



The ROAD RUNNER

MAFCA Chapter

MAFCA "Newsletter of the Year 2019", MARC "Newsletter Highest Achievement Award 2024"

MARC Region

Officers

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

Birthdays

Anna Jarman	12/09	Bill Matteson	12/23
Mary Anne Jones	12/10	Susan Schubert	12/27
Donna Schmitt	12/19	Linda Canida	12/28

Anniversaries

John & Jody Layne	12/04
Gary & Rosemary Smith	12/19

Monthly Meeting

December Christmas Party Saturday 12/6

Board Meeting

No December Board Meeting

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

Visitors welcome, but please check with Board Member to confirm date and/or meeting place has not been changed.

Technical Meeting & Breakfast Club-KC

The Wednesday breakfast meeting has moved from Liberty to Roxanne's Cafe in Platte City at 7:00 a.m.

1126 Branch St, Platte City, MO 64079

Technical Meeting & Breakfast Club-St Joe

Every Monday 7:00-10:00 AM

Hy-Vee 201 North Belt Highway, St. Joseph

On-going Garage Day

Learn how to assemble a Model A Coupe from the frame up!
Wednesday's 8:30 AM to noon at Terry Richardson's garage
21815 Woodruff Rd. Weston, MO

President's Comments:

Dear Northwest Missouri Model A Club Members,

As we head into December, I hope everyone has taken the time to winterize their Model A's—colder weather will be upon us soon! We were truly treated to a spectacular fall this year. In my opinion, the colors were even more vibrant than last year's, and I hope you all had the chance to get out on the road and enjoy the scenery in your Model A's.

Now, as we look forward to our December gathering, I'm excited for another opportunity to connect with each of you and celebrate our shared passion. Wishing you and your families a safe and joyful holiday season. See you at the December 6th Christmas dinner in Liberty.

Warm regards,

Chuck Haber
President

Knowledge is realizing that the street is one-way,
wisdom is looking both directions anyway

Editor's Comments:

The last newsletter of the year! Again! Where did the time go. For most of you, I hope a lot of it was spent doing Model A things! I know mine was.

Not necessarily driving The Old Lady, although that was a fun part! But I attended several in person MAFCA National Board of Director's meetings, one in California, one at the National Model A Museum in Michigan. I attended a lot of Zoom meeting for the Board of Directors, a few Zoom meeting as liaison for the Era Fashion Committee (EFC), and recently, chaired a zoom meeting to help format a new MAFCA Youth Committee policy. Oh, and I was pleased to be able to attend the EFC meeting in Georgia as well.

I've given a few Model A era presentations here in Nebraska, and in KC, set up several Era fashion displays, and was honored to give a Era jewelry class at Model A Days! And this week, I'm preparing a make-it-take jewelry class to give at the National Awards Banquets.

Who know there was so much Model A stuff to do without even stepping foot in a Model A (although, yes, driving the A is still the most important part!! I hope you having as much Model A fun as I am!

Happy A'ing!

Sherry Wink, Editor

NORTHWEST MO. MODEL A FORD CLUB MEETING

American Legion Hall Smithville, Missouri

November 3, 2025

Meeting started at 7:00 PM.

Vice President Chili Canida opened the meeting with the Pledge of allegiance.

Yearly Elections - The membership were asked to vote for next years officer:

Final results were as follows: President Chuck Habor

Vice President Mike Owen

Treasurer Gary Dixon

Secretary - vacant

Treasure Gary Dixon gave Treasurer's report that was approved as read. He gave an update on next years proposed budget. for 2025.

Activities Director Chili reported about upcoming tours and events. The Christmas party is December 6th.

Membership Director Myron Schmitt reported 27 members present at tonights meeting.

Old business - none

New business - Please have dues submitted by end of December.

Terry Richardson Secretary



MAFFI Minute November 2025



Winter is approaching here in the Midwest, and the museum is still rapidly working on new exhibits! Darwin Schafer donated a really special unrestored and fully original 1930 De Luxe Delivery (130) which was originally used by a funeral home for flowers. This will be used during Model A Days to demonstrate corn shelling since it has a power take-off system for a belt (though personally, I might try and sneak an ice cream maker on it!).

Andrew Oliver of Connecticut won the sweepstakes on the 1928 Phaeton, and Kris Wilson of Missouri won the rebuilt engine.

Now that the trustees have had a chance to go over the numbers for the 2025 Model A Days, it looks like it was a great success thanks to all our hobbyists who came to support the museum. There are plenty of ways to get involved with helping and still plenty of ways to donate to the museum between the My-A-Program, Brick Memorials, and even regular donations. As we get towards the Holiday Season, this is something great to keep in mind, especially for your local club.

Keep on motoring!

John Grossheim

MAFFI Trustee/ Secretary



Activities

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

December 6th -CHRISTMAS PARTY
 December 6th, 11:30-2:30pm
 Red Door Grill, Liberty MO
 Dinner will be ordered from the menu



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!

Former member Tim Fields passed away Tuesday night, 11/18/25. Tim was an avid member of the club until his health prevented him from continuing with the Model A hobby. Reva wanted us to know how much he loved the club even though he wasn't able to participate these last few years.



<https://www.legacy.com/us/obituaries/name/timothy-fields-obituary?id=60108614>

December 6th, 11:30-2:30pm

Join us for our Annual Christmas Dinner! This year, we're going to the Red Door Wood-fired Grill in Liberty!

This neighborhood restaurant is known for its American cuisine cooked on a woodfired grill. It offers a "scratch menu" featuring wood-fired dishes, burgers, salads, and more, with something on the menu to suit everyone's taste.

Each person will order off the menu for a personalized meal! It should be a great afternoon with time to visit with all your friends.



Let Chuck or Mike know if you plan to attend so they can be sure to reserve a large enough table!



Cares & Concerns



Our Sunshine/Concerns Lady is Julie Parnell.

If you know of anyone that could use a call or a card, please let her know at (816) 891-1083 or send her an email at julieantique@yahoo.com

Club Contact Information:

President Chuck Haber (816) 590-0660
 All Officers: nwmomodelafordclub@gmail.com
 Publications: nwmomodelafordclub@gmail.com
 or call 816-519-2630 **Any articles or notes without a byline are written by your editor.**

Visit www.nwmomodela.com today!

Please mail any info, pictures, questions & suggestions to:

**NWMO Model A Ford Club
 PO Box 514**

Liberty, MO 64069 Or email:

nwmomodelafordclub@gmail.com

Model A Ford, Zenith Carburetor Troubleshooting Chart



Common Symptoms

Problems when driving over 30 to 35 MPH	Problems when driving 5-35 MPH	Engine won't idle smoothly at 350 to 450 RPM	Engine dies when vehicle comes to a stop	Gas Leaks from Carburetor	Low mileage / Sooty plugs / Mixture rich / Smell gas	Mixture lean and over heating	Back fires at high speeds	Miss and jerks on hard pulls at low speeds	Opening GAV does not provide extra fuel at low speeds
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Common Causes

Loose fuel line fitting, drain plug, filter strainer, GAV, Passage plugs, etc..									
Float is set too high or a pin hole absorbs gasoline into float.									
Float Valve does not seat properly due to dirt, rust or material failure.									
Gaskets are not sealing properly.									
Gasket at Main Jet is too thick or multiples are used, resulting in tip being too low.									
Main Jet or Cap Jet Tip is not "dished" / "indented".									
Vacuum leaks at manifold gaskets, wiper line, or throttle shaft.									
Throttle Idle Adjustment Screw is mis-adjusted.									
Idle Air Adjust Screw is mis-adjusted or too short, collapsing spring before it seats.									
Upper Casting Idle Jet Passage is restricted to Idle throat port.									
Upper Casting Air Adjust Screw Passage is restricted to vent hole.									
Idling Jet Orifice contains dirt or rust, or is too small.									
Idling Jet Orifice is too large.									
Gas Adjusting Valve is open too much or seat is not honed to let needle seal.									
Gas Adjusting Valve Brass Seat is missing from carburetors built through 1929.									
Lower Casting Bowl Passage is restricted to Secondary Well via GAV Seat Hole.									
Lower Casting Comp. Jet Passage is restricted to Cap Jet via Secondary Well.									
Compensator Jet Orifice contains dirt or rust, or is too small.									
Compensator Jet Orifice is too large.									
Float is set too low.									
Lower Casting Bowl Passage is restricted to Main Jet & Drain Plug.									
Main Jet Orifice contains dirt or rust, or is too small.									
Upper Casting Fuel Line Passage is restricted to Float Valve via Filter Strainer.									
Gas Adjusting Valve Seat is blocked with dirt or rust.									
Air Filter is restricting air flow.									

A Thermostat Theory

by Tom Endy

The Model A Ford did not deliver with a thermostat installed in the water cooling system. A few years later thermostats became the norm in new cars. Today it is becoming common practice for Model A owners to install a thermostat in the water outlet hose of their Model A Ford. However, there may have been some engine block design changes made to accommodate the thermostat that does not exist in a Model A engine block.

Rick Hall, a Victoria Association member in Southern California, has come up with a theory about the use of a thermostat in a Model A Ford that may have some merit. Recently four of us in the same area, including Rick and myself, have had a recently rebuilt engine fail with dramatic consequences. The number four piston virtually melted, with the ones in front of it showing signs of overheating.

After much investigation and speculation we have come to the conclusion that the cause was due to the poor quality pistons that have recently been imported from Taiwan by two of the better perceived suppliers. However, there could be an additional factor involved.

In all four cases the failure modes were the same. The engines had a sufficient number of miles on them since rebuild; the cars were cruising along at 55-60 mph in 26% overdrive for about an hour or more with the ambient temperature at about 60 degrees. Each of the cars was equipped with a very efficient 4-tube radiator and with a 160 degree thermostat installed. Each had a temperature gauge that indicated that the water temperature was below 160 degree, which means the thermostat was closed blocking off the flow of water.

Rick's theory is that under these circumstances with the thermostat closed water is not circulating through the block normally. With the thermostat closed only a small amount of water is getting past the thermostat through the two small holes drilled into the mounting flange of the thermostat. The water pump is not causing water to flow through the block normally as when no thermostat is installed.

This may be causing the back end of the engine block to overheat due to the lack of proper water circulation. The temperature gauge may be showing a value of less than 160 degrees at the water outlet hose, but the water temperature around the number four piston where the water is stagnant may be sufficiently higher allowing the number four piston to overheat and fail.

It may be that engine block designers of later cars provided by-pass ports in the block to allow a continuous flow of water to all parts of the block when the thermostat was closed. The Model A engine block may not have this advantage.

This may not be a problem on a warm day or with a standard radiator that is partially blocked as the temperature will quickly rise above 160 degrees and the thermostat will open allowing the water pump to freely circulate water to all areas of the block as Henry designed.

It may be just a theory, but it may have some merit. After experiencing a costly engine failure I decided to remove the thermostat from my Victoria. I can't see where it can do any harm, after all Henry produced over five million Model A's that roamed the planet for decades without a thermostat.



An automotive thermostat modified for use with a Model A. Note the skirt welded to the base to prevent it from tumbling in the water outlet hose. Two small holes are drilled into the base for a small amount of water flow when the thermostat is closed.

Time to renew your membership for another year of fun!



Northwest Missouri Model A Ford Club Membership Application

www.nwmomodela.com

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

Fashion Tips from Butterick Patterns

TAILORED NECKLINES HAVE THEIR WAYS, TOO



A straight tie with ends cut on a slant goes a long way toward giving a sports feeling to a frock to be worn with your cardigan jacket. Make the tie double and slip it through two bound horizontal slashes. (Ill. 163.) The shaped facing is a very nice thing to know about when you are reviewing your blouse wardrobe. Stitch the right side of the facing to the inside of your blouse, turn it over and gather at the front, stitching free edges to the blouse. Tack a bowknot over the gathers. (Illustration 164.)



164. Three steps accomplish a smart finish

PARIS FROCKS AT HOME



157. The French tied bow-knot.

and whip or make a narrow hem around the four edges. You may have them picotéd if you wish but hand work on lingerie details is always more desirable. Now make two bound vertical slits on the front of your blouse and gather your hemmed strip through the center and thread it through the slits. (Illustration 158.)

The French bow knot.

This same type of strip may be tied in a soft knot and used at the point of a V neckline with a collar of similar material tucked at the neckline to fit around the curve at the back of the neck and over the shoulder. (Illustration 157.)



158. The tailored bow finish.

152

These neckline accents are from a 1930 sewing book from Butterick patterns, titled "Paris Frocks at Home." Some interesting ideas to dress up your era garments!

BERTHA COLLARS AND CAPELETS OFFER SUGGESTIONS

It is a smart trick to save a last year's frock for still another season by removing the sleeves and adding one of these becoming capelet or bertha collars. The Deltors in Butterick Patterns no. 2996 and 3004 show you how to cut and attach them to a V necked frock. The little tie at the



166. Butterick Pattern 2996



Fig. 165.

Fig. 165 above shows the cut of the tie which should be knotted at the point of the V as in Fig. 167.



Fig. 167.



168. Butterick Pattern 3004



Fig. 169.

point of the V would add a springlike touch to other frocks, too. Fig. 165 illustrates an unusual cut on which much of the smartness depends. Picot or hem it, slip it through a horizontal slash or over a collar joining and knot it softly. The butterfly bow effect in (Ill. 168) is another individual finish for the point of a bertha collar. It may be inserted through two vertical slashes or shaped in the double bow and tacked to the neck of your frock.

This recipe came from a 1930 cookbook titled "Anyone Can Bake." I guess they assume you already could cook as they didn't included the recipe for the hot creamed chicken!

Individual Chicken Shortcakes

- | | |
|----------------------------|-------------------|
| 2 cups flour | 4 Tbsp shortening |
| 3 Tbsp Royal Baking Powder | 1 egg |
| 1/4 tsp salt | |
| 1/2 cup water | |

Sift together flour, baking powder and salt. Add shortening and mix in thoroughly with steel fork. Add egg and sufficient water to make soft dough. Cut with any large biscuit cutter which has been dipped in flour or half fill greased muffin rings which have been placed on baking pan and bake in hot oven at 475 F. ten to twelve minutes.

These shortcakes split and either buttered or not, as desired, filled with hot creamed chicken or mushrooms makes a delicious dish. If one tablespoon sugar is sifted with the dry ingredients, these shortcakes can also be used with any fruit desired. Makes six shortcakes.



Brands We Still Know

By Sherry Wink

Joseph Breck founded Joseph Breck & Company, in 1818, in Boston, Massachusetts.

From 1822, until 1846, he was the editor of an early agricultural magazine. In 1840, Breck published the company's first catalog to sell his products. He continued to write and publish books about gardening until his death. The company remained in the family for 5 generations as a garden supply company until the 1950s. In that general time frame, the company moved from simple gardening supplies to become a mail-order Dutch bulb importer. Today, the company is one of the largest importer of Dutch Bulbs in the United States.



1016 Breck's Catalog Cover



The Model A Restorers Club, Inc.



THE running BOARD REPORT

From Tom Hovetter, President and Jim Zimmer, Director of Regions

December 2025

Membership in MARC has increased this year over last year. This after declining for many years. This is Very Encouraging for our hobby! Many thanks to Regions who have encouraged their new and existing members to either take advantage of our free 12 month membership (non MARC members, digital magazine) or take our regular membership and receive the award winning Model A News magazine. Please continue to invite your members and anyone interested in our hobby to join.

As you may know, we are updating the Driver Class Judging Standards. For example, some of these changes include the acceptance of fiberglass fenders, later Ford front and rear axles and leather or vinyl upholstery material for all years/models. The updated standards will be published soon. Make plans now to enter your Model A in Driver Class judging at French Lick in July!

Recently we asked Region Presidents/Directors to email your Region's logo, in an image, PDF or similar format, for inclusion in our updated website. We have received many, but are missing many more. You will want your logo to be proudly displayed! If you haven't already, please email a copy of your logo to the MARC office at modelarestorersclub@gmail.com or to Jim Zimmer at jwzimmer9119@gmail.com.

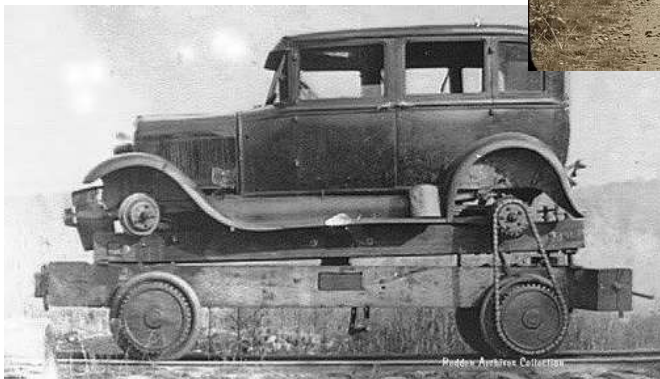
Additionally, Larry Shepard is looking to compile a list of Model A Mechanics to use as a resource to help fellow Model A owners with mechanical questions. Please volunteer by emailing Larry at atmarctech@modelarestorers.org.

Certainly we are all looking forward to the upcoming MARC Finger Lakes Tour next May. Online registration forms will be available on December 1st and hotel reservations will open on December 10th. Plan now to attend another great MARC event in a beautiful part of our country!

Model A's and Trains -

Sherry Wink

Have you ever thought about how Model A's and Trains just seem to be a natural fit together? Maybe I think that because Wink was such a train-nut as well as a Model A fanatic, but then again, maybe not. A search through the internet found a lot of interesting pictures of Model A's with trains, on trains, and as trains! Check out a few below:



What is it?

Do you know?

For "Bragging Rights", Send an email to
nwmomodelafordclub@gmail.com

Or to Sherry Winkinhofer

PO Box 172, Table Rock NE 68447



Photo courtesy of
Mike's A-Fordable
Antique Auto

Last Month's Mystery Part

This is a brush holder insulator.

Did you know?



Photo courtesy of
Snyder's Antique
Auto Parts

Jim's Tech Tips

"Refueling With a Gas Can"

Sometimes I find it more convenient to go get 5 gallons of gas with a gas can for my Model A than it is to drive down to the gas station with the car to fuel it up. But a 5-gallon can full of gas weighs over 30 pounds, and lifting it up to the gas cap on the Model A and controlling the can's spout as it enters the gas tank (without spilling gas all over the place!!!) can be a real challenge. Even with a helper to guide the spout into the tank as you go, it can be a mess.

My brother turned me on to this tip (thanks, Kevin!): For about \$20, you can purchase a small battery powered fuel transfer pump that will put the gas into your car in about a minute or two. This little thing is amazing!

You rest the gas can on the splash apron and fender (put a towel under it) and put the pump body into the gas can. Hold the pump outlet inside the gas tank filler opening with one hand and switch on the pump with the other hand. In no time at all the gas can is empty and you switch the pump off. Carefully remove the pump outlet from the tank and point it up to prevent fuel in the hose from dripping on your car. It's that easy, and a one-person operation.

On a car with side-mount spares, you can rest the gas can on the spare tire and hold it there, instead of resting on the splash apron and fender. It works just the same.

As an added bonus, you can quickly pump most of the old fuel OUT of a Model A gas tank with this pump, and into a 5-gallon gas can, if the need arises. I have done that, too.

Until next time, Have a Model A Day! Jim



As found in the November issue of Rock-Ford's Manifold News.



Restored '29 Ford Truck Christmas Poem

'Twas the Night Before Christmas, and out in the shed,
My pickup was shining, a bright new Ford red.
A 29 closed cab, 'twas such a delight,
Took me 5 years to get it just right.
My pride and my glory, all polished with shine,
A thrill to think that it was totally mine.
Santa knew that I owned one, for parts I did ask,
Regularly so, 'twas a challenging task,
To find what I needed, but he always came through.
Don't know where he got 'em, all shiny and new.
And around about midnight, I heard him downstairs,
Putting packages under the tree with great care.
I think I did startle him when I said hello,
He stood there in crimson all covered with snow.
He said to me "Say that's one nice looking truck."
"Probably does quite well, staying out of the muck."
"Tell you what, if you'd like, I could trade you my sleigh,"
"For that red pickup truck, we could trade straight away,"
I said "Thanks for the offer, but I'm gonna pass."
"I got too much invested, besides all that gas."
He said "If you reconsider, just drop me a line,"
"I would strongly desire a pickup that fine."
I heard him exclaim as he rode out of sight,
"Wish I was driving a Ford through this night."

Author: Clifford Ray Hughes, 2024



For Sale / Wanted To place an ad, send your information to swinkinhofer@Hotmail.com, or mail to Sherry Winkinhofer

As a service to our members, the area Model A clubs have decided to share our classified ads sections! (This will include Model A specific items only.) Ads will run approximately 3 months unless we are notified that the item is still available.

For Sale: 1929 Ford 2dr. Owned 67 yrs, selling due to Dave's age. Good condition ; runs well. Driver, not show. Dual side mounts; steel trunk on extended bumper. \$ 8250

Contact: Dave Berkeman 515-473-1690 (CIMA 11/25)



For sale: 32 center crossmember modified to fit "A" frame-\$400: "A" frame with 32 crossmember fitted in- \$500: "A" transmission rebuilt by Paul Couch(never used)-\$300:S-10 Chevy PU trans with Steve Serr adapter(\$800 now)to "AA" truck bellhousing-make offer: S-10 Chevy trans with aluminum adapter to "A" bellhousing - make offer:2complete diamond block "A" motors-\$250ea. Lots of other mechanical parts.

Contact: Roger Miller 515-965-5727 (CIMA 12/25)

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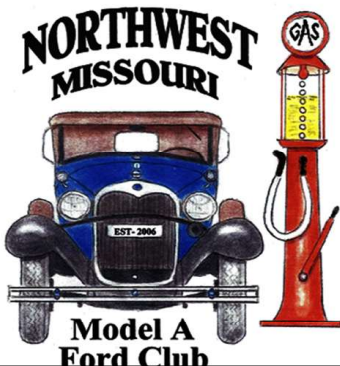
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Dedicated to the restoration
and preservation of the
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7:00 PM Meeting
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For more info, contact us at
nwmomodelafordclub@gmail.com

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



Model A Ford Club of America

Join on line at **MAFCA.COM**

~Membership Benefits~

The *Restorer* magazine • Technical Support • Local Chapters • National Meets • Era Fashion Guidelines
• "How to Restore Series" • Judging Standards and Restoration Guidelines

Dues per year are

U.S. Membership- \$50

Canada/Mexico Membership - \$60

International Membership - \$70

Make checks payable to Model A Ford Club of America

**Optional Initiation Package
For New Members Only**

1—Back issue of *The Restorer*

1—MAFCA Lapel Pin

1—MAFCA Decal

1 0 Name Badge

Only \$11 extra

New Membership

Name _____

Spouse's Name _____

Address _____

City _____

State _____ Zip _____

Country _____ Telephone _____

Permission to publish my telephone number in future Membership Rosters? Yes: ___ No: ___

Return this Form and Payment to

MAFCA

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(562) 697-2712 Monday - Friday from 10AM



Model "A" Restorers Club

6721 Merriman Rd, Garden City MI 48135

(734) 427-9050 office

(734) 427-9054 fax

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

Dues- New or Renewals () US Membership \$50.00

() US Air Mail \$62.00 () () Canada \$60.00 () International 70.00

**New Members Only- Partial Membership:
J/A, S/O & N/D issues only!**

() US Membership 26.00 () US & Canada Air Mail \$36.00 () International \$44.00

IMPORTANT:

Make checks payable to Model "A" Restorers Club (M.A.R.C.)

All Memberships from outside the U.S. are to be remitted by International Money Orders in U.S. Funds (drawn on U.S. Bank) or credit card. And a personal check drawn on U.S. bank (U.S. funds must be stamped on check.)

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

Address: _____

City: _____ State: _____ Zip: _____

I give permission to publish my phone number in the future MARC Membership Rosters:

() Yes () No Phone: _____

I give permission to publish my email in the future MARC Membership Rosters:

() Yes () No Email: _____

THE ROAD RUNNER

% SHERRY WINKINHOFFER

PO Box 172

Table Rock NE 68447