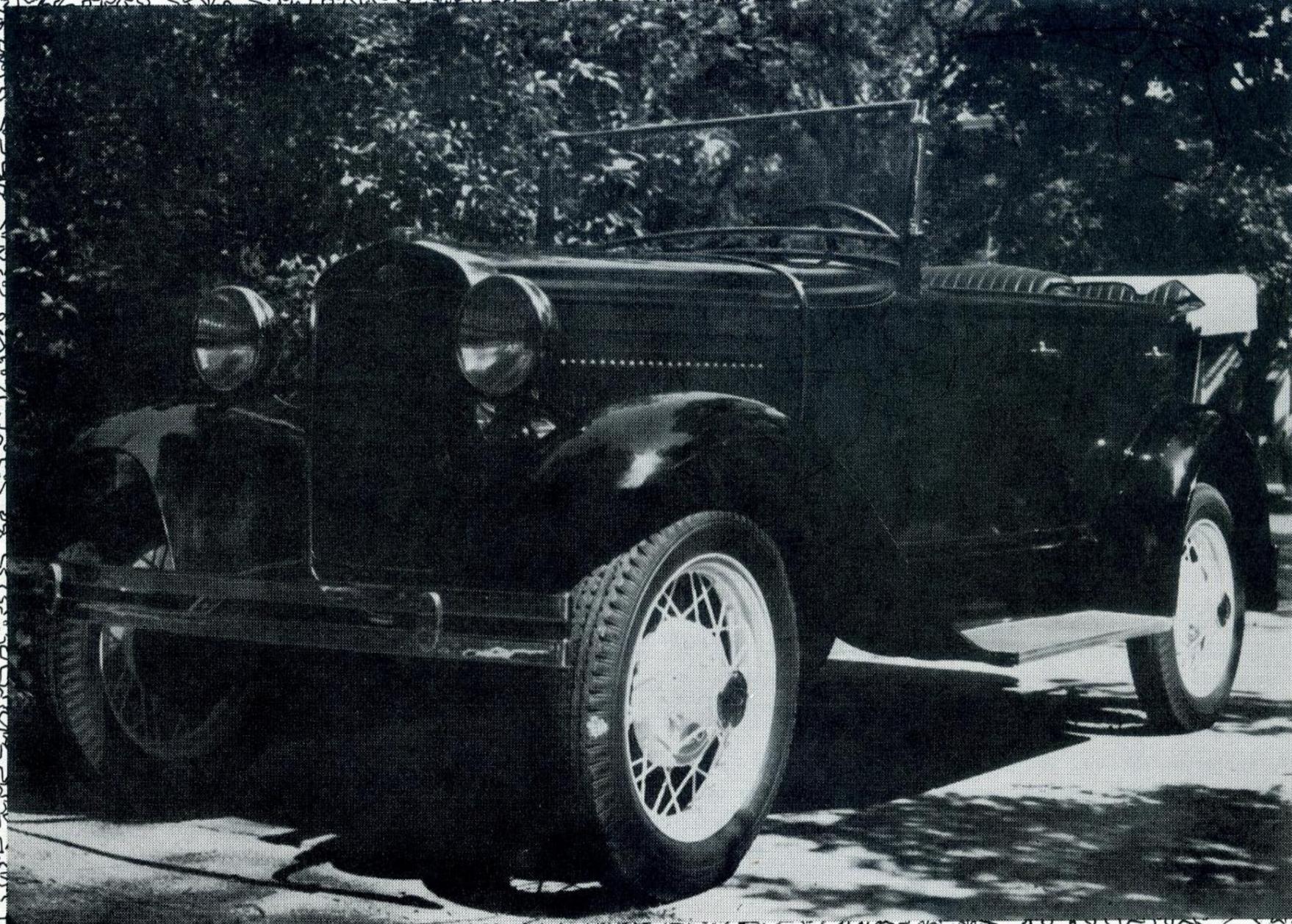


# MARC NEWS

JULY 1961



1931 "A" Owned By W. M. ROBINSON, Kenilworth, Illinois  
- See Cover Story Inside -

# 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.

Niagara Falls  
 Robert Redmore  
 901 Mohawk St.  
 Lewiston, N.Y.

Falls City  
 Robert E. Johnson  
 3821 Peachtree St.  
 Louisville 15, Ky.

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 3912 Plaza, Charlotte 5, N.C.

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 540 Oak St., Winchester, Indiana

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 1424 S. 4th St.  
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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.

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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.

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 John C. Jackson  
 9726 Delray Drive  
 Cincinnati 42, Ohio

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 Stanley Walz  
 5706 Russett Rd.  
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 4115 Spillman Dr.  
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Chesapeake Bay  
 Harry Metcalf  
 946 Skyline Dr.  
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 Howard Paris  
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 East Point, Ga.

Ind.-Ohio  
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 Box 249A Rt. 1  
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 301 S. Woodlawn  
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East Tenn.  
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 Bluff City, Tenn.

3 River  
 Norbert C. Hodgson  
 100 Helen St.  
 Library, Penna.

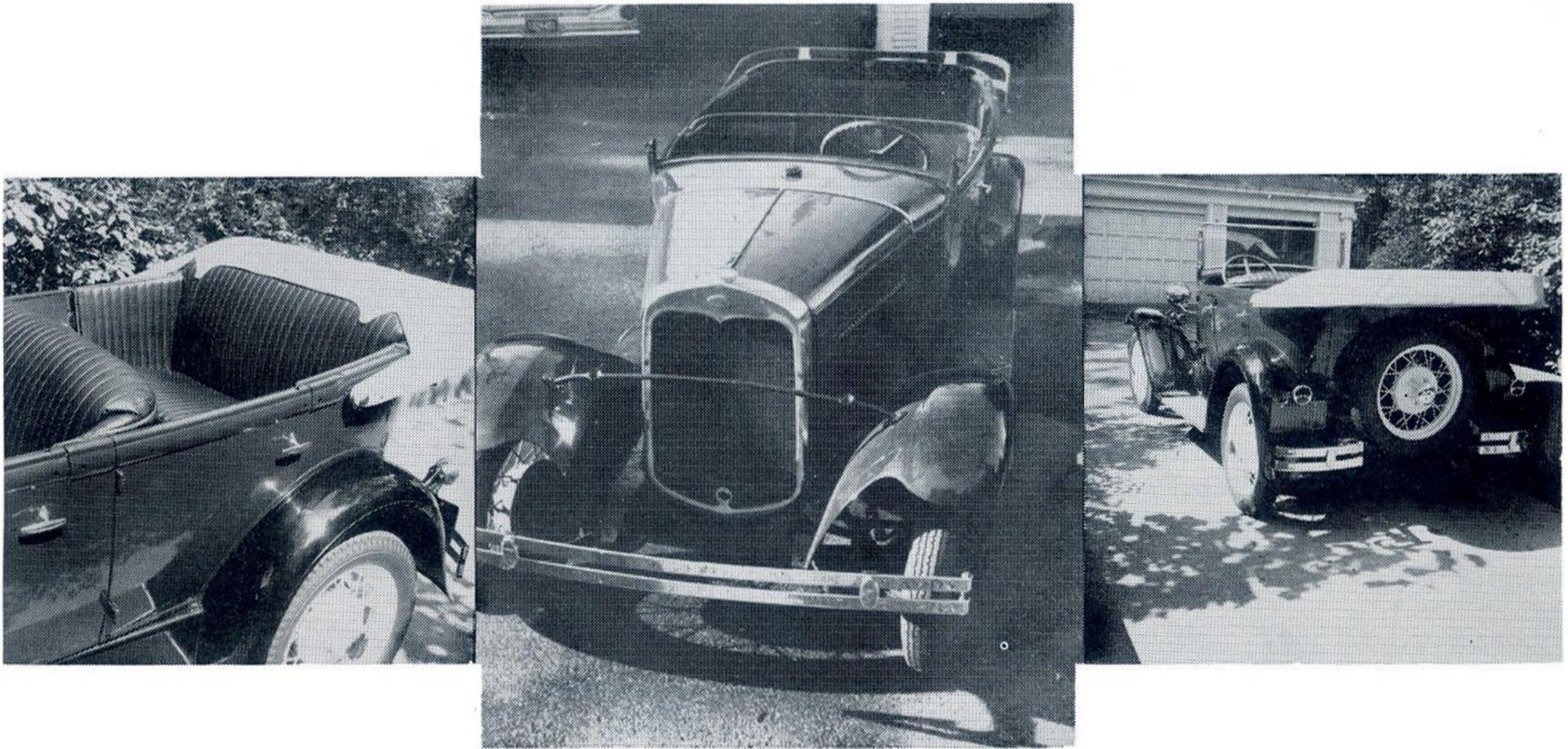
Kentucky  
 David L. Morton  
 382 Sheridan  
 Lexington, Ky.

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 RD 3 Old Oregon Rd.  
 Peekskill, N.Y.

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

Iowa  
 Larry Smith  
 713 N. Market  
 Oskaloosa, Iowa

## COVER



The car came from New Hampshire. Bitt Bittmann drove it back in two and one-fourth days. The back was completely rusted through. Lower half of each rear fender missing. No metal to hold up rear floor boards. Upholstering held in place by a piece of canvas, stuffing falling out of all sides. It had been 82,000 miles, principally on country roads, so the undercarriage was so rusted and pitted that paint would stick to the metal. Running boards were rusted through. We threw away all of the top but the metal arms and bows.

Car was COMPLETELY DIS-ASSEMBLED. Front and rear axles and frame were sandblasted. Then the metal work on the body began. (Bob Curcio did a beautiful job on that.)

Naturally I'll bring it to the National Meet at Lake Forest in August. But I want to install the original windshield, some windwings and a Quaille.

# MARC Club Merchandise



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



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



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



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



CLUB STATIONERY . . . . .  
 100 sheets . . . . . \$ 2.00  
 200 sheets . . . . . 4.75  
 500 sheets . . . . . 9.00  
 1000 sheets . . . . . 17.00  
 (Special prices to regions)



MARC JEWELRY . . . . .  
 Lapel pins . . . . . \$1.05  
 Tie clasp . . . . . 1.60  
 Cuff links . . . . . 1.85  
 Ladies earrings . . . . . 1.85  
 Key chain . . . . . 1.85

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

— ALL ITEMS SENT POST-PAID —

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

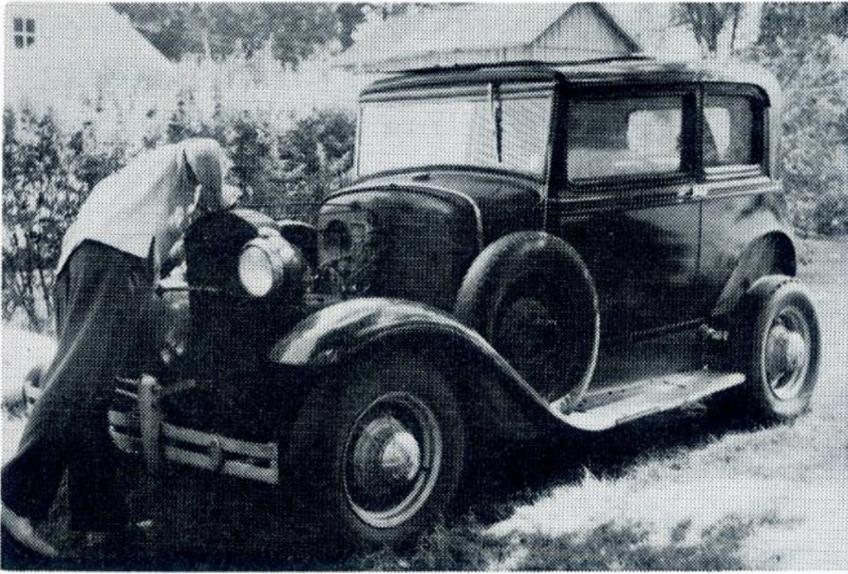
## RESTORATION

First of a two part series.

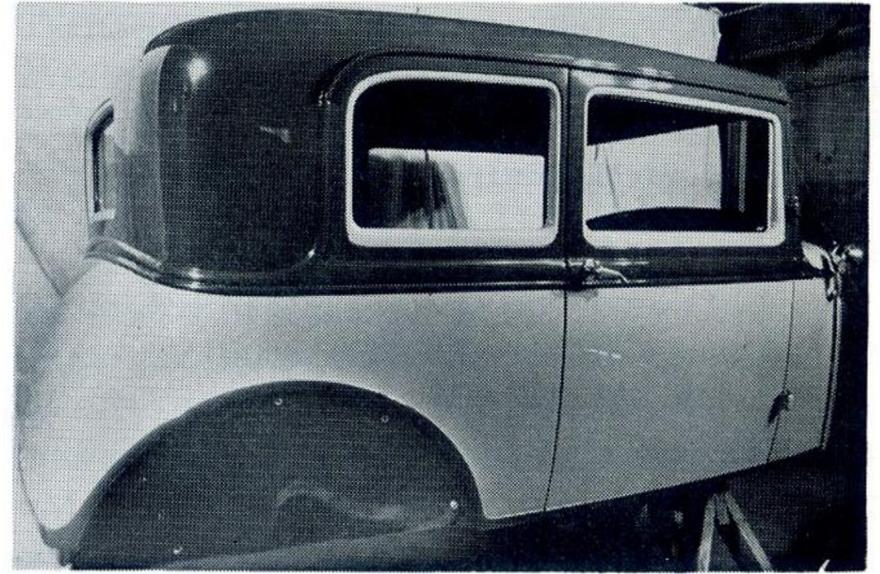
By Wisconsin Region

Francis Saunders' first Model A was a one-owner Tudor, purchased from the Brodhead Ford Agency in 1950 for \$40. It appeared on last month's cover. He completed this restoration 1955. After gaining his technical experience from this restoration, Francis purchased a 1931 Victoria for \$60 from the original owner, Myron Gates in 1955. Soon after purchasing the car, he started restoring it. For the last five years, he has been working on the car and hopes to have it completed by the 1961 National Meet.

In restoring the 1931 Victoria, Francis first dissected the body in order to replace the wood, consisting of the bows, headers, and body frame rails. He spent six months hand forming those articles. Next the body and frame were sand blasted and the body work was started. Francis found the metal harder to work with, due to the fact that sand blasting seems to surface harden the sheet metal.



This photo was taken when Francis first bought the 1931 Victoria. Since then it has undergone a tremendous change.



This is what the body looks like, since Francis has finished it. Quite a change, Huh!

He then installed new wood and welded the header back on. The badly rusted cowls and rear fender recessions were removed. The cowls were replaced with hand formed sheet metal. The rear fender recessions were replaced with new hand formed sheet metal and past tube fiber glass. The upper right rear roof section was dented where the car had hit a tree or pole and was recessed about 12 inches. When Francis worked the dent out completely, the extra metal stretched to form a series of waves and bulges. (An experienced body man would have heated and cooled the metal to shrink it; but not being a body man, Francis used the trial and error method.) He solved the problem by filling about 75 1/16th inch holes in an 18 sq.in. area. He then spent numerous hours with a contour dolly and hammer, working the metal into its proper contour. The end result was that most of the holes were completely filled in; those that weren't were merely pinholes. These were filled in with lead to strengthen the metal and remove all small ripples.

After all dents were removed, a varied number of primer coats were applied, depending on the depth of body scratches, sand blast, and rust pits. In priming, Francis allowed at least 24 hours for primer to cure and shrink. The result of a good quality job had direct bearing on the final appearance of the body. Next Francis applied lacquer sealer to prevent from two to four color coats being absorbed into the primer.

The color coats were applied in two applications to a coat. Each coat cured and shrunk a minimum of three days, followed by #400 wet sand paper. This process was repeated for about six to eight coats. From the eighth through the fourteenth, each coat was rubbed, rather than wet sanded. Many hours were spent buffing with a lambs wool buffing mitt and cornstarch to remove rubbing compound film and residue, leaving a deep gloss. The buffing was followed by four coats of paste wax.

Watch for the final article of this restoration in the next issue.

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## 1961 NATIONAL MEET

Just a note for those members who fall into two very distinct but appealing categories. These are MODIFIED and ORIGINAL. We all know of some A that is too good to be restored, but not a contender for points. Let it be known that there will be awards for just such cars. Those cars considered most original, without being restored, will have trophies for the winners. This is in addition to the competition awards. If it's modified you will have an option. You can compete with the rest of the cars in your class, such as 1929 Open, but will lose points for the mod-

ifications, such as wheels other than 21" etc. If you do not wish to compete in your class you may exhibit your car in that portion of the area designated for the modified cars. Because of the difficulty associated with judging the many modifications possible on a modified car, these cars will be exhibited only and will not be judged.

#### MUSIC AND ENTERTAINMENT

Those who have written me have been answered individually and will be contacted again before the National Meet. Thank you for responding.

Those members out there who have not yet dropped me a line, telling me whether you will bring your musical instrument or talent are cordially invited to let me know if you will be coming and if Model A's can be counting on you.

We could use more strings...like guitars; also more horns, not aogahs, but like saxaphones, clarinets, or trumpets.

Could use more dancers, too, especially from among the ladies.

Let me hear from you so scheduling can be finalized. Thank you.

GEORGE H. TISSEN, 90 GREGORY AVENUE, COACH HOUSE, WEST ORANGE, NEW JERSEY.

#### NATIONAL NEWS

By now all of the membership has received their reservation blank and program of events. How about that for a schedule? These will be three glorious fun filled "A" days. As I mentioned your program of events, be sure and bring this along with you as it will be very valuable in keeping up with the various events, also another important reminder:

##### DEADLINE FOR RESERVATIONS IS JULY 31, 1961

If you are coming in a modern iron there is not a \$5.00 entry fee.

As mentioned in your program of events there will be an emergency repair committee that will not only service you at the meet but with-in a 25 mile radius of the meet. Now we don't mean we will come out 25 miles to change a flat. This service is entirely for a major breakdown (whoever heard of an "A" that couldn't be made to run?).

The telephone number of our service department is: Lake Forest 4008.

Many of you will be driving a very long distance so here's a little check list of things to bring along:

A Program of events \_\_\_\_\_

B Clean up equipment:

Pails \_\_\_\_\_ Sponges \_\_\_\_\_ Polish \_\_\_\_\_ Elbow Grease \_\_\_\_\_

C Spare parts:

Coil \_\_\_\_\_ Condenser \_\_\_\_\_ Points \_\_\_\_\_ Fan Belt \_\_\_\_\_ Head light bulb \_\_\_\_\_

Goodies (swap items for the parts swap) \_\_\_\_\_

D Tools:

Jack & Lug wrench \_\_\_\_\_ Screw Driver \_\_\_\_\_ Pliers \_\_\_\_\_ Rabbits foot \_\_\_\_\_

We will have as an extra added attraction continuous movies. These movies will be shown in the gymnasium of the academy. And, of course, there will be movies of the era and of Model A's at the various meets.

Just a last reminder that August is going to be here sooner than you think. Get busy and we'll see you at Lake Forest August 8-9-10.

The following are some details to check over before leaving for the Lake Forest Meet in August. This is a reminder just in case you've gone over the car in too much of a hurry. The judging is under the following conditions:

## I MECHANICAL CONDITION & MAINTENANCE

1. Tires: Get them clean, white walls should have no streaks or grease stains. A matched pair is usually more impressive than unmatched single tires.
2. Lights: Check all the lights last minute, make sure they all are in working order, and original.
3. Horn: See to it that it works and is original.
4. Glass: (And or Side Curtains) Broken or cloudy glass is bad news in this department.
5. Wiring: Neat and safe. Frayed, greasy and poorly placed wiring will get you no excellent rating here.
6. Engine: No knocks, groans or squeaks are needed here.
7. Start and Idle: Judges like to hear a slow idle.
8. Brakes - Pedal and hand: At least 2/3 to 3/4 pedal is suggested for impression of the judges and don't forget the stoplite.
9. Windshield wiper: Should have good blade and operate smoothly and positively.
10. Exhaust System: Should be tight and have no leaks in or around the muffler connection.
11. Cooling System: Condition of hose, care of top tank and leaks. This item is self explanatory.
12. Authenticity: A must!

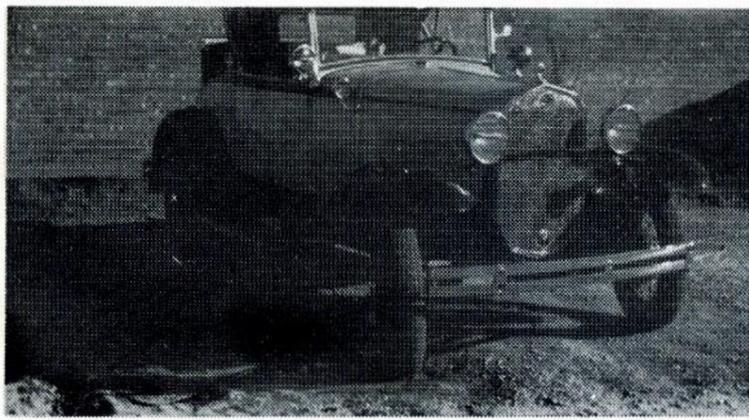
## II APPEARANCE

1. Engine Room: Wash down engine and touch up places where paint has been chipped off.
2. Undercarriage: Painted, clean as possible and in good order. You have open fenders, bottomside is almost as important as topside.
3. Body (condition: Rough and uneven panels, runny and porous paint will get you little solace when the judges finish.
4. Roof or top bows: No leaks, tears or stained canvas.
5. Plating: If your bright work is not new, at least get some good chrome cleaner and make with the elbow grease.
6. Paint: Clean the paint job and shine it up.
7. Upholstery: (Headlines and floor covering) Should be clean and in good condition.
8. Instruments: (Dash and interior trim) All should be in operating condition so as to make the car a safe one.
9. Degree of authenticity of restoration: Try to keep the colors in tune with the original color scheme. Limit to only genuine accessories.

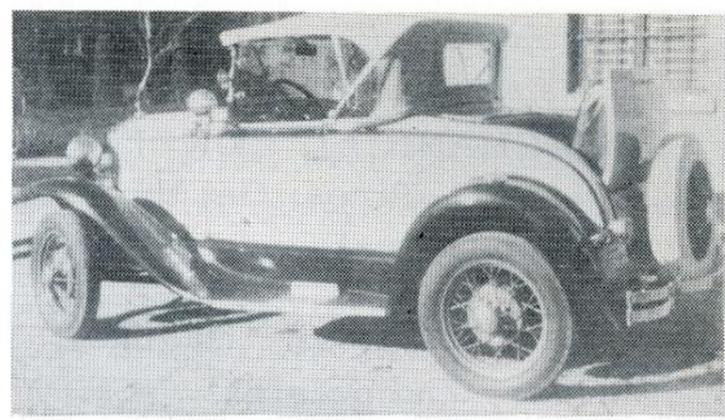
GOOD LUCK!!

## KEEPING UP WITH FINSTON FARQUHAR

The past few months we have been telling you all about Finston's car. Let us summarize. He started out with a 1930 Coupe. He then got a 1929 Roadster body. His next acquisition was a Model "A" tractor, now put all these goodies together with one month's time spent at Bittmann's and what do you come up with? Why, of course, a 1931 Standard Roadster, (with twin sportlites). At this writing which will be the last before those THREE WONDERFUL DAYS, here has been much midnight oil burnt. But through all the sweat and toil Finston is sure he has a winner, but win or lose he is sure going to be at Lake Forest in August. How about you?



COMING AND...



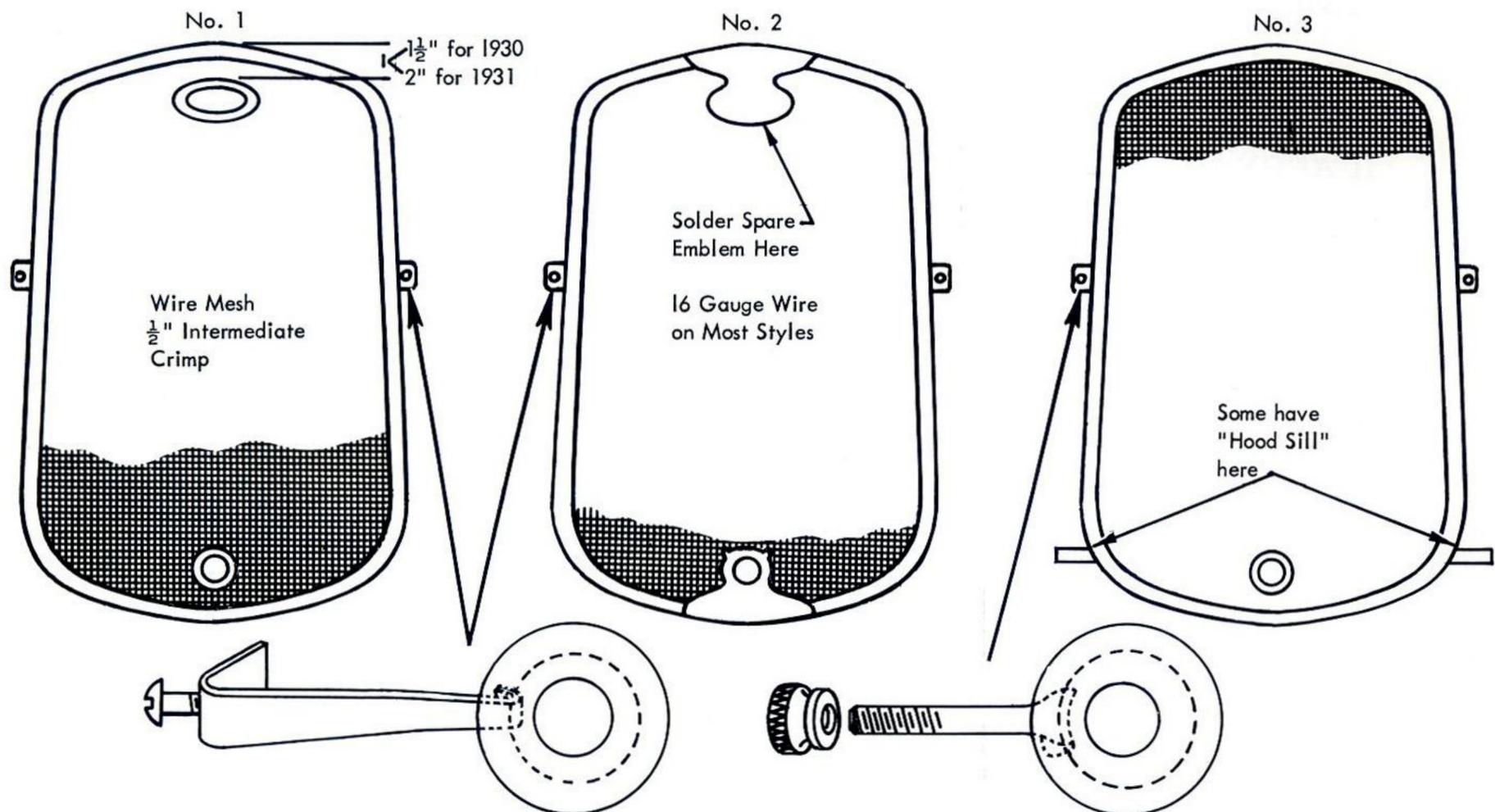
... GOING

## TECHNICAL CORNER

There is no such thing as an "original" stone guard. The parent company, Ford, did not manufacturer them, however it is possible that they could be bought at the Ford dealer on special order.

Most stone guards that have been found had steel angle frame (some may have been channel or round). The mesh was also steel, spot welded to the frame. Wire mesh on these is called 1/2 inch intermediate crimp.

1930-31 STONE GUARD



Enlarged view of two kind of hooks used for holding guards on to radiator shell. Clip hooks under rubber grommet of headlight cable.

The stone guard shown as No. 1 above could be used on 1930 or 1931 Model A's providing the measurement above the emblem cutout is correct.

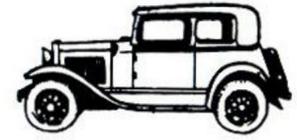
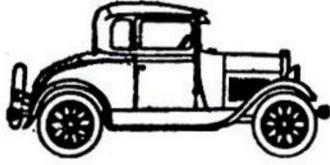
No. 2 style had not only brass angle frame and cast brass upper and lower fittings, but the wire mesh was copper and soldered. The No. 1 guard that was found had--"Norman Guard, Pat. Pending. Los Angeles" stamped around the crank hole.

Duplicate guards on the market today are re-makes of "originals" and are acceptable in competition. (Also a good spot for these plaques)

Rubber 'bumpers' are used (4) at the top and bottom of the guard, between the guard and radiator shell to prevent rattles and scratching of the radiator shell.

--Drawings - George De Angelis. --Article courtesy - Bill Friar.

# REGIONAL NEWS



## MICHIGAN

A joint meet was held with Veteran Motor Car Club of Huron River and M. A. R. C. Motor Cities Chapter on Sunday, May 7, 1961. Coffee was served at George DeAngelis's house at 10:00 a.m. and a nice morning it was. The Model A's and antiques left in groups to Lower Huron River Park. A good time was had by all talking about their experiences and troubles. A Potatoe Stabbing contest was won by Jerry Daugerty in a 1928 Roadster Pick-up; 2nd was Mary Dunning in a '24 Model T Fordor. The slow-driving contest was won by Don Dennis in a 1931 Roadster, and second place was won by Ed Schultz in a 1926 Flint Station Wagon. Door prizes were won by Bill Sturgeon, an out-side grille. Others winning prizes were Matt Terman, Clyde Hale, Roy Rojek. Ladies contest and kiddies contest were also held.

## 3 RIVER

Even an all day rain can't hold back the new 3 River Region. On Sunday, May 21, 22, A's registered for a joint meet with the Pgh. Region of the Horseless Carriage Club. Vintage automobiles from the earliest Fords to the Classic lines of the Dusenbergs and Packards, including a number of Steamers were on hand. Over 120 beautiful restorations in all.

This was quite a turnout considering the steady downpour of rain which dampened cars but not the spirits of the members. Everyone who owns a Model A can understand the fun had with sponge and chamois after this meet.

The big trophy winner for the afternoon was George Santymer of Scoldage, Pa. with his flawless 1931 Deluxe Roadster. We all feel that more will be heard about this car at future meets.

Every member went home with a 1st, 2nd, or 3rd division ribbon and a really outstanding ceramic plaque for attending.

One couldn't help noticing the first class restoration such as Pat Iperigne's 1929 Roadster, Wyn Leyland's 1930 Tudor Sedan and Ralph Lloyd's 1930 2 door Phaeton. Future trophy meets in this region should prove very interesting.

Many thanks to the Horseless Carriage Club for inviting us to this joint meet, particularly those members who judged the cars while holding umbrellas.

Congratulations should go to our Regional Treasurer Dave Moore for setting up this meet and coordinating it with the H. C. C. A. and other Clubs.

In the April issue Bob Geib, Chesapeake Bay Region's Secretary wanted to know if there are any members as old as William Feeser who is 81. We would like to introduce Chauncey DePue, 83 years young, who is an active member of M. A. R. C. since 1955. Chauncey attends all meets in his 1931 Tudor which he purchased new. This one owner car has 656000 miles on it, and it could tell some fabulous stories about A's if it could speak. Chauncey toured to Dearborn with the Pittsburgh group. This car is used daily in his sales job. Ford Times (July 1959) and Roto Magazine published articles on this car.

Our hats off to Mr. Feeser and to Chauncey, our oldest and most respected members.

We are all looking forward to the next event which will be a tour meet to Brady's Bend which is one of the most scenic sections of Pennsylvania. We'll see all you members at Brady's Bend. --Vince Duva, Reg. Correspondent.

## INDIANA - OHIO

### JOINT "A" AND "T" MEET

The Fourth Annual Meeting of the Hoosier Model "T" Club and the Indiana-Ohio Region of the Model A Restorers Club was held Sunday, May 21, 1961 at the Glen Miller Park in Richmond, Indiana.

A picnic was held at noon, followed by a short business meeting, a contest and then a tour of the countryside.

The meeting next year will be held in Rushville, Indiana, with the "T" Club as host. The meeting will be held, as usual, the third Sunday in May. The coasting contest was won by George Coon from Glenwood, Indiana, in his "T", and Paul Chew from New Castle, Indiana in his "A". Trophies were awarded these men.

There were 150 persons attending the picnic. There were 21 "A's", 18 "T's" and one Overland. The oldest car was a 1911 "T" owned by John Smith of Muncie, Indiana.

A large crowd gathered in the park to view these fine old cars. Then as the police led the way through the city streets to the open highway, many more people ran to the streets for a look into the past.

It is safe to say, this was a very successful meeting of the cars. A fine time was had by all, I'm sure.

Thanks to Jack Sandifar and John Smith for the work they put into making this meet such a success. --Jo Anne Walker, Secy., Ind-Ohio

### INDIANA-OHIO REGION BANQUET

The Third Annual Region Banquet is now history. The kind we enjoy looking back on. Everyone had such a nice time. All of us so full of Southern Fried Chicken we had to loosen our belts.

Birthday cake, compliments of Gladys Davis, was enjoyed by all. It was Emmitt's birthday. He didn't tell us how many!

Music, the kind that takes a fellow way back when. (Some to infancy, some to the good old days of dating in the Model "A" and some of us---whoops that's far enough.)

Door prizes galore were won by--June Razor, Dorothy Crawford, Donna Currens, Winifred Ramsey, Mary Crossman, Mae Stafford, Gladys Davis, Iris Chew, Velma Wood, Minnie Ellen Benefiel, Irma Mahoney, Ruth Bryant, Martha Sandifar, Salley Naylor, Jenny Flynn, Paul Chew, Louis Ramsey, Leon Crossman, Jack Sandifar, Charlie Currens, John Flynn, Floyd Sandifar, Paul Stafford, Bob Wood, Merrit Miley, Herb Walker, Emmitt Davis, Jim Mahoney and Dick Benefiel. Those that didn't win a door prize were given pencils and candy, so no one was left out.

I would like to thank those who so graciously helped with all the preparations. Also a big thanks to those who donated door prizes. The smiles of appreciation and satisfaction is what makes all the effort worth while.

Just one disappointment, there were 42 present, representing only two chap-

ters. All you folks from other chapters can't know what you missed, so make plans now to attend the Fourth Annual Region Banquet. --Velma Wood, Banquet Chairwoman.

#### FOUNTAIN CITY CHAPTER

Preparations for an active summer was the main theme of the Fountain City Chapter meet, held April 30, at the home of Jo Anne and Herb Walker, in Centerville.

With most of the chapter's cars back in running condition again, the members are revving up for a full summer schedule--on the go, of course.

The first item on the agenda is the annual "A" & "T" meet slated for May 21 at Richmond. The next item is a chapter picnic in Memorial Park in New Castle on May 28.

Other activities scheduled include a week-end in Brown County on July 8 & 9 and a box lunch auction and tour at Redkey, Indiana on July 30. The chapter will also have charge of the September Region meet which will be held at Richmond and is already making plans for that event.

To keep things running smoothly, the chapter appointed an activities committee composed of Velma Wood and John Flynn and placed a fund at their disposal for prizes and other activity expenses encountered this summer.

There were 19 adults, 8 children and 8 Model "A's" present.

--Florence Yaeger, Reporter.

#### KEKEONGA CHAPTER MEET

The monthly meeting of the Kekeonga Chapter was held April 17, at Clems Implement and Hardware Store, Monroeville, Indiana with 13 members present.

Jim Hall resigned as President due to illness. The resignation was accepted with the request that he be President in 1962.

It was decided that the Kekeonga Chapter be host for the December Region Meet. The date will be set later as well as the location.

The next meeting will be held at the home of William Seibold, 5208 S. Hanna Street, on May 22 at 7:30 p.m.

Reservation cards will be mailed out for the June meeting at Hamilton Lake so as to determine how many will be attending.

Bert Clem had his Model "A" Pickup under lock and key, but he let us take a peek at it. He had to watch Clem Pinney as he was selling parts off it at a bargain.

Those who did not arrive early enough to get chairs had to sit on tractors, etc. Bert had a steel work bench and ball peen hammer for use as a gavel.

Lunch was served and the meeting adjourned.

--Robert Babbitt, Sec-Treas. Kekeonga

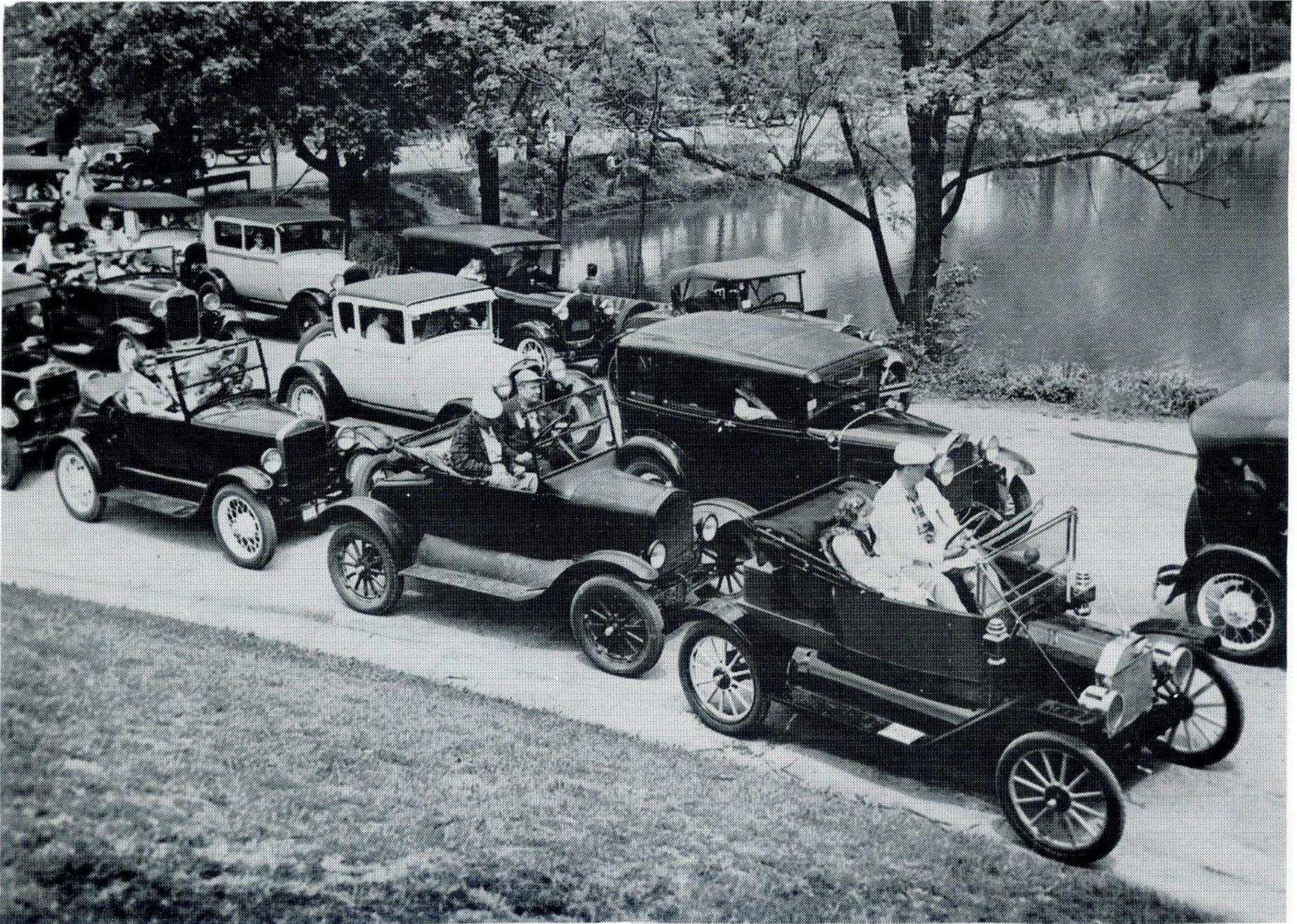
#### WHITE RIVER VALLEY CHAPTER

The White River Valley Chapter congregated May 7, 1961 at Pendleton Park, Pendleton, Indiana at 1:00 p.m. for a sack lunch. The lunch was delightful but Paul Stafford forgot to shut the windows. J. P. Johnson and "Brownie" were on clean-up detail.

Eleven members, two young folk, "Brownie", and four "A's" showed up for the meeting. One Chevy and a "yellow" Nash sneaked in.

After lunch the group toured to Emmitt Davis', in Wilkinson, for the business meeting. The men toured Emmitt's garage while the women visited and related experiences.

Finally the meeting was called to order by President Emmitt Davis. The



Indiana-Ohio Region MARC and Hoosier Model "T" Club joint meet.  
May 21, 1961, Richmond, Indiana.

Secretary's report was accepted as read.

The group will meet May 21 at 9:00 a.m. at 234 and 38 near New Castle, to convoy to Richmond for the "A" & "T" meet. A first contingent may start from Benefiels first and then meet the rest of the group at New Castle.

Plans were discussed for activities for both men and women, and young folk, for the June 18th Regional Meeting in Alexandria, Indiana.

There was a special called meeting to be held at Benefiels, Wednesday evening, May 10th at 7:00 p.m.

Door prizes were won by Emmitt Davis and Richard Benefiel. The lucky lady was Jeanne Clashman.

Delicious refreshments were served by Mrs. Davis.

President Emmitt Davis made a motion the meeting be adjourned and was seconded by J. P. Johnson.

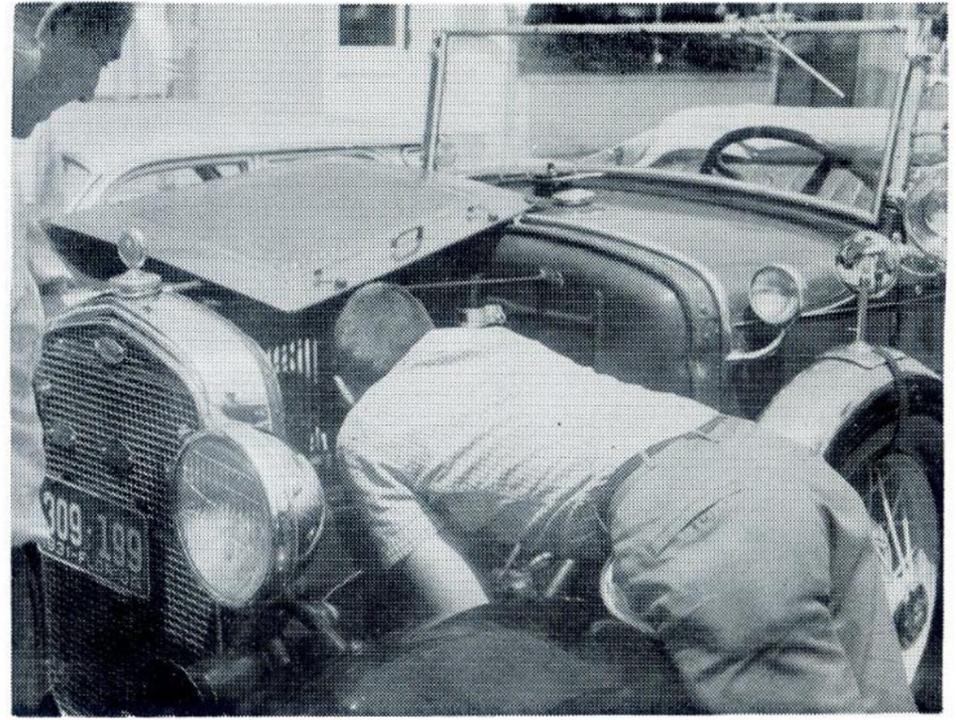
--Minnie Ellen Benefiel, Reporter.

## GEORGIA

The Georgia Region had a double header in May. Not one but two events. Each year we combine efforts with the Antique Automobile Club for a tour to Indian Springs. But just so we would have our own regular meeting several of the club members met at Lenox Square and took a Sunday afternoon drive to Stone Mountain. Not a picnic and no planned events--just a chance to get together and drive and Ford talk a week before the major event.



Fried chicken served in front of Elder Hotel, Indian Springs, Georgia.



Ronnie Townsend had condenser trouble. The rest of the tour left him but he soon caught up and won the trophy for "Best 30-31".

The Indian Springs Tour was the biggest and best yet staged. 32 cars were registered in this annual 60 mile run from Atlanta to Indian Springs State Park. It's a two day affair sponsored jointly by Antique Auto Club and Model A Restorers Club. 16 A's made the trip.

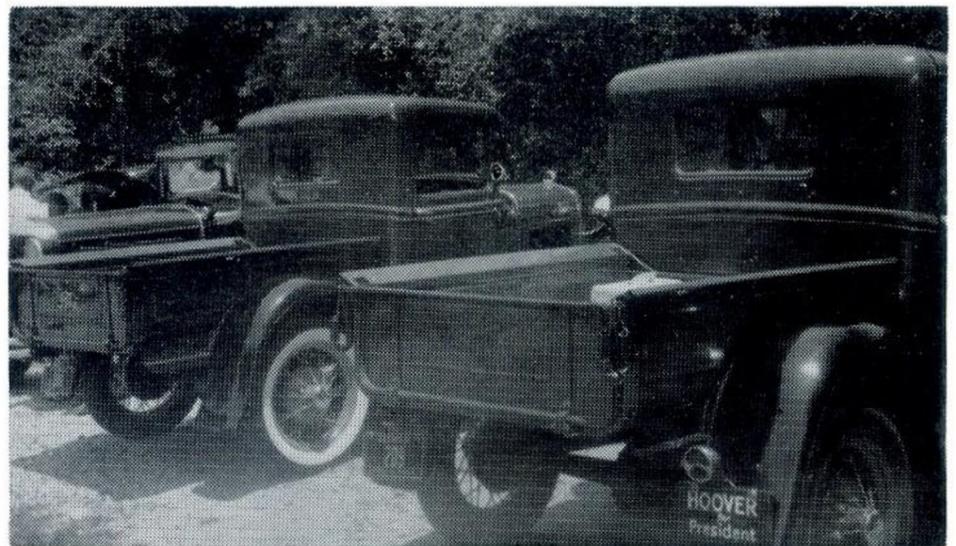
Antique Club's Director Herb Watts and his two Program Chairmen: Chester Martin and Bert Harrington put together a smooth harmonious meeting that will long be remembered.

The 32 old cars plus some late models made the tour in three hours with a couple of brief stops but no major trouble. Ronnie Townsend had to change a condenser, but he went on to win the award for Best 30-31 Model A in the Meet. The best 28-29 trophy went to Charlie Adams Roadster (see cover of MARC News, March 1961). Both were very close contests.

After a fried chicken lunch the contests began. The big classics out rolled the Model A's on the coasting contest. Nita Cofer coasted to victory in a 1928 Lincoln. Four teams of three women each showed their strength by pushing A Models 75 feet across grass. Winning group was Louise Watts, Barbara Ann Eberhart and Jane Head. Then there was the back seat driving contest won by Jim Ellis directing Ray Weiner who was driving with a paper bag over his head. Johnny Sheppard won the balloon popping contest.



One of the Rest Stops along the 60 mile route.



How many MARC Regions have two pickups in their membership?



The two ladies in the foreground are admiring Wendell Townsend's 1919 Brewster which won "Most Popular" trophy.



Backseat driver contest featured a paper sack over the head of the driver while the "Back Seat" driver gave him instructions on how to miss the balloons.

Next came the judging:

Best Classic: Herb Watts, V-63 Cadillac 1925.

Best Restored Model T presented by Ford Motor Co., Herb Watts.

Special Interest Class: Jerry Burns - 1933 Hupmobile.

Most Popular (by a landslide): Wendell Townsend's 1919 Brewster.

The awards were made at the Saturday night banquet with each car making the trip receiving a radiator plaque.

Casing kicking and front porch rocking took up Sunday morning and then the drive back. Those A Model drivers who couldn't stand the 25 mile an hour pace of the heavy cars breezed on ahead and made a quick drive of the return trip.

Everyone was in agreement that this was one of the finest meets the Georgia Region ever had a part in but the Sun Valley Tour July 23 may top the Indian Springs outing. 75 cars were at Sun Valley near Roswell, Georgia, last year and twice that many may show up this year. The meet is jointly sponsored by The Antique Club, Horseless Carriage Club and Model A Restorers Club.

Even before the Sun Valley trophy meet there will be a Model A race on the Atlanta International Raceway. This is scheduled for July 9 in conjunction with the big race of Indiannapolis type cars. There will also be races of Model T's and pre 1912 autos.

During this Antique Auto Show at the Raceway two Model A trophies will be presented and each old car attending will receive two passes and a radiator plaque.

So there is plenty of activity for Georgians in July.

## SAN DIEGO

Even though the morning was grey and sprinkley, the spirits were bright and shiny as eight Model A's and a modern pickup left Ford Bowl in San Diego headed for Ensenada, Mexico in Baja California. At the border town of San Ysidro, we were met by one more Model A and proceeded across the international boundry. As the cars crept along, we were harrassed by vendors with "hot tips" on the horse races at Caliente, and vendors selling everything from large plaster figurines to things to eat like tacos, the Mexican national food.

Sufice it to say the roads in Mexico are not like the ones in the United States. One has to realize their economy is not on a par with ours. The road to Ensenada

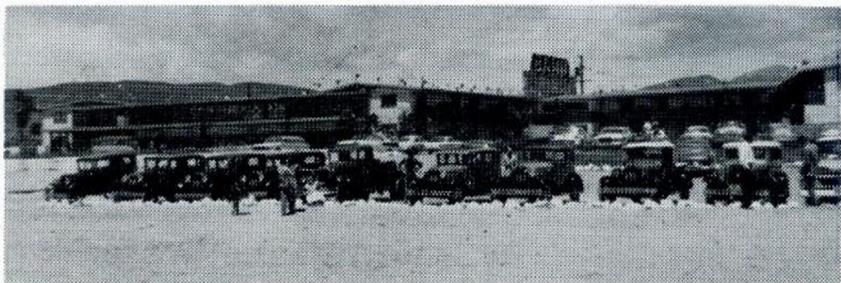
winds through the hills and we see numerous farmers setting up housekeeping in the ravines and lowlands. These homes are usually just one room with cardboard walls. Some of the more prosperous farmers have made their homes of adobe. The kids run around half clothed and barefoot and there are at least five dogs to a family.

Leaving the hills we see the shore line of the Pacific Ocean and soon we are at the infamous town of Rosarita Beach. I say infamous because the Rosarita Beach Hotel, the only decent establishment, several years ago was quite a gambling casino. Many Americans found it easier and faster to come here than go to Las Vegas. Then one lucky (?) night, the Mexican Police raided the casino and jailed the many gamblers, including the Americans. These unfortunates were kept in jail from one week to three months, their possessions including their cars were impounded and they were fined up to \$1,500.00. Gambling was never legal in Mexico, but it was common knowledge that this casino existed. The Mexican government just decided to do something about it.

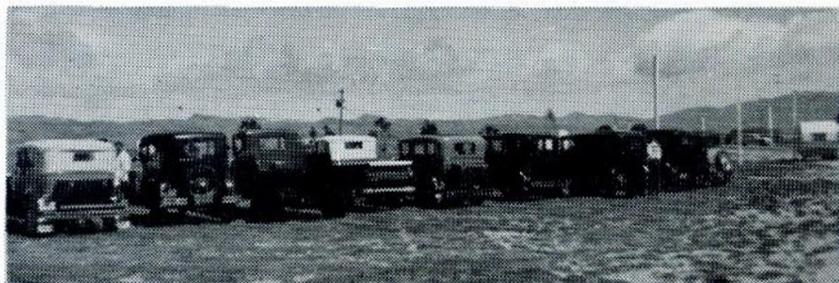
Continuing to follow the shoreline, we see some of the yachts which are participating in the Newport Beach to Ensenada Yacht race. This race is held annually and can be quite exciting depending upon the weather. A rich purse goes to the winner also.

So far, I've given you a very dismal picture of Mexico. It is not as bleak as I have painted, in fact, quite the contrary. Mexicans are very colorful people and I mean this literally. They paint everything in sight either yellow, orange, pink, turquoise or use all of these colors. All along the route, they came out of their homes to greet and wave to us. In general, they are a very happy and content people.

Arriving in Ensenada we headed for the Bahia Resort Hotel. Enroute, we were passed by a motorcycle policeman and soon we heard the wail of his siren. We were being escorted royally by the Ensenada Police. With empty stomachs and full wallets...it was vice versa when we left...we ate dinner in true Mexican style. Strolling trubadors seranaded us while we ate tacos, tamales, enchiladas and frijoles.



Here are the cars lined up in front of the Bahia Resort Hotel at Ensenada. We had an ideling contest here which was lots of fun.



This is a rear view of the cars parked on the beach at Esterro. Please note all of the trunks. Five out of nine is a pretty good average.

Tour chairman Lambert Dial had a few surprises for us when we reached Esterro Beach. The blind driving contest where each driver is blindfolded and trys to come the closest to the rope laid down about 100ft. ahead. Winners in the men's division were: 1st place Dewey Fields, 2nd place C. G. Francisco. Women's winners were: 1st place Elsie Blakley, 2nd place Lois Culp. It was very strange how the women were cautious and undershot the mark...all except Etta Francisco and myself. We overshot the mark. Could this be a personality trait? The next contest was the starting test. Keys are laid on the right running board with the driver sitting in his car with the gas off. At the signal, the driver jumps out, gets keys, back into his car which he starts and then out again to stand in front of his car. The winner, of course, is the first one to reach the front of his car. Winners in the

men's division were: 1st place C. G. Francisco, 2nd place Dewey Fields, 3rd place Louis Vasquez. Women winners were: 1st place Reta Zollars, 2nd place Elsie Blakley, 3rd place Etta Francisco.

On the trip back we stopped at several roadside shops where some large wicker baskets were on display. Foolishly, I bought one at the first shop with the idea it would make a good clothes hamper. I paid \$2.50 for mine. Further down the road they were selling for \$2.25. That fellow did a landslide business with our group. I wonder what the baskets were selling for even further down the line? In all the curio shops the prices are deliberately set high so they can bargain with the tourist. This is a national pastime in Mexico.

Just one sad experience happened and this was on the way home. The water pump casing and fan shaft broke on Jack Williams' 1931 Sedan. Needless to say he won't be using that radiator anymore. Fortunately, Robert Lehmann was driving his Chevrolet pickup and was able to tow Jack back to San Diego. We have yet to leave a car parked at the side of the road. We manage one way or another to get us all home safe and sound.

Total mileage on this trip was approximately 190 bumpy miles. Although the trip was lots of fun, it was certainly a pleasure to see the border once again. It might be my imagination but the air smells fresher in the good ole U.S.A. Makes one proud to be an American.

Sunday afternoon, May 21, 1961 a few of us met at Ford Bowl in San Diego for the Photorama which was sponsored by the Southern California Photography Clubs. We were dressed in our era clothing and in spite of the competition, (bathing beauties in bikinis) we were photographed quite often. There were all sizes of cameras, and I wish I had taken our little brownie. After posing we toured to Shelter Island, one of the resort areas in San Diego, to see some Bentleys and Rolls Royce antiques. They were really beauties. They had toured down from Los Angeles. One Rolls Royce had been imported from England and is said to have once belonged to Queen Anne. Another, a long sleek 1932 convertible, once belonged to Charlie Chaplin. All these cars were in mint condition and had not been restored. It isn't necessary. As for parts, the owners said they weren't hard to find because they didn't need too many. Parts don't wear out, just down. They have them built back up and are as good as new. Speaking for the Zollars family, the cars were beautiful, but definitely out of our class. We are content with our little (and they do look little next to those big jobs) Model A. After drooling we went to a local Pizza Palace and ate and ate and ate.

--Reta Zollars.

## ALABAMA

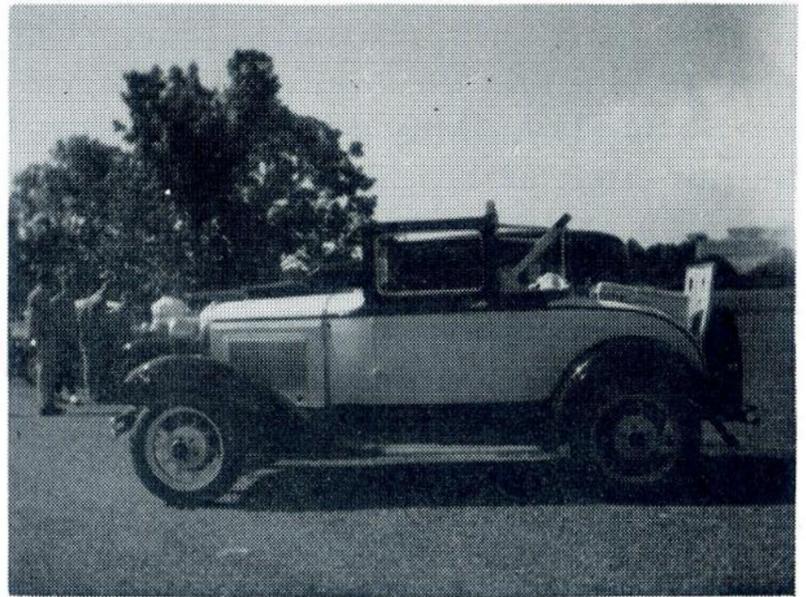
Does anybody have a good use for a combined knowledge of Model A's and ancient Indian Lore? There are quite a few of us here in Alabama who have a pretty good knowledge of both, after a Model A club trip to Moundville, Ala.

There were 42 of us in nine Model A's and two modern cars. We had very little trouble from the Model A's that made the 150 mile round trip. An overheated radiator on Jack Keller's sedan, and a burned up generator cutout on Dub Bond's coupe was the extent of the trouble. Outside of that little bit of trouble, all the cars chugged along beautifully, and as always they were a thrilling sight to see when travelling down the highway en masse.

As soon as we arrived at Moundville we unpacked all the picnic goodies and ate lunch. We were late arriving and everyone was starved. After our lunch, there was much interested looking at the assembled cars, taking pictures, and talking. During the afternoon, we all went to the museum where the skeletal remains of the



The Dub Bond's family.



1930 Sports Coupe belonging to Herschel Honeycutt.



1929 Fordor Sedan belonging to Wallace Jones, Northport.



Diagnosing a Model A's engine trouble.

ancient mound builders lie. We parked our cars on the road near one of the mounds for more picture taking. A representative of the Tuscaloosa newspaper took pictures and information about our club. We hope that there will be some good publicity for the club in the paper soon.

There were two families whom most of us were meeting for the first time. The Hubert Junkin family from Guin, Ala. came in their 1929 Tudor Sedan, which is shiny black with white wheels. Hubert surely spent lots of elbow grease on Saturday to produce such a sparkling clean Model A for Sunday's trip.

Wallace Jones, of Northport, Ala. brought along his family in his green 1929 Fordor Sedan. This car is in nearly mint condition, and there was quite a lot of examining and exclaiming over it. Wallace also owns a twin to this car, which he says is in even better condition.

It was a pleasure having both these families joining in the club's outing. It is always a happy occasion when we get to meet such fine folks as these. We hope to see them regularly whenever the Model A Club gets together.

Another car that hadn't been seen by most of us before, is a 1930 Sport Coupe being restored by Herschel Honeycutt. We want to see this car out on our trips more often, too.

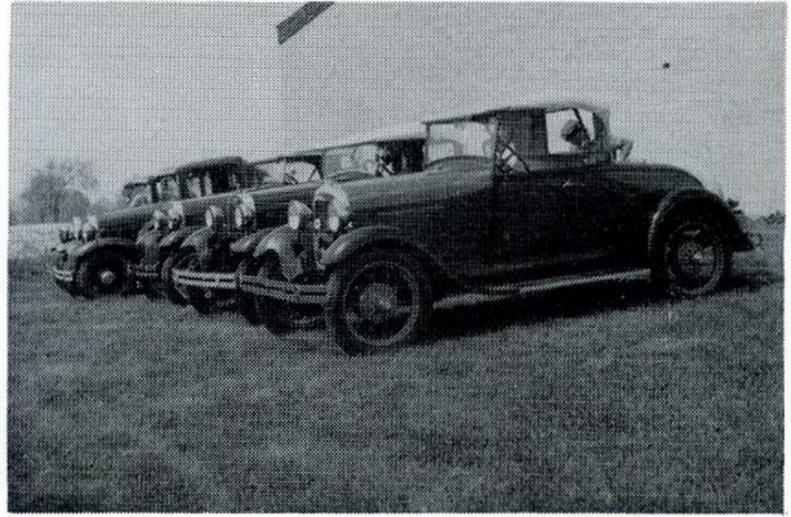
Somebody must have given the weather man a club membership, because he really gave us a fabulous day for our trip. The State Park at Moundville is a beautiful spot on the banks of the Warrior River, and was an excellent meeting place for the Model A Club.

--Pat Montabana, Corresponding Secy.

## CHESAPEAKE BAY

Sunday, May 14, 1961, Dick Weibley was our host at his Skyport Airport. We had beautiful weather but were hurt some by attendance, even so we had six Model A's and about 25-30 members on hand. The parts men showed up with Grumpy Batdorf, Ollie Smith and John Harvey. Wait till I see Boback. It's a wonder some got there at all, seems they can't follow GOOD directions. Still looking for Ross Pickel and some of the others. It's good to see Junior Hartley coming around again. Thanks for getting him out, Ed. Maybe Junior will dust off that beautiful 1931 roadster and get it out one of these days.

Comes July 16, 1961, Ed Geesey, Carroll Palmer will sponsor the CBR meet at Sam Lewis State Park. Here's a beautiful place to bring the family for a nice outing. Picnic tables are available and the view from here is terrific. Park is located south side of route 30 between York, Pa. and Columbia, watch for signs. If Geib and that York County ridge runner have trouble finding park call Ebersole.



Cars owned by Capp, Fashnact, Feeser, Straw, Ebersole at the Skyport Airport Meet, May, 1961.



These fellows braved the April cold to tour to Clair Amspacher's. Feeser, Geib, Koons, Geesey.



A big day for the sellers and buyers at meet held in April at Clair Amspacher's.

Please notice following: The 6th Annual Williams Grove Park Meet on Sunday, August 20, 1961 at 1:00 p.m. This meet will be complete with trophies for open and closed cars, plaques, and free amusement tickets for the children of all registrants. Applications will be mailed out, anyone not receiving application may do so by writing O. S. Ebersole, Box 108, RD 3, Hummelstown, Pa. This meet is open to all Model A owners so don't hesitate to request application. We have 65 to 75 Model A's at this Junior National Meet so let's break that record this year. Will be looking for the Chambersburg crowd this year. Please, Harman, no weddings, bring that son-in-law and daughter along. Would like to see Mr. Shade from Winchester, Va., Jack Knowles and his friends from D. C.

Bill Kroh will be there complete, in his shorts and derby hat. Miller from Beattyville should have that roadster done over by then. Brousis, get that other mushroom king, Phelps, up here and stop buying those A's out from under him. Mr. Driesbach should have that 1929 roadster done by then to compete with his son's beautiful 1929 Phaeton. We also would like to see some of our friends from the west. There are lots of Model A's out Somerset and Pittsburgh way. Come one, come all,

but be sure and come to this outstanding Model A Meet. Location, etc., on application. Harry Metcalf will be chairman of the committee judging. He and his assistants will do their very best in the hardest of all jobs. The parts dealers will be there in full bloom, if you wish to sell or swap bring your parts.

Don't forget Lake Forest. Would like CBR to be well represented. Contact Ebersole if you're going. --Bob Geib, Secretary.

## HUDSON VALLEY

The Hudson Valley Region had the first meet of the year on May 21, at Snow Valley, Fishkill, N. Y. Sixteen A's and forty-three people turned out for a wonderful day of events. Members from all three chapters, The Greater New York, Dutchess County and Hudson Valley attended, with Nord Davis of Poughkeepsie being voted the most popular because of his 1929 pickup with the "Repeal the 18th Amendment" sign on front and the whiskey barrel in the rear.

At the present time about 8 cars from the region are planning to attend the National Meet in Chicago in August. Plans are under way for two or three separate groups to leave and travel together. A total of at least nine days will be required and all members are urged to have their cars in tip top shape. In addition, the groups will be planning their spare parts so as to assure a safe trip. --Al Link, Regional Correspon.



Johnny "X" Xifos, Vice President, Hudson Valley Region with his 1929 Station Wagon.



Ed Borrell, President, Hudson Valley Region. 1930 Coupe owned and beautifully restored by Russ Hulse.



George Wilkinson, left, and Nord Davis, right, with the 1929 pickup and the "Repeal the 18th amendment" whiskey barrel. George and Nord are the organizers of the Dutchess County Chapter, Hudson Valley Region.

## ILLINOIS

### CALUMET CHAPTER

The Calumet Chapter is proud to report on two very successful meets, the April 30 Ralley, and the May 14 picnic.

APRIL RALLEY - The Chapter asked a \$1.00 entry fee, which didn't stop 24 "A's" from entering. A tricky and interesting course was set up by members



President Joe Vondrash awards first place trophy  
to John Minsberg.



Third place trophy to Ron Johnson.



Second place trophy to Harry Miller.

John Kean, Ken Wilson, Bill Friar and Joe Vondrash. Almost all members were lost at one time or another, including famous ralliests Chuck Hobday, Jim Etchison and Doc and Bill Carmichael. The rally committee ran through the course early on the morning of the 30th to make sure everything was in order. All seemed well at this time. Near the end of the course there was a sign saying "Eggs - 1/2 mile". So we had on the instruction sheet "Get Eggs". Now sometime after we had made the morning check, a farmer back down the road a spell, posted a sign "Eggs". Well, can you imagine the confusion of having 20 Model A's pull in your driveway on a peaceful Sunday afternoon after merely hanging up a sign reading "Eggs". The farmer was not amused, nor were a few of the contestants. Some of the participants had gone as far as Joliet, which is 25 miles from where the rally was taking place. However, only one member (Ed Samulis) had opened his panic envelope. Ed managed to find his way back to the Matterhorn Supper Club where everyone wound up for dinner and presentation of trophies and prizes. Harry Miller and Paul Moller did an excellent job of selecting the lovely TV lamps that were given as prizes to members with the best poker hand, those who had filled in all the blanks on the instruction sheet, etc. A total of 58 people attended the dinner and all were pleased and satisfied with an afternoon well spent. Everyone is looking forward to a possible fall rally.

MAY PICNIC - We had a warm sunny day for our May picnic and after a good lunch we were ready for some games. Ken Wilson briefed contestants on the cranking contest. Instructions were to run from starting line to driver's side door, reach in get crank, start "A", return crank and then back to starting line. When the starting signal was given, Bill Friar ran to driver's side door, got his crank, started "A" and dashed to finish line, first by far. While Bill was nonchalantly waiting for other contestants to finish, he happened to glance at his "A" and much to his surprise there was his crank staring him in the face. Better luck next time, Bill. You too, Elmer Miller and Joe Vondrash. In the future, please take your cars out of gear. It wasn't rumors that were flying later on, it was shoes in the women's shoe kicking contest. Some of those gals have a lot of power. The kids keep busy consuming seven cases of soda and 150 dixie cups. Everyone was pleased with the prizes won and I'm sure that everyone who won a gas mask will find it very useful for any trips they plan to make to outer space in the near future.

A month from right now things will be popping all over the "A" country. Engines will be getting their final fine tuning, preparing for the run to Lake Forest. The finishes will be sparkling with the efforts of the proud owners and the plating will be gone over one last time. All this for points...and some of us will take it the easy way, getting out the grease gun and giving it the once over, changing the oil and filling it with gas. We might even wash it, or at least wash the windows... Anyway at all but we'll make it to Lake Forest. From the attention the registrations are getting, it will be a fine turnout.

Last month in the Illinois Region we had another fine rally, put together by our Meets Co-ordinators, and many fine trophies were awarded to those who qualified with the highest points. This was held in McHenry, Illinois and the surrounding area, was set for 20 mph and should have taken an hour and a half to cover the thirty miles included in the clues...but, it was a little more difficult to run than it was to put together.



The running board belongs to George Kirkland. The trophies were awarded to competitors at McHenry.



2nd place went to Glenn Anderson and his pretty helper. That's Kirkland trying to get into the act.



Clan Larson receiving their 1st place award from George Kirkland.



Don and Bob Mede, regulars at Illinois Region functions, were at McHenry.

The photos accompanying this article were supplied by our Director, Russ Gerrits, who finally found a camera that would work. Thanks, Russ. While we're on this subject, let's dwell a little on the competition of the Model "A" with other cars of the same general vintage. At Glenview Naval Air Station a few weeks ago there was a Classic Car Club of America Concourse. Many fine makes were represented as they always are, and among these were a number of, you guessed it, A bones. Right there with the prestige cars and many of the big autos could use some

talent like the A's showed. In this event there is a category for 'special interest' cars and the A qualifies for this. So do many others, including some of the makes not seen at anything but such an event. They don't allow them to be made any more.. Anyhow, Russ had two cars entered, the A roadster and his 1936 Cord. Both cars were best in their class. This is a real test. Try preparing two cars for such an event. I heard from a good source that Joyce got saddled with cleaning the wheels.. I know for certain that Russ was shooting color on a door at 11:30 p.m. the night before...I was there and was it cold!!! (I learned two new words too...)

Just a short time ago, about a week, we got together with the Illinois Chapter of the Model T Club and had a real nice tour. The day was hot, but the water was plentiful so there was no real hardship felt by anyone. This was a very healthy event as it showed that there is a spirit among old car enthusiasts which forms a common bond of friendship. Of course there is a little competition between the A's and T's, but it is good clean fun and we all liked it.

We are all looking forward to the balance of the summer for the activities put together by our people and as we have said before, you get our complete support for a good time, but only to the extent that you can participate...The more you're out the more fun you'll have.

SEE YOU AT LAKE FOREST                      AUGUST 8-9-10

## NIAGARA FALLS

We have received our charter, have our constitution printed and ready for our members. The following officers have been elected:

President - Bob Radmore  
Secretary - Treasurer - Pete Brown  
Regional Historian - Joyce Mattice  
Parts Secretary - Jim Dawson

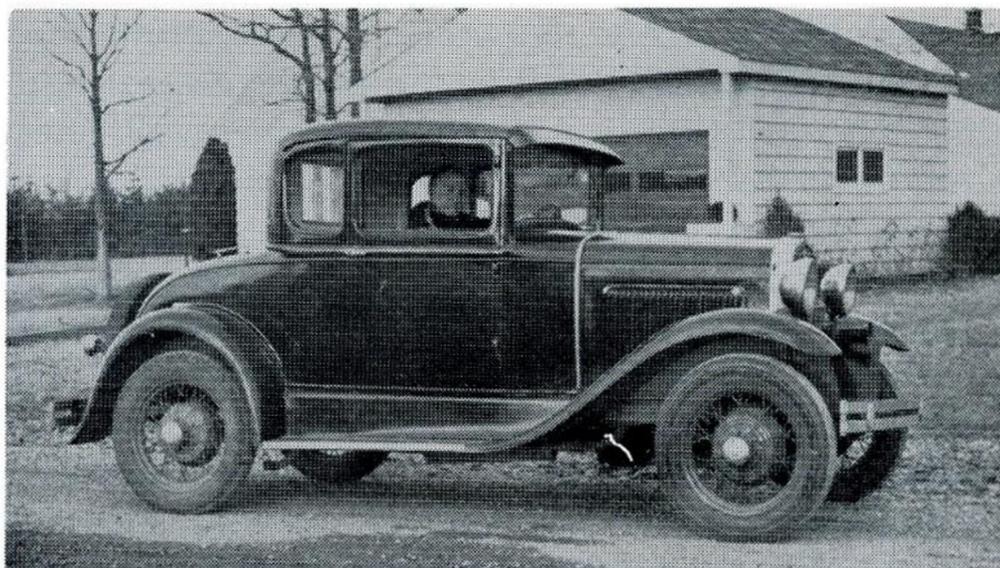
On our tour Sunday, May 14, six members, three wives and two Model A's were present. The tour proceeded to Goat Island by Niagara Falls, then around west River Parkway on Grand Island and out Rt. 5 to Clarence and "The Turkey Roast" for picnic style turkey dinner. The return trip was via east River Parkway on Grand Island. Bruce Hughes and the Radmores rode with the Kendricks on the way out. Jeff Bludeau and Pete Brown rode in the Spatt's rumble seat. Radmores rode rumble seat on the return. A good time was had by all.

On Sunday, May 21 the Spatts and Radmores turned out at the invitation of the Antique Auto Club to meet with them in a joint meet with The Horseless Carriage Club. Howie Holmes who is a member of our club is the President of the local region of the A. A. C. A. Jim Dawson who also is a member of both clubs also attended. An estimated 60 cars met and toured the area north of Niagara Falls, Ontario to view the blossoms. The group stopped at the Welland Canal for a picnic lunch and then continued for a tour of a dairy farm. In spite of rain all had a good time.

--Joyce M. Mattice.

Beware National Meet Entrants! The Niagara Falls Region will have at least one car calculated to walk off with many jealous glances if not top honors. Jim Dawson's 1930 Roadster is well under way and should be ready for the Meet. Those who have seen it have no doubt that the judges will be hard put not to find it best in its class.

About three years ago while Bob Radmore was canvassing his neighborhood with a petition, he got into a conversation with John Spotts regarding Model A's. It seems that John had seen Bob working on his A and had taken an interest in owning one. Not long after John turned up with a 1931 Coupe and a 1929?. The 1929 car had been cut down for farm use and the 1931 coupe was being used as a nesting place for chickens.



RESTORED CHICKEN COOP

After approximately two years hard work the car is most presentable as the picture above. It is the running example of what hard work in all kinds of weather can produce. John, along with his wife Carrie, hopes to drive the coupe to Chicago for the National Meet.

Recently John acquired a 1930 pickup truck from across the border in Canada. This truck had been the "Niagara Township Fire Dept." and is painted a beautiful red. No rust and a cinch to restore. John hopes to have it on the road, again painted red, in a short while.

John and Bob Radmore spend Saturdays either in Canada or around Niagara Falls looking for scarce parts and bargains. As John put it last weekend as he came home with a 1930 radiator shell and a pair of headlights "I'm like a crow that can't resist picking up anything shiny". Of course, I won't pass on John's comments about Bob's weakness for motometers! --Robert Radmore, Regional Director.

## WISCONSIN

The tour season here in the Wisconsin Region got off to a good? start when Bruce West had a flat tire while at West Gate Shopping Center. After the caravan had started, the radiator on Bruce's car flipped its lid. The radiator core apparently was plugged. Bruce went back to get his pickup. He still made it in time for lunch, though. Don Chandler got a little more ventilation than expected when the top tore, leaving the truck with a sun roof for the rest of the trip.

This tour was a whopping success, with 16 cars present, including a 1931 Willys Knight, as compared with four cars last year at this time. After everyone had assembled at Tower Hill State Park, we had a wonderful picnic lunch.

Stan opened the short business meeting with the announcement that Bruce Miller is the editor of the new "BADGER'S A" paper. Bruce said they hoped to have the paper out by June 1st. Other members of the staff are John Moede, assistant editor and Jean Moede, typist.

Don Chandler, Stan Walz, Don Bucklin, Louis Hall, Cletis Brown, Bruce West, and Alex Bednekoff drove their cars recently in a skit presented by a University of Wisconsin fraternity house. In the next order of business, Don Chandler presented each of these members with a thank you note and a fire extinguisher, compliments of the fraternity.

After the business meeting, all the cars assembled, and we drove to Taliesin East, Frank Lloyd Wright's school for architects. The buildings were beautiful, interesting, and expressed the designer's individualistic styling. It was very enjoyable.

After the tour many cars broke out of line to head homeward. Most of them, however, returned to the park for a swap meet and some supper. It was a most exciting and satisfying day.

## FLORIDA

### TAMPA BAY CHAPTER

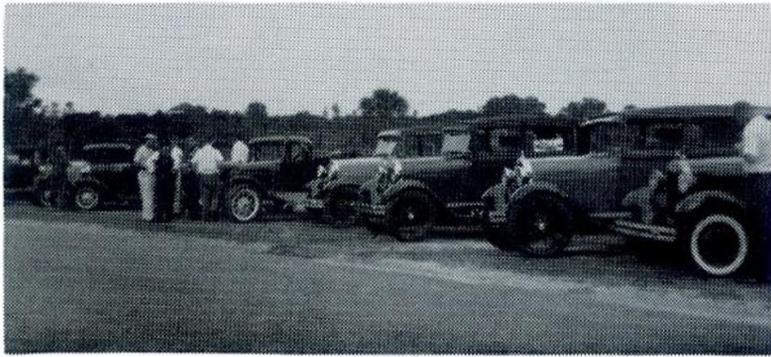
The second meeting of the newly formed chapter was held Thursday, April 20, at the home of the new president, Jim Fales. Here the By-Laws, which had been previously set up, were discussed. After a few minor changes and adjustments to suit the members, the By-Laws were voted on and passed.

We planned to have a parade about twenty miles long and a picnic on Sunday, May 7. The picnic is to be at Philippi Park in Safety Harbor where a course will be marked off for driving games.

### RIDGE CHAPTER

A business meeting was held on April 25. It was decided at the meeting to have a tour on May 7. We will leave Lakeland at about 11 a.m. and travel through the towns which make up our Chapter limits: Plant City, Bartow, Winter Haven, Auburndale, and then back to Lakeland.

Just outside of Bartow, we plan to stop in the Peace River State Park to have a lunch and a parts auction. Parts will be donated by the various members and the proceeds will be used for projects such as a trophy meet. This tour will be a first for our Chapter, as we've never before tried the idea of parading down the main streets of five different towns all on the same day. The Auctioneer will be the President of the Chapter, Bob Heunisch.



Some of the cars from both the Ridge Chapter and the Central Florida Chapter in Haines City on March 19, 1961. There were 14 cars present.



Ridge Chapter MARC in Lakeland, Florida just before leaving for a dual meeting in Haines City with the Central Florida Chapter. March 19, 1961

### CENTRAL FLORIDA CHAPTER

Among the latest activities of the Central Florida Chapter (Dick Stevenson, President) was their representation of the Florida Region at the meet in Winter Park sponsored by the four major Auto Clubs of Florida. The four clubs participating were the Model "A" Restorers' Club, the Veteran Motor Car Club of America, the Vintage Car Club of Miami, and the Antique Automobile Club of America.

On Friday night the meet started off with a wonderful supper followed by the movie, "Genevieve". This was the story of a London-Brighton Run as told by a professional. On Saturday the group of about 35 cars started on the tour which began in Winter Park, went to Orlando and on to Mt. Dora. In Mt. Dora a delicious fried chicken box lunch was served. From Mt. Dora the tour took us to Sanford where Police led a parade through the town. The tour then returned to Winter Park and the Alabama Hotel.

Following another good supper that night, was the showing of films taken by

club members at the Ormond Beach Meet held last November.

Seven Model A's participated in the tour and at least five other MARC members drove other antique cars. The Ridge Chapter was well represented here also.

As you can see, our Florida Region is presently concentrating on Chapters. Anyone in Florida desiring to have a chapter in his area is urged to contact Florida Region Secretary, Richard L. Stevenson, 801 N. Solandra Drive, Orlanda, Florida or Florida Region President, David N. Boyd, 820 S. Dakota Avenue, Tampa 6, Fla.

## SAN GABRIEL

At a recent board meeting Max Untersee, our past director and founder of the region was presented a plaque and a lifetime membership in the region. The plaque was presented to Max by our incoming director, Joe Bridwell. A good turn out of the members were on hand to honor Max for his efforts and guidance required to build our region. Max was responsible for guiding the region from the 13 charter members to near 60 members during his term. Max is devoted to the restoration and use of the Model A Ford. He has always helped members find parts, furnish information and assist to the best of his ability. He also believed in a healthy treasury which was in very good shape. Max is continuing to work for the region on the board of directors.

Joe and Max plan to attend the Chicago Meet in August. Hope to see more regional members aboard.



Joe Bridwell, Regional Director, left, presenting plaque and life membership to past Director, Max Untersee.

Our tour to the Long Beach Model T Club annual Hill Climb at Shell Hill in Signal Hill (22% grade) on May 21 was attended by approximately 30 regional members and their families. Upon our arrival most of the regional members paid the entry fee for the Model A Division. This Division was divided into the following classes:

### Stock

Factory power and correct year wheels.

### Roadster

Roadster, Roadster PU, Touring

### Sedan

2-Door, Coupe PU, Sedan Delivery

### Modified

Any modification to engine or chassis but must pass Dept. Motor Vehicle Inspection.

### Coupe

Coupe, Sport Coupe, Convertible.

### Heavy Sedan

Station Wagon, Victoria, Panel, 400

Frank Ruiz ran second place in his stock 1931 Coupe, under 16 seconds. After removing his spare tire and rumble seat for the third run his time was under 15 seconds. Ceil Untersee, our secretary, ran a full second under our director. Ceil was running under 17 seconds with her 1931 Coupe. Max Untersee as well as our director

had to bow to the ladies this time. Wayne Lyndon turned in very good time under 17 seconds in the Heavy Sedan class with his sick 1931 4-door Sedan. Wayne broke his timing gear on the tour and completed competition at the hill climb with only one spoke left in his timing gear. He also drove 30 miles home.

Our tour on March 12 to the Pleasant Valley Model A Club Swap and Trophy Meet at the Orange Show Fair Grounds in San Bernardino was attended by approximately 35 regional members and their families. The Model A's were in fine running condition and attracted a great deal of attention for the full 53 mile route from Temple City to San Bernardino. Minor fall outs were to replace a broken fan belt, and drain a radiator below the baffle to prevent water spots from forming on the finish. The most unlikely break down to ever hold up a tour was experienced by our vice director and tour master. The baby bottle warmer normally operated from the cigarette lighter socket refused to work. The result was one stop to heat the bottle.

### THE HEART OF A REGION, "THE WORKING MEMBER"

These members are of great importance to any club and in many cases do not receive the just honors due them. First off their Model A's may not be trophy winners fully restored or may not have shiny paint jobs; but one thing is for sure, he has a Model A that runs, or is working hard at odd hours restoring parts he cannot afford to send out and helping the club effort with all he has.

Mr. Roy O'Brien, one of our most active board members, could be classed as such. When Roy joined our region he did not have a Model A or even a basket case. Since joining us he has obtained a 1929 Coupe which may not be considered a show car but is at every meet and running. He also has two basket cases in the process of restoration; one is a 1930 Cabriolet and the other is a 1931 4-door Sedan. Roy has offered a helping hand when ever a member was in need of assistance and is always ready to donate a part or time to assist another member roll his "A" out for a tour. Roy has been laid up with a back injury for several weeks but managed to attend the last board meeting. Thanks, Roy.

Another member who has devoted his all to the region is Dale Strait. Dale has attended most of our board meetings and special events and is the editor of our regional news "The Horn". With home duties required to raise three fine daughters and the work required to restore a 1931 Model A Coupe, Dale has given more than his share to the region. Dale towed his 1931 Coupe from Montana about two years ago. It has been completely stripped down and is now on its way back, restored from the ground up. To date all work is being done with out assistance except where machine work is required. Dale will be leaving us in the near future due to transfer. We all hope he can complete his restoration before leaving. However, the "A" will go where Dale goes. His leaving will leave a hard gap to fill but we certainly hope he can join with other MARC members in the Bay area and keep in touch with is old friends. Thanks, Dale.

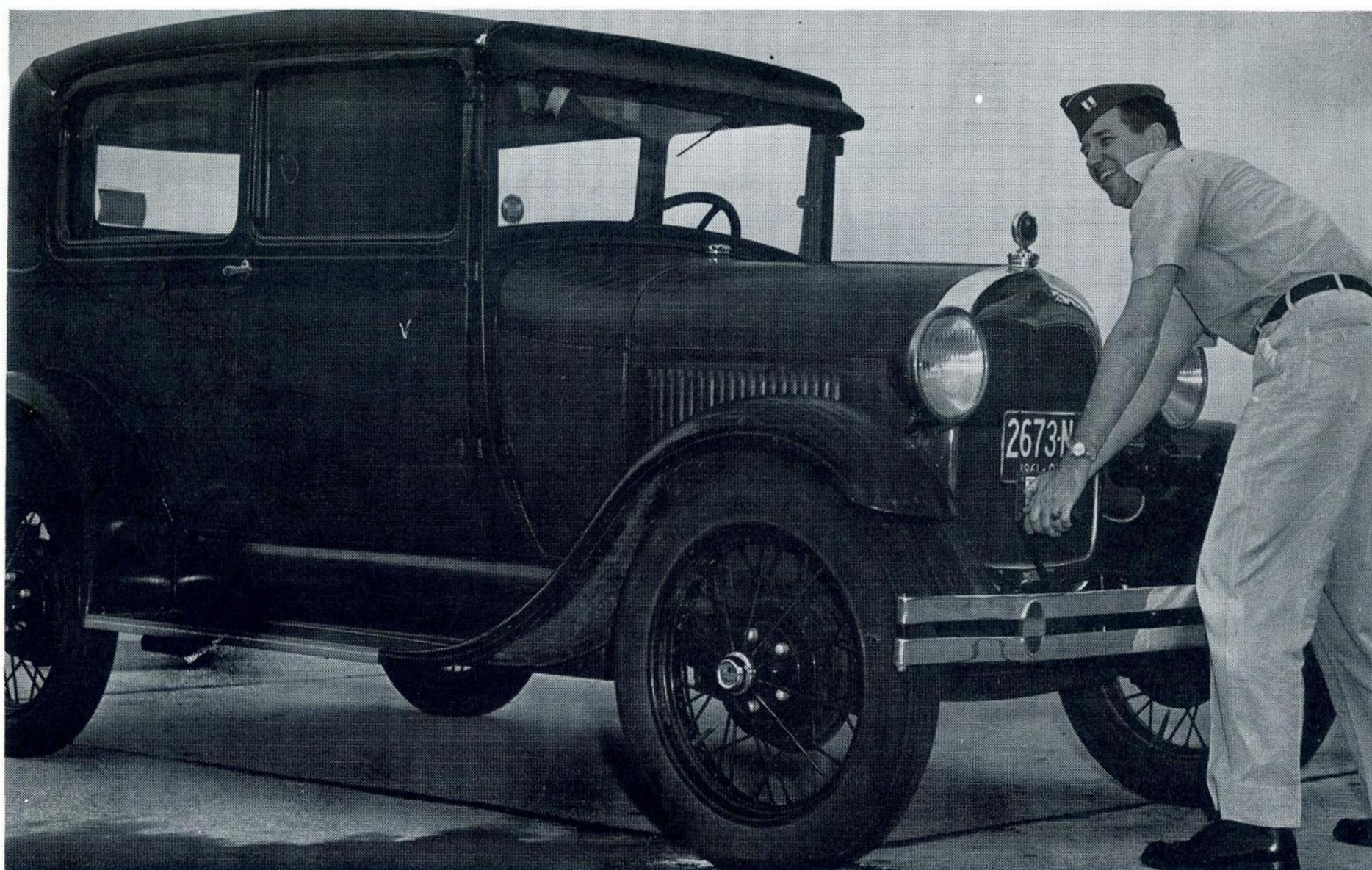
### TRI - STATE

On Saturday and Sunday, May 20, 21, many of the members from the area around Dayton were present at the Armed Forces Day Air Show at Wright-Patterson Air Force Base. The members were treated as royalty and included in the festivities was a parade past the reviewing stand which ended up a deadend in a hangar to escape the rain. Here some of the more inquisitive members were said to have crawled over, under, and around the planes in order to see some of the latest developments.

To give further proof to a fact that has been known to most of the members in



Captain Larry Spencer, Wright-Patterson AFB, Dayton, Ohio with his 1929 A and F-101 Fighter-interceptor at Armed Forces Day, May 20, 1961.



Captain Larry Spencer cranks up 1929 A for Antique Car Show. He is a member of Tri-State and President of Miami Valley Chapter.

our region for quite a while, we must say that Harold Angel is always ready for what appears to be a bargain, even in cigarette machines. Right, Harold?

The most advantageous position for observing the whole air show was afforded the A's and their occupants as they were permitted to sit right on the flight line.

On Sunday, May 21, members from both chapters in our region were present at the Richmond, Indiana T and A Meet. One of the features of the afternoon was a

coasting contest. We must give credit where credit is due. Those Indiana people really furnished everyone with a fine feed which included some of the best cakes and pies anywhere. We are grateful for them inviting our region to attend. After the lunch in Glen Miller Park the whole group participated in a caravan a short seventeen miles to Whitewater State Park. Those Indiana boys sure like to blow those fancy police and wolf whistles they have on their cars.

On May 28th, the Dayton Chapter held a poker run from Hills and Dales Shopping Center, through Dayton, along Miami River, and ending up at the Taylorsville Dam picnic area. There were five check points along the way and the members picked up a card at each point along the route. Trophies for the five best hands were won by Warren Peck, Ray Jordan, Steve Smith, John Markey, and Eldon Leighty. P.S. All the people running the check points must have been honest because none of them won anything except the distinction of having about the worst five hands.

We have a couple "new" A's in our area now as Harold Angel dug up a jewel in the form of a 1929 Fordor with only 28,000 miles and James Koontz recently purchased a perfectly immaculate 1930 Town Sedan with all the extra goodies such as a trunk.

A lineup of some of the events in the region during July are as follows:

- July 1 Middletown Parade - 10 a.m.
- July 4 Fairborne Parade
- July 7-9 Ohio Region Granville Rally, Granville, O., AACA Meet.
- July 17 Lebanon, Ohio Parade - 12 Noon.
- July 23 7th Annual Antique and Classic Car Parade, Hamilton, Ohio.
- July 30 3rd Annual Historical Car Festival, Bluffton, Ohio.

We should have a fine busy time this month and so we will be looking forward to seeing all our members there.

## HARBOR AREA

Boy-oh-boy, June is all but gone, even though it is only the first week. But time slips by so fast it seems that I sit down to write this article each week.

At the regular meeting at Walteria Park, Jess Harvey's name was drawn, which starts the prize build-up from scratch again as he was handy to receive it. (This was his first time at the meeting.) Don't put off attending, you may not be as lucky as Jess.

Films were shown of the T Hill Climb. Some of those T's did about as well as the A's. (not counting the modifieds)

It was because of the Hill Climb, which incidently is a 22% grade and 1/4 mile, that the Poker Run has been rescheduled for June 25. We hope, especially the activities boys Jim Olds and Bob Bates, that we have a larger group than last year.

Plans for the June 10-11 combined meet of the Antique Auto Club, Antique Airplane Club and MARC were finalized. The Torrance Airport should see plenty of action.

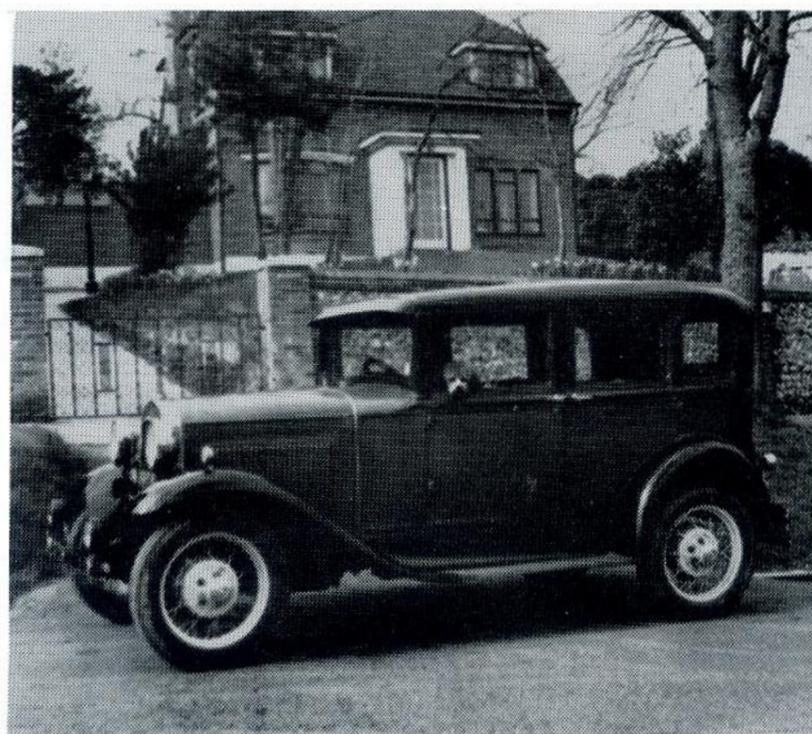
Jim Olds stopped by my house to report an article in the Mirror Times indicated that many of the camping areas around these-here parts have all but dried up. (Only 3-5 inches of rain.) Apparently, at most places, campers will have to bring their own water with them, as even drinking water may be scarce.

Dale Kilbourne is on the disabled list and we missed him at an impromptu quickie planned Memorial Day Picnic. This was formed over the weekend, and 9 A's and 5 slightly newer cars went on the tour to Griffith Park. We spread out at

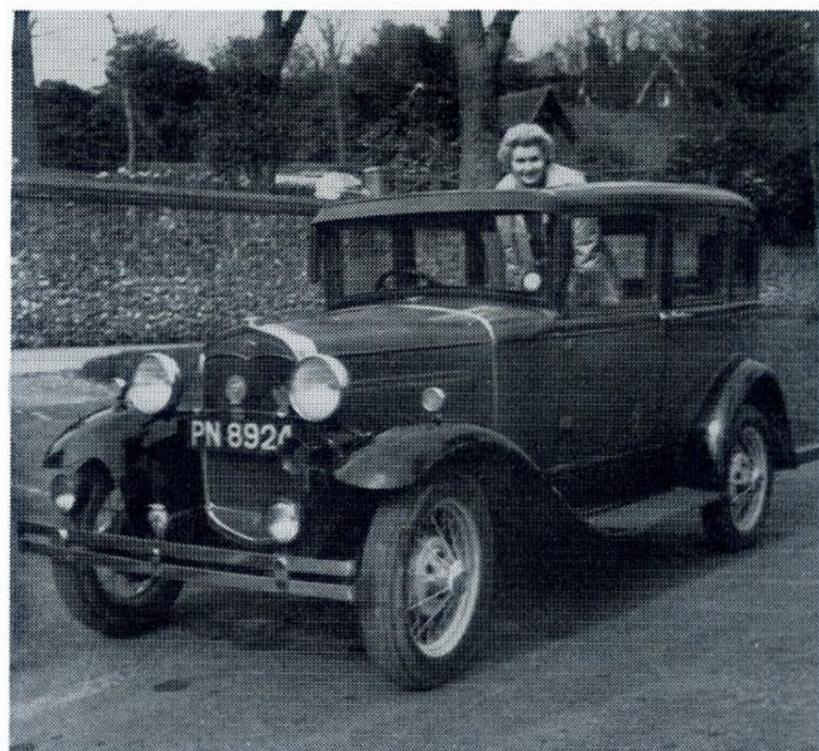
the Travel-Town area. Here are many, many train engines and various rail cars were to be seen. Softball and "A" talk was the rule of the day, besides eating and sleeping, that is.

Happy, careful, summer motoring. --Wilbur Richardson, reporting.

## ENGLAND



Photos here show a truly English Model "A" 1931. You can note the difference from its American counterpart. Parking lights on the fenders, sliding sun roof, leather upholstery, and semaphore type directional signals which are attached to door post. The later item is compulsory in England. Not to be overlooked, the steering wheel on the wrong side. This car was bought for about \$30.00 and had just 30,000 miles on it and was owned by an elderly gentleman who had cared for it since new.



The engine number and the body number on this car are one and the same; however I do have a spare parts car and the numbers differ. Can anyone tell me if these cars were made in Manchester, England or just assembled there after shipment from Canada or the U. S. A. ?

Here is a vacation idea for "A" hunting. I recently was down in Montevideo, Uruguay and I can recommend a visit by lovers of the old cars. There are so many that it is just like living 30 years ago.

--Capt. Tom Dobson

Garden Cottage, King Henry's Road  
Lewes, Sussex, England

## NORTH CAROLINA



### Queen City

The Queen City Model A Club met at the Park-N-Shop, Charlotte, Sunday morning, April 30, 1961. Despite the fact that the weather was a little disagreeable, we made a non-stop trip to Rutherfordton, where we met some more "A" fans. Their local newspaper had planned to make some pictures of our group, but they were unable to do so. Even though we hit Rutherfordton at Church time, lots of people looked over our cars and suggested that we stay until after lunch as some of the people attending Church services would like to see our cars. Since we had told Boyce Jones, one of our members who lives in Hudson, North Carolina, that we would come by his house and then all go spread picnic lunch together, we headed that way. Somehow, enroute to Hudson, Hal and June Abernathy got lost from the rest of us. After an unsuccessful attempt to find us in Hudson, they went to Blowing Rock to see "Tweetsie". They must have made good time, though as some of us ran into them on our way back to Charlotte that afternoon.

Our next trip is planned for Saturday, May 27, 1961, at which time we are looking forward to a weekend at Myrtle Beach, South Carolina.

--Earl and Janet Seamon.

# 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 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:

William E. Hall  
P. O. Box 615  
Zanesville, Ohio

## FOR SALE

New original brake-rod supports - wire loop type - six for \$1.00 p.p. New original deck lid support - \$7.50 p.p. New water pumps - \$5.00 each.

David Dennis 534 S. Patterson Street  
Valdosta, Georgia

Windwings - \$19.95 Windwing nuts - \$1.00  
Overhead valves with an intake manifold for single carburetor - \$100.00.

D. & C. Mfg. Co. Box 331  
Bourbon, Indiana

1929 Model A Firetruck, extra good, restoration not needed. Complete with siren, red light and ladders and hose.

Contact Captain Lowrey Spencer  
5201 Pocono Drive Dayton 24, Ohio

Model A Ford Blueprints - Complete schematic wiring diagram of entire electrical system. This 8 1/2 X 11 blueprint is a must for all Model A owners and restorers. 80¢ postpaid.

Robert Cieslak 7028 Greenway Avenue  
St. Louis 20, Mo.

475/500 X 19" Denman tires, whitewall on both sides like Model A era. Whitewall 2 1/2" wide from wheel rim to outside of white. Price \$21.00 each, all tax included. Price plus shipping charges.

R. T. McDaniel 1389 Lee St. S. W.  
Atlanta 10, Ga.

1929 Tudor (55-A) 2-tone Brewster green, chrome & upholstery finished in November, 1960. Lots of extra such as Motometer, original electric windshield wiper, etc. Over \$1,000 invested. Asking \$850.00.

Richard L. Stevenson 2709 Sheringham  
Westwood Heights Orlando, Florida

Front spring shackle bushings, original postpaid - 25¢.  
O. Smith 304 Jerome Avenue  
Linthicum, Maryland

1927 Model "T" 2-door. All original and good. New paint. \$500.00. Will take restorable Model "A" on trade.

Merritt Miley 672 Warren Avenue  
Wabash, Indiana

1 - Manifold with Autolite heater and Zenith carb. \$25.  
2 - 1929 Starters. \$10 each.

1 - 1930 Coupe hood (used). \$7.00.  
3 - 1930 Radiator shells. (2 with emblems) \$5.00 ea.  
William McMains 510 5th Avenue East  
Oskaloosa, Iowa

1931 Ford Rumble Seat Roadster. Windwings, cowl lights, chrome tire cover. Original horn, lights, wheels, etc. Mechanically rebuilt. Needs cloth top and paint. Top bows good condition. Drive home. \$650.00 Firm - No trades.

Jim Tomlinson Rt. 18, Box 314C  
Indpls. 24, Indiana

HEMMINGS MOTOR NEWS

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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THE HELPER Box 315 Florissant, Missouri

- New 1930 Short splash shields . . . . . \$5.75
Open car vacuum wipers . . . . . 6.95
Windshield rubber . . . .per foot . . . . . .35
Inside door handles . . . . . 1.85
Also all rear fenders Model T 1917 - 1927
Splash pans, hood, blocks, etc. Self addressed envelope for prices. Postage extra on parts above.
Black standard top prop knobs. . .ea. . . .75
Nickel plated. . . . . 1.00
Knobs will fit A, T, B.

Ed Wright 16 Carnavon Circle Springfield, Mass.

Send 25¢ for list of new Model A replacement parts, accessories, tools, books and trim screws. William Farhy 866 Allwood Road Clifton, New Jersey

Rare 1931 A-400 for sale. Rough, ready and restorable. No top or tires. A prize for the discriminating restorer. First cash offer over \$1,000.00 takes it away. This car needs a lot of love and labor but the end result will be the envy of every MARC member. Robert A. Rodriguez Box 13 Whately, Mass.

Prize winning 1931 Town Sedan, original. Quail, whitewalls, visors, etc. 2nd place Dearborn 1957. 1st place original Elkhart 1960. 31,320 original mi. This car requires very little work for National Meet. Price \$1500.00.

Ainslie Goudie 4934 N. Winchester Chicago 40, Illinois

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

Ford motormeter and locking cap. Cap worn, meter works fine. Complete - would need chrome - \$10.00. Unused mint Boyce Universal Motometer. Brand new perfect shape - \$25.00. Large motormeter, with a DeLuxe name disc - \$12.00.

Clyde Hogg 1501 - 7th St. S. E. Winter Haven, Florida

New replacement parts for Model A Fords. Free quotations.

LeBov Company 410 Boulevard New Haven, Conn.

Rebuilt oil pumps - \$10.00. Rebuilt water pumps - \$7.00. New cluster gear - \$14.00. Set .020 rebuilt rods - \$14.00. Rebuilt distributors, all parts new, long or short shafts - \$10.50.

Terry Oberer 681 Craigwoods Kirkwood, Mo.

1940 Ford convertible club coupe in excellent stock condition. Car is 90% restored and includes everything needed for a mint restoration. Has brand new engine, radiator, tires, battery, brakes, grill, shocks, all chrome mats, lights, etc, etc. Handles like a sports car. Drive it home for my investment - \$950.00. R. E. Stockton 625 S. Kenton Street Urbana, Ohio

1930 Model A tudor in excellent unrestored condition. No dents, no rust. Recently overhauled engine. Drive anywhere - \$285.00. 1919 DORT touring. Body dismantled, running gear and engine complete and good. Price \$125.00.

Robert W. Koenig 411 Water Street Sauk City, Wisconsin

- 1928-29 Roadster side curtain patterns . . . . . \$ 1.00
1928-29 Pickup side curtain patterns . . . . . 1.00
Large grommet for side mount bracket . .ea. . . 1.00
Set of rumble seat panel patterns . . . . . 1.50
Early squeeze type brake handle complete with transmission cover. . . . . 15.00

Bob Hardesty 306 Angelus Drive Amarillo, Texas

TO ALL FELLOW MEMBERS: NOTICE!!

Recently I have received an order from a certain party in Pittsburgh, Pa. who orders as per my ad and yet the part ordered is NOT as per my ad. In correspondences between the party and the C. W. Bittmann-sales, it seems from his letters that many people fellow members are too proud to complain to the Bittmann-sales. From letters he mentions at least ten people in the area that has had troubles with the C. W. Bittmann-sales. First before I begin with a survey taken last year of all my orders, I wish to give one example of this party in Pittsburgh..that states thus: His orders always read the way he wants the item to read. He buys from many dealers who give him discounts..yet he orders and keeps items from the C. W. Bittmann-sales, ordered at retail prices..yet always complains that the items are not as per his order. The question is then, why does he continue to order and reorder all the time stating that he has other dealers who supply him a better grade material..yet with the C. W. Bittmann-sales says makes claims that others are dissatisfied with the Bittmann columns and yet continues to order the items that do not appear in the ads. They say that one of a kind flock together..so if I have "trouble" with one that claims his "friends" then I have to have trouble with all his friends. For if one acts that way, orders "as per my ad" and asks for items that do not appear in my ads and complains that I sent him exactly as my ads read but it wasn't the way he wanted the ad to read...Confusing? You're right!!

But let's put it another way..and from my survey, most all the orders received and made a complaint on (however I never hear about the complaints only from the party in Pittsburgh who claims that he or his friends have a complaint)..so to visualize what he means about those complaints and the complainers that are PROVED beyond all reason of doubt that they ordered and received exactly as per my ad, and when, if, they complained were proved that what was ordered..they become too proud to admit their error..for then to show you fellow readers what I mean is as an example:

Suppose I sold hats...and they were Surplus...now remember I'm selling hats, hats and hats, surplus usable hats..no brand name used, no nothing. So I place an ad in the paper: "Hats Surplus - \$2.00 each" What do I get from many? And from this Pittsburgh man? "As per your ad send me two dozen ADAMS Hats". Did you readers see the word "ADAM" in my ad?

So from the survey taken last year of 2885 orders, 315 had complaints. 210 wrote "as per your ad" and put down things that never appeared. Like "as per your ad - Send me a A11582AR with Cable and Housing" And when the A11582AR lock assemble is sent and it's exactly as my ad they complain that there is no cable and housing. Knowing all the time the A11582AR is advertised as a lock assembly unit.

So bring forth all those Pittsburgh stated complainers and I'll bet you 99% of the "difficulties" with the C. W. Bittmann-sales is the fact that they read "ONLY WHAT THEY WANTED TO READ" or "THE WAY THEY WANTED TO READ" and I'll say that 99% of them are too proud to admit their mistake.

My ads have read openly at a cost between \$2 and \$5 extra a month to tell each what I have and the condition.. Model A Parts, New Unless marked Used. Originals are marked (O) Substitutes marked (S) Replacements marked (R) rebuilt marked (REBT) and 2nd class marked (R or 2nd C1) WHAT MORE COULD ANYONE WANT..HOW MANY DEALERS SPEND THE TIME AND EXTRA MONEY TO TELL YOU MORE THAN WHAT I HAVE STATED. Look at the ads and see how many tell you exactly what you're going to receive. I am looking in the ads and see 98% of the dealers saying "Model A Parts" and that is all.

C. W. (Bill) BITTMANN

16 West 686 Grove Street

Bensenville, Illinois

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Open eve. 6 to 10p.m. All day Saturday and Sunday  
9 to 4p.m. Closed Thursday at 8:00 p.m. (Model A  
Shoot Up Hour)

## ROARING 20'S HATS

Just purchased hundreds of UNUSED ladies' hats from estate of exclusive milliner. These fashionable hats of the 20's are a must for every woman interested in antique automobiles.

12 for \$5.00; 50 for \$15.00 plus postage.

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LARGE MAILING LIST - 504 - ITEMS - LARGEST LIST EVER MADE UP. SENT FREE ON REQUEST. NEW, USED, ORIGINALS, REPLACEMENTS, SUBSTITUTES. FENDERS, WHEEL COVERS AND MANY, MANY MORE. WRITE FOR THIS LIST!! SENT FREE ON REQUEST.

C. W. Bittman-Sales  
Bensenville, Illinois

NEW! Mirror and clock combination duplicate of "A" era. 2 1/4 X 8 1/4 with a precision 30hr. stem wind movement. Price \$9.98 plus postage.

Protect your grease fittings and bearings, install rubber grease fitting caps. Keeps dirt out and grease in. 10¢ each.

Bill Hall 216 Military Road  
Zanesville, Ohio

**WANTED**

Original set of 4 - 1935 Ford wheel discs for wire spoke wheels. Original 1935 Ford v/8 accessory luggage rack, for mounting behind spare wheel. Pair of closed car windwings for 1935 Ford. Right rear fender and left rear fender for 1935.

Bill Hall 216 Military Road  
Zanesville, Ohio

Unrestored 1930-31 closed cab pickup truck within 100 miles of Baltimore.

O. Smith 304 Jerome Avenue  
Linthicum, Maryland

Do to theft, I am in desperate need of headlight lens and rim for 1928 A Ford.

Tom Thompson 502 Lombardy Street  
Cincinnati 16, Ohio

Information leading to whereabouts of 1933 Plymouth 4 door sedan. Whole or parts. All letters answered.

Wimpy Mann 965 Lexington  
Lakeland, Florida

1929 Roadster pickup following: Back top bow irons, 2 steel runningboards, 1 front radiator apron.

Clarence R. Gills Box 496  
Crab Orchard, W. Va.

Want electric wiper motor for 1929 Model A. 4 door sedan.

Pat Tucker 304 Oak Ridge Drive  
Johnstown, Pa.

Having tough time getting tires. I can't afford new ones at \$21.00 each. Need 475 - 500 X 19" for 1931 coupe.

Buddy Dano 1313 S. W. 92nd Pl.  
Miami, Florida

For 1930 Tudor Sedan: right bumperette in good condition, four window risers in good condition and a hood for a dash light.

Gregg Kingsbury 968 Conger Street  
Whitewater, Wisconsin

Windshield frame for 1932 Ford touring or roadster.

Walter Goodman 205 W. Lake  
Chicago, Illinois

1930 or 1931 2 door Phaeton, complete and in restorable condition. Pair of rear fenders A-16210 and A-16211 for 2 door Phaeton.

Jerry N. Hill 8108 River Road  
Richmond, Virginia

**TRADE**

1928-30 Tudor Fords both complete unrestored, also parts car value - \$300.00. Want to trade on "A" roadster or touring or will buy outright. Write for details. Reasonable distance. Send proposition on open cars.

C. Leazenby, Jr.  
Columbiaville, Michigan

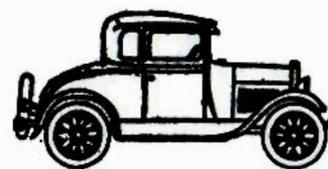
Have new original pickup tail light bracket #B-13470. Trade for new A-13472-B bracket. Also trade 1931 roadster wiper, mirror and top rest rails (used), new original late '31 inside door handles.

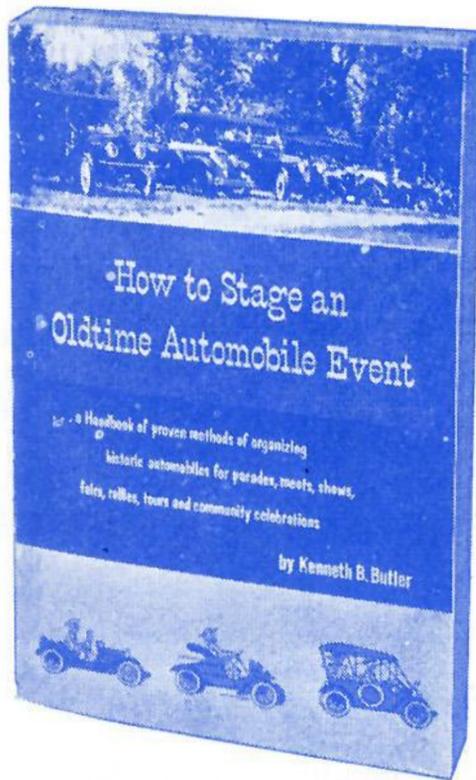
SERVICE: Wood graining done like original. Write for complete details. Please include stamped self-addressed envelope.

Rodney Gott 1626 Harding Street  
Long Beach 5, California

New 1929 R. F. w/well pair of 28-29 rear touring fenders, or new 1931 L. F. plain for new '31 L. F. w/well.

Jerry N. Hill 8108 River Road  
Richmond, Virginia





**book of proven methods of organizing historic automobiles for parades, meets, shows, fairs, rallies, tours and community celebrations**

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A genuine Model "A" Ford accessory found in the manufacturer's inventory after over 30 years.

Once this Automatic Spark Control is installed, it's unnecessary to ever move your spark lever at any time.

This item is easily installed, and contains complete instructions on how to do so.

This Automatic Spark Control was very successful in its time, and was put on thousands of Model "A" Fords from 1928 thru 1931.

Send for complete catalog of Body & Mechanical parts

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