MARC

VOLUME 1 MAY 1953

WELCOME

M. A. R. C. welcomes its members and hopes it will expand and progress rapidly with the cooperation of each member. The club is yours and is to be run by you according to your ideas and suggestions.

The aim of the club is to help Model "A" owners become acquainted with one another to assist the owners in any way possible and to act as a medium of exchange for information and auto parts.

A yearly subscription of $1 will be charged and this fee will include a series of 10 published bulletins. As with any new born organization or club, it seems advisable to begin with a simple bulletin and thus as the club grows the publications could be increased in volume and made to include both pictures and diagrams. Likewise, the yearly subscription would be moderately increased to take on any of these new expenditures. The growth of the club could be obtained through members who would contact local "A" owners advising them of the many advantages to be obtained by joining the M. A. R. C.

IN THE MAIL

Mr. P. W. Wilson, vice-president of The North Shore Old Car Club, recently made a trip to Boston via Route #1 where only a few tudors in poor condition were selling for $100. In contrast, we have heard that in the midwest good "A's" are still available.

Ed Wright of Springfield, Mass. submits the following information: Model "B" piston rings, valve guides, springs and timing gears may be used in an "A." This would not be strictly "A" but would keep your model "A" on the road until original parts could be obtained.

Mr. Robert Brigtman, Editor for Mechanix Illustrated magazine wrote me saying that he believed that we can look forward to a plug from this magazine to help boost the M. A. R. C. Also, Mr. A. Railton, automotive editor of Popular Mechanics magazine has informed me that they will carry a story of our M. A. R. C. in one of its forth-coming issues.

What is a roadster? It was recently brought to my attention that people have lost sight of the meaning of a roadster. Most of these cars had manually operated tops and side curtains made of canvas and isinglass which would rarely go in place when you needed them most. From information I have here at hand, I believe that the last Ford roadster was made in 1936.

AN INVITATION

Mr. Wilson has extended an invitation to all M. A. R. C. members to attend the Merill Meet of the V.M.C.C.A. and N.S.O.C.C. to be held at Saugus, Mass. on May 16, 1953. In event of rain, the meet will be held on May 17.

INFORMATION PLEASE

The question was sent in by John Fisher of Antioch College and we would appreciate having any answers you care to send in. What is the distinguishing feature between a '28 and a '29?

HALL OF FAME

In reading a copy of the Classic Car bulletin, I noticed on page 3 a picture of one of their meets held October 11, 1952 in Devon, Pa. Among the fine cars displayed there is none other than a beautiful '29 Model "A" coupe.

NOTES & QUOTES

"A Quiet Car. In designing the new Ford, every precaution was taken to prevent squeaks, rattles and drumming sounds. Body panels and frame sections are welded and riveted together wherever there is possibility of the body weaving. In all structural details the new Ford bodies are built to afford the utmost quietness and comfort."

Taken from the Model "A" Ford manual of 1928 - page 18.

ACKNOWLEDGEMENTS

We wish to thank the following for publicity which has been most beneficial to the growth of membership: Motor Trend Magazine, North Shore Old Car Club, The Hartford Times, and The Hartford Courant.

Editor. . . . . William Hall

Assistant Editor. . . . . William Hamill

CLASSIFIEDS

FOR SALE:

1931 Model "A" Deluxe roadster. Beautifully restored, striped, etc. Approximately $350.
Ed Wright
16 Carnavon Circle
Springfield, Mass.

1930 Model "A" Town Sedan in near original condition. Black & Ivory.
Miss Joan Favrea
c/o Mr. Geo. Royce
Smith St., Manchester, Conn.
Tel. Mitchell 9-7947

WANTED:

Top bows for 1928 Model "A" Ford Touring.
Edward W. Weaver
Burlington, West Virginia

Hub caps Stainless Steel for 1931 Model "A" and also manuals on the '28, '29, '30 and '31 Model "A" Ford.
William E. Hall
71 Lexington Road
West Hartford 7, Conn.

PUBLICATIONS

For interesting reading and fine photos it's Franson's Motor News. Rates - 12 months $1. 36 months $2. and 60 months $3. Box #254, Eugene, Oregon.

MARC

VOLUME 1-ISSUE 2 MODEL "A" RESTORERS CLUB JUNE 1953

IN THE MAIL

Bob Geegan of Miami, Fla. corrects our statement about the last roadster being made in 1936. Ford built roadsters in '37 and '38. They lost their good looks, tho, as they were the same as convertible coupes except they had side curtains and no windows in the doors.

Responses to the question about distinguishing features between the '28 and '29 "A's" were as follows:

Forrest Matteson of Superior, Neb. writes - "The '28 has these -- emergency brake lever on left side, bell shaped housing in front of pan, multiple disc type clutch, the power house type generator."

John Erickson of Casper, Wyoming says - "The tail light on the '28 is bolted to the frame and the body at the rear whereas the '29 tail light is bolted to the fender." He also mentioned the change in the clutch and the brake lever. Early '28 headlight lenses were designed after the Model "T" lens with the vertical pattern.

THE SAUGUS MEET

The Model "A" must be here to stay. This was the conclusion drawn by a spectator at the recent North Shore Old Car Club Meet held at Saugus, Mass. May 16. There was an excellent showing of antique vehicles of all kinds. Among them were four (4) Model "A's."

As the N. S. O. C. C. prophesized, Bob Biggs of Marblehead, Mass. was there with his tudor (yes) 1931 Ford Deluxe phaeton. The restoration job is excellent-freshly painted and a new top that looks like new. Mr. Biggs has an upholstery problem (like many of us) and it would be interesting to find out how he solves it.

P. W. Wilson who extended a blanket invitation to all M.A.R.C. members to attend the meet was represented by his 1931 Victoria - a car which is in wonderful shape and is in use constantly.

A '28 Sprot pheaton was displayed by Frank Gardner. The appearance of this car, at this time, varies very little from the way it looked when it was originally bought in '28. This car was given quite a write up in a recent issue of the V.M.C.C.A. publication The Blub-Horn.

Charles Clough of Portland, Me. took the award for the longest distance to the meet in the self started class. His car, being a '29 Sport Coupe with low original mileage, original paint and one of those rare accessories - a Ford spare wheel cover. Incidentally, the car is for sale and why anyone would want to part with such a jem is a mystery to us.

BY: Bill Hamill

READ IT AND WRITE

There has been a definite lack of response from the members in the way of "Questions and Answers." Maybe the reason

is Spring and all of you are off (or out in the "A" - drop us a line on your problems and we will do our best to help you.

'53 MODEL "A"

This is a project undertaken by one of our members. Stanton Hallinan of Concord, N. H. has this as his problem. He is starting from scratch and looking for everything new right from the frame to the dome light. From a meeting with him over the weekend, he states he is off to a good start.

RECORD DEPT.

To keep the records up to date, I would appreciate having the motor number and body serial number of the various members cars. In a later issue, I will publish these so we can compare cars.

AT EIGHT OR EIGHTY

I think Model "A's" are good
They take you here and there
They go through rough and rugged weather
And do not give a care.

Hugh J. Hall (8 yrs.)

Membership cards will be found with each copy of the bulletin this issue. Should you fail to receive one through any error please notify us at once.

IMPORTANT: Deadline for adds is the 27th of each month.

CLASSIFIEDS

SELL AND SWAP

A limited number of Zenith carburator rebuilding kits are available. These include all jets and gaskets. $1.35 plus postage.

Your Editor

75 Assorted fenders and splash pans for "A's" and "T's".

Many '28 and '29 clutch and brake parts also tail lamp housings and lenses.

$500 worth '28 and '31 truck parts.
Stanton Hallinan
144 School St.
Concord, N. H.

The Obsolete Tire Co. of P. O. Box 584, New Haven, Conn. informed me that they can supply our needs in white wall tires for our "A's."

WANTED

'30 and '31 Frame - must be new
Engine block
Pair of head lamps of single bulb type.
Any Caborlet #68-B body parts
New dash panel and Waltham speedometer.
All above parts needed in the building of a new Model "A."

Stanton Hallinan

1930 or 1931 Pheaton two or four door.

Thomas Fry
Alton, N. H.

Editor . . . .William Hall

Assistant Editor. . . William Hamill

CLASSIFIED'S CONTD.

SELL AND SWAP

1931 Ford Roadster 79,000 miles. Idle 5 yrs. needs 3, 19 inch wheels and tires. Have 16 inch wheels to move it with. No hub or raditor caps. New Trunk rack will be given to the one who completely restores it.

1929 Ford pickup Excellant engine clutch and 16 inch tires. Wood body, Bus seat. No bumpers. Best offer over $100.00 for each.

Hayden Shapley
Apple St.
Essex, Mass.

Splash shields for 31 Model "A" One pair of running boards with pans attached. Water pumps, Distributors. All new parts original Ford equipment.

John S. Sarat
274 Springfield St.
North Agawam, Mass.

SELL AND SWAP

1931 Model "A" Deluxe roadster. Beautifully restored, striped, rebuilt (B) engine. $350.00 Price will be reduced 5% to any MARC member interested.

Ed Wright
16 Carnavon Circle
Springfield, Mass.

Tel.- 6-3950

WANTED

Urgently needed Complete set of 1931 original Hub caps, and a left side running board for same. Also color discriptive folder on the 30 and 31 Model "A" s.

PUBLICATIONS

Fransons Motor News is tops in information on the old and new.
Rates are: 12 mo for $1.00
36 mo for $2.00
60 mo for $3.00

Franson's Motor News
Box #254
Eugene, Oregon

A MEETING NOTICE

ALL M.A.R.C. MEMBERS ARE INVITED TO BE ON HAND AT THE STURBRIDGE VILLAGE MEET TO BE HELD ON JULY 18th., STURBRIDGE, MASS. LET'S MAKE IT A 100% MEET OF ALL NEW ENGLAND M.A.R.C. MEMBERS.....

MARC

VOLUME 1 ISSUE 3 MODEL "A" RESTORERS CLUB JULY 1953

IN THE MAIL

At the suggestion of Capt. Toth, we would appreciate having a list of available sources of hard-to-get Model "A" parts so that we might publish it for our readers. Regardless of the location, send them in.

Capt. Toth holds the knowledge of where you can obtain new transmissions, a set of 100 over-size pistons and 1929 hub caps.

Another interesting note is that the Library of Congress in Washington does not have a copy of Victor Page's Model "A" Ford Book.

In the name of the M.A.R.C., does any one have a copy that might be donated so that Washington will be up to date?

DID YOU KNOW:

Rear motor mounts, so often found cracked, can be taken out with the engine in place and supported on blocks, cleaned of all oil and be welded by electric or gas (don't let some smart welder tell you that he can weld them in place unless you want a poor job that is likely to crack again.) After welding, reheat the welded joint and all other corners. This will show up any other hidden cracks and also help stress relieve both the weld and the pressed steel mounts. Reversing the right and left hand mounts on installation (they are universal) to correct for sag from previous use. The hardest part of the job is getting the rubber and belt grommets back between the frame and mounts.

Submitted by: P. W. Wilson

INFORMATION PLEASE

What is the best carbureter for the Model "A"? Most people recommend an original cast iron one in preference to any of the white metal ones. (Stay cleaner longer.) Others say the Sheabler makes the best.

When did the round speedometer dashboard come in? Was it on all 1930 models or did some have the elliptical shaped speedometer with light in center of dash?

It was rumored that there were some Model "A's" built and sold as 1932 models. Is this correct and, if so, what models?

Submitted by: P. W. Wilson

Was the grease fitting that had a screw type cap and could be loaded with grease a standard fitting on the Model "A" water pump?

Was there ever a trunk rack made for the "A's" that could be hung over the spare tire on the rear?

Submitted by: J. Tayler
Los Angeles, Calif.

INFO PLEASE CONT'D.

Were windshield wipers on 1930 & 1931 Station Wagons all electric driven or were some fitted with vacuum motors and, if so, was the vacuum motor placed outside the windshield like electric ones?

HATS OFF TO-

The editors of the Popular Mechanics Magazine for the publication of my letter to the Editor and the unique way in which they used it in the July issue.

Bill Franzen for his boost in the last issue of Franzen's Motor News.

Because of this publicity, our organization has grown considerably in the past month.

The Ford Motor Car Co. has placed us on their list and refer Model "A" correspondence to the M.A.R.C.

PREVIEW

I have in my possession a wonderful bit of poetry about the faithful Model "A" which was written by one of our members -- Mr. Addison Clipson, III. It was received a bit late for printing at this time but, as soon as possible, I will have a copy printed and each member will receive one.

Editor. . . . . William Hall

Asst. Editor. . . . . Anita Hussey

CLASSIFIEDS

FOR SALE

1931 Sunset Victoria in mint condition, all leather upholstery and a rare center bumper bar. Six wheels and trunk. 71,000 miles -- $175.

Miss Annebelle Anderson
122 N. Fort Thomas Ave.
Fort Thomas, Ky.

Completely new Model "A" Block - $75
also
1929 Model "A" Roadster

John W. Kelley
732 Ridge
Evanston, Ill.

The following ad is against our principles as Model "A" restorers, but the gentleman wants a good Model "A" soft-top pickup truck.

Hot Rod - 1931 chopped and channeled special built body, roadster style, with hopped up motor and all aluminum Thomas head and dual pots.

Walter MacGregor
41 Cumberland Rd.
Wethersfield, Conn.

WANTED

Complete set of Hub Caps for '30 "A"

Clifford M. Goss
RFD #1 Box 59
Canaan, New Hampshire

Set of chrome or stainless steel snap-on spoke covers and a center bumper bar for 1931 "A."

William E. Hall
71 Lexington Rd.
West Hartford, Conn.

WANTED

Rear fenders for '30 roadster, splash pans (between body and running boards), chrome plated horn (mounted on head light standard) front and rear bumpers. Also, a good roadster body.

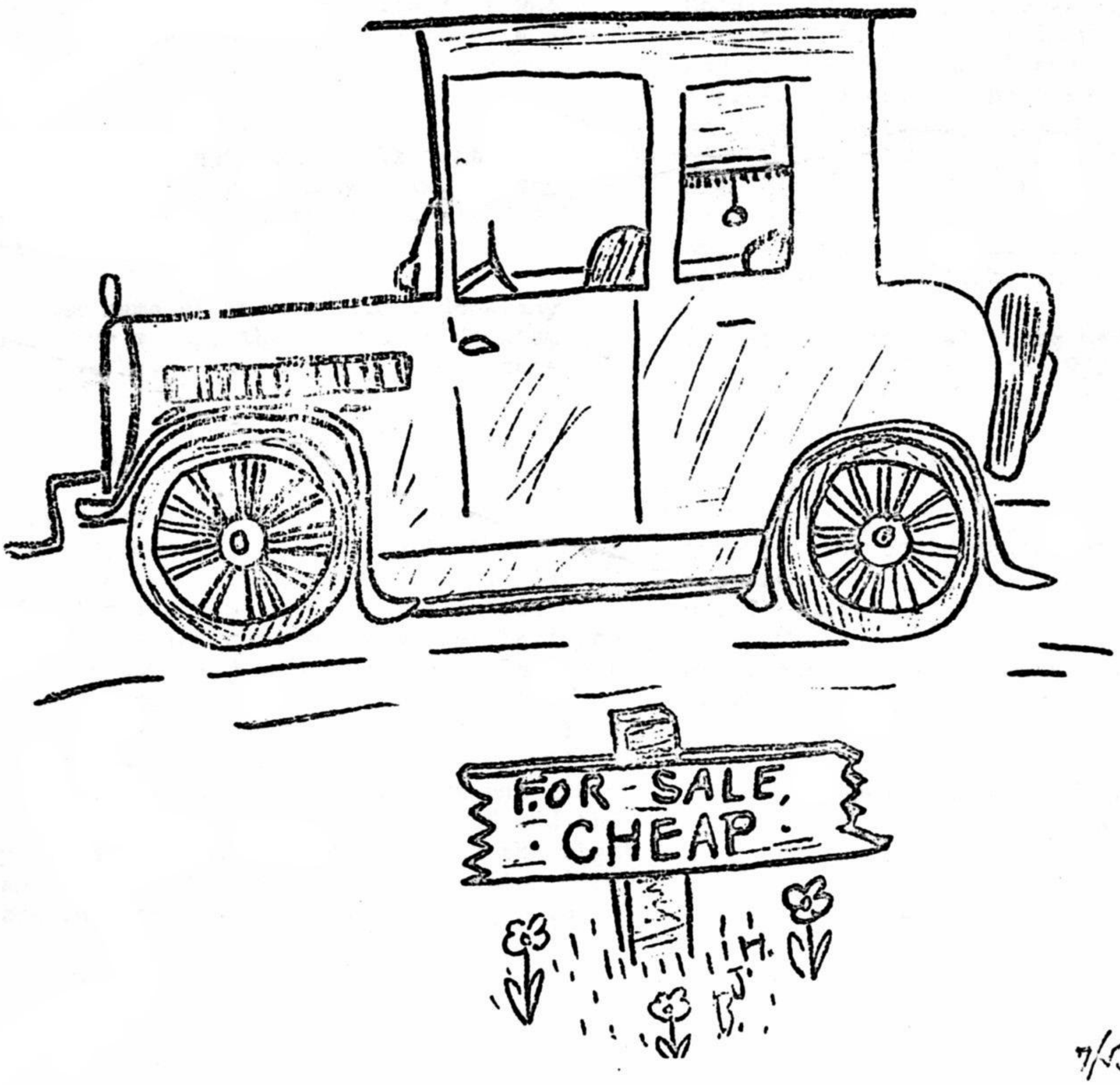
D. S. Walton
1214 Atlantic Ave.
Atlantic City, N. J.

Shop manual for 1929 Model "A" or copy of Victor W. Page's "The Model A Ford Car and Truck."

Capt. V. N. Toth
603 Washington St.
Glen Burnie, Maryland

ALL CLASSIFIED ADS 2¢ PER WORD - NO MINIMUM

MEMBERSHIP AND BULLETIN $1 PER YEAR



7/53

MARC

VOLUME 1 ISSUE 4 MODEL "A" RESTORERS CLUB AUGUST 1953

IN THE MAIL

We have a request from Charlottesville, Va. to open up a regional group of the MARC. The request comes from Leeland Corbett. All those in that area and interested in such a project may contact me and I will forward all such information to Mr. Corbett.

This week brought a letter on the unusual side. It was a request for membership in the MARC and the party owned none other than a 1903 Model "A" Ford.

CALIFORNIA BOUND

Two of our members are under way to the West Coast in their "A" and promise to keep us posted as to their progress. They are W. Scott Tagg, of Abington, Pa. and Joseph Breneman of Lancaster, Pa.

STURBRIDGE MEET

The Meet which was held on July 18th had a wonderful turnout of all types of vehicles and that included the MARC. On that day, there were two other meets within a radius of 150 miles which caused many to be scattered. But, from what members write me, the Framingham Meet should be represented from as far away as Charlottesville, Va. This meet will be held on Sunday, August 30th-Macombers Raceland Estate in Framingham, Mass.

RESTORATION SHORT-CUT

I have found, from personal use, that a product manufactured by the Meyercord Co. and known as Plastic Veneer will do a remarkable job of producing a wood grain effect on all the garnish mouldings and save you quite a penny. This product is sold in most Paint and Wallpaper stores. But, let me tell you one important secret to a successful job - KEEP YOUR HANDS WET while working with it.

HELPFUL HINTS

I have information at hand that 1930 and '31 hub caps are available from H. B. Williamson, Ragged Edge, Chambersburg, Penna.

QUESTIONS & ANSWERS

Since asking the question as to what the difference between the '28 and '29 was we have had many answers, some of which were published in an earlier issue. Here we have a few more - The '28 had 20 louvers in the hood sides and the '29 had 22 louvers. The '28 had a red hard - rubber steering wheel and the later ones had the black.

Do you recall the old no-draft ventilators that were inserted between the window frames outside of the regular windows? I have had several inquiries asking if someone might locate some of these in any of the older auto accessories stores. If you know of any of these, please let me know and I shall be very pleased to pass this knowledge on.

QUESTIONS & ANSWERS CONT'D.

Mr. George R. Cook of Doraville, Ga. who has lived in India for 25 years sends the following info in reply to questions of Mr. P. W. Wilson.

All Canadian '30 Model A's built for export had the elliptical shaped speedometer dash with the light in the center. The '31 Models had an elliptical dash with round speedometer and decorative lines running lengthways on the dash. This is the way we distinguished the '30 and '31 Models besides the radiator shell, of course.

The clutch and brake pedals on the '28 models were oblong in shape and the emergency brake was placed immediately in front of the gear shift lever.

The foot pedals on the '29, '30 and '31 models were round, and the accelerator was between the pedals. Incidentally, the steering wheel was on the right hand side.

With regard to Mr. J. Taylor's question in the July issue about a trunk rack that could be hung over the spare wheel of the Model "A" - In India, we had very neat trunk racks that fastened to the rear bumpers. When folded, these racks reached up to about the hub cap of the spare tire.

CLASSIFIEDS

FOR SALE

1928 Model "A" Roadster in excellent condition. Restored from top to tires and bumper to bumper. Painted Blue with Red wheels. Price -- $300.

B. J. Dugdale
284 Main St.
Stamford, Conn.

WANTED

Model "A" Touring or Pheaton - any year '28 to '31.

William Hall
71 Lexington Rd.
West Hartford, Conn.

Send for a free sample copy of FRANSON'S MOTOR NEWS -- Box 254, Eugene, Oregon.

Editor. . . . . William Hall

Asst. Editor. . . . . Anita Hussey

ALL CLASSIFIED ADS 2¢ PER WORD - NO MINIMUM

MEMBERSHIP AND BULLETIN $1 PER YEAR

8/53

The Greatest Road Race in History

Come, my child, and lend an ear,
To a tale you've never heard,
Of the Grand Prix race at Watkin's Glen
On September Twenty-third.

This great tale will start, my dear,
With the greatest man alive,
Who won the great Queen Catherine Cup
At a steady fifty-five.

This young man had bought a car
With a twinkle in his eye,
And he thought he'd have her running
On the roadway, bye and bye.

He tore her engine down, my friend,
And worked with gentle care,
And soon the mill was all built up,
With forty horses there.

The engine ran with a throaty roar,
And the man just looked with pride
At the porcelain-coated manifold,
And polished brass-work on the side.

The mighty chassis was all rebuilt,
Complete with wire wheels,
And she looked a bit more sporty than
Those puffed-up Detroit deals.

Soon the summer passed, old friend,
And Autumn came again,
And the young man knew that he must go
To the race at Watkin's Glen.

Soon the word had reached my ear
That this young man did arrive
At the starting pits at Watkin's Glen
At a steady fifty-five.

Ferrari Fours and big Vee-twelves
Were all along the line,
But then there came into my ears,
A different, ferrous whine.

Low-slung cars were all around,
Some red, some green, some gray,
But above them all, I saw her stand,
The ancient Model "A".

The music came into my ears,
When I heard her start,
And none can beat the four-hole song
From her old cast-iron heart.

When the starting flag came down, my child
It seemed like quite a stunt,
For when the dust had cleared away,
The "A" was out in front.

It did my heart some good to hear
The ancient engine thrive,
But the old "A" Ford was now behind,
At a steady fifty-five.

She was almost lapped, and then I heard
The sound of flying glass!
A Jag had hit a black MG ,
At the railroad underpass.

Two cars down, and nine to go,
And a Talbot sets the pace,
With sixty-seven miles to run
Before they end the race.

Nine laps more, and we all knew
That the Ford was running fine,
When on the stretch by Seneca Lake,
The Alfa burst a line.

Millikin's Corner spilled a Jag,
Which filled the air with smoke,
And it was this very spot
Where the Allard's axle broke.

The hay-bales snagged a red T.C.,
Then a Ferrari took a dive,
And the old "A" Ford rolled through
the mess
At a steady fifty-five.

Time was running out, my friend,
With fifteen miles to go,
And coming down the straightaway,
I heard a foreign piston blow.

8/53

The final lap was then at hand,
Paced by a "Golden Bug",
But the old "A" Ford still ran fine,
On her single up-draft "jug."

Fighting for position, now,
At every twist and turn,
And someone missed the sharpest curve,
See that Jaguar burn!

And now around the final bend,
The cars are neck and neck,
When a little patch of gravel
Caused the final wreck.

And then the race was over,
And the Ford came in alone,
And I could hear the victory song,
In her whining, ferrous tone.

This tale proves that an old "A" Ford
Is the best sports car to drive,
To win the great Queen Catherine Cup,
At a steady fifty-five.

Submitted by - Addison Clipson III

8/53

MARC

VOLUME 1 ISSUE 5 MODEL "A" RESTORERS CLUB SEPTEMBER 1953

IN THE MAIL

John Erickson of Casper, Wyoming sent in the following clipping from his home town paper:

"Don Ainsworth, 27 yr. old Hanna electrician, claims to be the only person to have driven a car to the top of 11,162 foot Elk Mountain.

Ainsworth made the unusual climb July 18th in a model "A" Ford equipped with two (2) transmissions and dual wheels.

He was accompanied by his wife, Dorothy, their two children, Doneta 6 and Don Lee 4 and a friend, Jack Hearne of Hanna.

The two transmissions gave his model "A" 10 speeds forward, and the dual wheels provided plenty of traction. At times, Ainsworth said he and his companions had to move fallen trees and other obstacles. One man he met on the way told him he couldn't go any farther. He has pictures to prove his trip which he said was made "just for the heck of it."

I have a card from our boys who left Penna. to go to Cal. and they have covered some miles. To quote their card "Well, we made it to Cal. We went from Chicago to Yellowstone, then to Glacier Park in Montana and to Crater Lake, Oregon through Cal." The card was post marked "Wells, Nev." signed by Joe Breneman

We wish to express our deepest sympathy to the family of Dave Dunning. He, with a companion, covered 6,000 miles in a Model "A" Victoria leaving Granby, Conn. travelling to the West Coast. Dave, who was only 18 years old, died of a heart attack in Washington State.

FRAMINGHAM MEET

The Framingham Meet held on August 30th was one of the best attended meets I have seen in many years. It was also the most outstanding meet that the MARC has had since its start. It was most gratifying to see that the good model "A" was able to have a place in the line up between the Rolls Royce and Cadillac.

While many of the unusual "A's" were not on hand, those that were attracted much attention. The temperature was in the upper ninety's and I couldn't blame any one for not driving long hours in that heat.

We certainly owe our thanks to the North Shore Old Car Club. Special thanks go to Mr. Hayden Shepley who is working on and has worked out several designs for an emblem for the MARC. Mr. Bob Biggs and Mr. Perc Wilson have also added invaluable assistance to our group.

Through the combined efforts of all those at the meet we gained many new members.

We can't forget our junior enthusiasts, Hugh and Stewart Hall, who were responsible for directing many of the non-member "A's" to the line up. In turn, many joined our organization.

COMING EVENT

On October 17, 1953, there will be another interesting meet in Brookline, Mass. Let's see all you East Coast boys there as this will be the last time this season we will have to get together.

CLINIC

"When installing the clutch on a Model "A" Ford, by using two 3/8 studs 3 in. long, screwed into the uppermost housing, considerable time and trouble is saved." (Taken from the Warner Gearette, Feb.'32)

WHERE DID YOURS COME FROM?

1928 Series "A" (4 cyl.) Starting December 2, 1927, Serial No. A-1 to 810122

Starting January 1, 1929, 810123 to 2675999.

Starting January 2, 1930, 2676000 and up.

Starting January 12, 1921*, Serial Numbers listed below are approximately the numbers of first motors shipped in 1931 from assembly plants designated:

Long Beach, Cal.	3968000
San Francisco, Cal.	3995659
Denver, Colo.	3900000
Jacksonville, Fla.	4132045
Atlanta, Ga.	4001962
Chicago, Ill.	3992919
Des Moines, Iowa	4067379
New Orleans, La.	4028946
Somerville, Mass.	3903993
Detroit, Mich.	4237501
St. Paul, Minn.	3556658
Kansas City, Mo.	4000000
St. Louis, Mo.	4150000
Buffalo, N. Y.	4000199
Charlotte, N.C.	4075000
Cleveland, Ohio	4010000
Columbus, Ohio	4039431
Oklahoma City, Okla.	4100000
Portland, Oregon	3783784
Memphis, Tenn.	3943815
Dallas, Texas	3994853
Houston, Texas	4016690
Seattle Wash.	3900000

* This must be a typographical error

1932 Series "A" (4 cyl.) The above Serial Numbers were continued through on the 1932 Series "A" models to the end of the series.

The preceeding was taken from a copy of Branham Automobile Reference Book - Year 1935 -- pages 70 & 71

CLASSIFIEDS

FOR SALE

Many '30 engine parts - all used.
1930 "A" Tudor sedan body - good metal and fair upholstery.

D. S. Walton
Havenford College
Havenford, Penna.

1929 Model "A" Tudor fenders and body, bumpers in perfect condition. Upholstery worn. Will accept any reasonable offer.

J. Kenneth Weller
Croswell, Michigan

9/53 ✓

CLASSIFIEDS CONT'D.

FOR SALE

1931 4-door Model "A" Sedan
Any reasonable offer will be accepted.

E. J. Martin
249 Farmington Ave.
Apt. 6
Hartford, Conn.

WANTED

1930 Roadster body and rear fenders.

D. S. Walton
Havenford College
Havenford, Penna.

WANTED

A spare tire strap and lock assembly for a '30 or '31.

Wm. E. Hall
71 Lexington Rd.
W. Hartford, Conn.

One pair of side wings for a 1931 roadster or just the hardware for same.

Donald Hood
75 King St.
East Hartford, Conn.

Editor . . . . . William Hall

Asst. Editor . . . . . Anita Hussey

BUYING? SELLING?

Why not advertise in our newspaper.
Perhaps we can help you.

ALL CLASSIFIED ADS 2¢ PER WORD - NO MINIMUM

MEMBERSHIP AND BULLETIN $1 PER YEAR

Send for a free sample copy of FRANSON'S MOTOR NEWS -- Box 254, Eugene, Oregon

9/43

MARC

VOLUME 1 ISSUE 6 MODEL "A" RESTORERS CLUB OCTOBER 1953

IN THE MAIL

Joe Breneman and W. Scott Tagg, our two members from Penna. have returned after making quite a venture to the West Coast. From reports I have here at hand, they enjoyed themselves and hope to make the trip again soon.

"MODEL A WINS NSOCC MYSTERY TOUR"

A 1931 Victoria owned by P. W. Wilson, Marblehead, Mass. won the blue ribbon first place in the 19 mile "Mystery Tour" staged by the NSOCC over the old back roads of Essex Country. Wilson's car covered the route and hit the average time within 30 seconds to beat a 1911 Franklin driven by Dick Merrill with an off-average time of 1 minute. The cars left the starting point at 2-minute intervals and headed over the unknown route which was marked by dropping bags of lime at all turn-offs. The correct route would have a second lime mark beyond the corner, other roads would have no marking. The markings were sufficiently far enough along the road to make things interesting. It was either good luck or trial and error. The average time was used to pick the winner to discourage any speeding. All cars held to moderate speeds as indicated by the relatively close range of times; fastest time was 57 minutes and longest was 69 minutes.

We have several additions to our list of serial numbers and assembly plants:

Chester, Pa.	4073400
Norfolk, Va.	4094400

Taken from NADA used car guide for '38.

Sent in by Percy Wilson

"A" JEM

Your editor was fortunate enough to have one of his fellow members of the H.C.C., Winford Smith, spot nothing less than a 1931 tudor Pheaton with six wheels and all deluxe accessories. And, today, the vehicle was signed for and delivered.

M.A.R.C. MEETING

A meeting of all east coast members will be held on October 31st at Hdq.
71 Lexington Road, West Hartford, Conn.
Every member is invited to attend. As a buffet luncheon will be served, kindly notify us of your intent to attend.

YOU CAN TAKE IT WITH YOU

Let's dig over our surplus "A" parts and bring along any extra one to the Brookline Meet on October 17th. It's a sure bet you will find something you need and can help a fellow MARC get what he needs.

SOME INTERESTING INFO.

1928 -- 4 Cyl.

Series A. Motor own. L head. 3 Main Brgs. B. & S. 3-7/8 x 4-1/4. NACC H. P. 24.03. Brk H. P. 40 @ 2200 R.P.M. Pist. D. 200.5 W. B. 103-1/2. Tires 30 x 4.50. Zenith Carb. Ign own. G. R. 3.7. 4 wheel technical internal brakes. Standard shift selector sliding gear transmission. High radiator cap. Rounded radiator shell. Emergency brake lever on left side before July, 1928; and in center after July, 1928. Coincidental lock. Hydraulic shock absorbers. Shatterproof windshield. Gasoline tank integral with cowl. Gasoline filler cap protruding from center of cowl. Full crown fenders. Instrument grouped on raised panel in center of instrument board.

1929 -- 4 Cyl.

Series A. Motor own. L. head. 3 Main Brgs. B. & S. 3-7/8 x 4-1/4. NACC H. P. 24.03. Brk. H. P. 40 @ 2200 R.P.M. Pist. D. 200.5 W. B. 103-1/2. Tires 21 x 4.50. Zenith Carb. Ign. own. G. R. 3.77. 4 wheel mechanical internal brakes. Single plate clutch. Bendix starter drive. Front engine support mounted on spring with a coil spring at each end and one in center to eliminate chassis vibration. New type transverse springs. Houdaille shock absorbers. Shatterproof windshield. Emergency brake on rear wheels. Emergency brake lever, grouped in center with gear shift, right side. 1 piece running board splash apron, smaller wheels.

1930 -- 4 Cyl.

Series A. Motor own. L. head.B. & S. 3-7/8 x 4-1/4. NACC H. P. 24.01. Brk. H. P. 40 @ 2200 R.P.M. Pist. D. 200.5. W. B. 103-1/2. Tires 19 x 4.75. Zenith Carb. Ign own. G. R. 3.77. 4 wheel mechanical internal brakes. New type body stream line moldings. Higher and narrower radiator. Flat radiator cap - one-half turn type. Two piece running board splash apron. Closed models have adjustable front seats.

1931 -- 4 Cyl.

Series A. Motor own. L. head. B. & S. 3-7/8 x 4-1/4. NACC H. P. 24.03. Brk. H. P. 40 @ 2200 R.P.M. Pist. D. 200.5. W. B. 103-1/2. Tires 19 x 4.75. Zenith Carb. Ign. own. G. R. 3.77. 4 wheel mechanical internal brakes. One piece running board apron. Corrugated instrument panel. Panel in radiator shell of DeLuxe model painted same color as body. Late models, DeLuxe Sedan, DeLuxe Town Sedan, DeLuxe Cabriolet and Standard Sedan, have slanting windshield. Stainless steel radiator shell.

1932 -- 4 Cyl.

Series L. 4 Motor own. L. head. B. & S. 3-7/8 x 4-1/4. NACC H. P. 24.03. Brk. H. P. 50 @2800 R.P.M. Pist. D. 200.5. W. B. 106-1/2. Tires 18 x 5.25. Special Zenith Carb. Ign. own. G. R. 4.11. 4 wheel mechanical internal brakes. Gas tank on rear. Fuel pump. Starter button on instrument panel. Silent second gear. Coincidental ignition lock. Dash instruments grouped under glass in center. Houdaille double acting shock absorbers

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thermostatically controlled. Rubber mounted spring shackles. V-type radiator grille. Longer lower bodies. DE LUXE MODELS safety glass all around and cowl lights. STANDARD MODELS safety glass windshield only. Hub caps bear name FORD.

Taken from NADA Used Car Guide
First Edition 1935

QUESTIONS & ANSWERS

What were the names of the colors used on 1930 Model A's? Were certain colors restricted to particular models?

D. Sellers Walton
Havenford College
Havenford, Penna.

MEMBERSHIPS RECEIVED AFTER OCT. 1st.

A. M. Shoffstall
Box #1
Afton, Virginia

Clyde Clendennen
Swoope, Virginia

George C. Bergman
RFD #5 Green St.
Irwin, Penna.

Constantine Kallis
124 Pickwick La.
Babylon, N. Y.

Richard Neller
400 Carey St.
Lansing 15, Mich.

Clifton A. Sibley
#9 Pine St.
So. Hamilton, Mass.

Charles D. Root, Jr.
630 Carpenter La.
Philadelphia 19, Penna.

Harvey G. Cross
1124 No. Main St.
Franklin, Indiana

Joseph Gulatte
330 Knowlton
Rockford, Ill.

Dr. Carroll Ross
565 Congress St.
Portland, Maine

CLASSIFIEDS

FOR SALE

Conn. marker plates. 1910 thru 1923 Excellent condition. Best offer take them, or will trade for set from 1924 thru present day - trade preferred over cash.

Merrill Fogg
5 Elmhurst Circle
Elmwood, Conn.

New Windshield Frame Minus Glass For '28 or '29. Make a reasonable offer.

Harvey G. Cross
1124 No. Main St.
Franklin, Indiana

FOR SALE

'30 Ford Station Wagon, Runs good. 5 new 17" tires - needs some wood work. $100.00

Gilbert S. Stafford
RFD #1 Wakefield, R.I.

WANTED

Top bows for 1930 Four Door Touring

Gilbert S. Stafford

Editor . . . . . William Hall

Asst. Editor . . . . . Anita Hussey

Send for a free sample copy of FRANSON'S MOTOR NEWS - Box 254, Eugene, Oregon

MARC

VOLUME 1 ISSUE 7 MODEL "A" RESTORERS CLUB NOVEMBER 1953

REGIONAL MEET

On October 31, 1953, the first New England Regional Meet of the MARC was held at the home of our founder and editor, Mr. William E. Hall. This meeting was attended by members from Portland, Me. to Baltimore, Md. It was a wonderful tribute to the cause which we are trying for and everyone seemed to enjoy themselves.

During the meet, we took a tour through the scenic Conn. Valley followed by a business meeting at which time Regional Directors were chosen. They are as follows:

Northern Territory-Maine to Concord, N. H. -- Stanton Hallinan
Assisted by: Tom Fry

Concord, N. H. East to Springfield, Mass. -- Hayden Shepley
Assisted by: Percy W. Wilson

West of Springfield into N. Y. State Conn. & Rhode Island - William Hall

New Jersey South to Baltimore, Md. Oliver Smith
Assisted by: Capt. Victor Toth

A matter brought to my attention at our meeting was to have the club incorporated. This matter, I am pleased to say, is in the hands of a lawyer at this moment and papers are to be drawn up as soon as possible.

Mr. Hayden Shepley showed a sketch of an emblem which he has drawn up and which he is to be complimented on. He has very generously offered to have these made up for the club.

The emblem is very much the same as that which appears on our envelopes except a bit larger and in the center of a disc bearing the club name. The colors are to be black and chrome.

On or about December 7th, the emblems will be available from:

Mr. Hayden Shepley
Apple Street
Essex, Mass.

Price -- $2.50

After our business meeting, a collection of colored slides of various antique car meets was shown by our editor. A buffet luncheon was served to all members.

Assisting Mrs. Hall with the K. P. details were the following member's wives and our assistant editor: Mrs. Lewis Hopley, Mrs. Normand Carleton, Mrs. Richard Halverson, Mrs. Charles Clough, Mrs. Oliver Smith and Miss Anita Hussey.

We are planning a bigger and better meet some time in April or May of 1954. Several prizes will be awarded. Let's get those "A's" in shape.

VACATION HINT

Taken from the Daily Palo Alto Times Thursday, November 5th, 1953.

"Ever long for those good old touring cars with running boards and hand throttles and canvas tops you could roll down on moonlit nights? Monterrey is your dish. The city crawls with quarter-century old Ford touring cars which comprise Mexico's most unusual taxi fleet - a fleet that is fighting a losing battle against time and several embarrassed city officials.

Some owners of these 1928-29-30-model cars estimate there are at least 500 being used as taxis. Several garages stock necessary parts to keep them running. The cars still sell for from 3,000 to 5,000 pesos ($346 to $578) and find ready buyers.

No one seems to know exactly how the situation developed. One owner said he thought it was because Monterrey's torid climate demanded open cars, and these models were about the last built.

The cars are generally well kept, in good repair, brightly painted, and in some cases gaudy with gadgets. All are equipped with celluloid panes to snap on in case of rain.

Recently a top city official decided modern Monterrey, Mexico's industrial pride, was being belittled. A regulation was issued banning the cars. Most of the 500 cars congregated in front of his office, horns blaring, banners waving, with drivers demanding the ban be lifted.

It was.

Monterrey, of course, has better taxis. There are probably as many brand new expensive cars as there are old Fords. But the old cars charge considerably less than the new ones.

By: Jack Rutledge
Monterrey, Mexico

I'D LIKE TO SEE

A mineature model of a Model "A" Ford and I think if enough of us would prevail upon some scale model manufacturer we would soon see a kit made that we could assemble and have a mineature "A" for our mantle. Let's all drop a card to the following and see what we can do:

HUDSON MINEATURES
SCRANTON (10) PENNA.

THANKS

We owe our gratitude to our fine morning paper The Hartford Courant for the wonderful publicity given to our meet and for the presence of their photographer.

CLUES

For information as to the whereabouts of two (2) model "A" roadsters contact:

Winford Smith
492 Jerome Ave.
Bristol, Conn.

About a mile beyond Northborough High School on the left on Route 20 going toward Marlboro Mass. in a gas station sits a very clean model "A" Victoria for sale.

Spotted by: Charles Clough
Portland, Maine

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MEMBERS NOT ALREADY ON PUBLISHED LIST

George H. Adams Jr.
RFD #3 Box 374
Old Lyme, Conn.

Richard Ferrari
675
So. Glastonbury, Conn.

Rathbun B. Griffin
P. O. Box 61
Granby, Conn.

Robert O'Connell
23 Fairmont St.
Wethersfield, Conn.

Russell J. Gerrits
5719 N. Milwaukee
Chicago 30, Ill.

Edward Fisher Jr.
R. F. D.
Groton, Mass.

Joseph O. Nyman
298 Woburn St.
Reading, Mass.

William Todd
239 William St.
Rakway, N. J.

John Hawthorne
Route #2
Catiz, Ohio

Douglas W. Benedict
Woodbury, Conn.

Merle Fogg
5 Elmfield Circle
Elmwood, Conn.

John B. Lewis
32 Parkview Dr.
Plantsville, Conn.

Mrs. E. Paul DuPont
Montchanin, Delaware

Richard H. Halverson
30 Riggs St.
Portland, Maine

C. P. Hall
Averill Rd.
Topsfield, Mass.

Charles A. Woodman
79 Wharf
Nahant, Mass.

Wendell F. Chapelle
R. F. D. #1
Rathbone, N. Y.

W. J. Hodgkiss
2152 Prospect
Croyden, Penna.

George J. Barber
Bradford Auto Supply
Bradford, Vermont

Robert J. Carini
31 Denslow Rd.
Glastonbury, Conn.

Louis Fontanella
New London Turnpike
So. Glastonbury, Conn.

Robert V. Lewis
P. O. Box 33
No. Woodbury, Conn.

John J. Nadasky
1925 So. Loomis St.
Chicago 8, Ill.

William C. Blackett
10 Pound St.
Medfield, Mass.

James H. Mc Elroy
10 Meadow La.
Saugus, Mass.

Ralph Cox Jr.
U. S. Overseas Airlines
Box 234
Cape May County Airport
Wildwood, N. J.

Len Buyer
2768 Forest Ave.
Niagara Falls, N. Y.

John F. Brady
Wickford, R. I.

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CLASSIFIEDS

FOR SALE

1931 Model "A" Chassis complete with hood, radiator, 20" wheels and tires. -- $25.00

George Besse
365 Washington St.
Canton, Mass.

1931 Victoria, body very good. Chassis needs going over. No reasonable offer refused.

Oliver L. Smith
Greenwich Gardens
Apartment #E-3
Baltimore, Md.

2 23" x 450 Wheels & Tires
2 19" x 475 " " "
1 Front Axel -- $10.00

✓ Bob Anderson
31 Mitchell St.
Bristol, Conn.

WANTED

1930 or 31 right front fender with well and spare tire brace.

Douglas Benedict
Woodbury, Conn.

Send for a free sample copy of FRANSON'S MOTOR NEWS -- Box 254, Eugene, Oregon.

MEMBERSHIP & BULLETIN $1 PER YEAR.

Editor . . . . . William [illegible]

Asst. Editor . . . . . Anita Hunsey

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