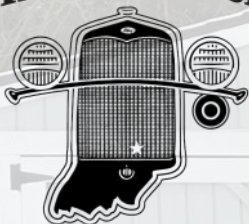


MARC/MAFCA



MODEL A FORD CLUB  
COLUMBUS, INDIANA

CONTROL  
LINCOLN  
L  
HIGHWAY  
STATION

# GOING *Places*



*Anticipating an Active Year*  
*Lots of events in planning for 2026*

**January 2026 Vol. LXII Issue #1**

[www.modelacolumbus.org](http://www.modelacolumbus.org)





**Columbus MARC Region Since 1964,  
MAFCA Chapter since 2009**

*From  
the  
Editor...*



**John Emmering**

### **2026 Club Officers & Committees**

#### **President**

Tim Diehn  
812-374-2882  
timdiehn@yahoo.com

#### **Vice President**

John Emmering  
331-425-1187  
Shoebxford.john@gmail.com

#### **Secretary/Membership**

Rob Kirkpatrick  
317-402-2562  
rob@kirkpatrick.net

#### **Treasurer/Tour Master**

Phil Sutton  
812-336-8672  
pgsutton@indiana.edu

#### **Board of Directors**

Jay Williamson  
317-223-1379  
letterpressman@icloud.com  
Roger Dean  
812-278-6696  
deanhome.dean@gmail.com  
Dennis Meyer  
317-727-5098  
dmeyer4066@sbcglobal.net

#### **Newsletter/Historian**

John Emmering  
331-425-1187  
Shoebxford.john@gmail.com

#### **Swap Meet Chairman/Webmaster**

John Prohaska  
812-350-8780  
prohaska1069@yahoo.com

#### **Care and Concern Committee**

Linda Sullivan  
812-523-3674  
roadsterman1929@yahoo.com

### **Fellow Members:**

Happy New Year to all our members. Hope 2026 will prove to be another rewarding year in the life of our Columbus Model A Club.

I thought I would do a January issue since there is news that need to go out. With no past tours to report on I had some extra pages and I took the liberty of running a 99 year old story written in 1927 by my grandfather's travel companion Julius Hynes. Its about a Model T Ford trip they took from Chicago to Tulsa, OK. I found a typed copy in an old photo album, as well as a clipping from the Chicago Daily News.

Although it is winter there are still activities coming up. The Shepherdsville Swap Meet takes place Sat. Jan. 10 and a two night tour to the Dayton Air Force Museum in February. Have a happy New Year and enjoy this January issue.

*John*

### **UPCOMING EVENT**

**January 8 - Membership Meeting El Nopal Nat. Rd.**  
**January 10 - Model A Swap Meet, Shepherdsville, KY.**  
**February 12- Membership Meeting, El Nopal Nat. Rd.**  
**February 20-21 Tour to Dayton Air Force Museum**

**JANUARY 2026**

# **PRESIDENT'S MESSAGE**

*A Word From Tim Diehn*



Hello Membership,

I want to extend a sincere thank you to everyone who joined us for our Christmas Party on December 7th. We had a fantastic turnout of 59 people celebrating the season together. As always, Chef Kevin Ault prepared a superb meal that certainly didn't disappoint!

During the festivities, I shared our *2025 Year in Review* and a look ahead at what's in store for 2026. We also presented the infamous "*Hard Luck Award*" to Larry and Carol Pumphrey. Larry dealt with the misfortune of rear wheels locking up on two separate occasions this year. Fortunately, Jack Sullivan was on hand both times to provide a helping hand and get them back on the road.

Most importantly, our club showed incredible generosity. We raised \$684 for the Midwest Food Bank, which was matched dollar-for-dollar by Meyer Financial Services, bringing that total to \$1,368. Between the party and other efforts, Dennis was able to raise \$3,564 for this worthy cause, then with the match, a grand total of \$7,128! A huge thank you to everyone who contributed.

As we kick off the new year, it's time to start planning our 2026 tours. To make sure there is something for everyone, we are looking for a variety of ideas. These ideas can be half-day "ice cream" runs, Full-day excursions, overnight trips, or multi-day events. If you have a destination in mind, please reach out to Phil Sutton or any board member. We will get the schedule completed in February so members can plan their summer accordingly.

Be sure to keep an eye out for the January/February edition of *The Model A News* (MAN) later this month. Rex Hinkle, Mark Maron, Phil Sutton, and I spent much of November and December finalizing the schedule and registration forms for the 2026 MARC National Meet in French Lick that will show up in MAN. I am genuinely excited about the options we've put together. In addition to the "standard" National Meet events, Rex has secured several local short tours, on-property activities, and special dining options. These sit alongside our traditional bus tours, the Grand Tour, seminars, judging, Hubley races, and fashion show, promising to be a delightful four day event for everyone! Early interest is very high—we already have over 200 rooms reserved at French Lick! Please look for the insert in your magazine and register early for what promises to be an incredible week this July.

As we enter the coldest months of the year, stay warm and keep those batteries charged. The days are already getting longer, and it won't be long before we are "Going Places" in our Model A's once again

*Tim*



January 8 -- *Membership Meeting—El Nopal National Rd, 5:30 Dinner, 6:30 Meeting .*

January 10 – 41st Annual Winter Model "A" Swap Meet. Shepherdsville, Kentucky.

Hosted by The Falls City Region Model A Ford Club.

February 12 -- *Membership Meeting—El Nopal National Rd, 5:30 Dinner, 6:30 Meeting .*

February 20-21 Modern Car Tour to the Air Force Museum, Dayton, Ohio (Howell, Morlock)

April 26 - Columbus/M.A.R.C. Swap Meet, 4-H Fairgrounds, Columbus, IN (Prohaska)



## FRENCH LICK IN. "HISTORIC HOOSIER HOSPITALITY"

Hosted by the Hooser Hills Model A Club  
& Columbus Indiana Model A Club




# The MARC National Meet

## July 12-16, 2026




# NATIONAL MUSEUM OF THE UNITED STATES AIR FORCE™

## TOUR TO DAYTON, OHIO FEBRUARY 20-21.




**Make your reservation under "Model A Club" Block**  
**The Hotel @ Dayton South, 899 Old Yankee St., Centerville, Ohio**  
**Two nights Friday Feb. 20 and Sat. Feb. 21. Hotel Phone 937-291-0284**  
**We will travel in Modern Cars**  
**For further information and to RSVP Call Larry Morlock (812-371-6628) or Tim Howell (317-767-1135)**



# The Model A Restorers Club, Inc.

## THE *running* BOARD REPORT

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

January 2026

**M**ARC's Board of Directors is pleased to announce that our completely restored website is alive at [ModelARestorersClub.org](http://ModelARestorersClub.org) ([modelarestorersclub.org](http://modelarestorersclub.org).) (If you have the link to the old website on your phone or computer, the old website will automatically connect to our new website). This upgrade marks an exciting step forward for MARC. Our new site uses modern technology to make it easier for members to:

- ☐ Browse national and regional events
- ☐ Renew memberships online
- ☐ Connect with other Model A enthusiasts
- ☐ Access club news and resources anytime — even on your phone

As our club continues to evolve, this new digital foundation helps us reach the next generation of Model A owners while staying true to our heritage.

Please take a moment to visit the new site and explore what's new. We welcome your feedback and ideas as we continue improving the online experience for everyone.

**A**s some of you may have noticed on the MARC Facebook group, we advertised a special promotion to attract new members. If you have not been a member of MARC previously, you qualify for this promotion! Sign up for a MARC membership at the regular price of \$50 (12 months membership) and receive FREE editions of *Technically Speaking*, volumes one through thirteen, including shipping (while supplies last). AND if you want to purchase volumes fourteen and fifteen for an additional \$25 they will be shipped with the other volumes! Sign up on our new website by clicking join now. If you want to purchase the additional volumes you must call the office at 734-427-9050 within 48 hours of joining to qualify for free shipping.

**R**egions, please note that 2026 dues in the amount of only \$25 are now due. They can be paid by accessing our new website at [modelarestorersclub.org](http://modelarestorersclub.org), select Regions and the Region toolbar to take you to renew. Also, a reminder that most membership fees are due at this time of the year. Don't let your membership expire and miss an issue of the *Model A News*!

**C**ircle your calendars now for July 12-16 and make your hotel reservations for the 2026 MARC National Meet in French Lick, Indiana. 894-241-8391. Driver Class judging standards have been updated and are available to download at [modelarestorersclub.org](http://modelarestorersclub.org). Plan to enter your Model "A" in the judging!





## **A Night to Remember: The Columbus Model A Club 2025 Christmas Party**

**by John Emmering**

The Columbus Model A Club's annual Christmas Party on Sunday December 7th at the Seasons Lodge was nothing short of magical. It was the fourth year in a row that the Seasons was chosen for the event and it's easy to see why the venue's cozy charm and attentive staff made everyone feel right at home. As dusk settled, the lodge sparkled with festive decorations and laughter echoed through the halls, welcoming 59 of our members -- each bringing their own holiday spirit and stories.

The evening's menu was a culinary adventure, featuring perfectly baked chicken, and succulent prime rib. Dessert was a sweet surprise, with options to satisfy every sweet tooth. But the true flavor of the night came from the people—old friends reuniting, new members being welcomed, and everyone sharing memories of the year gone by.

A special round of applause went to Suzanne Diehn, whose tireless dedication orchestrated every detail, from the twinkling decorations to the seamless flow of the evening. Christian Easton set a heartfelt tone with a warm blessing, reminding everyone of the deeper meaning behind the celebration.

After dinner, President Tim Diehn took the stage, his words weaving together nostalgia and excitement. He reflected on the club's 2025 events which consisted of a number of tours covering at least 3,000 miles and other activities. Tim reflected on our sponsorship of the successful M.A.R.C. Membership Meet last April. He also went over the progress being made in planning the 2026 MARC National Meet we are setting up for July 12-16, 2026 in conjunction with the Hoosier Hills Region in Bloomington.

One of the evening's most touching moments was the presentation of the "Hard Luck" Award to Larry and Carol Pumphrey. The Pumphrey's Model A's rear wheels locked up on two separate occasions while touring. Fortunately Jack Sullivan was on hand both times to correct the problem with his mechanical know how. It is good that this year's award was not the result of a Model A traffic accident as sometimes has been the case in past years.

As the night drew to a close, it was clear this wasn't just a party—it was a celebration of friendship, tradition, and the enduring legacy of the Model A. The laughter, the stories, and the shared sense of belonging left everyone with memories to cherish until next year's gathering. The Columbus Model A Club's Christmas Party was, once again, a shining example of camaraderie and holiday joy.



**Time Diehn gives his 2025 warp up address**



**Larry Pumphrey receives his Hard Luck Award from President Tim Diehn**



**Dennis Meyer offered promotional material and spearheaded the Midwest Food Bank Drive.**





## The Trail Hitters; Ford Model T Trip in 1927 from Chicago, Illinois to Tulsa, Oklahoma

By Julius Hynes

*In 1927 my Grandfather Henry Emmering (above) and his friend Julius Hynes drove from Chicago to Tulsa Oklahoma and back in Hynes's 1923 Model T Ford. Hynes wrote this story, appearing in the Chicago Daily News as part of the "Trail Hitters Club". The Model T bore the Trail Hitter Logo on their radiator.*

An old Ford, the grub and camping equipment stowed in the rear of the car, the writer with an amiable companion, Henry Emmering, members of the clan of "Trail Hitters" again hit the log trail.

Plans for this year's trip were carefully laid during the early spring months, the routes charted and studied, literature on scenic attractions read and re-read and the car conditioned, until we felt confident on the day of leaving that a successful and delightful vacation trip was to crown our efforts.

Through parts of Illinois, Missouri, Arkansas and Oklahoma our wanderings took us, over fine ribbons of concrete, over gravel fine to rough, through terrible stretches of red slippery, and in places hub deep, mud and over the rough and rocky mountain trails of the Ozarks.

Dusk of the first afternoon out found us at Bloomington, Illinois, where we pitched camp at the tourist park. In the evening we witnessed what to us was a very unusual and shocking sight – a monster parade of the Ku Klux Klan through the heart of town.

By noon of the following day we reached Springfield where we tarried long enough to visits the tomb of Abraham Lincoln and climb the winding stairs inside

the Lincoln monument, from the top of which a fine view of Springfield and our state capitol building was available.

Crossing the Mississippi over the "free bridge" into St. Louis had its usual thrill and some distance south of the "Mound City" we camped, now in the foothills of the Missouri Ozarks. The tranquil beauty of these charming, timber covered hills, low, lazy and rolling, stretch range upon range, mysteriously holding one spellbound. Clear, cool streams rushing through the hills and vales land a hand of enchantment.

Over fine gravel and graded dirt, well posted with the US shield markers we pushed on to Poplar Bluff, Missouri., of tornado fame where weird tales are related of the grim tragedy of last May. Evidently the populace is not disheartened by the disaster for the task of razing and rebuilding is well in progress.

On entering Arkansas we picked up state highway #12 and headed westward through picturesque, hilly landscapes. The interesting mountaineers were interviewed occasionally and though shy, they are kind and hospitable. Their homes, log cabins set in clearings are crude and primitive, but contentment seems to be the lot of these settlers. Razorback pigs and the sturdy mule were seen everywhere.



Fording the many streams became a monotonous regularity, bridges being practically unknown in this region. To gain access to the far shore of big, unbridged rivers which occasionally cut across our path necessitated the service of ferry boats, the only method of crossing. It was nothing unusual to ferry as many as three times in a single day.

Good camp sites were numerous. One had only to locate a stream, pull off into the woods and pitch tent. This method to us was more desirable than camping at tourist parks, for the silence of the woods and the element of roughing it has an appeal all its own.

At Harrison, Arkansas, we turned off the main road to visit the famous Diamond Cave. Competent guides are furnished to conduct tourists through this subterranean wonderland, an attraction of rare beauty. The walls of the many separate chambers are draped with stalactite tapestry that is at once fascinating, yet grotesque. The brilliancy of the calcite crystals gives the cave its name.

Eureka Springs, in an Alpine setting and noted for its mineral springs is built on mountain sides and tops, the homes in terrace fashion, presenting an old and unusual sight as the car grinds up its steel streets and one looks down across the valleys.

Tulsa, Oklahoma was reached on the seventh day. The oil capital of the world lies in the heart of the great oil fields, a modern thriving city. It was here, on the evening of arrival that the first rainstorm was encountered. A terrible all night downpour made us thankful for the fact that we decided to engage a hotel room for the night.

Although reports came in the following morning deploring the condition of all dirt roads, our time was limited and we moved on regardless. While enroute to Muskogee, evidence of the cattle country loomed up in the form of the cowboy. Mounted on trusty steeds they came into the towns, for it was Sunday. Their high-heeled boots splashed with mud, they would swing off the saddle and with spurs tingling stroll up the street nonchalantly. Indians not only on horseback, but driving expensive cars were frequently seen.

Outside of Muskogee, on a very muddy detour we tried a death-defying zigzag act and skidded into the ditch. A team of horses could not move us an inch, so a tow car was called out and with difficulty the stranded flivver was lifted to the road.

Mud, thick red slippery and the like of which we had never seen before, a sad reminder of the cloudburst, in six and seven mile stretches and at times hub deep necessitated cautious driving at all times. Such was the condition of the dirt gaps between gravel or hard surfaced pavement on US #64 and a never-to-be-forgotten drive.

To add to the miserable going our front spring broke and it became essential to install another, this being done at a garage overnight so that the following morning no time was lost in making an early start for Little Rock, which city we eventually reached.

Our sojourn at Hot Springs to which place we motored as a side trip was of two days duration, during which time we made our headquarters at the Government Reservation in Hot Springs National Park.



**Henry Emmering on the MO/AR boarder**

This well-kept tourist camp, maintained by the government is beautifully situated in the pine-clad mountains adjacent to Hot Springs.

While here we had a unique experience in the form of a visit to one of the luxurious bath houses where we experienced the exhilarating sensation of bathing in the naturally heated mineral waters of Hot Springs Mountain. The water averages 125 degrees and is radioactive to a certain degree.

Getting into trouble with the police of Hot Springs, due to our ignorance of the time limit for parking was just another incident and an arrest slip was the greeting for our negligence in inquiring. Looking up the court clerk immediately and explaining our predicament, he very courteously pointed out the infraction and took up upon himself to adjust the case so that we could continue our journey on the morrow, thereby saving us valuable time and perhaps a fine.

Not until we had climbed the summit of Hot Springs Mountain over beautiful winding driveways and negotiated the last 165 feet to the top of the observation tower (by and elevator) from which an inspiring view of Hot Springs and vicinity was had, did we have a desire to leave this mecca for tourists.

Reluctantly turning back toward Little Rock some time was spent sightseeing in the capital city of Arkansas where we were advised to eliminate Memphis, Tennessee., from our itinerary as the Bankhead Highway was flooded for several miles due to the backing up of the Whitewater and tourists were being ferried over this stretch at considerable expense.

US #67 guided us to Newport, Arkansas., through flat, low country constantly reminding one of the great flood as here and there sufficient evidence presented itself. Roads washed out and now temporarily bridged, stagnant water still covering acres of mosquito infested lowlands and woods, while dry brush piled in the lower branches of trees showed the high water mark.



**Henry Emmering seated on the bumper of  
Julius Hynes's Model T Ford**

As we neared the cotton belt, great fields of the unripe product loomed up, sometimes as far as the eye could see. Here, unruly cotton was king. It was a pity to be driving through this section at a time when the plants were still in bloom, for to see a field of cotton at picking time we were told is a sight beautiful to behold.

The most unpleasant campsite of the entire trip was established one evening in the bottomlands after an unsuccessful hunt for a high ground on which to pitch camp. We had been flooded for several weeks and were now mosquito-infested with a presence of malaria. Nearly eaten alive by the pests in spite of a heavy application of mosquito dope, we were glad after the evening meal was over to fasten tight the mosquito netting of the tent, kill the swarms of mosquitoes inside our camping abode and then spend the rest of the evening relaxing on the cots.

Glad to depart from this God-forsaken spot, the following morning the car was headed for Sikeston, Missouri, and there pointed for Birds Point where, boarding a steam ferry and crossing the vast expanse of water where the Mississippi and Ohio Rivers converge, we docked below the levee protecting Cairo.

Nothing exciting occurred on the way north over the fine concrete for which Illinois is famous. We were much surprised to find the southern part of our state producing luscious, red apples in great quantities for apple orchards of considerable extent were seen in this part of our commonwealth.

Our itinerary was fast coming to a close as we drove through Carbondale, Centralia, Pana and Decatur to Bloomington over Illinois #2, and Pontiac, Dwight and Kankakee, each turn of the wheels bringing the realization that we were fast nearing home. The last stand was made at the farm of a friend, the site of this

final camp being an old abandoned orchard near Grant Park, Illinois and the last lap of the long journey begun on the following morning.

We arrived home in Chicago without mishap after covering 2,226 miles and voted it a very educational as well as enjoyable trip, rich with memories of our experiences. The total cost was \$118 everything considered. The total consumption of gasoline, 125 gallons, a low average in miles per gallon was due to the fact that much low gear work was necessary. The oil consumption, including changes amounted to 22 quarts.

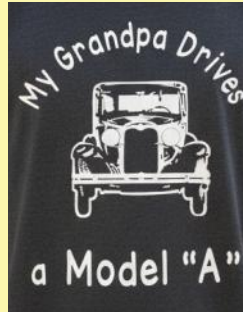


Julius Hynes at the stove and Henry Emmering seated.

*My grandfather Henry Emmering and Julius Hynes made several road trips including one to Duluth Minnesota in 1925. This would be their last trip together as my Grandparents got married later that year and Grandpa did not have the liberty to travel away from home for weeks. Henry and Julius remained lifelong friends. My grandfather learned to appreciate Ford cars through these trips and obtained a Model A Ford Fordor in 1929, passing on his preference for Fords to my father and myself. My Grandfather passed away at age 66 in 1968. His friend, whom he always referred to as "Hynes" passed in 1991 at age 92. - John Emmering*

# YOUTH Department

By John Emmering



Are there any grandchildren anywhere who don't love their Grandpa's Model A Ford? So far five of my six grandchildren love my Model A Fords and the sixth most likely will when he starts to walk and talk.

Perhaps we should make an effort to convince their fathers (our sons and sons-in-law) that owning a Model A is a great hobby to connect them with their children as kids grow older and are easily drawn away from family activities by their peers.

It might be a good way to pass on our cars someday to family rather than just putting them on the market for a stranger to purchase.



Grandkids Thomas (6) & Emily (4)



## Fashions of 1920s & 1930s

### Eye Glasses of the Model A Era



Throughout the 1920s, glasses looked much like Harold Lloyd's above. Not just because the actor had popularized the look, but also because the affordable mass market choices were limited. Nevertheless, as the decade proceeded, tortoiseshell frames grew in popularity, while rimless glasses were seen on some who hoped to achieve a more subtle bespectacled look. In addition, nose pads were first introduced during the 1920s, and they were a game-changer. Before that, the nose bridge on glasses had to be designed to hug the nose so the glasses wouldn't fall off. Their invention sparked never-before-seen eyewear styles.

The 1930s saw several important developments in eyeglass style. Although round was still popular, a rounded octagonal shape was making headway, possibly the result of a 1931 Life magazine cover featuring an octagon spectacle-wearing, Ernest Weir — a then well-known steel industry tycoon. Octagonal glasses were either rimless, wire-rimmed, or some combination of both.

Metal frames grew in popularity throughout the '30s, as did plastic frames, which were now available as an option and capable of being mass-marketed thanks to technological advances. Plastic frames grew in popularity as a lighter, more affordable alternative to animal horns, shells, and other natural materials, such as the actual tortoiseshells once used in making tortoiseshell frames.

## **FORD MODEL "A"**

### **MECHANICAL TIPS**

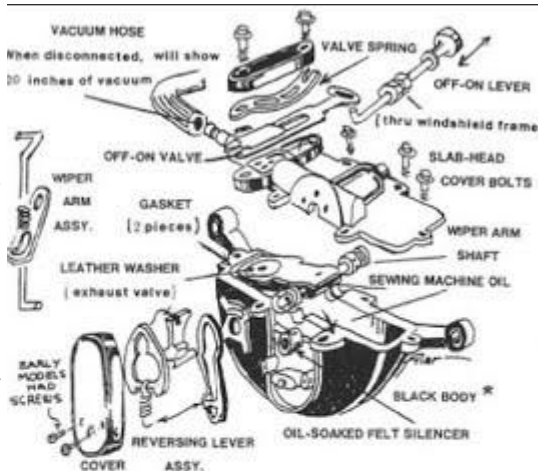
#### **TRICO VACUUM WIPER LUBRICATION**

*From The Henry Ford Research Center*



The Trico type wiper motor does not operate properly without an internal lubricant. This is especially the case when a rebuilding kit has been installed, since the reciprocating parts fit tightly, resulting in high friction. An opposite effect occurs in the used motor where the reciprocating parts are worn. In this case, internal leakage of air past the seals occurs. Believe it or not, the performance of the engine is affected as leakage in the wiper motor lowers the intake manifold vacuum and leans out the fuel-air mixture.

In consideration of the above points, an ideal wiper motor lubricant must reduce friction and have a high enough viscosity not to act as a sealant. Additionally, the lubricant must not congeal in cold weather, must not thicken with age, must not cause corrosion of the die cast and brass parts, and must not attack the leather or plastic seals. The author has tried several lubricants, but two have given the best performance. Marvel Mystery Oil works well, particularly on a rebuilt motor. It has one drawback: the viscosity of the Mystery Oil is a bit too low. In a relatively short time, the oil is sucked out of the wiper motor by the engine manifold vacuum. On the other hand, brake fluid is excellent. It lasts longer than mystery oil due to its higher viscosity, and is especially effective on an old motor which has been idle for years. (Careful brake fluid leakage may ruin paint)



Here's how to lubricate the motor, which should be done three or four times a year:

1. Remove the vacuum hose at the wiper motor. Lightly hold your finger over the hose nipple on the motor and cycle the wiper blade back and forth.. Note that in one direction the motor sucks in air, and in the opposite direction, the motor expels air through the nipple. Place the wiper blade in the position such that the motor will begin to suck air at the nipple
2. Attach a six-inch long piece of hose to the motor nipple and hold the open end up. Using a squeeze bottle, force one teaspoonful of lubricant into the hose. Place a rag on the cowl below the wiper motor. Hold another rag over the open end of the hose.
3. Cycle the wiper blade back and forth several times. Repeat the process again, adding a second teaspoonful of lubricant.
4. Start the engine and run the wiper motor. It should run well. If it does not, the wiper motor should be disassembled, cleaned, inspected and a rebuilding kit installed. It is normal for the wiper to slow down when the car is accelerated, but it should not stop altogether.
5. Always test the wiper motor on the car it was designed for, the Model "A" Ford.



# Model "A" Restorers Club

## 2026 MILEAGE PROGRAM



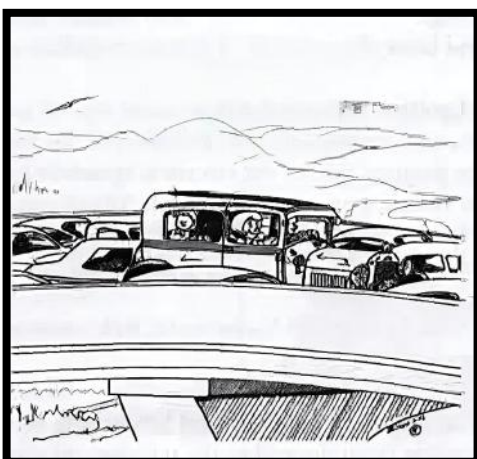
The national Model A Restorers Club has a Mileage Program (MMP) to recognize the miles driven by Model A Ford cars owned by the members. The Columbus Region of MARC has a long tradition of driving the Model A for pleasure and this is the primary activity of the club.

To participate, the car must be registered in the program by the owner and a fee of \$1 paid. Odometer readings are reported to the national MARC Mileage Program chairman at the end of each calendar year. A radiator plaque is awarded at the completion of 2000 miles, and a replacement mileage tab is awarded at 5000 miles and at each 5000 miles thereafter. The mileage program stays with the vehicle if it is sold and the new owner continues eligibility with that car.

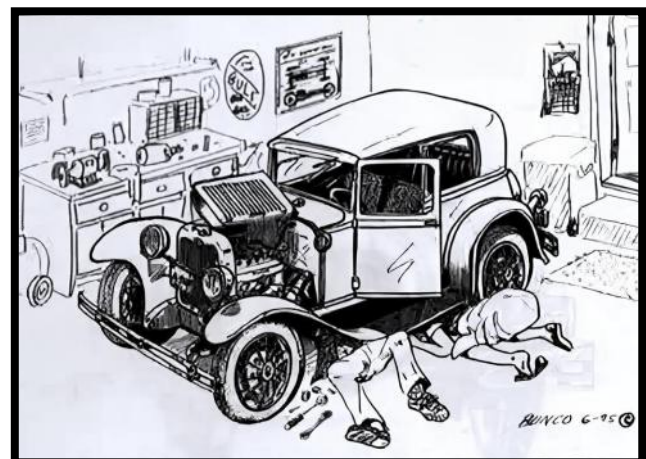


Larry Morlock is in charge of the Mileage Program for our Columbus Region. If you would like to begin involvement with the Mileage Program please contact him for information. Participants will need to take a current photo of their Model A odometer and text it to Larry at **812-371-6628** or email to **[Lmorlock@att.net](mailto:Lmorlock@att.net)** for *mileage verification*. That will get you started for 2026. Please get your odometer photo to Larry **before the deadline of February 15th.**

### A-Toon's by Stan Blinco



*Hey!...We're keeping up with traffic Dad!*



*Typical Model A-er's Saturday*

## CLASSIFIEDS



**FOR SALE: 1929 Ford Model A Fordor:** Briggs Leather back Sedan Ryan Overdrive (A-25 8-092), luggage rack, and travel trunk. Clear title in hand. Significant recent investments include: Kool Mat floor insulation, focused LED headlights, LED stop/parking lamps, a complete wiring harness, light body, new battery (Aug 25), battery cut-off, safety fuse, engine splash pans, radiator hoses/pipe, and stop light switch. Too many upgrades to list here – request the full list (receipts available) and additional photos and videos upon request. **Asking \$15,500. Located in Red Oak, Iowa. Contact Bill Jordan Email: wavey1us@yahoo.com**

FALLS CITY MODEL A CLUB  
41<sup>st</sup> ANNUAL INDOOR

## SWAP MEET

Saturday, January 10<sup>th</sup>, 2026

Shepherdsville, Kentucky

RESERVE  
YOUR  
SPACES  
NOW



**Specializing in parts for MODEL A Fords**

**At Paroquet Springs Conference Centre**

located at 395 Paroquet Springs Drive Shepherdsville, Ky. 40165

**GET THERE EARLY** Hours are 8am to 12 noon

Admission \$5.00 Children 12 and under are Free

**PLEASE** check our website for the latest information

[www.kymodela.org](http://www.kymodela.org)

Contact: Emeric Howell (502) 550-2797

Calls or texts please include your name in your text

**Gaslight Auto Parts will be here!**

Call them and pick your order up at the meet



**10' x 12' Vendor Spaces \$15.00**

*"95th Anniversary of the 1931 Ford "*



## **GOING PLACES**

3965 Fenwick Lane  
Columbus, IN 47201



[Columbus, IN - MARC / MAFCA - Model A Ford](#)



## **JANUARY PHOTO OF THE MONTH**



**A couple of our Columbus Model A Club Officers (L to R) Tim Diehn, President and Phil Sutton, Treasurer confer at the Christmas Party. Tim gave us a great 2025 wrap up speech and Phil stayed busy collecting 2026 dues from members. We appreciate al their efforts for the club.**