

The Milepost

Model-A Touring Club

Going Places in Model A Fords

The Milepost

Vol. 12 No. 2

Spring 2011

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The Nethercutt Collection

This issue of *The Milepost* headlines the beautiful collection of cars, furniture and musical instruments of the Merle Norman Nethercutt Collection at San Sylmar. In the above photograph, you see the main salon, replicating the grand car showrooms of the Art Deco Era for those exquisite autos such as Duisenberg, Rolls Royce and the like. Today, these and many other marques are proudly displayed at San Sylmar. Fortunate are we in Southern California to be able to join other members of our car clubs and take multiple tours here, for the cars on display are changed quite frequently.

The late Mr. Nethercutt, the nephew of Merle Norman, founder of the famous cosmetics firm, inherited this most successful business on the death of his aunt. His passion for collecting things of beauty, shared with his wife, has culminated in this collection occupying two magnificent buildings in the San Fernando Valley. Admission to the collection is free of charge, but only accessible to organizations by appointment and by conducted tours in the main building. Access to the auxiliary building across the street, which houses about half the car collection, is not as strictly enforced. However, the restoration shops may only be viewed by special invitation. Almost all cars in the collection are registered and driven frequently.

From the Driver's Seat

By Bob Travis



As the old-timers like to say "spring has sprung" at least here in southern California. It's time to get those fine Model A's ready for another year of fun and excitement.

I call to your attention to the article appearing below. A well thought out representation of the challenges facing our Club. I raised these very issues at the last Board meeting in "open" discussion. Unfortunately, this was a combination Internet-Live meeting which severely hampered a thorough exchange of ideas. The consensus of those in attendance was that the Club is a viable entity and should go forward without much trouble. The problem as I see it is, "What gear will we be in?" In my view, the Board of Directors meeting scheduled June 27th at the MARC National Meet in San Diego is a very important one in which serious, open and frank dialog needs to take place.

The results of this meeting will presented to the membership at the meeting to be held at one o'clock that afternoon. But, even more importantly, *everyone* planning to attend needs to come

prepared to share their thoughts on the concerns expressed by Keith in his article. Please be aware that this is not "Chicken Little-the sky is falling" but as Keith points out we may have to face this possibility and if we are in any serious trouble, we should look it squarely in the face and see what we can do to make it go away.

On a more happy note, as I write these words, many of our members are preparing to shove off for Kiwi-Land "down under." I know that many of us wish that we were embarking on this great MATC adventure, but our turn will come providing we all do our parts in making this a club extraordinaire!



By Keith Smith



Rocky Roads and Storm Clouds

If you don't happen to be an ice cream freak, "rocky roads" conjures up visions of the unpleasant, same for "storm clouds" unless you fancy storm chasing. Being neither, I would like to make some well considered observations relating to the health of our favorite Model A club, MATC.

For some time I have observed critical trends in our club, which gives me some concern. Concern that our club is beginning to slide towards

oblivion. Have we reached a tipping point where all is lost? I don't think so, but we may, if we don't watch out!

Every year at this time, I watch to see how many old members drop out and count the new members who have joined during the past year. For some time, these have been balancing fairly closely; however, one must consider why we have drop outs and hope that new members equal older ones who have enjoyed the pleasures of the club and are dedicated to the club principles. Simple numbers do not tell the whole story, however. In 2001 we had 49 families listed as "Charter Members," today we are down to 31 families of this category.

The number of Charter members indicates to us about how many members we have that have lived the full experience of the club, those who should be able to provide guidance in

(Continued on page 6)

Members Sound Off

by Keith Smith

Along with the dues statement this year, we encouraged the members to “Sound Off” on several topics. Here are a sampling of responses. Maybe you didn’t take time to give us your thoughts, but possibly these examples might stimulate your thinking.

Touring

“I personally don’t want every year’s vacation to be a car tour and our calendar is booked way in advance. Two year’s planning notice is helpful. When there are so many tours, we have to decide and it won’t always be the MATC tour.”

“I think that there has to be more types of tours like Oklahoma and Oregon. Trips overseas are just too expensive for most people.”

“The ‘Old Style’ tours were great and still are. As you say, the price is the barrier.”

“...my observation is that the membership is partially divided.” The majority supports MATC type tours, however, “some members also like to ‘do their own thing.’ This will ultimately lead to some dissatisfaction...and could be divisive. Everyone has to pull in the same direction with the same goals in mind if the club is to stay viable.”

“I feel MATC is a great club and is just having a few bumps in the road due to the economy and terrorists throughout the world. It will all get better God willing.”

“There is no limit to what we can do in the USA. We want to spend our dollars here. We have toured, in one way or another, all 50 states.”

“...We do about seven tours a year with CCCA & HCCA cars. Many of the upcoming tours planned by MATC we have done several times...”

Office Holding

“...it is a common situation in other clubs, as well.”

“We’re all getting older — and we’re busy!”

“I belong to two dozen car clubs and this is not unique to MATC. The responsibility of every board member in any organization is to look around for your replacement!”

“The cost of travel to officers’ meetings is very high for some members. Maybe we could provide some help from the club treasury or have some non-officers sponsor those who are willing to serve.”

“My experience with other clubs has been similar with a small core group generally doing most of the work. Apathy to getting involved seems to be the ‘norm’ in a lot of clubs and sooner or later, those ‘hauling the buckets of water’ get tired of the ‘same old same old.’ My belief is that club membership has to be contingent on ones willingness to hold office or coordinate a tour in one’s local area within the first three to five years of club membership, or something similar.”

“Start earlier in the [nomination] process and have the Vice President appoint a committee to get the job done.”

“I [name] am willing to serve on the board, but do not want to be President. I am almost 80 and do not handle the stress of leadership well (heart problems)”

“I have been president of local AACA, RROC and CCCA and national President of CCCA. I am not a ‘Model A Guy.’ I like my car, but it is one of 30 other makes. What I like about MATC is to tour. I doubt that I’d fit qualification for this club since Model A’s are not my passion.”

“We don’t feel we can commit to that role. We’re also not ready to organize a tour on our own....”

“I know myself! I procrastinate more than anyone I know! I would do a bad job or make myself sick.”

(Continued on page 8)



by Bob Travis



It's Gotta Be the Coil !

You know the story, your engine stutters or stops, and you don't know why; well it's a good bet to say "It's gotta be the coil". Why should something so simple be such a problem? Perhaps it is a misunderstanding of the electrical ignition system.

We have introduced "improvements" to the Model A electrical system which when incorrectly applied can create problems. Twelve volt negative ground system, pointless spark advance distributors and modern ignition wires can provide improved performance – if properly installed. Consider the coil. What is the difference between a six and 12-volt coil? How do you tell the difference? Which wires go to which terminal? The stock Model A wiring has a positive ground with the "hot", negative voltage going directly to the coil. The other terminal of the coil is routed through the ignition switch to the distributor points which complete the circuit to the positive ground. Modern 12-volt system route the "hot" positive voltage from the battery to the ignition switch then to the positive side of the coil. The negative side of the coil is routed through the distributor points to the ground.

All coils are basically 6-volt coils. Coils used on 12-volt systems have a resistor in series with the coil to reduce the voltage. Some 12-volt coils have a resistor built into the coil, others require an external resistor wired in series (sometimes referred to as a "ballast"). Identifying the coils is important and the labels used on the coils can be confusing. Measurement of the primary circuit resistance with an Ohm Meter will identify whether it is a six or 12-volt coil and whether an external resistor is required. The primary wiring on a coil is connected to the two coil terminals. The resistance between the terminals should be around 1.5 ohms for a six-volt coil and 3.0 ohms for a 12-volt coil with an internal resistor. Some coils may be marked "12-volts" but require an external resistor which should be about 1.5 ohms. A number of coils were measured to

determine their primary resistance. A listing of those coils and their markings are shown in the table below. Markings used on coils can be confusing. Notice that although three of the coils were identified as 12-volt coils only one said to use a resistor. One had a built in resistor but did not say so. Best you measure the primary resistance of the coil before installation. A six-volt coil installed in a 12-volt system, without a resistor will double the high voltage output, double the amperage used, shorten the point life and soon burn out the coil. Conversely, a 12-volt coil installed in a six-volt system will cut the primary amperage in half and the secondary voltage in half. The lower output voltage will cause poor performance, assuming the engine would even start. The ratio between the primary and secondary resistance determines the output voltage to the spark plugs; the higher the ratio, the higher the output voltage. If the voltage at the coil is, for what ever reason, less than normal, the output voltage to the spark plug will be proportionally lower as well. Coils with low primary resistance will draw more current, put a heavier load on your points and heat up the coil which can result premature failure. Over time, coils may develop shorts in their primary and/or their secondary windings, typically due to overheating. This will decrease the resistance in the coil windings and affect the input amperage and voltage output. A partially shorted 12-volt coil may have a coil resistance similar to a six-volt coil. A warm coil is OK, a hot one is a not. Be careful with the markings that may be cast into the coil top at the terminals. Older Positive ground coils were marked (-) or BAT at one primary winding terminal and (+) at the other terminal. Newer coils are marked (+) and (-) and are designed for use on negative ground systems.

(This article also appeared in the Santa Anita A's March 2011 Spoken Wheels.)

Coil	Marking	Resistance - Ohms	
		Primary	Secondary
1	Use resistor	1.6	8.90 K
2	12 V 4 Cyl	1.6	8.81 K
3	12 V - Use resistor	1.6	8.28 K
4	12 V	3.6	11.05 K
5	No Mark	1.6	6.90 K
6	6 v	1.2	5.83 K
7	Mallory- No Electronic or CD	1.4	9.83 K

THE TOUR MAESTRO

Keith Smith

As you read these pages, **Lee and Suzanne Chase** are leading a tour of nine other cars on the “wrong side” of the roads down in New Zealand. With them go all our wishes for a happy and safe tour in this wonderful country. I would suspect that all the members not with them wish strongly that circumstances would have allowed them to be there. We will have to await their return and the next issue of *The Milepost* to learn of their adventures and see some of the pictures that they took. I hope that all those on the tour will remember your humble editor as they view their pictorial record of the tour and will forward a few of their choice ones to me for publication. If so, don't forget to include a few words that will provide a descriptive caption.

We have accepted an ad (page 11) from the Model T Club of Southern California to announce their Baltic States tour in 2012. This tour is **not** sponsored by MATC, but we want to give our members an opportunity to experience such a tour if they have not yet done so. We trust that this tour will not seriously impact our great tour to the Canadian Northwest.

The MATC Calendar

2011

New Zealand and the Rebel Rally; 2 Apr—1 May. Tour Coordinator: Lee Chase
(323) 938-4601, modeltchase@yahoo.com

Board & Membership Meeting; 27 June—1 July. MARC National Meet. San Diego, CA see www.2011MARCmeet.com or Model A News, Sep/Oct 2010 for details. Make your hotel reservations NOW!

2012

Great Northwestern Canadian Tour: 9—29 Sep. Tour Coordinators - Canadians: Bob & Marilyn Krause, BobKrause@dccnet.com or 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

Canadian Pacific Northwest Tour

by Bob Krause

Hello, from British Columbia, Canada to all our MATC members south of the 49th parallel and those that live in other parts of the world as well!

So, who wants to come touring with us for twenty-one (21) days in September 2012? Quite a few we hope!

We will assemble in Victoria, our provincial capital, on Vancouver Island on Sunday, September 9th. A welcoming dinner will allow all participants to get acquainted with old friends and/or new ones you've never met before. We'll spend day two taking in an array of sights around the city.

On Tuesday, the 11th we start our overland journey meandering through the small towns along the east coast of Vancouver Island, working our way up island and over to Port Alberni. A heritage steam train ride to a restored steam operated lumber mill and optional stops at a few wineries on the way back will complete the day.

We're on the road again during day four traveling up island to make our way from Comox over to the Sunshine Coast via ferry to Powell River. We continue south from Powell River catch our second ferry of the day from Saltery Bay to Earl's Cove and then down to Sechelt, where we can rest our weary bones for the night.

We're up and at 'em again for Day five

(Continued on page 8)

(Continued from page 2) **THE CRANK**

the future. Many other early members have almost as much experience, but it is much more difficult to identify them in our roster. It suffices to say that most of our members are “experienced Model A tourists.” With this experience comes a feeling of being satisfied and this spells a danger that they may be satiated and that they will not choose to stay around unless there are ample incentives, such as tours that interest them.

This poses another very serious problem; satisfying tours. We have been to a number of the developed continents, but certainly have not seen all there is to see. However, there is a mentality in us all that is quick to say, “I’ve been there and done that” and we check off Europe, and “Down Under” and we look with some trepidation at Africa, Asia and South America in these perilous times. And wonder what’s next? All this boils down to limiting the choices for tours or interest in the future, ones like those for which we have become famous. What is our future, in this regard? Who will lead this effort?

In order to answer this last question, I need to expand on the fact that our Charter membership is aging. With age comes not simply a lack of desire to make the effort, but also the lack of ability to do the thing well—as well as it needs to be done for a successful tour. **Lee Chase**, our stalwart Tour Organizer without peer, has said that the Baltic Tour he is organizing for the Model T Club will be his last effort of this type. I am in the same boat; I had hoped to lead a Lincoln Highway Tour, but now find that I will not be able to do this, much to my dismay.

Fortunately, other members of the club have picked up on how to organize a successful tour. However, these members might possibly feel that having done one, they could think that they have done their share and want others to pick up some of the slack. This ability of our members to organize tours has a flip side, as well. Now that they can do it, some are organizing tours for other groups in which they belong. Our intent was to provide a general touring experience in a foreign land. We now find that we must compete with tours that seek to satisfy the more specific interests among us. We have to recognize that there are diverse interests among the club members.

We have been brought together because of the Model A and a desire to tour and see foreign

soil; however, other forces are at work and will always be competing for our attention. On some of our tours, members were unhappy that we didn’t pay more attention to shopping, or that we went to too many museums, or that we didn’t go to enough of them! Up till now, we have been able to capture sufficient numbers of people by fulfilling the general interest. There is always a question if we will.

The New Zealand Tour in April 2011 is the perfect example of this problem: the tour organized by Lee has two other competing tours, in which members of MATC are participants. I believe that these “splinter” tours were organized because our tour was announced rather late. However, there is more to it than simply not being announced in a timely manner. Our general tour isn’t meeting the more specific interests of some. Others want to take in attractions, such as racing, or possibly to visit some other places of interest that our tour is bypassing. Possibly, had we been more timely in announcing our tour, these diverse interests could have been accommodated to some degree and we would have had more members participating.

How do numbers impact a tour? Generally speaking, the more cars that we attract, the less expensive it is. Or, put another way, the more that go, the more things we can see for a given price. Numbers count, up to a point. Frankly, we had too many cars when we went to Europe in 2001, but since it was our first tour and we had so many eager members, we decided to take all that wanted to go. Up to 30 cars is a good rule; beyond 30, the logistics become difficult in the small towns that we like to visit and stay in overnight. And for overseas tours, we have the multiple of three car rule for economy of container transport.

In my view, our club is built on unity and diversity of purpose will spell its demise. To overcome any tendency for splinter tours, I strongly suggest that the Board see that tours are scheduled well in advance, are fully advertised and include a sufficient variety of interesting things to do. If we are capable of attracting a wide range of our members and interesting new members to join, we can enjoy a less expensive tour with more members present—just what we always intended. On tours to distant destinations, we can accommodate a variety of interests if we know what the tour members want to see and do. We can make the tours

less rigid and allow some members to do “their own thing,” providing that we find out early on just what they wish to do.

There are a few other factors that tend to give warning signals.

Costs are rising rapidly making shipping cars *anywhere* costly. The price of oil is adversely affecting both shipping and our operating costs. In the past, we have seen gasoline prices overseas as high as \$8.00 a gallon, What will they be in a year or two?

There are severe security issues. Because of terrorists, airplane travel has become a nightmare compared to the pleasures of years gone by. Unstable governments and terrorists are red flags for many areas of the world. The Board has a responsibility to see that our tours that are fun and safe. Were we to sponsor a tour which might endanger the members or their property, we could be held liable for damages well beyond the limits of any insurance we might have available. This puts a great damper on what tours a prudent Board is likely to approve.

Aside from the competition by our members noted above, the national clubs are organizing more lengthy tours within the nation. These can give our tours significant competition. Our idea was to provide tours that were not being provided by others. Now we see a few, if not many doing a similar job. This is not a complaint, just a statement of fact and we don't wish to imply that a member selecting one of these national organization tours is being unfaithful to the club. Far from it, we want everyone to get the maximum enjoyment from their Model A's, that's the main goal of MATC.

I have only covered the doom and gloom. What can I say as to how to correct the problems? With respect to the members, I would say that the new members must step up to the plate and start taking charge. The Board is old (figuratively — maybe actually in some cases) and we need the freshness supplied by new heads. Amongst the thoughts that new heads will bring us, I believe that we need to explore more and possibly unconventional options for tours—let's think outside the box.

While some of our members have been to Europe four times and we still have plenty more to see, we have yet to tour in the UK. A tour was planned there earlier, but was canceled as the Scandinavian Tour for the following year drew a large number of potential participants from it. We could crank that tour up again if there is sufficient

interest. Slipping that tour has brought us to a time of greater expense, so a UK tour today would be more costly now. Mention was made that Lee is conducting a “T” tour to the Baltic states next year. An ad in this issue of *The Milepost* invites our members to attend. While this is not a MATC sponsored tour, members who have not toured in Europe before may want to consider this opportunity; however, it almost goes head-to-head with our tour scheduled for Northwest Canada in the fall of next year, an example of competition mentioned earlier.

I indicated that shipping cars is expensive, and time consuming as well. If we wish to continue the theme of visiting new places that are interesting as well as safe, we might consider what I will call an “invitational tour.” We have roughly 100 family members, with whom we have become closely acquainted over several years of touring. Many of these members have more than one car. Could we not organize a tour—let's say in Southern California and invite our members from the east and the north to come and drive one of our cars?

Before dismissing the idea, out of hand, it should be examined for its pros and cons. If the former are significantly powerful, then a trial should be scheduled to see if it is workable. Yes, there are snags such as liability for damage to cars and will there be enough reciprocity to make it work? If we don't look at it in enough detail to find the potential, we will never find out if it will work, or not.

As a starter, I ask all members to give this some thought and get in touch with me to express your views. (keithramsey@att.net) I will be a clearinghouse for good suggestions on how to beef up our tours. Even if this doesn't work, we may, in the process of brainstorming the issue, come up with ideas that are workable. Don't be afraid to make suggestions. I hope that such things will be on your minds when we meet in San Diego in June. Come for fun, but be sure to bring your ideas and an open mind.

Just before closing the lid on this issue of *The Milepost*, a big brown envelope came in the mail. The return address was MARC. “What can this be?” I asked myself as I slit the top open. Inside was a nice surprise; a certificate entitled “Newsletter Award of Merit” for *The Milepost* for the year 2010! Now isn't that nice? Thanks to the folks at MARC for their generosity. We accept it gratefully, but with the pride that we attempt to show for our club. This adds another red star to the banner counting the awards on the first page!

(Continued from page 5) **CANADA**

traveling from Sechelt to Gibsons Landing / Langdale and to catch another ferry to Horseshoe Bay, then traveling up the Howe Sound through Britannia Beach, Squamish and onto Whistler. There's lots of opportunity to see many interesting sights on this Sea to Sky highway, so stop along the way at your leisure.

Friday, September 14th is a "chill day!" Enjoy walking about the Whistler/Blackcomb village or take a drive back down to Squamish or up the road a wee ways to Pemberton to do a little exploring.

Saturday, September 15th sees us doing a little "mountain climbing", as we ply our way from the Coast & Mountains region into the Cariboo Chilcotin Coast region of the province and onward to 100 Mile House following the B.C. Gold Rush Trail.

We continue our journey north from 100 Mile House on Hwy #99 making our way towards Quesnel in the upper portion of the Cariboo Chilcotin. Tomorrow we will travel east inland to Barkerville, a restored mining town, that sprouted up after Billy Barker found gold at Williams Creek in 1852. This event triggered the Cariboo Gold rush and in its prime Barkerville was the largest city west of Chicago and north of San Francisco.

Tuesday, September 18th we head north from Quesnel on to Prince George half way up the province to the largest city in northern B.C., established in 1807 as a fur trading post.

Day 11, Wednesday, September 19th just over half way in our trip, we head east south east towards Jasper in the Rockies, this being one of our longer days at 235 miles.

The next three days we will visit the sights and points of interest around Jasper, Lake Louise and Banff before making our way out of the Rockies and into the Kootenay area of the province with an overnight stay in Revelstoke and then onto Kelowna in the Okanagan valley, which was first settled by the Oblate Missionaries in October 1859. Kelowna, the native Indian word for "Grizzly Bear" is in the centre of the vineyard area of the province. We will spend a couple of nights here taking in the local sights, Heritage Railway Museum in Summerland and visiting with the local chapter of the Vintage Car Club of Canada.

Day 18, September 26th sees us traveling from Kelowna over the local mountains through Merritt and onto Spences Bridge in the Thompson region of the province, down the Fraser Canyon (river) and onto Harrison Hot Springs the second longest day's drive.

(Continued on page 12)

(Continued from page 3) **SOUND OFF**

Other Comments

"We joined so we could go on the New Zealand trip, but it turned out to be too expensive going from [our state]."

"Really enjoyed our East Coast tour. This was our first tour. Hope to do another tour in the future."

"We will see you in NZ. We are going with [another club], who had less restrictions."

"I have never toured with the MATC, but have heard a couple of people say they cover too many miles per day. I like 'hub' tours."

"Great club! You have given my wife and

me several 'once-in-a-lifetime' memories!"

"All we've met so far in the MATC have been a great group of people and we've enjoyed the fellowship immensely. Hopefully the current teething problems can be reconciled and the club will come out stronger at the other end."

"I can help in planning USA tours. Perhaps, a 'Lewis & Clark' tour: Missouri, Nebraska, South and North Dakota, Montana, Idaho and Oregon."

All the above comments and others not published here will be a matter of great interest to the Board in its June meeting in San Diego. I am certain that the Board will learn plenty from reading the comments and I trust that appropriate action will follow. We all greatly appreciate your taking the time to "sound off!"

Sick List

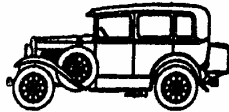
Darlene Ingwersen had a stroke recently. Currently, she is in a rehabilitation facility undergoing therapy.

Those with email know that **Judi Moore** had a cerebral hemorrhage last month and is being treated in Santa Barbara. She seems to be making good progress and we hope that by the time this newsletter arrives, that she will be back in the Pasadena area in a rehabilitation facility and undergoing therapy. Earlier, she was in an induced coma while blood was drained from her brain area. We empathize with Bob and the family.

The Milepost sends love and wishes for a full and speedy recovery to both of these lovely ladies from all MATC members! We're certain that they would love to have cards from their friends.

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

FOR SALE

Garmin 2720 Street Pilot GPS with all books and accessories. Contains maps for the entire USA, Canada and Mexico. Drawings for a simple Model A Mount. Working perfectly. \$100 OBO. (I bought a more recent model) **Keith Smith** (661) 298-0625 or keithramsey@att.net (07/09)

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.

Joining in 2010

This past year we welcomed the following as new members of MATC. We look forward to seeing you on a tour in the near future.

Kummerfeldt, Frank & Loraine Gable

Sun City, Az

Draper, Bill

Chandler, Az

Enemark, Paul & Alva

Tyler, MN

Haley, Joe & Mary Ann Tate

Brooksville, FL

Potter, Dean & Judith

Calgary, Alberta, Canada

Thams, Dick & Joyce

Gaylord, MI

Jensen, Rick & Lori

Verdi, NV

Hagemeister, Neil & Wanda Horton

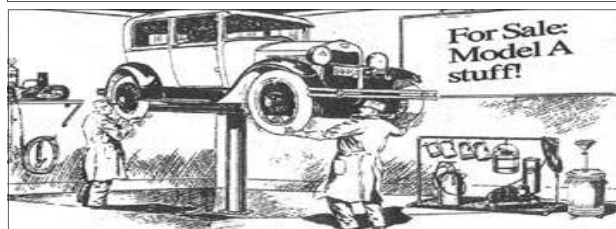
Long Beach, CA

Members will find full contact particulars on the new members in the e-Directory to be sent to those on the Internet. A "hard" copy will be mailed to members still residing in the old Model A era. The new 2011-2012 Membership Directory will be published in July and arrive with *The Milepost*.



Visit the MATC Web Site

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

NATIONAL CLUBS!

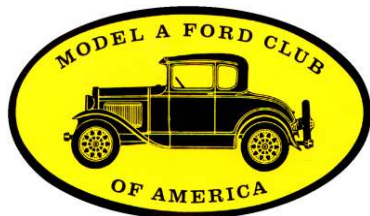
We strongly urge all MATC members to join our National Organizations, the **Model A Ford Club of America** and the **Model A Restorer's Club**.

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

2010—2011

Directors and Officers

- | | |
|------------------------|-------------------|
| Robert Travis | President |
| Ross Milne | Vice Pres. |
| Keith Smith | 2nd V.P. |
| Bob Krause | 3rd V.P. |
| Terri Padgett | Secretary |
| Roger Sandmeier | Treasurer |
| Nancy Stancil | Membership |

Appointed

- | | |
|--------------------|--------------------------|
| Lee Chase | Director of Tours |
| Keith Smith | Editor |

Directors Emeritus

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

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.

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Terri Padgett sends the above pictures from the New Zealand Tour. The one at the top shows the group picking up their cars at the port.



Join your MATC friends on June 27th at our annual meeting. Learn more about the MARC Meet at www.2011marcmeet.com. Make your reservations NOW! Registration Form in the Jan/Feb issue of Model "A" News.

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

Invitation to owners of all Ford Cars through 1931

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





Now that MAFFI has secured a location for our long-awaited Model A Ford Museum, we must all chip in to support it to our utmost with donations of dollars and Model A artifacts.

Above, you see the unique pin MAFFI has designed to recognize those who have contributed. Visit this website to discover the status of your Model A Museum: www.maffi.org/My_Homepage_Files/Page7.html. Here you will find all the ways you can help make this dream coming true a reality. We all must do our part to assure its success.

Your Editor thinks that it would be fitting that MATC make a donation to the museum fund and solicits your comments on this suggestion. I propose to raise it as an item on the agenda at the meeting in San Diego and your expressed wishes are in order.



Empress Hotel, Vancouver Island

easier, if we can identify the anticipated numbers in the early stages. Also, if you know of something interesting in the areas we are planning to visit, let us know and maybe we can arrange it for the whole group.

For those that missed the MAFCA International in Vancouver last year, here's your opportunity to "Come Visit Super Natural British Columbia", and for those who did come, here's your opportunity to see even more!!!

(Continued from page 8) **CANADA**

Day 19 we will make our way back to home base, Langley in the Lower Fraser Valley and the last two days will be spent touring around the Lower Mainland, visiting the Pacific Model A clubhouse and completing the tour with our windup dinner on the evening of Saturday, September 29.

We are reviewing auto transporter options for members, who might wish to truck cars into Bellingham and fly up to Seattle and pick their cars up there, plus we tentatively have parking space available at our local chapter clubhouse for members, who would be trailering their cars across the border and require outside storage for their tow vehicle and trailer.

So, there you have it! This should be a fun filled tour with lots of sights, scenery, some special events and interesting places to see along the way. We'd like to hear from any and all who might be interested, as it makes the planning a lot

