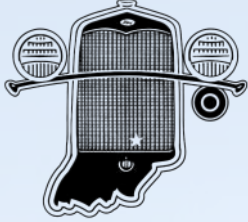


MARC/MAFCA



MODEL A FORD CLUB
COLUMBUS, INDIANA

GOING Places



2025 Winner



Model A Driven to our last Meeting
Tonya McLeod's 1929 Ford Model A Tudor

JULY 2026 Vol. LXII Issue #7

www.modelacolumbus.org





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

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**From
the
Editor...**



John Emmering

Dear Readers:

There was a lot to cover in this month's Going Places with reports on two interesting tours. Special thanks to Jay Williamson and Dennis Meyer for planning and leading those tours.

With no meeting in June and therefore no minutes I had two extra pages to fill. I saw this as an opportunity to include another "Trail Hitters" story of my grandfather's trip up north with his friend Hynes in a Model T Ford.

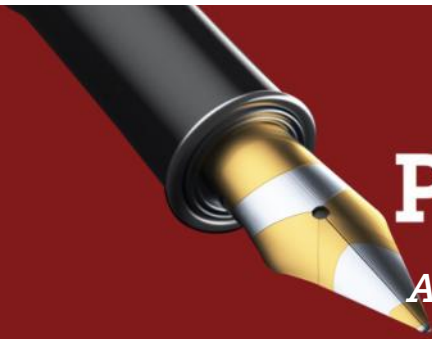
With our MARC National Meet coming up July 12-16 in French Lick, I hope some of you will send some photos or written material on your experiences at the meet. Hope to see many of you there.

Best Regards

John

UPCOMING EVENTS

July 12-16 **National Meet in French Lick, IN.**
August 1 **Annual Club Picnic, Brown Co. State Park**
August 15 **Tour to Aurora, IN**
August 22 **Tour to Milan, IN**



A Message from the
PRESIDENT

A Word From Tim Diehn



Greetings, Members!

We are making the final arrangements and getting ready to welcome over 400 of our closest Model A friends to French Lick for the **2026 MARC National Meet** from **July 12–16**. I certainly hope you are one of them! If you haven't registered yet, it's still not too late to join the fun—though please note that late registration fees are now in effect.

We Need Your Help! Rex Hinkle and our entire volunteer crew have been working tirelessly to ensure this meet is our best one yet. Speaking of volunteers, if you haven't signed up to help, **we need you!** Please consider signing up for at least one shift. It takes a village, and we need everyone to pitch in to ensure our famous Hoosier Hospitality is on full display.

Click the web address below to find a role and time slot that works best for your schedule. Well, I need to get back to my own last-minute checklist! Thank you all for your support, and I'll see you *Going Places* in French Lick!

[Model A Ford Club of Columbus: French Lick National Meet Volunteers](#)

Tim Diehn

Going Places is the official publication of the Columbus Model "A" Restorers Club Region and the Columbus Model "A" Ford Club of America Chapter. The general purpose shall be to encourage the members to acquire, preserve, restore, exhibit and make use of the Model "A" Ford vehicle, model years 1928 through 1931 and all things pertaining to the Model "A" Ford, including literature, technical and historical information and to promote the introduction of ideas and fellowship for the enjoyment of its members.

This publication is mailed or emailed to members and editors of similar publications monthly. Meetings are the second Thursday of the month. We invite members to submit articles containing technical Model A information and other interesting tidbits for publication in this newsletter.



Activity Schedule for 2026

Check the schedule each month in case there are changes.

- July 9 No July Meeting
- July 12-17 **MARC National Meet**, French Lick, Indiana
- Aug. 1 Annual Summer Picnic.** Brown Co. State Park. (Sutton, Diehn)
- Aug 15 **Tour to Aurora, Indiana** (Sullivan)
- Aug 22 **Tour to Milan, IN** site of the 1954 Basketball Championship. (Morlock)
- Aug 28-30 **Tour to Boone Tavern Inn, Berea KY.** (Meyer)
- Sept.10 Membership Meeting—El Nopal National Rd, 5:30 Dinner, 6:30 Meeting**
- Sept. 18-19 **Model A Days**, Hickory Corners, Michigan
- Sept.26 **Trip to Ford's Garage Restaurant** in Noblesville for Lunch .
- Oct. 8 Membership Meeting—El Nopal National Rd, 5:30 Dinner, 6:30 Meeting**
- Oct. 17 **Day trip to Elwood IN.** Duck Creek Center performance of *Frankenstein* (Meyer)
- Oct. 31 **Fall Colors Tour** (Sullivan).
- Nov. 12 Membership Meeting—El Nopal National Rd, 5:30 Dinner, 6:30 Meeting**
- Dec. 6 Christmas Party at the Seasons Event Center, Nashville, IN.**

August 1 Picnic at Brown County State Park, Stahl Lake Shelter (Sutton, Diehn)

Join us at our annual Brown County picnic at the Stahl Lake Shelter. Recall this location has paved parking and sidewalks. Take the route to the fire tower and proceed another mile or so and you will see a sign on the left for Stahl lake. The shelter is another 2 or 3 miles on your right. Bring a covered dish; either a side dish or dessert. The club will provide fried chicken and drinks. This is also a Club Meeting, so we will conduct a short meeting before we eat at 12:30. Bring a folding chair for your comfort. See you there!

The Model A Restorers Club, Inc.

THE *running* BOARD REPORT

Tom Hovetter, President

John Prohaska, Director of Regions

July 2026

Month of June has been used by your board to bring new board members up to speed and focus on organizing your club's priorities in the coming year. Since the last update, the club building sale has been finalized and completed. The proceeds from the sale were invested into interest bearing accounts for your club's future use.

As mentioned above, three new board members, Josh Madden, Curt Hillman, and John Prohaska were initiated onto the Board at the Finger Lakes, NY Tour/Membership Meet this past May. Josh will serve as Secretary, Curt as Treasurer, and John as Director of Regions during the coming year. Bill Bass was elected to serve an additional two-year term and will continue to serve as Director of Publications and Library.

Remember to enjoy your Model A this summer by making arrangements with your local Region members to get out and put miles on your Model A's. If an issue arises, your members are there to help you troubleshoot and get you back on the road. There is a lot of comfort knowing the knowledge and troubleshooting abilities that reside at our fingertips with our members on club tours.

Continue investigating our new website. There is a lot of useful information at your disposal. In the members only area, you can find Model A News, Technical Resources, Membership Directory and more! Visit us at www.modelarestorersclub.org Login to the site is your email address and your five-digit ZIP code is the password.



TOURING UPDATES



August. 28 Tour to Boone Tavern Hotel of Berea College, Berea, KY (Meyer)

Friday August 28th – Sunday August 30th

Make plans to join us for another *MEMO Tour* (Meyer Eventual Memorable Odyssey Tour) to Berea Kentucky and its surrounding history including, the Historic Boone Tavern Hotel built in 1909 and how college students crafted the furniture for the hotel rooms that you can stay in for two nights....enjoy some exceptional restaurants...a half day tour on Saturday, August 29th, to the Cumberland Falls, AKA, Kentucky's "Little Niagara".

FYI...Boone Tavern Hotel available rooms for our stay contain only one bed per room. Queen bed at group rate=\$174/night (reg \$210) ... King bed at group rate=\$194/night (reg \$231).Reserve *your* "historic room" for two nights, Friday Aug. 28th and Sat. Aug. 29th...with check out on Sunday, Aug. 30th, by Thursday, July 30th (cutoff for guaranteed rate discount) ...*Here's two ways that you can make your two night stay reservation:*

Go to this website link <http://www.boonetavernhotel.com/>

- open BOOK NOW
- select Arrival Month August
- select Arrival Date 28
- select Check Out Date 30
- Accommodation = One Queen Bed or one King Bed (Two double beds not available)
- Choose number of rooms and Adults per room
- Group ID code = 296804
- Confirm your dates and amounts & enter your credit card information
- Print or save your confirmation

Or you may Call The Front Desk ...1-859-985-3700

Got your room reserved? Text or call Dennis Meyer at 317-727-5098 and leave a message that you're going on the tour and who is coming with you and what car (s) you are driving.

Model A Tour Rolls Through Indiana Back Roads to Oldenburg

It was great weather for a drive in our Ford Model A's on Saturday June 6 as members participated in a well-attended tour to Oldenburg, Indiana which began with a 9:00 a.m. departure from McDonald's in Franklin. After gathering at the departure point, the group traveled east on SR 44 through Shelbyville and continued along scenic back roads and less-traveled Indiana highways. Tour organizers Jay and Cayrn Williamson led the way.

The first scheduled stop was Troyer's Amish Market in Milroy, where special parking had been arranged for the A's. Participants spent approximately 30 minutes browsing and shopping

Following the market visit, the group proceeded on to Oldenburg for lunch at Wagner's Village Inn, a local restaurant recognized for its fried chicken. A reserved dining area was provided for the group, and members selected either individual menu items or the family-style meal, which included fried chicken, mashed potatoes and gravy, green beans, coleslaw, and rolls.

After lunch, the group toured the Sisters of St. Francis Convent and Chapel. The tour lasted approximately an hour and offered participants a chance to learn more about the historic site and its functions today. Following the tour, members began the trip back home, wrapping up a pleasant day of driving, fellowship, sightseeing, and good food.



Gathering Point in Franklin



Cars Line up at Troyer's Market



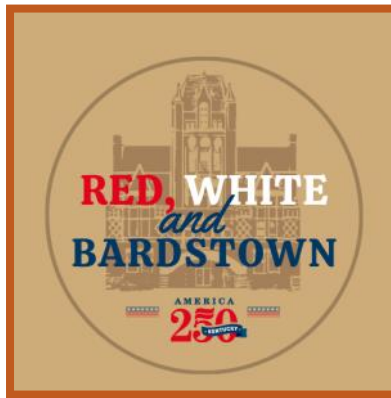
Arrival in Oldenburg



The St. Francis Chapel



Old Talbot Tavern built in 1779



Rowan Mansion "My Old Kentucky Home"

Vintage Cars & Southern Charm Highlight Bardstown Tour By Dennis Meyer

Six Model A's, a 1937 Packard convertible, and a 1934 hot rod Ford pickup truck navigated towards Bardstown, Kentucky, in the morning hours of Friday June 12th. They crossed the Ohio River at Madison, Indiana, and through scenic country sides of rural Kentucky..., but the scenery changed as we neared Bloomfield, Kentucky, an odd site...something like a "Stone Henge", but instead of stones it was John Deere tractors...a "Tractor Henge"!

After a couple of "powder room" and gas stops, we arrived at our first reserved lunch destination, "The Old Talbot Tavern" in downtown Bardstown. The tavern building was built in 1779. After lunch some of us visited an upstairs tavern guest/museum room, which, back in the time, was frequently used by Jesse James. As *the sun shines bright* we drove a mile away to My Old Kentucky Home State Park. We explored the grounds, gift shop, and had a guided tour of a famous mansion built in 1795 & 1818 by Senator/ Judge, John Rowan Sr.

Songwriter Stephen Foster was a distant cousin of the Rowans. He periodically visited and stayed at the Rowan mansion. During a brief

summer visit to this mansion in 1852 Stephen Foster was inspired to write "My Old Kentucky Home" which later became the state song.

Our next destination WAS to be our hotel, The Spark by Hilton...I say WAS because that hotel became flooded earlier that day by busted water/sprinkler pipes and was ultimately closed by the fire department just short of our arrival. Despite our good timing for hotel arrival, the nearby Fairfield Inn and Holiday Inn Express were able to accommodate us... *whew*. Supper on Friday was at a restaurant within walking distance of our hotels.

We drove downtown on Saturday morning to explore Bardstown...Museums, shops, bourbon tasting, other historical sites, ice cream, etc. Then lunch by reservations at "Mammy's" where we congratulated the Sullivans as it was their 56th wedding anniversary!

After lunch, and by coincidence, three city blocks of the Bardstown Main Street were blocked off for a car show. Not our cars, but 100 cars, consisting of McClaren's, Lamborghini's, Porsche's, Ferrari's...expensive stuff, all involved in the "Gold Rush Rally"



We then decided by vote, since Bardstown is “The Bourbon Capital”, that our tour would not be complete without visiting a distillery. We went to nearby “Heaven Hill” for a self-guided tour and for those interested some tastings of some of their whiskey’s; such as Elijah Craig, Old Fitzgerald, Heaven Hill, and others ... "hick-up".



Returning to our hotels we relaxed and freshened up, then we were off to the amphitheater at “My Old Kentucky Home State Park” where we arrived at 6:30pm and our “Classic Cars” were parked and displayed in front of the amphitheater. Hors d'oeuvres, drinks, and a free bar awaited us and other ticketholders to partake in prior to the 8pm season opening of “The Stephen Foster Story”.



Before the musical play started the “Columbus Indiana Model A Club” was recognized to the audience and applauded. The presentation of the Stephen Foster Story was exceptional in voice and acting in a very professional way. Driving back in the dark to our respective hotels was a challenge, but we made it!

The next morning, Sunday June 14th, Flag Day, two groups drove separate routes back home again to Indiana. I think, despite the initial hotel being closed, a good time was had by all...with no breakdowns! (knock on a wood grained dash)



The 20 who attended all or in part of these good times were: Dennis & Kathy Meyer, Phil Sutton, Mike Brown, Randy Hughey, Gina & Jimmy Hughey, Tim Ellis, Tim Ellis Jr., Larry & Joann Wilcroust, Jerry & Deanna Glunt, Sid & Denise Pendencygraft, Jack & Linda Sullivan, Roger, Cheryl & Erik Goodman.. It was a full and enjoyable weekend of history, fellowship, scenic driving, and Kentucky hospitality.



Fashions of 1920s & 1930s



Men in the 1920s wore specialized motoring attire over their everyday clothes to protect themselves from dust, mud, and the elements while riding in automobiles. Standard travel gear included protective "duster" coats, driving caps, and gauntlet gloves, with specific pieces varying depending on the weather and the vehicle

The Duster: A loose-fitting, full-length overcoat made of heavy linen, canvas, or leather. Designed to be worn over suits, it prevented road dust and oil splatters from ruining everyday clothes. By the 1920s, many men favored shorter leather car coats for better mobility

Driving Caps: Men wore tight-fitting caps made of wool, tweed, or leather to keep heavy dust from ruining their hair. Flat caps and newsboy styles were the most popular.

Driving Gloves: Vented leather or buffalo-hide gloves (often gauntlet style) were worn to provide better grip on the steering wheel and keep hands warm in vehicles without heated cabins.

Open-Air Cold: When riding in open-top cars, gentlemen often layered up with heavy knitted sweaters (such as shawl-collar cardigans) or bulky fur coats made from raccoon, bear, or wool.

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Double-breasted. Shows protected leather, 4 inches on top and entire under sleeves. Pockets vertical, protected leather, lined board.
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GENT'S DOUBLE-BREASTED CRASH MOTOR DUST COAT.
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84 540	15 6

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FORD MODEL "A" TECHNICAL TIPS

Selecting Serviceable Wire Wheels for your Model A



(By Richard Lorenz, Rocky Mountain Model A Club, Rumble Seat Reviewer , December 2004)

Of all the parts of our Model A, it is hard to imagine a component that takes more abuse than the wheels—except for regularly replaced parts such as brakes, the clutch, tires, and similar wear items. Unfortunately, new replacement 21" and 19" reproduction wire wheels, while available, are very expensive. As a result, the wheels we use today often carry many years of miles, curb scrapes, and general wear.

Common problems include poor appearance, rim wobble, flat spots in the rim, bent spokes, worn mounting-stud holes, nicks and gouges, cracked hubs, and severe rust. These are listed in decreasing order of how likely they are to be repaired successfully.

I will start with the all-time enemy: rust. Surface rust is easily removed by sandblasting, and almost all Model A wheels have some rust. The real question is how much rust is acceptable.

If the rim or hub is rusted enough that the general thickness of the metal is noticeably reduced, discard the wheel. If a wheel has spent time lying around with a rotten old tire on it, there will likely be some pitting in the tube area of the rim. Use your judgment about how much pitting is acceptable. One good place to check is the valve-stem hole. If the edge feels sharp enough to cut your finger, do not use the wheel.

Cracks are another serious concern. I must admit that I have welded and used wheels with cracked hubs, but I do not recommend the prac-

tice. Such wheels are probably acceptable only as spares, and they may be better suited as yard ornaments.

Gouges are also a matter of severity. If a wheel has been driven extensively with a flat tire, it is probably beyond saving. Random small nicks and scrapes can usually be removed by sanding. I use a 60-grit flap disk on my four-inch grinder to smooth the edges.

Use discretion, however. If too much material must be removed from one area, the wheel may become imbalanced and appear to wobble.

Mounting holes deserve close attention. I use accessory washers behind the lug nuts even on perfect wheels because I like the way they distribute the load over a larger area. With replacement studs and cast-iron drums, there is plenty of stud length to ensure a tight fit.

Typically, the holes are only slightly worn from the nuts being tightened and loosened many times. If the mounting holes are seriously wallowed out because the wheel was run loose, discard the wheel.





Henry Emmering

The Trail Hitters; Ford Model T Trip in 1925 from Chicago, Illinois to Ontario, Canada.

By Julius Hynes

Here is another story of the travels of my Grandfather Henry Emmering and his friend Julius Hynes in a 1923 Model T Ford. The year was 1925 and the pair drove the Flivver all the way to Canada and back from Chicago. The story highlights automobile traveling conditions on some primitive roads back in the 1920's.

Northward, ho! Was our vacation cry as on the morning of August 22nd 1925, the writer and a friend Henry Emmering pointed the radiator of the Ford toward the open spaces for a camping tour of Illinois, Wisconsin, Minnesota, Michigan and Ontario Canada.

Heading northwest on the Grant Highway which was picked up at Maywood, the first day's run took us through Elgin and into Rockford, where we branched off to the north and crossed the state line into Wisconsin at Beloit. Lunch eaten at Janesville, the journey was continued through Madison. Early afternoon found us at Kilbourne, Wisconsin where camp was pitched for the night.

Following an interesting boat trip to the Upper Dells on the following morning our journey was continued along Wisconsin #29, La Crosse being the next objective. Breaking camp and leaving the La Crosse fairgrounds site of the tourist camp, the morning of the third day found us headed for the Minnesota side of the Mississippi, which we crossed at Winona.

Just out of town is encountered the longest and steepest hill we ever attempted and as the car grinds its way up ever so slowly, winding its way up and around several cliffs we gaze down at the valleys, hundreds of feet below.

Once over the crest the going is downgrade and a short run takes us into the clean, neat town of Rochester, where the Mississippi Valley Hwy. is picked up. Due to the wonderful hard gravel Minnesota roads, Saint Paul is reached in a hurry and camp pitched at Cherokee Heights, Saint Paul's orderly tourist camp.

On the morrow a sightseeing tour is made of the Twin Cities. Objects of interest are the beautiful state capital at Saint Paul, the business districts, University of Minnesota stadium and university buildings, the flour mills and Minnehaha Falls at Minneapolis. A drive is made to Fort Snelling near Minneapolis, where the military post is taken in and a parade of the troops is witnessed.

It is regretted that more time cannot be allowed in the Twin Cities, but the northward, ho! movement has to be complied with, so the Flivver is turned north onto the Jefferson highway, and Minneapolis left behind. Concrete pavement allows one to open the throttle wide and in the late afternoon Saint Cloud is reached and it is decided to make Little Falls, pitching camp at the dusk along the Mississippi in a Grove of trees.

Early next morning the trail was hit again and before long we realized that we are nearing the real north, for evergreens dot the landscape here and there.



Soon Brainerd is left behind, and with each passing mile the scenery gets better. The pine woods and clear lakes are delightful along this stretch of the Minnesota scenic highway that evening. Bemidji is reached and tent pitched at the tourist camp, with lake Bemidji to the east.

On arising after an all night drizzle, the first rain thus far, we find everything wet, so decide to wait for the sun to dry things up. The sun finally fights its way through the clouds and by 11:00 am we are set to leave for the Canadian Border.

Having left Bemidji, the wet gravel road leads us through such quaint lumbering towns as Turtle River, Barley Spur, Ten Strike, Hines and Black Duck, where the road gets worse, being dirt with stretches of gravel, now bad after the night of rain. After skidding and slipping in the mud we finally reached Little Fork tired and covered with mud after having traveled through very wild and scenic country.

An all night wind dries up the road considerably and the following morning finds us at International Falls where the Rainy River is crossed over International Bridge, after having passed the United States Custom officers. On entering Canada a tourist permit is obtained for a short stay under the Union Jack.

After mailing cards from Fort Francis we drive out to Point Park tourist camp, situated on Rainy Lake and pitched tent. Our itinerary called for a two and a half day stay here.

Most of the time is spent around Rainy Lake in a boat equipped with an outboard motor, exploring the many islands and getting acquainted with the Indian life thereon.

Finally we turn back toward the States and the Superior National Forest. At Lake Shagawa outside of Ely, camp is made for a short stay. While here we drive to Winton, where all roads end, and the wilderness begins-- the starting point of all canoe trips into the Superior National Forest, virgin wilderness of some 1,250,000 acres.

After a two-day day stay in this vicinity we trek southward on Minnesota No. 11, now heading for the iron country, the drive being made through the hills near Virginia, Minnesota and continuing south on fine concrete. As we enter Duluth with its hilly streets we are thrilled by the vast expanse of water on Lake Superior as seen from the high point of town. We drive to Indian Point, one of the two tourist camps.

Next morning we choose the Boulevard Drive back to the city, a constant gradual climb through the hills near town and from which can be seen the ore docks, aerial bridge and shipping on Lake Superior.

Minnesota is left behind as we cross the Interstate Bridge into Superior, Wisconsin and picking up the Theodore Roosevelt Trail Drive through some desolate looking, burned over country into Ashland. The town of Hurley, with rows of saloons adorning it's Main Street, gets a laugh from us, and we entered Ironwood in Michigan's upper peninsula where we make camp.

The following day finds us again on the move, driving through some beautiful hardwoods in Michigan with long distances between towns. At Watersmeet we get our first tire puncture. Night finds us at Iron Mountain camped along the highway. **(Cont. pg. 14)**

(cont. from pg. 13) A continuous rain throughout the night drenches the tent and prospects look good for an all day drizzle, so packing up, the journey is resumed on Wisconsin No. 57 to Green Bay, then through Appleton, Oshkosh and to Fond du Lac, where the last stand is made on the shore of lake Winnebago.

After a terrible downpour all night we get up to find a small pond around the tent. The things are packed up wet and the final lap of the long trip is begun through Milwaukee and Racine into Kenosha and down into Illinois to Waukegan, where we branch off to No. 42A and arrive at home in Chicago after a wonderful trip of 1,936 miles.

Article first published in the Chicago Daily News, September 1925.



YOUTH Department



Deglan Cunningham
Youth Columnist

What do young people think about the Model A Ford Hobby?

Deglan interviews his friend Roberto to find out.

So recently while I've been building the pickup truck I have had my friends come to the shop and hangout for company while I work. I have one friend Roberto that is very interested in learning all the knowledge I have on these cars. One of the more recent times I off handedly asked him why he was so interested and he gave me a really good answer. So I promptly asked if I could "interview" him for the newsletter. These are my questions and his responses.

Deglan: Why is it that you are so interested in learning about these cars?

Roberto: Cars this old are rare these days, especially in such good conditions, and cared for as well as the ones around here.

Deglan: Would you ever consider working on one yourself?

Roberto: It makes my day to be able to ride in the model A's as well as getting to peek under the hood and understand the engineering behind it. But I don't think that I would because of the learning curve I would need to overcome.

Deglan: So why don't you get a car that's a bit newer to work on or learn about?

Roberto: It's not just about the car, it's about being able to hangout with you and learn something you are interested in. To me it's more than an old Ford, it's an amazing piece of machinery that I don't fully understand even in its "simplicity" that I get to experience with my best bud.

The main questions end there and they become less interesting but here is a summary of them. He would be interested in learning more as I learn more, and would love to come to an event where we have all our cars together.

Deglan

CLASSIFIEDS



For Sale: Five 1935 Ford 16" spoke wheels with lightly used three year old radial tires. Five Ford script hubcaps included. Wheels are painted black and ready to put on your car. Asking \$950.00. Call John Emmering at 331-425-1187 or Shoeboxford.john@gmail.com

This Month in Ford Model "A" History



The two-millionth Model A Ford was produced on July 24, 1929, marking a massive production milestone only about five months after the one-millionth unit was completed on February 4, 1929. This achievement highlights the immense efficiency of Ford's production, with over 1.5 million units built in 1929 alone, making it the highest production year for the Ford Model A .



"This car is NOT for sale, stranger - I'm gonna fix it up someday!"

v

"95th Anniversary of the 1931 Ford "



GOING PLACES

3965 Fenwick Lane
Columbus, IN 47201



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



JULY PHOTO OF THE MONTH



On arrival in Oldenburg on Saturday June 6, this group of Columbus Model A Club members posed for a photo in the lot of the Holy Family Church before heading down to Wagner's Village Inn for lunch. Thanks to Charlotte Prohaska for snapping the photo.