MARC NEWS

FEBRUARY 1961

MARC NEWS

P. O. Box 615, Zanesville, Ohio

The Monthly Publication

of the Model "A" Restorers Club

Founder & Managing Editor — W. E. Hall

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All ads must be received on or before the 10th day of the month for which they are to be run otherwise they will be held for the following issue.

	NUMBER OF TIMES ENTERED			
	1	3	6	12
Full Page	$20.00	$18.80	$17.20	$15.20
Half Page	$12.00	$11.28	$10.32	$ 9.12

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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.

OFFICERS

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Hudson, Ohio

Vice President — J. L. Helms, Jr.
3912 Plaza, Charlotte 5, N.C.

Secretary — Jon D. Miller
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Regional Organizer — John Kaspar
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Activities — David Morton
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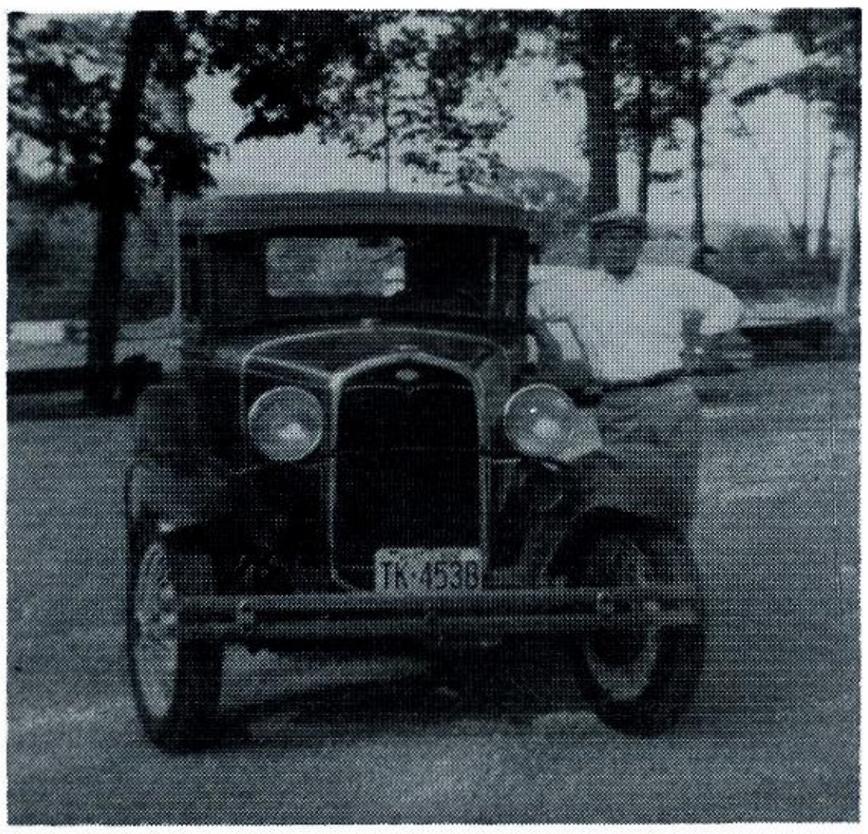
Lexington, Ky.

Hudson Valley
Edward Borrell, Director
RD3 Old Oregon Rd.
Peekskill, N.Y.

Upstate N.Y.
Vinson J. Finch
1583 Central Ave.
Albany, N.Y.

OLD FAITHFUL



Bill Kenny of 129 West Gridley Ave., Platteville, Wisconsin.

Comes August the Bill Kennys of Platteville usually head out on a camping vacation. This year, just to be different, they decided to go in their 1931 Model A Coupe, provided they could get all of the gear inside. With all of the room in the back this proved to be less of a problem than they had expected. On a bright August morning Bill, Eleanor, and their cat, Topaz, headed north toward Minneapolis. Nary a bit of luggage in sight, and the lid down tight. All of the camping equipment--tent, stove, blankets, pillows, mattresses, pails, cooking utinsels, dishes and luggage filled every nook. Even the tent poles and the water jugs found their niche.

The Kenneys stopped in State Parks to camp at night on their 1300 plus mile trip which took them into Minnesota and South Dakota. Everywhere they stopped people came over to examine and admire the Model A and many offered to buy. On a busy highway, a young fellow passed them and during the passing he inquired if they would sell the coupe. After a couple of days traveling into South Dakota, the thermometer hit 105 degrees, they had to stop for a terrific hail storm in Minnesota, and one day ran into high water, but come heat, hail or high water, the Model A's performance was excellent. During the day of the terrific rainstorm, water leaked onto blankets in the rear, but Bill dried them out on the hood after they got to camp. They had lots of fun, really saw the country, and are already thinking of going to California in the A. Why not, when Model A's can go to Alaska and back?

The Kennys are hoping for at least one good weekend campout with other MARC Members this coming year. Watch MARC News for the dates of these and other events.

PRESIDENT'S MESSAGE

As of January 16th my new address will be 2643 E. Streetsboro Road, Hudson, Ohio.

Ruth and I look forward to this move with mixed emotions. We have lived in the Chicagoland area for fifteen years and have many wonderful friends in this part of the country. We have enjoyed the activities of the Illinois Region and many of our closest friends have been made through this association. Some of our most enjoyable times have been in their company and we regret having to leave.

We are moving into an area that at one time was the backbone of the Model "A" Restorers Club but has now drifted to where only a part of the Model "A" Lovers in this region are national members.

No one can be legislated into a car club any more than they can be forced to join a particular lodge or church, but it would seem that the interest of <u>most</u> Model A owners would best be served by belonging to a strong national organization.

In this way the national club would have the financial strength to publish the best car club magazine possible. It would have choice contributions from which to select--furnished by the best talent in the club.

It can serve as a clearing house for cars and parts, giving its members a wide selection from across the country rather than ads from a limited area.

It can hold the best National Meet, drawing cars from the entire country rather than from a limited area.

I believe that geographically smaller regions make for a closer relationship-more activities that can be attended by all and therefore more interest within a given area.

We have seen it happen in the new regions that were formed this year. Membership within the smaller geographic areas has increased greatly. Interest in Model A Fords has not been greater since the car was first introduced.

Almost any metropolitan area can support a region of the Model A Restorers Club. Once settled in our new home, Ruth and I will be glad to see or hear from any Model "A" owners in our area. --Ken Brewer.

Model-A Collectors Display Their Pets

St. Louis Fanciers, Part of National Club, Exhibit Restored Cars at Rally

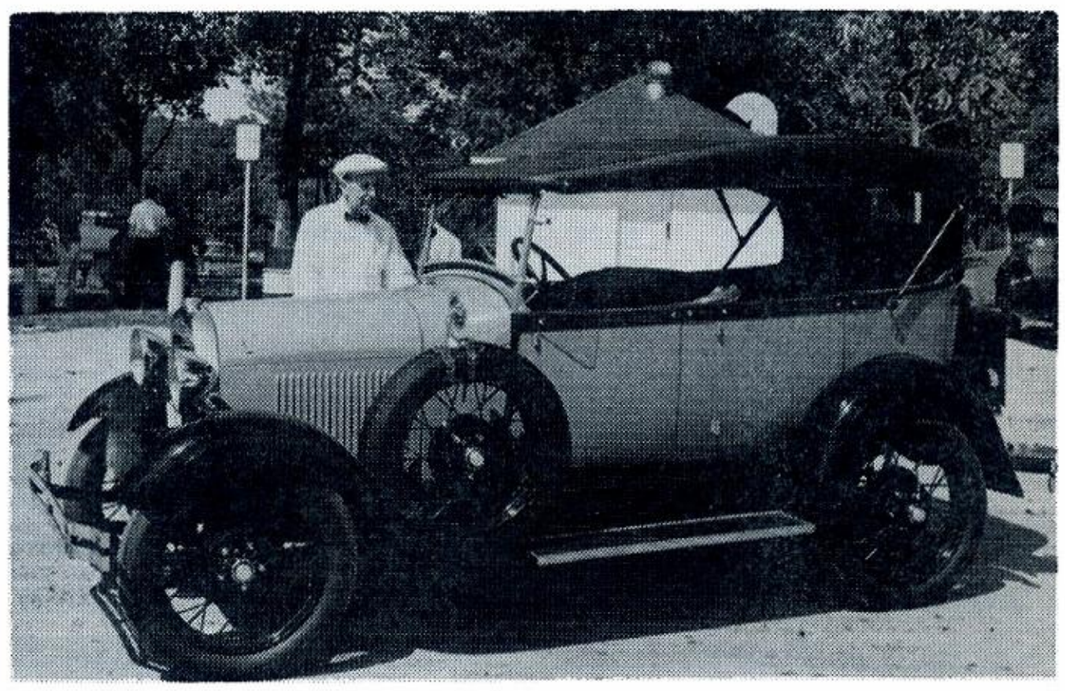
THE VENERATION acquired with age is finally coming to the Model-A Ford. Although thousands of the sturdy cars still provide transportation for their owners, more and more are falling into the eager hands of old-car admirers and collectors. Model-A clubs throughout the country now form the largest group of auto enthusiasts devoted to one car.

In the St. Louis area, 25 Model-A owners comprise the Missouri Valley Region of the Restorers Club, a national organization. The local club holds monthly meetings at which members discuss their favorite car and plan outings to parks and tourist spots in Missouri and Illinois. Recently, the club held a rally at Blanchette Park in St. Charles, where these photos were made.

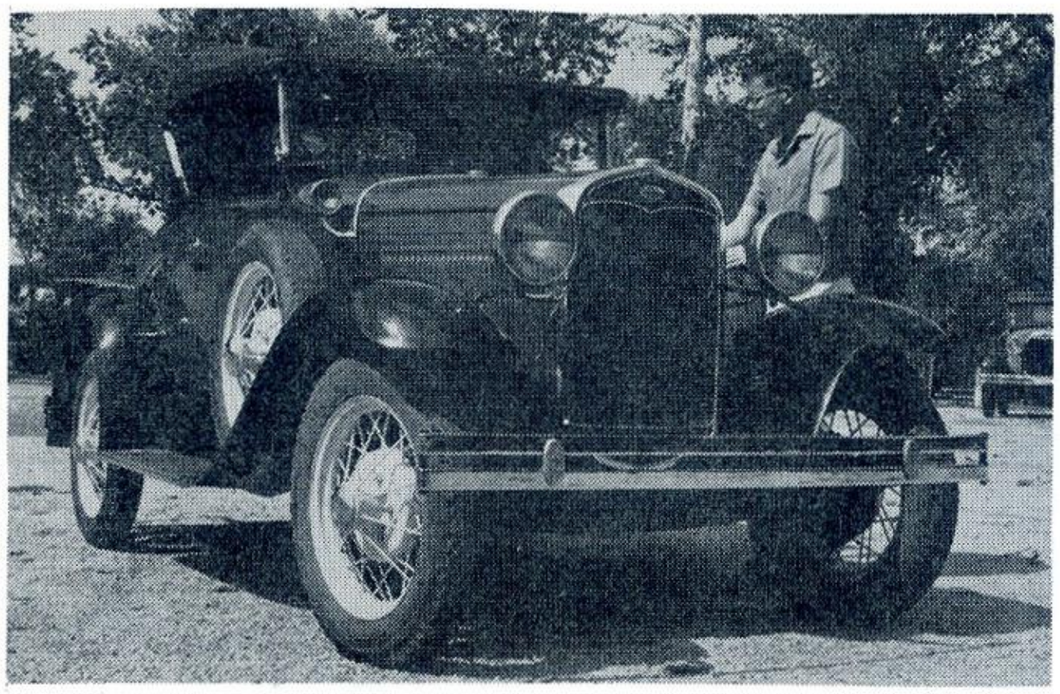
The goal of the restorers is to return their cars to the condition they were in when they left the factory 28 to 32 years ago. This involves removing accumulations of paint and grime, repainting with authentic factory colors, rebuilding engines, re-upholstering interiors and scouring the countryside for genuine Model-A accessories.

Because of the hobbyists, the value of the Model-A has been rising. Cars that sold for $500 to $700 when new are bringing $400 to $700 today if still in good condition. The higher prices are being paid for the sporty body types such as the phaeton, roadster and cabriolet. A fully restored Model-A costs from $1500 to more than $2000.

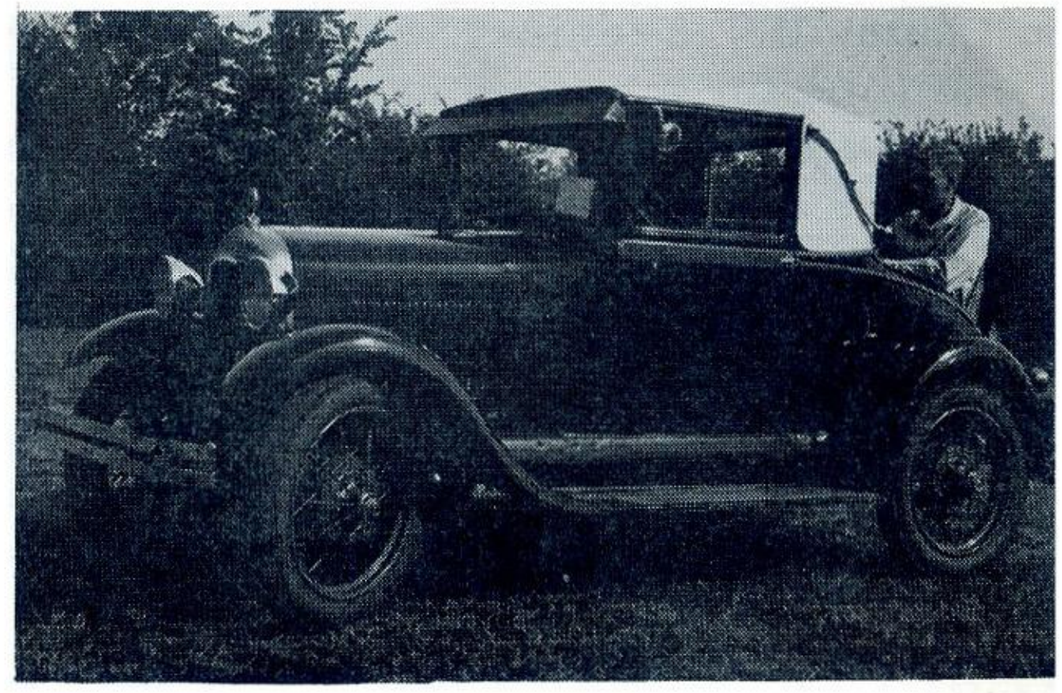
From December 1927, when it was introduced, to March 1932, when it was replaced by the V-8, more than 4,500,000 Model-A Fords were produced. The new car created a sensation and 10,000,000 persons are reported to have jammed showrooms throughout the country in the first few days for a glimpse of the successor to the fabulous Model-T.



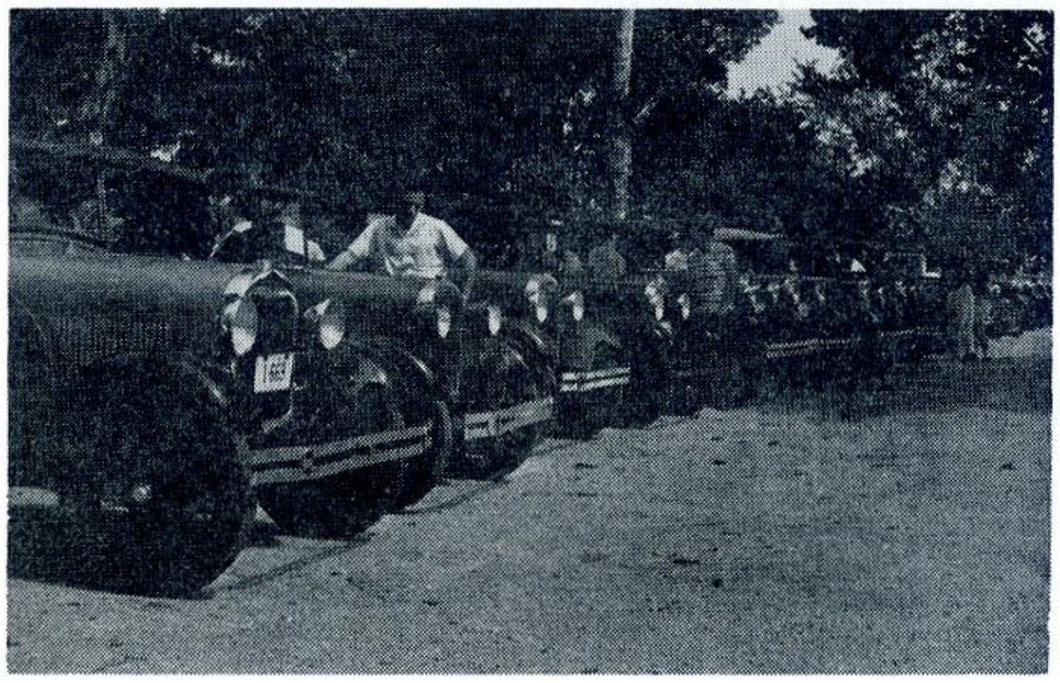
This gray and black touring car was voted "the most popular car" at the St. Charles meeting. Its owner, W. E. Nutter of Kirkwood, standing beside the car, located the 1928 phaeton near La Crosse, Wis. Nutter spent eight months restoring the car, which he now values at about $2400.



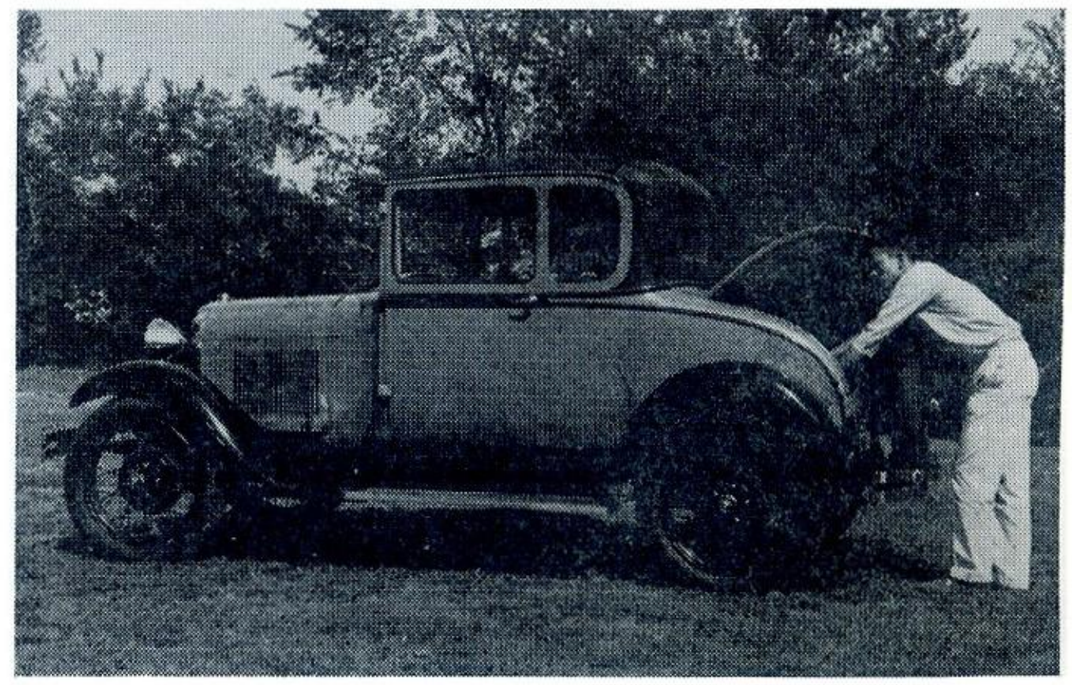
W. C. Wickersham of University City with his 1931 de luxe roadster. The car was in poor mechanical condition when he bought it for $200. The roadster now has new rods, timing gear, pistons, valves and other parts, some obtained in North Carolina and Virginia. Wickersham's present investment in the car is about $1000.



David Hargrove of Brentwood, a Washington University student, sits in the rumble seat of his 1929 Model-A sport coupe. The car has a rebuilt engine and transmission, new paint and refinished chrome. The total investment is about $900, including the purchase price of $275.



At the rally in Blanchette Park in St. Charles, 17 Model-A Fords are lined up for exhibit. Members from other regions were invited to the picnic, some coming from 200 miles away.



A young Model-A enthusiast, 17-year-old Terry Oberer of Kirkwood looks into the trunk of his 1928 coupe. He purchased the car two years ago for $150, and has restored the vehicle himself.

MARC News wishes to credit and thank Clarence E. Olson and Jack Gould (Pictures Staff) and the St. Louis Post-Dispatch for making this story and pictures available to us.

SPEAKING of MODEL A'S

Perhaps the story that is told here will sound familiar to others. The restoration of my 1929 Standard Ford Coupe was done "the hard way". How much easier it would have been had I known that the Model "A" Restorers Club was in existance.

It all started two years ago just after Holly and I and our four boys moved

to Louisville, Kentucky from Abilene, Texas. Holly had been badgering me for some time for a second car--something inexpensive but dependable that would meet our needs for secondary transportation. The day had arrived when I could no longer resist and as I scanned the used car ads in the Louisville Courier Journal, there was listed a "1929 Ford Coupe in excellent condition"--well, a phone call was made and I hurried out to see the car, having told Holly that I was about to pick up a second car. Her dreams were short lived when I reappeared in the driveway with a forlorn, god-awful looking, wreck of an "A" coupe. Holly was hard to live with for a few weeks and each time she would open the garage door, I could see her shake her head and I knew darn well just what she was thinking.

Well, the "thing" was in excellent mechanical shape; new everything in the power plant, brakes, clutch, etc. and a new top that looked like the day it left Detroit thirty years before. But the more I looked at the "thing" the more I wondered myself--"how stupid could I be in buying it?"--but now that I have it--where do I start? I was soon to learn that the "thing" was not quite original--that it was 7/8ths 1929 and 1/8th 1930, but was "all there"..almost! My original plans were to just iron out a few of the dents in the running gear, slap some paint on it and call it quits. But the more I found to do the more that I wanted to do. Before I knew it, the darn thing was in a hundred pieces and I was cleaning it down to the bare metal. Meanwhile, I had written to the Ford Museum to ask for paint chips and other specifications--and was referred to Polyprints in California for their books. A complete set of these books were ordered and they proved invaluable, especially the consolidation of Service Bulletins. I had also written to eight or ten of the leading magazines of the 1929-1931 era asking for prints of the Model "A" Ford. Well, prints I got but they were all black and white copies and no other data. Finally the Polyprint books arrived and they contained the color combinations by "A" model and year, in color codes. This was the answer to the paint problem.

About this time I had decided to keep the "thing" as original as possible at a minimum cost, without being a purist. The inside of the body was covered with surface rust, and many of the cracks and corners were so hard to get to that it suddenly dawned on me to have it sandblasted. I had already taken the outside down to the bare metal so it was just the inside that was blasted. Then the inside was given a complete coat of undercoating. One thing led to another and soon all the body work was being done professionally, likewise the upholstery--and more dollar outlay, WOW!

It was about this time, and quite by accident, that the Model A Restorers Club was made known to me. I'm a joiner so I took the plunge and just a hair too late found that most, if not all, of my restoration problems could have been solved with the advise and help of the MARC membership and its excellent publication. I had gone the hard route and it was more expensive and frustrating. If I had only known then what I know now. Does that ring a familiar note?

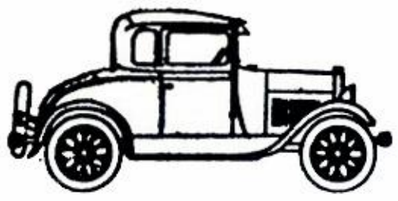
Through the friendly advise and gentle push from David Morton and Dick Pitts of Lexington, who shuddered each time they saw me running about with this "7/8ths-1/8th Bool" my "A" took on a more respectable appearance as the 1930 parts were traded for the proper 1929 units.

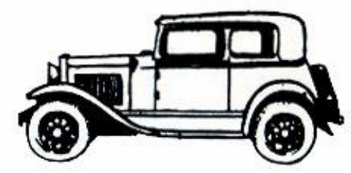
It's driven every day now, winter and summer to and from work and about town, in preference to my newer Plymouth "Bool", and it has been dependable for 5,000 miles this past year.

I hardly ever talk disrespectfully about it anymore, and best of all my ever-lovin has blessed it, so what more could I want.

--Jack Emrick, Kentucky Region.

REGIONAL NEWS





THREE RIVER

The Model A Restorers Club wishes to cordially welcome the "Three River Region" to our fold and announce the granting of their charter for the following counties in Pennsylvania: Allegheny, Beaver, Clarion, Armstrong, Cambria, Butler, Mercer, Vanango, Lawrence, Jefferson, Indiana, Westmoreland, Washington, Greene, Fayette, and Somerset. In Ohio: Trumbull, Mahoning, Columbiana, Carroll, Jefferson, Harrison and Belmont.

We suggest that MARC members living in these counties contact the secretary of the region immediately and make arrangements to become Regional members. The secretary is:

Raymond H. Matthews
Box 53, R. D. 1
Finleyville, Pa.

Other officers are:

Director	Norbert C. Hodgson
Ast. Director	Ralph H. Lloyd
Treasurer	David M. Moore

Our thanks to Mr. Radmore in his interest and enthusiasm to organize a new region in his area of New York. A supply of applications have been forwarded to him. To those residing in the area of Lewiston, New York, may we suggest you contact:

Mr. R. Radmore
901 Mohawk Street
Lewiston, New York

MODEL A OWNERS AND ENTHUSIASTS IN ASHEVILLE, NORTH CAROLINA AREA CONTACT:

Chick Sale, P. O. Box 5192, Piedmont Paper Company
Biltmore Station, Asheville, North Carolina

"LET'S START A CHAPTER"

LAST NOTICE - FOR '61 DUES

This will be the last and final notice for your '61 dues. Renewal applications were mailed in November. If you have lost or misplaced yours see your local Regional Secretary or write directly to your National Treasurer.

GEORGIA

Here's an idea for winter meetings: charades. The Georgia Region tried this in December resulting in fun for everyone. Frank Bathgate originated the charades and assigned members to act them out:

Try to start an A Model that is out of gas.
Put top down on Roadster, pinch finger, try to get it back up when rain starts.
Track in grease when dinner bell rings.
Change a tire and the spare flat.
Adjust brakes and drive away to crash.

There are many more ideas for charades but the members will recognize most any Model A situation quickly.

Another interesting indoor activity was a round robin of progress reports on restoration with tips on hard to get parts and services. Current work in our region ranges from several completely disassembled to another Ford that just needs air in the tires.

Then there is the beautiful 1931 Touring that Wendell Townsend has just completed, but unfortunately it doesn't stay in Georgia. He has a buyer in New York!

Next meeting for the Georgia Region is January 22: A special Ford movie. In February: A parts auction. --Don Elliot Heald.

UPSTATE N. Y.

Although our last meet has been run, I'm certain the memorable times the past season of "A" motoring has furnished us with, will keep our spirits up through the winter months. I'm sure all the members agree that we finished up the year strong and if this is an indication of what's to come_____?

On behalf of our Regional members, I would like to wish all of our associates a joyous and prosperous NEW YEAR. The prospect of gaining new friends and enjoying the companionship of those we have known as members of MARC, certainly makes the coming year one which we all look forward to.

The summer schedule was rounded out very nicely with the Annual Tour to Lake Placid on September 17, 18 and an excellent Auto Show at Carl King's Garage on September 24th.

Vint Finch reports that the tour to Lake Placid began with (4) members and their families as planned but somewhere out of Chestertown, Charlie White's 1932 "B" burned out a main. Needless to say, Charlie was rather disappointed but actually made it to Lake Placid--burned main and all.

Saturday found Don Moyer and Joe Chinski joining the group for a careful inspection of the cars presented by participants in the Glidden Tour. Among these were Dick Williams of Detroit, a member of MARC who drove a fine looking 1928 "A" Station Wagon.

George Coons and Gordie Crawford made their appearance Sunday and the better part of the morning was spent reviewing the cars again. That afternoon we had to leave this beautiful resort and head for home. Bill "Speedy" Franklin led the group in his 1919 Touring with the V. J. "A" doing the chasing. Thanks again, Charlie and Hilda White, for your hospitality.

September 24th was the banner day and what a great time was had! An unbelieveable 17 members. Their families and 16 cars turned out for the Auto Show at Carl King's Ford Garage at Burnt Hills. The show began with a short tour led by Carl in his venerable 1931 "A" Cabriolet thru Burnt Hills, Ballston Lake and Ballston Spa after which Carl graciously furnished us with refreshments. Several events were run off for the benefit of the public with small awards for the event winners. Much to our surprise, Carl King "Blinded Out", Rudy Taglialatela for first prize in the Blind Man's Bluff. Gordy Crawford, driving a 1931 Durant Fordor with dragging brakes, took the coasting contest. The slow race was a real battle between Ken Watkins' 1916 Buick Touring and Ken Vaeth's 1930 "A" Coupe. After two ties, Ken's Buick finally nipped Ken's "A" (good thing there were no more Ken's in this event) to take first place. All of us "A" men claimed a foul but sportingly accepted the judge's decision! Judging from the sizeable crowd the cars attracted, the show was a success and our attempt to express our appreciation to Carl King was well accomplished. I think the fine attendance by the members and their families deserves applause. Congratulations, also go to Don Perkins for his fine looking 1931 Coupe and Burt Sinnenburg for his newly painted 1930 Sport Coupe. Both were beautiful additions to our line.

Plans are well under was for our 2nd Annual Installation Dinner to be held in February. Let's make it a gala affair by 100% attendance.

With winter setting in and a majority of our "A's" under cover, I can't think of a better time for more concentration on our membership roster. Now is the time to increase our numbers and try to improve our Region's Clubs? The Upstate N. Y. Region contains those of you who live in the Northeast Section of New York and certainly involves a sizeable number. Simply drop a card to V. J. Finch, 1583 Central Avenue, Albany, N. Y. or this reporter for information.

--George E. Sokol, 718 Pearse Road, Schenectady, N. Y.

ALABAMA

We here in Alabama are not letting the wintery weather dull our Model A fun a bit.

At our club's Christmas party on December 11, thirty-nine people from all around the state gathered together for an afternoon full of fun.

The folks at Williamson-Willey Pontiac Co., here in Birmingham, were kind enough to offer us the use of their huge new building for our party. It was an ideal place for it since there was plenty of room to park all the Model A's inside out of the weather, and where everyone could look them over and swap information, ideas and lies.

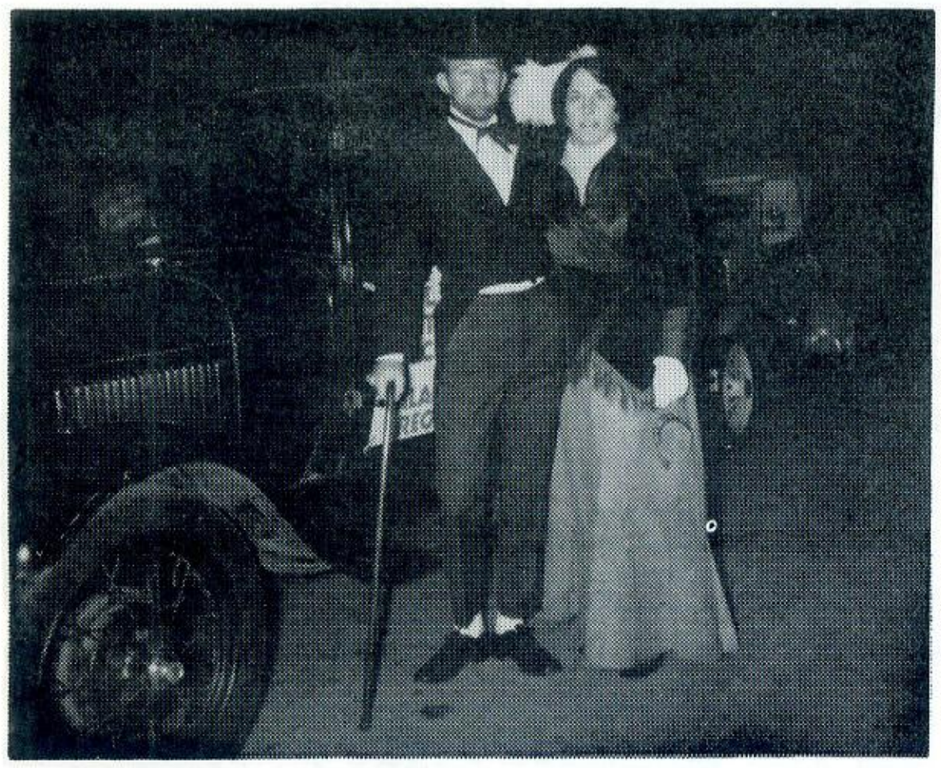
From all I could hear, the party was a success and everyone enjoyed themselves. It gave us a chance to see old friends again who hadn't been able to make it to recent meetings and to meet for the first time our newer members, Doug and Dot Bonds and Arthur and Yvonne Fortner.

From the bits of conversation this reporter heard, it sounds like many of the members are using the winter months for working on restoring their Model A's for next summer. We hope that some of these restorations are being completed with an eye on Chicago in August.

From Alabama, the Kellers and the Montabanas went to the 1959 National Meet in Dearborn. I can say from experience that I have never had more fun anywhere. The travelling in the Model A was nearly as much fun as the meet itself. Since MARC in Alabama is growing so much, we hope that this year there will be

many more of us going to the meet in Chicago. It is well worth the effort of sprucing up your Model A to take it and be a part of the games and competition.

The club members here in Birmingham were asked to participate in a Golden Anniversary Parade in Fairfield, Alabama. Since all the menfolk of that city grew beards for the occasion, some of our men decided to really get into the spirit of things and grew beards too. Earl Battle, Rudy Szakats, Doug Bonds and Joe Montabana were all sporting some fancy beards by the parade date. Of the group, only Earl is reluctant to part with his though. It has been growing two months now, and we must admit it is a fine example of a beard.



Earl and Mary Ellen Battle.

Jack, Betty Jo and JoAnn Keller.

Rudy and Ruth Szakats.

Joe and Pat Montabana.

Even though whiskers were pretty commonplace in Fairfield that night, Model A's were not and they really attracted a lot of attention. Everyone dressed in costume and it was quite a sight to see. According to one of the city councilman, they were still getting favorable comments for many days.

These winter months which we thought would drag by are flying instead and soon we can begin our outdoor activities again. Our last outdoor meeting of 1960 was the Piedmont Meet where everyone had such a marvelous time. That gives us something to try to top in 1961.

George Wigley, of the Dixie Vintage Auto Club was the man responsible for our being allowed to meet at Williamson-Willey Pontiac in December. He and his wife, Mary, and also Jack Lane, Director of the Dixie Vintage Club, were at the meeting and seemed interested in planning a joint meeting of the two clubs in 1961.

Since we are all interested in any antique vehicle, a combined meeting sounds like a good chance to see some fine autos and meet their owners.

There are many plans in the making for next year's club activities. Plan to join in the fun every time we meet in 1961.

If your car is in the process of restoration or even if you haven't begun yet don't stay away on that account. You can get all sorts of information from the fellows who are old hands at dealing with the Model A's queer quirks. The fun of owning a Model A is not just driving a perfect car around, but in sharing the successes and mistakes of restoring it. Some of the advice is priceless! No one can tell you how to (or not to) put a ring gear in backward than "Wrong Way Bill" Henderson. He's an expert on the subject!

It's that time of year again. Dues are delinquent after January 1. $7.00 takes care of the combined $5.00 National and $2.00 Local dues. These may be sent to Joe Montabana at 1401 N. 50th St., Birmingham, Alabama.

CHESAPEAKE BAY

With the exceptionally rough winter we're having here in the CBR there should be lots of restoring getting done these nights. This spring we will be looking forward to seeing those newly restored Model A's. Keeps the old timers on their toes and affords much keener competition. It's about time Geesey, Hartley, Kaltreider and the rest of you fellows from York area brought out those cars. Down Lancaster way we have the perfectionist, Harry Metcalf, still on that Fordor Phaeton. Hope I live long enough to see it completed. Renninger, the deluxe parts man, as usual says business has been bad. If I've slighted any of you come out to the meets and tell me so. Bring out your A's. We had a most successful year in 1960 so let's have a more successful year in 1961. Our efficient Treasurer has a fine balance in his crock for this year. Now all we have to do is add to it. Be sure and get those 1961 dues, National and Regional, into Calvin High, Old Philadelphia Road, Lancaster, Pa. Thank you.

For March 12, 1961, Gene Renninger will be our host in Lancaster, Pa. at his garage. This is a Fort Knox of Model A parts. Of course, we need the gold to lift them with. Meeting will be at 1:00PM. The regulars we can count on. Let's you irregulars get out and swell the meet.

The following month Clair Amspacher will be our host down with the York County Ridge Runners at his garage. Clair is located about two miles out of Glen Rock, Pa. Just ask any one in the vicinity. They all know Amspachers Garage. If you want to see a collection of Model A's, this fellow has them; A400, Tudor Phaeton, etc. etc. We're off to the Chesapeake Bay Region Meets, so let's turn to and have an extra good turnout.

If you have parts to sell, swap or wish to buy, here's the place.

--Bob Geib, Secretary.

P.S. April 9, 1961 at Clair Amspachers.

HARBOR AREA

Normally December is a month of inactivity for an A club, but we had two fine programs this month.

We had a very fine turnout at the pot-luck hosted by the Bob Eipper's. There were so many good, good tasting dishes prepared that it is difficult to single out anyone item to comment on. But I will mention the chili beans, mm-mm-good.

One peculiar item of note, of all the reservations (64) that were made, all came, not one failed to show. Not everyone came in an A, but there were many cars parked up and down the street. The officers and activities men surely wish that most of the other events were as well attended by the paid members.

There was so much conversation, I couldn't pick-up anything startling for publication. I did find out that Paul Smith is coming along real fine on his Station Wagon and should be ready quite soon. It is news like this the club members like to hear; as more cars are finished we will be able to take advantage of the many opportunities for public showings, parades and the like.

The other event was the children's Christmas Party. The kids had a fine time decorating the tree while waiting for Santa to arrive. He was a mighty fine Santa, (I had to clean out my fireplace) and they were all really excited. This is what makes this event so worth while and appealing. The joy and the light in a child's eyes is not to be surpassed.

At this time of year one most always reflects back to the happenings of the past year. Of the many and varied activities this club participated in, one item always pops into mind. The Poker-run held in Long Beach was so well planned and executed that it stands out as one of the main events of the year.

I believe this year has been the most fruitful in that so many varied and pleasant events were planned. Our activities chairmen, Bob Eipper and Red Allison are to be resoundly congratulated for a task well done. Between these men and our Leader, Bob Moser (and their wives) much has been done to expand the activities of the group. Everyone has been taken into consideration and activities planned for them.

By this time in January, we will have had our elections and should have a workable aganda for the year ready for the members and MARC News.

One of our most active participants has moved north to the city of Ventura. We shall miss the family of Don Armstrong.

Each year I think to keep on check on the mileage my A's are driven, but I never get it down. My guesstimate is they both have many, many miles added each year. How about your?

Happy, safe, motoring. --Wilbur Richardson, reporting.

TRI - STATE

Tenderloin Turnout Terrific

On a cold and snowy winter night of December 15 approximately 140 persons gathered for the showing of movie films taken during this last year at various auto shows at Dearborn, Mexico, Illinois and Hamilton, Ohio. Harold Angel had planned for two hours of films and that we got. As a special treat we were honored with the presence of Mr. Ken Brewer, President of the Model A Restorers Club, who spoke to our group briefly and then narrated the films which were taken in the Illinois Region. Also present was Jack Sandifar, MARC National Treasurer and Jim Hansel our Regional Director. The names of those many others attending are too numerous to mention here, but we were very pleased with the excellent turnout and hope that everyone enjoyed those excellent films. The films from the Illinois Region were exellent as well as those from our own area down at Hamilton, Ohio. Many of our region members enjoyed seeing the Hamilton Parade shots especially. The movies of Mexico made your editor homesick for the south of Texas and some of his "compadres" south of the border. I wanta go home and get me one of them touring jobs soon. There are plenty of them across the Rio Grande River.

We want to especially thank the Antique and Classic Car Club of Butler County; the Chamber of Commerce in Hamilton; Joe Auraden; J. Slade and Ted Grofer who all made the Hamilton films available to us for presentation to our guests.

Especially do we want to thank Ken Brewer for visiting us in our Tri-State Region and providing the excellent films of his old home area. Ken, as you may know, is moving to the Cleveland area and will be our neighbor in northern Ohio from now on. Hope to see you more often, Ken. Next time we hope you will make your visit longer.

The Tri-State Region welcomes the following new members:

Donald Boothe	Scott Remley	Fred Gutwein
Herman N. Miller	Jack Sandifar	Harold E. Redinbo
Ron Potter	Ramon Dunlope	Willard Spurlock
Dr. Deane Armour	John P. Markey	Don Wosman

Don't forget the membership drive and hospitality house meeting on Feb. 19 at the home of Mr. and Mrs. Cloyd Alexander, Rt. 1, Pinewood Addition, Medway, Ohio (Just north-west of Wright-Patterson AFB) Bring your "A" friends and their wives. (Miami-Valley Chapter Meet--But ALL welcome.)

And on March 19 the Hamilton, Ohio Chapter hosts the Region at a swap meet and technical session. AND ABOVE ALL: March 25 at Suttmillers, 810 North Main St., Dayton at 6P. M.--The Annual MARC Dinner.

GET YOUR RESERVATIONS IN--NOW!

ILLINOIS

At 2:00 PM on Sunday, January 8, 1961, at Karen's Restaurant in McCook, Illinois, a group of men and women waited for the arrival of the guests of honor. The occasion was demanded by an event which had been foreseen, but which had an element of reluctance associated with it. The occasion was a farewell party for two of the members of the Illinois Region.

Two... yes. This association had been formed long before anyone had given a thought to the Model A as a hobby and it was manifest to everyone who had associated with or was exposed to their presence that these two, in addition to being assets to each other were assets to whatever they came in contact with. They were man and wife.

This couple, with their daughter, have contributed more to the Illinois Region of MARC than any other person or couple without exception. Through his leadership, as couseled by his constant companion, our Region grew and became strong. It grew in the number of members as well as in their participation. It grew in strength with spirit and confidence in its leadership. It grew in the activities available to its members. It became strong financially. It grew and became strong.

Its strength was that of cooperation, not of demand or necessity. It was strengthened through organization and execution of tasks. It grew and became strong through the example set by these two members. By exposure to them the Illinois Region has been assured of continued leadership. It will continue and grow to become strong.

When the guests had arrived and expressions of farewell had been exchanged we all sat down and enjoyed a fine dinner. After the dinner and as a small token remembrance of the appreciation felt for these people by our entire membership

present and away, a placque was presented which said,

Awarded to
KEN and RUTH BREWER
in appreciation for their
untiring efforts and unbounded enthusiasm
spent over the years in the guidance of the
general welfare of the Illinois Region
Model "A" Restorer's Club
December 1960

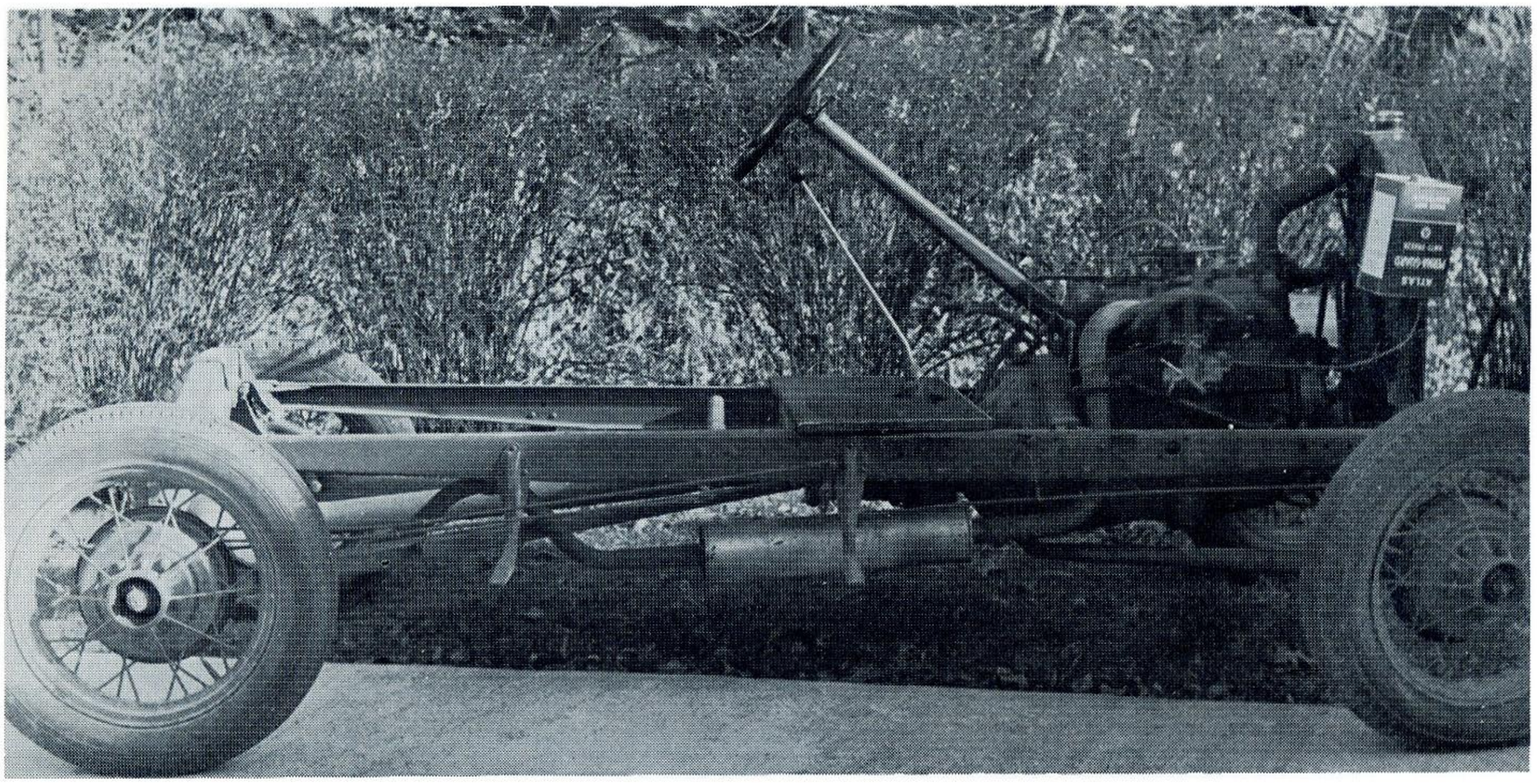
NEBRASKA - IOWA

This being the first report of the Nebraska-Iowa Region we wish to thank every one for the splendid co-operation in getting our club started, and for the help; every member of the Nebraska-Iowa Region wishes to give you our BEST WISHES FOR THE NEW YEAR.

Our meeting was held in the banquet room of the Hotel Plattsmouth Coffee Shoppe which was nicely decorated with a display of our new charter also a nice display of MODEL "A" parts proving that the MODEL "A" Ford is still able to be restored to a very nice automobile after all of these years of being cast aside for other models.

Every one was seated at his place marked by a minature Model "A" placard with his name on it. All officers were present except our Vice President. We are sorry that he could not be with us but we understood that his wife was very poorly at that time. Every one is hoping she is much improved at this time.

After all the turkey and the trimmings, we were entertained by Rev. Seybold, with his magic wand and his method of making things disappear. We had a very nice speech by Mr. Harold Smock, Manager of the Plattsmouth Chamber of



Chassis project of Jim Shown. Installing body as soon as weather permits.

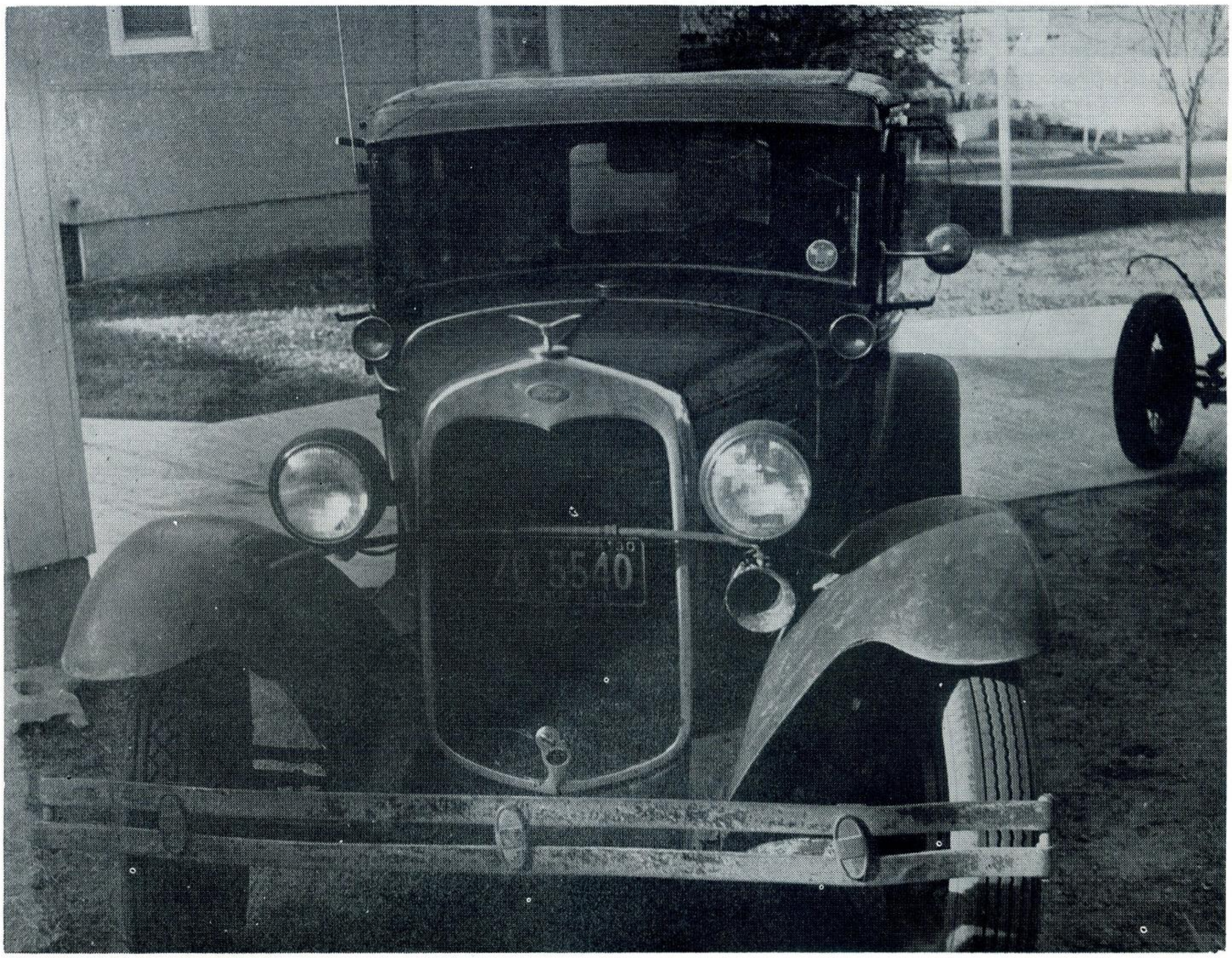
Commerce, giving us his assurance that the city of Plattsmouth was very glad to have a club such as ours in the city and that they would do everything they could to help us with our club.

We received two new members at the meeting and they reported as well as everyone there, that they had a nice evening. We also made plans for the next meeting which will be held every two months during the winter months because of the holidays and the bad roads which we expect later.

Our next meeting will be in January 1961 at which time we will have a swap and auction on Model "A" parts so that some of our members can secure some parts from others and dispose of some of the things that they do not need, with all proceeds from the auction going into our treasury.

As we are a new club, we do not at this time have all of our reports on activities complete but will have them completed in the near future so that we can furnish everyone with a list of them.

We are setting up a parts committee to purchase a Model "A" for the club to be used as club members may need some parts. This will help everyone, we hope, to get some of the things that may make his Model "A" in the best of condition.



Herb Brown's 1930 Coupe being restored at present time and driven every day.

We extend a most hearty welcome to all National members and to members from other clubs to visit us at any time, also any information you can give us will be greatly appreciated as we are all new at this club and your suggestions may help us over the rough places.

We are very proud of our club members' autos and the way they are restoring them. The chassis is the project of Jim Shown. He had completely rebuilt this little car in every detail; sandblasted the chassis and painted it, also has the car at this time ready to install the body if the weather permits.

The Coupe belongs to Herb Brown. It is being completely restored with black imitation leather inside and will be painted black with radio and everything to make it nice. At the present this car is being driven every day to and from work. Herb hopes to finish this project this spring early.

Everyone in our club is striving to make his Model "A" the most original car in the club. This is our aim and motto and all will do his best to carry this motto now and in the future.

INDIANA - OHIO

Capitol City Chapter

The regular meeting of the Capitol City Chapter of the Model A Restorers Club was called to order by President Jack Fulton at 2:00 on Sunday, January 8, in the meeting room of Flanner & Buchanan Mortuary, 1305 East Broadripple. Fourteen members and guests and two A's were present.

Minutes of the previous meeting were read and approved and the treasurer report was given by the Treasurer, Kenneth Ernst.

The March Regional Meet was discussed. It was agreed that all members from this chapter would try to attend and that if possible the Capitol City Chapter would play host.

A discussion was held as to meets and tours for the coming Spring and Summer months. Many ideas were put forth, among them having a big pitch-in dinner and tour around June and attending the Martinsville, Indiana, festival in the fall. It was suggested that Ford dealers in some way could sponsor the local chapter and help with publicity.

After this, elections for 1961 were held. New officers for the year were as follows:

President	-	Melvin Dorbecker
Secretary & Vice President	-	Richard Cook
Treasurer & Reporter	-	Kenneth Ernst
Tourmaster	-	Elmer Jenkins

Following the elections the new President thanked the members for their confidence in him and outlined a very interesting program that he hoped to present at future meets. He gave a lengthy and interesting account of his devotion to the Model A which covered about 30 years of driving them.

Three new members joined MARC: Carl Leuder, Howard Wise, and Jim Mullane.

Refreshments and a social period followed adjournment of the meeting.

--Ann C. Fulton, Secretary pro tem.

White River Valley Chapter

The White River Valley Chapter met for their December 4th meeting in the 4-H Building, Beulah Park, Alexandria, Indiana. Fourteen members and fifteen children were present. We were pleased to have one hundred and twenty-five guests for lunch. The way I figure it that makes one hundred and fifty-four noses

accounted for.

Now each of these noses had a mouth and these mouths did what just comes natural. There was talking, crying, singing, screeching, squealing and guffawing the entire afternoon. Some of it subsided for a brief moment when the boundiful dinner was being enjoyed. Mr. Jack Sandifar offered devotions.

Herb Walker is on the ball. He figured while everyone was present why not have a M. A. R. C. meeting. That was using the old noodle, I would say. Thus, that tall drink of water clanged that little 'ole bell for attention. Shortly, he had everyone looking front and center. Hard telling what he might have on his mind and as they were there they may as well listen to him.

Mistofer H. W. can be a rough talking ombre, can't he? Once he gets a bite into something it isn't going anywhere. You are taking chances and you better not "raffle" with him.

Joan, ever feel like you had bells in your head?

Lloyd Hapner is a little boy at heart. He has graduated from "I will not chew gum" to big words like:

Director	Herbert Walker
Asst. Director	Benjamin Yeager
Secretary	Joan Walker
Treasurer	Richard E. Benefiel

Congratulations to our new officers. We promise to give you fits regularly. It's nice when your secretary lives in, too. (Mrs. Herbert Walker)

Mary Crossman and Minnie Ellen Benefiel have conceded. They couldn't bring themselves to separate Raggedy Ann from Raggedy Andy. They are a swell twosome.

Irma Mahoney better put rosin on her soles when cutting corners through the chalk pits. That was "one down" but she wasn't playing football. We were relieved when she wasn't hurt.

'Ole Santa was a good sport. It is heart warming to see a child's eyes light up over a surprise Christmas package. Wasn't little "Red Riding Hood" Woods cute? She wasn't walking last year. Miss Selvy has music in her heart and twinkling, ballerina toes.

Ben Yeager's Mrs. is quite clever with song lyrics. Ben can blow up quite a storm himself, can't he? I understand Ben wrote the music for his four talented accompanyists and himself. Thanks a million for showing everyone such a delightful afternoon. Incidentally, the four "Ah--ooo--gas" were Gene Stizleman and Richard Keesaer--along with two charming young ladies, Sharon White and Kathy Thompson, all from Redkey, Indiana. These young people are pupils of Ben.

Richard E. Benefiel and Fred Day should have huffed and puffed a little harder on that door earlier. It took a few well placed raps to open the entrance. For what? To see something you just can't hardly buy no where no how no more at all.

Tom and Janet Givers (Mr. and Mrs. Wash Tubbs) were presented an award for their effort to add color (red, blue, yellow, gold, green---) to our MARC meetings and the Home Coming last October 15 and 16, 1960. I never did see a word about the Home Coming in Winchester. There was a lot of mischief and carrying on there, too. The food was delicious. Gladys Davis, Jack Sandifar and Lloyd Hapner got higher than a kite that day. Honest!

Thanks from the bottom of our hearts to all our Christmas dinner guests for being such wonderful people and pleasant company. Thanks for helping us get the show on the road. I believe Santa was good to everyone. Benefiel had his

little box of odds and ends... such an assortment as he had collected. It was all useful though, wasn't it?

Before I fill up the entire issue I gotta' thank all the crew from the White River Valley Chapter. You are a good bunch. Mr. and Mr. Kenneth Roland and Mr. and Mrs. Ernest Clashman became two brand new members to our clan that ady. Welcome to you both. We are pleased to have you.

Another year, a few more A's added to the collection, many new friends, and lots of good laughs and fun mark the winding up of 1960. The happiest New Year ahead in 1961 that you have ever known. --Minnie Ellen Benefiel, reporting.

OREGON to CALIFORNIA in a MODEL A

By Ellyne Bain

One of the longest trips I have ever driven a Model A was the memorable trip from Corvallis, Oregon to El Cajon, California. I don't remember the exact mileage for we did a lot of side tripping, wondering around to see friends and places of particular interest, but it was a long trip.

Here is the way it all started.

Jim (that's my husband for these 20 years back) was in San Diego working and trying to find a home for us. We both had taken a turn for bad health and the only thing we could do was to move to a dry area. We had been living in Corvallis for about six years and during that time had acquired a 1931 Model A Pick-up as a second car, a work car, a fun car. After deciding to make the big move, we thought it would be best for him to take the '53 Ford, trailer, his tools and as much other stuff as could be packed into the outfit. Go to San Diego, find a job, a house and after establishing himself to come back for me and the rest of the household things.

Jim took care of these details and returned for me. We packed up and headed south for California. Jim drove the '53 pulling the trailer, so that left me driving the Model A Pick-up.

But wait until you hear about the "on-the-road" activity. We had the trailer over-loaded for the size of tires and had blowouts, flat tires, more blow-outs. All requiring new tires. This, we decided, had to stop or we would run out of money before getting out of the State of Oregon. We stopped over one day to rest, fix tires, etc. and then started on the night driving.

Just imagine sitting behind the wheel of a 1931 Model A Pick-up loaded beyond the human capacity looking at the tailend of a trailer with red, red, red lights bobbing ahead of you for mile after mile of road. Never daring to take your eyes from those lights for you must keep the wheels of that trailer forever under surveillance. The all-alert watch on the trailer tires was to keep from ruining any more tires.

It was comfortable, the weather was nice, and I had the dog for company. The night driving started to keep the tires and cars on the cooler side, for it was September and hot.

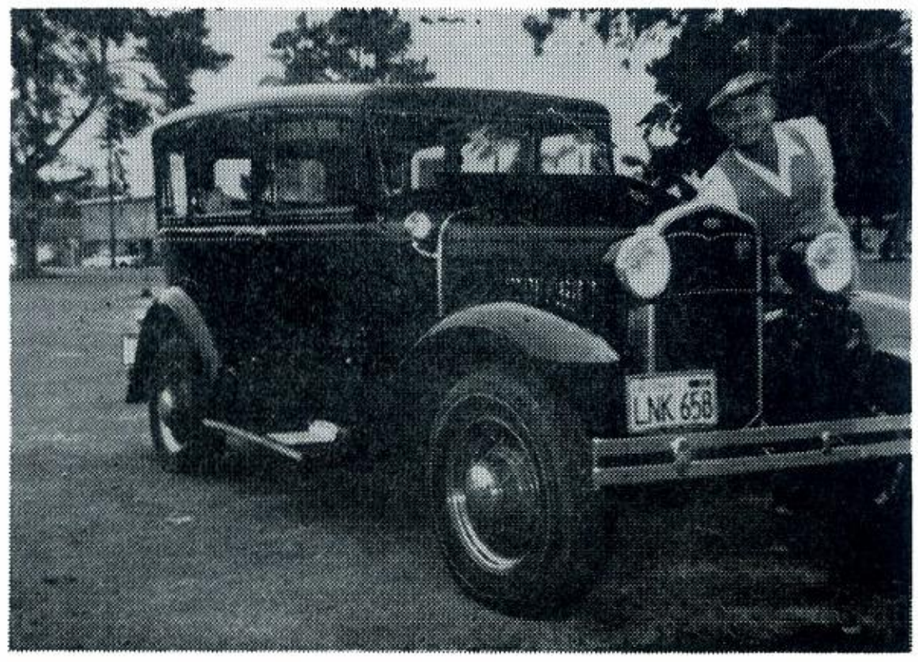
As a little side interest, one day, this was before we had started to drive at night, Jim had a flat tire on the '53 Ford. He pulled over to a wide shoulder by the road and when I got out of the Model A, what do you think was happening to my rear tire? You guessed it! It also was hissing and going flatter and flatter. It

really gave us a funny feeling for both cars had flats at the same time and the same tire on both cars.

The alert-watch saved us purchasing one tire. We were bobbing along north of Santa Barbara, when I, watching the trailer tires, noticed a peculiar action of the right wheel of the trailer. It seemed to be wobbling as if it was loose on the axle but yet, not wobbling. I gave Jim the signal to stop and investigate. It took us some time to find the trouble but there it was--a split rim on the inside and the wobble was the tube trying to push its way out. We had to replace the rim and tube, but thank goodness the tire didn't blow. After that, the bobbing red lights were not a chore to watch, just a duty.

It did take me several weeks before the imprint of those lights left my vision for I could still se their reflection. Actually I had fun driving that Model A but had to hold it back so it wouldn't get ahead of the '53 Ford Jim was driving.
The only engine trouble I can think of now is the first day out. Jim kept getting farther and farther ahead of me and I couldn't get 'Old Betsy' to pull. The grade was getting steep but she'd done better before. Jim pulled into a filling station and when I got there he was mad that I was holding back. I told him 'Betsy' wouldn't go any faster and after seeing for himself he found a gas line plugged. A cleaning and away we went, me holding back 'Betsy', and Jim urging the '53 on.

We made it alright but it certainly was an experience. We sold the pick-up in 1955 and really hated to part with the little jewel, but Jim needed a hearier truck to drive to work. We still see it around town but it has gone thru several hands and has been modified by the last owner.



Jim and Ellyne Bain's 1931 Town Sedan at the 1959 MARC San Diego Meet. 1st Place-Modified Division.

1960 MARC San Diego Meet. 1st Place-Modified Division. (A little more work - note 19" wheels.)

A 1931 Town Sedan was acquired in the spring of 1957. At first we were going to just fix the car up and use the accumulation of parts we had on hand and sell the whole thing. We didn't figure on love rubbing off as we rubbed on polish.

There was no idea of restoring so we put on 16" wheels, a Model B engine and hydraulic brakes. After finishing the job, we were taking a spin and were passed by a woman who signalled us to stop. It was Mrs. C. G. Francisco, treasurer of MARC-SD. She asked us about joining the Model A Restorers Club of San Diego. We had never heard of such an organization, so Jim went to a meeting and after a few months and outings and club activities, we were confirmed restorers. All we could think about was bringing our Sedan back to stock. We worked and worked and as of now have it almost done except for the hydraulic brakes which

are very well hidden and almost a necessity in freeway traffic.

We won First Place in the Modified Division at San Diego two years in a row, but expect to compete in the restored class this year.

Recently acquired is a 1929 1Ton Truck and we are only dreaming of working on it. We really have two one-Ton trucks and hope to make one really good one. Too many cars--too few garage, the lament of most Model A lovers, applies to us. We are presently building a larger garage so we will be able to put the truck under cover as we work on it.

Our '31 Pick-up which we sold in 1955. Still see it around town.

Our hopes are to construct an authentic truck and take it on club tours. Of now, we have no specific list of items needed in the restoration, but hope that one of MARC News many readers will be able to furnish us with a photo of an authentic 1929 service truck with hand winch.

EDITOR'S NOTE--The Bain's are active members of the San Diego Region. Ellyne is Regional Secretary and Editor of their publication--"The Quail Call."

MEET VICE PRESIDENT BILL HELMS

J. L. "Bill" Helms, age 37, married, one daughter, Jan, 13 years old in Junior High School.

I am General Construction Superintendent of Buensod-Stacey Corporation, Subsidiary of Aeronca Manufacturing Corporation. I work out of our Charlotte Office. We are in the air conditioning field.

I have been a member of the MARC since 1954 and was Regional Director of the North Carolina Region for five years.

I first became interested in the Model "A" as a second car. My first "A" was a 1931 coupe that I restored and drove for three years. I then purchased my 1931 Cabriolet out of a junk yard and worked for nearly five years restoring it. I have attended two National Meets and many Auto Shows. Presently, I have won 27 first place awards, of these, two were national awards.

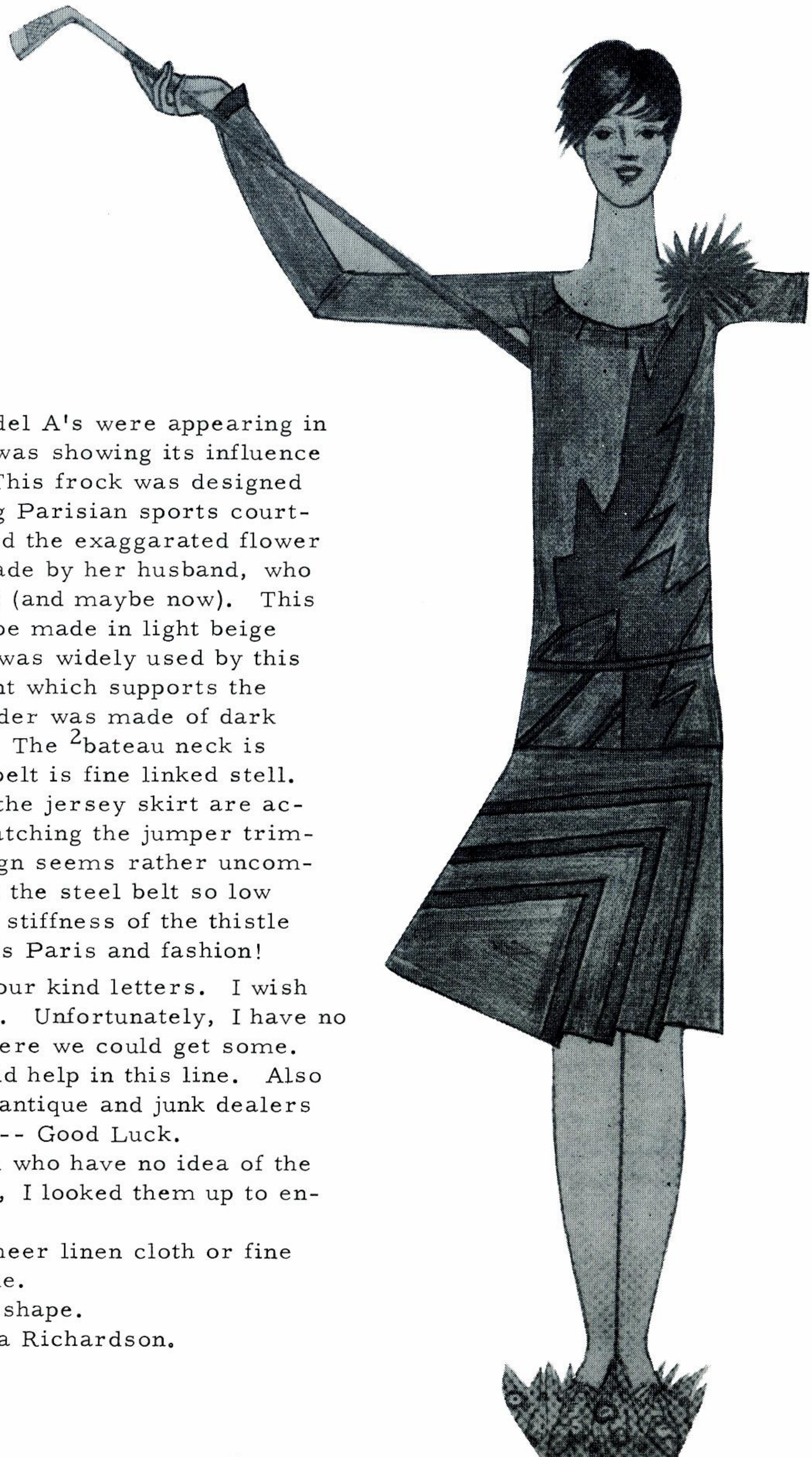
My interest in the MARC is to build a larger and better club for the restoration and the preservation of the Model "A". I enjoy all of my activities of the club and hope to attend many more.

To date, I have put over 10,000 miles on my "A" and hope to put many more.

I hope to attend the next National Meet in Chicago in 1961. Hope to see and meet many of my friends.

Fashions . . .

Virginia Richardson



As the first Model A's were appearing in late 1927, modern art was showing its influence even in sports wear. This frock was designed by Jan Regny, a leading Parisian sports courturiere. She had adapted the exaggarated flower motifs from designs made by her husband, who was a well known artist (and maybe now). This dress was designed to be made in light beige jersey, a fabric which was widely used by this house. The thistle plant which supports the flower on the left shoulder was made of dark beige "[1]toile do soie". The [2]bateau neck is tucked and the narrow belt is fine linked stell. Oblique front pleats in the jersey skirt are accented by silk bands matching the jumper trimming. To me this design seems rather uncomfortable for sports with the steel belt so low around the hips and the stiffness of the thistle plant design, but such is Paris and fashion!

Thank you for your kind letters. I wish I could answer them all. Unfortunately, I have no patterns or leads on where we could get some. Maybe some of you could help in this line. Also keep your eyes open at antique and junk dealers and antique auto swaps -- Good Luck.

For those of you who have no idea of the meaning of these terms, I looked them up to enlighten myself.

1 A variety of sheer linen cloth or fine cretonne.

2 Boat or scoop shape.

Virginia Richardson.

1961 NATIONAL MEET

Lake Forest, Illinois NATIONAL MEET photo. One of the winding drives leading to the registration building, Lake Forest, Illinois.

Thirty-two years ago a car was about to be introduced to the American people. Much eagerness and wild guessing were in order as this car was about to be unveiled. What was this occasion? The Debut of the Model "A" Ford. Never in the history of the Automobile Industry, was an automobile greeted with such acclaim or would one enjoy such popularity. Never in the years that followed would any car, regardless of price "stir up" such fond memories as the MODEL "A" FORD.

Where is the parallel you might say? Look no further than the 1961 NATIONAL MEET at LAKE FOREST ILLINOIS. Here the A's will again be displayed in all their glory. Every body type and color imaginable, for once more, the M. A. R. C. will set the clock back about 30 years and once more the MODEL "A" will reign supreme.

At this point this parallel must end, as there is a decided difference in the arrival of the finished product. No assembly line today, no reaching in a rack for a new fender, wheel, running board etc. Each restored "A" has its own problems and heartbreaks. Yet they are solved, how and to what lengths is a story in itself, each and every MODEL "A" has an interesting background.

In spite of the difficulties, August of 1961 will find the "A's" coming from just about every State in the Union. All heading for the "high point" in the year's activities, the 1961 NATIONAL MEET at LAKE FOREST ILLINOIS. Here they will be arrayed in all their splendor. Some of the "A's" you will have seen before and it will be like seeing an old friend. Some of them will be newly restored and no doubt cause many interesting comments. Some will be in the unfortunate position of "not quite finished" and some wil undoubtably be in the "original state". What is most

important perhaps is this, they will "BE THERE". Why don't you make a special effort NOW, get ready for the 1961 MEET. Take part in the festivities, have your "A" parked among the others.

Happily we can report, every desirable Motel in the area of LAKE FOREST is just about tucked under the "wing" of the ILLINOIS REGION'S ACCOMMODATION COMMITTEE. These Motels combined with the facilities on the CAMPUS proper should solve all the "over-nite" problems. All are readily accessible to the "MEETS AREA" and all have been inspected and approved by the COMMITTEE. The prices vary, but rest assured the ILLINOIS REGION has found accommodations to fit your pocket book.

Lake Forest, Illinois air view of Meet Area. Lake Forest Academy, 1961 NATIONAL MEET AREA, showing lagoons and numerous outdoor facilities available to the membership. Upper left corner, shows a portion of the Illinois Tollway System. Very handy for the "Visiting Firemen".

Please do not write for reservations yet---A schedule of prices, locations etc. is being set up by the COMMITTEE and when this plan is finalized a full report will be published. This will be of mutual benefit to the MEMBERSHIP and the COMMITTEE as the resulting flow of reservations can then be handled smoothly and with a minimum of confusion.

MARK THE CALENDAR.....AUGUST 8, 9, 10, 1961

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

Some lucky person attending the annual MARC Dinner (March 25th - Dayton, Ohio) will be the winner of a new 4.75/5.00 X 19 tire (and also be able to buy a mate for it for $12.00). This is only one of the many prizes to be given away.

This tire awarded by:

BU - DOU

Antique & Classic Automobile Restoration - Maintenance - Promotion

Tires for Antique & Classic Automobiles

Budd Maurer
Doug Ladd

Residence
Phone BR 6-2393

424 Dana Avenue
Columbus 23, Ohio

A, 1930 5 window Coupe, fully restored, absolutely mint, must see to appreciate.

Herman M. Miller 17 North First Street
Miamisburg, Ohio Telephone UN 6-4012

- -

475/500 X 19" Tires. Whitewall on both sides, like original Model A. Price $21.00, all tax included. Prices plus postage.

R. T. McDaniel 1389 Lee St. S. W.
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- -

Right side Sportlite brackets for 1930-31 Touring, Roadster or Phaeton. A rare find. Price $12.50.

Doyle Erkenbeck 4930 Cuyler
Chicago 41, Illinois

- -

Four tires and tubes, with spoke rims for Model A. (4.40-4.50 x 21") Three of these tires are whitewall. All four are in very good condition. Two hub caps for same, Ford script, original. All for $30.00.

John Benedict 2910 Anderson Street
North Bellmore, New York
c/o Wantagh, Post Office

- -

Good used 1928-29 right well fender - $20.00.
Side mount hardware complete - $15.00.
1930 Convertible landau irons - $20.00.
with knobs and brackets - $27.50.
New original brake rod supports - four for $2.50.
Front shackles w/bushings - $2.50 per pair.
Kindly include postage. If you don't see the part you need listed, drop me a line. I may be able to help you.

Ed Wright 876 Bay Street
Springfield, Mass.

- -

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Listing hundreds of automobile items and cars. Available to you in your mail box for $1.25 per year by 3rd class mail in U.S.A., or $2.50 by 1st class mail in U.S.A. or Canada. Model A Ford parts lists also available. Write to:

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Lapel pins	each	$ .95
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Rebuilt Ford shocks less arms. Seven original A, eighteen 18-18015 and six 18-18016, will fit all A's - $10.00 each. 1928-29 top bow irons rusty but restorable - $25.00. All FOB.

E. E. Heikkila 4228 - 3rd. Ave. North
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1931 Ford Touring. Restored with side mount, wind wings, trunk rack, moto-meter etc. Price $1475.00.

Milford Barker Rt. #2
Waverly, Ohio Tel. 864-R

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7 Toothed steering sectors with bushings ----- $ 3.50
Bushings for 2 toothed sectors, each -------- .60
Rear fender brackets, sedans, 30-31 -------- 3.00
34/9 ring pinion set for 1928 ---------- 10.00
All parts new, genuine Ford. Add 50¢ for mailing.

O. L. Smith 304 Jerome Avenue
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1936 Ford Roadster. SHARP! New 15" white side wall tires, black and white Naugahide upholstering, plaid top, 1953 Mercury motor, black lacquer body. This car must be seen to be appreciated. Make offer.

Henry Miller 8365 Hillpoint Dr.
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New "A" Parts:

Horn bug screen ----------	$ .60
Original chrome wiper knobs ----------	.50
Gas pedal pads ----------	.35
Foot rest pad ----------	.35
Starter rod pad ----------	.35
Brake and clutch pedal pads ------pair------	1.00

C. Moebius 84 Stanley Avenue
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Motometers: Nash, Olds, Buick Deluxe. All $8.00ea.
1926 "T" headlights complete. $10.00ea. or $18.00pr.
Shock link rubber balls 15¢ each.
1932 Ford witing loom new $3.00.
Also some new "A" parts.

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Still serving Model "A" enthusiasts the best in parts for your every "A" need. BILL BITTMANN.

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New Model "A" Ford parts:
Send for free catalog of over 100 different Model "A" body and mechanical parts.

Robert G. Heunisch P.O. Box 382
Lakeland, Florida

1930 "A" Coupe in good condition. Car needs some work, yet it is roadable. Asking $400.00.
1921 Model "T" Roadster. Running condition, new tires, good body needs new top. Price $750.00.

Mrs. Arthur Govert 608 West Lake Street
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From The Origional Manufactor:
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Phillips Automatic Spark Control

$6.00 plus 50c postage

A genuine Model "A" Ford acessory found in the manufactors inventory after over 30 years.
Once this Automatic Spark Control is installed, it's unnecessory to ever move your spark lever at any time.
This item is easly installed, and contains complete instructions on how to do so.
This Automatic Spark Control was very successful in it s time, and was put on thousands of Model "A" Fords from 1928 thru 1931.

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1934 Ford 1/2 Ton Pick-up Truck, excellent. Fenderwell on right and very good matching set of five Goodrich Silvertown tires. 19,000 actual miles. Winterized and will drive anywhere. Would like to trade for "A" 1931 Roadster, Cabriolet or Phaeton or will sell outright.

Donald N. Borgen — Rt. #1, Box 269
Excelsior, Minn. — Tel. GReenwood 4-6634

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1931 Model "A" closed cab Pick-up Truck, excellent condition, fresh off the farm and ready to be restored. Make offer to:

Lee Cooper — c/o The Sports Center
Oxford, Ohio

- -

Perfect set early 1928 brake and clutch pedals 3/4 hole - $8.00.
Side curtain patterns, Roadster (send year Deluxe or standard)- $1.00 each.
1 forged front fender brace 1930-31 truck perfect- $5.00.
Side mount grommets (new) - $1.00 each.

R. K. Hardesty — 306 Angelus Drive
Amarillo, Texas

- -

WANTED

For 1930 Ford Coupe:
Spare tire lock with or without key and two-piece band to encircle tire. Also need latch and bracket to hold coupe deck lid in raised position. Please state prices and condition.

John C. Jackson — 9726 Delray Drive
Cincinnati 42, Ohio

- -

Doesn't someone have a set of windwing clamps for sale, or if not, one complete clamp they will loan as a pattern, to fit the 1928-29 Roadster accessory folding windshield posts?
I also need electric windshield wiper clamps for Roadster.

Marine Wolf — Station A. C. C.
Box 636 — Abilene, Texas

- -

1931 - 1932 - 1933 Ford Phaeton, Roadster, Cabriolet or Conv. Sedan Car or Body. I'll even try a hopeless case. I'll buy anywhere. Pay cash or trade from my collection of 30 antiques and classic cars.

Maurice Hubbs — P. O. Box 22
Hudson, Colorado

- -

Front fender with well and spare bracket for 1931 Model A Ford Truck. Well must be for truck size tire and wheel. Also, front fenders and well and spare brackets and trunk rack for 1929 Chevrolet 2-door or Sedan.

James C. Leake — 111 South Cherokee
Muskogee, Oklahoma

- -

1930 Town Sedan windshield wiper electric outside motor mount.

Richard Perry — 2801 Washington Ave. No.
Minneapolis, Minn.

- -

Windshield frame and sun visor for 1929 Fordor Sedan 60B body by Briggs.
Also information as to type of upholstery and top material used.

LeRoy L. Markman — 4304 W. 102nd Street
Ingelwood, California

- -

Radiator cap (quail) A-18385-AR. Also interested in any parts for Model AA 1928-29 1 1/2 Ton Truck. Will buy or swap for large acorn hub bolt nuts AA-1120-AR for wire wheels or auto literature.

Conrad H. F. Creuz — 522 West Adams Street
Jacksonville 2, Florida

- -

Want wind wings and brkts for '28 Open. Red steering wheel. Pair of cowl lites (early 28). Left windshield arm (post) tail lite, no bracket. Will trade or sell 30-31 cowl lites. Rear bumper center bar (re-chromed) 30-31 transmissions or try to find parts to exchange.

Bob Moser — 21319 Evalyn
Torrance, Calif.

- -

New or undamaged fan for 1931 Model "A" Ford Roadster.

P. B. Heidema — P. O. Box 386
Little Common, Mass.

- -

TRADE

Will swap my duplicates of original Ford Service Bulletins for those I need. Send list of your needs and those you have available for trade.

H. C. Cratty — 3828 North 66th Street
Omaha 4, Nebr.

- -

ANNUAL DINNER

SAT. MARCH 25th 1961, 6:00 P. M.

DAYTON, OHIO

Suttmillers

restaurant and cocktail lounge

850 N. MAIN STREET DAYTON, OHIO

SCHEDULE OF EVENTS

6:00 PM COCKTAILS
7:00 PM DINNER
8:30 PM MEMBERS MEETING
9:30 PM DANCING
9:30 AM -Sunday- BREAKFAST

Reservations - if you desire - at DAYTON'S newest and finest —— MOTEL CAPRI

SPECIAL RESERVED RATE SINGLE **$8** DOUBLE **$11**

DINNER $4.00 Per Person

COCKTAILS
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FAVORS & GIFTS
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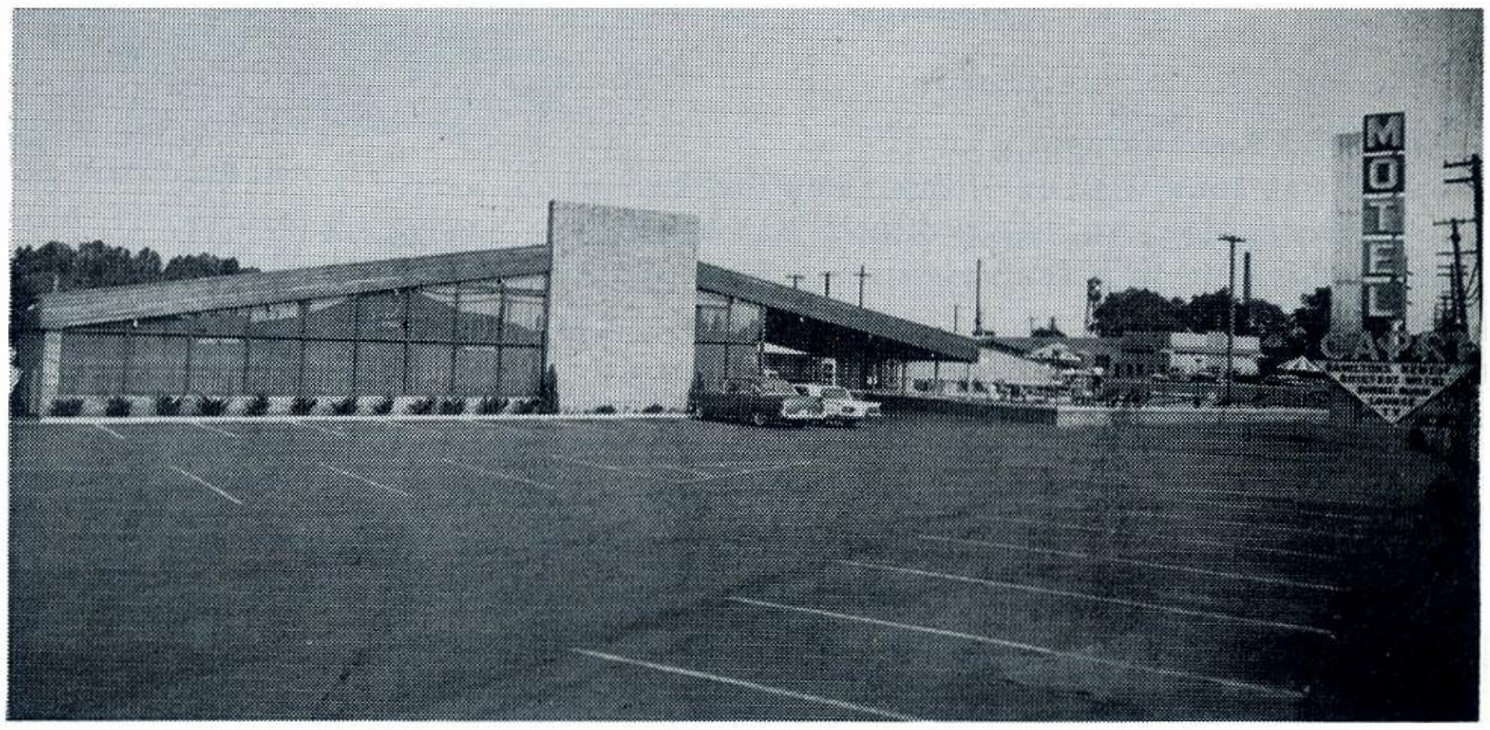
DANCING
MEET YOUR OFFICERS
ENJOYABLE WEEKEND



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Please indicate choice of:
Charcoal Broiled Pork Chops ☐
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RESERVE_____DINNERS AT $4.00 $_____

RESERVE _____ SINGLE $8.00 _____DOUBLE $11.00 $_____

TOTAL ENCLOSED $_____

ALL RESERVATIONS MUST BE RECEIVED NO LATER THAN MARCH 8, 1961