



# 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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## ADVERTISING RATES

Below you will find a scale of advertising rates for advertisements placed in **MARC NEWS**.

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
Box Ads: 50 words or less.....	\$5.00			
Additional 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.

# OFFICERS

President — Kenneth B. Brewer  
 415 S. Hi-Lusi, Mt. Prospect, Ill.  
 Vice President — J. L. Helms, Jr.  
 3912 Plaza, Charlotte 5, N.C.  
 Secretary — Jon D. Miller  
 526 W. Sycamore, Columbus Grove, Ohio  
 Treasurer — Jack Sandifar  
 540 Oak St., Winchester, Indiana

# COMMITTEES

Technical Chairman — Glen Crawford  
 14424 S. 4th. St.  
 Richmond, Indiana  
 Membership Chairman — Stewart A. Murray  
 12069 Ashton Ave., Detroit 28, Michigan  
 Regional Organizer — John Kaspar  
 5517 No. McVickers Ave., Chicago, Ill.  
 Activities — David Morton  
 382 Sheridan, Lexington, Ky.

# PUBLICATIONS

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 News Co-ordinator — Harold Angel  
 2754 Fairmont, Dayton 19, Ohio  
 Fashions — Mrs. Virginia Richardson  
 3711 Poppy St., Long Beach 5, Calif.

# REGIONAL DIRECTORY

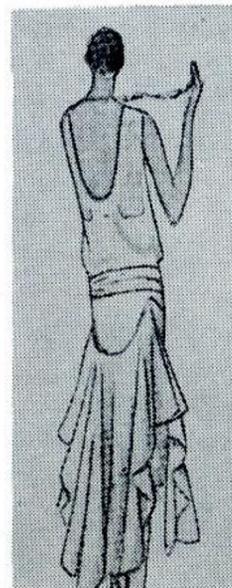
Alabama Jack Keller, Director 1001 Simmons Circle Birmingham, Ala.	Tri-State S. Ohio, S.E. Ind., N. Ky. James Hansel 551 Carlisle Ave. Hamilton, Ohio	North Carolina Glen Cates 3905 Eastland Ave. Greensboro, N. C.
Florida David L. Boyd 820 So. Dakota Ave. Tampa, Fla.	Wisconsin Stanley Walz 5706 Russett Rd. Madison 5, Wisc.	Harbor Area Robert Moser 21319 Evalyn Torrance, Calif.
Illinois R. J. Gerrits 5719 N. Milwaukee Ave. Chicago, Ill.	San Diego Henry M. Jenkins 467 E. Vale View Dr. Vista, Calif.	East Tenn. N. F. Carrier Box 23 Bluff City, Tenn.
Michigan George DeAngelis 9830 Allen Rd. Allen Park, Mich.	Chesapeake Bay Harry Metcalf 946 Skyline Dr. Lancaster, Penna.	Hudson Valley Al Link R.D. 2, Box 2172 Yorktown Hgts, N.Y.
Southwest (Ariz.) Bert Haynes 3402 W. Turney Phoenix, Ariz.	Georgia Howard Paris Box 576 East Point, Ga.	Kentucky David L. Morton 382 Sheridan Lexington, Ky.
West Virginia Jack Rorer P.O. Box 63 Pratt, W. Va.	Ind.-Ohio Herbert Walker Box 249A Rt. 1 Centerville, Ind.	Hudson Valley Edward Borrell, Director RD3 Old Oregon Rd. Peekskill, N.Y.
San Gabriel Max Untersee 1621 S. Palm Ave. Alhambra, Calif.	Missouri Valley Robert Bagby 4208 McKibbin Rd. St. Louis, Mo.	Upstate N.Y. Vinson J. Finch 1583 Central Ave. Albany, N.Y.
	Neb. - Iowa Raymond J. Kriskey 1502 Second Avenue Plattsmouth, Nebraska	

I am just a little late in writing about an evening dress for New Year's Eve, 1960, but this is a dress one may have worn to a party on New Year's Eve, 1928. The magazine is the January, 1929, McCall's Magazine.

In this year of 1929 little jackets have become very important in the newest of evening fashions. They first made their appearance as cocktail jackets, to serve as a convenience when evening functions began early, without time in between to change from afternoon frocks to evening dresses. Soon after that they came into prominence as dinner jackets, then they began to accompany dance frocks to dinner. And now, even the most elaborate evening gowns are likely to be worn with a short glittering jacket.

The simply cut dinner jacket illustrated is of lame. The dance frock has a novel flare, longer in the back. This is achieved by the extensive use of the bias cut skirt. The bodice has a low back very popular in evening wear.

Happy New Year!  
Virginia Richardson.



OFFICIAL M. A. R. C. JEWELRY:

Miniature of car emblems:

Lapel pins	each	\$ .95
Cuff link set	set	1.75
Tie clasp	each	1.50
Key chain	each	1.75
Ladies earrings	pair	1.75

Add 10¢ postage on all orders.

K. L. Slingerland      Cherry Ridge Farms  
Westtown, New York

COMING IN THE FEBRUARY MARC NEWS

Photo section of the Missouri Valley Regions Rally at Blanchette Park in St. Charles.

Jim and Ellyne Bain (Ellyne is secretary of San Diego Region and editor of "Quail Call") "Model 'A's' we've owned and our trip from Oregon to California in our Model A."

# TECHNICAL CORNER

## HELPFUL HINTS

By Glen Crawford

BE CAREFUL WHEN CLEANING your Model A headlight reflectors. Original Model A reflectors are plated with silver. If you have reflectors that are tarnishing, do not attempt to clean them with silver polish or Simonize cleaner. Silver reflectors should be cleaned with dry lamp black which is available at your local hardware store.

If you are replating your headlight reflectors do not have them chromed. Chrome is a very poor reflecting surface. Silver reflects 95% of the light.

WHEN RELINING BRAKES, particularly if the drums have been turned, it is advisable to take a file and chamfer both edges of the lining to insure a more full bearing surface of the lining against the drum. Often only the edges bear as a braking surface giving you lots of pedal but actually only a small percentage of the true braking surface.

TIP CONCERNING BRAKE PEDAL BUSHINGS: These bushings must be ordered by your Ford dealer from Detroit. We find that two bushings are required per pedal. If you order six of Part Number B-7508-A you will have enough bushings to overhaul the clutch pedal, brake pedal, and clutch release shaft.

Fluid for Model "A" S

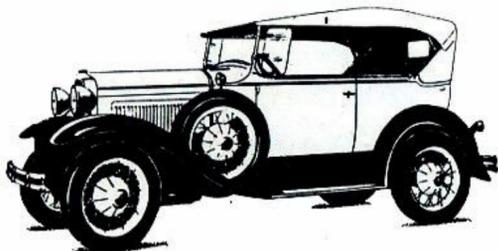
FLUID FOR MODEL A SHOCKS: 40% Pure Grain Alcohol mixed with 60% Castor Oil.

FROM THE CANADIAN KLAXON (Southern Ontario Regional Group of the Horseless Carriage Club) comes this tip that should help with those bolts under the fenders and running boards: Coat the threads of the bolt with milk of magnesia. The nut will not rust and can easily be removed years later.

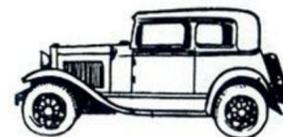
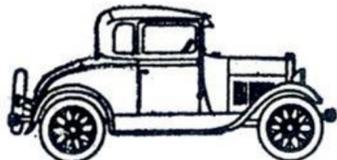
THE MODEL A FAN BELT can be purchased from many suppliers. Have you ever had one go bad on the road, and find that the nearest filling station does not have one in stock? Most stations that stock belts probably have a belt that will fit the "A", but it is not listed as such. The Chevrolet belt for years '37-'48 inclusive and the Willy belt '37-'46 inclusive and the Model "A" '28-'31 are the same. If you are looking through Gates belts the Gates Vulco 700 will fit.

HERE IS A TIP ON CORK GASKETS: Many times if you buy old stock cork gaskets, you will find that they have shrunk to where they no longer fit. Soak them in warm water for a few minutes and they will be restored to their original size.

DO YOU HAVE A RESTORATION TIP? SEND IT IN!



## REGIONAL NEWS



### SAN GABRIEL VALLEY

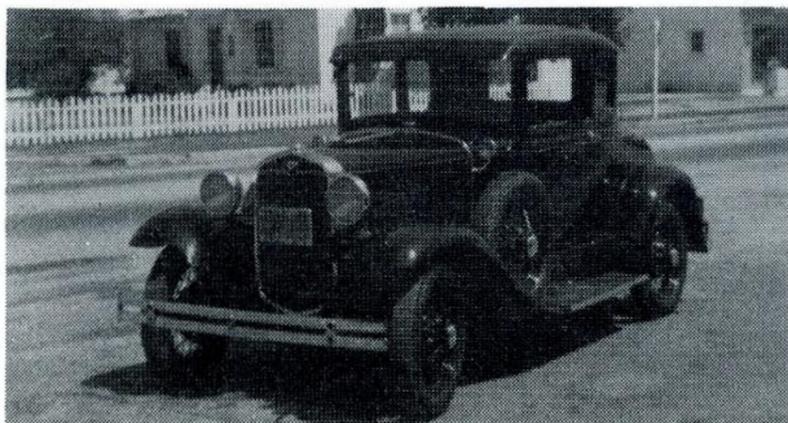
Numerous changes have taken place during the past year. A modified constitution was prepared and accepted by voice vote of members present at a general meeting this summer. The modified constitution provides for nine board members, which include our president, vice president, and secretary-treasurer to conduct club business. Also it provides ground rules for individual chapters within our region. A regional roster with the constitution has been prepared for distribution to all members. Distribution to members has been delayed pending design of a cover sheet. Booklets are near completion and will be distributed in the very near future.

Many members could not attend all meetings because of other obligations on meeting nights, distance between houses, etc. Also, the number of members increased to the point where meetings in individual houses became a problem. For these reasons it was decided to form smaller chapters with regional events open to all. The first chapter was formed with five charter members under the guidance of Vincent Salvadore. This chapter is known as the Arcadia Chapter.

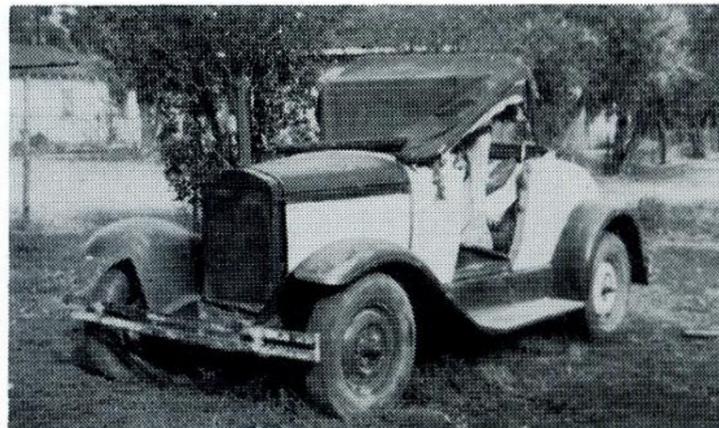
One of our most active husband and wife teams, Mr. and Mrs. William Brown, have been active in forming a new group in the Rialto area. The club boasts approximately 30 members and goes under the banner of the Pleasant Valley Model A Restorers Club.

Husband and wife teams are becoming more noticeable and a very good incentive to any club. Three very active teams are to be congratulated as noted below.

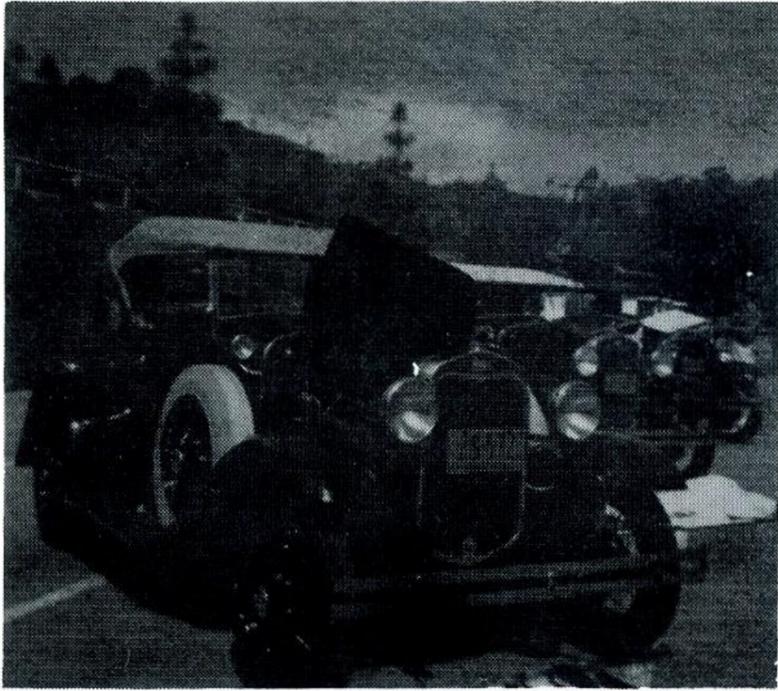
Mr. and Mrs. William Brown have gone all out as a team. Bill started restoration on his 31 Deluxe Coupe in February 1959 and completed in December 1959. Bill's pride and joy placed first at two meets in 1960. Mrs. Brown started restoration on her 30 Roadster in February 1960 and completed in October 1960. The first meet Mrs. Brown went home with first place in class and second place overall. In a subsequent show she walked away with first place honors. Mrs. Brown spent many hours and days scouting for parts, having plating done, etc. In many cases the Browns made exact duplicates of items not obtainable. These duplicate parts were replaced when original equipment was found. Mr. Brown maintains a very well managed body shop, which accounts, in part, for the fine body work on these automobiles. But don't sell Mrs. Brown short as she has the know how and ability to do most of her own work. If passing by or near Rialto, California it would be worth your while to stop in and meet this happy team and see two of the finest Model A Fords on the road today. We also hope to see these automobiles in Chicago next August.



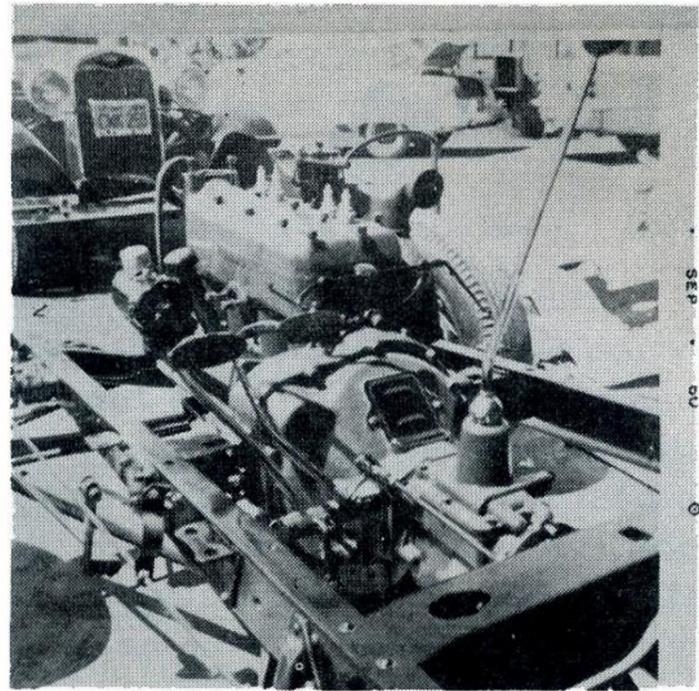
Bill Brown's Deluxe Coupe after restoration.



Mrs. Brown's Roadster before restoration.



Mrs. Brown's Roadster in meet after completion.



Mrs. Brown's Roadster running gear and engine during restoration.

Mr. and Mrs. Robert Revilla, 8244 E. Live Oak, San Gabriel, California, started restoration of their 1930 Model A Coupe in February 1958 and completed it in November 1960. Their automobile was disassembled to the last small part and rebuilt piece by piece. The mechanical work, upholstering, and painting was done at their home. Mr. Revilla did the mechanical work and Mrs. Revilla did the upholstering (This is very professional looking workmanship). As the restoration proceeded, neighbors and friends became interested and gave a helping hand when ever possible. A retired automobile painter took great pride in painting the Model A. Also, a retired neighbor stepped in with a much appreciated hand to refinish the woodwork. Several parts were difficult to find; Mr. Revilla obtained some parts in New York and Oregon. However, the majority of parts were obtained in New Jersey. Many hours of work and anxiety went into their automobile to put it on the road.

PLEASE NOTE, MY FRIENDS, THAT THESE FOLKS RESISTED THE GREATEST TEMPTATION OF ALL, THAT OF DRIVING THE LITTLE JEWEL BEFORE THE FINAL TOUCHES WERE COMPLETED.

Approximate cost of restoration was \$450.00. With the 19 inch wheels back on we have an excellent candidate for Chicago in August.

Mr. and Mrs. Max Untersee are another good example of husband and wife team work. Mrs. Untersee is the proud owner of an original 1931 Model A Coupe which she is now restoring. Mr. Untersee has been driving his eye pleasing 1929 2-door Sedan for a great many years. Last year it was driven round trip by Max to the National Meet in Detroit. He has also made at least one round trip to Massachusetts. We hope to see these two automobiles in Chicago next August.

Lets keep the wives interested, fellows, unless we expect to find ourselves sleeping in the garage with our Model A's!

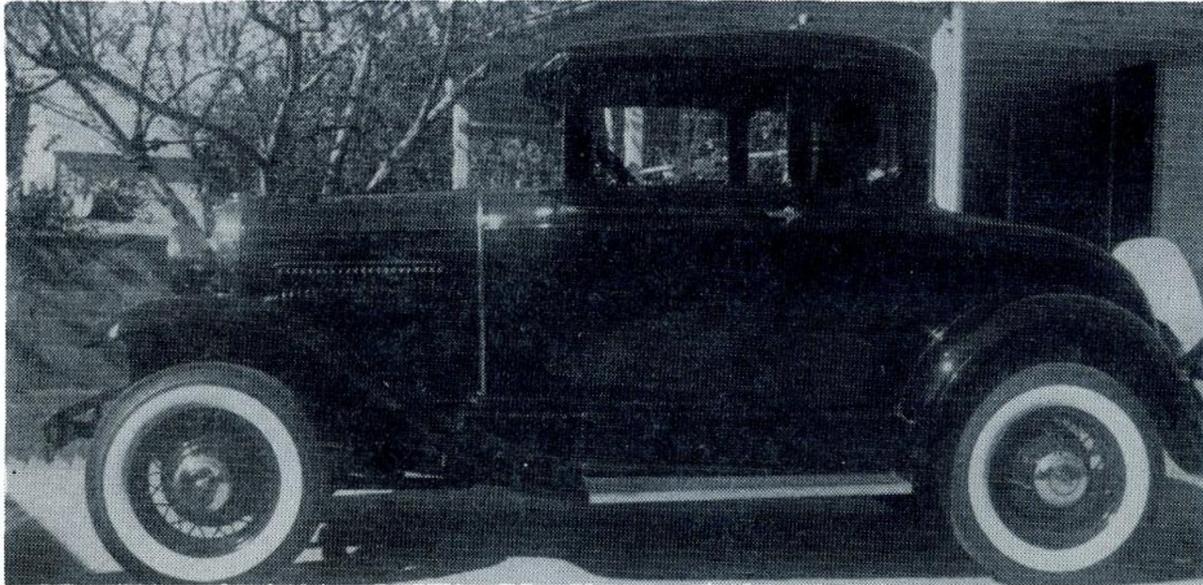
Our annual Swap Meet was held at Arroyo Seco Park in South Pasadena on October 30, 1960. Invitations were sent to the Antique Car Club of America, MARC Harbor Region, and Model T Clubs. The park was filled to capacity most of the day with an apparently happy group of swappers. We wish to appologize for the short notice given to one or two clubs. Future meets will be announced early enough for notices to be distributed to all interested parties. William Obrien brought the Los Angeles County Model T Firetruck for display at the meet. In addition, numerous show cars were on hand for the interested general public. The big mistake?

Cameras were scarce. Our women's auxiliary had a very profitable day with the lunch stand. Home cooked meat loaf sandwiches, hot dogs, donuts, coffee, milk, and lemonade were served. I wish to thank all the women who are giving assistance in the auxiliary. These women are without a doubt the life blood of the club.

The board of directors and the women's auxiliary are busy preparing for our annual dinner. Our women's auxiliary will prepare and serve the dinner, which is planned for mid January. A special board meeting will be held December 6 to work out final plans, a program and determine which hall will be used. An announcement will be mailed to each member with time, place, etc.

Our annual election of officers will take place the latter part of January. Our election will be an open meeting, time and place to be announced later.

The club project was discontinued last month due to excessive cost necessary to complete the car. Several members donated parts and time. However, a project of this type requires assistance from all. The board of directors voted to send out bid forms to all members. Members will be permitted to submit bids to the club treasurer on all parts belonging to the club. Members will be notified where parts may be seen and given dates for submittal of bids in the near future. Most of the donated parts have been returned to the original owners. Those that have not will be returned as soon as possible. Joe Bridwell, reporting.



Mr. and Mrs. Revilla's 1930 Model A Coupe after restoration.

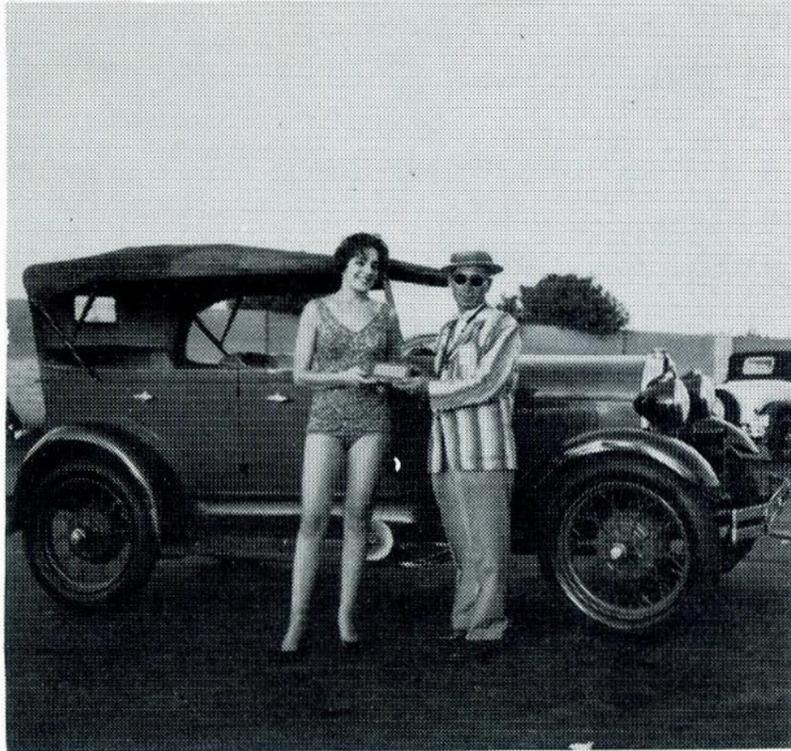
## HARBOR AREA

Last November 12, Saturday, there were many worried faces in a large, but not yet collected, group of people. It was a steady, heavy rain that caused this look as the next day was the Big Trophy Meet of our group.

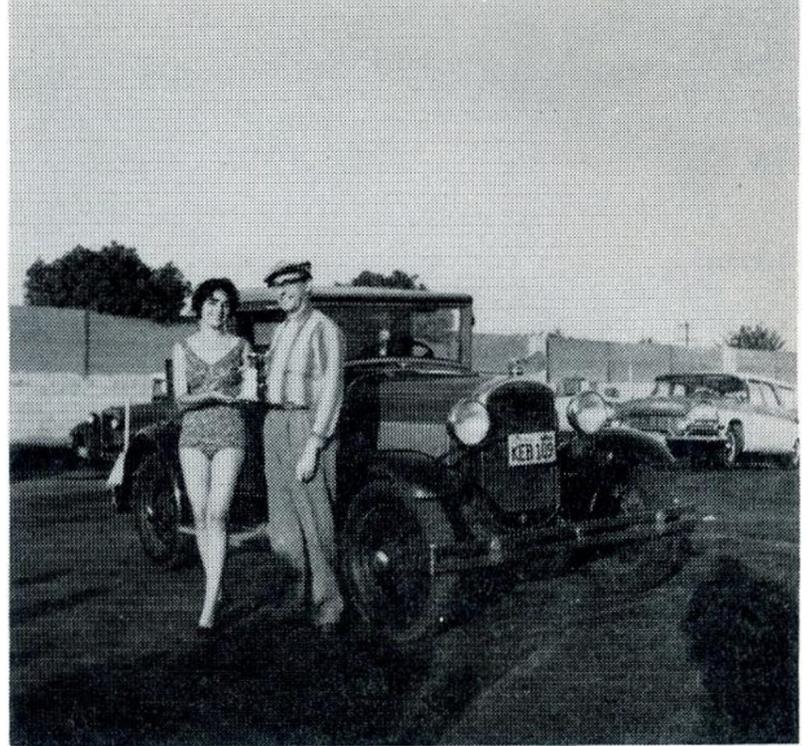
We need not have worried, as by noon all was clear and not one drop of rain fell. Poor Pres. Bob, I fear, had his phone jangled many times before 8AM and Saturday evening late.

In spite of the weather uncertainty, many visitors came to see the event. It was well publicised by radio and on the Radium screen for 13 nights each intermission.

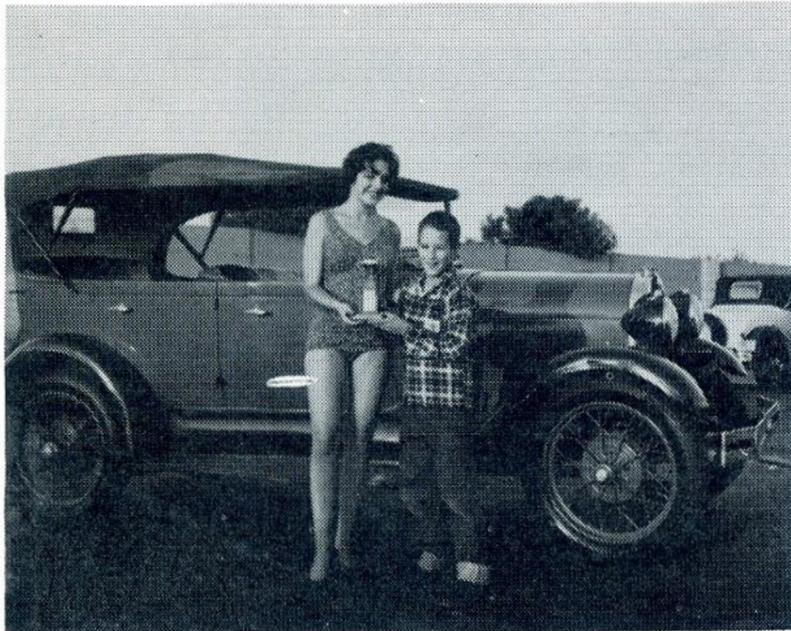
Eight A's from San Diego arrived in good time, but nine were seen leaving for the return trip. One member purchased a finely restored station wagon, whose owner had to hitch a ride home to L. A. after the sale.



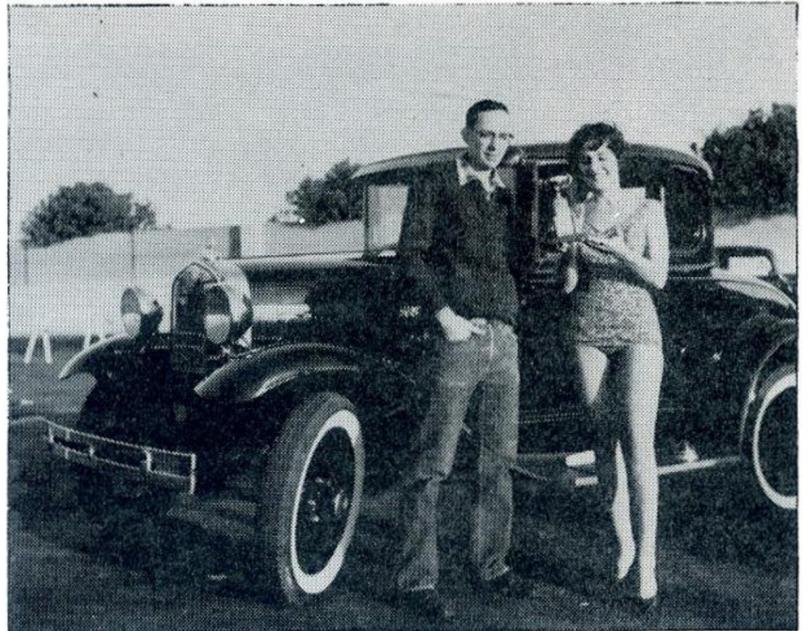
Pres. Bob Moser presenting Miss Gardena her trophy.



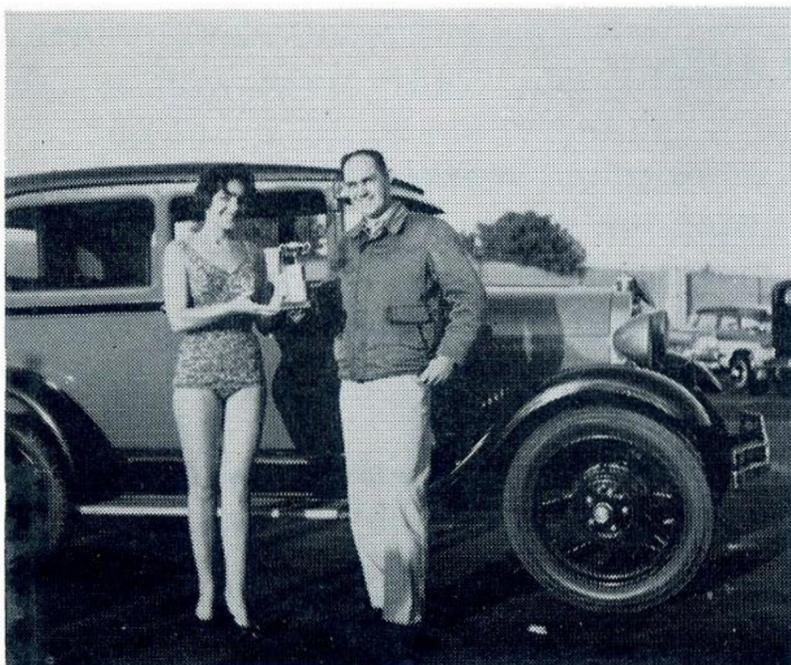
'30-'31 Unrestored Open - Paul Bauer.



'28-'29 Unrestored Open - Bob Moser (Ricky)



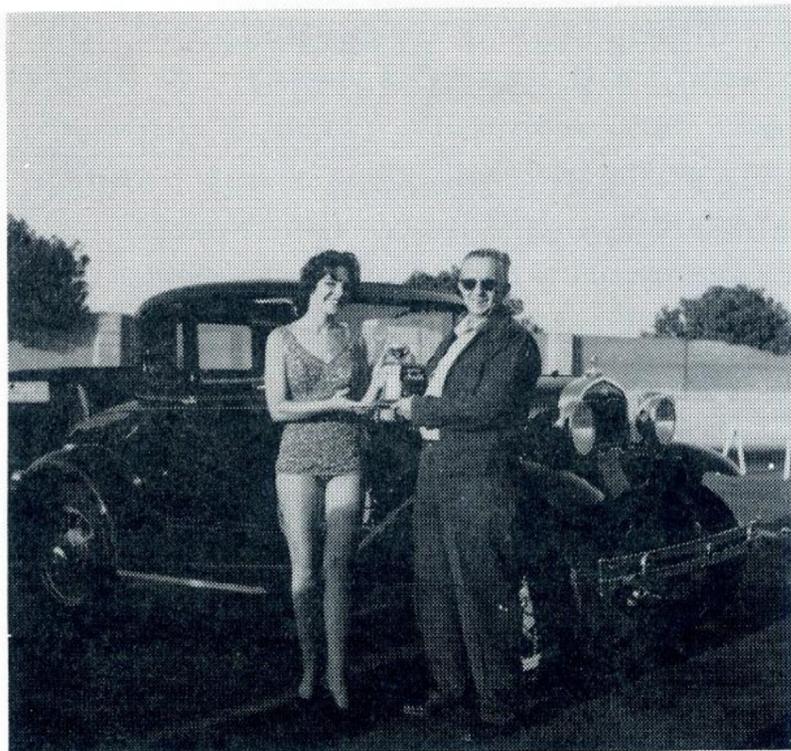
'30-'31 Unrestored Closed- David Davis.



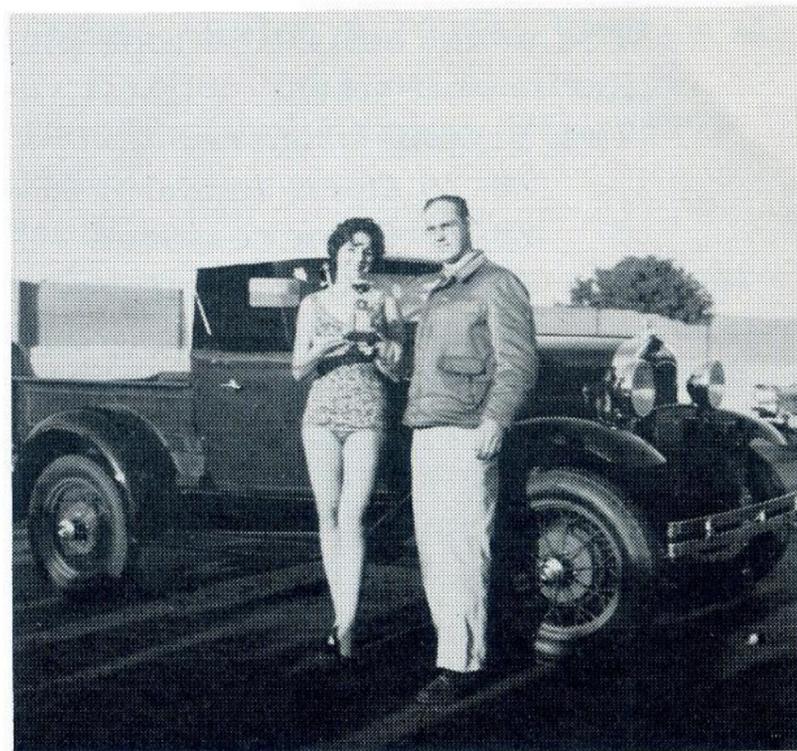
'28-'29 Restored closed - Dave Treishel.



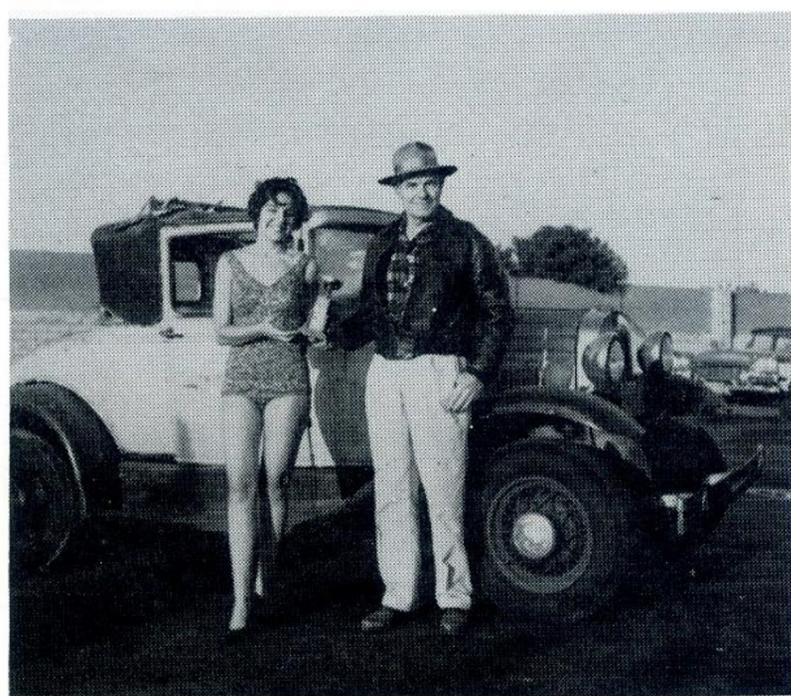
'30-'31 Restored Open - Rodney Gott.



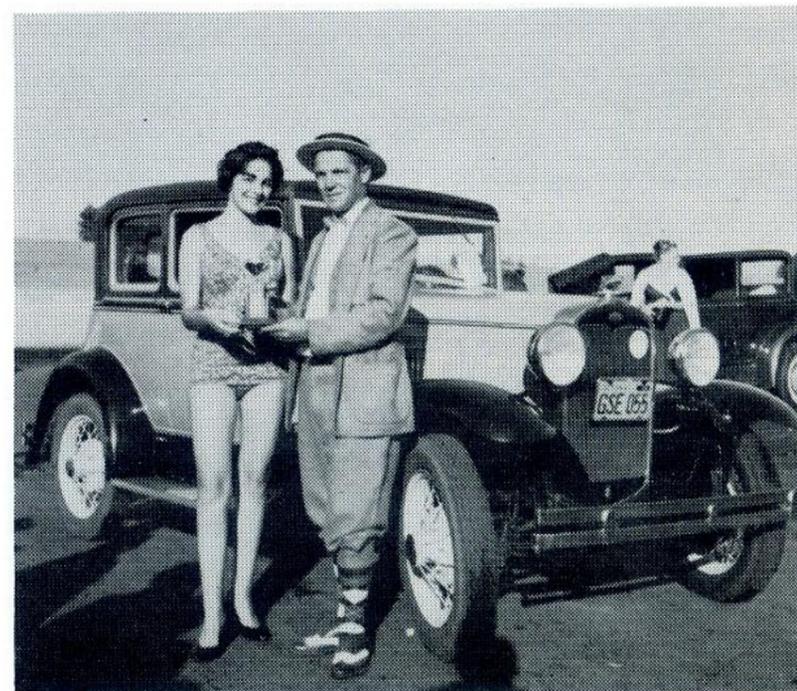
'30-'31 Restored Closed -  
Oscar Dunfee.



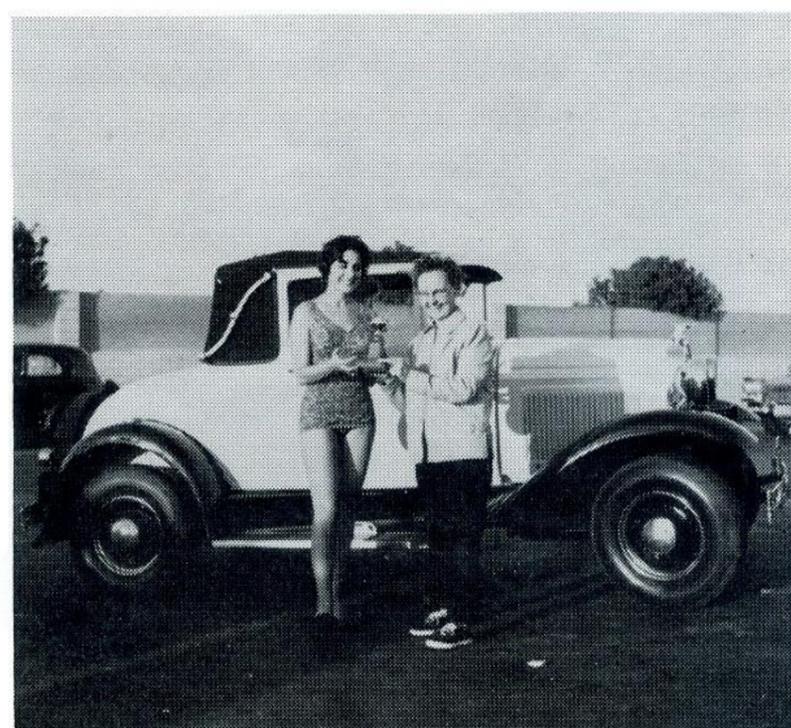
Commercial - Dave Treishel.



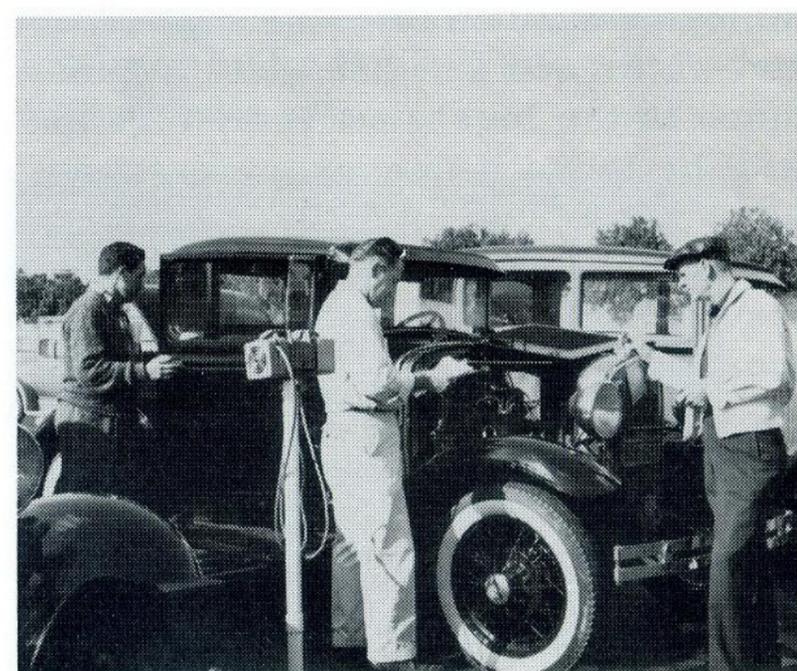
"Basket Case" - John Toussaint.



Ladies Choice - Lambert Dial  
of San Diego.



Modified A - Alice Kilbourne.



Judges - Fred Upshaw, Julian  
Ybarra, Henry Crawford, in  
action.

The usual activities took place while judging was in progress. Ruffled off were: 1 Quail, hub caps (set), 4 scale Model A's.

The Trophy winners:

28-29 Open unrestored - Bob Moser - 4 dr. Phaeton  
28-29 Open restored - Fred Upshaw - no picture  
28-29 Closed restored - Dave Treishel - 2 dr. Sedan  
30-31 Open unrestored - Paul Bauer - Cabriolet  
30-31 Closed unrestored - David Davis - Coupe  
30-31 Open restored - Rodney Gott - Cabriolet  
30-31 Closed restored - Oscar Dunfee - Coupe  
"Basket" - John Toussaint - Sp. Cp. ?  
Modified - Alice Kilbourne - S. Cp.  
Commercial - Dave Treishel - Pick-up  
Ladies Choice - Lambert Dial (San Diego) - Victoria

Judges were Fred Upshaw, Julian Ybarra, Henry Crawford.

SEACREST FORD furnished the 1961 Convertible for Miss Redondo Beach, plus a very good share of the publicity costs. Our thanks to them.

By the time you read this, we will have had our Pot Luck at the Bob Eipper's home. Over 60 reservations have been returned thus far. A few plans for the future will be discussed.

Coming Event: January 20. Election of officers. Walteria Rec. Hall (And proposed calendar for the year.)

An additional note: All those interested in a state-wide trophy meet or convention, please write to: Henry Jenkins, 467 E. Vale View Dr., Vista, Calif. or to me at 3711 Poppy St., Long Beach 5, Calif. Where shall it be? Sponsor? With or without trophies? Any ideas? Anyone interested?

We here in the Harbor Area hope that your Christmas was an enjoyable one and the New Year is pleasant and good to you and yours.

To more successful activities in '61.

Wilbur Richardson, reporting.

## SAN DIEGO

On October 30, 1960, a large group of us toured to Bible Land to see the famous figures sculptured by Ted Coniver. These figures are made entirely of sand and water and are life size. Upon our arrival at Bible Land we all enjoyed a picnic lunch in the lovely surroundings and it seems there was at least one who dined so well he found it necessary to take a nap after lunch (Gene Hannah - Tsk.) After lunch Mr. Coniver conducted the group to each of his exhibits and explained his methods of creating these figures and a history of his work throughout this country. After leaving Bible Land we all drove to the Glass Farm and one of our members was fortunate to purchase a matching set of vases for his A.

November 13, 1960, saw us headed for Gardena and the Harbor Region Annual Meet (via Los Angeles as our tour leader - Lambert Dial got lost). We finally arrived (about 2 hours late) but in time for Lambert and Carmen Dial's car to win the Ladies' Choice Trophy and Gene and Delores Show's car and Jack and Rita Zollars' car to win the Ladies' Choice Ribbons. Our thanks to the Harbor Region for inviting us and our congratulations to them for an excellent meet.

We have two new cars (purchased by old members) in the club. A 1931 Victoria owned by George and Dorothy Venancio and a 1931 Station Wagon owned by Gene and Vera Hannah.

The latest members of our club are: Ted Ayres, Ralph A. Cole, George M. Fisher, Bill G. Horn, Richard Bachman, Henry A. Barton and Paul D. George.

Coming Events: Our new tour chairmen, Lambert and Carmen Dial, have really planned some terrific tours for the club, to wit:

December 11, 1960 - Knotts' Berry Farm

January 10, 1961 - Borrego Overnight Camp-out and a trip to the Roaring 20's (a new night club in San Diego) and all the members are going to wear their era clothes.

Vera M. Hannah, Publicity Chairman.



Ted Coniver's Nativity Exhibit at Bible Land.



Mr. Coniver's "Garden of Gethsemane" Exhibit seen on our tour.



Lambert and Carmen Dial with the lunch box. Gene Hannah with the alarm clock.



Parking lot at Bible Land with our "A's".



Ford Building in Balboa Park. The starting point of all our tours.

## WISCONSIN

On Saturday evening, November 19, the Banquet planning committee met at the Top Hat Restaurant for delicious Prime Rib dinner. Aside from the desire to meet over good food we met to lay plans for the Dinner & Dance to be held on the 21st of January, 1961.

The nominating committee will meet on Saturday evening, January 7th, at 7:30 pm at the Wisconsin MARC Headquarters at Gene and Dorothy Bermans. They will prepare a slate of officers to present at the January 21st Dinner Meeting. Others interested are invited to attend and take part.

Saturday, January 21st, 1961, (if you haven't guessed by now) is the date of the Fabulous Annual Invitational Dinner and Dance at the Cuba Club, 3416 University Avenue, here in the beautiful city of Madison. Plans have been made for a dutch treat cocktail hour at 6:00pm, dinner at 7:00pm, an after dinner program at 8:30, a very short business meeting at 9:15 for the election of officers, and dancing to Bernie's Combo from 10:00 to 12:00.

The after dinner program will be comprised of Hula numbers by Margo Chandler, recently of Hawaii; group singing led by a rooky; and the drawing of the following door prizes: First prize - a New A Pressure plate, Second prize - a MARC Emblem, Third prize - a set of points.

A registration fee of 50¢ per person is hoped will cover part of the cost of the program. The Combo is not asking a fee, it would be good if we would give them some token of appreciation.

The following Main Course Selections are available:

Prime Ribs of Beef au jus	\$3.25
Baked Ham	2.50
Fried Chicken	2.25

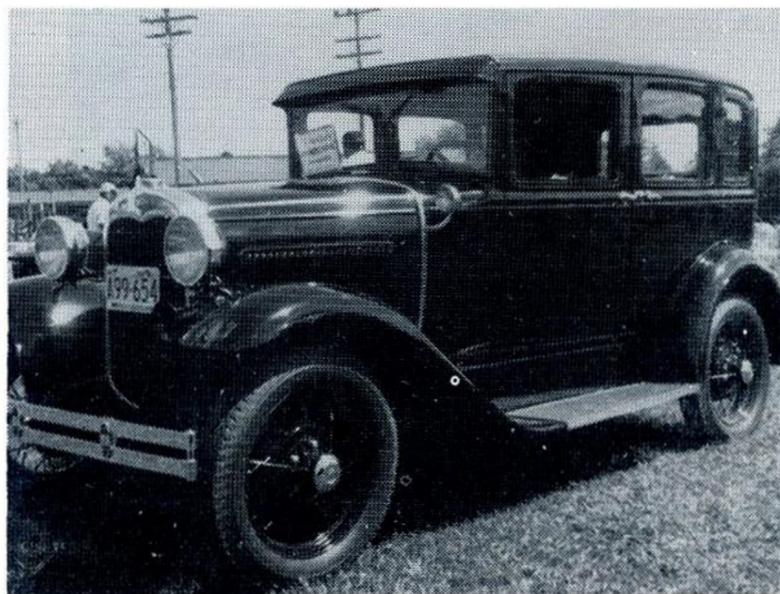
The dinner will include: Tomatoe juice - Baked potatoes - Tossed salad - Relish Tray - Cottage Cheese - Roll and Butter - Beverage - Ice Cream.

It is hoped that all members and friends planning to attend have received the first mail announcement of this event. If you have not already placed your order for your dinner choice please do so as soon as possible. Make your check or Money Order payable to: Wisconsin MARC and mail to Don Chandler, Route 1, Box 68, Madison, Wisconsin by January 14th at the very latest. We are inviting friends from various auto clubs throughout the state, if you know of interested parties who have not received an invitation please feel free to bring it to our attention.

Come, join in on the fun, in Wisconsin's fastest growing old car club; You guessed right! The Wisconsin Region of MARC.

Stanley C. Walz.

1930 A restored by Al Ruef, 708 Ohio St., Darlington, Wisconsin. Picture taken at meet on July 4, 1960 (Monroe)



## ILLINOIS

Now that Christmas is over (and a Happy New Year all you members) and we're all wondering where the \$\$\$ came from to buy all that stuff, maybe we can get back to normal after a little while.

Overheard at the parts swap (December 11th at JERRY HUGHES)

"Urp, " said BILL FRIAR, "Pardon me. "

"Man, did you ever see it so cold?" JACK ZIEMANN

"You call these goodies?" KEN WILSON

"Cowl lights? Who has cowl lights?" GEORGE WIBLE

"It's a child!!!!" This remark attributed to both CHUCK SCHWAB and DOYLE ERKENBECK.

"Looks like a little work will remedy that, John." BILL "DOC" SCHUESSLER to JOHN POLTERA.

" "Sure, it runs. You think they're all like the new cars?" HARRY POLERECKY

"Where have all you guys been?" CHESTER NADASKY

"We've got enough for a while, " PAUL MOELLER, referring to HARRY MILLER'S inquiry about our treasury.

"This sure is good coffee." TONY MOHORIC (The Pot)

"What did you say your name was, buddy?" DON McDOUGAL

"Yes, I got the engine out." DON ENGLMANN

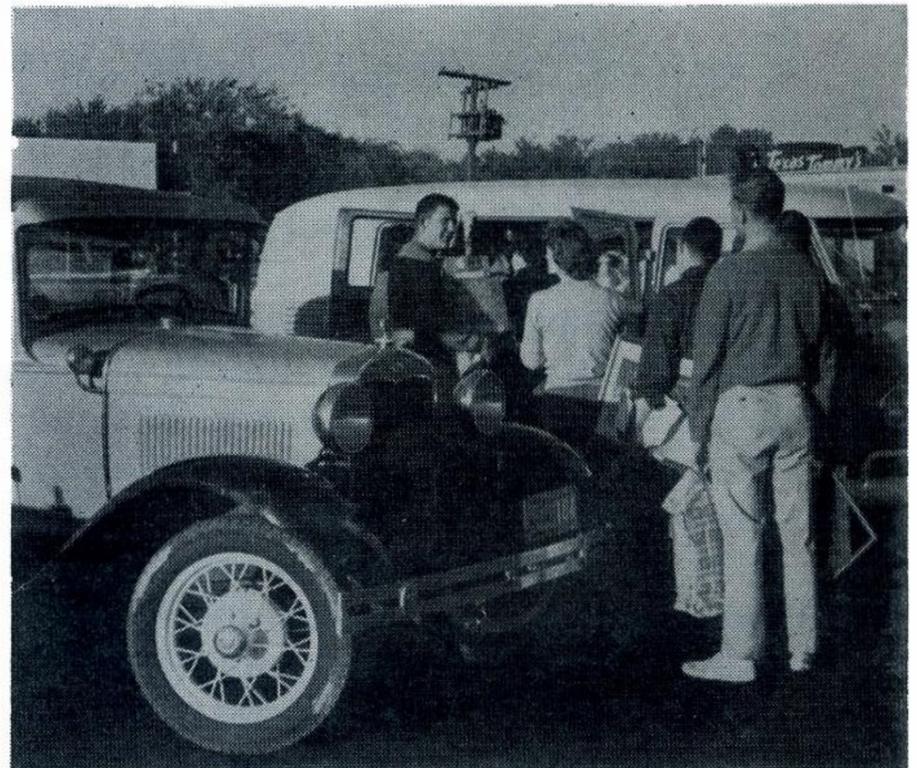
"Better bring in the brass monkey." LEE GOUDIE

The photographs included with this month's material were supplied by our Director RUSS GERRITS who is very evident at all the Regional functions. Russ said to mention his appreciation to the membership for their active continuing support of the Meets. Now that winter is really here we can look back on another successful year and forward to a bigger year in '61.

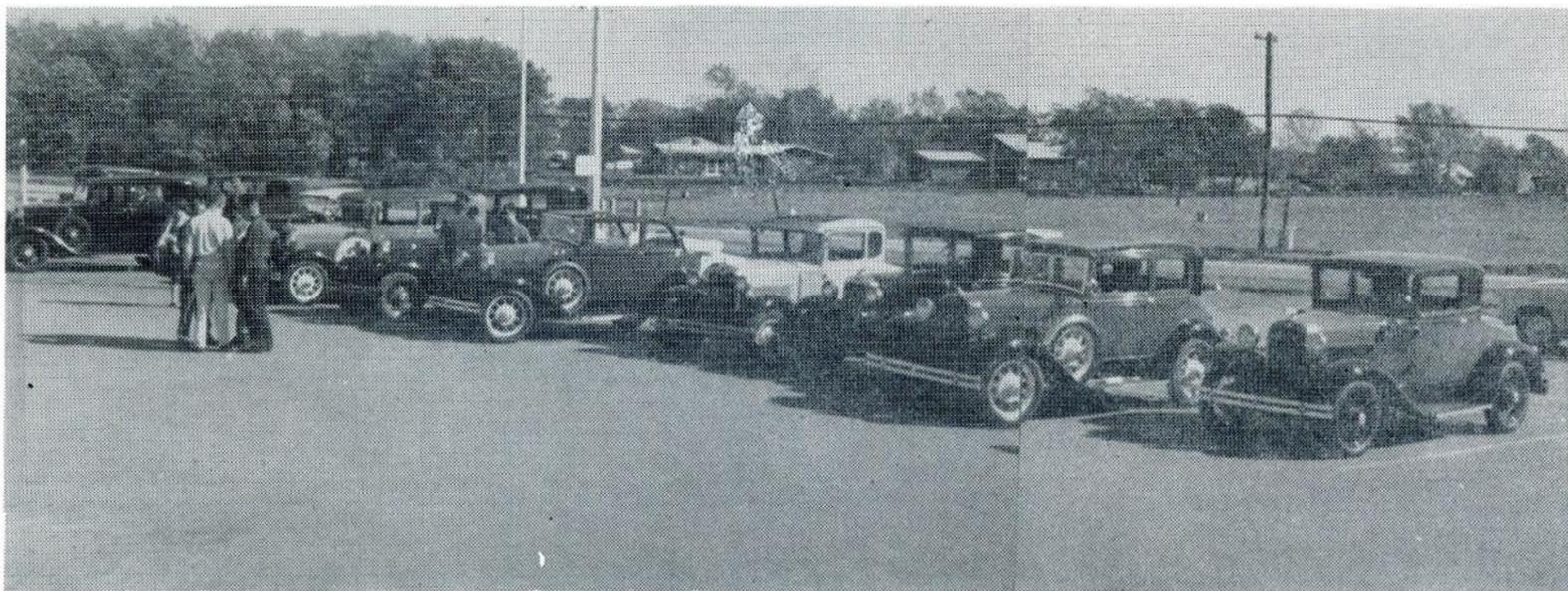
BOOST THE '61 NATIONAL, LAKE FOREST



Tony Mohoric and George Kirkland (hat) with the first of three coffee pots made possible by Hills Bros.



Some of the Treasure Hunters turning in the "Loot".



Treasure Hunt before the fun.



After the fun of the Treasure Hunt was over.



Prexy Ken Brewer comes out to almost every meet. This is his A-400 and one of his Ben Franklin Stores.

### TRI-STATE

The Christmas Season saw two of the Tri-State's chapters giving Christmas parties for members and guests.

The Miami Valley "A" Chapter met near Dayton, Ohio, for light refreshments, courtesy of the chapter, and an enjoyable evening of "A" movies taken at National meets and other events, on December 15.

The chapter was especially honored to have National President Ken Brewer present as its guest. Ken showed movies of Model A's in Mexico and gave a short talk on the purpose, aims and growth of the MARC.

December 17 saw the Talawanda Chapter members convening in Hamilton, Ohio, for dinner which featured gifts for the ladies and door prizes.

The election of Tri-State Regional officers is scheduled for this month with the candidates names as: For Director, Cloyd Alexander and John Jackson; For Secretary, Ken Ansted and Robert Lentz; and For Treasurer, Alvin Wulfekuhl and John Robinson. Regional membership passed the 60 member mark in 1960.

Cold weather has pretty much brought mobile activities to a halt in the Tri-State area. Chapter meets and informal get-togethers seem to be the order of the day, along with members refurbishing and restoring their A's in preparation for an extremely busy 1961 season which will include the Annual Meeting for the National

in Cincinnati in March, one or more tours, a parts swap meet, possibly a trophy meet, possibly an inter-regional meet, and of course the National Meet in August at Lake Forest.

We hope to see you then...and maybe it can be sooner.



Detroit, Michigan - 1929 - John Jackson (Tri-State Region Vice-Director) and sister, Leslie, in Poppa's new 1929 "A" Sport Coupe.

## GEORGIA

Southern fried chicken with all the trimmings! That was the center of attention at our meeting on Sunday, November 16, at the Broken Spur Steak House in southwest Atlanta, for this was our annual banquet.

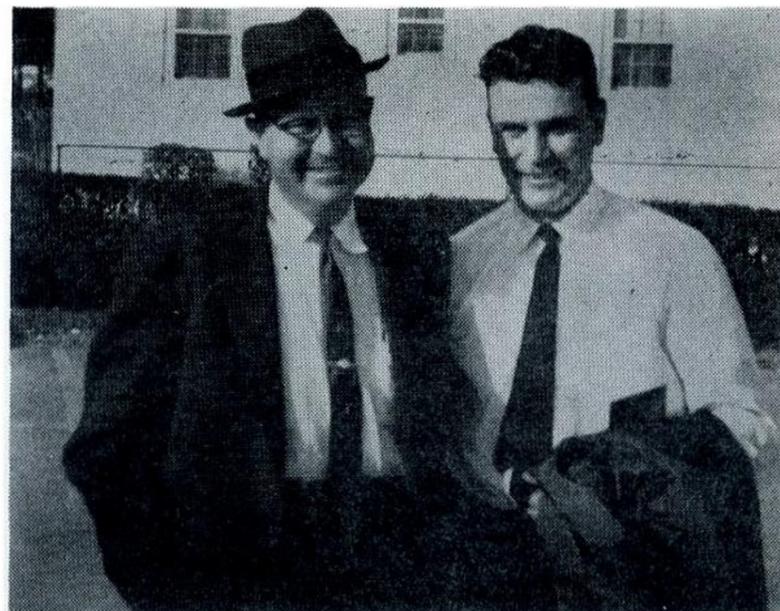
For the first time since last March we went indoors for our monthly get-together. Surprisingly, this didn't diminish our crowd at all (maybe it was the chicken!). We had turned in reservations for 60 people, and then some of our folks later found that they could come, so at final count we had 77 people having Sunday noon meal (that's dinner to us, you all!). A number of others dropped in for the after-dinner proceedings and we wound up with an attendance of more than 90.

Director Howard Paris presided, aided and abetted by a microphone and speaker system set up by Harry Whitlow. Hostess Margaret McDaniel introduced several new members who were with us for the first time and some visitors.

Our attempt to show color movies made at a summer outing was somewhat thwarted by the fact that we couldn't darken the banquet room sufficiently. To make up for this, we promised to schedule the film for a second and better showing at the next meeting.



POST-BANQUET CHATTER -  
 "I'm still trying to find out who took that chicken leg off my plate," somebody's muttering.



BANQUET SPEAKER - That's MARC v.p. Bill Helms on the right, who spoke to us. Jovial gent on left is R. T. McDaniel.

This was the regular time for election of officers for 1961, and here's the slate as nominated and elected:

Howard Paris	Director
Harry Whitlow	Vice Director
Ralph Gazaway	Corresponding Secretary
Charlie Adams	Treasurer
Mrs. Harry Whitlow	Secretary

Retiring Vice Director Mac McDaniel presented Howard Paris with a gift from the club for his work at the head of the group. This was a gleaming, chrome-plated Model A crank.

Climax to the program was a talk by National Vice President Bill Helms, who came down from Charlotte to be with us for the occasion. He touched on a number of things of interest to MARC members and led out in a question-answer session on various topics.

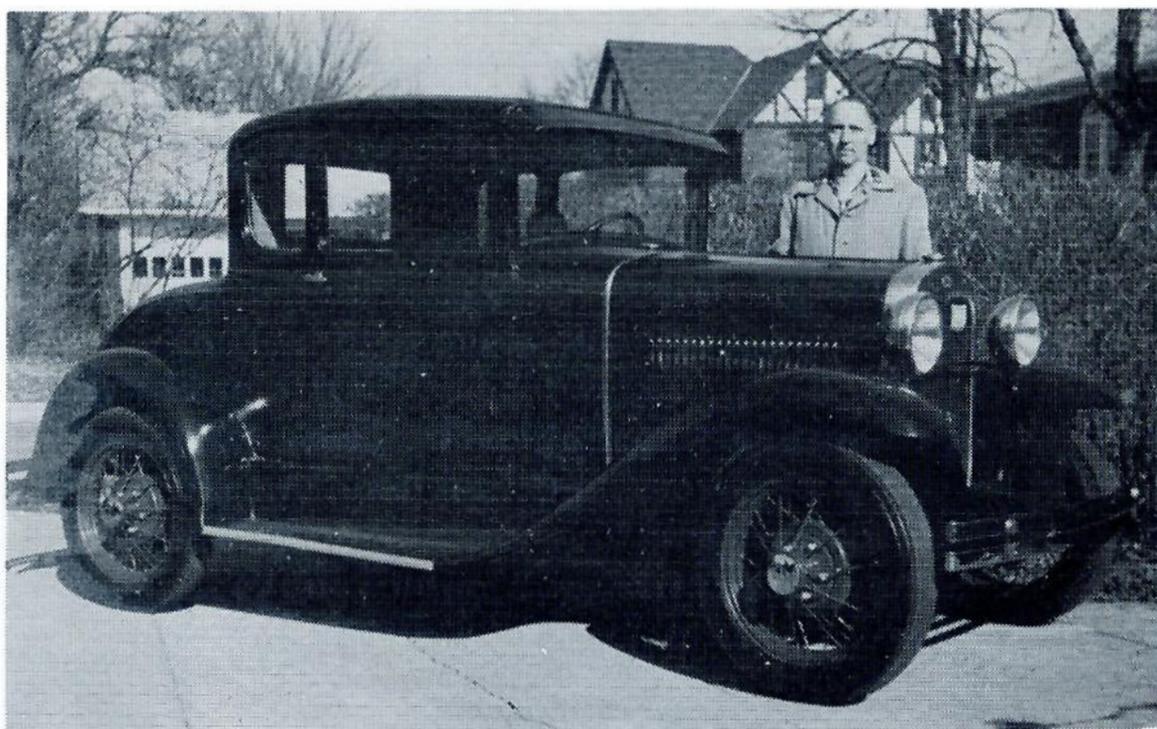
### CHESAPEAKE BAY

Here we are in the year of 1961, which means another milestone for Model A Restorers Club. On January 15, 1961 we will meet again at the City Line Banquet Room located on Route 322 and 422 East at 20th and Paxton Streets, Harrisburg, Pa. Here is our kickoff meeting for the year to lay plans for the future meets so let's have our usual good turnout. Last year we had approximately 35 members and about 9 Model A's, we can always do better. The Polar Bears were there in a couple of roadsters and phaetons, we really have some rugged fellows. The tentative schedule for 1961 will be the following:

January	City Line Banquet Room	July	York, Pa.
February	Open	August	Williams Grove
March	Gene Renningers	September	East Petersburg
April	Clair Amspachers	October	Mountain Tour
May	Skyport Airport	November	York, Pa.
June	Mt. Gretna	December	Lancaster, Pa.

The success of these meets depends on our members and friends so let's have a good turnout. We miss you when you are not around so come out and we all will be happy. There are plenty of Model A owners around we don't know, but you do, so try and get them interested in joining MARC and the Chesapeake Bay Region. Explain to them the advantages of belonging to the club. See you all January 15, 1961.

## INDIANA-OHIO



JACK FULTON 213 E. 51st Street, Indianapolis, Indiana

When I acquired this 1930 Standard Model A Ford Coupe in 1951, it had already done yeoman service in the fields of medicine, education and industry.

A country doctor in Fairmont, Illinois, was the first owner. He bought it from a Villagrove, Illinois, Ford dealer in March, 1930, brand, spanking, new. After the physician had driven it for eight years over thousands of miles of dusty backwoods roads making his calls, he traded it off for a new Chevy.

The next owner was a farmer who bought it for his children to drive back and forth to school. After three years of this, the farmer took it back to the same dealer in Villagrove to trade. The Model A then stayed on the used car lot until May 17, 1941, when Mr. Jesse E. Tade of Sidney, Illinois, who was looking for good, cheap transportation, bought it for \$35.00. (Being short of cash, he paid \$25.00 down, \$10.00 due in 90 days.)

At the time, the car needed a new muffler and points, which the dealer threw in with the deal. Mr. Tade kept the car for 10 years, using it first driving daily between Sidney and Rantoul, Illinois, a round trip of 52 miles. Later he drove several times from Sidney to South Bend, Indiana, on business.

In the spring of 1942, he hooked a trailer behind the Model A, put his tools in the trailer and his clothes in the back compartment of the car, and drove out to Seattle, Washington, to work as a welder in the Henry J. Kaiser shipyards. This job didn't pan out, so after two weeks he drove back to Sidney. A few weeks later he came to Indianapolis, Indiana, where he took up residence at 826 N. Illinois St.

In March, 1951, after Mr. Tade had driven the car for 10 years, I, looking for good, cheap transportation, bought it from him for \$75.00, and for over seven years it served me in a four-part role, getting me to and from work, to haul goods, to deliver, and as a second car.

But in the summer of 1958, when the Indianapolis Capitol City Chapter of MARC was chartered, I decided to reward the old horse by giving it status, and started restoration. All the wood in the top was replaced and a new floor board put in. All dents were removed, and after re-priming, several coats of black lacquer were laid on. The bumpers were re-chromed and the wheels sandblasted and re-painted. The mechanical brakes were re-lined and adjusted and the old chipped windshield replaced with a new one. A leading Indianapolis auto upholsterer put on a new top, installed the interior and laid a new carpeting floor mat.

In September, 1960 our little Model A proudly set out on the Second Annual WFBM-TV Antique Auto Tour. Now it has rewarded my care and maintenance by faithfully chugging my wife, my two kids, and me to and from every meet within reach.

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NOTICE:

PLEASE PUT NAME AND ADDRESS LIGHTLY IN  
PENCIL ON BACK OF ALL PHOTOS.

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ALL REGIONS are requested at this time to kindly keep us advised as to any and all changes of officers within your regional group. Drop a not to Ken Brewer with this info.

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# Calendar of Events

## Harbor Area Region

January 20 - Election of officers - Walteria Rec. Hall  
Also calendar for year.

## San Diego Region

January 10 - Borrego overnite campout.  
Trip to "Roaring 20's" (New Nite Club) San Diego wear era clothes.

## Chesapeake Bay Region

January - City Line Banquet Room, Harrisburg, Pa. - January 15, 1961.  
February - Open  
March - Gene Renningers  
April - Clair Amspachers  
May - Skyport Airport  
June - Mt. Gretna  
July - York, Pa.  
August - Williams Grove  
September - East Petersburg  
October - Mountain Tour  
November - York, Pa.  
December - Lancaster, Pa.

(Dates and more information in February issue.)

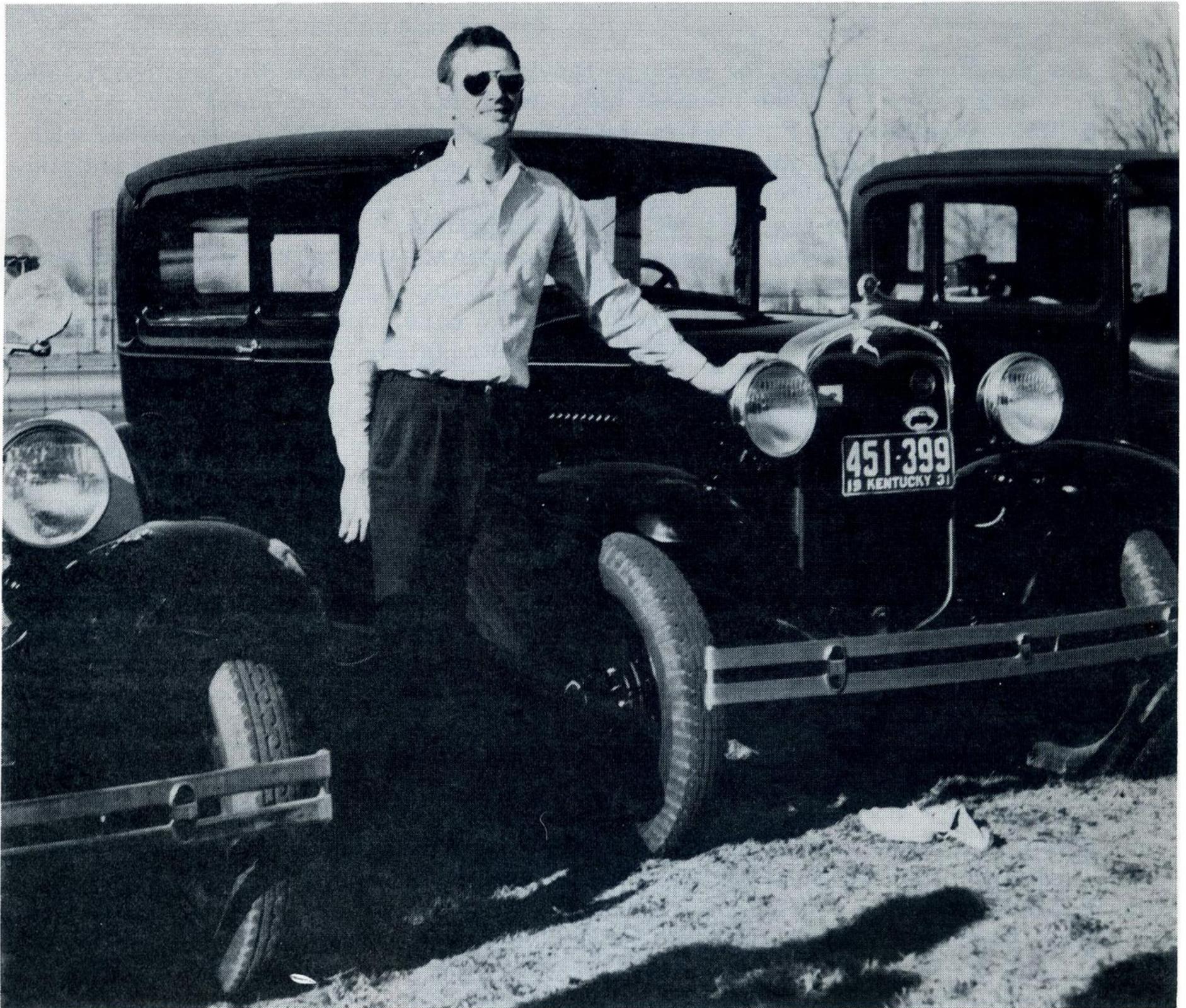
## Wisconsin Region

January 21 - Dinner Dance - Cuba Club, Madison, Wisconsin.  
Election of officers - Cocktail Hour - Dinner - Dance.

## Tri-State Region

March 19 - Tri-State Regional Meet - Hamilton, Ohio  
May 21 - Economy Run - Miami Valley Chapter - Dayton, Ohio  
June 17-18 - Tri-State Regional - Ohio-Kentucky Tour - Cincinnati, Ohio  
July 16 - Miami Valley Chapter - Dayton Parade - Dayton, Ohio  
September 16-17 - Tri-State Regional - Invitational Meet - Dayton, Ohio

MEET ACTIVITIES CHAIRMAN DAVID MORTON



David Morton, Director of the Kentucky Region (24 members - 40 Model A's) is 34 years of age, married 12 years to Betty, his girlfriend of college days (courted in a 1931 A Roadster) 4 offspring--Nancy, Philip, Mark and Susan. A rural mail carrier in home town of Lexington.

His first Model A was a "chicken" coupe, needed upholstery and lots of air. 40 A's later, Dave now has a 1930 Tudor (2nd place, Dearborn, 1959, Restoration and authenticity) and a Station Wagon - in the process.

Wife, Betty, gives the Tudor a good workout each week enroute the bowling alley with the "girls". Reports a lot of favorable comment from local "Drug Store Cowboys" as the A and girls go by. Dave says "They're whistling at the 'A'".

He was "willed" the activities spot about six months ago and since then Directors have been hearing from him.

Our suggestion is: Write Dave for advice in planning your schedule of events. Perhaps he can give you some ideas that have worked well elsewhere and will "liven up" your own activities.

# 1961 NATIONAL MEET

It has often been said, or perhaps thought, "I didn't make the last NATIONAL MEET, but by golly, I'll make the next one. Well this will be the next one, MARC MEMBERS. August 8, 9, 10, 1961 is the date and LAKE FOREST, ILLINOIS will be the place. Will we see you there? Is your "A" going to be ready? Why not plan on it and put these long winter evenings to work. Let's all help make the 1961 NATIONAL MEET one of the best yet, by participating.

Now is the time to make your plans, the MIAMI VALLEY CHAPTER of the TRI-STATE REGION (Ohio-Indiana and Northern Kentucky) has convoy plans all laid out. Their convoy will include radio equipped cars, one in the lead and the other bringing up the rear. There won't be any stragglers or "A's" left behind in this Chapter.

I'm sure that this phrase is familiar to most of us, "Getting there is half of the fun", agreed? Why not follow that bit of friendly advice and start your "getting there" plans now. Lay out your routes, try to anticipate troubles that might arise in the "A's". If you are traveling alone, don't worry, the ILLINOIS REGION will make every reasonable effort to assist you to Meets Area. Here is where the ILLINOIS REGION will provide the other half of the FUN.

The LAKE FOREST CAMPUS provides 160 acres to "spread out" in, with every conceivable form of outdoor entertainment immediately available to all MARC MEMBERS.

For those desirous of hittin the "Big City". nothing could be easier, four minutes drive from the Academy is the ILLINOIS TOLLWAY SYSTEM which will take you, non-stop, into the heart of CHICAGO'S LOOP.

The ILLINOIS REGION is also planning a CONDUCTED SIGHT SEEING TOUR. This tour is scheduled for the second day of the Meet, and will include such points of interest as the MUSEUM OF SCIENCE AND INDUSTRY, the new multi-million dollar McMORMICK EXPOSITION HALL and many, many other well known entertaining and educational buildings. CHICAGO'S MAGNIFICENT MILE, the LAKE FRONT and CHINATOWN will be included in part of the route and a stop-over is to be provided at the half-way point to allow for refreshments, shopping or what ever your heart might desire.

Sound entertaining? Think you might enjoy this? It is hoped that every wish will be anticipated. All that is asked is, WILL YOU BE A PARTICIPATING MARC MEMBER AT THE NATIONAL MEET? The more the merrier. Mark the Calendar - AUGUST 8, 9, 10, 1961.

## ATTENTION REGIONAL DIRECTORS

Mr. ROBERT CURCIO, CHAIRMAN, JUDGING and EVENTS COMMITTEE, is instituting a plan whereby, Judges for the NATIONAL MEET will be selected from various REGIONS on a "DRAFT BASIS PROGRAM". In this way national representation can be obtained, resulting in unbiased, able judgement.

Quality of workmanship and originality of restoration are the prime factors involved and only competent capable members, well versed in all years will be considered.

It is strongly urged that all REGIONAL DIRECTORS make a sincere search for members, who, in their opinion can meet these qualifications. As this program requires complete cooperation and involves much correspondence it is suggested

that the REGIONAL DIRECTORS submit their selections at the earliest convenience to...

Mr. Robert Curcio  
Chairman, Judging and Events  
5858 W. Grace Street  
Chicago 34, Illinois

Phone PE 6-5369

---

Don't let your REGION fall by the wayside, be represented in the NATIONAL JUDGING. Send in the name of your DELEGATE NOW!

---

The foregoing is a good example of the ILLINOIS REGION'S all out effort to make the 1961 NATIONAL MEET at LAKE FOREST ACADEMY a rousing success.

It is plainly obvious that in addition to providing the NATIONAL MEMBERSHIP with a pleasant enjoyable stay, the primary reason for holding a NATIONAL MEET has not been forgotten, the JUDGING OF RESTORED MODEL A FORDS.

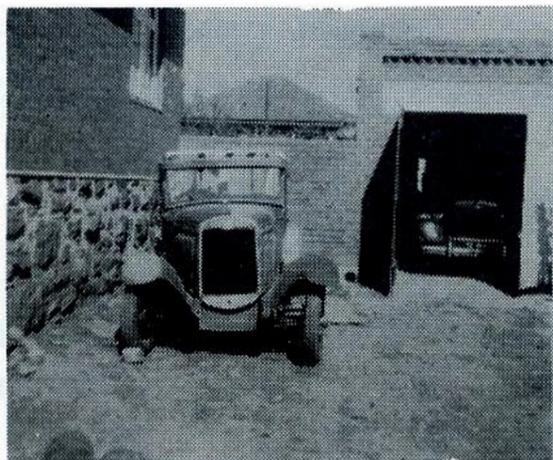
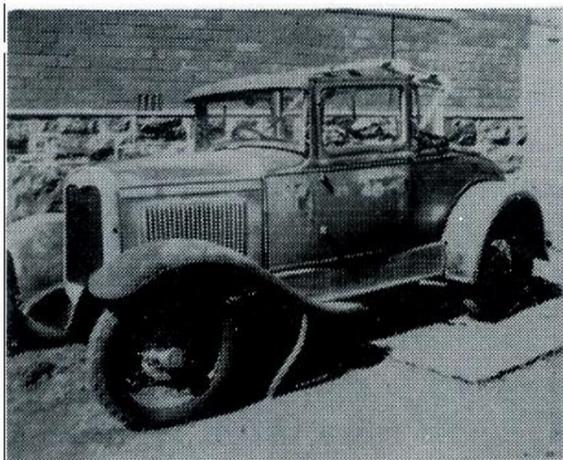
While it is much too early to detail a JUDGING STANDARD, let this be the guiding factor in your restoration... Quality of Workmanship and Originality, First, Last and Always....

More to come, watch the MARC News....

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## About A's All-over

The following are from letters received by your National Officers sent to us by readers of MARC News in various parts of the world. (Letters condensed by Editor because of space limitations.)



Photos of my "A" just after purchase. No "after" picture, yet. I paid f50 for it (about \$150). A day or two before I bought it a ducktail pinched the Klaxon Hooter. The previous owner had a furn-

iture factory and the car carried for the factory here in South Africa.

G. P. Harris, 15 Panther Str. Kensington, Johannesburg, South Africa.

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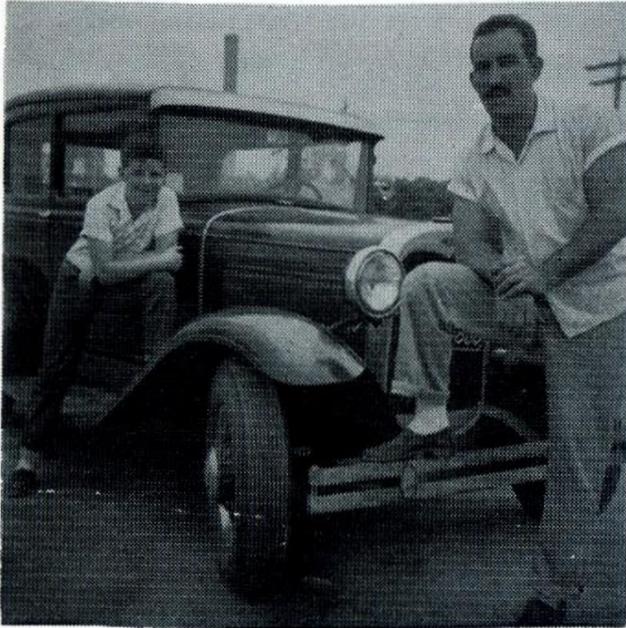
"2600 MILES IN 2s. 6d. CAR. Pietermaritzburg, South Africa, Wednesday, Two years ago local man, Mr. Don Allison, bought a 1928 Model Ford for 2s. 6d. He had found it on a nearby farm.

He and his wife have just completed a trip to Salisbury, Southern Rhodesia, and back without trouble at an average speed of 37 m.p.h., and petrol consumption of 25 1/2 m.p.g. During the journey of 2600 miles the car attracted much public interest. --Reuter."

The above clipping from London paper. I fly jets for British overseas air and know where the A's are. It's a pity Bittmann didn't go to Spain or Majorca or

North Australia--good hunting there! A's here come in two sizes--either the normal 24 h.p. or the 14.9 h.p. (with a 3 inch bore) I have two of these. I think the cars were assembled in Manchester.. after being shipped from Canada. Can some reader put me straight on this?

Tom Dobson, Garden Cottage, King Henry Road, Lewes Sussex, United Kingdom.



In March, 1930, my father bought this "A" (stripped 2 door) for \$645. The car has now become mine.

The car after 30 years registers 68,000 miles and has never broken a speedometer cable. Certain modifications have been made for economy purposes but basically the car remains the same.

Earl Banta, Jamacia Plain, Mass.

---

I am prompted to write to you through the experience, about a year ago, of having seen a convoy of apparently new Model A's headed West one fine Sunday morning on the Ohio Toll Road. On later occasions, and in other States, I saw similar rallies but I don't think they were exclusively Model A's. I am thinking of trying to rebuild an old car myself and incline rather towards the Chrysler Airflow, of which there are still one or two about here, and am thus more than a little interested in the subject.

I understand that restoring old cars is very popular in the United States and it appears to me that there is probably a shortage of suitable cars for the enthusiasts.

It may sound remarkable to you, but there are a surprising number of old cars in every day service here in New Zealand, and the Model A would be the most common. Martinborough, where I live, is a community of about 1400 people with a surrounding sheep farming district. Right here it would be possible to locate half a dozen Model A's which would not be too much of a heartbreak to a restorer, and as many more that, although still working, have had the bodywork mutilated in some way or other. Similar rural districts in New Zealand would yield a comparable number.

Quite well preserved Chevrolets, Plymouths and a few less common makes such as Nash, of similar vintage, are also around. About four houses away from me there is a 1928 Chevrolet National saloon which has done less than 40,000 mi. and is alleged never to have had the motor touched--it is in fine order all round.

Car restoring, though popular here, is not likely to use up the number of old cars available for two reasons:

1. There are many more cars of 1928-30 vintage around than there are restorers, who at present are interested in older models, about the early 20's.
2. Any car of the Model A era which is in going order has a definite every day market value which is higher than New Zealand restorers car to pay.

I have noticed that these old cars are now rapidly disappearing from the roads and the opportunity to preserve them will pass within a year or so.

I do not know what a Model A in unrestored condition is worth in America. Quite variable, according to condition and demand, I imagine. Should the demand and price in America be sufficient to justify it, and for the proposition to be economic, I should be pleased to locate suitable cars for your members.

As an indication of likely cost, the following is a guide:

(a) Cost of car from N. Z. owner	\$280-300
(b) Shipping deck cargo to Western port USA	450
(c) Procurement within N. Z., delivery to port of exit for shipping etc.	150
	<u>\$900</u>

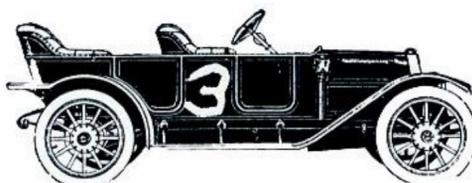
In addition to cars of Model A vintage, a varied selection of later prewar cars is available. A 1933 or 1934 Oldsmobile, Buick, Studebaker or Terraplane could be found without too much trouble.

To assure any client of the quality of his proposed purchase, I could arrange to send pictures before a deal was made. These would not be conclusive evidence of course, but I can't think of anything better.

If any of your club members are interested, I would be happy to hear from them. W. S. Taylor, P.O. Box 7, Martinborough, Wairarapa, New Zealand.

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# What, Where, How?

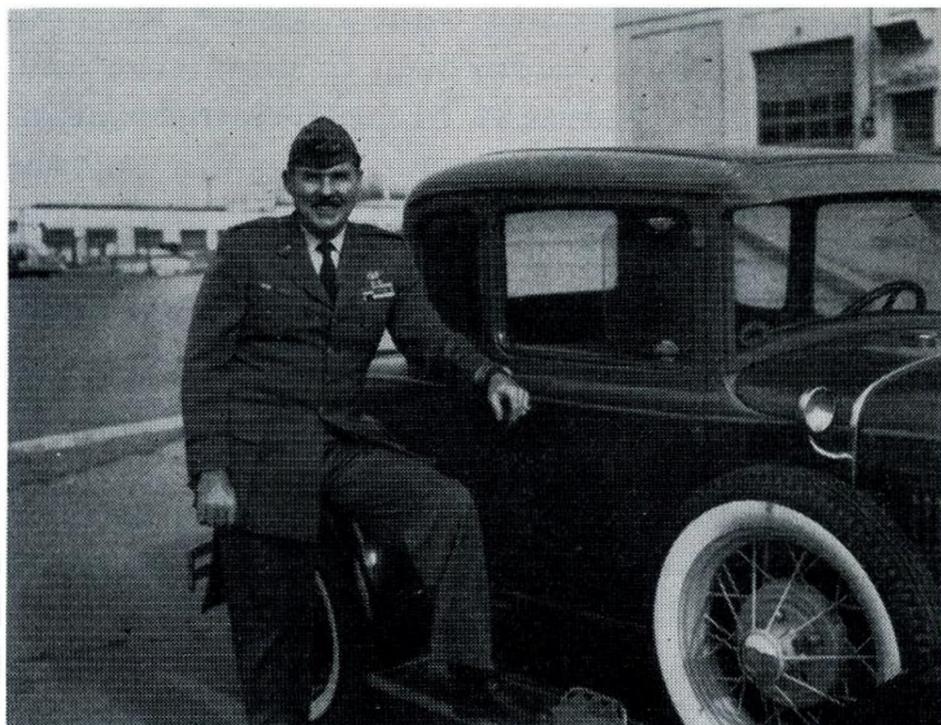
Any of you who have ever tried to plan activities for a region or chapter know the brain-wracking you go through in an attempt to come up with an interesting program. The problem of WHAT will it be, WHERE can we have it, and HOW will we do it, becomes more difficult the longer you put it off. Many times after you've thought the battle was over, you discover that a neighboring Chapter or Region has an event the same day. But believe it or not, a lot of this burning of the midnight oil can be avoided if you plan your entire next year's calendar of events now.

How does this help? Well, maybe it would be easier to explain if I went through some of the problems encountered by a new Chapter in a relatively new Region this past summer. Being new, our first project was to build up the Chapter organization with a membership drive. To our pleasant surprise, prospective members were rather plentiful, but along with this rapid build-up of members comes your first problems.

Most Chapters are formed by a handful of friends that know each other rather well, so that family get-togethers such as informal picnics are ideal for this little group. But when you find that your little group has more than tripled over night, the little informal get-together doesn't quite "hack the course". You find that you just can't call the clan together by telephone and say, "Let's go to so-and-so's this weekend". Just to hold a business meeting you find that very few members' homes are capable of handling this number of people effectively without having them coming out the windows.

Each month the Chapter Officers wracked their brains with the WHAT, WHERE, and HOW in order to come up with something different and interesting. The Region, since it was also new, could not be of much help, for they were encountering the same difficulties. Fortunately, many towns in this part of the country have a number of civic affairs in which they ask the various Antique Car Clubs to participate. In return for our participation, they usually award prizes and dash plaques. These affairs, however, only gave us temporary relief and did not solve our main problem.

It was realized that we were at a critical period in our growth. This hand-to-mouth type planning could not continue if we were to be a really dynamic club that would maintain the present members' interest and attract new members. With this in mind, the Chapter Officers gathered for several evenings to determine a plan that would assure the growth of the Chapter. The more we hashed over the problem, the more apparent it became that the further you could plan ahead the more possible to have better events with relatively less effort.



Captain Larry Gardner, author, of Wright-Patterson AFB - Secretary of Miami Valley Chapter - Tri-State Region.

To carry through on this idea, a plan of events was drawn up to cover the time period of September, 1960 to September, 1961. This program was then presented to the Region, which accepted the idea wholeheartedly. Of course a few minor changes were made to allow for the four annual Regional Meets whose responsibility was pro-rated to the Chapters.

To determine if our plans were really as good as they looked on paper, our Chapter started off by sponsoring a full-blown Regional Contest Meet. Responsibility for advertising, trophies and plaques, contest plans, etc. were given to different individuals, while the Chapter Director really performed the duties of a director. Mistakes were made, but the results of this effort really proved worthwhile. With seventy participants, it was agreed by all who attended to have been one of the best events ever held in this section of the country.

Now with our ego inflated, we are determined to finish the rest of our program in style. Different groups within the Chapter already have their responsibilities for various events to be held next year. New members that have just joined our group are quite impressed with the schedule of upcoming events and are willing to shell out their dues. Older heads who just drove "A's" for the heck of it have been stimulated to the point where they want to get their little "Jewel" in top shape.

I hope that I've been able to point out that it's up to the working level, the Chapters and Regions, to stimulate interest in the Model "A". It's not the big-sounding name of a National Club that attracts new members, but the activities that take place in his own neck of the woods. This extra effort has its own side rewards, for every new person that gets the "bug" to adopt an "A", all other "A's" go up a notch in value.

This idea of planning your activities well ahead goes along with what MARC News is going to attempt this year. That is to publish each month an up-to-date "Calendar of Activities" of all Regions throughout the country. We realize that due to certain circumstances, there will necessarily be some changes made, but these should be relatively minor. As you know, in the past we usually hear of how great a particular Meet was a couple of months after it happened. What is rather disappointing in this after-the-fact type reporting is that you discover you were visiting or vacationing within a few miles of an event and would have gone if you'd have only known.

So get those Regional activities into "MARC Mews" and you may be pleasantly surprised to have a few out-of-towners at your next event.



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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 mis-

leading 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:

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Zanesville, Ohio

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REPLACEMENT RADIATORS  
Model A Fords 1928-29 and 1930-31  
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S. & S. Auto Radiator Company  
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Restored 1930 Model A Panel Truck Body new lumber and top. Painted green, green upholstered seats. Fenders and rear spring complete. Chasis is not restored. Can be bought \$100.00.

Body complete \$200.00.

Send stamped addressed envelope for further info. Also if there are any members of MARC who have restored any car before 1918 I would like to hear from you.

Wm. F. Brex 1008 Murray Street  
Springfield, Ohio

1929 Model A Fordor Touring. New fenders, aprons, trans., tires, dist., radiator, rebuilt motor. Lots of new parts and used. Write for full particulars.  
\$1500.00.

Jim Conner 3590 King George Hwy. R, R. 3  
White Rock B. C., Canada

1930 Ford Coupe, side mounts, rumble seats plus many accessories, partially restored. Big line of spare body parts and accessories for all model A Fords. Sell complete for \$1350.00.

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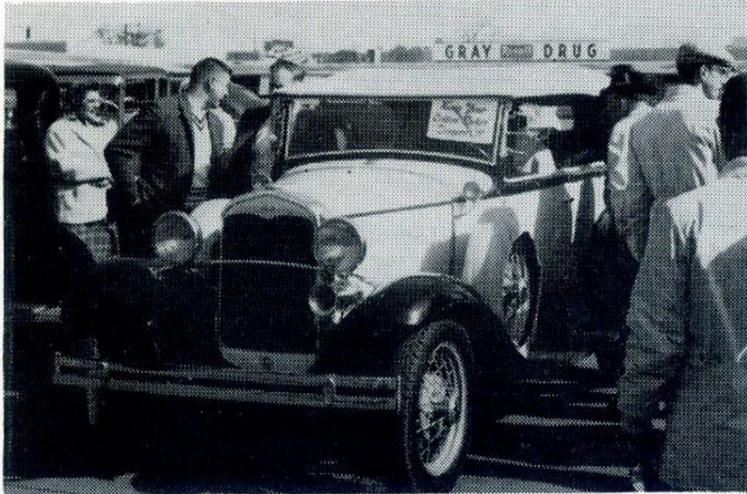
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