MODEL A RESTORERS CLUB
FOUNDED 1952

# MARC NEWS

**December 1961**

# MARC NEWS

P. O. Box 615, Zanesville, Ohio

The Monthly Publication

of the Model "A" Restorers Club

Founder & Managing Editor — W. E. Hall

Printed by Franklin Printing Co.

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| | NUMBER OF TIMES ENTERED | | | |
|---|---|---|---|---|
| | 1 | 3 | 6 | 12 |
| Full Page | $20.00 | $18.80 | $17.20 | $15.20 |
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Additonal units at 50 words or less.....$2.50

NOTICE:

All classifieds for MARC News will be mailed to the following address:

William E. Hall
Box 615
Zanesville, Ohio

ALL ADS MUST be received on or before the 1st. of each month to be considered for entry.

First of each month is deadline for material.

NOTICE — ALL MEMBERS ARE ENTITLED TO A 40 WORD AD FREE EACH MONTH.
Additional words or any parts thereof up to 40 words will be $1.00.

NOTICE TO ALL REGION CORRESPONDENTS:
With the additional able assistance of Harold Angel, as News Co-ordinator, we would like to request that each and every region kindly forward to Harold ON OR BEFORE the 1st. of each month all regional activities and news-worthy notes.

We greatly appreciate receiving the many various regional news bulletins, however we ask that regional correspondents please keep us informed of important local meet dates at least 60 days prior to the meet. This will assist us in giving all members and regions due notice of coming events. Many thanks for your past faithful assistance and cooperation.

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467 E. Vale View Dr.
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901 Mohawk St.
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# Rebuilding "A" Shock Absorbers

By George De Angelis, Edward Francis and F. Gray

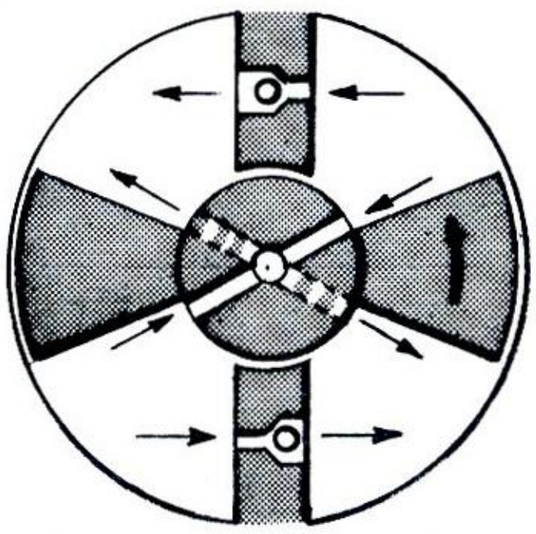
Just among us "A" owners, we can admit that with the short wheel base and the stiff springs, the Model "A" is not the most comfortable riding car. A good set of shock absorbers, however, can go a long way toward making it more comfortable.

We have heard rumors that the Houdaille people, the original manufacturers of the Model "A" shock absorbers, are planning to make new ones again. Until such a time, many of us may choose to try and repair our own and, therefore, the following article and drawings are offered to help you do a better job. A WORD OF CAUTION: rebuilding shocks is not like adjusting brakes, setting the points or rebuilding a carburetor. Unless you own an engine lathe, a drill press, an assortment of drills and reamers and know how to use them well, do not try to do the job yourself. You will also require a "hard-to-find" 1 9/16 box wrench, a heavy duty strap wrench or pipe wrench, a good strong vise, a heating torch, and an ample supply of rags. Assuming you are able to do the work yourself, following is the step by step procedure.

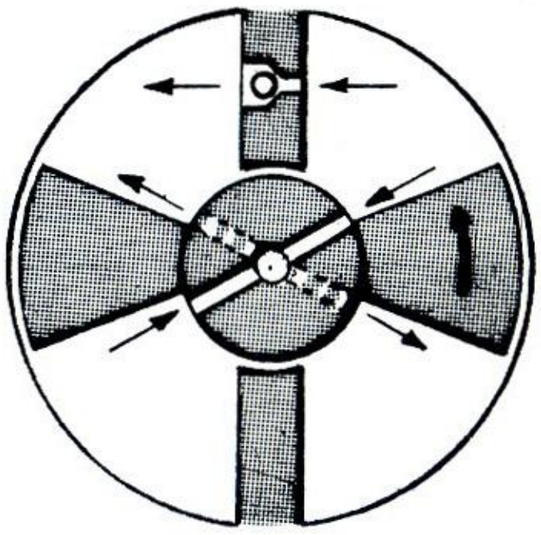
Before starting to disassemble the shock, study the drawings carefully and familiarize yourself with the construction of the various parts. Also observe the difference between a clockwise (right front and left rear) and counterclockwise (left front and rear right). Most design variations were of minor importance, in that they did not effect the function of the shock absorber in its intended operation.

Start by removing the filler plug on each shock and drain whatever fluid is in

One major variation is the use of one or two check balls in the stationary wing. Shocks with two check balls are known as single acting shock absorbers, in that the only resistance to movement would be to downward. In other words, they let the car wheel come up but resist its movement downward. With one check ball, the shock becomes a double acting shock absorber. This means that there will be half the set resistance on the upward stroke as on the downward.

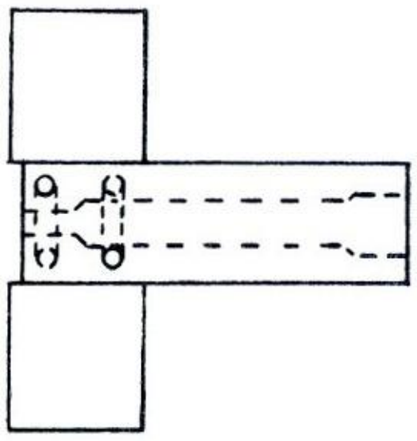


Clockwise--Single Acting

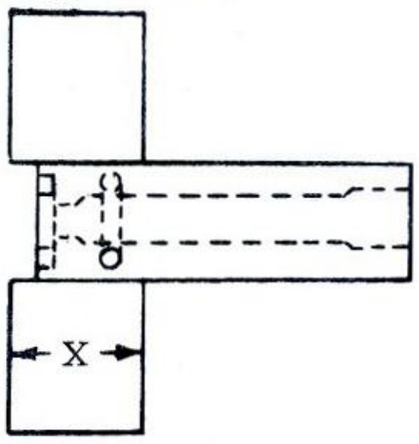


Clockwise--Double Acting

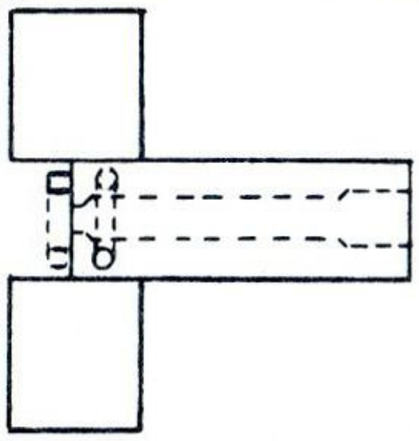
1. Two Bypass Holes in Shaft



2. One Bypass Hole and One Bypass Slot in Shaft




3. One Bypass Hole in Shaft One Bypass Slot in Shock Body



The bypass holes in the rotating wing shaft come in three design modifications, and the wing shaft of one design cannot be interchanged with a shaft of another design. However, any of the winged shafts can be interchanged with another shock using the same design, if dimention (X) is within .001 of one to the other.

The nut on the needle valve adjustments could come in one of three designs: square, hex, or square with a pointer.

Figure 1

them (glycerine, oil or what have you). NOTE: since the amount of wear on many shocks is considerable and in some cases the shock will be beyond repair, it is advisable that you collect six shocks or more in order to be able to rebuild a set of four.

Clamp the shock body in a heavy duty vise and with a strap wrench (or pipe wrench) remove the reservoir cover. If possible, try to save the shaft gasket as these are hard to replace. A more practical tool than a vise can be made from a 3" x 3" angle iron six inches long. Bolt one face of the angle iron to the work bench and drill two holes on the other face, matching the two holes of the shock body.

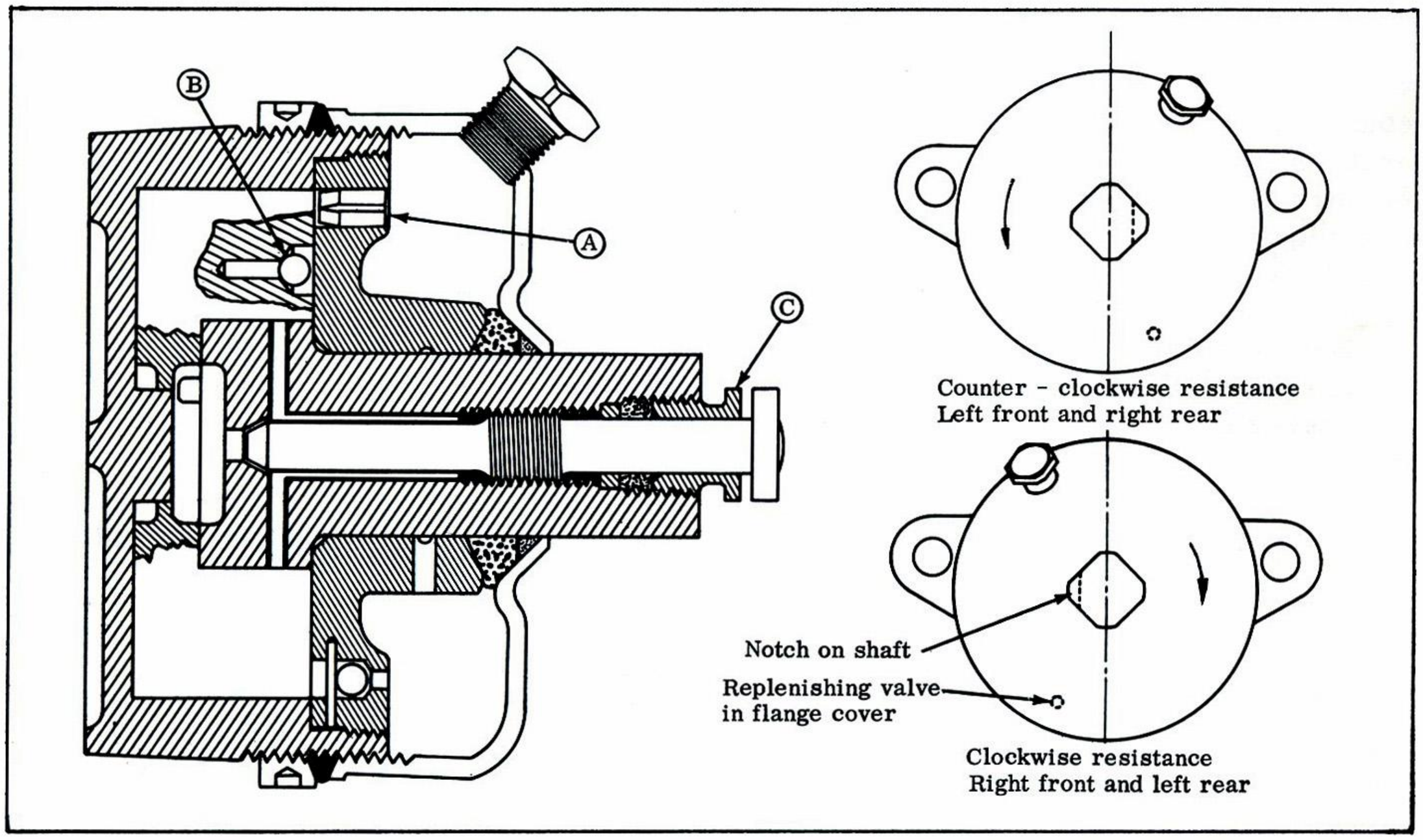



Figure 2

You are now ready for the major test, removal of the flange cover with the large hex head. This cover has a right handed thread on all shocks. There are two air bleed pins at the top, (A) Fig. 2, which normally, should not be removed. However, they tend to lock the flange cover to the body and, if necessary, they can be driven through the plate until they drop inside the shock body. CAUTION: rotate the rotating wing shaft to a horizontal position to prevent the pins from damaging either wing. Since the flange cover and shock body are a matched set and cannot be interchanged with another shock, it is advisable that you make some identifying mark on the plate and the body (use a prick punch or chisel). With a lot of muscle on the end of a large wrench, 1 9/16, remove the flange cover. A lot of heat from a torch will help. If you have a wall mounted work bench, you may discover that the wall will start to move off the foundation before the cover comes loose.

With the flange cover removed, look for the two pins that you drove inside and the small steel balls (one or two, depending on the shock) from the check valve, (B) Fig. 2. Set these parts aside for re-use. Clean the entire shock of remaining fluid. If the glycerine has hardened, it will be necessary to chip it out with a sharp tool. Care should be taken not to damage the surfaces. In some cases, you will find that a thorough cleaning is all that is required to put the shock back in working order.

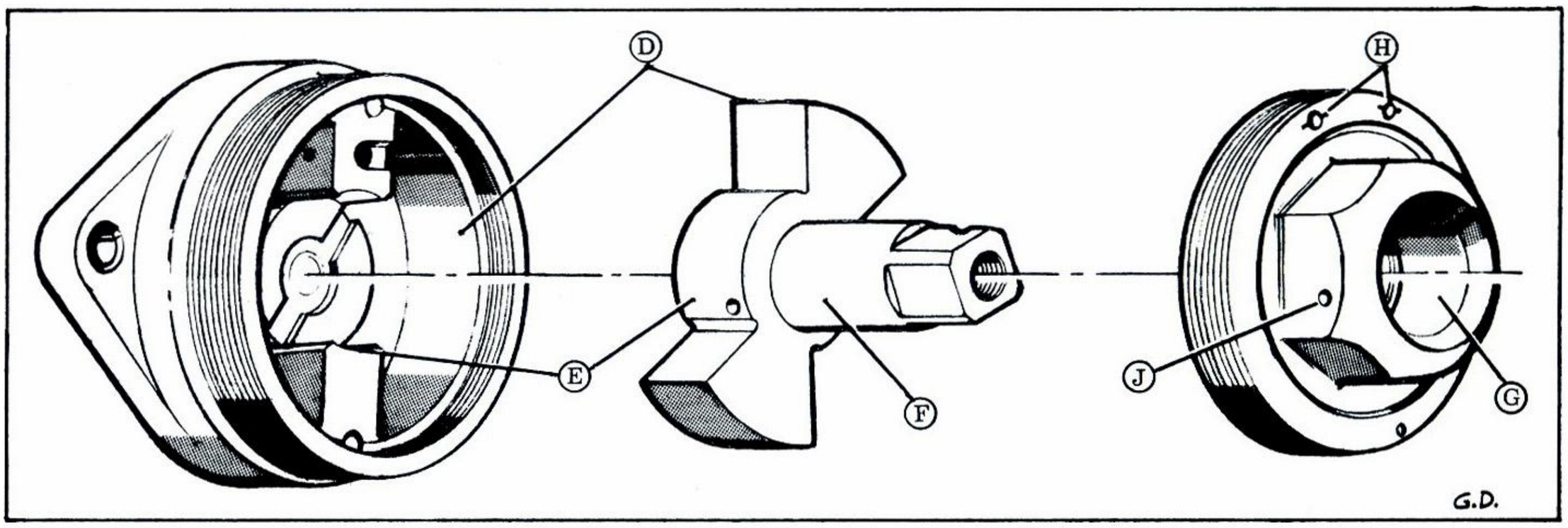


Figure 3

Carefully examine all parts for wear at areas (D), (E), (F), and (G) shown on Fig. 3. On a good shock the wear at (D) and (E) will not be too much and the amount of liquid leaking between these areas can be compensated with a tighter adjustment of the needle valve. Smooth these surfaces with a fine oil stone, eliminating any roughness or burrs. Check the amount of wear between the shock housing and the rotating wing shaft with a feeler gauge, (D) Fig. 3. If the amount of wear exceeds .005, the shock is beyond repairing and all I can suggest is that it might be used as an ash tray or a conversation piece for your recreation room.

Assuming that your shock can be rebuilt, the next step is to remove the needle valve from the rotating wing shaft. Clamp the shaft in a vise and turn the packing retaining screw, (C) Fig. 2, two turns counterclockwise. Now remove the needle valve and the packing retaining screw together. If the needle valve will not come loose, try soaking it for several days in kerosene, liquid wrench or some other suitable liquid (even coca-cola has been suggested). If it still refuses to turn and the needle valve head eventually twists off, the needle valve will have to be drilled out. Drill only deep enough to pass the threaded area and drive the remainder of the pin out from the back side. Clean the thread with 3/8-20 tap (British national fine). A new needle valve can be made on a lathe.

In determining the amount of wear at (E) and (F), be sure to check for out of round. Where the difference between the inside diameter of the flange cover hole and the outside diameter of the rotating wing shaft does not exceed .006, it is suggested that this wear be repaired by having the winged shaft hard chromed at area (E) only and then ground on an O.D. grinder to fit the oversized hole on the flange cover. In performing this operation, care should be taken to keep the shaft within .0005 square and concentric with the winged surface.

When the wear between the flange cover hole and the winged shaft exceeds .006, it will be necessary to insert a steel bushing in the flange cover hole. First, take the shaft to a reputable tool shop and have the shaft ground to a smaller diameter, 29/32. Then chuck the flange cover on an engine lathe and bore the hole to one inch. Turn a steel bushing 7/8 inch long with a reamed 29/32 hole (to match the new shaft diameter) and an outside diameter one thousandth of an inch larger than the one inch bored hole on the flange cover. Press the bushing in the flange cover. Drill the 3/32 hole on the hex, (J) Fig. 3, through the bushing. Rechuck the flange cover in the lathe and machine the annular oil groove to meet with the 3/32 drilled hole, and machine the bevel on the inside and outside face of the flange cover. In all of the machining operations, it is essential that all faces run within .0005 square and concentric to each other. Check the fit of the winged shaft to the 29/32 reamed hole in the bushing after it is pressed in the flange cover. The use of an expansion reamer may be required to obtain a good fit.

Before starting to re-assemble the shock, there is one other little operation required on the flange cover. Referring to (H) Fig. 3, you will notice that there are two stake marks across the holes. These stake marks peened the metal inside of the hole to keep the pins, (A) Fig. 2, from coming out. If the pins were removed, press them in from the back side of the flange cover. If they were not removed, be sure to clean the small groove on the side of the pins.

Now you are ready for re-assembly. In case you have lost any of the small steel balls or should they need replacing, they can be obtained from any bicycle shop. The packing for the needle valve can be made with wrappings of ordinary cotton string. If the shaft gasket is to be replaced, fabricate one on a bench grinder from neo-cork. A 2 15/16 I. D. by 1/8 section "O" ring makes an ideal gasket between the reservoir cover and the cover lock ring.

Fluid for Houdaille shocks is still available from Montgomery-Ward stores or you may choose to mix your own. To ten ounces of glycerine (available at any drug store), add one ounce of denatured alcohol. This should be enough for four shocks. If you drive your car only during the summer months, you may prefer to use 50W motor oil which has the same viscosity. It will give the same ride characteristic and it has the added value that it will never harden, it will keep parts from rusting, and it has a better lubricating quality. However, it should be kept in mind that oil viscosity changes considerably with cold weather.

Refer to page 537 of the "Model 'A' Service Bulletins" for information on how to set the proper adjustment of the needle valve.

NOTE: If you find it necessary to make new flange covers, write to F. Gray, Box 43, Portsmouth, N. H. He can instruct you on how to get the pieces cast and machined.

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# TECHNICAL CORNER

By Glen Crawford

May, 1928.

Model A production was at last in full swing at about 8,000 cars per day. (The all time high for Model A production was 9,100 on June 26, 1929.) Now the Briggs-built Fordor Sedan body was added to the Ford line. It was more luxurious than the other bodies and it eliminated the anular coupe pillar by introducing the concealed fuel tank under the tapered cowl--this styling was to become the outstanding mark of all 1930-31 Fords. The Fordor had nickeled molding at the juncture of the hood and cowl, and the cowl had a ventilator door in the side. The rear upper quarter was blind and covered with leather while the top was a seal brown fabric.

The business coupe was a new body which resembled the sport coupe with a fabric covered rear quarter but with out the Landau irons of the sport coupe.

While the early Ford catalogs showed a four door Ford having the coupe Pillar and reversed curved cowl just like the Tudor model, this body style was never produced as a Sedan, but it did appear later as a taxicab.

Genuine accessories introduced this month were windshield wings and top boots for the open cars.

July, 1928.

During this month two new makes of the "ah-ooga" horns were added to the original Sparton--the E. A. and the Ames. For a while these had three different horn motor covers, later all were standardized.

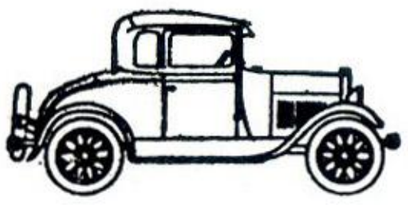
Continued to page 19.

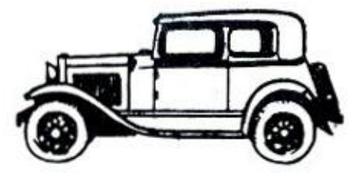
# THE NIGHT BEFORE CHRISTMAS

From the Saturday Evening Post 1907. By Carl Werner. Submitted by Emmitt Davis.

'Twas the night before Christmas when all through the flat
Not a creature was stirring not even the cat.
Above the steam-heater the stockings were placed,
In hopes that by Santa they soon would be graced.
The children were snug in their wee folding beds,
While visions of Teddy-bears danced through their heads.
And I in pajames--likewise in a grouch--
Had gone to my patent convertible couch.
When out on the asphalt there rose such a clatter,
I sprang from my bed to see what was the matter.
A mantle of darkness enshrouded the room,
The "quarter" gas meter had left us in gloom.
But, after detaching a chair from my feet,
I threw back the curtain, looked down the street.
The arc light shone bright on the new garbage-can,
Awaiting the call of the D. S. C. man;
And what did my wondering optics devour
But a big touring car of a hundred horse-power
With a businesslike chauffeur, so shiny and slick,
I knew in a jiffy it must be Saint Nick.
As dry leaves before a wild hurricane fly
He descended the fire-escape-nibble and spry.
I drew in my head, and was turning around,
When in through the airshaft he came with a bound.
His coat was of broadcloth--the finest I've seen--
Though it smelled rather strongly of fresh gasoline.
A bundle of banknotes he had in a sack,
And he looked like a winner just home from the track.
His cheeks were like roses, his nose like a cherry;
He'd the air of a man who is satisfied-very!
A fragrant Perfecto he held in his teeth,
While its smoke crowned his ten-dollar tile like a wreath.
He had a broad face and a well-nourished belly,
That shook, when he laughed like a bowlful of jelly.
He was chubby and plump, but a shrewd-looking guy,
And there gleamed through his goggles a keen little eye.
He spoke not a word, but the foxy old elf,
Just walked to the mantle and laid on the shelf
A letter, typewritten in businesslike form.
Then down the dumb-waiter he sped with a smile.
He jumped in his car and with three "honk-honks",
He whizzed 'round the corner and off to the Bronx.
I opened the letter, the message I read,
And then I crawled silently back into bed;
For here's what I saw--with dismay and disgust:
RETIRED FROM THE BUSINESS: SOLD OUT TO THE TRUST.

# REGIONAL NEWS





## FLORIDA

RIDGE CHAPTER

At our September business meeting which was held at Jo and Bill Muiselaar's home, there were plenty of laughs. Marlene Mann and Arlene Heunisch modeled a dozen old fashion hats which we purchased from an ad placed in M. A. R. C. News several months ago. Everyone of our gals purchased a hat at $1.00. There was one hat that I call the Grey Ghost. It didn't seem to be very becoming on any one of us gals... We decided to have a Scavengerhunt on the 15th of October. Our club is getting too big for our meetings to be held at our homes, so it was discussed to hold them at various club or bank halls.

1929 Tudor. Proud owners are Bob and Ann Keifer.

What a beautiful day we picked for our Scavengerhunt. We started out at 1:00 in costume with 6 Model A's. After gathering up our items on the list we met at the home of Wimpy and Marlene Mann's for a halloween party and to present the winner, Buck Swindoll with his prize. Buck was real lucky, He approached one home with two old maids living there and was able to get all the items on the list. I mentioned the Grey Ghost earlier in the article, well we figured we couldn't sell the hat so we gave it away as first prize. We all felt like we were kids again as we played dunking for apples, pass the life saver from tooth pick to tooth pick, pass the apple from under your chin to the next person's chin, feed each other a banana while you both are blind folded, pin the wheel on the Model "A", and several other games. We all went home laughing.

Arlene Heunisch, correspondent.

## CHESAPEAKE BAY

Mr. Ebersole planned a mountain tour for the October Meet. The starting place: Everett's Gulf Station, Route 11, Carlisle Interchange. The time: between 12:30 and 1:00. Destination: Sky High Inn on top of Waggoners Gap, Route 74. The day was cloudy to begin with but later on the weather cleared.

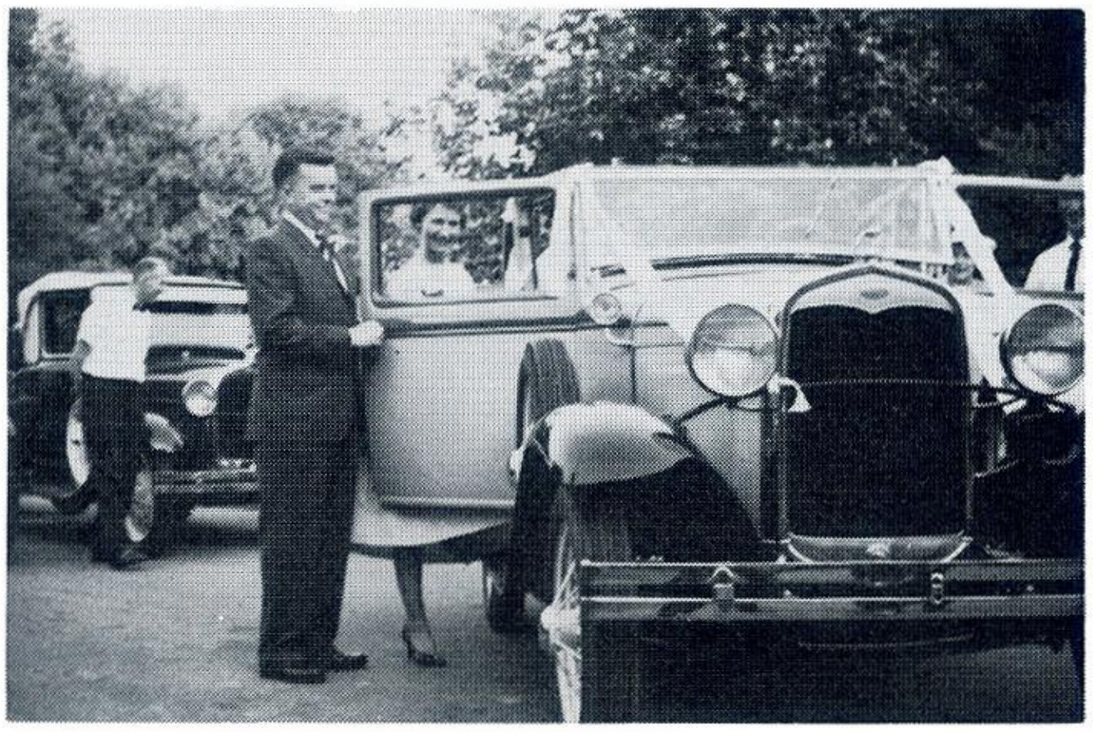
Three members and their families turned out for the meet. The Ebersole's, Stanley Gray and family from Palmyra, and John R. Koons and family from Hershey R. D. #1. Everyone had a nice time. By the time Mr. Koons reached the mountain top his '29 was steaming. For a minute he thought he was driving a Stanley Steamer, but found it steaming at the wrong end. The tour covered about 100 miles.

There will be no December meeting but we wish a Merry Christmas and a Happy New Year to one and all.

Hope to see more members turn out at future meetings. Cards will be sent out in January, 1962.

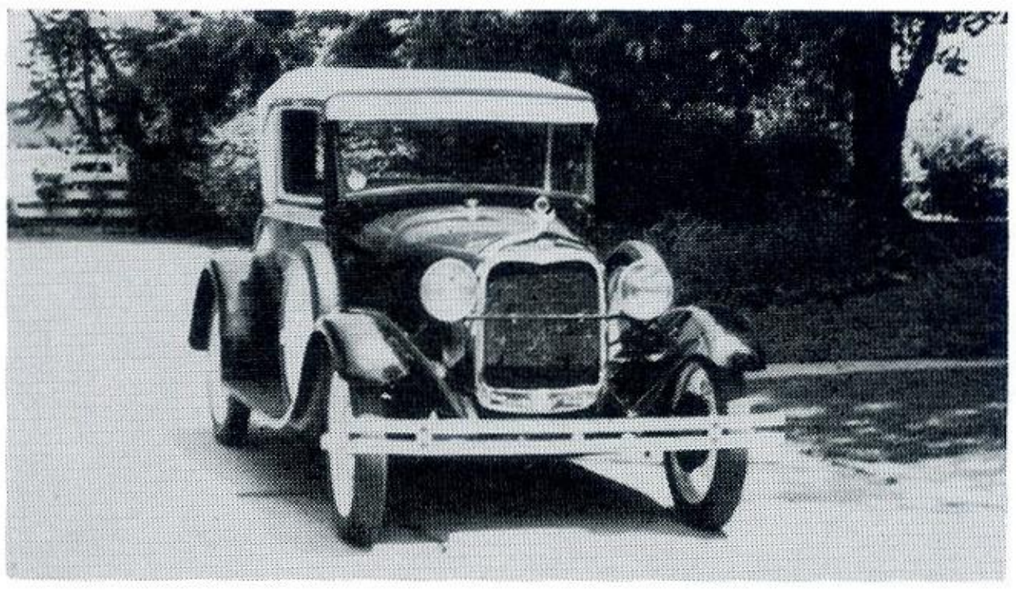
Robert Geib, secretary.

## FALLS CITY



A real old fashioned June Model A Wedding! Willard Young and Dimple Glover were married and are pictured here entering the wedding car after the ceremony in Crestwood, Kentucky. The A400 Wedding Car was through the courtesy of Virgil Roppel.

Some of the cars which were driven to the wedding. "Greater love has no man than that for his Model A Bride."



George Krekel, Jr's Sport Coupe 1928 of Jeffersonville, Indiana. A fine car.

Bill Hemp, Jr., Louisville, Ky.

## ILLINOIS

CALUMET CHAPTER - DON'T FINISH YOUR CAR

Fellow Restorers, you may not agree with me at first, but please hear me out. First, to strengthen my case, just look at Jack Goudie, Harry Miller, Russ Gerritis, John Kasper, etc., etc., etc., and all the other unhappy guys who have finished restoring their cars.

"Do they contemplate suicide and mass destruction every time they lose a trophy? THEY SURE DO!"

"Can they drive down a gravel or country road without a worry?--HECK NO!"

Gentlemen! I say DON'T finish your car. Now look at my enviable position. I have had my car for 10 glorious years. Every meet I attend I can loll in the pleasure of self-pity whenever they ask me, "Where is your car?" I always say, "It's not finished," now who's got a better excuse.

Throughout these 10 wonderful years, look at all the happy times I've changed my mind on:

"What color should it be?"

"Should I put on sidemounts or not?"

"Should I chrome it or not?"

"Should I put a trunk on or not?"

Such sheer joy. The endless hours of telling my sympathizers the magnificent things I am going to do to my "A". Gentlemen, this is living. And just think, when I drive around with no top, look at all my fellow members who will be feeling sorry for me--Pure ecstasy.--

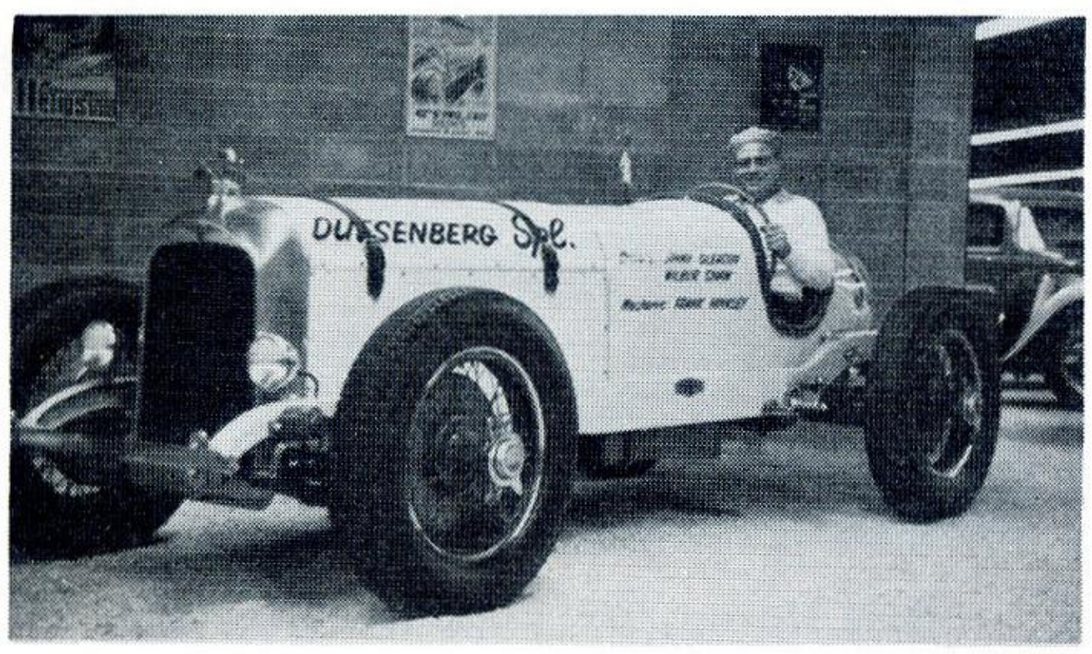
On the other hand sympathize with these poor miserable creatures who have their car finished. Can you possibly imagine "NO PARTS HUNTING"?? (SUICIDE is better.) They have the car they want, the color they want, the accessories they want, the poor devils have absolutely nothing to look forward to. Their car, their labor of love, their dreams of undying glory are finished. Their life is nothing but "DON'T TOUCH MY CAR," scrub, polish, worry, "DON'T TOUCH MY CAR," wipe, rub, Tension, "DON'T TOUCH MY CAR".

Gentlemen! Is this what you want?? I'm asking you one and all, come, join the happy rapidly growing ranks of fellow loafers. Restore your car the slow and easy way. Have something to look forward to.

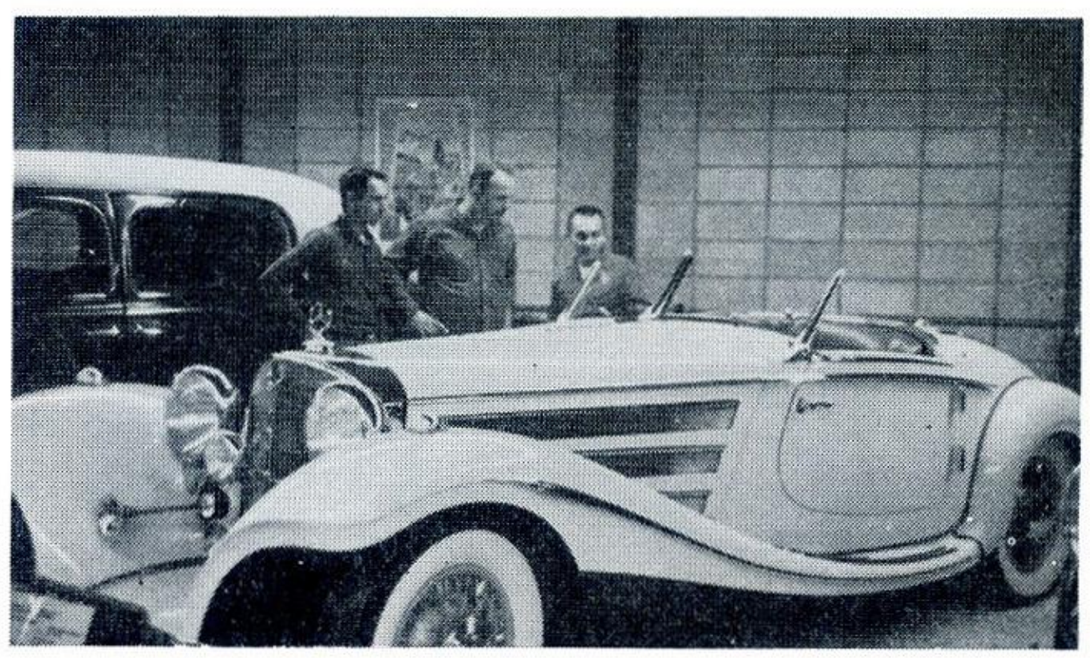
Your understanding friend, BARON C. H. VONSCHWAB

P.S. When you see my car you'll see I'm not kidding. I bet the holes in my floor are bigger than yours.

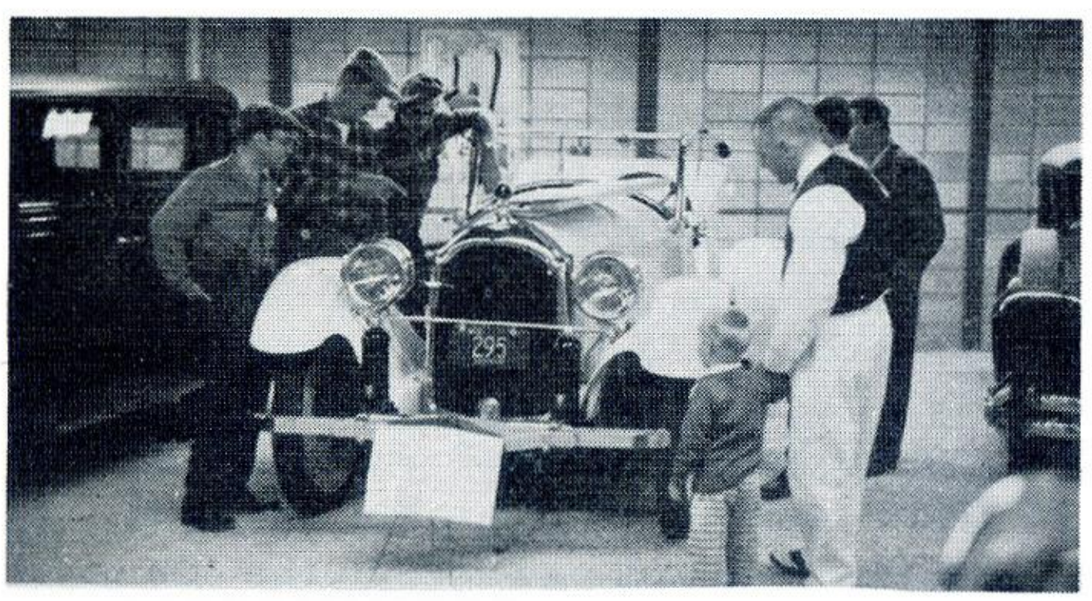
P.S.S. ENJOY, ENJOY, ENJOY.



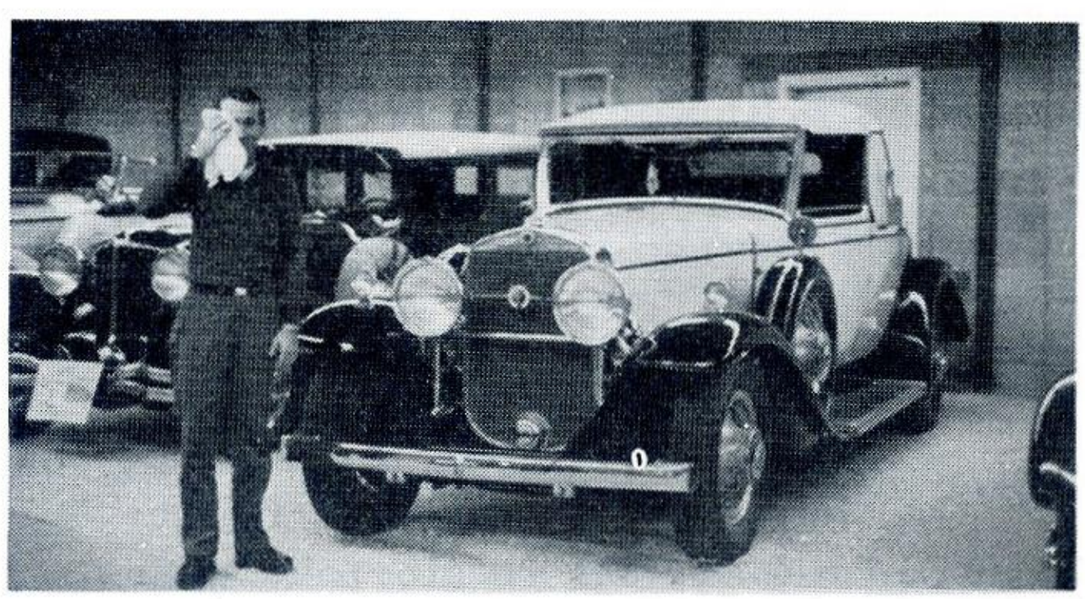

Russ Gerrits in an Indianapolis "500" car. Brooks Stevens Museum.



George Kirkland and John Kaspar looking over a Mercedes Benz with Wally Bell of Brooks Stevens Museum.



Some Illinois Region members looking over the Paige at the Museum.



George Kirkland remembers when he had a '31 Cadillac.

## ALABAMA

Our Model A Club's outdoor activities have come to an end for this year, but what a finale was the last meeting of the year, the Autumn Color Tour to Piedmont, Alabama.

The Georgia Region joined us for this meeting, and it was a whale of a success! The turnout of cars was very good and the number of spectators who came to see our cars was amazing. Our conservative estimate was between 300 and 400 people; but in their newspaper picture-story about the meeting, the Anniston Star estimated over 500 people attending!

A lot of credit for the success of this meeting goes to Millard and Louis Young, who put so much effort into it. The advance publicity that they arranged made it possible for so many people outside of the Model A Club to know about it and attend.

We had some fine looking Model A's at the meeting, including three newly restored cars which were out for the first time, Roy Merrill's Tudor Sedan, Roy Bennett's Phaeton, and William Warren's Roadster Pick-up Truck. We are gradually getting enough restored cars in the Alabama Region so that we will soon be able to have a judging meet. There are several other cars in the process of restoration, aiming towards completion in time for the Dearborn Meet next July.

There was much activity at the Piedmont Meet. In fact, due to the size of the crowd and the number of cars attending we had to change our schedule and leave out some of the games that were planned. There just wasn't time enough for all that we wanted to do. All the cars attending the meet were awarded beautiful brass dash plaques. Our aim was to top last year's very successful Piedmont Meeting and we certainly did that. Next year's meet should be even greater.

It has been decided that the club will only meet every other month during the winter. That means there will be only two indoor meetings before we are back outdoors again in April.

Get out your glad rags and get ready for a Roaring Twenties Party! December 10 is the date. The local bulletin will give you full details. This should be the best Roaring Twenties Party yet. We can even arrive at the party in Roaring Twenties automobiles! We are hoping to get the Birmingham News to do a write-up on the party, so wear your fanciest outfits. You may get your picture in the News.

Beg, borrow, steal, rent it, or make it yourself, but DO get a costume! The wilder the costumes, the more fun we will have. For the ladies who can sew there is nothing to making one, no fitting, just a sack with some do-dads on it.

Here in Birmingham you can rent your costume including all kinds of feathers, frills, and accessories to make up really fancy ladies costumes. Mrs. Clifton C. Cobb has fabulous beaded dresses, men's blazers and straw hats, and cut-away coats with silk hats or derbys, all of them genuine antiques. It is important to get in touch with her as quickly as possible if you are interested in a costume. With Roaring Twenties parties all the rage now, she keeps them rented out almost constantly. Her rental fees are very reasonable. For around $2 or $3 you can rent a whole outfit including any accessories you choose. Mrs. Cobb's address is: 1532 42nd St., Belview Heights, Birmingham, Ala., Phone ST 5-7124.

The second indoor meeting will be the slide and movie show in February. This will be made up of the slides from the National Meet in Chicago, the Atlanta Judging Meet, the Sun Valley Meet in Roswell, Georgia, and the movies from the Piedmont Meet.

If the enthusiasm shown on October 15 at Piedmont prevails on into the winter months we should have two fine meetings to add some bright spots and good times to the coming months. As always, whether YOU are there or not determines the success of the meetings. So make your plans now to be there.

Pat Montabana, reporting.

## WESTERN MASSACHUSETTS

A new region has been formed covering the counties of Franklin, Hampshire, Hampden and Worchester in Massachusetts. Interested parties should contact one of the following:

Regional Director John C. Krawczyk, 49 North Hampton Rd., Amherst, Mass. Treasurer Carl O. Richardson, 108 High Street, Amherst, Mass. Secretary Robert S. Brown, 320 N. Pleasant Street, Amherst, Mass.

## HARBOR AREA

The big news this month is the winners of the Annual Trophy Meet, held this year at South Gate Park, October 1.

The winners, all presented awards by Sharon Pipoly, "Miss Model A Ford", were:

| | | |
|---|---|---|
| 1931 Closed | Oscar Dunfee, 1st | Don Bobb, 2nd |
| 1931 Open | Rodney Gott | Julian Ybarra |
| 1930 Closed | Ray Jobe | Ed Hill |
| 1930 Open | Pilo Holquin | None |
| 1928-29 Closed | Chuck Rangel | Leroy Markman |
| 1928-29 Open | Bob Moser | None |
| Commercial | Dave Treichel | Bill Krolnik |
| Sweepstakes | Rodney Gott | |
| Ladies Choice | Wayne Linden of San Gabriel MARC | |

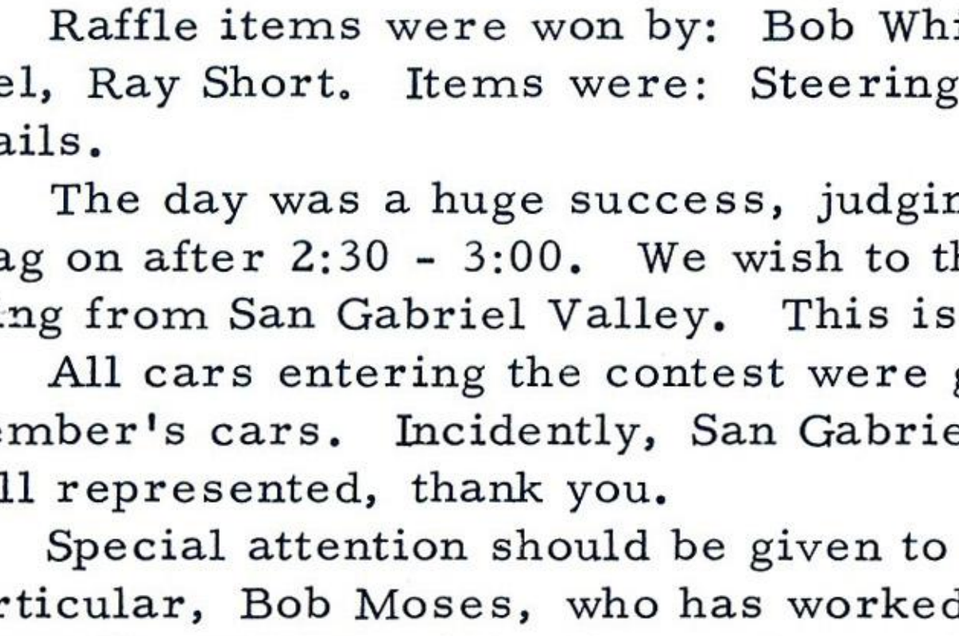
Winning ticket holder for the 1938 Ford was: E. C. Romick, 156 S. Vicki, Whittier, OX 98476; sold by Dale Kilbourne and he had to deliver it.

Raffle items were won by: Bob White, Oscar Dunfee, Marie Harvey, Dave Treichel, Ray Short. Items were: Steering wheel covers, set of hub caps, spot light, quails.

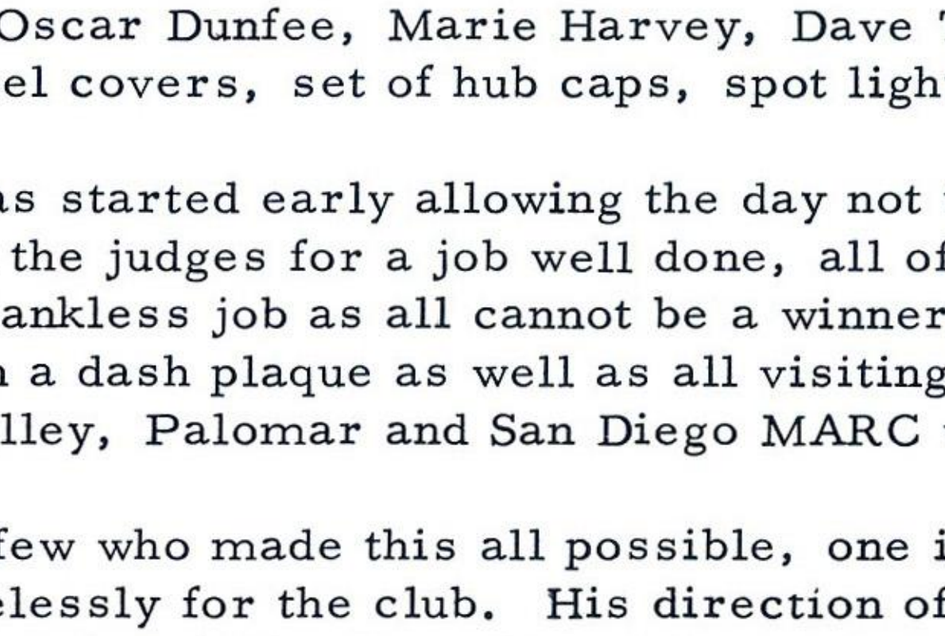
The day was a huge success, judging was started early allowing the day not to drag on after 2:30 - 3:00. We wish to thank the judges for a job well done, all of them being from San Gabriel Valley. This is a thankless job as all cannot be a winner.

All cars entering the contest were given a dash plaque as well as all visiting club member's cars. Incidently, San Gabriel Valley, Palomar and San Diego MARC were well represented, thank you.

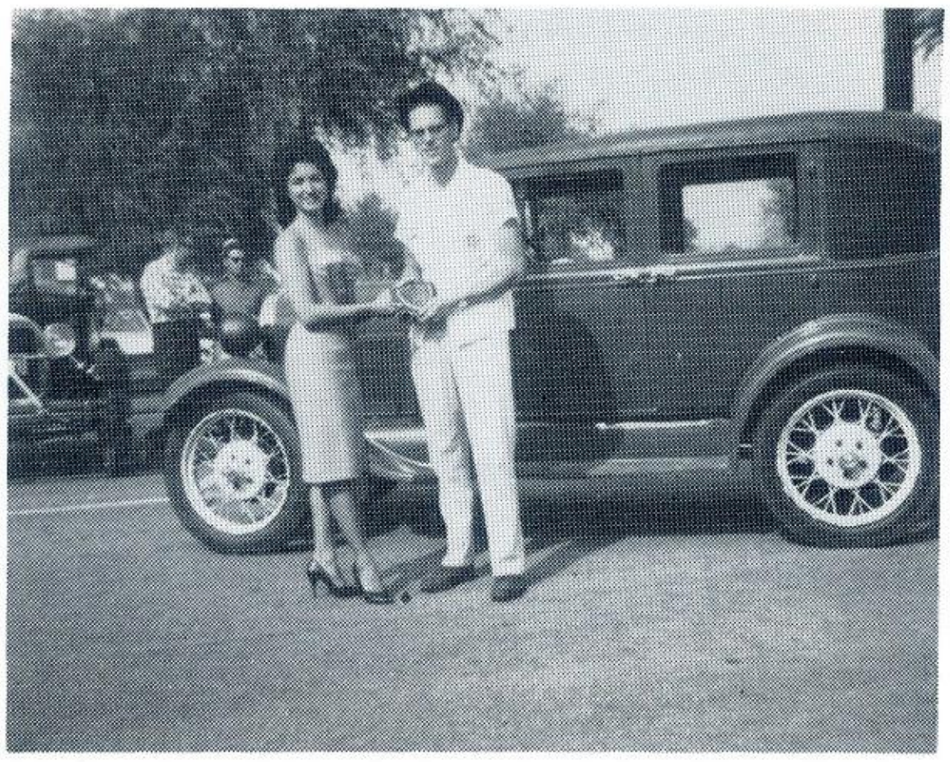
Special attention should be given to the few who made this all possible, one in particular, Bob Moses, who has worked tirelessly for the club. His direction of the HARBOR LIGHT publication each month is another indication of his interest in the club. Also, Paul Smith for his heading up the huge '38 Ford raffle.



Dave Treichel



Bill Krolnick



Leroy Markman

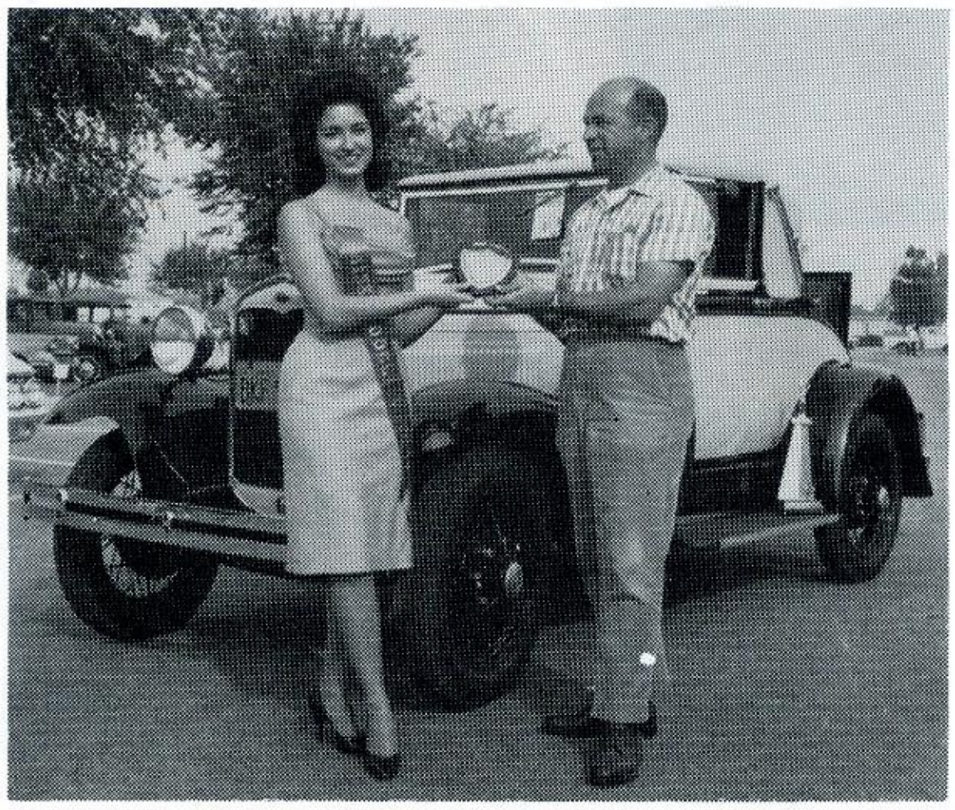
Bob Moser

Our sweepstakes winner, Rod Gott, is not without his troubles, either. On his way down to the San Diego Trophy Meet, he heard some familiar sounds in the engine. A few days later he found out what it was. No. 2 bearing babbit had ended up in the bottom of the pan and No. 1 was just about to join it. And, get this, only 1500 miles since rebuilding but the 90 days had long gone by. Hope the awards made up for the loss.

By the time you read this, we will have had a Mystery Tour (the announcement sounds very interesting); toured to Palomar to their Trophy Meet and the San Gabriel Valley Swap. We do keep busy.

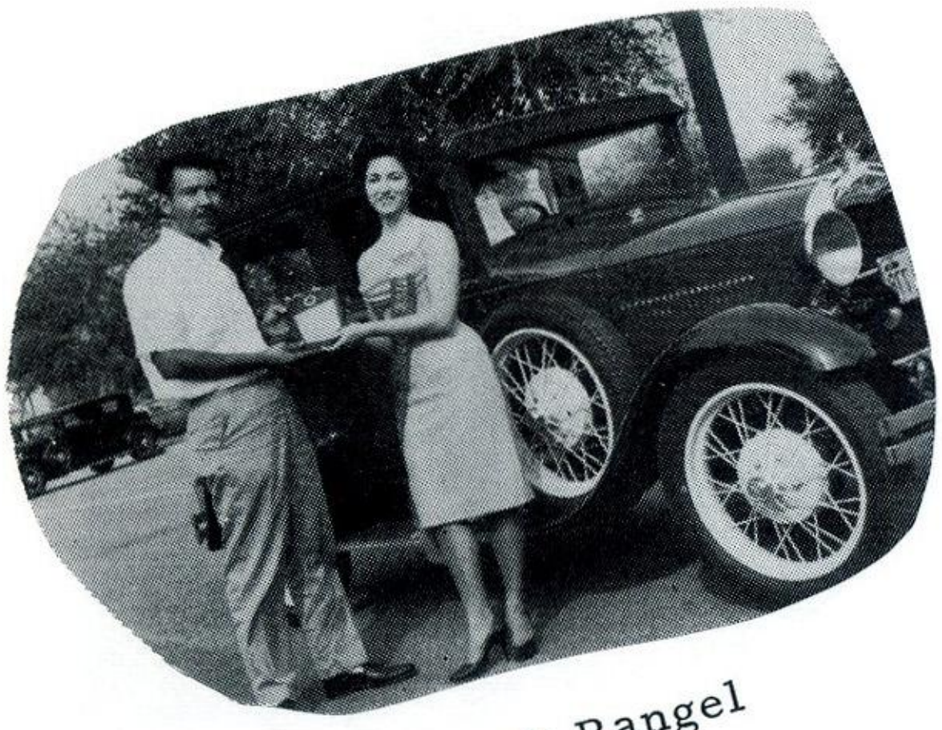
The monthly meetings are doing fine and at the October meeting the winning ticket sellers will be presented with their awards: Fred DeSimone ($50.00), Bob Bates ($25.00) Savings Bonds. Congratulations.

Also at the October meeting will be slides and an interesting story about a 4000 mile trip by Paul Smith accompanied by his wife, Evelyn, son, Mike, daughter, Paula and a nephew, Tom Schneider. All this, mind you, in a not yet completely restored 1931 Station Wagon. This reporter met him in a Washington State Park on Puget Sound. A more detailed report will be given later. Some of us do drive our cars, most anywhere. Do you? Happy motoring. Wilbur Richardson, reporting.



Pres. Eipper awarding Miss Model A Ford (Sharon Pipoly) a plaque.

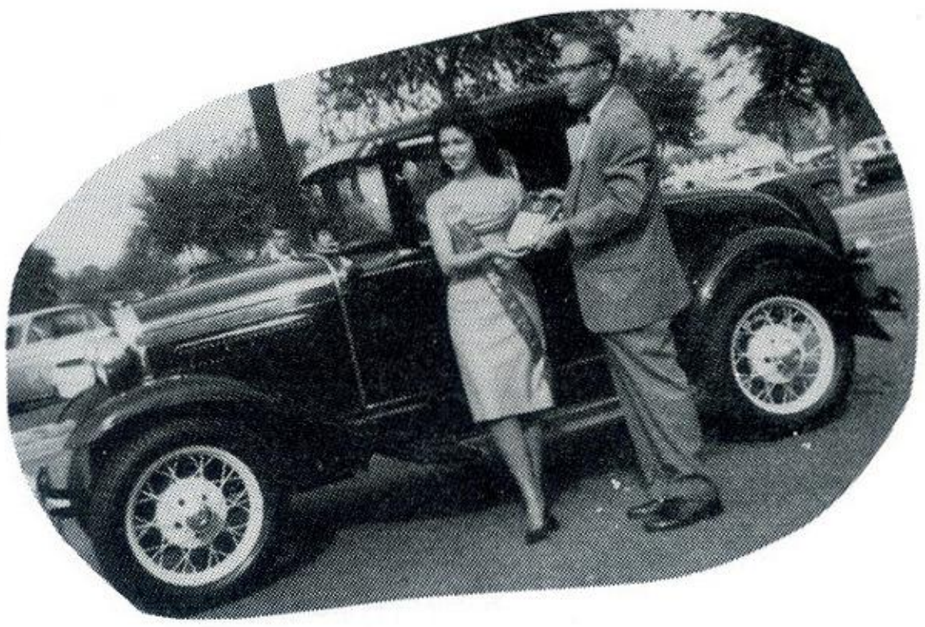
MC Bob Moser at the Security Sound Truck with Sharon Pipoly of South Gate. What is Bob Bates (L) looking at??



Chuck Rangel

Pilo Holquin

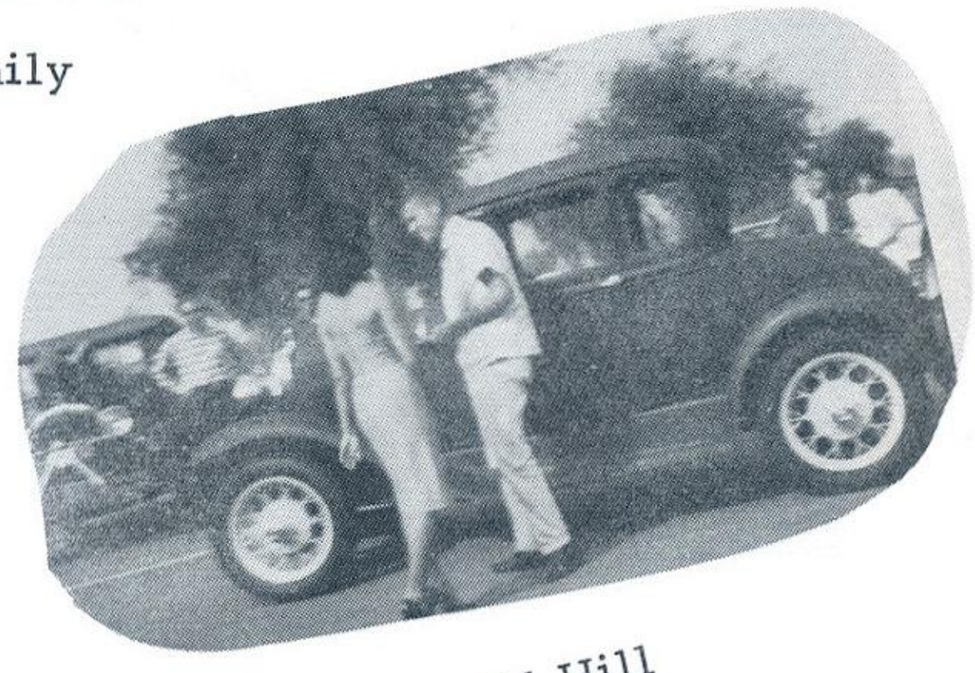
Rodney Gott



Ray Jobe

Paul Smith and family

Oscar Dunfee



Ed Hill

# CLASSIFIED ADVERTISEMENTS

Classified advertising is limited to the exchange of non-commercial items or services. All others must use our commercial rates as found inside of front cover.

Ads are accepted to be inserted one time only.

All ads pertaining to the sale of a motor vehicle must include the price of same.

NOTICE:

Every effort is made to insure a correct reading. Neither the editors or the M. A. R. C. can be held accountable for typographical errors or misleading info contained in ads published therein.

To avoid errors, please print or type all ads. Also state whether they are FOR SALE or WANTED.

A MUST:

Your membership card number must accompany all ads.

Send all ads to M. A. R. C. Classified Editor:
William E. Hall
P. O. Box 615
Zanesville, Ohio

## FOR SALE

1926 Studebaker 4dr. Sedan; very nice . . . . $545.00
1929 Essex Super Six 2dr. Sedan; 39,000 miles and original thru-out with parts car and extra new parts . . . . . 595.00
1937 Ford Coupe 85hp. 32,000 miles; all orig. except paint with extra new parts . . . . . 495.00
James D. Born 120 So. 16th Ave. Dr.
Brighton, Colorado

- - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

1931 Ford Sport Coupe completely restored with new well fenders, running boards, splash aprons, bumpers, luggage rack, all lights and other items.
National winner (2 times). $2500.
Ed Fabick Rt. 1
Burghill, Ohio

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1929 Ford A Murray Body 4dr, 28,000 actual miles. Absolutely original, perfect and as near MINT as possible to find in an unrestored car. All original goodies Respectable offers only.
Harold C. Angel 2754 Fairmont Avenue
Dayton 19, Ohio AX 3-4007

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NEW "A" PARTS:

| | |
|---|---|
| Original Trico Stainless Wiper Blades | $1.00 |
| Original Trico Wiper Arms | 1.00 |
| Brake and Clutch Pads | 1.00 |
| Starter Rod Pad | .35 |
| Foot Rest Pad | .35 |
| Gas Pedal Pad | .35 |
| Horn Bug Screens | .60 |

C. E. Moebius 84 Stanley Avenue
Nutley 10, New Jersey

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1926 Star Automobile Motor and Transmission Transmission good shape; Motor fair.
Jerry Paulus 1027 Lindsay Avenue
Zanesville, Ohio

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1930 Ford Tudor Sedan. New tires, 13,000 original miles. Price $695.00.
John C. Harvey 580 Meadowland Avenue
Kingston, Penna.

- - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

1929 Model A Roadster, complete with top, runs and drives well, drive it away for $500.00.
Luther Jenson 4210 Jerome Street
Madison, Wisconsin AC 25692

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Good 40 Ford Conv. Deluxe. Has 1951 motor; rest of car all stock and in good shape. $285.00 for car.
Chas. Lowery Rt. 4
Harriman, Tenn.

- - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

| | | |
|---|---|---|
| 2 - 19" wheels - need sanding | each | $2.50 |
| 2 - 21" wheels - fair | each | 2.50 |
| 4 - 16" steel wheels, to fit "A" hubs. Complete with mounted 6.00 x 16 tubes and tires | | 25.00 |

John P. Markey 4949 Queensbury Road
Dayton 24, Ohio

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NEW PARTS: Side Mount Carrier Flange 28-29 $4.50 30-31 $4.50 32 $6.00. Clutch Pedal 28 $3.50 29-31 $2.50. Water Pump Repair Kit 28-31 $4.00 32-34 $3.00. 1928 Fan Shroud $12.50. Shipping extra.
Bob Lincoln 1034 N. Jefferson
Milwaukee 2, Wisconsin

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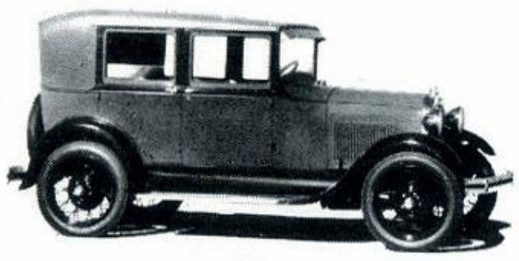
**POLYPRINTS RE-PUBLICATIONS**
**BOOKS ABOUT FORDS**

1903 TO 1961



MODELS K-N-R-S T & A V-8

*See Your Favorite Antique Parts Dealer—or write to:—*
**POLYPRINTS, INC.,** Box 3674, San Francisco 19, Calif.

DUES NOW PAYABLE

1962 Dues are payable for renewals. All dues must be paid on or before January 1, 1962 or members become delinquent.

# MARC Club Merchandise

CAR EMBLEM . . . . . $2.50
For mounting on your 'A' or on your 'second car'. Blue and black on silver. With mounting holes for installing.

DECAL . . . . . $ .25
The Official MARC emblem in full color for windshields, etc. Attaches to glass, metal or wood. . Five for $1.00

PRINTING MAT . . . . . $ .75
For your printer to reproduce the club emblem on letterheads, programs, stationery, or for any printing use.

MODEL A TOY. . . . . $ .65
'Tootsietoy' 1/50 scale model of the 1929 A Ford Coupe in sky blue and black. Silver radiator and bumpers.

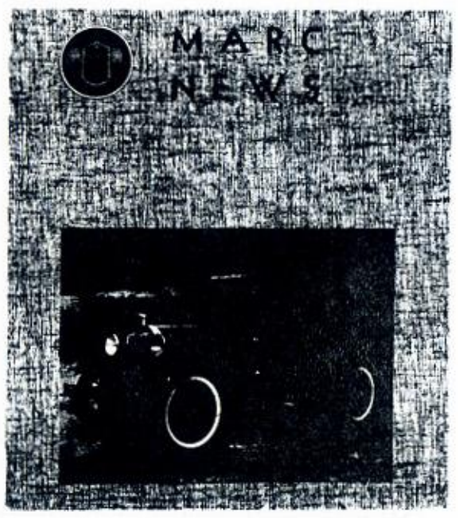
CLUB STATIONERY. . . . . .

| | |
|---|---|
| 100 sheets . . . . . | $ 2.00 |
| 200 sheets . . . . . | 4.75 |
| 500 sheets . . . . . | 9.00 |
| 1000 sheets. . . . . | 17.00 |

(Special prices to regions)

MARC JEWELERY. . . . . .

| | |
|---|---|
| Lapel pins. . . . . | $1.05 |
| Tie clasp . . . . . | 1.60 |
| Cuff links . . . . . | 1.85 |
| Ladies earrings. . . . . | 1.85 |
| Key chain . . . . . | 1.85 |



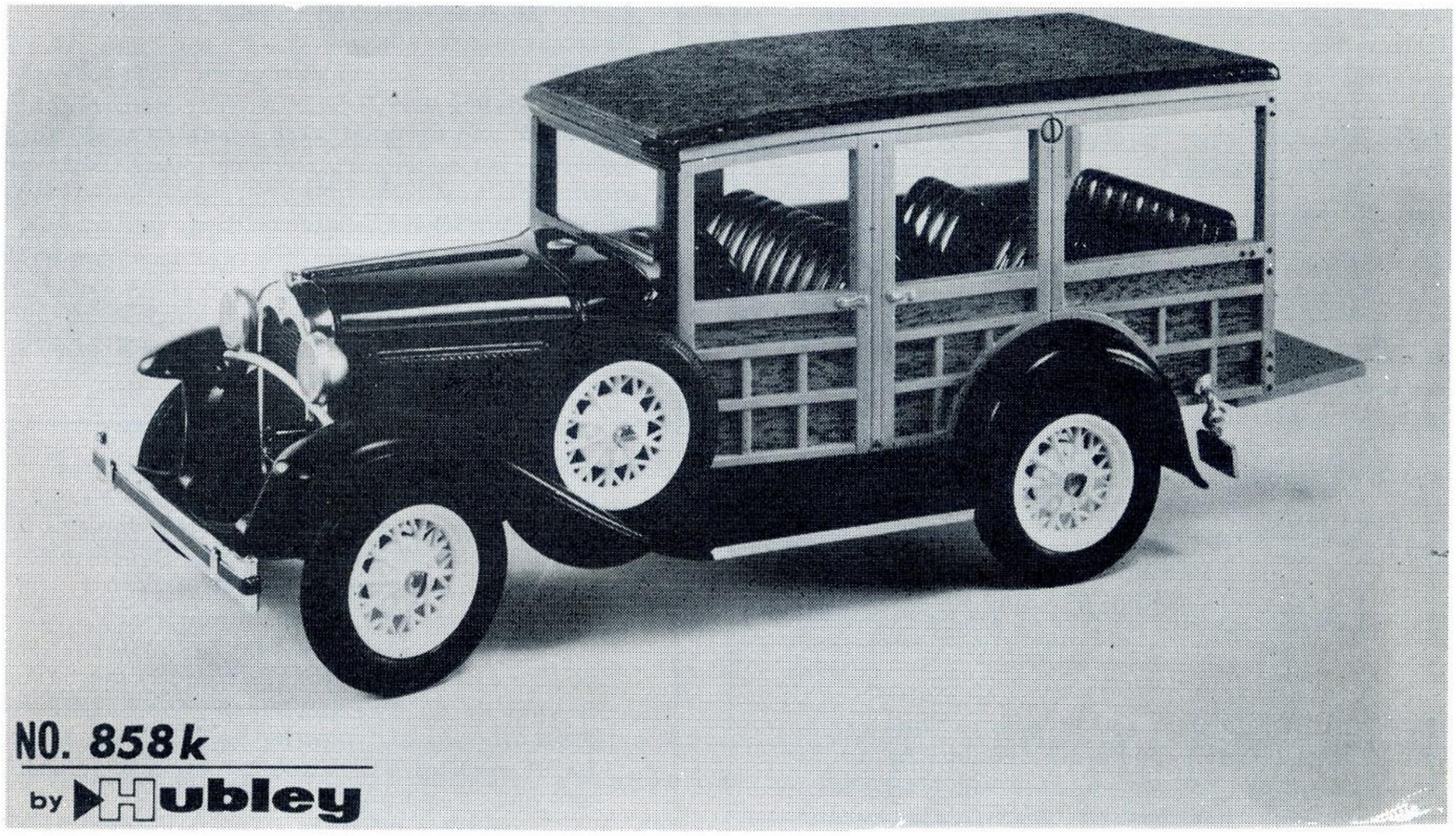

MARC NEWS. . . . . $.50
Back issues at 50¢ per copy. Good supply of 1959, 1960 and 1961 issues.

Name badges with the MARC emblem will arrive soon - Watch for them.

— ALL ITEMS SENT POST-PAID —

THE MODEL A RESTORER'S CLUB, INC.
CLUB MERCHANDISE
CHARLIE ADAMS
BOX 345
EAST POINT, GEORGIA

# Hubley Introduces New Metal Kit




The Model A Ford Station Wagon, shown above, which will be released on October 20, 1961, is the latest addition to the Hubley line of die cast Metal Kits, and is the fifth Model A Ford in the Series. These kits are different from ordinary scale model car kits since they are made of metal - just like the original car - and are screwdriver assembled. This enables the model-builder to assemble and disassemble the car as many times as he wishes. A file is included with each kit for trimming and precision fitting of metal parts.

Authenticity has been the main goal of the Hubley designers in these Metal Kits. Under the removable hood, is a finely detailed engine with rotating fan and real rubber radiator hose. The generator, starter, intake and exhaust manifolds, distributor and spark plugs are all precision-molded. The interior of each scale model car has a realistic dashboard and plastic seats, plus a movable gear shift lever. Extra features of Hubley Metal Kits are real rubber tires, including the "spare" which is located in the fender well, plus a steering mechanism that operates from the steering wheel. In addition to all of these regular features, the Station Wagon includes pressure sensitive wood grain labels to simulate the side panelling, an additional rear seat, movable tail gate and clear acetate for the windshield. The suggested retail price for the Model A Ford Station Wagon is $3.49.

The other four models in the Model A Ford Series of Hubley Metal Kits are the Roadster, the Phaeton, the Town Sedan and the Pickup Truck, all of which retail at $2.98 each.

THE Hubley MANUFACTURING COMPANY

TOYS SINCE 1894

LANCASTER, PENNSYLVANIA

THE HELPER

To keep abreast of todays fast moving restoration world THE HELPER is a must. A publication listing hundreds of cars and parts. Send today for a sample copy. Subscription $2.00 per yr. U.S.A.

THE HELPER Box 315
Florissant, Missouri

SWAP - A - CAR

A most attractive publication for all enthusiasts. Antique, classic, sports, custom and special interest vehicles.
$1.00 per year.
For free sample copy write to:

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540 Sixth Street
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SUBSCRIBE to oldest and largest antique car publication, over 9,500 paid circulation, up to 64 pages per edition, more Ford ads by far than any other publication. Only $1.25 a year in USA by 3rd class mail, or $2.50 a year in USA or Canada by speedy 1st Class Mail.
HEMMINGS MOTOR NEWS
Quincy 29, Illinois

MODEL A PARTS

Send fifty cents (refundable with first order) for our brand new, 32 page catalogue of over 300 quality parts, accessories, and books for the Model A Ford.

AUTOMOTIVE OBSOLETE
Box 115 Ryder Station
BROOKLYN 34, NEW YORK

NEW, STEAM BENT, TOP GRADE OAK, TOP BOWS

Sizes to fit all Roadsters and Tourings.
48-50-52-54-56-58-60 inches, inside measurements.

Each $3.50; lots of 4 or more $3.00 each
Postpaid

KIRKLAND
Post Office Box 174
UNION CITY, TENNESSEE

NEW: 1930 right splash-pan, with runningboard, mouldings, rubber etc. $40.00.
1930 Short side splash pans $5.75.
Early '28 rear hubs and drums $25.00 pr.
Original nickeled brass '28-29 gas caps $2.95.
USED: late '31 Zenith carburetor $5.00.
Filter $5.00.
Complete and original 1928 roadster from second owner. Has accessory flodown windshield, sidemount, all cushions. No rust, manifold heater, red steering wheel, drum taillite, fan shroud, trunk rack etc. Serious offers only above $650.00. Send self addressed stamped envelope for inquiry. Telephone person to person evenings RE 6-3950.
Ed Wright 16 Carnavon Circle
Springfield, Mass.

Dear Mr. Bittmann,
I am looking for Running Boards only, not matting, strips, glue or ends. I see dealers in all the publications selling boards complete for between $45.00 to $75.00 a set of 2...

I see you have running boards for $19.95 and you're always the lowest priced in the business. In your ad the running boards are $19.95 set 2, FOB Wisconsin. Matting is $7.95 set 2, strips $3.95 each or $7.95 set 2, cement 75¢ pint can and ends set 4 piece $1.50...

| | |
|---|---|
| Matting | $7.95 |
| Strips | 7.95 |
| Cement | .75 |
| Ends | 1.50 |
| | $18.15 |

Total Parts $18.15... Enclosed is a check for $1.80. Please send me POSTPAID - 2 running boards. UNQUOTE.

MERRY CHRISTMAS

C. W. Bittmann - Sales
16W-686 Grove
Bensenville, Illinois
POrter 6-1230

1905 Olds, partly restored - $1950.00 or will consider trade for restored 1931 Deluxe Ford (6 wheels) roadster or touring.
Fred French Long Grove, Illinois
Telephone: Area Code 312 634-3550

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1931 Ford Roadster, Fully Restored. Blue Body, tan top, red wheels. Must be seen to be appreciated. Best offer over $1500.
Henry J. Miller 8365 Hillpoint Drive
Brighton, Michigan Phone ACademy 9-6541

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New A6395 flywheel housings $20.00 each. Shipped FOB.
O. Smith 304 Jerome Avenue
Linthicum, Maryland

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Technical Corner from page 6.

More genuine Ford accessories included a spare wheel lock, a Boyce motometer bearing the Ford emblem, and the first of the "quail" radiator cap ornaments. The quail cap later became the mark of the 1930-31 Ford Roadster and Phaeton in particular.

August, 1928.

Landau irons were made as accessories for imparting a "Sporty" look to the business coupe already on the road, and detailed instructions for installing these irons were furnished all dealers.

The Briggs Body Company was by this time supplying about 2,500 bodies daily to Ford and the Murray Body Company was just beginning to fill orders for more bodies.

A special coupe was introduced, this was exactly like the first coupe (45A) except the special coupe (49A) had the rear top quarter covered with black leather.

September, 1928.

The original two-piece venturi tube in the Zenith carburetor was changed to a one-piece tube.

A lubrication fitting was added on top of the steering sector shaft near the frame of the car.

The original type pointer with numerals were omitted from the shock absorbers.

October, 1928.

Henry Ford's troublesome Abell starter drive with its flimsy 1/2" drive shaft was obsoleted and succeeded the standard Bendix drive having a 5/8" drive shaft. These two starter mechanisms were not interchangable in any way.

The removable round plate in the bottom of the oil pan under the oil pump was eliminated.

---

(28-29) 1 pair of original rear fender step plates (mint) $ 8.50
Electric windshield wiper (orig. & mint cond.) 15.00
Engine compartment splash pans pattern 1.00
Authentic roadster rear window bumpers (4) 1.00
28-29 Roadster Pickup curtains pattern 1.00

R. K. Hardesty 306 Angelus Drive
Amarillo, Texas

- - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

Wonderful gift or prize award for regional activity: Model A personalized stationery. 50 sheets notepaper with envelopes for $2.85; 50 letterheads with envelopes for $3.00. Shipped prepaid. Write for details.

John C. Jackson 9726 Delray Drive
Cincinnati 42, Ohio

- - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

1928 Ford 4dr. Town Sedan. 12,000 actual miles. All original and not restored, except paint. In like new condition, have original keys (2 sets), tools, manual, most of the tags, tag receipts, spare cover. Looks just like the picture on page 13 of the November 1961 MARC News. Price $1,000.00.

Don O. (Billy) Lewis 111Valley Circle
Calhoun, Georgia Phone MA 9-3894

- - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

Grommet '31 gas valve and 28-31 side mount arm. Measures 2 1/4 O.D. has 1" hole. Fits 1 3/4 original hole size - side pan. Fit perfect. Good live rubber. Each $1.00 postpaid.

Paul Braun 68 Wilson Street
Pittsburgh 23, Penna.

- - - - - - - - - - - - - - - - - - - - - - - - - - - - - -

## WANTED

Cast iron toys regardless of condition.

Bill Hall 216 East Military Road
Zanesville, Ohio

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Set of GOOD running boards for 1928 Model A Pick-up Truck.

Jim Manes, Supt.
Wabbaseka Public Schools
Wabbaseka, Arkansas

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WANTED DESPERATELY - for 1930 Ford Coupe: Two new running boards, and a set of rumble seat hinges and brackets.

William H. Lucarelli 8 Laurel Avenue
Wheeling, W. VA. Phone 242-7428

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1930 A Station Wagon for 1929 same. My wagon has all seats, no rot, solid wood, all hardware and runs fine. Let's correspond '29 wagon owners.

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1923-25 Model T turtledeck, excellent condition, for 1926-27 Model T turtledeck, excellent condition, or buy outrite.

Clarence Gills Crab Orchard, W. VA.

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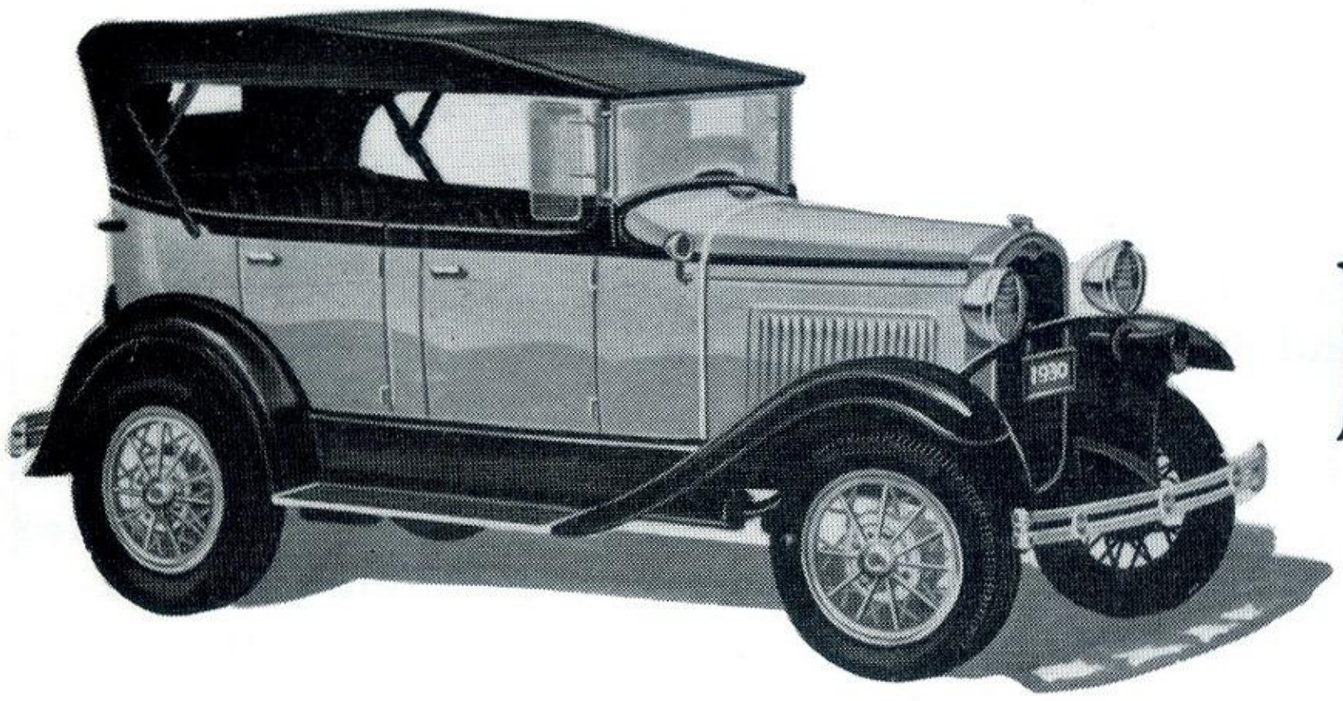

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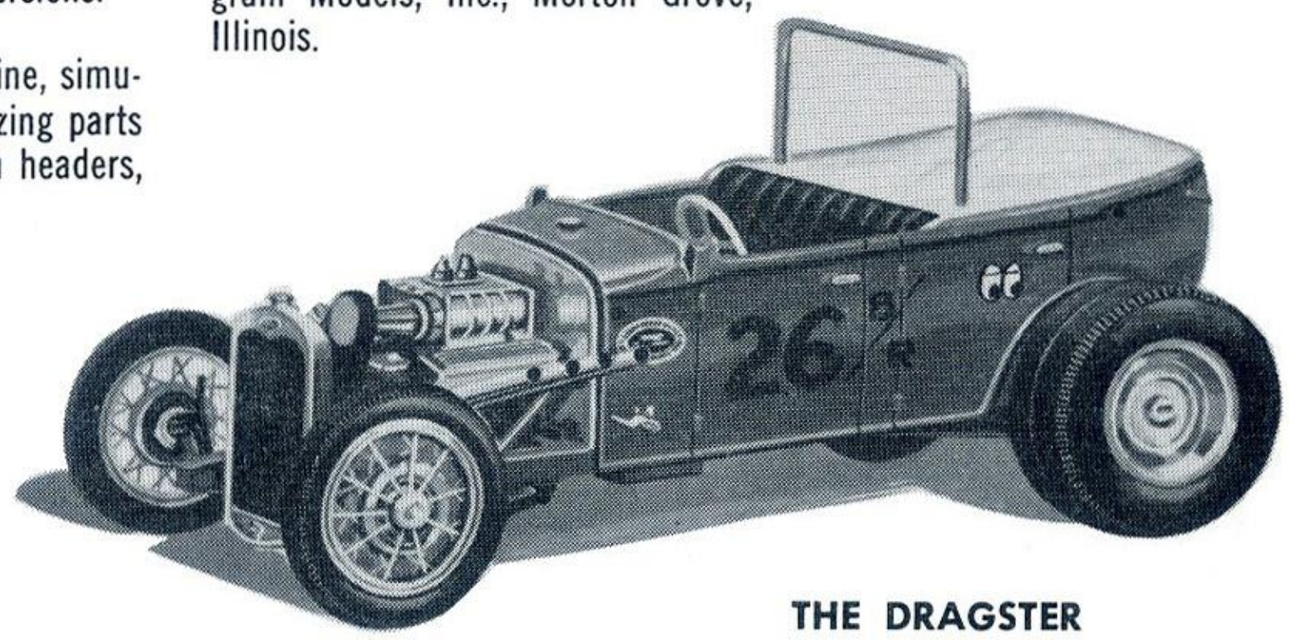
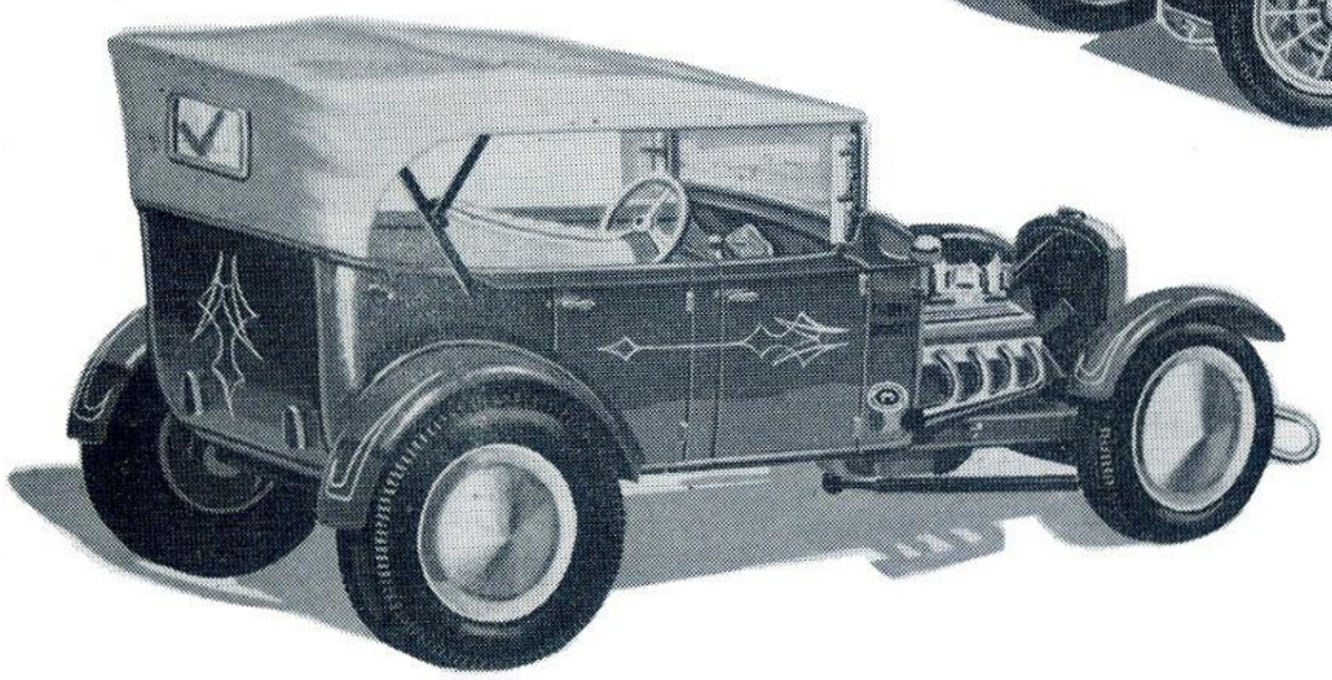


THE DRAGSTER

CUSTOMIZING HOT ROD



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