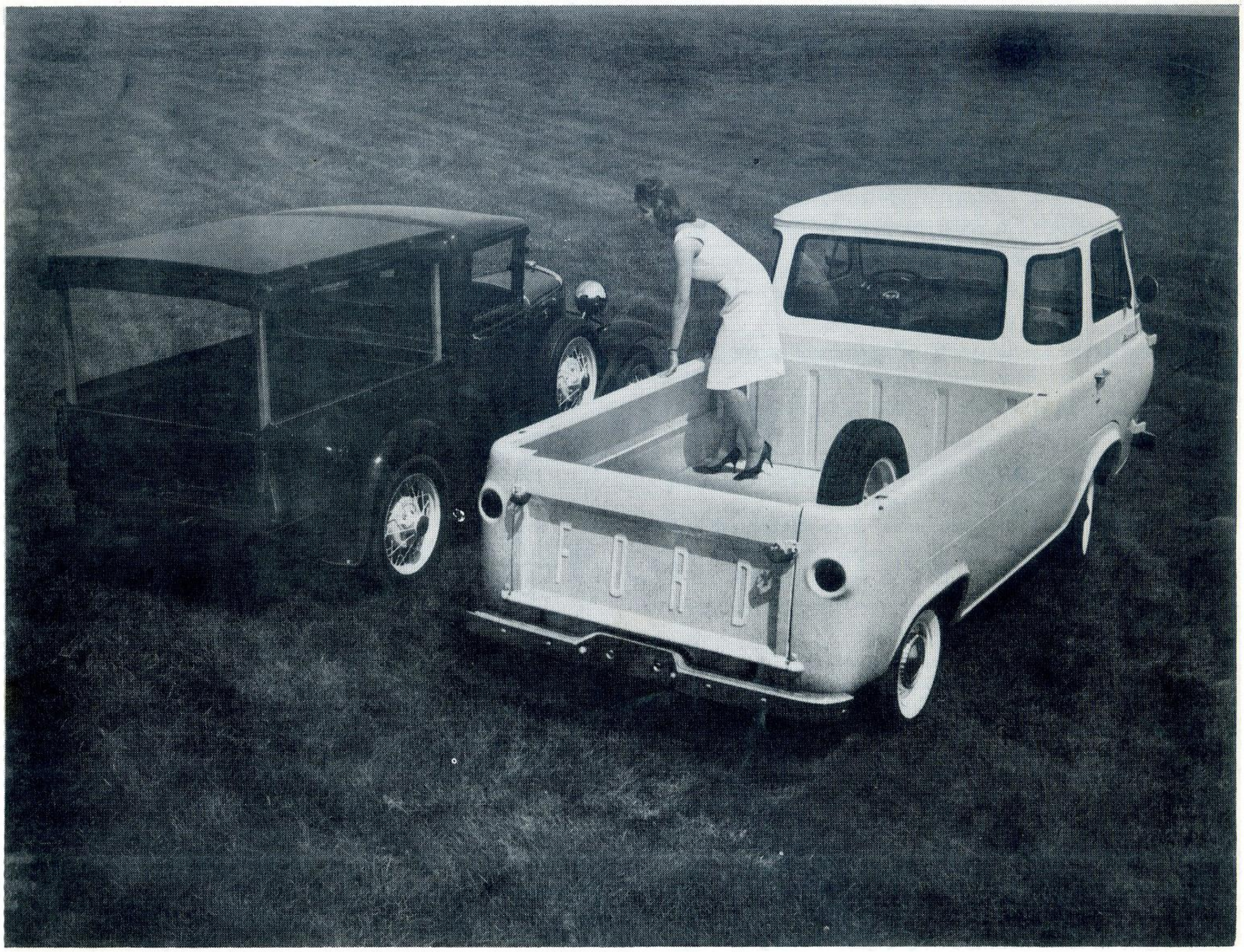
MARC NEWS

OCTOBER



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
Additonal units at 50 words or less.....$2.50

NOTICE:

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

William E. Hall
Box 615
Zanesville, Ohio

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

First of each month is deadline for material.

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

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

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

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467 E. Vale View Dr.
Vista, Calif.

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

Falls City
Robert E. Johnson
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Activities — David Morton
382 Sheridan, Lexington, Ky.

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Grosse Ile, Mich.

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100 Helen St.
Library, Penna.

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382 Sheridan
Lexington, Ky.

Hudson Valley
Edward Borrell, Director
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

Miss Michigan, Karen Southway, looking over a 1931 Model "A" pick-up from a new Ford Econoline truck. The photograph was made for press release introducing the 1962 Ford line of trucks.

The Model "A" is owned by George DeAngelis of the Motor Cities Chapter who purchased the car in 1954 for $40.00. It was completely restored and it first appeared at the 1957 National Meet. It is one of a few late 1931 trucks that has the all steel "Budd" cab and the large square cornered box.

Some of the specific dimensions comparing the two vehicles are as follows:

The Model "A" has 103" w.b. and 164" overall length.
The Econoline has 90" w.b. and 168" overall length.
In load capacity the Model "A" has a 46" x 59" - 22-1/4 cu.ft. box as compared with 63" x 84" - 73 cu.ft. box.

Miss Southway has some interesting dimensions, too!!

A THANK YOU NOTE

Wish to extend my sincere thanks for the wonderful trophies and my Model A horn, and all the exciting times from the National Group. I will never forget it, and feel very happy. Thanking each and everyone sincerely.

Also wish to thank those of my own group as follows: Geo. Truver, for his hard and sincere work. C. G. & Etta Francisco for their work and their kindness & patience with me coming across country. Jack Zollars, Mr. Lehmann, Jim Bain, Lambert and Carman Dial. Thanks for the parts they all played in making this trip possible and a memorable one. Thanks and bye now. Sincerely, Margaret O'Brien "Hot Rod", 4560 Idaho Street. San Diego 16, California.

NOTE: Margaret O'Brien is an elderly lady who came from San Diego to the National Meet in a 1929 A Tudor.

Calendar of Events

GEORGIA REGION	
October 15	Joint Meet with Alabama Region at Piedmont, Alabama.
November	Annual Banquet
December	Special indoor meet
HARBOR AREA REGION	
November 12	Tour to Ventura
December 16	Christmas Party
January	Banquet and Installation of Officers
WISCONSIN REGION	
October 15	Kettle Moraint Foliage Tour
November 18	Annual Dinner Dance (Cuba Club, Madison)

SAN GABRIEL REGION

October	Annual Swap Meet - Arroyo Seco Park, Pasadena
November	Open
December	Christmas Party
January	Election of officers and Annual Dinner

3 RIVER REGION

October 22	Fall Tour
November	Parts Auction (to be announced)
December	Election of officers

CHESAPEAKE BAY

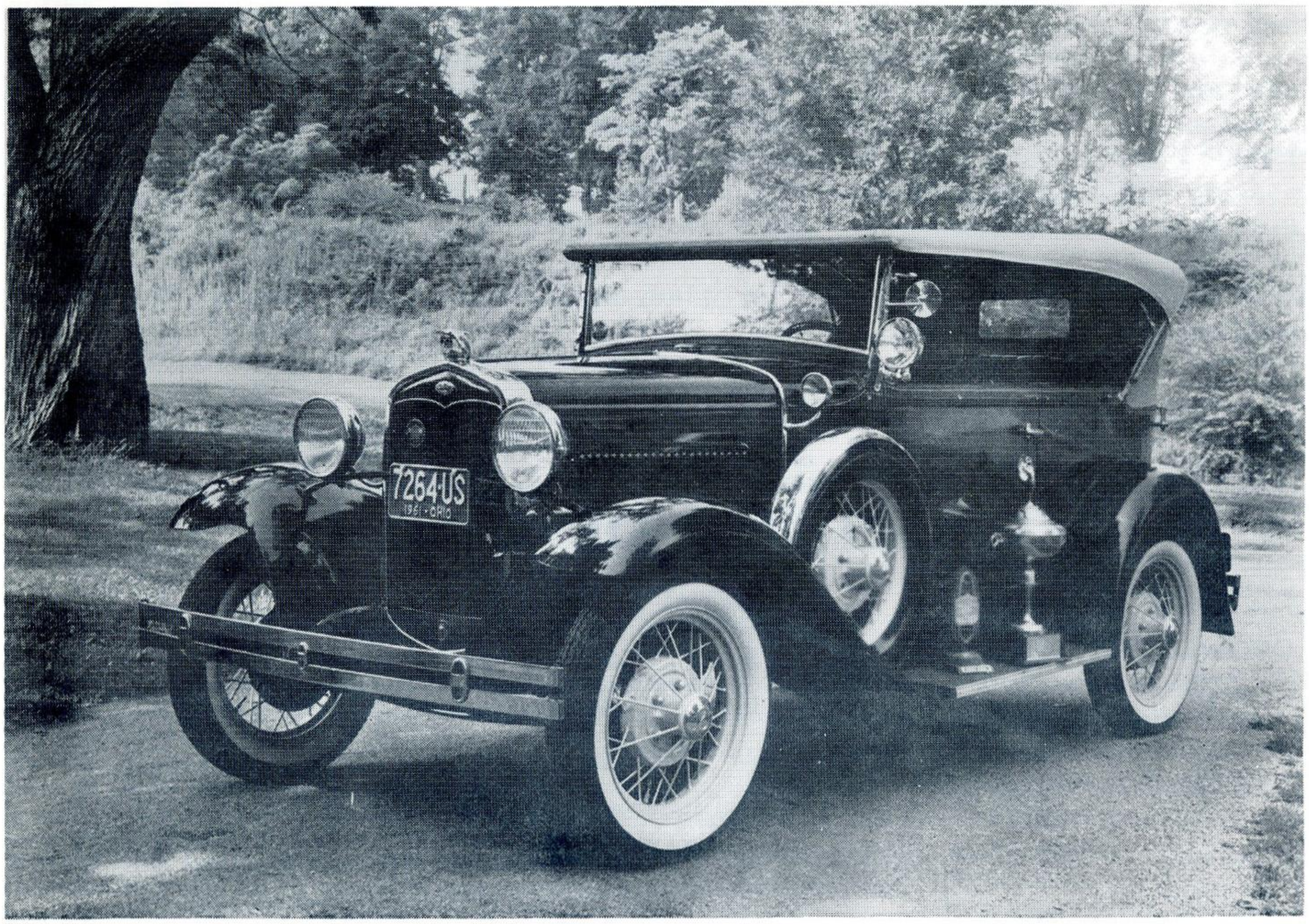
October	Mountain Tour
November	York, Pa.
December	Lancaster, Pa.

MICHIGAN REGION

October 15	Autumn Color Tour and Picnic
November 5	Model "A" Stew
December 9	Christmas Party

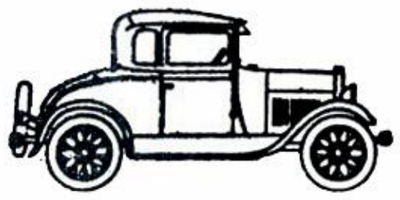
INDIANA-OHIO REGION

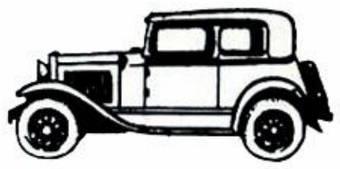
October	Region Homecoming
December	Region Meet, Kekeonga Chapter, host.



Prize winning 1931. 2 Door Phaeton owned and restored by Harold E. Redinbow of Piqua, Ohio.

REGIONAL NEWS





GEORGIA

Upholding its reputation for large crowds and good times, the Georgia Region MARC held its August meeting at Glenlake Park in Decatur, Georgia. The club was happy to welcome several visitors to this, the annual watermelon cutting, and greeted Mr. and Mrs. Charles McFarland, new members, who were attending for the first time.

A feature of the meeting was short verbal reports from the five Georgia Region members who had attended the National MARC meeting at Lake Forest, Illinois. Each was glowing in his praise of the Illinois Region for all their curtisies extended at the meet. All seem ready to "go again", and at least one said he'd be sure to take his A to the next one.

On the fun side of the afternoon, a baseball game was played. Teams were made up of 28-29 owner's on one team, 30-31 owners on the other team. R. T. McDaniel was captain of the 28-29 team. Ralph Gazaway was captain of the 30-31 team. Umpires were Margaret McDaniel and Amelia Gazaway. Scorekeeper Helena Townsend announced the winners to be the 28-29 team with a score of 11-10. This was a pretty good score - especially since the game ran for three whole innings! One of the 30-31 team remarked that the "other side had nine players and an umpire on their team". The umpires insist that they "called em as we saw 'em."

After the excitement and excercise of the ballgame, everyone enjoyed ice-cold watermelon. This "activity" reminded some of us of way back when, because somebody forgot the forks, and watermelon was eaten with fingers, pocket knives, and just plain face-in-the-melon bites.

Our next meeting will be the Fourth Annual Judging Meet, to be held in Perkerson Park, in Southwest Atlanta, on September 17 (third Sunday). All Model A enthusiasts in this area are welcome to come by and see our cars. We usually have the largest group of cars in attendance at this meeting, that we have all year long.

Margaret McDaniel.

CHESAPEAKE BAY

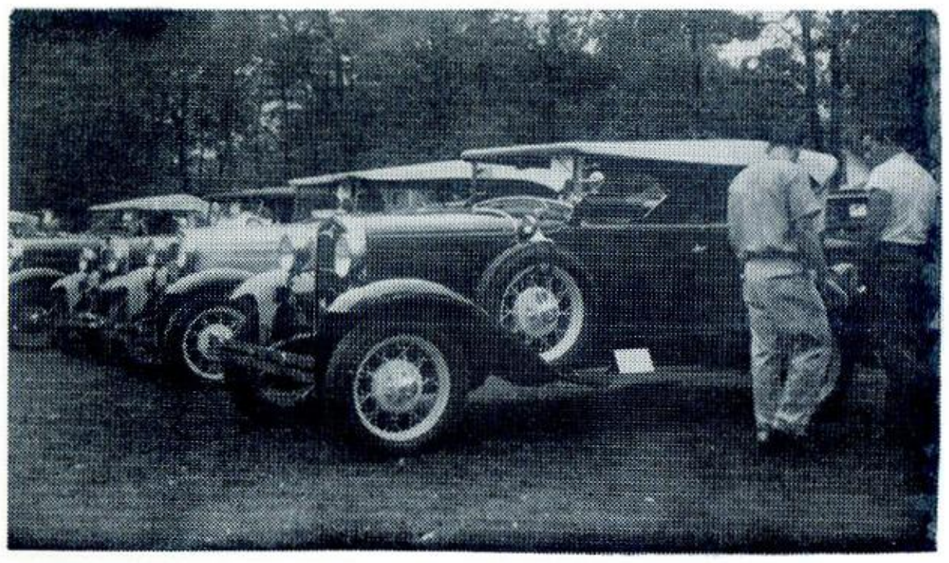
Chesapeake Bay Region held its 6th annual meet at Williams Grove Park and it was as quoted, "The Junior National Meet" with 95 registrations. There were cars on display from Washington, D. C., West Virginia, Virginia, Maryland, New Jersey, and Pennsylvania. The meet was well covered before and after by all local papers, and carried a post show picture of Levi Capp and his trophy winning 1929 Roadster.

It was surely good to see the Chambersburg crowd, Harmon, Ebersole, Sollengberger, the mushroom growers Brosius and Phelps and families, Jack Knowles, Barbrick and co from Philadelphia. They had five cars in their group. Those York County ridge runners, chew tobacco Amspacher, and McCullough, John (choke it to death) Koons, coal crackers Boback and Harvey. Surely disappointed in Bill Kroh. He wasn't sporting his shorts and derby hat, how come? It still stands you can't get a better crowd together than a lot of Model A owners. Forgive us, but we can't get all the gang in the news but we wish to personally thank each and everyone for coming out. It was very rewarding to the committee.

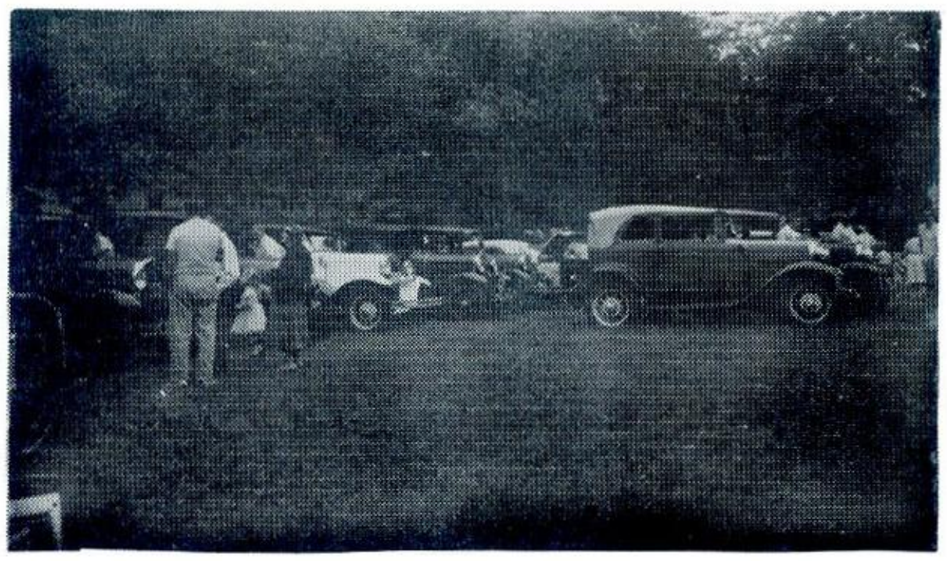
CBR wishes to express their thanks to the management of Williams Grove Park for their kind hospitality. The children surely enjoyed the FREE tickets to ride the park amusements. Chairman Shughart and President O. S. Ebersole are to be complimented on the fine job done. Calvin High, the CBR treasurer, received several new national and regional memberships. But above all we take off our hats to the Man and Men with the toughest job of all, Chief Judge Harry (new parts only) Metcalf and his very able assistants and say congratulations to a job well done.

The Happy Winners

Line up of 28-29 open A's.



A few of the popular 30-31 open cars. Pictures were taken before all cars had arrived and before fingerprinters went to work on the cars.



An exceptional turn out of originals were on hand. Note: Mushroom Phelps A400.

Hope to see you all and more next year. Bring out those A's you're still working on and any friends you have with their Model A's.

CONGRATULATIONS TO THE FOLLOWING WINNERS:

Senior Award - 28-29
H. R. Mark- 29 Touring

Junior Award - Open
1 Don Driesbach - 29 Touring
2 Paul Harmon - 29 Roadster
3 Levi Capp - 29 Roadster

Closed
1 Carroll Palmer - 29 Tudor
2 W. McCullough - 29 Fordor
3 H. Kotzmoyer - 29 Tudor

Best Original - A. Wineman - 30 Fordor
Best Modified - M. Lory - 31 Coupe
Longest Distance - J. Fritsch - 143 Miles

Senior Award - 30-31
M. L. Paxton - 31 Coupe

Junior Award - Open
1 Bob Geib - 31 Roadster
2 D. Ray Miller - 30 Roadster
3 Richard Miller - 31 Roadster

Closed
1 Jack Knowles - 31 Victoria
2 Bill Hoffman - 31 Cabriolet
3 Clair Amspacher - 30 Fordor

Bob Geib, Secretary.

ILLINOIS

The Illinois Region wishes to thank the following individuals and part companies for their generous donations of gifts to the Model "A" Restorers Club National Meet. We feel their participation has helped make the 1961 National Meet one of the finest to date.

THE HELPER
AUTOMOTIVE OBSOLETE
MARK AUTO CO.
PAUL A. PETERSON
BILL HELMS
BILL FRAIR
RED GROW
HUBLEY MFG. CO.
MONOGRAM MODELS
CHUCK HOBDAY
KEN COULTER

PALOMAR

Model "A" Day and Antique Car Exhibition to be Sunday, November 5, 1961 at Fallbrook High School from 8:00 a.m. to 4:00 p.m., Fallbrook, California. The public is invited FREE. It will take place on High School field facing South Mission Road.

Program:

8 a.m. Judging begins. Judging begins as soon as cars arrive.
11 a.m. Registration closes.
2 p.m. Model A era fashion show in gymnasium.
3 p.m. Auto show awards: Model A Fords, antique and classic cars, with Miss Fallbrook making the presentations.
4 p.m. Show ends.

3 RIVER

The 3 River Region MARC wishes to extend a special invitation for all members to attend the Annual Spring Banquet, Saturday, March 31, 1962 at The Adams House in Adamsburg, Pa. (Near Pittsburgh, Pa.). Lots of Motels in the area for out of town guests. "More to follow in later MARC News."

INDIANA - OHIO

CAPITOL CITY CHAPTER

More than one hundred enthusiastic Model "A" fans in 45 A's participated in the Third Annual City Tour of the Capitol City Chapter, Indianapolis, on Sunday, August 13, the tour terminating with a trip around the famed bricks of the Indianapolis "500" track.

The cars and fans began assembling about noon at the Meadows Shopping Center on East 38th Street in Indianapolis. Promptly at 2:00 P.M., the convoy began to move out under escort by three snappily uniformed police officers of the crack Indianapolis Police Department Motorcycle Unit. Moving under a blue, nearly cloudless sky, the procession began the route to the downtown section.

LOOK OUT FOR THAT CAUTION FLAG!

Forty-five Model A's zip around the Indianapolis "500" Speedway track at a wracking 20 mph. The circuit of the famed track was the culmination of the Indianapolis Capitol City Chapter's Third Annual City Tour on August 13.

The parade brought spectators out to the sidewalks to stare. There was only one minor hitch during the trip and that was quickly remedied. The procession proved a little long for three officers to deal with handily, but a quick radio call brought another patrolman promptly.

Once downtown, the cars went round the Circle Monument. So impressive was the length of the parade that as the head moved east on Market Street towards Delaware Street, Model A's were still turning in towards the Circle.

At the Speedway, under the unhurried and friendly aegis of the Speedway guard the cars were formed in fifteen rows of three each, with a "pace car" in front. At last, when everyone was ready, the pace car moved out and led the Model A's around the internationally famed track at a sizzling 20 mph.

The commemorative bronze plaques given to participants by the Capitol City Chapter were handed to a pleased and happy representation from all over the state and from Illinois. As a matter of fact, two MARC members, Fitz H. Stevens, Jr., and Larry Smith, of Cochituate, Mass., who had been attending the National Meet at Lake Forest, Illinois, stayed over in Indianapolis for the weekend just to be in the tour and drive around the Speedway.

The prior week, three Indianapolis families, members of the Capitol City Chapter, attended the National Meet at Lake Forest. They were Mr. and Mrs. John R. Fulton and their son Johnny, Mr. and Mrs. Densil Cook, and Mr. and Mrs. John Hettenvan. Also, though unable to attend for the full term, Melvin Dorbecker, Capitol City Chapter President, and his wife drove up for one day's session. All reported an enjoyable, interesting and instructive time.

One incident was particularly instructive to the Fultons. The result is that Jack is seriously considering carrying a spare carburetor with him at all times. As he says, he can't always count on the L. L. Johnsons of Lawrenceburg, Indiana, to

show up like good fairies, complete with an extra carburetor.

This coming Friday, August 25, Capitol City Chapter members will participate in the celebration of Old Settlers Day at Greenwood, Indiana. There will be a display of cars, followed by a parade in the evening. Period costumes are to be worn and plaques will be awarded participating cars.

KEDIONGA CHAPTER

The Kedionga Chapter of the Indiana-Ohio Region met July 23 at the home of Lynn Scrogham.

The Region Meet will be held December 3, 1961, near Ossian, Indiana.

The October meeting is to be a bake-out in a park. Definate plans later. Our November meeting will be the 26th so that we can complete the plans for the Christmas meeting.

Robert C. Babbitt, Secy-Treas.

FOUNTAIN CITY CHAPTER

Sunday, August 27, proved to be a very beautiful day when the Fountain City Chapter met at the lovely country home of Dr. and Mrs. Wm. Smith at Richmond, Indiana. Eleven shiny A's were driven with Earl Gunter showing off a little more than usual by letting his backfire. He said the timing was off but I think he just wanted a little more attention. Glen Crawford conducted the business meeting mostly about the coming September region meet. Several door prizes were donated, namely by Herb Walker, John Flynn, Paul Chew, Bob Wood, Manuel Razor, and Charlie Currins. During the meeting the children were shown over the farm. They really enjoyed seeing the horses. They also found an apple tree which the older ones enjoyed.

Delicious refreshments were served and the rest of the afternoon was spent visiting. The next meeting will be a cook-out at the home of Glen Crawford.

Iris Chew, Secretary.

ALABAMA

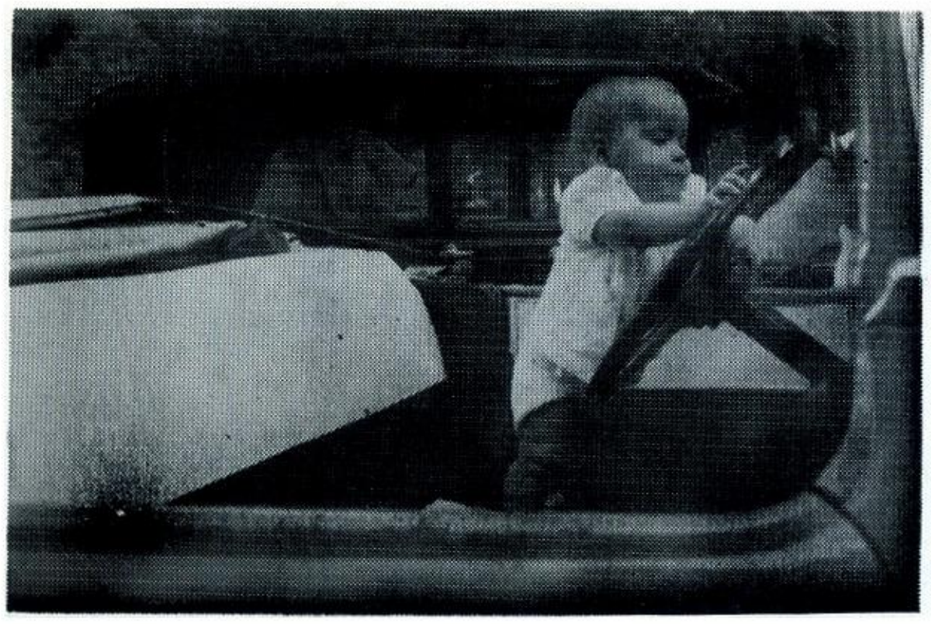
Some of the members at the annual watermelon cutting.

It's watermelon time in Alabama! The Model A Club served some delicious melons to the people attending the August meeting at Cascade Plunge, here in Birmingham. There were only 21 of us, so we had watermelon left over, but I doubt if it will go to waste...not the way we Alabama folks love watermelon.

This month's meeting came so close on the heals of the National Meet that there was little time to plan any activities. We just had a "sit and chat" get together.

We were glad to have Mr. R. C. Ross with us again, and especially happy to meet his wife, Grace. Mr. Ross worked on the Ford assembly line during the days when Model A's were rolling down those lines. Some of the things he recalls are of great interest to us, who are always seeking authentic information about the Model A.

William Warren drove down from Guntersville for this meeting, and the Cheatham family, Jerry, Rachael, and Scott, drove up from Tuscaloosa. We really appreciate seeing these people who come long distances to attend the meetings.



OOOGAH, ooogah, get out of the way!! 7 months old Carol Keller is learning young.

JoAnn Keller and Scott Cheatham with Carol (Hot Rod) Keller taking the wheel.

There were only four of our club's members who made the trip to the National Meet this year, Earl and Mary Ellen Battle and Joe and Pat Montabana.

At Lake Forest we met a great many of the people whom we have known before only through the MARC News, or names in the club membership roster. Now they are no longer just names to us, but personalities, and friends as well. I think this is really one of the most important things that a National Meet accomplishes.

We met some very nice people, and felt that everyone went out of their way to be nice to us. We look forward to seeing many of them again in 1962 in Dearborn. Who knows, if we see them often enough, we may even be able to teach them how to talk---Alabama style---that is, you all!

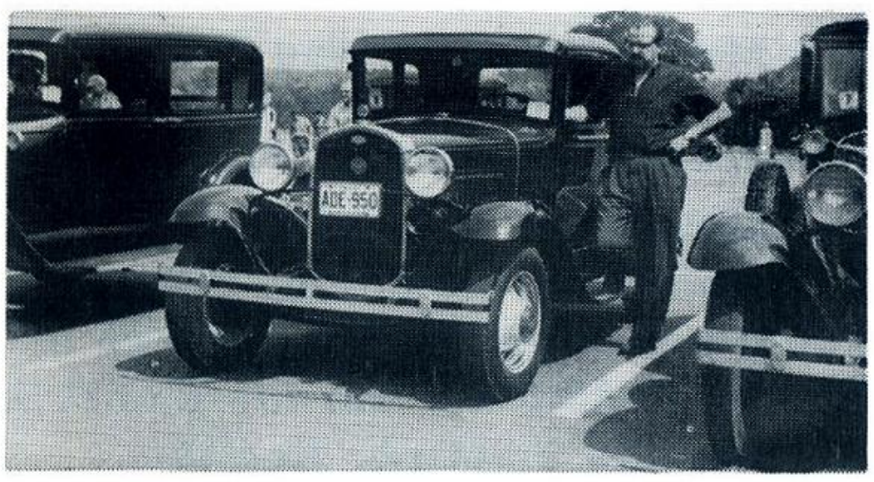
The next meeting coming up is the last outdoor meeting, and the biggest one of the year. Alabama and Georgia will hold a combined meeting on October 15, at Piedmont, Alabama. Our Alabama Region is small and young compared to the Georgia Region, so we are going to have to really turn out our members with their A's, to make a good showing. Let's show them that even though we are little, we are loud!

Our local bulletin will give you a reminder of the meet just before the time for it. There will be games with some exceptionally good prizes, plus a chance to see some of those fine Georgia cars, if you have never gotten to Atlanta for one of their meetings. Now is your chance. They are coming to Alabama to meet you half way.

If you have not attended another meeting all year, you should come out for this last fling before winter. Our club is made up of many individuals just like you. Whether YOU come to this meeting or not decides whether it is the big success it should be or not.

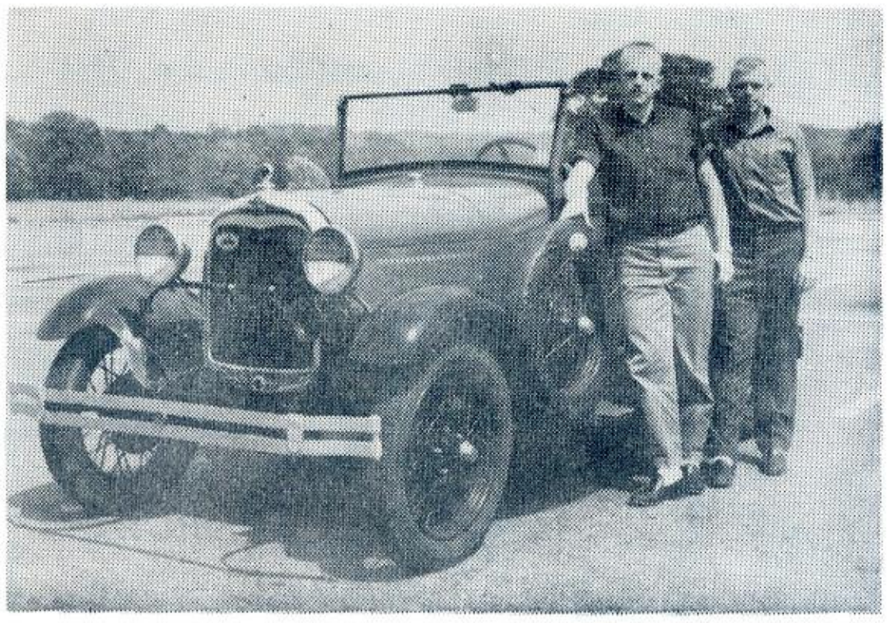
SEE YOU IN PIEDMONT! Pat Montabana, reporting.

HUDSON VALLEY

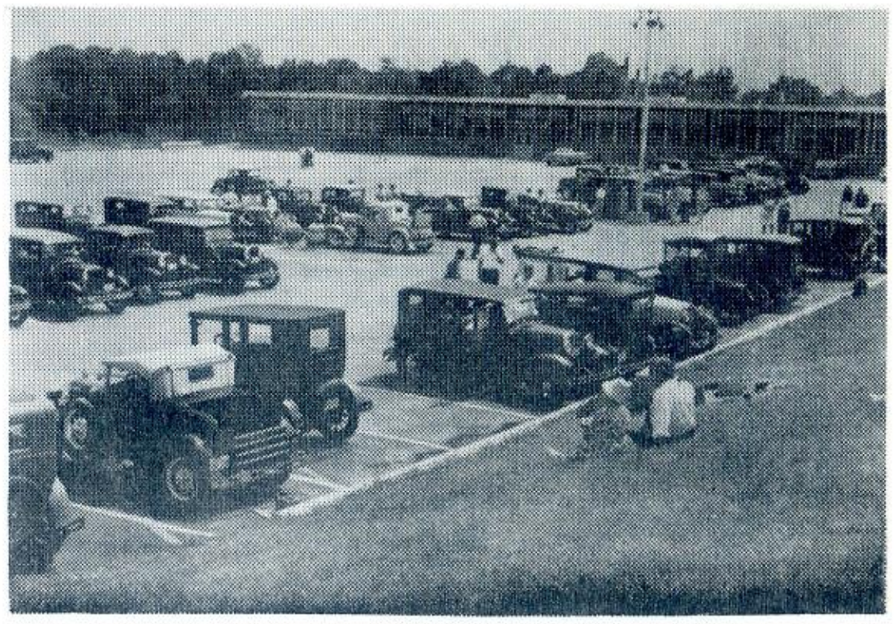


Nick Nadola and his 1931 Coupe at Tri-State Meet.

The annual election of officers has been held for the Hudson Valley Region. They are as follows: President, Ed Borrell; Vice President, John Xifos; Secretary, Mrs. Gerhold Wanamaker; Treasurer, Carlton Fitchett; Editor of the Flying Quail, Don Roemermann; Chairmen of Activities, Ted Tallmadge and Paul Rute.



Bart and Bing Carlson and the 1929 Phaeton they restored from a rusty basket case.



General view of the Model A's at Third Annual Tri-State Meet, June 1961 at Florham Park, N. J.

Directors of the Poughkeepsie Chapter are Nord Davis and George Wilkinson. The Poughkeepsie Chapter is growing rapidly and last month Nord brought in seven members himself!

Only two cars from the Hudson Valley Region were able to attend the National Meet in Lake Forest. Nick Nadola drove his 1931 Coupe and Al Link drove his 1930 Phaeton. Don Roemerman attended with Al Link.

The Annual Foliage Tour will take place on October 22. This year the terminating point will be High Point, New York. Picnic facilities will be reserved and the foliage has promised to be at its best for this date.

Repairing Ignition Switch

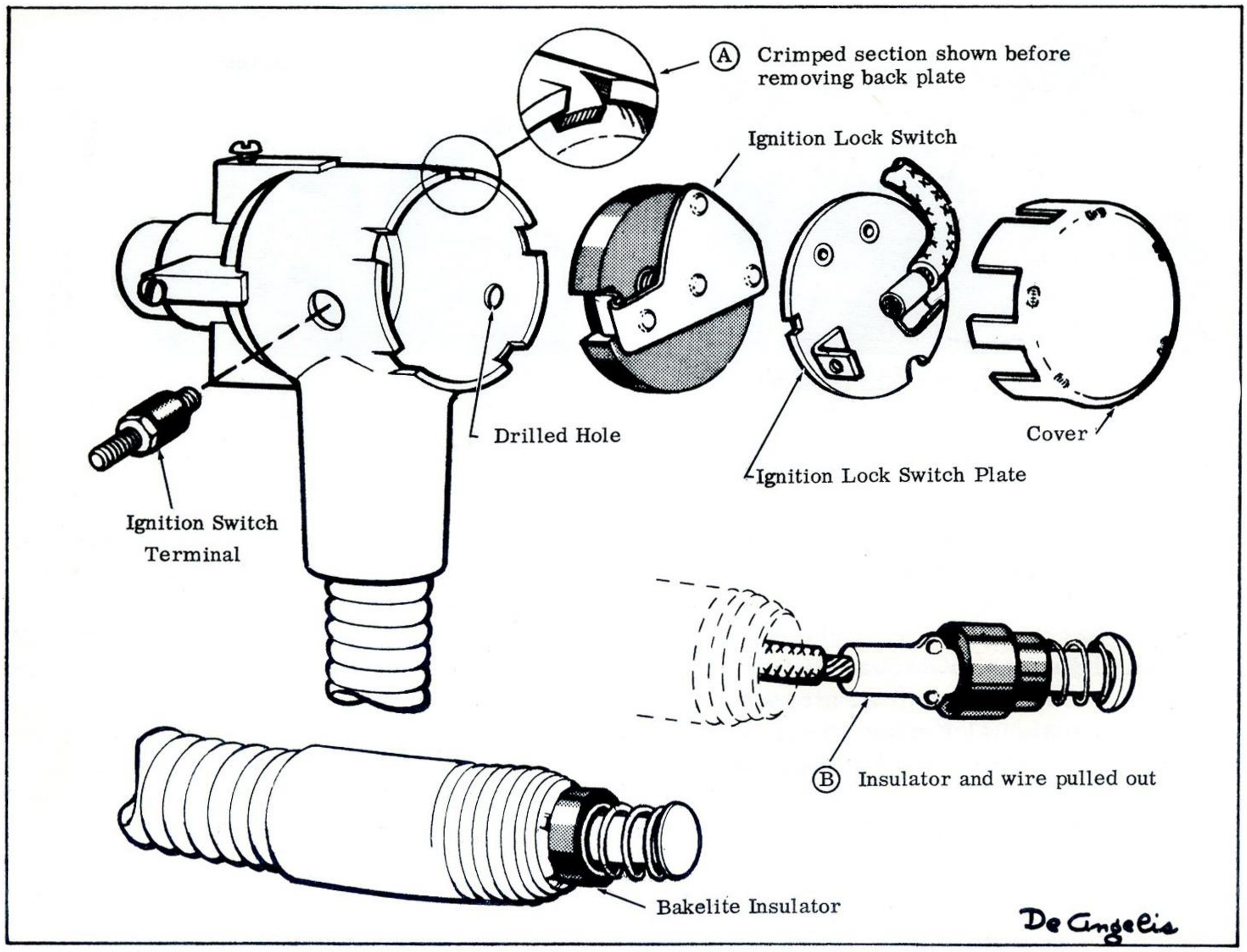
By George DeAngelis

Most Model "A's", sooner or later, develop ignition problems and one of the most difficult to get to is the trouble within the armored ignition cable. Here are a few suggestions which may help to remedy the situation. Before removing the cable, however, make sure it is the cable that is at fault. A "test light" can be very helpful.

If you do not have a test light you may check the cable as follows:

Disconnect the cable from the distributor body and lay that end on the engine, making sure that the brass tip does not touch anything. Remove the instrument panel so that you can get at the ignition switch terminal and remove the wire from this terminal.

Turn on the ignition key and with a short piece of jumper wire touch one end to the left terminal of the amp gauge (yellow wire with black tracer) and the other end to the ignition switch terminal. If you get sparks and the amp gauge reads discharge, there is a "short" in the cable and it will require dismantling. If the cable does not show any "short" the next step is to check for poor contact. With the jumper wire still in contact with the amp gauge terminal and the ignition switch terminal, have someone pick-up the distributor end of the cable and touch the brass contact tip to a bare spot on the engine making "ground". This should produce some good sparks, if so, the cable is good; if not, remove the cable from the car for repairs.



PART I: REPAIRING THE "REPLACEMENT" TYPE IGNITION CABLE

The accompanying drawings will help to familiarize you with the parts, but not all of the ignition cables were made exactly like the drawings.

On the back of the switch housing is a pressed in steel plate. Scribe a mark on the housing and the plate so it can be reassembled in the same position. On some units the plate is more complicated than others and some have the edges of the housing crimped over as shown at (A) on the drawing. These crimps should be filed or ground off first. Drill a 1/8 hole through the side of the housing, opposite the ignition switch terminal, insert a nail and pry the cover off. This will reveal the wire coming through the cable, which is fastened to the ignition lock switch plate.

Remove the ignition switch terminal screw and insulator and carefully pull out the ignition switch plate. Be sure to observe the position of the ignition lock switch for correct reassembly.

Thorough cleaning of both pieces and sandpapering the brass tips will eliminate the poor contact problem and if this is all your trouble, proceed to reassemble.

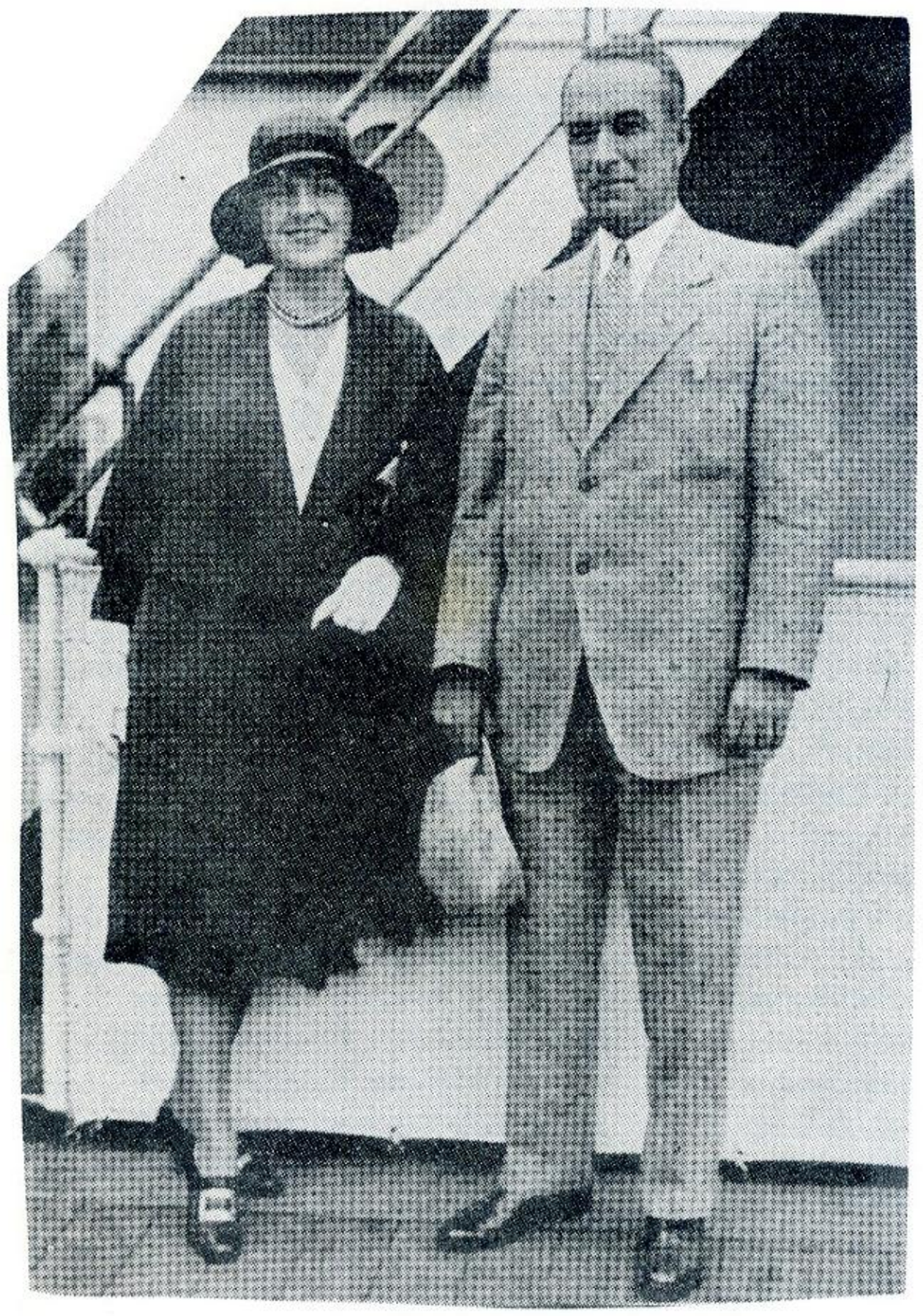
To replace the wire, unsolder the joint (some were crimped) from the ignition switch plate and pull wire out from the lower end of cable. As illustrated by the drawing at (b), the bakelite insulator must come out with the brass end of wire. On some units the cable end will be crimped, holding the bakelite securely in place. You must then break the bakelite with a sharp screwdriver, in order to pull the wire out.

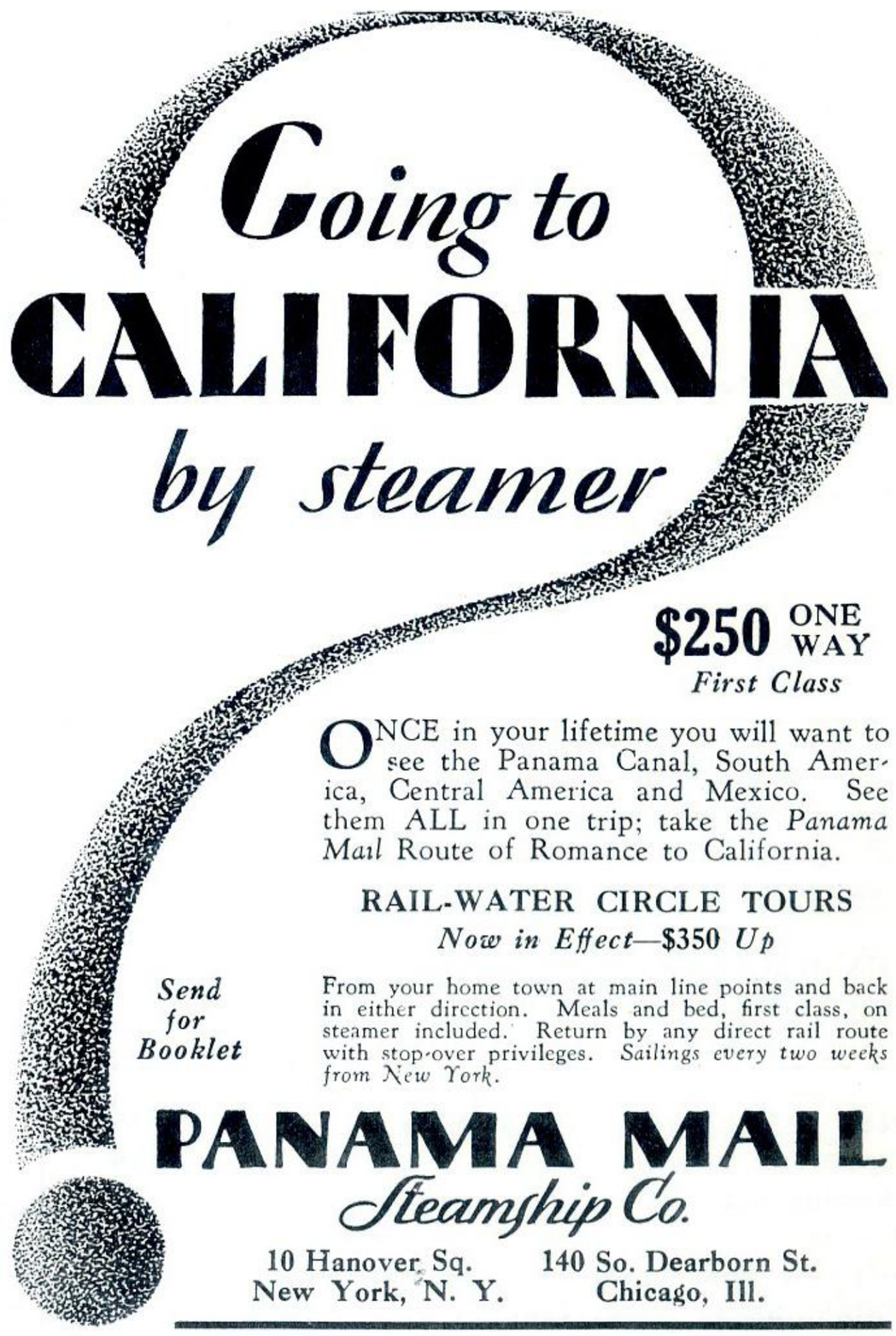
A replacement for the bakelite insulation can be made by packing the end of the cable with fiberglass body putty. Build up putty so it protrudes at least 1/8 beyond threaded end of cable. After putty is dry, drill a hole for the wire and brass tip. Hole must be large enough to permit free movement of tip and spring. Solder one end of a new wire to the brass tip and insert through the cable. Solder the other end of wire to the ignition switch plate and reassemble the switch. CAUTION: After assembly check your work and make sure that no part of the bare wire touches the cable housing. Replace steel cover and, if necessary, crimp over edges to hold cover in place.

NEXT ISSUE: Part II: Repairing "Pop-out" Ignition Switch.

Fashions . . .

Virginia Richardson





Since vacation time is here again, I began looking through the magazines for tour advertisements. I found this steamer to California very interesting. Here is also a picture of a beautifully dressed society couple on board ship. Maybe it will give you ideas about how to dress on your California trip. The ad and picture are from the July 1930 Mentor World Traveler.

Anyone for California - via steamship?

CLASSIFIED ADVERTISEMENTS

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

Ads are accepted to be inserted one time only.

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

NOTICE:

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

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

A MUST:

Your membership card number must accompany all ads.

Send all ads to M. A. R. C. Classified Editor:

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

FOR SALE

1928 Roadster body - $85.00.
1929 Roadster - $400.00.
1929 Tudor Sedan - $75.00.
1930 Four door Sedan - $75.00.
1929 Coupe - $125.00.
Harry G. Ertel R. R. 1, Box 126
Martinsville, Ohio

THE HELPER

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

THE HELPER Box 315
Florissant, Missouri

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.

Two cars running and restorable:
1931 DeLuxe Roadster Model "A" Ford
1928 Roadster pick-up Model "A" Ford
Edward Vetter Rt. 2, Box 232
Eliot, Maine

- -

We have assembled the world's largest Stock of Classic and Antique Auto Parts. Over 40,000 items in stock. Over 900 parts listed in the Catalogue. Price $1.00 to cover postage and handling charges.
J & D ANTIQUE AUTO PARTS
1309 W. Devon Avenue, Dept. 5
Chicago 40, Illinois

- -

1961 NATIONAL MEET MEMENTO
4 X 5 smoked glass ash tray with picture of Model "A" fired in. 90¢ each or 2 for $1.50 postpaid. Make check payable to Illinois Region MARC.
Send order to: Don Mede, Sec. Ill. Region MARC
100 Elaine Circle West
Prospect Heights, Illinois

SWAP - A - CAR

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

SWAP - A - CAR
540 Sixth Street
La Salle, Illinois

Partially restored 1929 Chevrolet Sedan, dark blue paint. Electric windshield wiper, inside door locks, luggage rack and heater. In good running condition, an excellent car to restore. Asking - $400.00.
Earl B. Buffenmeyer Rt. 5
Lebannon, Penna.

- -

1930 DeLuxe mohair Coupe. Mint condition.
1931 DeLuxe Roadster. Twin side mounts, fenders luggage rack. New tan leather upholstery. New Washington blue and Reveria blue paint. New tan top, new tires, near mint condition. $1500.00. Will consider trade for 1931 windshield Cabriolet.
Francis Balser 214 W. Cleveland
Alexandria, Indiana

- -

1929 Model "A" Phaeton 4 door. Dual side mounts, mirrors, trunk, windwings. Moto-meter, clock, new top, upholstery, paint, side curtains etc. Andalusite blue body. Restored price - $2,300.
Russell Podboy 376 W. Maiden Street
Washington, Penna.
Ph. BA-57475 after 6:00 P.M.

- -

1929 Model "A" Coupe. New top, new paint, motor completely overhauled. $300.00. Also 1930 Chevrolet Landeau Sedan. Original black and green, original mohair upholstery, original engine over hauled. $400.
LeRoy Scott 415 W. Mulberry
Hill City, Kansas

- -

WANTED

For 1929 Roadster: Windshield frame, seats or springs, rear fenders, top irons & bows.
For 1930 Std. Roadster: Top irons & bows.
Also wrecking 1929 tudor and 1931 tudor.
Bill McMains 510 5th Ave. East
Oskaloosa, Iowa

- -

Want overhead valve set up & misc. speed equipment for 1928-1934 Ford 4 cylinder. Browne Lippe "over/under" transmission unit for early Ford 1928-29. Model "C" crankshaft.
Ken Hill 11809 Otsego Street
North Hollywood, California

- -

Mint Condition: Does It Have True Value?

By John Jackson, Tri-State Region

In 1960, there was a Model A at the Bluffton, Ohio annual old car celebration, which bore the legend: "We Don't Restore 'Em--Just Drive 'Em". This little gem drew many a laugh from the crowd and many a snicker from the landed gentry who were exhibiting their vehicles a la vintage.

This boy has something, however, when his sentiment is given a second thought. He doesn't restore 'em--he just drives 'em. And has a lot of fun in the process.

We have seen grown men leave the assembly to drive their A-Ford's home before it started to rain. They didn't want to have to wash and wax the underside again. We have seen beautiful Model A's brought to meets on a trailer. We know grown men who are on the verge of gastric ulcers because of their ingrown fear of missing first prize in the judging, or perhaps the thought haunts them that that gizmo may not be gen-u-wine Ford.

This is sheer and utter nonsense unless these men get vicarious enjoyment and fun from their aberrations.

We'll bet a burned-out condenser against a Quail that Henry Ford would laugh out loud and shake his snowy locks if he were to witness such high-falutin' shennanigans. The Model A is meant to be driven. Meant to be used every day in everyday travel. The old gal has lasted at least 30 years and will go more than another 30 with the pampering and care she's being given today.

Engine oils and gasolines are vastly improved. New alloys for replacement parts are better than ever (in most cases). Roads are paved and smoother than they were in 1929 and 1930, at any rate. We all have a new appreciation of the "A" and treat it with the respect and love it has earned through its vibrating durability.

Which brings us closer to the point. We've been beating the drum for having fun with our kookie hobby. To fully enjoy an old car, we have the sincere belief that it should be driven. By its very nature, the auto is mobile. Parked, it is merely a hunk of inanimate machinery; interesting, but "so what?" Being mobile, it is meant to be in motion. And when a vintage car is groomed and preened to the point that it can't be driven, the whole purpose is negated in our book.

The only people who should not drive their Model A's are the original owners--so that these cars may be discovered by us collectors. We love the A's with less than 10,000 miles.

And so we feel that the "A" in good condition...perhaps showing a little scuffing around the edges.... which is driven every day is more interesting than the one in showroom condition. Sure, the 100-point car is interesting to look at, but is the guy who owns it having any fun?

Now, a word about the hot rodder. He finds a roadster and proceeds to disect it and spend upwards of a grand or so to make it something else. This boy is roundly criticized and condemned. He's the bane of the true A fan according to one and all. But actually, is he so bad?

He's breathing new life and fun into the old gal. He's creating a shortage of A's...and this doesn't hurt one bit in creating a seller's market. Of course it's a little rough on the chap looking for an "A", but with some 450,000 of them still around, this shouldn't pose too much of a problem for even him.

Back in the days of the "A", Rajo heads, Columbia butts and a couple of other cute little go-gadgets were

much in demand. If the Olds "98" Kettering engine were available back then, the boys would have been running them. What else is new?

Some folks curl a mandible at the 6:00x16 and sealed beam crowd. Here again, we shout "Huzzah!" If a fellow wants to drive his "A" every day in a manner to which he'd like to become accustomed, he's smart to shoe the old gal with 6:00x16's. They're durable and cheap, and will give him lots more mileage than the 19" and 21" skins. Sealed beams are safer than the wavering candles we purists seem to prefer. And while he's at it, he'll do well to toss away that 2x4 he has sticking down through the floorboards as a brake and get himself a set of juice binders. Hydraulic brakes do a better job of applying the halting power in a pinch.

Don't forget, there are a lot of A's around that will top 70 mph with no modification whatsoever. And 70 mph is hustling along the pike. So is 40 mph. In fact, 30 mph is still 44 feet per second and we all do better than 30 in our Wayne County prides.

Give it a thought or two, friends. Don't knock it if you haven't tried it. Our own "A" is nowhere near being a prize winner. It is nice. We don't exactly have burlap sacks for upholstery and this coupe rolls up the miles as dependably as can be. We have no fight with the boys who won't drive in the rain. We never tried for a 100% restoration, but our top is new and doesn't leak and we love the rain. Have fun!!

MARC Club Merchandise

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

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

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

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

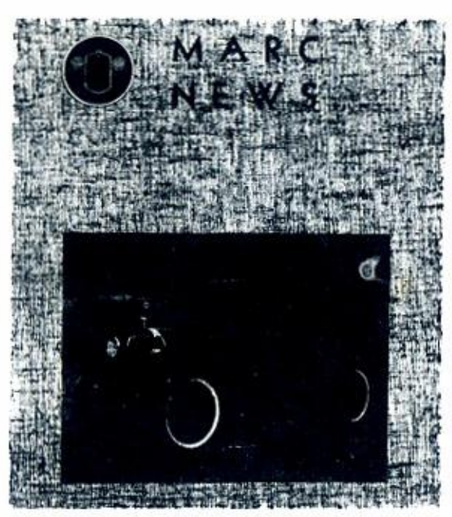
CLUB STATIONERY. . . . . .

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

(Special prices to regions)

MARC JEWELERY. . . . . .

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



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

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

— ALL ITEMS SENT POST-PAID —

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