MODEL A RESTORERS CLUB FOUNDED 1952

MARC News

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FAMOUS LANDMARK RAZED BY FIRE

See Story Page 5

THE MONTHLY PUBLICATION OF
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MARC NEWS

December, 1962

Dave Jenkins, Editor

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Cover Illustration: Courtesy of Ford Motor Company

BACKFIRE . . .

LETTERS TO THE EDITOR

Dear Dave:

Congratulations on the outstanding job you have done on the past issues of MARC News. My wife and I look forward to each issue. I only wish it came every two weeks instead of every two months.

We have a '31 Victoria coupe and hope to have a '28-'29 ½ ton panel truck in the next week or so. How many of these ½ ton panel trucks were built? Also, was there a difference in the commercial type radiator shell except for being painted black?

What material was used for the seat upholstery in the panel truck? What color was the carbon steel panel painted in a '31 radiator shell?

I would also appreciate any information any readers can give me on the overhauling of "A" shock absorbers.

Thanks again for a most informative magazine, and one that all "A" owners can be proud of.

George "Bill" Hart
335 Rebalo St.
Ridgecrest, Calif.

Dear Bill:

Thanks for writing . . . we'll try to answer some of your questions.

In answer to your first question, there is no sales record of trucks by body type, however we will try to dig out a figure for you from the archives. The radiator shells were all off the same dies — no difference other than finish. The seats were covered with a black textured leatherette material — same as model "T" open models. On '31 shells, the top panel was painted body color, lower panel was always painted black.—ED.

Dear Dave:

It has been our contention that the National MARC should set up a basic list of rules for judging that all regions could follow. There is much interest in this, not only with Harbor Area Region, but other west coast regions. Each region could send their views and ideas to National Board of Directors for reviewing. Always keeping in mind that all years Model "A's" should be *restored* as FORD MOTOR COMPANY originally manufactured them.

Like to take this opportunity to compliment you as Editor and Ed Breedon as New President for doing such a fine job on MARC News.

Sincerely,
Rodney E. Gott
Activity Director
Harbor Area Region

Good idea, Rod — we'd like to do something on this if we could get general owner agreement on rules.—ED.

BACKFIRE

(Continued from page 3)

Dear Sirs:

I would like to congratulate you on the MARC News, it's swell. I guess I'm one of the youngest members, I'm almost 16 and have a '31 Tudor which I am trying to restore.

Could anyone tell me where I can get a pattern for the wood pieces above the windshield header? These are the pieces of wood that hold the windshield in place. Any help will be appreciated greatly. Thanks a lot, I remain a Model "A" owner and fan.

Regards,
John C. Locke
714 Prosperity Ave.
Fairfax, Va.

Dear John:

I'm sure some of the members will be happy to help — we'll see what help we can be from this end of the line.—ED.

Dear Editor:

Are you a poet? I'm sure I've seen "A Restorer's Dream" before.

Signed,
Wondering

Dear Wondering:

No plagiarism intended. We ran out of space, and a credit line should have been included. Donald Woods is the bard who penned this verse.—ED.

FORD TO ISSUE REUNION DECAL

The above is a reproduction of a windshield sticker which will be mailed to all Model "A" owners who attended the "Model "A" Reunion" meet in Dearborn last July. It will be through the courtesy of Ford's Engineering staff public relations office which was host for one of the three day meets.

The blue, black and white decal was designed by one of our "A" members, George DeAngelis, who is an illustrator at Ford's Engineering Staff Art Department.

SPECIAL REPORT

AACA - HERSHEY MEET

Official list of entries shows provisions for 820 entries, of which 766 are used.

Model "A" Fords were so numerous (156 entries shown on list) that they were placed in a separate class for judging. Years of manufacture were broken down as follows:

1927 — 1
1928 — 14
1929 — 51
1930 — 38
1931 — 50
1932 — 2

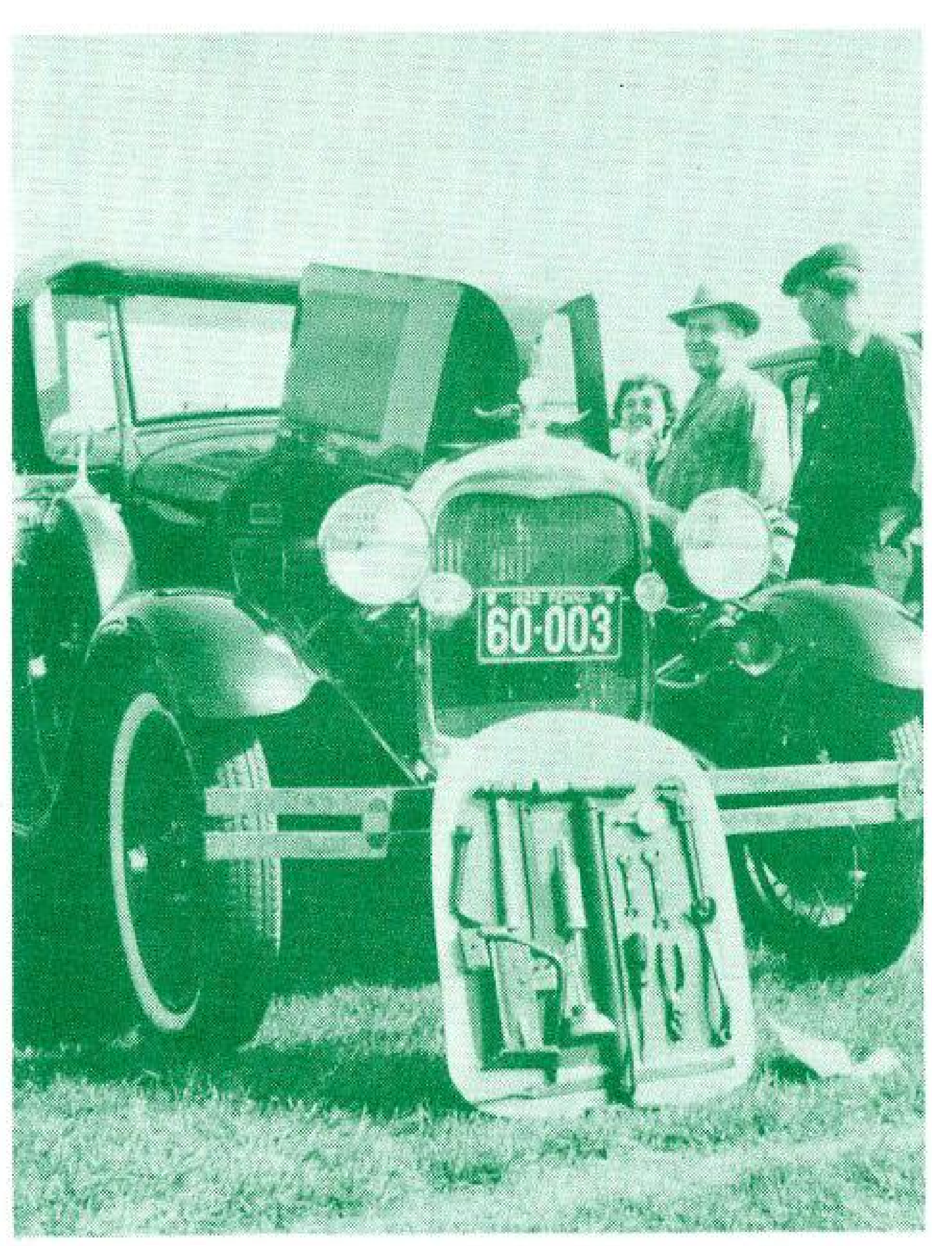
Three classes of Model "T" Fords, totaling 110 entries as listed. Cars from all years 1909-27 entered.

Many MARC members had their Model "A's" entered, including 3-River Region's Pat Iperigne whose '29 Roadster took top spot in the open car judging at the Dearborn Meet this summer.

About 40 Detroit area antique, classic, and old car enthusiasts spent about nine hours Saturday browsing through the area where the cars were parked for exhibition and judging, and the large open area where the huge fleamarket was sprawled.

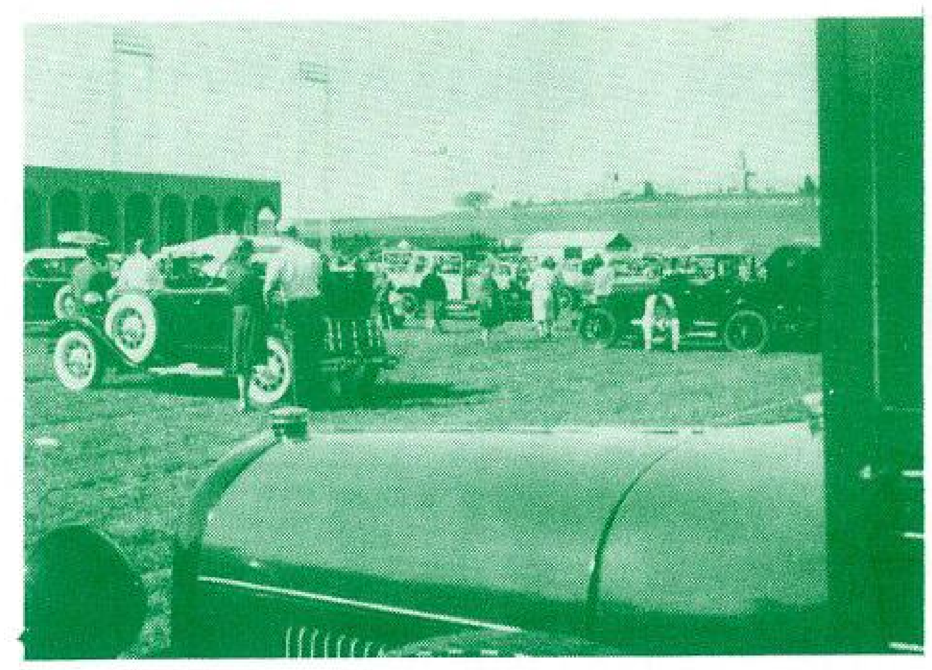
The day was sunny and quite warm for the time of year, so this open-air meet was made even more enjoyable.

Thirty-five or so of these people rode a chartered bus from Detroit to Hershey on Friday night and Saturday morning — and back again Saturday night and Sunday morning.



Pat Iperigne's '29 Roadster with display of original Ford tools.

Part of Model "A" exhibition area, shot across hood of '31 Roadster owned by New Jersey MARC member Harold S. Slamp, Jr.



'31 Roadster owned by Harold Holley, '29 Station Wagon owned by J. A. Lacey, '29 Phaeton owned by D. L. Musser — shot across hood of 1928 Panel Bodied Ford owned by Harry A. Fry.

CLASSIC CAR LITERATURE

Will Sell or Trade from Large Collection. Write for FREE List.

DAVE JENKINS
P. O. BOX 261
DEARBORN, MICH.

FAMOUS LANDMARK RAZED BY FIRE

Friday, November 9, amid billowing black smoke and searing flames, one of the country's ten most popular tourist attractions came to an end. The famous Ford Rotunda, located in Dearborn across the street from the old Ford Central Office Building, burned to the ground.

Standing on the lawn of the old Central Office Building (now the home of the Lincoln-Mercury Division) watching this beautiful landmark burn, one could not help but think back to the earlier days of the Ford Motor Company. It brought recollections of Henry Ford, his tremendous influence over the huge company bearing his name, his unusual flair for showmanship and his sincere desire to make a better world in which to live.

Two years after the last model "A" came off the assembly lines, the City of Chicago hosted a World's Fair. Not since the St. Louis Exposition in 1904, commemorating the 100th anniversary of the Louisiana Purchase, had this country seen such an extravaganza.

Most of the world's leading manufacturers took a keen interest in the Chicago Century of Progress Exposition.

In 1933 the country was just starting to fight its way back from the worst economic depression that it had ever experienced. It was obvious to most sales organizations that what the market needed most was a good "shot in the arm." In the automobile industry, radically changed models had been introduced in '32 and '33, and Ford was no exception. The V-8 was getting off to a fairly strong start, and anything that could be done to give sales a further stimulating push was the order of the day. Henry Ford, who was never one to make small plans, saw in the Chicago Fair a wonderful opportunity to build product interest and gain some fine public relations. Plans were made to go "all out" with the finest exhibits money could buy.

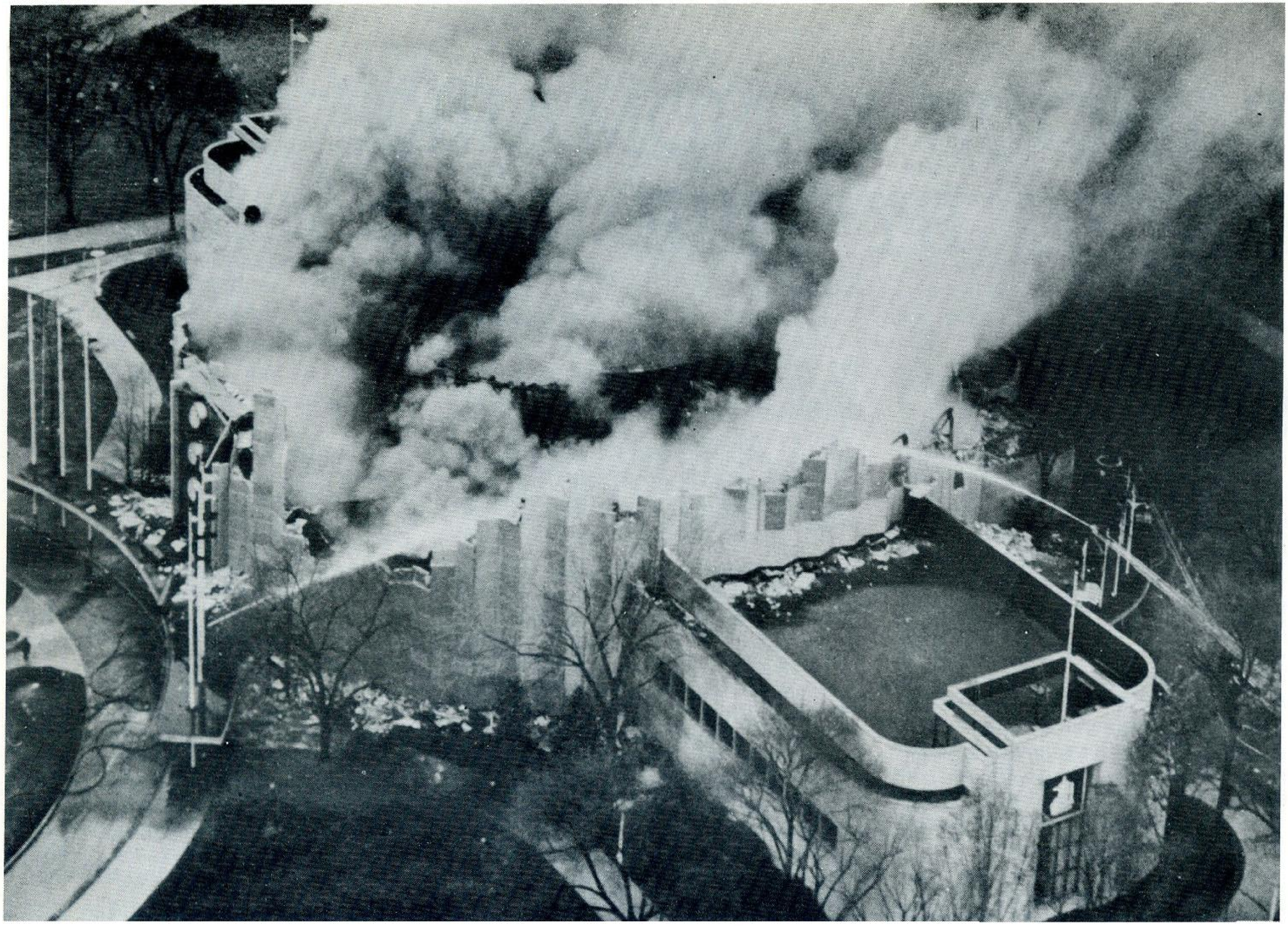
An entire Ford assembly line was actually set up at the Fair so that visitors could watch a car being built, and if they cared to, they could purchase a brand new '33 Ford, fresh off the line ,and drive it home. One of the most popular features at the Fair was an imposing building that looked a little like a transmission gear lying face down on the ground.

Approximately 300 feet in diameter, the round building had fluted, windowless side walls, topped by two setbacks or steps that concealed a huge dome, which was visible from the open center of the building and all galleried levels. The corridors of the building were filled with fascinating exhibits.

The Rotunda was a huge success at the Chicago World's Fair — over a million people went through its halls.

Ford exhibit at Chicago

Rotunda — before fire



Rotunda on fire

The Chicago World's Fair was built on fill land — land dredged up out of Lake Michigan, and consequently, as fancy as all the buildings were, they were doomed when the fair closed. However, because the Rotunda had been such a popular exhibit, Henry Ford directed that the building be carefully dismantled, shipped to Dearborn and rebuilt in a beautiful setting. The site chosen was on a slight rise on a large plot of lawn directly across the road from the old Central Staff Building of the Ford Motor Co.

Two wings were added to the building. The north wing housed all of the Ford Motor Company's historic files. There were literally millions of photographs and other interesting papers recording events in the career of Henry Ford and the history of the Company. The south wing housed a modern moving picture theatre.

Since 1935, when the Rotunda was opened to the public in Dearborn, it has served as a continual yet ever-changing display of Ford products, cars of the future, and many other interesting attractions. Every Christmas the entire Rotunda was decorated with life-size holiday scenes. Hundreds of bus loads of delighted youngsters from as far away as southern Ohio used to visit the Christmas displays at the Rotunda.

A few minutes after 1:00 p.m. on November 9, several workmen were patching the roof of the Rotunda. The special inside dome was undergoing its annual check and "preventive maintenance". Somehow, a bucket of tar upset and caught fire. The burning tar dripped through the inside dome, and in a matter of minutes the newly installed Christmas decorations began to burn.

One by one, the 13 new show cars on display caught fire, and inasmuch as the building was shaped like a gigantic outdoor fireplace, it was soon a roaring inferno.

The Dearborn fire department realized that it was impossible to stop the fire, so all efforts were turned to save the north wing containing the archives. An hour after the fire started, the intense heat had so weakened the structural steel framework of the Rotunda that huge sections of the granite side walls began to sag, then toppled into the great center area in one resounding crash.

Fortunately, there were few if any visitors in the Rotunda when the fire started, and no lives were lost, nor were there any serious injuries.

This Christmas, for the first time since the Rotunda was opened at Dearborn, the Ford Motor Company's holiday extravaganza will be held on the front lawn of the new Central Office Building.

There has been no official word as yet, but there have been speculations that a new building will be erected to replace the Rotunda. As to architectural style, it's anybody's guess, at this time. However, we can hope that another building for exhibits will prove to be as popular with visitors as Henry Ford's original Rotunda.

CLUTCH CHATTER . . .

THE MODEL "A" BRAKES

(From an Old Copy of Ford Times)

The braking system of the Ford car is extremely simple, very powerful, yet of smooth and progressive action which precludes the unintentionally sudden wheel-locking which is so common a cause of dangerous skidding, or side-slip.

The pedally applied brakes operate on all four wheels, in drums of large diameter, the shoes expanding, to do their work.

Some idea of the calibre of Ford brakes may be gathered from the fact that there are no fewer than 225½ square inches of surface available to the driver of the Ford car.

Another important feature lies in the fact that the emergency hand brakes (on the rear wheels) are quite independent of the pedally applied four-wheel brake system, except on early 1928 models.

The sketches show the simple mechanical arrangement of the front and rear brakes respectively.

In Fig. 1 the two shoes A, A, are pivotted at their upper ends, at F, F. Their lower ends have hardened rollers which are kept in contact with a sliding wedge, C, by two springs, which draw the shoes one toward the other, and away from the drum.

The wedge, C, is depressed by a cam lever, D, through the medium of a spindle, E, which passes through the steering pivot pin.

The distance which this spindle (or push-rod) travels, and the amount of movement it gives to the shoes, movement toward the drum, is determined by the position of the brake pedal and the length of the rods which connect the pedal with the lever (outside the drum, and not shown in the sketch) attached to the cam, D.

When the brake lining wears, and adjustment becomes necessary, it is not made by any alteration of the length of the brake pull-rods. Adjustment for wear should never be made (or attempted) by shortening the pull-rods.

The adjustment is correctly made by altering the distance apart of the two fulcra, F, F, of the brake shoes, at their anchored or pivotted ends.

These shoes are pivotted (at F, F,) at the ends of short spindles which are directed by guide-holes in the plate G.

The ends of these spindles rest against a grooved cone or wedge, B (shown in end view).

At the back of the plate which carries the brakes and conveniently located for adjustment, is a square by means of which the wedge cone, B, may be so adjusted as to push the spindles and pivot bearings, F, F, outwardly, to take up wear by locating the ends of the shoes nearer to the drums.

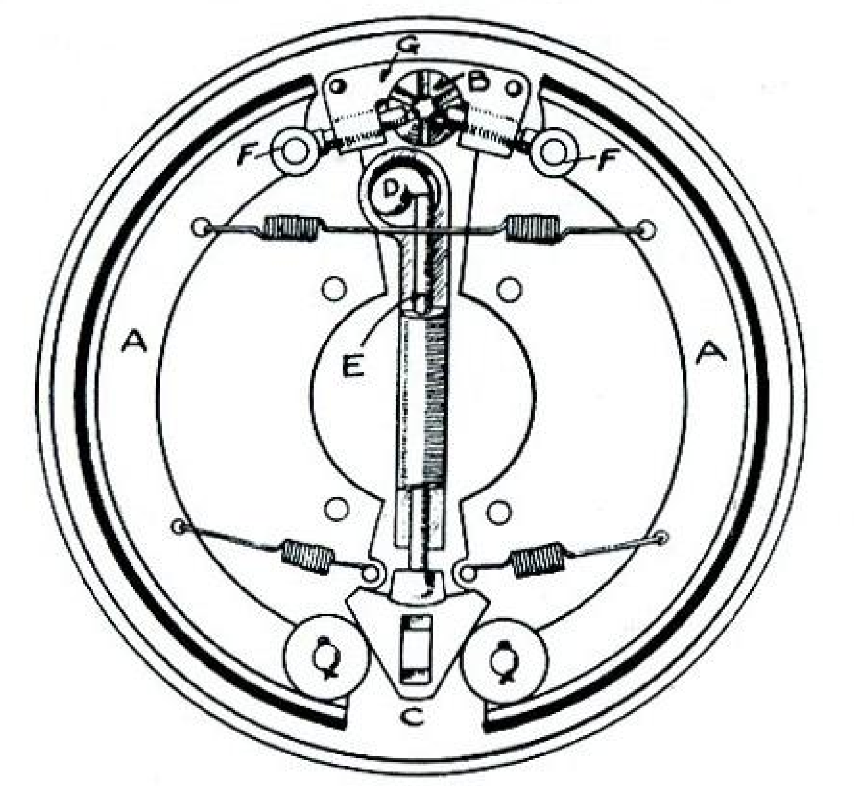


Fig. 1. — A front-wheel, pedally-applied brake of the Model A. Ford.

In the case of the pedal brake on the rear wheels (Fig. 2), exactly the same method of adjustment is used. The only difference in the application of the brake lies in the fact that the shoe-ends are expanded away from one another by a cam, F (instead of by the wedge used in the front wheel brakes). This cam works against hardened rollers at the ends of the shoes, E, E, like those fitted to the front brakes.

The emergency brake (hand-applied) takes the form of a single expanding flexible band, A, A, with toggle levers, B, at its open ends.

If these levers are pushed in the direction of the arrow — away from the center of the hub — they expand the flexible band ends away from one another, and the band into contact with the drum which surrounds it, thus applying the brake.

At D is pivotted a lever, H, connected by a curved arm, C, with the toggle levers at B. The lever, H, is operated by an outside lever connected, by the pull-rod, to the brake lever, at the driver's left hand.

Adjustment of the pedally applied brakes in both front and rear hubs is made by adjusting the cone wedges, as described.

With all brakes "off," and the wheels raised from the ground, the adjusting wedge is turned on both rear brakes till the brake drags equally on both wheels.

The wedge is then backed off for two or three notches, to allow the wheel just to revolve, without drag.

The hand pressure on each wheel required to make the wheel just drag should be tested by the same person, so that each wheel drags equally.

The front brakes are adjusted in exactly the same way.

The rear brakes should just "hold" when the pedal is depressed about one inch.

Half an inch of additional depression of the pedal should tighten (but not *lock)* the rear wheels, and cause the front wheel brakes just to start to hold. A further half-inch of depression of the pedal should lock the rear wheels, and hold the front wheels very tightly.

If the brakes are properly adjusted (by the cone wedges) this condition should be reached before the pedal has exceeded half of its available travel.

In actual practice, when the brake pedal is applied with full pressure the rear wheels should skid longitudinally, or slide.

When all the adjustment on the adjusting cone wedge is used up, the brakes must be relined.

The hand brake will not require adjustment till the lever comes back (when the brake is fully "on") to the extreme rearward position. The brakes should then be taken to an authorized Ford dealer for attention and re-lining.

All adjustments of brakes should be taken when drums and liners are cold, of course, and with both lever and pedal in the fully "off" position.

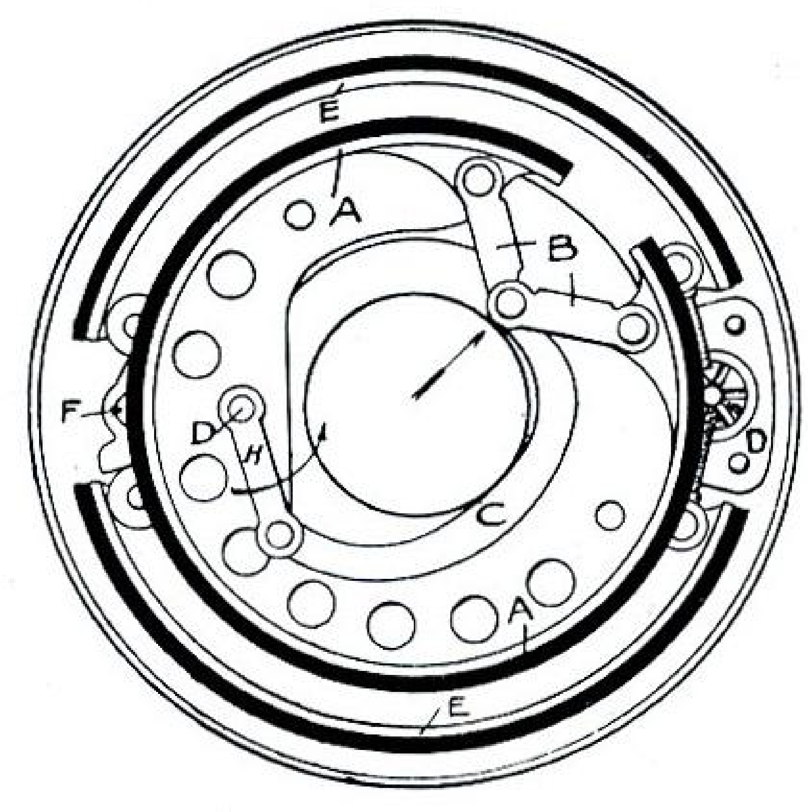


Fig. 2. — The rear-wheel foot-brake and — internally — hand-brake of the Model A Ford.

The Battle of the Cylinders

The Fours vs. The Sixes — by Murray Fahnestock
Reprinted from Ford Dealer & Service Field — September 1928

With the new competition, created by the advent of the Model "A" Ford many of our competitors have been defeated in the four-cylinder field. But have come back to fight again, equipped with six cylinder cars, making a virtue of necessity—and calling it "Progress".

In order that we may realize how generally other cars (originally built to compete with Ford in the 4-cylinder class) have moved over into the six-cylinder class, where the competition was less severe; we could go back ten years or so and mention Buick, and Huppmobile — originally small, four-cylinder cars. Or take such recent changes as Essex (changed from four to six cylinders about 1925), and the Nash and Oldsmobile. While those which have changed from four to six cylinders (since the introduction of new Model "A" Ford) include the Dodge (Fastest Four in America?) and Whippet, which has added a new Six. Whether the Chrysler Four is to be replaced by the DeSoto Six will develop later. This leaves Ford and Chevrolet to carry on alone the fight for four cylinders. What will Chevrolet do?

If seven or eight out of ten salesmen (selling cars in the $1,000.00 class) talk to our Prospect on the special advantages of a "Six", it will be necessary for our Ford salesman to "Sell the four-cylinder idea" in order to give the new Model "A" Ford a fair chance to sell itself. In fact, in many cases, we are beginning to find that the most successful Ford salesmen are those who sell the Ford four-cylinder idea, and let the car sell itself.

It may seem hard to Ford salesmen that they have to become engineers. But as leaders of an industry, they must keep ahead of the public and, when the public becomes motor-wise, they have to be motor-wiser!

Down to Fundamentals

The number of cylinders is like the number of coats of paint. One painter will secure beautiful, durable results with four coats of paint. Another will seek to cover up the deficiencies in the first four coats, by adding two more coats of paint. And then seeks to justify a 50 per cent additional charge by saying "Six coats of paint are better than four".

Six cylinder engines are by no means new. There were plenty of them in 1906 — when those who could not build good Fours switched over to Sixes, to secure smoother running. Of course there is a legitimate field for Sixes and Eights — for larger cars. But we are referring to cars of moderate size and price.

Looking at our chart (on which we have drawn the bores and strokes of all the engines of cars in the $1,000.00 class to the same scale) we notice that while the Ford, the Chevrolet and the Chrysler 4-cylinder cars all have bores and strokes approximately equal, giving what we might call the "square type" of engine, that most of the 6-cylinder engines are of the long-stroke, rectangular type.

There are two noteworthy exceptions to this. The recently designed Dodge Six, and Whippet Six are both of the approximately *square type.*

Possibly the fact that builders of small cars need all the space they can get for the body, and so the engine has to be kept as compact as possible, is the reason why small Sixes are apt to be of the small bore, long-stroke type. While the builders of Fours (who are not so cramped for engine space) find it easy to use the more efficient, square type of engine.

Advantages of Square-Type Engine

Because our interests have been so closely interwoven with Ford interests for so many years, we cannot claim to be absolutely impartial observers, though we do our best to be fair to all competitors.

Consequently, we believe it will be far more convincing for Ford dealers to quote Mr. F. W. Sampson, of the Engineering Dept. of the Continental Motors Corporation of Detroit (probably the largest builders of gasoline engines in the world) whose engines are used in many cars which are more or less in competition with the Ford. In a paper read at a meeting of the Society of Automotive Engineers, Mr. Sampson said in part:

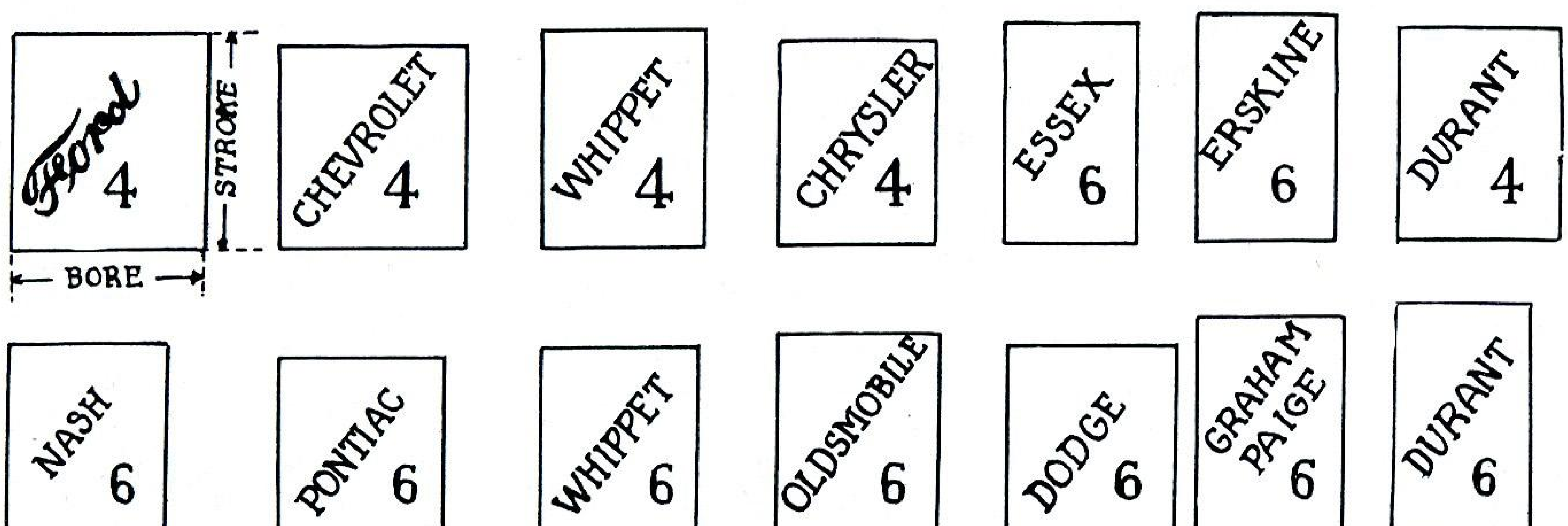


Fig. 1—Relative Stroke-to-Bore Ratio of Engines Showing How Four Cylinder Engines are More Nearly of the Square Type

"For these reasons, we feel that the progress of the future will depend largely on intelligent studies of the past. That the new things developed will not be radical in any way fundamentally, but will be in the nature of refinements. These refinements to afford better performance and greater reduction in manufacturing cost.

"Certainly it is logical to believe that, for any one type size and type of engine, there must be one stroke-to-bore ratio that will fulfill the requirements of the service to the best advantage.

"In order to enable us to draw any conclusions, we first separated and evaluated the various points of view from which we will consider the problem. There may be other angles, but we believe that most of you will agree that there are four main items:

1. *Cost.*
2. *Durability.*
3. *Smoothness.* (Lack of vibration and noise).
4. *Performance.* (Power and operating economy).

"Cost should be ranked first, because the lowering of it is one of the largest, if not the uppermost factor in the success of our industry. Durability next, because without it, the automobile would not continue to succeed. Smoothness is very important, but would hardly be placed ahead of the essentials "low cost and durability". Performance is placed next in relative importance. This location may cause some comment, but the following facts help to show that at present this is correct. We all rank power below cost, durability and smoothness — by not using larger and higher compression engines to propel our cars.

"We rank operating economy below cost and durability — by not all equipping with four-speed transmissions. And below smoothness again, when we do not use higher compressions.

"For some purposes, such as engines for very high-priced cars or heavy-duty busses, the relative positions of the first two items (cost and durability) might be reversed. But high-priced cars and busses both have relatively large engines, and we shall endeavor to show that for larger engines, a short-stroke aids both cost and durability. So in these special cases, their relative position does not matter.

"We shall now consider our problem from each of these angles as near separately as possible.

COST

"Engine cost for any one type engine is almost directly proportional to *weight.* There is little doubt that the short stroke engine is lighter. The connecting rod can be made shorter, and consequently lighter in section, maintaining the same ratio of its length to the stroke. The engine will be lower, and the crank case smaller in diameter. The crank shaft can be lighter, still maintaining the same stiffness. (The exceptional lightness of the latest Packard aeroplane engine is probably due in part to its short stroke.) The length of the engine increases somewhat, but the weight is not affected to as great a degree by this as by a change in cross section. This cannot be carried to extremes of course, because the cost, outside of the engine, due to increased wheel base, must be considered also.

"In a short stroke engine, we have room for larger valves for the same displacement. Thus the engine can *peak* higher, and develop more horse power per cubic inch. Hence for the two engines of the same power, the short-stroke engine can be slightly smaller and, from this angle alone, lighter and consequently less expensive.

"To illustrate this effect of the stroke-to-bore ratio on engine weight, we have plotted these two variables for several existing engines with which we are familiar.

DURABILITY

"Many questions enter into durability. But the most important in connection with our problem is that of bearing pressures. If the lubrication system and quantity of oil circulated are the same, the engine with the lowest pressures on its moving surfaces is the most durable.

"Contrary to general belief, it can be shown that in this respect, the short-stroke engine has considerable advantages.

"This seems strange at first, because there is doubtless an increase in reciprocating weights. But we find that the main bearing loads for high-speed engines are largely centrifugal loads. For a 4½ by 5¾ six cylinder, 7-bearing engine, it was found (by carrying out a complete load analysis) that of the maximum and also of the average main bearing loads at peak speed, some 40% is due to the centrifugal forces of the crank shaft alone, some 30% to centrifugal forces of the connecting rod big ends, about 5% due to gas pressures, and the remaining 25% due to the inertia forces of the reciprocating weight. These figures depend of course on the construction, and will vary with the size of the engine. But they give an idea of the proportions, and an explanation for the lighter bearing pressures found in the short-stroke engine, since about 70% of the main bearing loads are centrifugal and directly proportional to the stroke.

"Besides the lighter forces which we have to deal with in a short-stroke engine, we have more length between cylinder centers and, consequently room for greater bearing area. Thus bearing pressures are still further decreased.

"The maximum bearing pressures at peak engine speeds were found to be 1,000 lbs. per sq. in. for the short-stroke engine, and 1,200 lbs. per sq. in. for the long-stroke engine — even though the first engine was calculated to run about 150 revs. per minute faster, and to develop more power. In this case, the increase in the stroke-to-bore ratio from 1.15 to 1.58 meant an increase in the bearing loads of 20%, besides a loss in power, and an increase in weight, estimated to be 18%! Thus it would seem fair to assume that of these two, the short-stroke engine would be *more durable* and less expensive. In connection with this, it may be interesting to point to the reputed durability of the Rolls-Royce engine, which is 4½ by 4¾ inch.

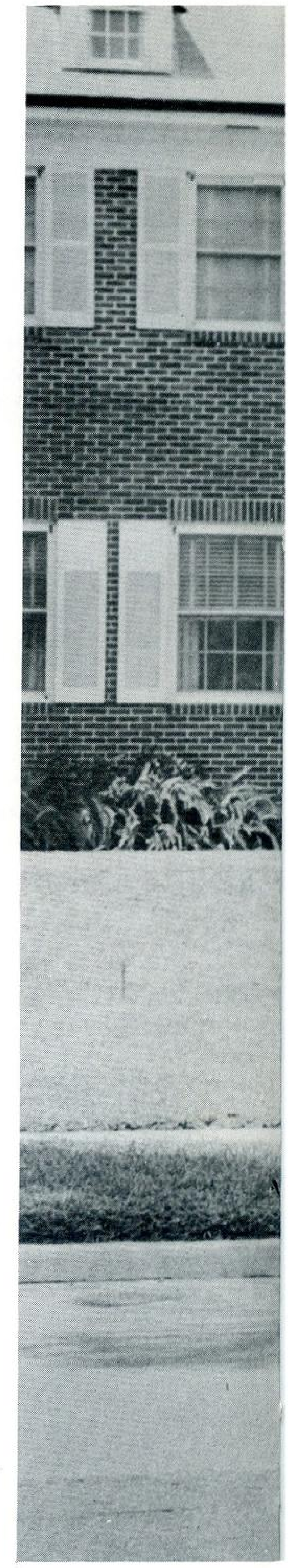
"As mentioned above, a disadvantage of the short stroke engine is the lower power per inch of engine length. This is not always true. In the case of an engine of large displacement per cylinder, the length required for the cylinders is not always the limiting factor. Take as an example, an engine of 4-inch bore and 6-inch stroke. If we build this engine as compactly as possible, leaving just sufficient space between the cylinders for cooling water, then use valves large enough and a timing fast enough to get a good power output per cubic inch, we are sure not to have sufficient bearing area for durability. In order to make an engine of this displacement per cylinder durable, we would have to increase the space between the cylinders. We could build, in the same length, an engine of 4½ inch bore and 4¾ inch stroke and, besides having sufficient bearing area, the results would be a lighter and cheaper engine. Also, as will be shown in the next paragraph this later engine would be less subject to the troubles of torsional vibration.

"The most important factor affecting smoothness, which varies with a change in the stroke-to-bore ratio, is torsional vibration.

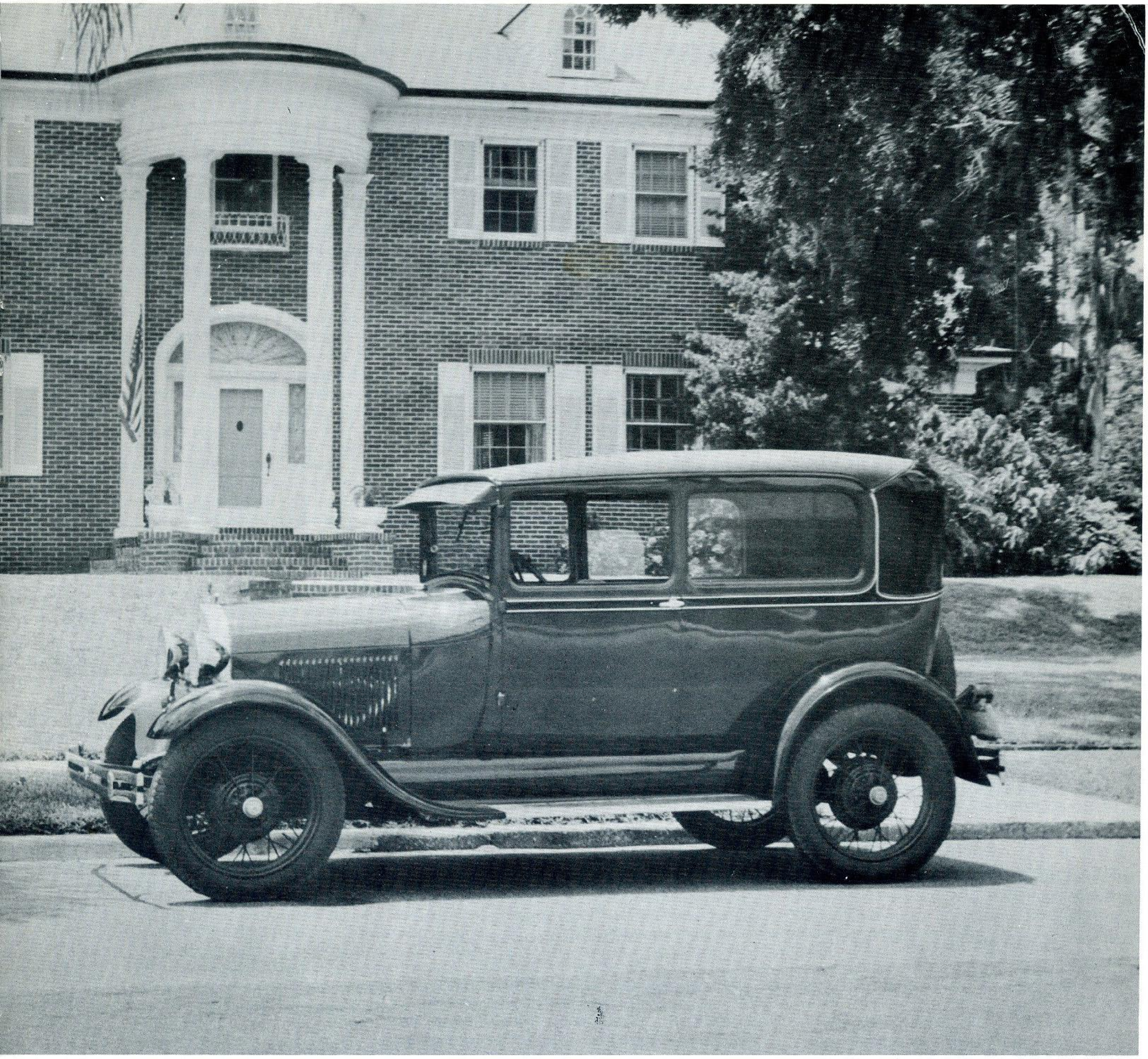
"The rate of torsional vibration of a crank shaft is inversely proportional to both the stroke, and the square root of the shaft length. (Figuring this out mathematically), we find the rate of torsional vibration is inversely propor-

(continued on page 16)

MARC SHOWCASE



NOTE: We're looking for some outstanding Model "A's" to feature in SHOWCASE. If you have a winner, or know of one that is, please send us a clear 8 x 10 photo along with a brief write-up about the car and owner. Thanks – ED.



CAR OF THE MONTH

ABOUT THE CAR . . . *This beautifully restored '29 Model "A" Tudor Sedan is owned by Bob Keifer of the New Florida Region. Bob bought this car in Michigan back in 1956 and towed it all the way to Florida. Since arriving in Florida, Bob has completely restored the car. Special attention was given to the paint job. Bob painted the car with 15 coats of lacquer. The body is Andalusite Blue with straw stripes. Upper body and fenders are, of course, black. This is one of the nicest '29 Tudors we've seen in a long time.*

REGIONAL NEWS

SAN GABRIEL VALLEY REGION: Eleven members and their families toured to the San Diego Regional Trophy Meet at Coronado on September 9th. Some of the members made the trip on Saturday, spending the night in San Diego. The others made the trip Sunday. Despite a few minor difficulties, all cars made the trip O.K. Joe Bridwell, the club president, and Roy O'Brien helped Judge the cars throughout the day and each was given a beautiful placque for their services. To top off the day, Joe Bridwell won the two biggest drawing prizes, a pair of model "A" Step Plates and a Model "A" Muffler. The September Business Meeting and Swimming Party was held at the home of Mr. and Mrs, Jean Lucas on September 11. A splashing good time was had by all. A special Board Meeting was held September 27th, to appoint a new Vice-President and a new Board member to replace two members who could not attend the regular meetings. A few members attended the Harbor Region Trophy Meet at Firestone Park, in Southgate on September 30th. Joe Bridwell and Bob Blaydes were judges and Bob Blaydes came home with the Ladies ChoiceTrophy on his beautiful 1929 4-door Touring. We are all proud to have this lovely restored car in our Club. The October Business Meeting was held at the home of Mr. and Mrs. Bob Blaydes on October 9. Plans were started for our coming Christmas Party in December and our Annual Dinner in January... ROY O'BRIEN.

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NORTH CAROLINA REGION: The Piedmont Chapter of M.A.R.C. has been very active this summer with trips to Wilmington, N. C., where the members took part in the Azalea Festival Parade, attended a picnic at Morrow Mountain State Park sponsored by the Tar Heel Club, and 36 "A" Models from North Carolina took part in the Hillbilly Homecoming Parade at Maryville, Tennessee. L. B. Shields and family, Cecil Montgomery and family, Mr. and Mrs. T. D. Kennedy and Mr. and Mrs. R. P. Gilbert loaded their "A" Models early in the week and took a vacation on the way to Maryville, spending nights in Cherokee, N. C. and Gatlingsberg, Tennessee, before going to Maryville. Reavis Ford Motor Company in Yadkinville, N. C., sponsored an 'Old Timers Show" featuring the Piedmont Chapter's Model "A" Fords with 17 Model "A's" and several members dressed as you would expect for Model "A" days. A number of contests and judgings of cars and costumes were enjoyed along with trophies and ribbons for the winners. We enjoyed a picnic at Charlotte, N. C., on Labor Day with the group there. In the car judging, L. B. Shields' "A" Coupe, driven down by Jack Knight, won first place in the close car judging. We are planning a Christmas party with Santa Claus in December for the members and their families... R. PHIL GILBERT

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SMOKY MOUNTAIN REGION: A fish fry was the Sept. event of the Smoky Mountain Region and good appetites were shown by all members as we nearly had a 100% attendance. Reports indicate the sale of tickets for the Model "A" we are raffling off are going extremely well. Some of our new members this year are showing up the rest of us as one member has sold over 500 tickets. A parade was held in Oak Ridge in which the Smoky Mountain Region was represented well. A good many of our cars were also entered in the Hillbilly Motorama which was a showing of all types of custom cars, hot rods, and best of all; antiques. As a result of our activities our club is growing fast. New members are joining at every meeting and I, am very happy to see the interest and enthusiasm that is evident, in these meetings. A hamburger fry is planned for the Nov. meeting at the home of George Kelly Ford, Members will receive details later about the time. The dinner for the drawing of the Model "A" will also be held this month ... CHARLES REARDON;

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THREE RIVERS REGION: Sixteen Model "A's" with 40 passengers took part in a very successful and well planned Two Day Meet that the 3 River Region held Sept. 8th and 9th. We left Monroeville Shopping Center on Route 22 at 9:30 A.M. travelled east to the Lincoln Caverns near Huntington, Pa. There we formed into two groups and toured through the Cavern after which we continued on into Huntington to check into the New Motor Inn Motel. After lunch we visited the Swigart Old Car Museum in that area. Everything had been prearranged by our director Norb Hodgson and secretary, Ray Matthews and a warm reception was given to us everywhere. Sunday morning after breakfast we left for Orbisonia, Pa, to take a ride on the East Broadtop Rail Road, the only Narrow Gauge railroad east of the Mississippi. For many of the children it was their first ride on a train. I think Dr. Mansell and his wife set a record by taking their month old son, Mark, on the Two Day Meet. I'm sure he will grow up to be a real Model "A" fan. We came back to Pittsburgh via the Pennsylvania Turnpike. This is where we ran into our first trouble of the season.. Two of the Model " A's" had generator trouble, one flat tire, one steaming radiator, and still another with a faulty coil. Since our club is "All for one and one for all," we all arrived home safely and are looking forward to next summer when a number of Two Day Meets are being planned... On Oct. 7th, the 3 River Region held its annual Fall Tour. This year Dr. John Mansell of New Wilmington, Pa., was the Tour Chairman and had a wonderful day planned for all of us. Early Sunday morning a caravan left Pittsburgh, for New Wilmington where we met Dr. Mansell and a group of Model "A's" from the New Castle area. Before starting on the tour through the Amish countryside and along the Allegheny River we all enjoyed a fine picnic lunch on the campus of Westminster College. Soon after the tour began Norb Hodgson had a flat tire. Two cars stopped to give him an assist. When the front of the caravan found they were missing the tour stopped and a car was sent back to find them, but they never did. With everything in a state of mass confusion by this time it was decided to cut short the tour and start the long drive home hoping that the three cars which were lost from the rest would have the same idea. Everyone made it home O.K. and despite all the mix up everyone reported a good time. Sometime in the future we hope to be able to finish the tour which was planned... SUE LEWIS

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WESTERN MASSACHUSETTS REGION: The Western Massachusetts Region of the Model "A" Restorer's Club held an in between meet and pot luck dinner at Bob Brown's camp in Shutesbury on Sun. Oct., 21, 1962. Twenty-six attended, members and family included. Doubtful weather in the morning held back many others. The members chickened out on a chance to ride a 125cc motor cycle scrambler, but a few had a ride in an old '30 Model "A" stake body truck. Children and oldsters alike had fun making fresh cider with a small hand press. After dinner President John Krawczyk entertained us with accordian music, and it was recommended that all presidents in the future be able to play the accordian... ROBERT S. BROWN, Secretary.

REGIONAL NEWS

INDIANA-OHIO REGION: (Capitol City Chapter) Seven members of Capitol City Chapter participated in a parade at Carmel, Ind., on Sat., Sept. 29. The town, situated a few miles northeast of Indianapolis, was celebrating the 125th anniversay of its founding. Attending were Messrs. and Mesdames Les Mehaffey, H.A. Thompson, Mel Dorbecker, Kenny Ernst, Jim Willingham, Burling Boaz and John Andrews. Sun., Oct. 14th, found six members travelling to Martinsville, Ind., again to parade, this one climaxing the Annual Fall Foliage Festival. Participating were Mr. and Mrs. Charles Cain, Mr. and Mrs. Lewis Parker, Lloyd and Virginia Whobrey and their daughter, Dee, John and Beverly Hettenvan and family, Bud and Kate Foudray and family, and Roy and Helen Smith. The chapter is looking forward to the annual Hobby Show, to be held in the Manufacturers Building at the Indiana State Fair Grounds from Sat., Nov. 10th through Sun., Nov. 18th. We have obtained one of the choice booths. The centerpiece (or centerpieces) of our exhibit are being contributed by Lloyd Whobrey - his newly restored coupe and a stand-mounted Model "A" motor. If we don't get some new members out of this, we'll die of shame... JIM MULLANE.

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INDIANA-OHIO REGION: The 4th Anniversary Home coming of Model "A" Restorers Club was held Saturday, and Sunday Oct. 20th and 21st at Winchester, Indiana. It all started on Sat. about 10:00 A.M. when those beautiful Model "A"s started arriving at the home of Jack and Martha Sandifar. After registering and renewing old acquaintances, we lined up for the Mardi Gra parade to down town Winchester. Those bean shooters and confetti were a big part of the parade. Then after the parade everyone went back to the Sandifars' for Contest. They sure had different contests this year. Such as hanging clothes on line while driving your "A", rolling eggs on boards while driving, crushing ice cubes and finding money in them. About 4:30 everyone started getting ready to go to the banquet. Prettying themselves up. At 6:00 P.M. everyone lined up for the parade to Farmland. Poor Mr. Pettit from Ohio - his sweet little "A" just didn't want to run but Richard Benefiel is one of the best pullers you have ever seen - and towed him right on in. With everyone's parts the repair job was made and his car is now as good as new. The banquet started off very smoothly with our Assistant Director Charlie G. Currene in charge as our Director could not make the meet. Charlie thanked all who had come out and braved the rain and bad weather and asked that all bear with him, as he was new at this, but really Charlie did a very good job. After everyone was seated Jack Sandifar gave the invocation, then everyone went to the table where we helped ourselves to the smorgasbord of chicken and all the trimmings. Mrs. Collina cooked a very delicious meal. Everyone ate until they could hold no more. There were 71 reservations for dinner and a few came in later. While on this subject of attendance this is the largest crowd ever to attend a homecoming banquet. I believe this is something to be very proud of. Congratulations for a job well done. After the delicious meal the entertainment took place. 1st on the Program: The Fountain City Chapter entertained with music, it consisted of Charlie Currens, Floyd Farmer and Mrs. Betty Shute. Everyone enjoyed this very much as they wanted them to keep on playing. We ask teen agers and children to show as how they could dance. No one would show us except our Assistant Directors and Secretary's daughter Julie Ann Currens, she showed us all how to do the twist, then little Shirley Woods also did the twist for us. Next on the program the Jay Delarand Chapter put on a skit about their poor sick Model "A". This was most enjoyable we might add. It seems that they customized the Old Model "A" and its owner Mr. Brad Lorton was most unhappy. This skit was written by Miss Brosher from Red Key, Indiana. It was very good too. Following this there was more music by our three musicians. Mrs. Donna Currens, assisted by Jack and Martha Sandifar gave out some door prizes. Next on the program Mr. Mel Dorebecker from Capital City Chapter showed movies - old time ones at that which were much appreciated by all and brought a lot of laughs from the crowd. Our clown Rufus kept interrupting all the acts and gave away several nixe prizes and candy kisses to all the children and real kisses to some of the ladies. We can thank Mr. George Burton who played the roll of the clown. The children always love a clown. After the movies more door prizes were given. Following is a list of who won door prizes: Mrs. Betty Shute, Mrs. Fritz McBratney, Charlie Williams, Dorothy Crawford, Eldon Naylor, Allan Townsend, Mrs. Mel Direbacker, Mrs. Emmet Davis, Mrs. Charlie Harper, Lucas Swift, Patty Davis, George Carter, Bob Swift, Helen Ball, Judy Flynn, Norma Brosher, Randy Crawford, Donna Currens, Jim Woods, LaVon McBratney, Elmer Sanders, Mrs. Woody Owens, Emmett Davis, Jack Sandifar, Julie Ann Currens, Christina Farmer, Ruth Brosher, Ewin Garton, Mal Dorebecker, Ruth Carter, Ben Yeager, and Roby Winchester. Prize for the longest distance went to Mr. and Mrs. Woody Owens from Springfield, Ohio. Mr. Pettit from Ohio got the hard luck prize as his poor little Ford did not want to run. Mrs. Betty Shute, sister of Mrs. Charlie Currens, was presented with flowers for playing the organ during the evening. Mrs. Shute lives at New Paris, Ohio and brought her own organ. The Jay DeLarand Chapter brought a special door prize for the children, a cardboard replica of a Model "A" Ford. This was won by Jim Shute. At this time Martha Sanifar had a contest for the officers. They were to keep their eyes shut that is the men were and to locate their wives. This was a most hysterical event. Everyone laughed until they were in tears. This for the men was won by Charlie G. Currens, as he stated only his wife could have those cold hands. Then the same contest for the women was won by Francis Winchester and believe it or not, she had someone else's husband but she identified him. Ha, ha. Then our assistant Director Charlie G. Currens bid everone a fond farewell until Sunday morning and everyone went on their way home after a very enjoyable evening. Sunday about 11:00 o'clock activities started booming again. The first to arrive was Mr. and Mrs. Harold Angel and daughter from Dayton, Ohio. Then little by little all was together again. Everyone brought hot dogs and buns and Jan Delarand Chapter brought potato salad and baked beans. Fountain City Chapter furnished the deserts. Then games and contest were held in the afternoon with prizes going to Mrs. LaVon Mac Bratney, winner for driving over a plank. Brad Lorton for putting lids in a can. Other winners were Mr. and Mrs. Brosher, Mrs. Brad Lorton, Mrs. John Flynn and Mrs. Emmett Davis. Glen Crawford tried to win a prize by taking a clothes hanger and picking up the hanky. But his clowning got him no, place. Martha Sandifar just pulled a trick on herself - she just spilled hot coffee all over, thank goodness she didn't get burnt. And do you know that Mr. Brosher can't even break an egg with a stick and hen he throws it on the ground and it still does not break. After all the contests were over and prizes awarded to the winners one final finals was the making of home made ice cream. By this time it was beginning to get very cold but everone ate it all anyhow. Fountain City let the Chapters in attendance with 27 - Jay Delarand had 16 present; other chapters present were Rock City Chapter, Whiteriver Valley Chapter and Capital City Chapter. Also we were very happy to have our friends from Dayton. Springfield and Eaton and other points who joined us and helped make our homecoming such a big success. Mr. Harold Angel of Dayton gave some door prizes for Sunday afternoon to be given away, these were most appreciated. Thanks again for such a successful 4th Anniversary celebration. We are all looking forward to our 5th in 1963... MRS. DONNA A. CURRENS, Secretary.

"A" FLEA MARKET . . . CLASSIFIED ADS

ADVERTISING RATES

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

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

NUMBER OF INSERTIONS

	1	3	6	12
Full Page	$50.00	$47.00 ea.	$44.00 ea.	$41.00 ea.
Half Page	$28.00	$26.82 ea.	$24.64 ea.	$22.96 ea.
Quarter Page	$16.00	$15.04 ea.	$14.08 ea.	$13.12 ea.
Eighth Page	$ 9.00	$ 8.46 ea.	$ 7.92 ea.	$ 7.38 ea.

All classified ads must be in by the 15th of the month.

NOTICE:

Mail all display advertisements for MARC NEWS to the following address:

Dave Jenkins
Box 261, Dearborn, Michigan.

NOTICE – ALL MEMBERS ARE ENTITLED TO A 40 WORD AD FREE EACH MONTH.

Additional words or any parts thereof over 40 words will be $1.00.

NOTE: For non-members there is a minimum charge of $3.00 for up to 40 words.

WANTED: Klaxon Horn, right or left welled front fender, dome light switch for '30 "A" Sedan. E. Randall Keeney, Sunset Hill Rd., Bethel, Conn.

WANTED: Rear platform sec. that holds seat springs for '30 touring. Elect. wiper and arm for DeL. Trunk rack or brackets. J. Dawson, 577 Gaundry, No. Tonawanda, N. Y.

WANTED: L. R. Fender for '32 Ford Sedan. No rust or dents. Wm. Dexter, 53 Cliff Rd., Nantucket, Mass.

WANTED: '28 "A" R. F. welled fender for rdstr. Harry Whitaker, 1300 Indian Ridge Rd., Johnson City, Tenn.

WANTED: Converting '29 Cpe. to rumble seat-need: Hinges, springs and cushions, striker plate, floor pieces A-50203 & A-40212-B (Serv. Bulletin, pg. 388) gas tank safety screen. Lewis Hopkins, 18144 Clifton Rd., Lakewood, Ohio.

FOR SALE: '29 "A" Rdstr. pickup - good restorable condition, Not running, but engine free and appears to have been a reworked. $225 Jack Market, Columbia, Pa. Ph. 717 - 684- 2306.

FOR SALE: "FORD" Boyce DeLuxe Motometer, Rechromed all over. Like new. $12.50 Boyce Universal Motometer. Complete and works fine. Very Large. $7.50. Mint new Boyce Universal, st. size $15.00 Include postage. Clyde Hogg, Box 863, Auburn, Ala.

FOR SALE: New spare tire locks for all Model "A's". One pair with key $2.95 ea. pp Buffed like chrome - add $ .50. J. Dawson, 577 Gaundry, No. Tonawanda, N. Y.

FOR SALE: '31 "A" tudor sdn. New engine - good body, primed, Needs new interior. Best offer not under $300 cash. Call WI 5-5919 weekdays after 3:30 - weekends - anytime. Dave Ely, 10 Big Oak Lane, Deerfield, Ill.

FOR SALE: (ALL NEW) 1 left 28-9 splash apron, - $18.00. 1 left 29-9 tudor - fordor rear fender - $25.00. 1 left 30-1 ope-rdstr rear fender - $45.00. 1 30-31 locking cap (in orig. Ford carton) -$25.00 1 replated 30-31 original locking cap (perfect) - $15.00. 1 replated original wreath moto meter (perfect) - $15.00. early 28 front bumper bars (open end like 27 T - $20.00. 36 head lamp rims - $2.00 ea. 37 head lamp rims - $2.00 ea. 32 steering wheels - $25.00. 32 radiator caps - $4.00. (USED) 32 radiator shell mint $20.00. pair 32 head lamps mint - $15.00. pair 33-4 head lamps mint - $15.00. 32 heads alum and cast iron - $5.00. 32 pick up cab mint - $ 40.00. 32 hood - mint - $10.00. 32 pick up box - $30.00. 32 w/s wipers - $5.00. 32 "B" radiator - $10.00. Francis Saunders, 706 - 10th St., Brodhead, Wisc., Ph. TW 7-2337.

FOR SALE: Model "A" parts Dealers: Write now for NEW low WHOLESALE prices on: Patent - Data plates, On-Off Switch plates, Sparton Horn plates, Ford Script spare tire cover emblems, Ford Script Moto-Meter inserts and Terminal box nuts, Harold C. Angel, 2754 Fairmont Ave., Dayton 19, Ohio.

FOR SALE: Perfect men's racoon coat, size 39 - $75.00; original full color Model "A" ad's for framing - $3.00 ea; pair of small Trippe Driving Lights - $20.00; used Stone Guard - $15.00; all plus postage. Harold C. Angel, 2754 Fairmont Ave., Dayton 19, Ohio.

FOR SALE: '30 Model "A" 's - 1 - Truck - good running order, 1 - Coach - 2-door good condition, restored, 1-4-door running order Roof needs repair, 1-Roadster needs to be assembled; Motor completely over-hauled, 1-'30 Austin, also transmissions & other parts for Model "A" 's. ALL FOR ONLY $1,100.00. Clem Hockers, 104 Sundown Lane, W. Depere, Wisc.

FOR SALE OR TRADE: - '31 Model "A" Ford Pick Up Truck - new paint, Moss Green & Black - new tires - runs perfect. - 95% Restores. Contact Charlie G. Currens, 126 Northwest 18th St., Richmond, Ind.

FOR SALE: '30 Tudor, restored, complete and authentic. Many accessories & parts inc. I have won 14 trophies with this car of which 2 were AACA national awards. Just drive it to meets and take home the trophies. Price $1,700. W. H. Leyland, Patty Lane, Monroeville, Penna.

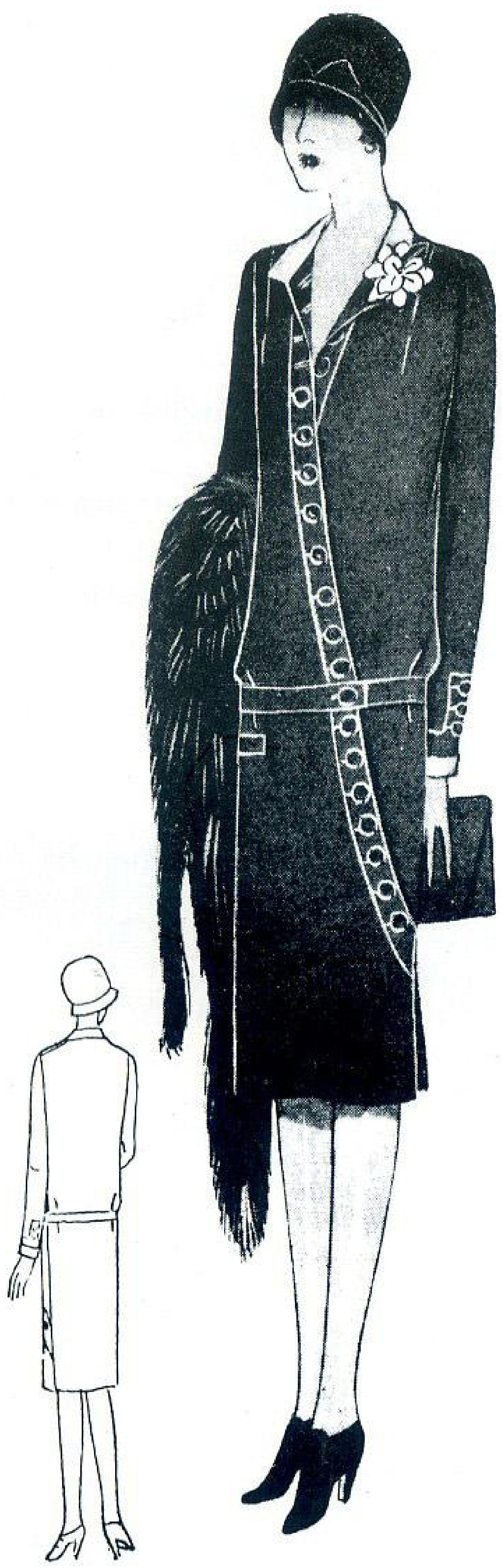
FOR SALE: '28-'29 Black tire covers - '30-'31 Black or Tan with Ford script silk screened on. Copy of cover shown on page 80 Model "A" album by Polyprints. $8.00 ea. plus 10% for postage and insurance. Earl Parks, 500 Hopley Ave., Bucyrus, Ohio.

FOR SALE: Full set of '28-'29 fenders - coupe, roadster, or pickup. Fair to very good. Plain fronts. $75.00 for set, or will sell individually. One new '28-'29 right rear for same. Will trade for new right or left '30-'31. Marine L. Wolf, 653 N. Greenwich Road, Wickita, Kansas.

FOR SALE: Autolite Heater complete with cover, shutoff door and both manifolds. Sandblasted $15.00. "28 Oklahoma Lic. Plates, A-1 cond. $2.00 ea. Postage please. John Hanks, 5306 N. Shartel, Oklahoma City 18, Okla.

Etta's Cetera . . .

Here is a picture of a completed costume. The dress is made of wool, with a contrasting color for the small turned back collar and cuffs. Buttons add to the chic of the diagonal closing and convertible neck of this one piece dress.



Buttons add to the chic of the diagonal closing and convertible neck of this one-piece frock.

This is a 1928 frock that could be used either for street wear or for sport wear. If any of you girls have a costume similar to this, it would be excellent for a tour. Notice how she has completed the outfit with cloche hat, purse, shoes, and a fox fur.

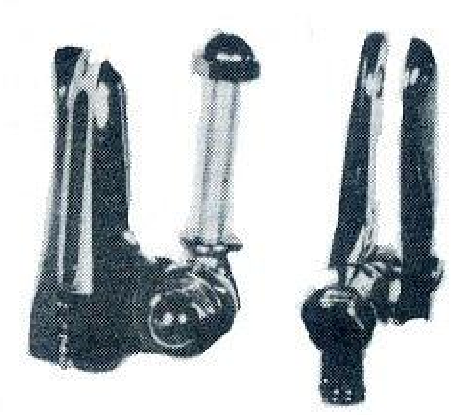
Just a personal note this first time, Hello girls! I am Etta Francisco, your new Fashion Editor. Here is a picture of my husband and me in one of our favorite outfits. I must apologize for the modern coat and shoes. Now that is over with and you know who I am, — let me know who you are.

Please write, send me a picture of yourself in your favorite costume and we will publish it. Let's get acquainted and let's get started on completing a costume for the 1963 National Meet.

HELPFUL HINT

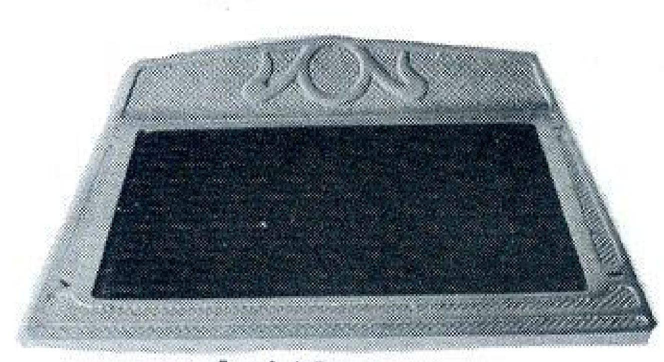
When the wood screws won't hold because the hole is too large or stripped-out, place a length of wire solder of suitable diameter in the hole and install screw. A screwie idea —
HANK SNOW

WIND WING BRACKETS 28-31
OPEN MODELS ONLY



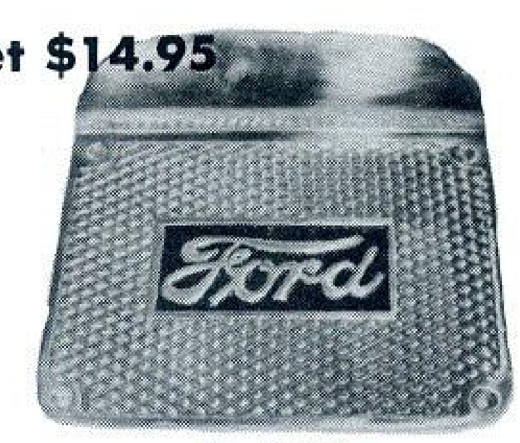
Made from highest quality die cast material "Zamac No. 5", a virgin white metal proven by its superior resistance to foreign elements. All parts and plating unconditionally guaranteed.

Complete Set $14.95



1. LARGE

2. SMALL



3. PLAIN

SET No. 1 — LARGE — 30-31 — Rubber Insert $17.95
SET No. 2 — SMALL — 28-29 — Rubber Insert $12.95
SET No. 3 — ALL ALUMINUM — Polisher $10.50

All above are made from highest quality "Luster Last" aluminum. Inserts available in Black, Brown. Other colors — White, Red, 2.00 extra.

FORD-OBSOLETE OF HOLLYWOOD
5001 HOLLYWOOD BLVD.
HOLLYWOOD, CALIFORNIA
PHONE NOrmandy 3-4515

ALL ABOVE ITEMS POSTPAID.

tional to the square root of the stroke-to-bore ratio.

In Figure 2 we have plotted relative torsional frequency against the stroke-to-bore ratio, to illustrate this relation more clearly. When the rate of torsional vibration is higher, all vibrating periods will come at higher speeds and

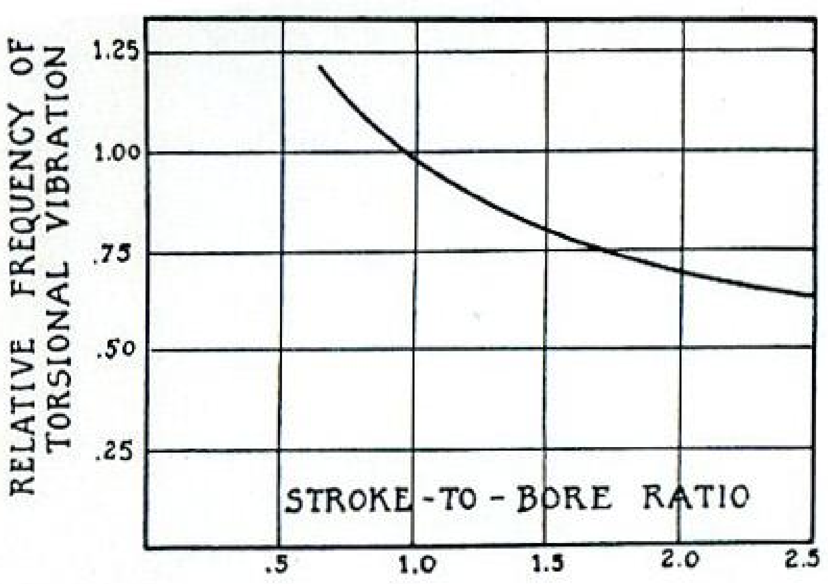


Fig. 2 — Curve Showing How Torsional Vibration of Crank Shaft Becomes Troublesome at Lower Speed. on Long Stroke Engines.

will, therefore, be less troublesome. In computing this curve, the connecting rod weight was considered constant. In reality, with a short stroke, a lighter rod can be used, which would raise the relative frequency still higher for a short-stroke engine.

"Besides the apparent superiority of the short-stroke engines, we have the advantage that, with a short-stroke crank shaft, the crankpin and main bearings will overlap in the front view. Hence will produce additional stiffness in the crank cheeks.

"Of course, it is quite possible to counteract the lower stiffness of the long-stroke crank shaft by additional material. But this will result in both higher bearing loads and higher cost.

"As far as power output is concerned, there is little reason to believe that there should be any difference in two engines of the same displacement, having the same valve areas, etc. — but differing only in their stroke-to-bore ratios.

"However, in the short-stroke engines there is room to get in larger valves, which will increase the volumetric efficiency and the power to an appreciable extent.

"Also, the tappet size can be increased, which will enable us to either use a higher left or a slower timing, resulting in respectively higher peak power, or higher torque.

"Concerning operating economy, granting that a better combustion chamber shape will be obtained in a long-stroke engine, resulting in a higher thermal efficiency, it does not always follow that fuel economy will be improved, because the mechanical efficiency is usually lower, due to higher bearing pressures and increased piston speed for the same power. Consequently this better thermal efficiency seems to be problematical.

"Ricardo (English engineer who invented the Ricardo combustion chamber which, in some modified form or other, is the basis of much of the increased power of modern engines. Editor's Note.) gives the short-stroke engine absolution in this respect in an article of his published by "The Automobile Engineer" in June 1925. He mentions that, in actual practice, unless there be some artificial limitation (such as the taxation on automobile engines in England — which confers a marked advantage on the long-stroke engine), the stroke-to-bore ratio is really governed entirely by questions of mechanical expediency. He also says that just as efficient an engine can be made with the stroke double the bore, or even considerably less than the bore.

"If there is that little thermal difference, there is no reason to expect a noticeable difference in fuel economy. To our knowledge, no advantage in this respect, of either long or short-stroke engine has ever been demonstrated.

"Fuel economy is not the only part of operating economy. If, in designing a long-stroke engine, we make any sacrifices on bearing areas or crank shaft stiffness to obtain reduced size and weight, we are bound to reap the results in short lived bearings and fatigue breakage of parts, due to high bearing loads and vibration. So that even with a lower fuel economy, probably the operating cost would be lower for the short-stroke engine.

General Considerations and Conclusion

"From the above, it seems apparent that the short-stroke engine is from all angles superior or at least equivalent, to the engine with a long stroke, except for the disadvantage of increased length. This disadvantage becomes more apparent and more objectionable in engines of small displacement per cylinder, because in light passenger cars, so much less space is available.

"The stroke-to-bore ratio should not be chosen at will but depends on the size and purpose of the engine. That it is a function of vital importance, dependent on the other characteristics of the engine. Of course, it is quite possible to build very good engines using any part of the range in stroke-to-bore ratio, within the approximate practical limits of from .75 to 2.5. However, the ratio used will definitely affect the results as follows:

"1. If we keep the displacement and the maximum bearing pressures constant, then a change in the stroke-to-bore ratio will have the following effect:

a. Total *weight* of engine will vary as the ratio.

b. *Smoothness* and *power output* will very inversely as the ratio.

"2. When we build with maximum compactness, and for maximum power, then the maximum allowable ratio increases with decrease in displacement per cylinder."

Another Authority

Mr. P. M. Heldt is generally admitted to be the Dean of American automobile engineers and his book, "The Gasoline Automobile" is considered authoritative. Mr. Heldt wrote the automobile section of the Encyclopaedia Britannica and has been Technical Editor of "Automotive Industries" for many years. Quoting from his book:

"Whenever it was desired to produce an engine of high weight efficiency, the stroke was made equal to, or less than the bore.

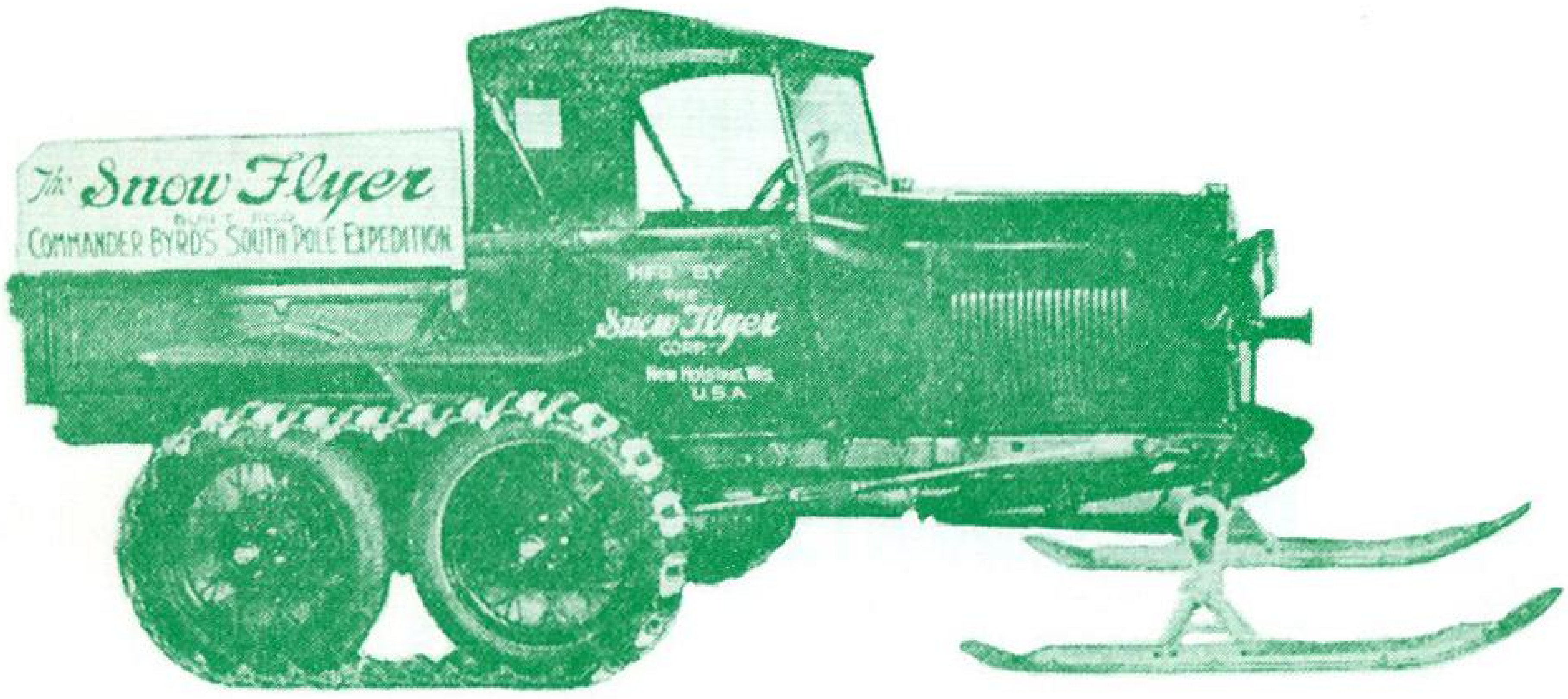
"There can be no doubt that a long-stroke engine is heavier than a short-stroke engine of the same horse power output — all other things being equal. The three heaviest parts of any engine are the cylinders, the crank case and the fly wheel. The weight of the cylinder varies almost as fast as the length of the stroke, that of the crank case increases faster than the length of stroke, and the fly wheel weight (for the same coefficient of irregularity) increases as the square of the length of the stroke. Hence the total weight of the engine varies probably as fast as the length of the stroke, while according to authorities, the power output only increases as the 0.6 power of the stroke.

The Wright Whirlwind engine of Lindbergh's "Spirit of St. Louis" (the

(continued on page 18)

"A" GLOBETROTTING

THE COOLEST "A's" THAT EVER LIVED!



Here is the type of Ford truck with "Snow Flyer" equipment used on the Richard E. Byrd Antarctic Expedition in the year 1929. It was expected that the combination of runners and special tracks would help to solve many polar problems of transportation.

In 1929, Commander Richard E. Byrd (later Admiral) was given command of the first really large and extensive Antarctic expedition to go to the vast wastes of the frozen continent. The South Pole was first visited by dog sled in 1909 when Robert Scott planted the Union Jack of Great Britain at the world's most southerly spot.

The Byrd expedition was far larger than Scott's pitifully small band, and included a great deal of mechanized equipment.

An operating base was built near the Ross Sea on the huge ice shelf, and the world's southernmost settlement was built. It was Little America.

Among the interesting equipment unloaded from ships onto the ice shelf was a small fleet of Model "A" snow tractors known as "Snow Birds". The four "A's" that went to Little America with the Byrd expedition were '29 "A" pickups that had been built by the F-S Manufacturing Co. of New Holstein, Wisconsin.

These were a commercial vehicle designed for rural use on winter roads in the northern part of the U. S.

All fenders and running boards were removed and a second rear axle was installed ahead of the conventional rear axle. Metal link-type catapillar treads were attached, running over the regular pneumatic tires. The front wheels and brakes were removed and special skis were attached to the steering knuckles.

The Snow Birds had proved to be entirely satisfactory in the States, but the big problem in Antarctica was the danger of crossing large crevasses in the ice. A team of huskies are of course far lighter than an automobile, and huskies proved far better at scrambling over dangerous weak spots in the surfaces of the glaciers.

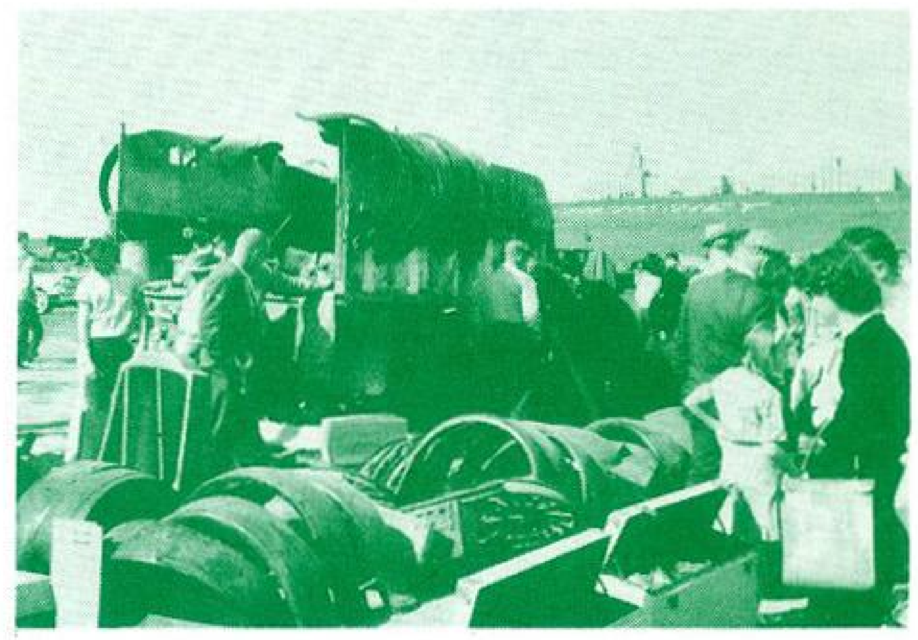
Rough ice ridges were also too great a barrier for the Snow Birds. All reports indicate however, that the vehicles suffered no mechanical difficulties, but were not used much except around the base camp.

As an interesting P.S., the Snow Birds were left, buried in the sub-zero snows of Antarctica when the expedition broke camp. Five years later, a second expedition returned and found the old "A's" in perfectly good working order once they were defrosted, and fresh batteries installed!

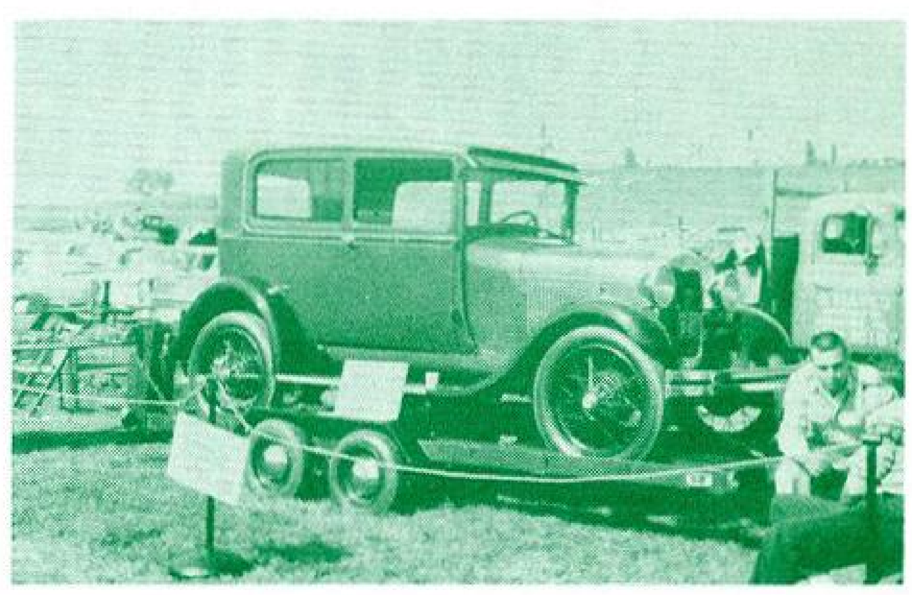
HERSHEY MEET

(Continued from page 4)

'30 Truck owned by Paul Seidel of Birdsboro, Pennsylvania; 37,330 miles on speedometer. Mr. Seidel is the second owner.



One of the largest assortments of parts for sale in the flea market area. Note Hershey High School and name "Hershey" on hill in background.



Welded unit for trailering Model "A's" to and from exhibitions. Manufacturer was taking orders for this model (minus the "A"!).

Shot from hillside showing about two-thirds of exhibition and flea market areas. Most of flea market area is off to right.

CYLINDERS

(continued from page 16)

same engine used in nearly all other trans-Atlantic and Pacific flights) has a bore of $4\frac{1}{2}$ inches and a stroke of $5\frac{1}{2}$ inches, and so is certainly a short-stroke engine. While the still more recently designed Velie aviation engine (announced May 1928) has a bore of $4\frac{1}{8}$ inches, with a stroke of only $3\frac{3}{4}$ inches!

The Rolls-Royce engine, so well known for its durability, has a bore of $4\frac{1}{2}$ inches, and stroke of $4\frac{3}{4}$ inches. While the Pierce Arrow has a bore of 4 in. with $5\frac{1}{2}$ inch stroke. Not forgetting to mention the Packard and our own Lincoln, which have a bore of $3\frac{1}{2}$ in. with a 5 in. stroke.

The new Model "A" Ford engine has the cylinder bores "Off-set $\frac{1}{8}$ inch" with regard to the crank shaft. We are under the impression that some of the other engines are also off-set, in order to gain the advantages here to be described.

A gasoline engine runs only in one direction. So by off-setting the cylinders, with regard to the crank shaft, the new Ford engine is designed to run better in this one direction. Remember how, when you rode a bicycle, you stood up on the pedals when you wanted more power to climb a hill, or more speed to beat some other kid? You stood forward of the pedals, in order to get a more effective downward push.

With the cylinders moved forward of the crank shaft, the new Ford engine gets a more direct downward push on the crank shaft on its *power stroke,* thus securing more power and speed.

Among the other practical advantages of the off-set cylinders are:

1. The more direct downward thrust of the connecting rods makes it possible to use shorter and lighter rods, thus making possible the use of a lighter and smoother-running engine. 2. The more direct thrust reduces the angularity of the connecting rods on the pistons, thus reducing friction and wear between pistons and cylinder walls.

As one Ford salesman explains it, "By having the Ford cylinders off-set, we practically eliminate top dead center, as the crank shaft is in a more effective position to receive the downward thrust of the connecting rod, when the charge is fired. Thus piston and connecting rod push against a 'spinning' crank shaft, reducing friction and wear on the bearings, as compared with pushing against a rigid crank shaft, at its top dead center."

SWAP MEET

March 31, 1963

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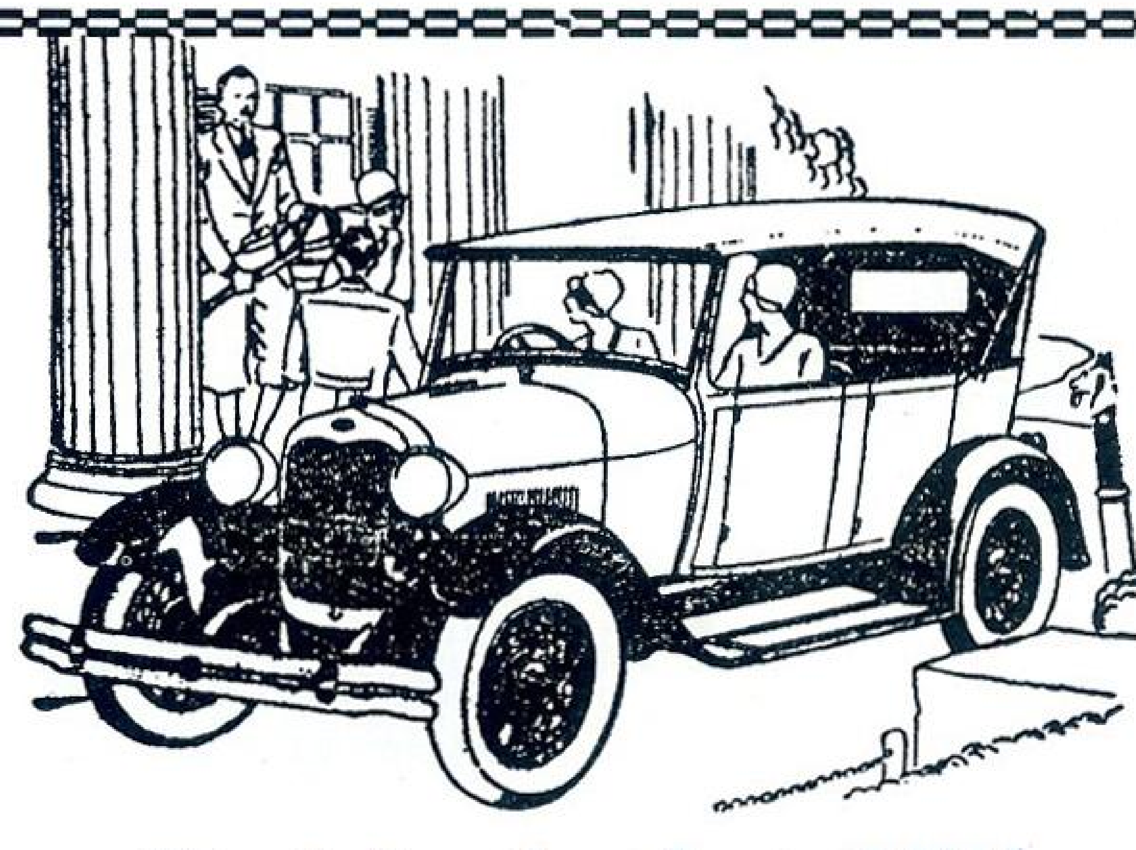

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"A" FLEA MARKET . . .

FOR SALE: 2-'28 Roadster Pickups, one has rare left hand parking brake. Both together will make one complete pick-up. Selling to buy a classic, price $240.00. Firm- Buck Swindoll, 2630 Royal Dr., Lakeland, Florida.

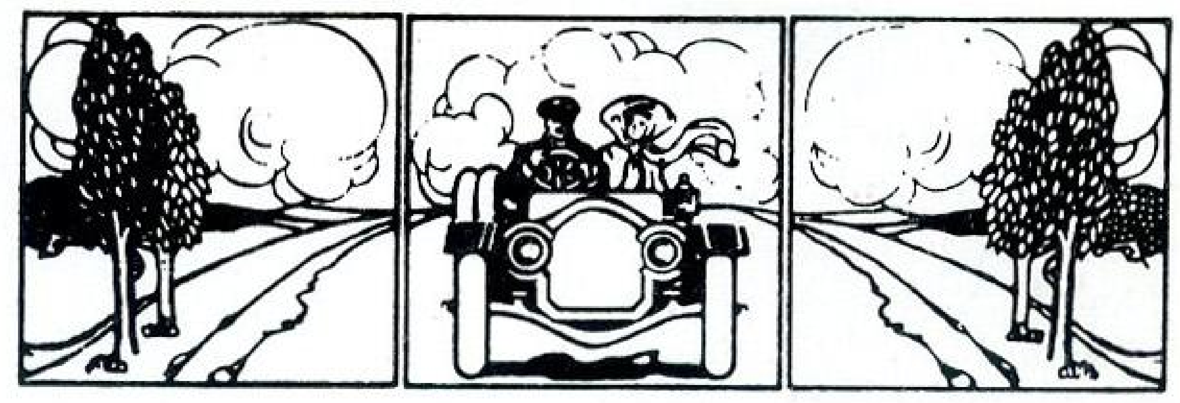
FOR SALE: '30 "A" Coupe, 75% restored, new roof, tires, and upholstery and have a '31 Coupe in restorable condition. Have $1,700 invested but will take $1,200 for both or any reasonable offer. Many extra parts included. Vernon E. Smith, 228 Center Ave., Uniontown, Penn.

FOR SALE: '30-'31 Roadster Stanchions, $8.00, '30 Ford truck radiator, $35.00, '35 Ford Roadster body with doors windshield frame & posts, Rumble Lid (less floor) $65.00 F.O.B. '29-'31 Coupe parts, send your needs, W. A. McMains, 510 5th Ave., East Oskaloosa, Iowa.

FOR SALE: Cotter Pin Sets for "A" Fords, contain cadium plated pins for all years, all places, all styles, 155 pcs. in 11 sizes, with complete installation chart, $2.50 set postpaid. Jim Schmidt, Box 78, LeRoy, Ohio.

FOR SALE: '29 Rdstr. w/rumble seat. Comletely restored 2 mos. ago. New top, upholstery, tires, radiator, rebuilt engine, etc. Like new, A-1 original cond. Andalusite blue, $2,500. Colored pix $.50. John Smit, 16801 Van Dam Rd., South Holland, Ill.

FOR SALE: '28 "A" Spt Coupe, partially restored, no top-runs. Gerald J. Anton, 4036 Itaska, St. Louis, Mo.



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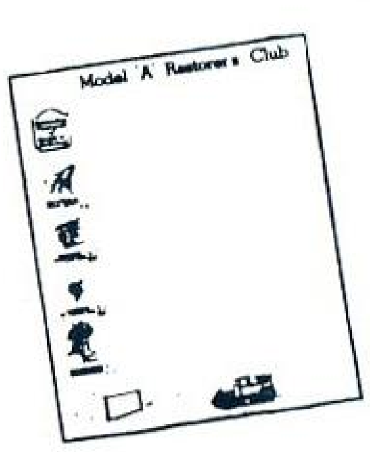

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No issues prior to Jan., 1961 are available.
Prior to June, 1962 - $.50 each.
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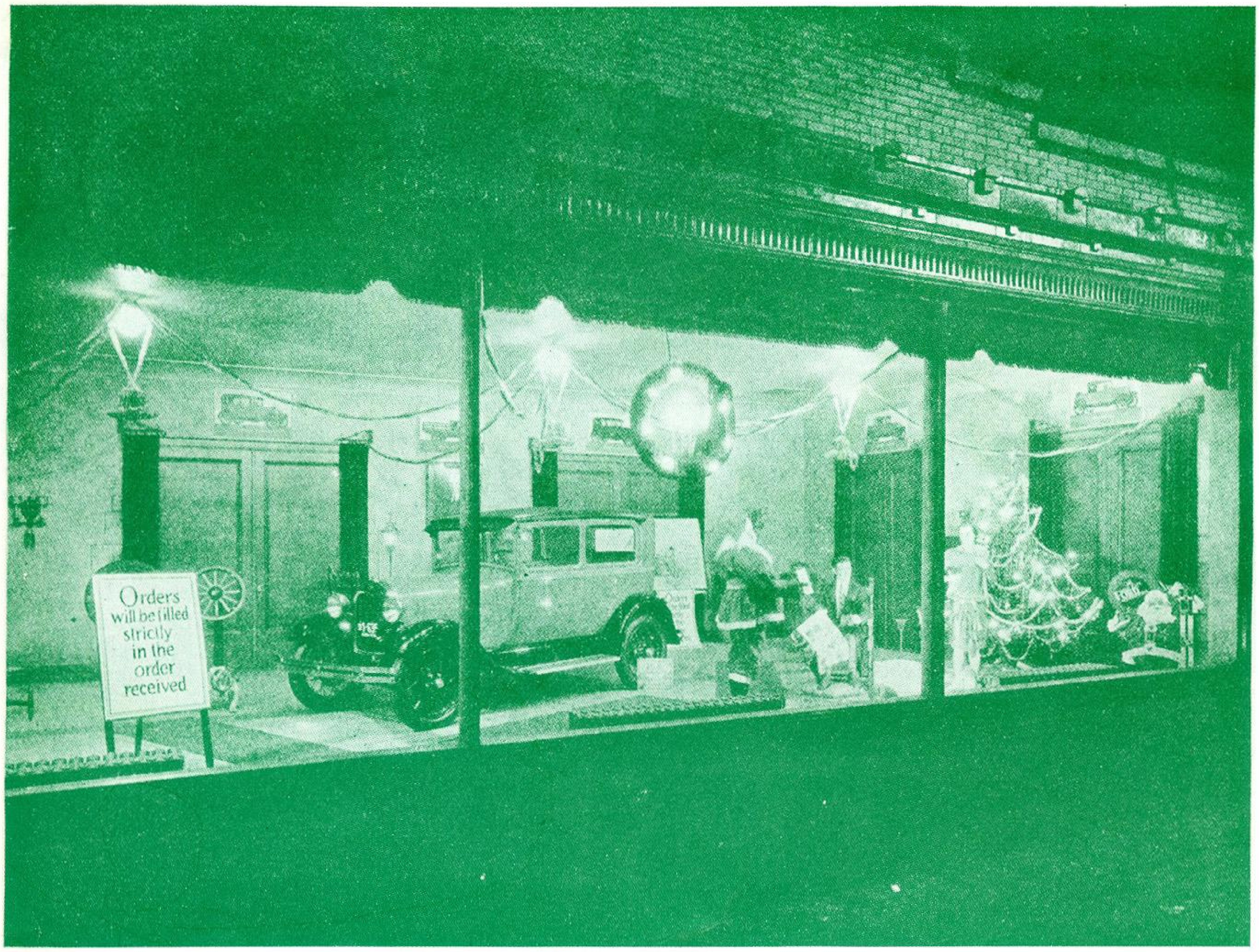

Christmas in Your Windows and Show Rooms

IT was Thomas Tusser who, back in 1550, first wrote the line: "Christmas comes but once a year." That was a long time ago, but the situation has not changed. The well known old Santa Claus season still appears just once in twelve months.

Considering the universal interest in the holiday and the fact that its appearance is only annual, it would seem that every dealer would make the most of this opportunity for revealing the holiday spirit in every department of his business—and particularly those two important public contact points—the show-room and front windows.

Above is shown an illustration of the windows of the Hilary J. Berning dealership at Cincinnati, Ohio, as they greeted passers-by last Christmas season. Besides appropriate dressing of wreaths and a sparkling Christmas tree was Santa, himself, presenting a new Model A Tudor to Mr. and Mrs. Somebody. The characters, of course, were wax figures.

Put the Holiday Spirit Into Your Sales Efforts

Hundreds of persons paused to look at this unique setting and subconsciously each received the suggestion of the Ford as a gift and Berning's as the place where it could be purchased.

Clever Christmas display background for cars and accessories carries such suggestions to prospects under most pleasant auspices and ties up with a spirit that prevails everywhere at this time.

We suggest that dealers give thought to such display. It is even worth paying for the services of a professional window-dresser to produce a pleasing showing. And we further suggest that of such displays you secure good photographs to send to this magazine for publication.