glacier trail and hiked up as close as we could get. It was a two-hour round-trip hike, but the trail was an easy climb over large rocky soil. After dark we went to the ‘Glow Worm Forest,’ where glow worms hang in the trees! It took about 10 minutes for your eyes to adjust after you turn off your flashlight. Then you could see 100’s of tiny green blinking lights in the trees.

Friday April 22, ‘Good Friday,’ We visited the Fox Glacier, the second glacier in this area, but one that is lower and flowing more forward. In the evening we went to a public spa that had three large waist deep pools, each heated to a different temperature. It was all outdoors and cov-

(Continued on page 8)

(Continued from page 7) **NZ TOUR**

ered with canvas sails, with lots of ferns and plants surrounding the pools and pathways in between—like Hawaii! The evening was very balmy and tropical until about 9:00 then it started to rain like crazy.

Saturday April 23: It was still raining in the morning and the cars all had trouble getting started — lots of wet distributor caps! Many of the rivers were at the top of their banks and there were a few rock slides but the road surface was dry. The glacier area looked entirely different with the swift running water in the river. We drove over the Haast Pass at 562 meters (1,850ft) and passed a place called Knights Point where there is only ocean between it and Antarctica. The area is heavy rain forest on what they call their Alps with spectacular waterfalls, sometimes as many as 12 in one small area.

Sunday April 24: We are in Wanaka for Easter Sunday morning. After breakfast a group of us went to a local church called 'St. Columba's' for Easter Services. It's a small church with about 200 regular members and 500 plus seasonal members. Wanaka is a resort town because of the lakes. The minister greeted everyone and asked the visitors to tell where they were from. There were people from all over the world including our little USA group. After church, we found a flea market with lots of local crafts and goodies. Then we were off to Queenstown about 42 miles away. Some of the cars took the mountain road including Crown Pass which happens to be the highest paved road in New Zealand. Others took the low road along the low winding gorge, where at 'AJ's,' the first bungee jumping bridge, we watched a young man jump. Very exciting!

Monday April 25: We took the gondola to the top of the mountain in Q-town (Queenstown), where there is a view of the surrounding mountain range called 'The Remarkable' and the bottomless Lake Wakitipu. Both the mountain range and the lake are 'remarkable' in color. The mountain and lake here are a playground for the family: zip lining, bungee jumping from a platform, a canyon swing, jet boating, rafting, bobsledding, etc. After our ride up the mountain we went lakeside to ride on the *TSS Earnslaw*. She is the last surviving steamship in New Zealand, an original coal-fired, passenger carrying vessel built in 1912—older than our cars!!! We

went for a ride across the lake to the Walter Peak High Country Farm and then returned on the ship. In the late afternoon **Marilyn Thomas** and I decided to go Zip Lining through the trees up on top of the ski area.

Tuesday April 26: We left Q-town early. We were on our way to snow covered Mt. Cook, the highest mountain peak in New Zealand and passed many wineries. The area on the flat land was very arid, lots of Lupin and California poppies growing along the road. **Frank Kummerfeldt** had an engine failure so his car was left at a local garage in the town of Twizel for the night. **Frank and Lorraine** were able to get a ride with the **Glendennings** to Mt. Cook. The Mt. Cook area was a breathtaking scenic adventure.

Wednesday April 27: We arrived at our pre-planned Farmstay house, the home of **Langtry & Maureen Maginess**. They were looking forward to seeing our old cars and we show up in a modern car. What a disappointed look we got! Then Frank Kummerfeldt and Lorraine Gabel show up in a modern car and it turned out they were staying with us at the same farmstay! So out of two cars no Model A's! They were gracious hosts as they showed us their farm—sheep, Petunia pig, chickens, and a large herd of Elk/Red Deer crossbred. Langtry is a native of the area and a gardener, farmer, do-everything-guy. Maureen is a native of Scotland who is into: sewing, quilting, needlework, Rotary, Girl Guides (Scouts), cooking, and hosting people from all over the world at their home. Maureen entertained us with her tales of making a Calendar Girls Calendar for Breast Cancer Awareness. She and 16 local farm ladies posed as the calendar girls. Some only wrapped in a bit of sheepskin or just behind a cow or standing in a group of sheep or a group of turkeys, one with a wrench in her hand behind a huge tractor and one in a meadow of blooming lupine.

Thursday April 28: The morning brought a light frost and the Maginess' backyard was a beautiful scene of white surrounded by the trees in lovely fall colors. The sunlight was strong and we were soon warm and on our way to Christchurch. We arrived at our hotel and re-sorted all our belongings: deciding what to put in the Model A to ship for the next six-weeks and what to take home on the plane with us. Arriving at the shipping warehouse we were pleased to see Sue's Model A with a new axle and an all shined up body with

## Make My Day!

by Keith Smith

I can see Clint Eastwood as “Dirty Harry” squinting down the long barrel of his .357 Magnum pistol at a “perp” on the sidewalk trying to decide whether or not to go for his gun. “Make my day!” Harry snarls and the “perp” wilts.

Some days are like that, then there’s the other kind. Several years ago, I had purchased a car cover for my Lincoln Towncar, which has to sit out in the California sunshine frequently, while the “A’s” cool their tires in the garage. It was windy a few days back and when I came out to get the paper one morning, I saw a big long flap of the cover hanging down. I had paid 20 bucks just a month back to replace a seam that had rotted thread, so I sighed and guessed that I’d have to fork over some cash for a new cover.

Latter, I went online and connected with *California Car Cover* in the San Fernando Valley. They had several qualities of covers and as I perused their wares, I couldn’t remember just which one I had purchased or when it was. Some of those babies cost over \$400 bucks, but they had four-year warranties. I was scheduled to have lunch with **Bob Travis** and **Alan Bennett** in the “Valley” and not far from the store, so I bundled up the cover and set out a bit early for lunch with

the intention to visit to the car cover store before the meeting.

The store is very conveniently located and with a large parking lot. I gathered up my bundle of cloth in my arms and walked into the store. **Candy** was behind the counter and greeted me in a very friendly manner, “May I help you?” she asked. I told her my sad tale and she took the bundle and began looking at it. She found the ripped seam and then she pulled hard on the fabric, which gave way with a ripping sound. “Rotten fabric,” she allowed. “Let’s see if I can find the sticker.” and she proceeded to hunt the front end, where she pulled the sticker off.

“What’s the name, “ she asked as she pulled up a screen on the computer. I told her and after a short search amongst thousands of “Smiths,” she queried, “On Colorado Place?” “That’s me,” I confirmed. “Four-year warranty. You get anew cover!” She started filling out the paperwork.

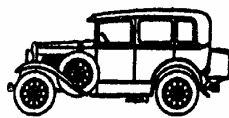
“I’ve had that about three years. Is there a prorated charge for the new one?” I asked. “Nope you get a new one free and clear. That’s what we mean by a four-year warranty.”

Thanks, **Candy**. You and California Car Cover have just made my day! In a world of crooks and cons, it is so refreshing to know a business that stands behind its products 100%.

Check them out! Get their catalog! Visit their store! <http://calcarcover.com>

### ARIZONA MODEL A, L.L.C.

- NEW PARTS
- USED PARTS
- SERVICE
- RESTORATION
- HOUR: TUES-FRI 9-12, 1-5  
SAT & EVES BY APPOINTMENT



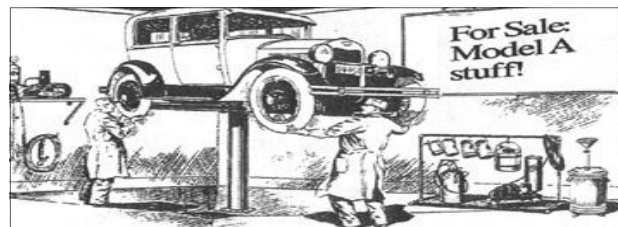
SAMUEL P. GUTHRIE

15838 S. GILBERT RD., CHANDLER, AZ 85225  
(480) 782-0266



Visit the MATC Web Site

[www.modelatouring.com](http://www.modelatouring.com)



**FOR SALE**  
"MUFFLER SHIELD" \$79.95  
Heat absorbing material  
Heavy sheet metal  
Heavy metal brackets/clamps  
77 degrees of heat reduction  
Leslie Pam (310) 275-3836

### Milepost Ads

Personal ads from members are free on a space-available basis. Business ads are \$25 per year for business card-sized ads, plus \$10 per column-inch for any space over card size. All ads must be Model A related.

The Model A Touring Club provides this as a service to its members and assumes no responsibility for the accuracy of the ads or quality of the goods or services proffered.

### NATIONAL CLUBS!

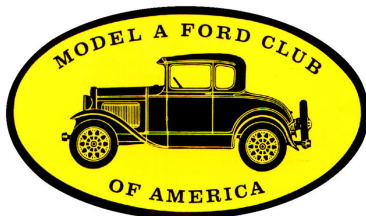
We strongly urge all MATC members to join our National Organizations, the **Model A Ford Club of America** and the **Model A Restorer's Club**.

Applications may be obtained from the Editor or from the Membership Chair.

National Club membership is a smart thing to do and it is inexpensive!

The National Clubs hold national conventions, publish documents related to the restoration and maintenance of the Model A Ford and to the collection and wearing of clothing of the Model A Era.

Members gain many benefits; consultation with technical experts on the Model A Ford and era clothing; listings of Model a Fords for sale; Model A parts availability, to name a few. They help us -- we should help them!



### MEMBER ADS ACCEPTED

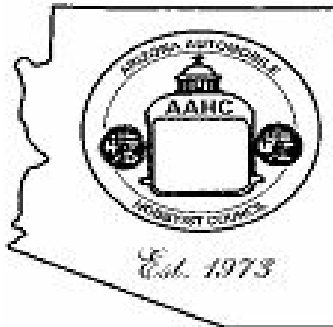
Do you have some Model A parts to sell? Looking for something? We take member's ads on a space available basis

### We Support Car Clubs!

- MAFCA
- MARC
- MAFFI
- ACCC
- AAHC

We urge you to join!

Member of Arizona Automobile Hobbyist Council



Member of Association of California Car Clubs



### Model A Touring Club Special Interest Group

**MAFCA & MARC**

2011—2012

#### Directors and Officers

- |                        |                          |
|------------------------|--------------------------|
| <b>Keith Smith</b>     | <b>President</b>         |
| <b>Bob Krause</b>      | <b>Vice Pres.</b>        |
| <b>Sue Winnett</b>     | <b>Secretary</b>         |
| <b>Roger Sandmeier</b> | <b>Treasurer</b>         |
| <b>Terri Padgett</b>   | <b>Membership</b>        |
| <b>Appointed</b>       |                          |
| <b>(OPEN)</b>          | <b>Director of Tours</b> |
| <b>Keith Smith</b>     | <b>Editor</b>            |

#### Directors Emeritus

- Lee Chase**
- Keith Smith**
- Jim Baker**
- Alan Bennett**
- Bob Travis**

Meetings held on various tours and at selected National Meetings  
- To Be announced -

The Milepost is the newsletter of the Model A Touring Club, a Special Interest Group of the Model A Ford Club of America and The Model A Restorer's Club. Its purposes are to communicate club business with all members of the organization and to link a nation-wide membership. Subscription by mail requires membership and payment of annual dues. Email subscription by request to the Editor.

The Milepost is published quarterly in January, April, July and October. Submissions for publication must reach the editor one month prior. Material in the Milepost may be quoted providing suitable credit is given.

Editor: Keith R. Smith, Jr.  
14417 Colorado Place  
Canyon Country, CA 91387  
(661) 298-0625  
(661) 298-0641 Fax  
keithramsey@att.net

(Continued from page 8) **NZ TOUR**

clean white-wall tires even—the last time we saw it, the whole body was covered in mud! Our Kiwi friends did a super job of fixing and delivering the car to the warehouse.

April 29: We had a day in Christchurch to explore and relax.

April 30: We all went to the Christchurch airport and flew to Auckland, a short one-hour 20-minute flight. We stayed in Auckland Saturday night and had our farewell dinner.

May 1: We left Auckland homebound for the U.S. Because of the dateline crossing, we arrived in Los Angeles around noon on the *same* day! The people in New Zealand are fantastic and the country is breathtaking. Our American fellow club members have been wonderful as well as helpful and supportive in all ways. We have all made new friends as well as strengthening old friendships. Model A Touring Club members that toured New Zealand in April 2011 were: **Lee & Suzanne Chase, Jim & Kathy Glendenning, Neil Hagameister & Wanda Horton, Lori & Rick Jensen, Ken Kenewell & Shirley Johnson, Frank Kummerfeldt & Lorraine Gable, Bill & Janie Laughlin, Suzanne & Jerry Thiele, Marilyn & Wayne Thomas, and Sue Winnett & Terri Padgett** . Also joining us for the first few days were Thomas' in-laws, **Bob & Roxane Geggie**.

Can't wait for the next tour!



Sue's "A" gets taken for a ride

## The MATC Calendar



**2012**

**Great Northwestern Canadian Tour: 9—29 Sep. Tour Coordinators - Canadians: Bob & Marilynn Krause**, BobKrause@dccnet.comor phone (604) 597-8094 or (604) 787-9312. For snail mail, please use this address: 11439-79A, North Delta, B.C., Canada V4C-IVI **Americans: Jay & Pat Burbank**: pat@patburbank.com, (805) 927-1867, (805) 215-3257, FAX: (805) 927-3641 Postal Address: 4696 Windsor Blvd., Cambria, CA 93428-3702

—TENTATIVE—

**2013**

**Lincoln Highway Extravaganza—dates TBD**  
**Tour Coordinators: Alan Bennett, Bill Laughlin & Keith Smith** keithramsey@att.net: (661) 298-0625

**2014**

**Utah Great Circle Tour—dates TBD. Tour Coordinator Bob Travis** travisnarc@yahoo.com (707)678-4270

(Continued from page 4) **TOUR MAESTRO**

the answers to the questionnaire we sent with the dues that we will have to check out to see when they might be scheduled.

I want to reiterate in very strong terms; we need to have a volunteer to step up and take on the responsibilities of the Director of Tours (DoT). The main prerequisite for the job is to have conducted at least one tour of a duration of 10 or more days with 15 or more cars, preferably a MATC tour. The job consists of becoming familiar with the revised Tour Coordinator (TC) SOP and the Director of Tours SOP so that an effective liaison can be maintained between the Board and the various TC's. This position makes certain that the TC's use the latest SOP. The DoT also provides personal guidance to the TC's from the experience that he or she has accumulated by experience. If you would like to consider this contact me.

### Sick Bay

Bob Krause put his tour planning on temporary hold while checking in for a knee replacement. He promises to get with the Canadian Tour plans soon and will be able to “kick tires” with us in Canada in the fall of 2012!

Judi Moore is on the mend, we are happy to report. We hear that Judi is pretty much her same “old” self!

Corrine Hochgraef was reported hospitalized, but the latest heard here is that she is now at home doing much better. Glad to be able to report that!



Padgett Photo



Padgett Photo

## The Model T Club of Southern California Invites all owners of all Ford Cars through 1931

### To the Early Ford Tour of the Baltic Countries August 4 to 26, 2012

**Tour Package Includes:**

- Car Shipping
- Car Liability Insurance
- All Hotels
- Many Meals
- Entertainment

**Pre-Tour Supplement:**

**Moscow & St Petersburg**

**For Details Contact:**

**Lee Chase**  
**Phone 323-938-4601 FAX 323-933-5310**  
**Email modeltchase@yahoo.com**

