

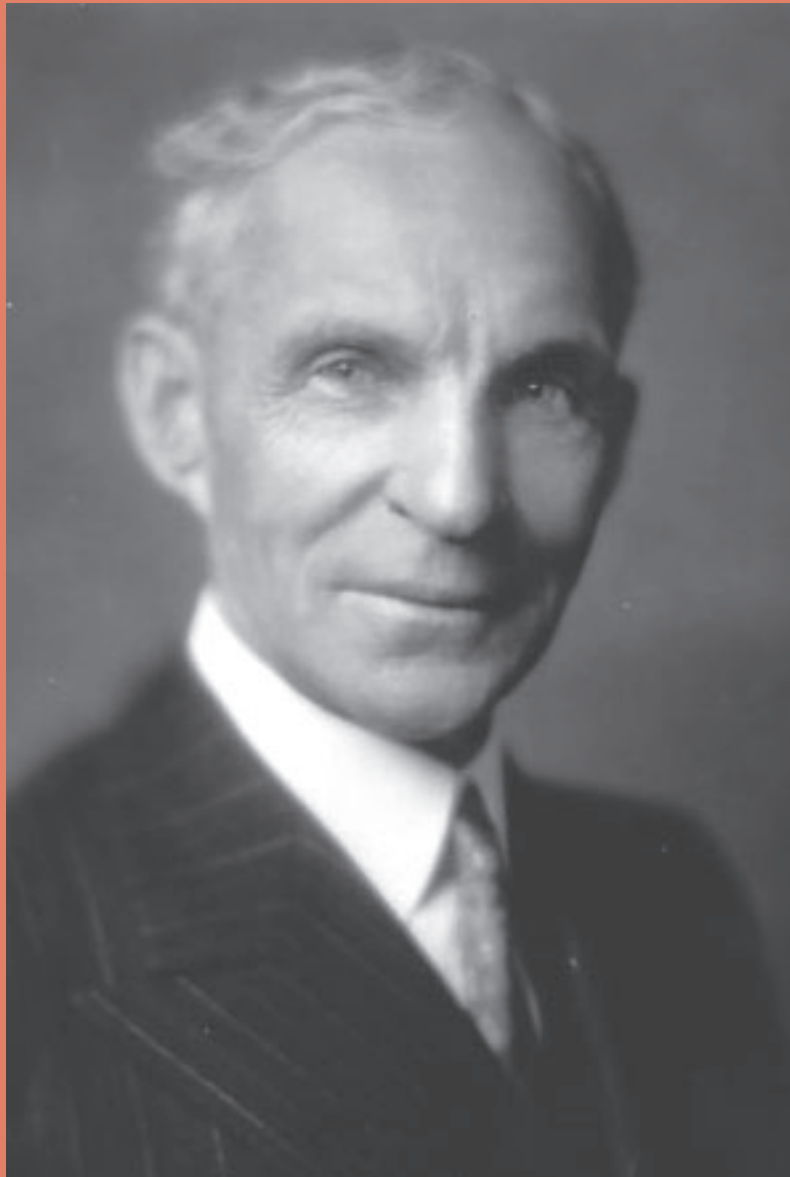


Rumble Seat Review

October 2024



Beehive A's—The Model A Club of Northern Utah



Beehive A's is a Chapter of the Model A Ford Club of America

President's Message

October is Halloween month. And just a little tidbit about Ford. On October 1, 1908, the first production Model T Ford was completed at the company's Piquette Avenue plant in Detroit.

Well, we are closer to our end of year and closer to colder weather. Let's be careful whenever and wherever we go in our wonderful Model A's.

September was another great gathering of cars. There were 14 cars in the Hooper Tomato Days Parade. Eleven of the automobiles carried Hooper City officials ranging from Grand Marshal, Mayor, City Council members and City Commission members. All of the city members were excited to be able to ride in an old Model A, and we were excited to have them ride with us. The crowd was just as enthusiastic as those riding with us.

We also had a local tour from Washington Terrace to North Ogden and enjoyed the comforts and food at Nielson's Frozen Custard. For some, this was their first time visiting this good place to eat, including myself.

We had a new member join us: Derek Lansing. He's from North Ogden and is restoring a Model A Fordor sedan. So, welcome him when you see him at the meeting.

The Fall weather is getting close, the foliage is starting to change colors in the mountains, red, yellows, pink and it's a wonderful site. This also means cold weather is getting closer. So, if you weatherize your vehicle and put it away for winter, this is the time to start thinking about it.

Looking forward to October, we need to plan our Black Friday outing. Normally just a breakfast at some establishment to get out and enjoy the days. Any ideas?

Remember we have the Christmas Party coming up in December; more in-depth information to follow, as we get closer. This year we will be having a white elephant gift exchange. So, bring something nice, neat, and inexpensive (no more than \$15.00) and we will have good time at the party.

My recent trip to Colorado was a good time spent with family, and a car show in downtown Grand Junction. I got the mayor's Honorable Mention award and

another award for the person who drove the farthest to the car show! (This car show was similar to the 25th Street car show in Ogden.) Many cars, many people, many questions, and a lot of EWWs and AWWs on my truck. Enjoyed the time, but so glad to be home again here in Utah. Let's enjoy the time together and the rest of the year.

Elections of President Elect will take place in November. Currently, Chaz Walker and his son Charlie (12 years old and a paying member) are on the ballot. Any others who wish to be, let me or Heidi Pitkin know.

2024 Officers

President:

Ron Lucero....luceronald155@gmail.com

President Elect:

Heidi Pitkin
itsthepits5@gmail.com

Vice President:

Keb Leete....kleete@comcast.com

Treasurer/Secretary:

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Bill Wiser....bill.wiser@wiservision.com

MAFCA Representative:

Brian Gough

Past President:

Mike Nichols....mtnichols@yahoo.com

*Front cover: A rarely seen portrait of Henry Ford taken at about the time that the Model A was introduced.
(Editor's collection)*

Next Meeting:

Monday, **October 7**, 2024 at 7:00 PM

Pleasant Valley Library

5568 South Adams Ave
Washington Terrace, Utah

Note it's the first Monday this time!

OCTOBER BIRTHDAYS

Judy Butterfield

Rudy Eilander

Holly Jenkins

Rosanne Johnson (Evanston, WY)

New Members

Derek & Sarah Lansing

927 East 3300 North

North Ogden, UT 84414

801-413-3331

dereklansing@gmail.com

They are restoring a 1930 Murray Fordor

Treats for 2024

October	Bill Wiser
November	Kathy Christiansen

The Firing of Ernest Kanzler

(or Don't Tell Henry Ford What to Do!)

Ernest Kanzler was a Ford executive and the brother-in-law of Edsel Ford. Edsel had married a lovely lady by the name of Eleanor Clay, and her sister Josephine married Kanzler. Not long after Ernie and Josephine got together, Edsel hired him. It was nepotism, to be sure, but Kanzler was well qualified to be an executive in the company. He was an attorney (he earned his law degree from the University of Michigan) and was very affable and intelligent, and Edsel began relying on him for advice. And some of that advice was to get rid of the Model T—insubordination of the highest order as far as Henry Ford was concerned.

But Edsel was all in favor of that stance as well. In fact, he had been pressuring his father since 1922 or so that the company needed a new car.

It must be noted, however, that Henry was receptive to developing a new car to replace the Model T, but before he did that, he wanted to replace it with something new and revolutionary, just like the Model T had been when it was introduced. He had been experimenting with a number of different engine designs, and his favorite one was the so-called X-8 engine. As its name implies, it was an engine in the shape of two Xs joined back-to-back, with four cylinders pointing up and four cylinders pointing down. While the engine ran, it had numerous problems, but Henry Ford insisted to his engineers that any problems could be overcome.

In the meantime, time was passing—time that the company did not have. This project, and the delay in getting out a new car, is what prompted Kanzler to write the now infamous memo.

Many Ford biographers mention this episode, and some have even quoted a few sentences out of Kanzler's historic memorandum, but none have ever

shared the entire memo! So shown below is the complete memo, unaltered and unredacted. Coming from an attorney, it is well written, setting up his argument as if presenting a case to a jury. But it is also very diplomatic, almost to the point of nausea. But Kanzler knew very well what he was doing and did his best to convince Henry Ford to switch to a new automobile. It's not clear if Henry read the entire memo or not. He probably became so incensed by Kanzler's sheer audacity, that he probably tore it up and threw it in the wastebasket before finishing it. But he didn't have to wade through the whole memo to know what Kanzler was getting at.



Edsel Ford (left) conversing with his brother-in-law, Ernest Kanzler, in the winter of 1934. Kanzler had long been gone from the Ford Motor Company by this time, but Edsel still relied on him for business advice. (Editor's photo)

In fact, Henry Ford was so upset by Kanzler's insubordination (and by inference Edsel's as well) that he sent Edsel to Europe for two months, just to sep-

Dear Mr. Ford,

This memorandum is given to you so that I can feel that I have delt honestly and square-ly with the responsibility you have given me. It hurts me to write it because I am afraid it may change you feeling for me, and that you may think me unsympathetic and lacking in confidence in your future plans.

Please, Mr. Ford, understand that I realize fully that you have built up this whole business, that it has been your battle and your creation and that all of the Company's successes day after day regardless by whom personally conducted are nevertheless a direct result of your conception and will really be your personal accomplishment for many years after your lifetime.

Any powers I may have here are mostly due to the opportunities you have given me and have not created in me any exaggerated ideas about myself. You have allowed me to play with the throttle of your engine. That's all.

From things you have said, you above all others recognize the need for:

- a- An intermediate car
- b- Greater power, smoothness, refinement
of the Model T type of car
- c- Something for European requirements

1- If we face the facts, we must know that there is little chance for the production of a tried and thoroughly tested X type car within eighteen months, which would not be before the summer of 1927. Those of us who have been privileged to follow that X development look into the future and hope for great things, BUT, and this is what worries me, I feel that there should also be other development in process on a power unit along conventional lines so that we would have if necessary a power unit to maintain our position in the automobile field until the X motor is perfected—something which will serve until you will have been given a fair chance to produce the X motors to their final status of development so that when once adopted they will lend all others for another twenty years like the Model T. Such a motor can be installed in the intermediate chassis and hold this market for us against competition until such time as we would sweep all before us with your revolutionary "X" powerplant substituted when its perfection has been achieved.

2- While there is every logical engineering argument in favor of the X type, yet we have all of our eggs in one basket. It might take much longer than expected to get it perfected and until it should perform greatly better than the present conventional sixes, that public will hardly welcome the change.

3- I know of no one who feels more deeply than you the obligation to 100 odd thousand employees who have started to make their life-work with this company.

4- I think there will always be a field for 4000 to 5000 Model T's per day, but I do not think

the Model T will continue to be a satisfactory product to maintain our position in the automotive field until the X models shall have been developed. We have made over 100 million dollars the last two years each and will probably make 100 million next year, BUT, we have not gone ahead in the last few years, have hardly held our own, whereas competition has made great strides. You have always said you either go forward or backwards, you can't stay still.

5- In the past twelve months the other manufacturers have gained tremendously. Our production and sales in 1925 were less than in 1924. Our Ford customers, particularly the Two and Four door customers, are going to other manufacturers, and our best dealers are low in moral and not making the money they used to. In spite of the higher prices, the public are choosing six-cylinder cars. In 1924, fourteen makers sold 30% as many sixes as we sold Fords. In 1925, these same makers sold 54% as many six-cylinder cars as we sold Fords—and each one of these fourteen increased his sales some 400%.

6- There may be theoretical engineering objections to a six, but in every one I have ever driven, there has been a most satisfactory smoothness and power range entirely different from and far superior to 4-cylinder performance and almost as good as the Lincoln. This is not only my view, but also that of the public as demonstrated by the way they have opened their pocketbooks to by sixes. Practically every man in your organization to whom you have entrusted the greatest responsibility holds this same opinion.

7- This same opinion has been cautiously expressed at different times by certain Ford executives whose opinion merely as automobile purchasers has great value. These men are all in favor of the X type when completed, but feel a great danger if it is not almost immediately available.

8- We spend millions in advertising, millions in extra dividends on investment certificates, millions in additions, therefore, could we not spend 1/10 of one percent of last year's earnings to help insure our dominance in the field and that we can keep all of our employees busy, allowing the X motors the time necessary for thorough development.

9- Could we not carry out your ideas that the product must be make right as expressed in your page of the January 16th, 1926 Dearborn Independent. Won't you permit the organization to develop a refined 6-cylinder motor without imposing in any way on the time of those working on the X motors. Such a power plant would never be used unless its performance satisfies you that it has merit.

10- Even if such experimental motor would cost \$100,000.00 to design and work out it would show you that kind of an engineering outfit the company could produce. If nothing else, let us try it out on the English market.

11- Moreover, this idea would quickly develop a fine spirit of competition between the workmen on the straight six and X-8 parts and designs which would bring out the best in everybody to the undoubted best interests of the company.

12- It is fair to say that with all the difficulties of the new body designs, the dual high trans-

mission, the Fordson truck, the Fordson bus, all Lincoln engineering, body design, and transmission of the intermediate car that there is much more work ahead than the organization as at present constituted in Dearborn can handle satisfactorily. The advantage of this memorandum is that I can write certain things that I find it difficult to say to you. It is one of the handicaps of the power of your personality which you perhaps least of all realize, but most people when with you hesitate to say what they think.

13- It is unique in the commercial history of the world that one man should run away with the field as you have done in the motor industry. We have had a wonderful head start because your first designs of a car were 20 years ahead of the world, as well as your methods of production and marketing. But we are losing our position because the world has learned from you and with its combined efforts each learning from the other it has now developed a product that is alarmingly absorbing the public's purchasing power.

14- The best evidence that conditions are not right is in the fact that with the most of the bigger men in the organization there is a growing uneasiness because things are not right—they feel our position weakening and our grip slipping. We are no longer sure that when we plan increased facilities that they we used. The buoyant spirit of confidence expansion is lacking. And we know we have been defeated and licked in England. And we are being caught up in the United States. With every additional car our competitors sell, they get stronger and we get weaker. Even on the basis of equal design value, we could still out-distance all competition because of our “from mine to finished car” ability to produce, and unified ownership. But with our competitors' volume increasing they are rapidly approaching our formerly unique powers of producing at lowest cost. Inwardly, we are alarmed to see our advantage ebbing away, knowing that the counter-measures to prevent it are not immediately at hand. We all realize that an epoch making motor much as we expect the X lines to be cannot be the product of an immediate future. This feeling exists not outwardly, but I will stake my reputation it exists in every important man in the Company. I, personally, have helped to stamp this feeling down wherever it has tried to break through. The writing of this has not been pleasing, Mr. Ford, but I have always tried to tell you what I see and feel. These thoughts have been uppermost in my mind the last year and I cannot keep from expressing them any longer.

Sincerely,

Ernest Kanzler

arate the two men. When Edsel's ship was well out on the ocean, Henry Ford fired Ernie Kanzler. "He should be far enough out to sea," he said.

With that deed done, Henry thought the uprising was over, but he could not have been more wrong. While he gloated about getting rid of Kanzler, and thus the crux of the Model T uprising, sending Edsel to Europe had exactly the opposite affect that Henry had anticipated.

By now, Edsel had learned of his brother-in-law's firing (by telegram), and that just strengthened his resolve all the more. Instead of seeing the sights of Europe, he spent his time developing a plan of his own to get rid of the Model T. He knew full-well that this decision could have devastating consequences, but he was prepared to face any repercussions, even leaving the company.

When Edsel got off the overnight train from New York upon his return from Europe, he went directly to the Engineering Laboratory to meet with his father. He and Henry went into Henry's office and closed the

door, and when they came out about an hour later, the decision was made to get rid of the Model T. Somehow, Edsel had convinced his father to abandon the Model T and begin development on a brand-new automobile—the first in nearly twenty years!

"It was Edsel's greatest triumph," recalled Charles Sorensen, Henry Ford's right-hand man.

It was the sign of a rebirth, a renaissance of sorts, at the Ford Motor Company. The new car was to be named Model A.

So, what happened to Ernie Kanzler?

While he no longer had a well-paying job at Ford Motor Company, he did all right for himself. He remained on the boards of several large companies, was head of the War Production Board for a while during World War II, and continued to be an advisor to the Ford family up to his death in 1967, at the age of 75. Actually, it was Kanzler who recommended to Henry Ford II that he hire Ernest Breech from General Motors to help him turn the company around after Henry Ford's death.



Ernest Kanzler with his wife Josephine (she was Eleanor Ford's sister) and their son Robert. They had just arrived in Akron, Ohio, to attend William Clay Ford's wedding to tire heiress, Martha Firestone. Martha is still alive today—a healthy 99 years old! (Editor's photo)

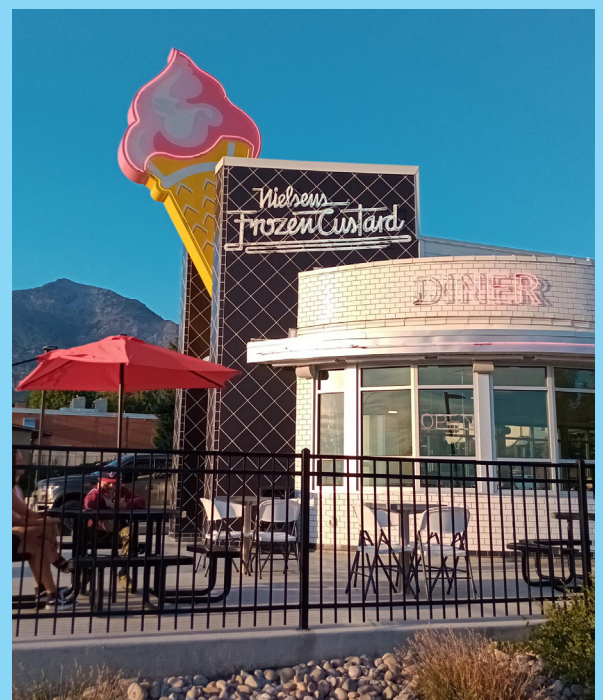
DRIVING & SWEET TREATS!



A whole line of fine Model A's parked at the Washington Terrace library waiting to be driven away.

August's Club meeting was held a little differently. For one, President Ron Lucero started the meeting an hour and a half early—at 5:30 in stead of 7:00—and then everybody caravanned to North Ogden to get a tasty treat (some had dinner) at Nielsen's Frozen Custard diner. The food was good, the frozen custard tastey, and the building was reminiscent of a 1950s diner. Even our Model As felt at home there.

Thanks to Ron for setting up this short but fun tour. Needless to say, everybody had a wonderful time.



This was the tour's final destination.



Ford's Engine & Electrical Engineering building—the so-called Triple-E Building—was expansive—some 160,000 square feet, and this is just one tiny corner of it. But it is a historic corner, for we can see the Model A Ford being developed right before our eyes. Note the engineering “buck” in the top right corner: it shows a Model A frame and cowl with left and right steering columns in anticipation of foreign sales, notably England and Australia.
(From the Collections of The Henry Ford)



CHRISTMAS PARTY!

It's that time of year again, so plan ahead so that you can attend this year's Christmas party.

DATE:

DECEMBER 17, 2024

TIME:

6:00 PM

PLACE:

TIMBERMINE STEAKHOUSE

1701 PARK BLVD
OGDEN, UTAH 84401
(801) 393-2155

PRICE:

(To be determined)

The Tour to Ely, Nevada

by Henry Dominguez

The trip that members of the Beehive As, the Salty As, and the Utah Valley As, took to Ely, Nevada, was fun, educational, and a little dramatic, as you will see. Ten members of our club went: Dave & Jo Spinden; Dennis and Jeri Thompson; Randy and Kath Christiansen; Phil and Irene Dunn, and my wife Pat and I.

DAY 1

We were scheduled to meet other members of our club and members of the Salty As, at the 500 North exit on Legacy Highway in Bountiful at 8:00 am. Pat and I met the Spindens at their home and then we all met up with the Christiansens and the Thompsons at the Maverick station in South Weber.



Line of Model As heading south along Redwood Road on their way to Ely, Nevada.

Everyone was right on time (as usual), and we all proceeded down Highway 89, with Dennis bringing up the rear. It was just beginning to get light, so we no longer needed our lights on, but the traffic was heavy because we were traveling right in the middle of rush hour.

We made the transition from Highway 89 to Legacy Highway and immediately got over to the right lane so that all the commuter traffic could whiz by our slow-moving caravan. (Well, we were going about 45 mph, while everybody else was going 70!) About a mile from the exit that we were supposed to take, my steering began to feel “light,” and my car didn’t seem to want to go in the direction I wanted it to go. I slowed down while trying to figure out what was going on. I was just about to pull over when..., BAM! The left rear corner of my car dropped, and the left rear wheel went flying off to my left! In my rear-view mirror, I could see sparks flying from the rear end dragging along the pavement! I immediately pulled off to the right and stopped in the emergency lane.

While all of this was happening, I watched the my tire and wheel heading off to the left! First across the left lane, then down the median between the north and south lanes of Legacy, heading straight for a stream of cars heading north! All I could think of was This is going to be a mess!

But someone was looking after me that morning, because just before the errant wheel entered the other lane, it veered to the right, rolled down the side of the embankment, and land-ed on its side! It didn’t hit anything or anybody! It was definitely a miracle!

Dennis, who was behind me, saw it all transpire before his eyes!

“Do you see the tire wobbling?” I asked him later. “Not at all,” he said. “I just saw it fly off!”

By now, the southbound traffic was thick, moving slowly by our Model As. A good Samaritan road worker, wearing a bright orange vest, made his way down the median, picked up the tire and wheel and bravely stopped the traffic to take it across the road and back to me. I shook his hand and thanked him.

With Dennis' help, we put the spare on, using one lug nut off each of the other wheels and one off the spare tire bracket, to secure the wheel, and then proceeded to the exit, where we met up with the other club members and told them of our harrowing experience. Randy Christiansen, always loaded with spare parts, pulled some spare lug nuts from a storage space under the front seat of his car and we put them on my car to make my wheels complete. Once we did that—the excitement over—we were back on the road.

From Bountiful, we drove down Legacy and then connected to Redwood Road in North Salt Lake and drove on it all the way to Saratoga Springs. We met up with the members of the Utah Valley As at Smith's Marketplace. We continued on Redwood Road until it ended at the very little town of Elberta. We all gathered for a photo op at an old car repair shop at the corner of Redwood Road and Highway 6. The owner of this historic building was supposed to meet us there to give us a tour, but he didn't show up, so we got on Highway 6 and headed west.

At Eureka, a nice little town in the mountains, we made a pit stop. Full of fuel and snacks, we proceeded down 6, until we got to the thriving metropolis (relatively speaking, of course) of Delta, Utah. It was here that we finally connected to the infamous Highway 50—"the loneliest highway in America." This would take us all the way to Ely.

There were a couple of pretty good grades on that route, but everyone made it without incident. We pulled into Ely around 5:00 PM local time, which was 6:00 Utah time. So we traveled a full twelve hours that day, and everybody seemed tired and hungry.

But we made it, and that's what was the important thing.

DAY II

The second day of the tour was just as full as the first day. After having a free breakfast at Denny's restaurant, which was located inside the Nevada Hotel & Casino, where most of us were staying, we got in our A's and drove to McGill, Nevada, a small town north of Ely. Here, we went through an old drugstore in town. This little drugstore had operated between 1908 and 1979. When the pharmacist passed away in 1979, there was no one available to take over the store. With few options, the owners were forced to lock up the store—leaving everything as they found it! Fortunately, the store was later acquired by the county and converted into a museum in 1995.

When you walk into the drugstore, it's like going



Our Model As parked out front of McGill Drugstore.

back in time nearly 50 years. Every magazine, every razor blade, ream of typing paper, and every nick-nack is there, in its original place, as it was in 1979. It was quite a treat to see.

The drugstore tour was in the morning, and in the afternoon, we went to the Northern Nevada Railway Museum. Beside having someplace to drive our Model As, this was our main reason for going to Ely. Like the little drugstore in McGill, the NNRM was a sight to



This dramatic scene is reminiscent of one that could have been taken in 1931.

behold.

We got there around 2:00 in the afternoon, and our first activity was to take a tour through the railroad's repair facility. It was huge and well equipped with massive machinery dating back to the 1920's. It's all functional and still being used by the repairmen.

At 4:30, we boarded the steam-powered train and took a 16-mile ride. The railroad travels on the same line that used to service the Kennecott copper mine operation, west of Ely. The ride was slow but fun and we even got to go through two tunnels.

When we returned to the station, we parked our Model A's next to the steam engine, which gave us a great photo op.

DAY III

Day III was the beginning of our trip back home. Beginning, because instead of driving back to Utah in one day like we did driving out to Ely, we decided to break up the long drive and stay in Delta that night. On the way to Delta, however, a number of Model A's took a side trip and toured the Lehman Caves, near Baker, Nevada. Known as "The Underground World," the Lehman Caves has many natural formations such as stalactites (they are the ones that hang down) and stalagmites. Not all of us went to the caves (me and Pat included), but those that did said that they were awesome.

DAY IV

We were off by 8:30 AM and started off by taking Highway 6 north. At Mammoth, Utah, a fork in the road just south of Eureka, the group split up: some continuing on 6, while some others (me included) grabbed Highway 36, which eventually took us to Tooele. We got lunch there and then got back on the road (Highway 201 to I-215 to Legacy to Highway 89) to Ogden.

It was a great trip, and everyone had a thoroughly enjoyable time. And the weather could not have been better. Sunshine every day, with the temperatures in the high 70s.

On behalf of the Beehive As, I want to thank Chuck Evans, Bruce Boggess and Judd Houser for arranging this wonderful and well-planned tour.

Getting back to my wheel experience, I can take solace in what Henry Ford once said.

For whatever reason, he was talking to one of his employees who responded to customers' complaints. He was reading a letter when Henry walked up to him.

"What's he complaining about?" Ford asked.

"Oh, he's complaining that his wheel came off!" replied the employee.

"Well," exclaimed Ford, "tell the S.O.B. that wheels sometimes *do* come off!"



MORE THAN JUST AN AWARDS BANQUET IT'S A MINI CONVENTION

SALT LAKE CITY
DECEMBER 11-14 2024

BUS TOURS

GOLDEN SPIKE NATIONAL PARK



SPACE SHUTTLE BOOSTER AND ROCKET DISPLAY



SALT LAKE CITY HISTORY TOUR



<https://utahvalleymodelclub.org/nab>

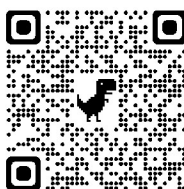
SEMINARS

UTAH HISTORY IS AMERICAN HISTORY
EDEL FORD AND THE MODEL A
THE ULTIMATE MODEL A QUIZ

NEARBY ATTRACTIONS

TABERNACLE CHOIR SUNDAY MORNING
PIONEER VILLAGE CANDLELIGHT CHRISTMAS
TEMPLE SQUARE GUIDED TOURS

REGISTER NOW
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POLO SHIRT WITH
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IN THE LOGO



2024 Salt Lake City National Awards Banquet
MAFCA's Annual Mini Convention
December 11 - 14, 2024
Salt Lake City Marriott University Park
480 Wakara Way
Salt Lake City Utah 84108 - 800-228-9290
Model A Club special pricing \$129 per night
link to hotel registration

Name: _____ Spouse/Partner _____

Address: _____ City/State/Zip _____

email: _____ Cell Phone: _____

MAFCA Number* _____ Chapter _____

Emergency Contact _____ Phone _____

Item	Qty	Charge	Sub Total
Registration postmarked before October 1st 2024		\$80/per family	
Registration postmarked after October 1st 2024		\$95/per family	
NO REFUNDS AFTER OCTOBER 1st 2024			
One free polo shirt per registration prior to October 1st 2024		Size:	n/c
Include a high-resolution digital photo of your car			
Additional shirts	Size:	\$35 each	
Wednesday December 11 at 7:00 p.m.			
Welcome Reception - Hors d'oeuvres and Floor Show		\$32 each	
Thursday December 12			
MAFCA Board Meeting 9:00 to 5:00 as needed		n/c	
Seminar 1 The Ultimate Model A Quiz 9:00 to 10:00		\$10 each	
Seminar 2 U.S. History That Happened in Utah 10:15 to 11:15		\$10 each	
Lunch break - on your own 11:15 to 1:30			
Seminar 3 Edsel Ford and His Mark on the Model A 1:30 to 2:45		\$10 each	
Fashions Workshop 9:00 to 12:00		pay on site per project	
Friday December 13 All Day Bus Trip			
The Rocket Garden and Golden Spike National Monument Tour		\$75 each	
Late lunch at Maddox Family Restaruant		Included with tour	
Saturday December 14 Half Day Bus Trip			
Tour of Salt Lake City's Historic Sites		\$70 each	
National Awards Banquet		\$85 each	
Total:			

Make check payable to 2024NAB

Mail this Registration Form, the MAFCA Waiver form and your check to:

Robert Mack - 1537 W. Meadow Lane, Mapleton, UT 84664 - 801-682-3731

Send a good sharp digital 3/4 view of your car for your free polo shirt's custom logo to:

Robert Mack at mack4759@yahoo.com Put your name in the subject line.

If interested in sponsorship opportunities contact Brad Christopherson at bdc.p51@gmail.com

* A free first-year MAFCA membership is available. Contact Robert Mack above

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JENSEN *AUTO SERVICE*

Jensen Auto Service

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Snyder's

ANTIQUE AUTO PARTS

