



UTAH VALLEY

Model A Club

December 2015

IN THIS EDITION:
LET THE PICTURES DO THE TALKING
Touring the West Desert in 85 Year
Old Time Machines

MODEL A
OSCARS

GOLDEN
WRENCH
AWARD



Home for the Holidays by George Summate

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The purpose of the club is two-fold:

1. To serve as a medium of exchange of ideas, information, and parts for admirers of Model A Ford cars and trucks and to aid them in their efforts to restore and preserve these vehicles in their original likeness.
2. To unite in a central organization, all individuals who are interested in restoring the automobile in a manner to attract prestige and respect within the community. It shall further be the purpose of this club to help these individuals become better acquainted and encourage and maintain among its members the spirit of good fellowship, sociality, and fair play through sponsored activities including the use of the Model A Ford and family participation.

The Utah Valley Model A Club is a chapter of the Model A Club of America (MAFCA). Membership with MAFCA is encouraged.



2015 Club Officers

CLUB OFFICERS

President	Howard Eckstein
Vice President	Greg Mack
Secretary/Historian	Reid & Elaine Carlson
Treasurer	Diane Brimley

APPOINTED POSITIONS

Web Page	Nicholas & Greg Mack
Instagram	Fernando Salazar
Facebook	Clyde Munson
Photographer	Greg Mack
Activities	Nicholas Mack
Awards	Kelly Barker
Newsletter	Robert Mack

Our President's Last Message

IT CAN BE FIXED

I think it was Nicholas who told me the seller of his Model A complained that the club chapter back east to which he belonged was suffering. The three old-timers in that club who knew everything kept their knowledge to themselves. Now those three experts have all gone to that big Model A garage in the sky. Nobody was groomed by them to take their places. It's anyone's guess why they kept their knowledge close to their vests.

We've taken the opposite tack. While there is a great sense of accomplishment to see someone's car improve because of our contribution to the project, I find a greater satisfaction in seeing another owner become versed in the workings of their own car.

Technical presentations by our members have required them to do research in order to make their lessons intelligent and informative. We've covered the gamut from body work to electrical systems. Each presentation was given in the personal style of the person who prepared for it.

We've had successful garage days this past year where we dealt with headlights and steering gears. Both were well attended and participants learned a lot; not to mention their cars were improved in the process.

At one point during the year, I was proud of the fact that there were more running cars in our club than when we started last January. Now there are some that have broken down, mostly with serious engine trouble. My words of consolation to those of you in this situation are these: Your Model A is robust, and it can be fixed. Parts available today are better than what was on the market 40 years ago, and more parts are in catalogs now than then.

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November's Monthly Meeting

Attendance:

Kelly Barker, Diane and Brim Brimley, Vern Cope, Bud Durrant, Gemma and Howard Eckstein, Joe Fazzio, Wendell Gadd, Cliff Godfrey, Greg, Nicholas and Robert Mack, Clyde Munson, Ron and Ellie Sessions, Bill and Colette Thompson and Bob Todd.

Club Business:

Diane gave us the run-down on club finances. They are down quite a bit because of the expenditures incurred for the Murder Mystery Party. Minutes were read and approved.

Upcoming activities:

December's activities took center stage. The Annual Christmas Dinner will be held at the Golden Corral in Orem on **Tuesday, December 1st at 6:00 p.m.** It's dutch treat, so treat your spouse to a hearty meal and a good time with other club members.

The Christmas Light Night will be on **December 29th at 7:30 p.m.** Decorate your car, be it Model A or modern, with lights and join in on the fun. We will tour the Salem Ponds display and then drive over to Spanish Fork's Festival of Lights. Afterward we will stop off for a light dinner and hot chocolate.

Coolant Presentation:

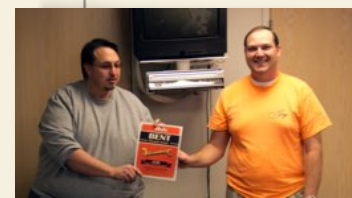
Nicholas used both a video and his personal experience to give the presentation tonight. A discussion was had about the value and vice of anti-freeze vs. water. Clyde said we shouldn't fret; the Model A will run its natural cycle. All we have to do is keep filling the radiator. A conversation also shed light on the effectiveness of Water Wetter.

Awards:

Greg passed out more awards tonight. Karl Furr received a Golden Wrench award for the work he did on his roadste. Howard received one for his writing talents. He now has three articles published in *The Restorer* magazine. Last, but not least, the Bent Wrench was given to Clyde who tried to fix his motometer, but to no avail. He now knows, all he has to do to read it is sit in the passenger seat.

A special treat tonight was the attendance of Denny Sprecher and Rich Townsend. They came to thank Clyde, who was the master mechanic through-out the trip, and Greg who documented the whole thing with a library of photographs. Both received a rock; a gorgeous stone that was sandblasted and painted with a mural and a quote, "If you are lucky enough to own a Model A, you are lucky enough." Thanks Denny and Doug!

Clyde finished off with elections. The winners will be announced at the December Party.





2015 Calendar of Events

December

- 1st - Annual Christmas Dinner 6:00 p.m. Golden Corral
- 2nd-5th - MAFCA Awards Banquet, Medford, OR. Click on this link for activity details: www.mafca.com/downloads/2015_NAB_Reg_Package.pdf
- 7th - Board Meeting
- 29th - Christmas Light Tour; meet at the Spanish Fork Shopko parking lot on Main Street at 7:30 p.m.

2016 Calendar of Events

June

- 19th-24th - Model A Ford Club of America's National Meet in Loveland, CO. You can find more details by clicking this link: <http://www.milehighcountry2016.org/>

2017 Calendar of Events

June

- 22nd-24th - Northwest Regional Meet, Coos Bay, Oregon. Hosts: The Myrtlewood A's

September

- 10th-17th - MAFCA National Tour Pacific Northwest Tour, Olympia, Washington. Hosts: Lion's Gate Model A Club

Classified Ads

- Tony still has many Model A parts for sale. If you need something call him he may have it. (801) 796-0396.

- Hunt Willoughby, previous owner of Cliff's Sport Coupe, has many more parts for sale. A sampling is shown in the photo on the right. Call him at (801) 420-2797.



The Wisdom of Henry Ford



Life is a series of experiences, each one of which makes us bigger, even though sometimes it is hard to realize this. For the world was built to develop character, and we must learn that the setbacks and grieves which we endure help us in our marching onward.

Let's Celebrate



Dale Bench — Dec 5th
 Clyde Munson — Dec 8th
 Diane Brimley — Dec 9th
 Kelly Barker — Dec 18th
 Colette Thompson — Dec 22nd



Can You Guess?

MYSTERY SLEUTH

Whose Car is This?

Can you guess whose beauty rings these are?



Last month's car was that of Mike Turley and his brother. They share the car, during the summer months he gets the car then during the winter months the car heads to Las Vegas for the winter.



Trophy Case

Awards

Golden Wrench — Karl Furr

Bench Wrench — Clyde Munson

Golden Wrench — Howard Eckstein

1000 Mile Award — Greg, Nicholas, Robert Mack

PRESIDENT'S MESSAGE

continued from page 2

At one point during the year, I was proud of the fact that there were more running cars in our club than when we started last January. Now there are some that have broken down, mostly with serious engine trouble. My words of consolation to those of you in this situation are these: Your Model A is robust, and it can be fixed. Parts available today are better than what was on the market 40 years ago, and more parts are in catalogs now than then.

Part of the Model A experience is keeping the cars in running condition. The guys in our club who are experts on the Model A are still kicking and are educators at heart. Take advantage of having them around to help you out. Then become an expert yourself so that one day you can say with confidence to another Model A owner "Don't worry, it can be fixed."



Let the Pictures do the Talking

A LOOK BACK AT 2015

Club Meetings



Garage Days





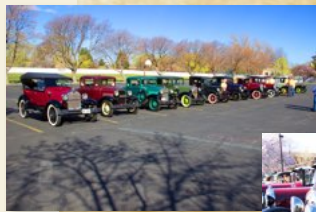
Car Rally



UTAH VALLEY
- Model A Club -
2014 Car Rally
Car No.
6



Driver's Ed





Heber Creeper



Manti Weekend





Parades & Car Shows

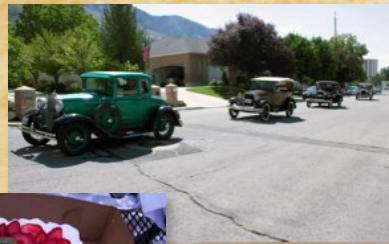


Pioneer Day





Progressive Dinner



Iron Chef/IMAD





Mocktail Party



Christmas Light Tour

Climb aboard your Model A time machine. Decorate your car with lights, load up the back seat with blankets and your camera; imagine yourself back in time 80+ years ago. Feel the Christmas Spirit of those bygone days when trees were decorated with silver tinsel and candles, when homemade gifts were commonplace and the world was blanketed deep with snow.

December 29th at 7:30 p.m.

Meet at the Spanish Fork Shopko parking lot. See the club's webpage for details. http://utahvalleymodelaclub.org/event/christmas-light-tour/?instance_id=729





Golden Wrench Award

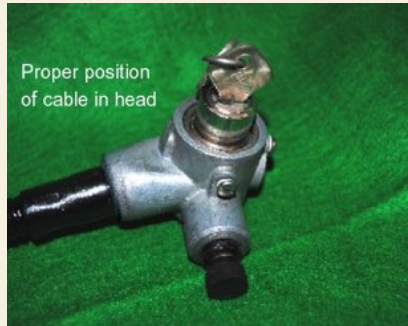
BY TONY JACOBS AS TOLD BY HOWARD ECKSTEIN



Tony put a new speedometer in his phaeton so he can participate in the mileage award program. In doing so, he lost continuity in his electrolock switch to the distributor.

I went over to his house to see if I could help him with it. We did all the regular continuity checks and verified that something was wrong in the switch.

We decided to remove it to take it to a Locksmith to see if he could get it to work. In the process of removing it from the car, we noticed an assembly screw that holds the tumbler in. We removed that and the tumbler was withdrawn and inspected. It's a simple design where a brass ring touches two spring-loaded contacts; one from the battery terminal and one going down the cable to the distributor.



It's a simple design where a brass ring touches two spring-loaded contacts; one from the battery terminal and one going down the cable to the distributor. We checked continuity from the terminals inside the lock chamber to the battery lug and also to the distributor button. Both had good continuity.



While handling the switch body, we discovered that the cable was free to move

about 1/8 inch in and out of the switch head. It was originally pressed in place, but over the years, the pot metal casting had loosened its grip on the cable. When we pushed the cable back into the casting, the little contact inside was able to reach the brass ring on the tumbler.

We held the cable in the position where it belonged whereupon we drilled a hole through the casting and cable end and secured it with a driven in pin. Now the cable will stay in place.



It's good this failure occurred in his driveway rather than on the road. Moving things around to install the speedometer was all that was needed to let the cable slip out of position.



If anyone else in the club has an old *Electrolock* switch, this is something to know about.





Mystery Solved: Speakeasy in Mapleton



On November 7th, residents of Mapleton noticed some suspicious activity around 7:00 p.m. A number of stylish Model A's pulled up in front of the Historic Mapleton Heritage Hall. Dapper men and chic ladies filed into the building just as the sun set.

Peeking through the windows one could see several gangsters clustered together talking in whispered tones. About their Model A's. Were they talking about alterations made to their cars to accommodate bootlegging, or was it something worse? The ladies also sat in a circle talking and laughing. It was hard to over hear the conversations, but they sounded like they were having a good time. Big Band, Jazz and Ragtime tunes could be heard wafting through the air. People were seen taping their toes while flappers swung their boas to the beat of the Charleston. The room was filled with balloons and other festive decorations.

All this while they sipped on mocktails and ate from a hearty buffet. Were they celebrating the murder of a rival Mafia Boss? On the contrary, they were solving one. And, Colette Thompson was the detective who solved the case! She "nailed it!" But it wasn't done with the lead pipe and not in the library. Bill Thompson, her own husband, was the murder! Who would have thought? She must have had some inside information. All had a great time. Everyone came fit for the occasion. This was a night worth repeating!





Traversing the West Desert in 85 Year Old Time Machines Pt 2

Earlier this year Salty A members visited our meeting to officially invite us to join them during their activities and tours in the upcoming months. There were a couple of tours that really caught my interest and I started daydreaming of what it would be like to travel to those 'exotic' places with a more experienced touring club. Unfortunately my daydream came to a screeching halt when Bill recited the club's rule, "if you do not think your car can make it, do not bring it." My visions of grandeur quickly became those of upset club members standing around my car, hands on hips, tapping their feet in disgust on the side of the road. Granted, my dad's phaeton has been really good to us and we have not had any major problems yet, however, there is always that doubt in my mind that something will happen. Clyde later tried to encourage me saying that even the best running Model A can give out at any moment. Needless to say, I ruled out the possibility of going on any of their tours. On the other hand, Clyde showed interest in going on the Wendover - Ely tour as he has taken his Model A on that route a few times.

For the next couple of months I hounded Clyde to go, as I wanted someone to go and report back to us to see what it was like to ride with the big dogs. About a week before the tour Clyde informed me that he was planning on going and that he had extra space if I wanted to go. I was excited and terrified, but came to the conclusion that if I were to travel anywhere in a Model A, Clyde would be the one I would feel most confident in traveling with. Sorry dad.

We left Clyde's house Thursday morning to embark on our 500-mile trip. We headed out and around the back side of Flat Top mountain where we would meet up with the Salty A's and Beehive A's in Tooele. Our first stop was Karl Smith's military vehicle museum. I was expecting a typical museum filled with various exhibits and informative plaques, but was quite surprised as to what we would find. The museum was basically a large garage housing all types of military vehicles ranging from commander cars, to a Volkswagen Kübelwagen, mobile artillery, various troop transports, tanks and about a dozen half tracks equipped with any style and assortment of weapons you could think of. There was even a WWII radio controlled mine. We had the opportunity to roam around the facility and enjoy getting up close to some amazing equipment, the sheer size of the equipment was astounding and some even sported a good 3"+ thick armor. The stories these vehicles could tell would be amazing!

BY GREG MACK





Our next stop was the Utah Firefighters Museum located at the Miller Motorsports Park. This museum is still in the making, but is coming along quite nicely. They had various displays of firefighting apparatus as well as numerous fire engines that have served all around Utah. The equipment ranged anywhere from the early 1900's up to the late 1990's. They even had a '29 Model A firetruck that started out as an Air Force brush truck, later converted to a clown truck in the circus, and then restored back to being a firetruck. It was quite fascinating to see the progression of the equipment and be able to compare the various engines side by side.



After visiting the museums we stopped in Grantsville to gas up the cars and get lunch before we headed out for the Salt Flats. Prior to leaving for this trip I checked Google Maps for a route to Wendover that would bypass I-80. Google provided a route but gave me a warning that the route included "restricted usage roads", so unless we could convince the military to let us cut through Dugway, I-80 was our only option. I have read numerous horror stories of Model A's dying from being rear ended on the interstate and was quite leery of the idea. Although there were cars and semi trucks flying by us at 80mph I was very surprised and relieved at how well driving on the interstate went. Denny Sprecher, who was in the trouble truck, might have seen a different view as people came up on our slow moving convoy, but for the rest of us, it did not seem too bad. I do not think I would venture on the interstate on my own, but as a convoy it went well.



Although I may have crossed the Bonneville Salt Flats as a kid with the family, I could not remember much of the trip so I was kind of excited to see it. Needless to say there is not much out there to see, so I am not surprised that I did not remember much. Just a vast flat open desert of white salt that was cool in its own unique way, but very monotonous. After we passed the first little section of the flats through Skull Valley and started climbing Grassy Mountain I told Clyde that crossing the flats was not as bad as I had thought. He chuckled and told me that we had not even scratched the surface yet. As soon as we started descending the mountain I could see what he was talking about. As far as one could see looking in any direction, all you can see is the white barren landscape of salt. Okay, so it was going to be as bad as I thought. To help pass my time I decided to take some advice I was given and count the trees between Tooele and Wendover. Unless you count the sculpture "Metaphor: The Tree of Utah" as a tree, the official count is '0'. We did take the opportunity to stop at the sculpture in hopes of catching a good shot or two. Unfortunately my lens was not quite wide enough to get our whole convoy and the 'tree' in one shot.





Back on the road, we slowly watched the small mountains in the distance start to grow larger. Unfortunately about 15 miles out of Wendover the road took its first victim. Troy's Huckster got hungry and decided to eat a couple of teeth off of its timing gear, bringing his truck to a stop. While many heads were under the hood trying to diagnose the problem, I took the opportunity to check out the salt and also grab a few shots of the A's on the side of the road with the salt flats as their background. I was grateful for the chance to get some cool pictures, but my condolences went out to Troy as we were only on day one of our three day adventure. Although Clyde had a replacement timing gear under his seat, we did not have the proper tools to replace the gear. With that and the fact that there was no shade to be seen, the Huckster went onto the trouble trailer where it would stay for the remainder of the trip.

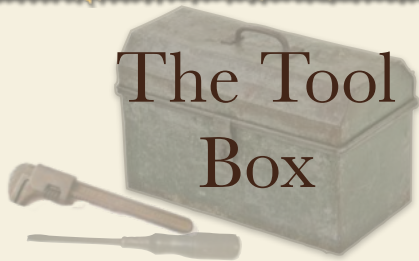
Our next planned stop was the air museum in Wendover; unfortunately they closed shortly before we rolled into town so we headed straight for the hotel. Although the museum would have been nice, the bed at the hotel was calling my name and it felt so good to relax for a bit. Riding in a Model A can be quite tiresome, even if I am not the one driving. After relaxing for a while we headed over to the Rainbow Casino to hit the buffet. I never thought that I would admit it, but our bright orange club shirts would have been very convenient at the casino when Clyde and I were looking for a familiar face to sit next to.

Friday morning we pulled out of Wendover and headed south to Ely. After learning that Ely was Clyde's old stomping grounds, he was nominated to lead this leg of the trip. Shortly out of Wendover the scenery brought a welcome change. What I normally would have considered boring desert scenery of sage and rabbit brush, now seemed so lush compared to the salt flats. The winding road and mountainous terrain also added some relief from the long straight road we traveled yesterday. We made our way down the Lincoln Highway and made a pit stop at Lages Junction to stretch our legs and also take another opportunity to work on Rich's carburetor. It had been giving Rich problems since he arrived in Tooele, some kind of white plasticky material kept clogging the jets. Clyde was able to get the carb cleared out the best he could with the limited tools on hand and we got back on the road.

Editor's note: The second half of the Ely Trip through the eyes of a novice long-distance traveler will appear in next month's Motometer.



Continued next month...



The Tool Box

Listed below are tools club members are willing to loan. Of course it is expected that if you borrow them, you return them in good condition and in a timely manner.

- **Brake wedge adjusting wrench** - Clyde
- **9/16 8 point socket** – for main bearing bolts and stubborn transmission plugs - Clyde
- **Offset head torque tool** – tighten the head without removing the distributor - Clyde
- **Timing gear nut socket** - Clyde
- **Carburetor jet wrench** - Clyde
- **Distributor bushing reamer** - Clyde
- **Distributor cam wrench** - Clyde
- **Brake arching machine** — still collecting all the parts necessary to operate it - Mack's
- **Spring Spreader** - Greg
- **Borescope** - Dale
- **King Pin Reamer** - Bill



Again, we thank George Summate for his willingness to let us use his artwork to grace the cover of our December newsletter. Christmas is a great time to share George's love of the Model A with others. You can purchase prints from George Summate at his website: <http://www.georghumate.com/>

UVMAC Mercantile

The Used Car

30 minute DVD;
only four left
\$10.00



Club Logo Sticker

\$2.00

License Plate Toppers

\$10.00



IMAD Patch

Complete your;
set only five left
\$3.00



\$15.00



\$45.00

Club T-Shirts & Jackets

Your car on club logo. Contact Vern for details



The Model A Oscars

PRESENTED BY THE UTAH VALLEY MODEL A CLUB

Let's reflect on a year that has given us more memories to cherish, fun to share and awards to laugh at, commiserate over and wear proudly. Hat's off to 2015!! And the winners are...envelope please.

GOLDEN WRENCH AWARD

GEMMA - PREPARING FOR PRIMER
 UERN - REBUILDING A CARBURETOR
 HOWARD - GAS GAGE REBUILD
 CLYDE - STICKSHIFT MODIFICATION
 GREG - REFURBISHED SPRINGS
 TONY - WINDSHIELD WIPER INSTALLATION
 CLYDE - PAN JIG
 BILL - SHOCK ABSORBERS
 HARL - WIRING HEADLIGHTS

BENT ROD AWARD

BILL THOMPSON
 ROBERT MACH
 CLYDE MUNSON
 NICHOLAS MACH
 REID CARLSON



MIFCA AWARDS

DRIVER'S ED/CAR GAMES

DIANE & BRIM - PARKING 1ST
 HOWARD & MATT - PARKING 2ND
 SYD & TIM - PARKING 3RD

FERNANDO & UERN - FISHING 1ST
 REID & ELAINE - FISHING 2ND
 UERN & ROBERT - FISHING 3RD

BILL & COLETTE - SLALOM 1ST
 JOE - SLALOM 2ND
 REID & ELAINE - SLALOM 3RD

ROAD RALLY

CLYDE MUNSON & GREG MACH
 1ST PLACE
 DANNY SALAZAR & BRIM BRIMLEY
 MOST PERSEVERANCE
 NICHOLAS & NATALIE MACH
 MOST PATIENT DRIVER

HOWARD - BEN GRADY AWARD
 MOTOMETER - CERTIFICATE OF MERIT



CAR SHOWS



13+ AWARDS



500 MILE AWARD

1000 MILE AWARD



1500 MILE AWARD





by Sharon Johnson
compliments of MAFCA
fashion committee

The Fashion Journal

SHARON JOHNSON

Your wife is all decked out in her era fashion outfit and she's looking at you like, "get with the program". What does she want? You've got on black pants and a white shirt and even put on a tie and she still isn't satisfied. Well here's where I can help....

All you need to do to make this outfit look like the Model A era is to add a few accessories. Here are a few examples that will make her think you are a fashionista of Model A era fashions.

If you are wearing trousers and a long sleeved shirt, roll up the sleeves on your shirt; add a bowtie and a straw boater.



They are usually easy to find at a costume shop. You are now dressed for a summer outing.

If you are wearing black pants and a shirt, put a vest on and wear a cap.





If you are wearing a suit, a fedora (shown on the left) or a homburg (shown on the right) would be a nice touch.



Shown below is a picture showing the different styles of ties available during the Model A era.



Hope these tips help you and will encourage you to start dressing like the Model A era.



The "C" Key

BY HOWARD ECKSTEIN



Having a car during high school afforded a degree of independence, but having a Model A with a rumble seat exposed us to a wonderful world of temptations. My friends and I exercised scant resistance to the Imps of the Perverse and we drove that car everywhere.

The gates were locked during school hours and we were not allowed off the campus. For the authorities to put up such a restrictive edict was to throw down the gauntlet to a bunch of matriculating malefactors such as us.

One of our pals, Garth, was hooked up with the football machine at school and had the enviable part-time job of operating the public address system at all the Friday night football games. Not only did he get in for free, he never missed a game. One of the things he was entrusted with was a copy of the "C" key.

The "C" key was special. It unlocked every exterior gate to all the schools in the Los Angeles Unified School District. He needed the key to get in and set up before the game at the school wherever our team was playing. With the key Garth we knew that if we could persuade him to get on board, we possessed the power to eat lunch off campus.

Getting the guys into the Model A and out of the parking lot required some fancy logistics. The lot was next to the busy Phys Ed field and was in clear view of the gym coaches' office window.

We had to plan our escapes with military precision. There was a narrow window of opportunity at the beginning of lunch period when the field emptied and the coaches were digging through their stuff for their food.

Garth was small, so it was easy for him to sneak up to the gate, unlock it and be ready to swing it open when we approached with the car. He'd quickly lock it again, and

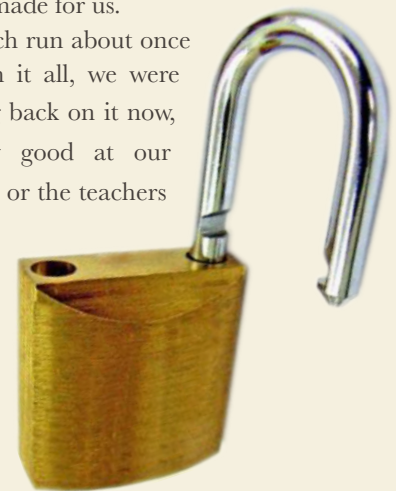
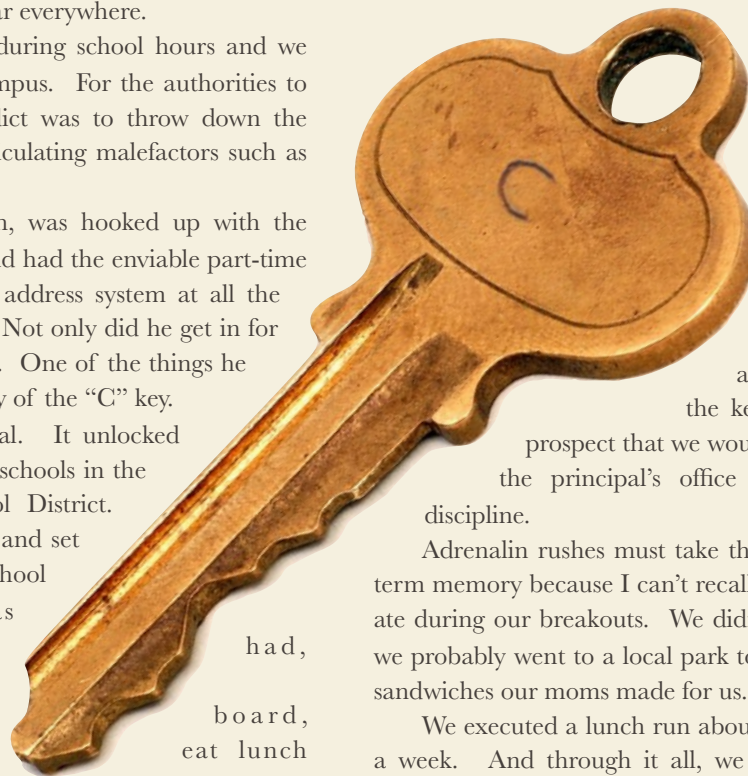
jump into the front seat as we sped away before being noticed.

We had about 40 minutes to not only sneak out and get lunch, but also to sneak back in. That

second exposure to danger is what made the adventure sufficiently hazardous to warrant our attention in the first place. Getting caught could have cost Garth his job and the surrender of the key, not to mention the prospect that we would have been invited to the principal's office for some unpleasant discipline.

Adrenalin rushes must take their toll on future long-term memory because I can't recall any of the lunches we ate during our breakouts. We didn't have any money, so we probably went to a local park to eat bologna sandwiches our moms made for us.

We executed a lunch run about once a week. And through it all, we were never caught. Looking back on it now, we were either very good at our surreptitious escapades, or the teachers knew we were doing it and didn't care. I like to think it was the former.





Model A Ford Club of America

Established 1957

"The Largest Car Club in the World Dedicated to One Type of Automobile"



Model A Ford Club of America



Another year is beginning to wind down, and the 2015 MAFCA election is over. I'm not sure if the number of ballots being cast this year was the highest in our history, but it certainly was one of the highest ever. Thank you for taking the time to cast your votes and I'm

optimistic that those elected will chip in to make MAFCA better and stronger. The results were Happy Begg, Doug Clayton, Bill Henderson and Alex Janke. Congratulations all.

I'm pleased to announce that in 2015, we will be providing new MAFCA membership programs meant to help support chapter growth. People never having been a MAFCA member before can buy the first year and receive the second year free. Keep an eye out in your chapter mail for information. Chapters are encouraged to pass the applications out to our new members.

Now is the time to begin planning your trip to both the National Awards Banquet and National Convention. The Awards Banquet is December 2-5 in Medford, Oregon and the convention is June 19-24 in Loveland, Colorado. Hotel reservations are now able to be made for both events. Check out the information on the [future events page](#) of the website."

Great Christmas gifts for your Model A enthusiasts can be found on the MAFCA webpage at: https://mafca.com/cart/index.php?show_price=yes%22. Take a look, there is some great stuff!

Dec. 2-5th: National Awards Banquet in Medford, Oregon. Hosted by Rogue Valley A's, Henry's Lady, and Sis-Q A's.



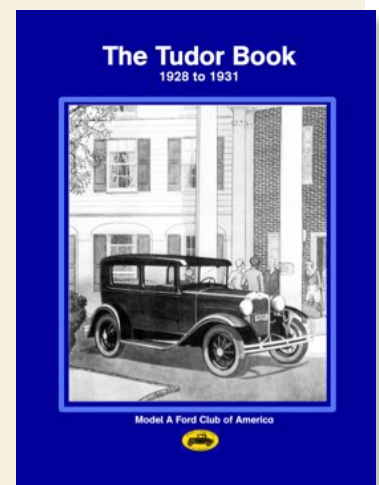
June 19-24th, 2016: MAFCA National Convention, Loveland, Colorado. In the tri-city area, Loveland, Greeley and Fort Collins.

June 22-14th 2017: Northwest Regional Meet. A 3-day event with a boatload of things to see and do. Plan to "Sea by the Bay in Your Model A."

September 10-17, 2017: Pacific Northwest Tour, Olympia, Washington. Hosted by Lion's Gate Model A Club.

The Tudor Book

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