

The



Distributor

The Monthly Newsletter of Queen City Model A Club, Charlotte NC

Dedicated to the Restoration and Preservation of the Model A Ford and we like to drive them too.

March, 2023

The Prez Sez, I'm reminded every day how much fun the Model A hobby is and it is not all about the cars. Friends is what makes it fun and we have some great friends in the club. I work most days at Jim's shop sometimes getting significant work done and other days making little progress. But I always say with a smile, "We are right on schedule" or maybe "We are ahead of schedule". That is because there is no schedule, it is about having fun and helping each other.



When I first joined the club, I drove my car on my own proving it was reliable but did not participate in tours giving first the excuse, "I don't have a spare". Jim sold me one at a good price. "My car doesn't look as good as the other cars". Friends helped me upgrade. I started to take part in club activities and that is when I discovered what the hobby was all about. Friends with common interest. Come join us as we tour this year and make the same discovery. If you should have trouble on the road, your friends will assist in making repairs to get you on the way.

Speaking of tours, watch in the newsletter for details of upcoming events. We have some different and exciting events in the planning stages like manifold cooking at the White Home Car Show, a restart of the wonderful Mystery Tours, A Poker Run and a Scavenger Hunt.

Hope to see you Down The Road, Kalei

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Meeting Minutes – February 20, 2023

By Carrie Swann

The February 20th, 2023 meeting of QCMAC was held at John's Restaurant on Westinghouse Blvd. The host/hostess were Glenn and Carrie Swann. The Meeting was called to order at 7:01 pm by Kalei and the blessing was asked by Glenn Swann. There were 27 members in attendance.

The order of the meetings are being streamlined with dispensing with reading of minutes and treasurers reports to be accepted as written in the newsletter. This motioned was first by Danny Foster and seconded by Geoffery Leek. Our members want to spend more time with discussions about tours, potential tours, shop talk and socializing with new members and each other.

Kalei thanked all who participate in helping the club by traveling large distances, newsletter, board members, Web Master, garage/shop attendees, All who help get the calendar of events filled, getting us together for breakfast. These have made the club closer, more fun, exciting and our membership has grown because of involvement and our out reach.

Sandeep Berry has started her own business with making t-shirts (Lots of Bling). These items can be custom made for you. She had examples of her capabilities and she had something for everyone. She is very creative and enthusiastic about providing this service for the club and any that have need of her service.

The embroidered shirts can be obtained by going to Signature Services website sales@signatureservicesus.com, www.signatureservicesus.com phone 704-843-0550 and 803-578-9600. Search for the items you like and order on line and pay with credit card. Also mention Queen City Model A Club.

There was no 50/50 but door prizes were distributed in a different method and the meeting was dismissed.



Sunshine and Clouds

Bertha Haack, Coordinator
704/258-1035



Keep Wayne and Barbara Helderman in your prayers.

Keep Frank Gerosa in your prayers as he recovers from multiple surgeries on his right shoulder.

Keep Dave and Dawn Frintner in your prayers as Dave suffers from the effects of Parkinson and is now in a nursing and rehab center.

Keep John Haack in your prayers as he recovers from back surgery.

In Memory of Our Friend, John B Kluttz

The Board of QCMAC approved a \$150 donation to MAFFI in memory of John Kluttz. The following is the acknowledgment received from Julie. New Address is: Julie U Kluttz
 315 Park Ridge Rd, Apt. 205
 Albemarle, NC 28001
 Cell 704/984-3961



Feb. 13, 2023

To Members of Queen City Model-A Club.
 Dear Friends, Thank you so much for the memorial brick for the MAFFI museum. John was so happy to visit the museum this past September.
 Most of all, thank all you members for the cards and visits and for bringing your cars to John's funeral. He would have been so proud. The club has meant so much to us for 60 years or more. The friends we made, we will never forget!
 Love, Julie and children



March



Sandra Crosby	03/19/23
Don Houser	03/11/23
Lisa Mayes	03/27/23
Eric Peterson	03/26/23
Danny Phillips	03/20/23
Steve Robinson	03/21/23
Nettie Robinson	03/10/23

February 2023 Review of QCMAC Checkbook

Beginning Balance Feb. 1, 2023				\$6,294.49
Income:				
Dues				\$50.00
50/50				\$0.00
Total:				\$6,344.49
Expenses:				
MAFFI pmt.. John Kluttz Memorial				\$150.00
Checking Balance as of Feb. 28, 2023				\$6,194.49

2023 QCMAC Event Calendar

<u>January</u>	<u>February</u>	<u>March</u>	<u>April</u>
7 th Board meeting at Captain's Cap 16 th General Meeting Golden Corral Brad & Jane Fisher hosts	20 th General Meeting John's Restaurant Glenn & Carrie Swann hosts	20 th General Meeting Sports Page Troy Dalsing Host 25 th Blow Out Your Carb Tour 29 th Breakfast at BigView9am	6 th Northside breakfast 13-15 Charlotte AutoFair 14-15 Old 96 flea market 16 th QCMAC Car Show White Home ? Manifold Cooking Tour 17 th General Meeting Golden Corral Geoff & Clare Leek Hosts
<u>May</u>	<u>June</u>	<u>July</u>	<u>August</u>
6th-7th Mystery Tour ? Landsford Canal Tour 15 th General Meeting John's Restaurant Bill & Anne McDonough Host	19 th General Meeting Sports Page Glenda & Dwight Jackson Hosts ? Picnic at Bryant's Farm	17 th General Meeting Golden Corral Danny and Susan Phillips Hosts ? Poker Run Tour	21 st General Meeting Danny & Linda Foster Hosts ?Scavenger Hunt Tour
<u>September</u>	<u>October</u>	<u>November</u>	<u>December</u>
18 th General Meeting Sports Page Bruce & Jane Hyland Hosts 15 th Murray Mill Tour ? Linville Falls Tour	16 th General Meeting Golden Corral Sandeep Berry Hosts ? Beach tour	20 th General Meeting John's Restaurant Rion Rutledge Hosts	11 th Christmas Meeting 9 th Harvey Hood Memorial Christmas Parade Tour 9 th Denver NC Parade

Note: Events with ? Indicate they are tentatively scheduled.

**Old 96 District Model A Club
Flea Market, April 14-15
314 Old Mount Mariah Rd
Greenwood, SC
8 am til 5 pm both days**

The Blow the Cobwebs Out of your Carburetor
Tour is set for the 25th of the month and details
will be mailed out prior to that by Troy Dalsing.
Save the date.

**Want to see a bit of history about the
production of the Model T? Go to
<https://safeshare.tv/x/ShbvawzCZ>**

**April 6th Northside Breakfast hosted
by Troy Dalsing and Sandeep Berry.
9 am at location to be determined.
Mooresville/Cornelius Area**

**March 29th East side breakfast meeting at Big View Diner on US 521 at the corner of
Audrey Kell Road. Drive your Model A. Manfred Kothe hosting.**

2023 QCMAC/ Historic Rock Hill Car Show Featuring Manifold Cooking Demonstrations



Sunday, April 16, 2023

1 PM until 4 PM

**On the grass in the garden
of the historic White Home**

258 E White St. Rock Hill, SC

Featuring cars built by Anderson Motor Company of Rock Hill, the Model A Ford and other automobiles built 1966 and earlier.

- **Registration required, contact Jim Townsend, 828/964-3425, townsendj@comporium.net**
- **Register by April 9, 2023, All cars must be on field by 1 PM, There is no registration fee but donations to Historic Rock Hill are encouraged the day of the show.**
- **No awards are planned, No tents allowed**
- **Bring chairs and your snacks and non alcoholic refreshments**
- **Entrants will be limited to the first 70 cars. Cars will be arranged by year and whether original or modified. Be part of it.**
- **Event will be canceled if there is rain.**
- **Co sponsored by Queen City Model A Club and Historic Rock Hill, a 501(c)3 nonprofit.**

Registration form attached.

**Registration Form For 2023 Car Show
Historic Rock Hill/ Queen City Model A Club**

Owner: _____

Mailing address: _____

Email _____ **Telephone** _____

Car being Shown: _____
Make _____ **Year** _____ **Model** _____

Original; _____ **or Modified** _____

Note: All entries are limited to cars manufactured in 1966 or before.

Send this form to Jim Townsend
630 ascot Ridge Rd
Rock Hill, SC 29730
townsendj@comporium.net
828/964-3425

QCMAC Special Program

Yes, You saw the heading right, “Manifold Cooking Demonstrations”. Be part of it! Cookers are available on line or from Langs Old Car Parts or you can just double wrap food in aluminum foil and place it on you manifold. Members that really want to get into this art can buy a cook book on line or get recipes from Sandeep or Jim T. who both have books.

An effort will be to park those participating together so their cookers can be seen during the show. Cooking can be accomplished on the drive to the show or during the show with your car running. Caution, cooking times are longer and you may wish to precook any meats, warming them in your cooker.

We think this will be an interesting addition for both visitors and participants.

?? Mystery Tour ??

Mark your calendar of May 6 - 7, 2023 for Our QCMAC Mystery Tour 2023. right now, this date is all you know about this tour and this is by design. Some of you may be scratching your head and wondering but others of you are smiling and anxious to venture out with us on another Mystery Tour to parts unknown. Just to fill in the blanks for our newest members or some of our long time members who have never embarked on one of these tours, here's the "skinny". For perhaps 20 or so years, Paul & Sandra Crosby and Danny and Susan Phillips, have organized and led most of our club's on a 2 day, 1-night mystery tours to somewhere in NC, SC or Va. Destinations have been in large towns and small towns, some well known to participants and some new locations to members. Only 2 couples who organize the trip have the details which are given to participants only at the time they need to know what they are to do. This is a **TOUR of FAITH**. It's different, it's fun, ti's exciting, ti's educational, and it's a tour that most will talk about for years later.

Here is a peek at what you can expect:

- Accommodations and meal locations are a secret and will remain so until you arrive at the destinations.
- Travel will be in small groups traveling independently of other groups (probably 3 groups depending on the total number of participants). Don't worry, you will not be alone and on your own.
- Travel instructions and routing will be given out in small increments to each group.
- Sandra will have some games to play along the route w/prizes to winning cars.
- Accommodations reservations will be made for you.
- Questions????? we can't reveal the answers.....This is what makes it a Mystery Tour.

Keep Scratching That Head,

Danny & Susan Phillips- - - - - Paul & Sandra Crosby

The graveside service just barely finished, when there was a massive clap of thunder, followed by a tremendous bolt of lightning, accompanied by even more thunder rumbling in the distance. The little old man looked at the pastor and calmly said, "Well, she's there."

An old man goes to the Wizard to ask him if he can remove a curse he has been living with for the last 40 years.

The Wizard says, "Maybe, but you will need to tell me the exact words that were used to put the curse on you."

The old man says without hesitation, "I now pronounce you man and wife".

Tech Tip – Pilot Bearing for Transmission Input Shaft

I've experienced a couple cars that tend to jump out of high gear most often when letting off the gas. It is a frustrating thing and can be elusive in finding the cure. The most probable problem is a poor fit of the tip of the transmission shaft into the pilot bearing located in the center of the flywheel. The poor fit most often is caused by wear on the tip of the shaft which can be caused by a worn bearing. As a result, when ever I have a transmission out, I replace the pilot bearing in the flywheel, a less than \$10 part. I also mic the transmission input mating surface to see if excessive wear has occurred. If the tip is less than .666 inches in diameter, there is a good possibility the engine vibration will cause the transmission to jump out of high. Replacement of the shaft is the answer. Cost of the shaft is in the neighborhood of \$175.

I recently read a tip from the Restorer Magazine published during the 70's that gave another option. NTZ brand of bearings, P/N 6203ZZ/15.875/2A has an inner diameter of 0.625 allowing the salvage of the input shaft by having it machined to the smaller diameter. Another option would be to have the tip built up and machined back down to 0.668 inches, the original spec.

Regardless of which option you choose, the issue of the worn tip of the shaft needs addressing.

The Official Ford Allover Suit & Service Coat

Direct to you from Factory - - At Factory Prices

ALLOVER SUIT - Price \$2.50

SERVICE COAT - Price \$2.25

Supplied with or without Ford monogram. The price is the same.

Color – HONGKONG BUFF
PRE-SHRUNK

Carhartt's uniforms were designed by Ford's own experts to serve a definite purpose – To give the greatest amount of wear over a period of time – To afford comfort and ease of movement to the body – And to retain their original good appearance and shape through many launderings.

Clean well-tailored uniforms are an asset to every salesroom or garage. They are proof of the character of the business and indicate to

the customer the garage man's pride in his work. They look businesslike – they are businesslike.

Hamilton Carhartt Overall Company

Note, this fabric could have been produced in Carhartt's Rock Hill Mill.



Chevrolet Challenges The Model A or The Changeover From Model T to Model A Didn't Go As Planned

Much has been written about Ford shutting his production down in 1927 to retool his plants for the introduction of the Model A. The following article is sourced from MARC's Technically Speaking, Volume 3 which reprinted Model A News articles from the early 70's.

The changeover from the Model T to the Model A was the greatest achievement in automotive history. Its introduction on December 2, 1927 was met with spectacular excitement the world over. It was stated that over 10,000,000 people saw the new car during the first two days. However, not every dealer was able to show a new car on introduction day. The changeover to the new model had been slow and Ford's grasp on the automobile market was slipping while General Motor's Chevrolet had made big gains. Would Ford be able to recover? Within a couple of weeks, new orders for the Model A reached 400,000, but how soon would production be able to meet these demands?

On introduction day, production figures on the new car were 100 units per day. Henry Ford stated that the figure would reach 1000 units a day by January. Such a statement was not optimistic because it had not been unusual for the T to reach 7000 a day and the Model A was going to be produced with the most modern tools and methods in the industry. But, as January approached, production figures reached 130 units and the total to that date was only 4,186. What had gone wrong? The question was – when could peak production be achieved?

From the beginning the Model T had undergone many changes but in essence, it was the same basic car. Production advancement was incorporated systematically over a period of ten years. In many instances, changes were made by rebuilding the same tools. On the other hand, the new Model A made all the Model T tools obsolete. It was a completely new car, requiring all new higher speed tools, complete readjustments of assembly methods and careful retraining of men. Also there were new operations which had not been on the T, such as sliding gear transmission, multiple disc clutch, a water pump, and a coil and distributor type ignition system. The electrical welding of many components was a new day in motor fabrication making obsolete the traditional bolting.

With the termination of the Model T, Ford also decided to move the main production line from Highland Park to the Rouge Plant. Thousands of tool and die makers, pattern makers, millwrights and other skilled employees were needed, working three shifts, six days a week. The demand of extreme specialization in machine tools created the heaviest procurement problem in automotive history. To meet the changeover the Rouge ordered more tools than any other factory in the world. Some new presses towered thirty feet in height and weighed 240 tons, twice the weight of any of the T presses.

By mid October, the gigantic task of the changeover had been completed and the Company started hiring at the rate of 3-4,000 a week. On November 1st, the final changes were made at the Rouge and the line began to roll. A month later when the Model A made its debut, the Rouge assembly plant was the only one in operation and it was still making adjustments. All the other assembly plants were in the process of retooling. On December 15th, with engine number 1335, the Kearney Plant in New Jersey was the second to start and a week later, the San Francisco Plant started. By mid January, the Louisville, Kansas City, Chicago and Seattle plants started production, making a total of only seven of the 35 plants. As stated before, production was expected to hit 1,000 units in January, but instead it was only at 130. In fact, it was not until February that each Ford Dealer received at least one car. The Fordor sedan did not become available until May, but some dealers had to wait until mid July for one.

Deliveries of the new car to dealers were slow and uneven. Many suffered heavy losses. Some closed. There were charges of favoritism in distribution. To own a new Ford was a sign of distinction. Some paid extra bonuses. Prominent persons, financiers, industrialists and film stars wrote Edsel Ford and a few found favor. A few new owners parted with their cars for profit. As a starvation for the Model A continued into mid summer, it became apparent that not enough time or planning had been allotted for the changeover. Things that delayed changeover start up were identified as time to retrain workers, and ill fated attempt by Henry Ford to design his own mechanism to replace the starter Bendix, problems with the coatings on the fuel tank creating fabrication

problems, the multi disc clutch, the use of main brakes for emergency brakes requiring redesign, etc.

Chevrolet Challenges The Model A- Cont.

In the meantime, Chevrolet had made tremendous strides. It would not be easy for the Model A to make up the loss. Due to the termination of the Model T and the poor planning of the Model A changeover, Ford's 1927 production was only 518,401 units as compared to Chevrolet's production of 1,180,000. In 1928, while Ford was experiencing production pains, Chevrolet plants were working at peak capacity. As Ford's closest competitor, it was not Chevrolet's intent to produce a cheaper car, but to keep its price \$100 over the Model A and offer the customer a better body and smoother six-cylinder engine.

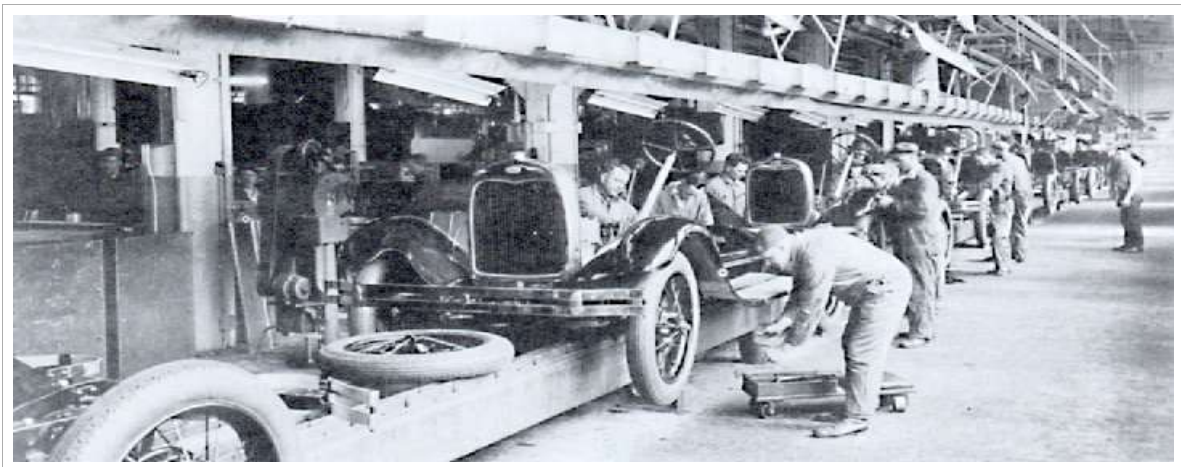


Compared to Ford's changeover, Chevrolet's was well planned. Chevrolet had been designing the new 6 cylinder engine for several years and it was ready for the 1928 model. Fisher engineers had designed new bodies and other men improved various components. The changeover was then carried forward at a score of widely scattered plants. At Flint, new machines were installed and thousands of workers instructed in the new methods.

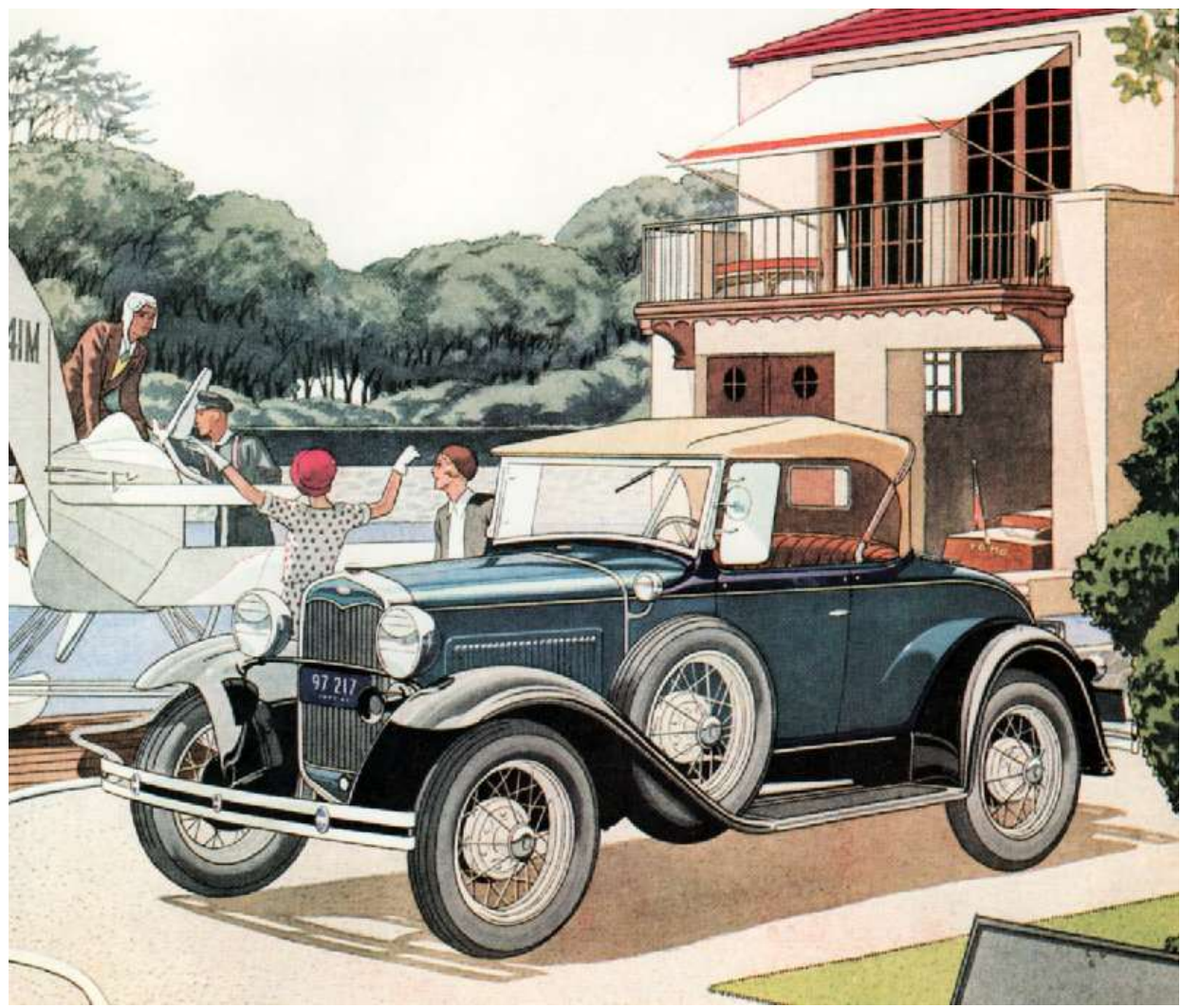
This rival at once reached the market in adequate quantities. Soon after Christmas, practically all of the ten thousand Chevrolet dealers had a new six on display, and deliveries had begun. Where Ford's factory changeover had been halting and costly, Chevrolet's was swift and economical. . . . Only six weeks, in fact elapsed between the building of the last four cylinder and first six.

With such a smooth changeover, Chevrolet was able to close the year with just over one million units, an impressive 24% of the auto industry, Ford with its slow start was only able to produce 788,000 or 15%. However, with the production problems past, Ford felt he had come back. He was confident that the Model A was a superior car and before the year closed, the company announced that it would make two million units in 1929.

At the start of the new year, the Ford plants were pushing into high gear. The millionth Model A came off the line in February as production hit a 7500 unit a day pace. In May, it increased to 8000 a day and on June 26, Ford built 9100 cars and trucks, the highest single day production in automotive history. Ford continued this pace for the remainder of 1929. As the year came to close, 1,851,092 units had rolled off the lines, the highest figure since 1925. This represented 34% of a slightly more than a 5,000,000 car-truck year. With the popularity of the Model A, Ford out produced Chevrolet, its closest competitor, by 400,000 units. Chevrolet's share of the market dropped to 2%. Ford had re-established itself as a leader in automotive production.



Ford Advertisements – from MARC booklet of the same name



A Dashing New Ford Roadster

THE words de luxe are a fitting description of the beautiful new Ford De Luxe Roadster. In grace of line, colors and appointments it reflects the latest mode in a dashing sport car.

The swagger tan top has natural wood bows and can be raised or lowered easily and quickly. The wide seat is upholstered in genuine Bedouin grain leather with narrow piping. The new slanting windshield folds flat and is made of Triplex shatter-proof glass, as are the windshield wings. A comfortable rumble seat with ample room for two people is provided as standard equipment.

The new Ford De Luxe roadster is available in a variety of special body colors, with an additional harmonizing color for the sturdy steel spoke wheels. Many exterior metal parts are

Things from the Past

made of bright, gleaming Rustless Steel that will retain its enduring luster for the life of the car.

Remember having an attendant not only pump your gas but also clean your windshield and maybe even check the air in your tires? They always wore uniforms and were supposed to be cheerful. When self service started, I knew it would not completely be implemented because people like my elderly mother would never pump gas. (Note that my “elderly” mother was in her fifties at the time.)



I might have used a heading “Scary Things From the Past” for this one. My bet is few will recognize this 30 year old guy who in 1976 was awarded the past President Trophy. It does not look like Claude Palmer today. Must have been his hard life. After serving a one year term, he is quoted as saying he would do it

again only after everyone else in the club had their turn.

Not to be out done when seeing Claude's photo from the past, Danny Foster offered this one of he and wife



Linda. He didn't mention the date but it obviously is not one from the recent past. Both are white headed now.

Recent Happenings



By Jim Townsend

We've been talking about the roadster project for more than a year now and I thought it was time to share a picture. The project started in December 2021 on a complete but rusty and rough car with a New Jersey background. The bottom 6 inches of the body including the sub-frame had to be replaced with new metal. Many Club members worked together but those needing to mentioned are Don Houser (welding) Claude Palmer (Body Work), Kalei Unea (brakes, cleaning and sanding) Jim

Townsend (Painting & mechanical). I bought the interest from the other investors and installed the Burtz engine I built. The picture here is one taken after a semi final inspection drive. There are still a few details (pin striping, speedometer replacement) needing to be completed.

But now, we are coming along fast with the restoration of our next project, a 1930 Fordor. Work started the first of the year and we have the rolling chassis almost complete. From left to right, Geoffery Leek, Jim Townsend, Danny Foster, Troy Dalsing and Kalei Unea are putting the final touches on the brakes, connecting the rods. The engine is from Geoffrey's woodie after finding that the noise he was concerned with



was a loose two piece pulley. The transmission and rear end were rebuilt as were the brakes. The front end has new king pins and spindles that came with the car. The radiator has been checked and has been installed along with the hoses and wiring harness. Dents have been straightened on the radiator shell and it has been buffed and ready to install when the lacing arrives and put in place. Six wheels have been set aside for blasting, priming and painting. The front fenders have been cleaned and ready for primer, welding a few cracks, straightening and priming. Members interested in learning more as to



how the mechanics on a Model A function should take a day and come see the chassis before a body gets put in place.



Meet Rhea Faris, one of our newer members. This picture was taken on Monday, January 30th, his first day of retirement from the City of Rock Hill where he supervised the Parks and Recreation area. He and wife Kathy purchased Rion Rutledge's roadster and he has been going over it making sure it is safe for driving his grand kids around. He has only had it out a few times and Kathy is already an experienced Model A lady driver.

One of his treasured retirement gifts was this roll of toilet tissue.



On a beautiful day, February 16th, eleven of us met for breakfast at Stacks Kitchen in Waxhaw. Left to right are Rhea Faris, Don Houser, Jim Townsend, Marty Goldfarb, Kalei Unea, Manny Kothe, Sandeep Berry, Clare and Geoff Leek, Brad Fisher and Matt Gustafson. 6 Model A's made the trip.



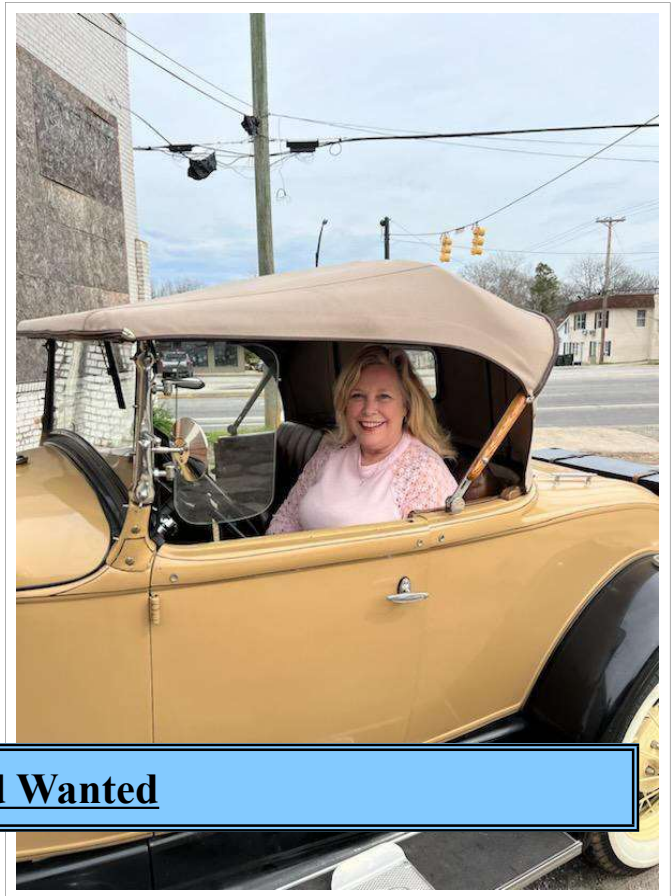
I Thank everyone for your kind words and gracious support of John's passing and to let you know I have moved!

Julie Kluttz
315 Park Ridge Road
Apt 205
Albemarle, NC 28001
Cell Phone # 704-984-3961

New email is:

JUKluttz@gmail.com

This is Kathy Faris, wife of Rhea introduced on the previous page. This lady not only Drives a Model A, with this smile on her face, she announced to Rhea that the roadster was hers. He needs to get his own car. Well, he wanted a truck anyway.



For Sale and Wanted



For Sale By Geoffery Leek

516/319-6607 or 803/228-3427

1931 Model A station wagon
New motor, less than 200 miles
rebuilt steering & transmission,
New starter, battery, fog lights,
signal lights, full side curtains.
\$24,000.

For Sale by former member Norm Culbreth – 1930 Tudor, Body off restoration about 5 years ago with about 4000 miles on it since. John Klutz engine, Labaron Bonney interior. Over \$29,000 invested. Asking \$23,475 obo. Contact Norm at 803/207-0771 or bcculbreth@hotmail.com.



Zenith Carburetors - Cleaned, jets calibrated, and painted. New parts installed as needed. Perfect for touring or showing in touring class judging.

\$125 with exchange of rebuildable Zenith
\$200 without exchange

Contact Jim Townsend 828/964-3425
or townsendj@comporium.net

Free Stuff found during Fall Cleaning and too good to trash

Small electric pressure washer with hose and nozzle. Operational Contact Jim Townsend

Window Regulator For Sale, fits left front/right rear on '30/'31 Fordor. Part # A-48106-B. The 4 hole mount stile used on the straight windshield 4-door sedans. New in box On line price \$60. Asking \$40. Call Bruce Hyland, 704/488-6118. or email bjhyland87@gmail.com.



Love is caring for each other
even when you're angry ...



WHEN WE ASKED YOU TO TURN
OFF ALL ELECTRONIC DEVICES, WE
DIDN'T MEAN YOUR HUSBAND'S
PACEMAKER...



Model A Ford Club of A
Dues are \$50 per year which

National Club Information

You may join any of the above national clubs on line or download the application forms to join. When you join QCMAC, you **MUST** also join MARC and furnish your MARC membership number when renewing your membership to QCMAC.

I Wish You

I picked this up from The Utah Valley Motormeter Newsletter. The Model A Hobby

brings us many blessings from our association with each other. We look forward to recollect on the joys and happy moments our Model A's have brought us and look forward to more of the same in the future.

*I wish you Health
so you may enjoy comfort,*

*I wish you the love of friends
and family
And peace within your heart,*

*I wish you the Beauty
of nature
That you may enjoy the work of God*

*I wish you Wisdom to choose
Priorities
For the things that really matter
in Life,*

*I wish you Generosity so you
may share
All good things that come to you,*

*I wish you Happiness and Joy
And Blessings for the New Year,*

*I wish you the Best of everything
That you so well deserve.*

Written by Ive, Bratt