# MARC News

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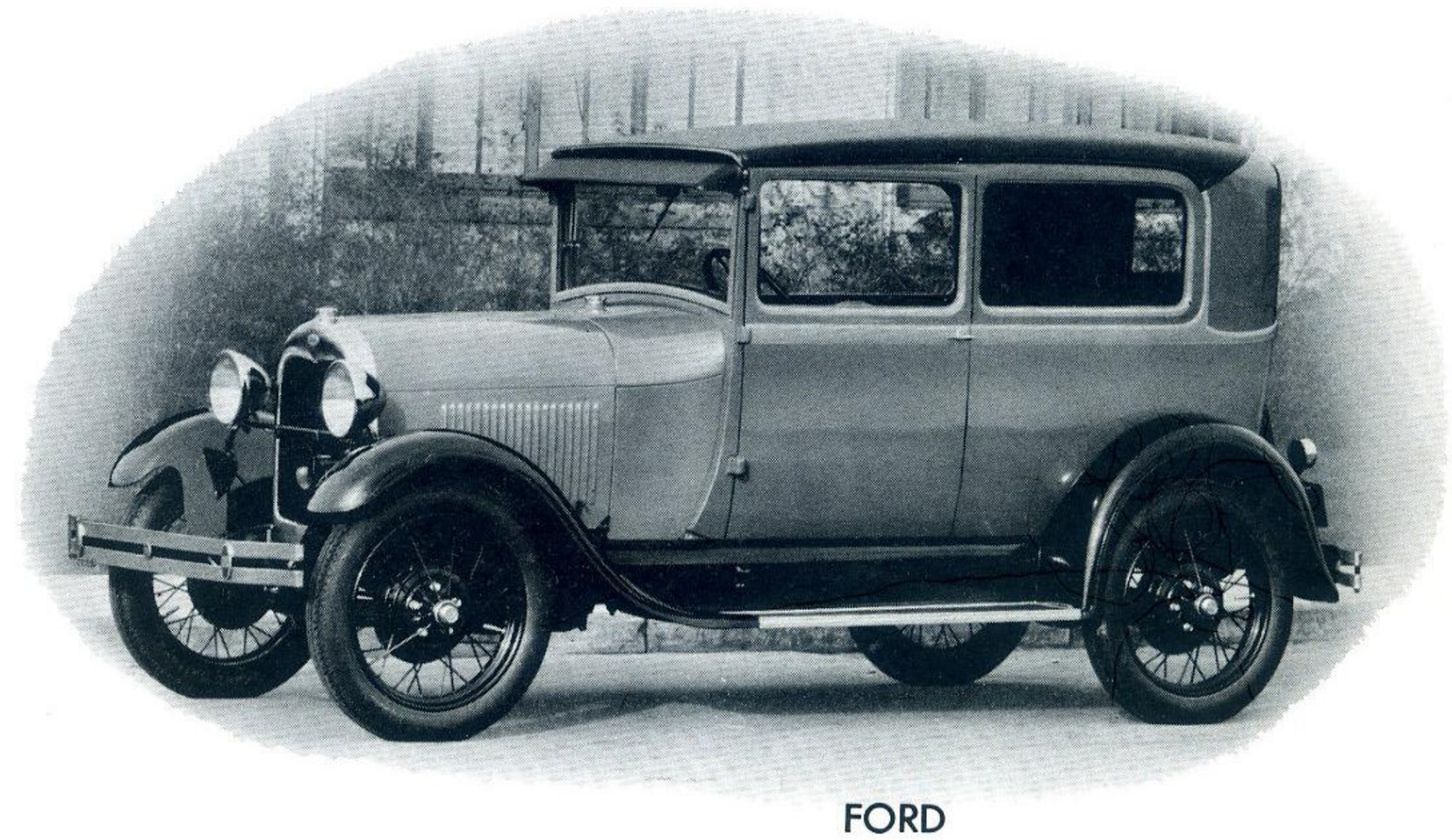

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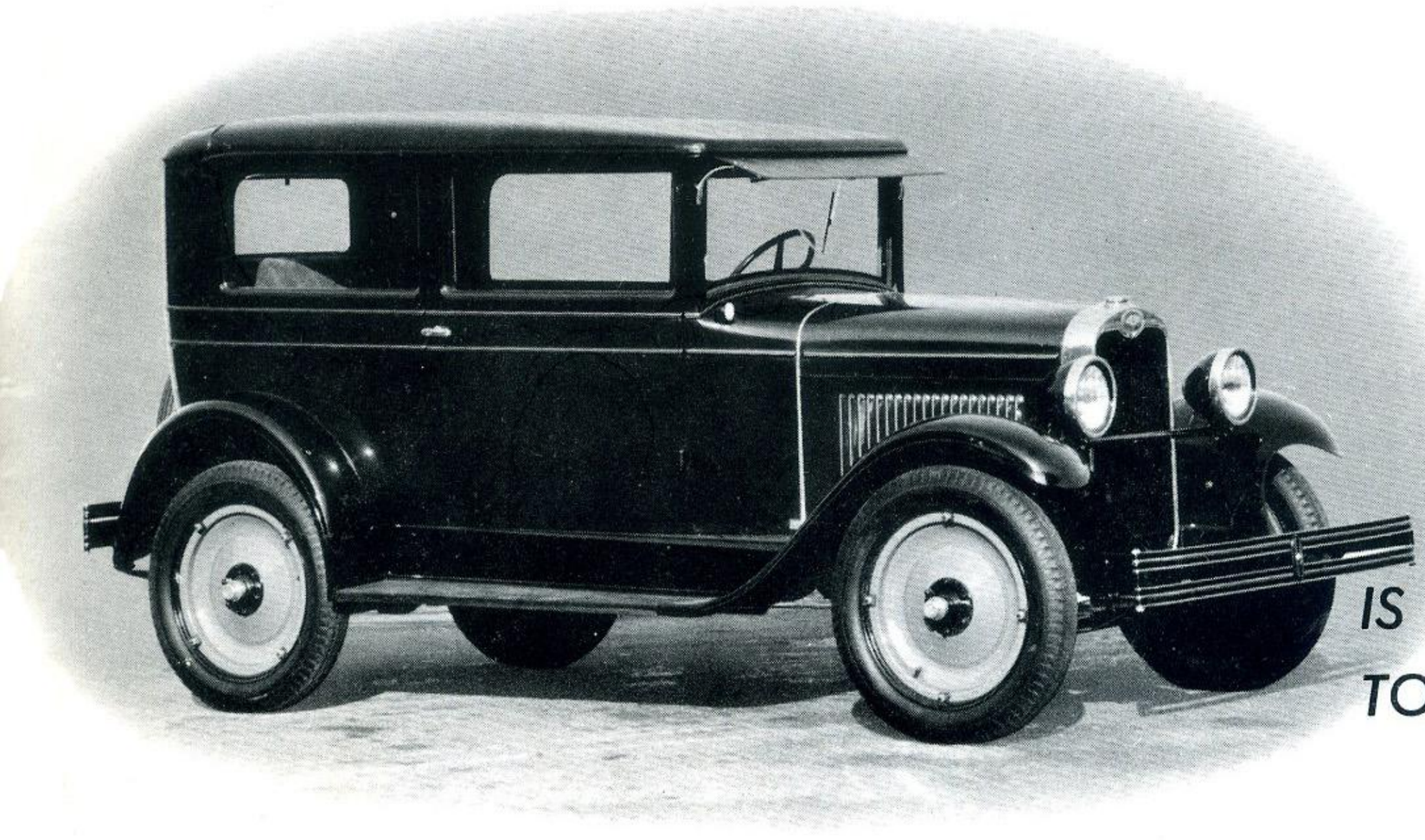

CHEVROLET

*IS 1928 YOUR YEAR TO BUY A NEW CAR?*

SEE PAGE 5

*THE MONTHLY PUBLICATION OF*
*THE MODEL "A" RESTORERS CLUB*
Managing Editor – *Dave Jenkins*
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# MARC NEWS

JULY ISSUE

Dave Jenkins, Editor

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**FEATURE ARTICLES**



*Cover Illustration – 1928 Chevrolet Coach and 1928 Model "A" Ford Tudor*

# BACKFIRE . . . LETTERS TO THE EDITOR

Dear Mr. Jenkins:

I received my copy of the "new" MARC News, and certainly find it a refreshing and interesting magazine.

Since I am a relatively new member to the club I do not feel qualified to discuss the past and feel that the less said the better.

The Model "A" is the car for the family and should be treated as such in all activities. This issue of MARC News is a welcome addition to our house and will be eagerly looked forward to in the future.

William D. Woods
Motor Cities Chapter

Dear Dave:

Congratulations on the new issue of the MARC News. It sure is a Duzy. I think the Globetrotting idea is a real good one. I was very interested in your story because I remember being stationed not far from that island when I was in the Air Force during the war. We even used to see an "A" once in a while around the little village, but all I thought about it then was that it was sure good to see an old familiar "face" from home.

Dan Dudley

Thanks Dan – we'll try to keep these articles coming. Let us know if you hear of any good stories from around the world.

– Ed.

Dear Editor:

Anybody know where I can find one of those Phillips automatic spark levers? I could sure use one.

Respectfully,
Frank Irwin

Couldn't we all? – Ed.

Dear Editor:

How many of those seagoing "A" taxis ever got lost when the tide came in? My brother and I are good skin divers, and thought we might find one that ran off in deep water.

Yours truly,
Vince de Beauchamp

No records to prove it one way or the other, Vince, but did you ever see a car that's spent 10 years in salt water – I have!

– Ed.

Dear Dave:

How many Model "A" Town Cars were built?

Steven Kremenski

In 1929 – 913 Domestic, 86 Export, 14 Canada. In 1930 – 63 Domestic, 33 Export – 1108 total.

When did the Ford Motor Company make the Tri-motor planes, and how many were ever made?

Ronald Claxton

A total of 198 Tri-motor Fords were built between 1927 and 1932.

– Ed.

Dear Mr. Jenkins:

Your June issue of MARC News was really worth waiting for. But where did you learn so much about women's styles? You must have been eyeing the gals pretty closely back in the late 20's. Anyway, thanks heaps. I'm amazed at your directions for sewing-and I'm putting your tips to good use, so I'll have a brand new "A" dress for our International Reunion. Keep up the good work.

Mary L. Blair

Dear Dave:

Sure enjoyed the new MARC News, but old friend, ever since Betty – that's my wife – got started on her sewing job to make a dress like one you showed in the magazine, I can't get her to help shine up our "A" for the next meet. What should I do?

Charlie Froelicher

Men have had this problem ever since Adam.

– Ed.

Dear Mr. Jenkins:

I like the style of our "new" MARC News – and I like all the fine features in last month's edition. You may be interested to know that "Eve's Leaves" – with its helpful tips on women's fashions has inspired several of us to go in for dresses to match our cars to a "T" ("A" cars, of course). Maybe we can persuade you to give a fashion talk at one of our sewing circles. How about it?

Lilly Ann Harper

I might be pretty hard to find just about the time your sewing circle meets.

– Ed.

Dear Dave:

Just a short line or two to tell you how much I enjoyed the "New" MARC News. You are to be congratulated on an outstanding job on by far the best arranged, most interesting issue I have read.

Chick Sale
Asheville, N.C.

Dear Mr. Jenkins:

I wish to express the thanks of our Region for the fine job you have done on the recent MARC News. We are proud of our club and now can be proud of its official publication. We are a small region, having some 92 members and around 125 Model "A" Fords, and many of the members had expressed the thought of switching to the 'other club' because of the fine national paper. I have always been opposed to that idea and now it seems that I was right. I want to extend any help I can toward your efforts, just say the word.

Nord W. Davis, Jr.
Poughkeepsie, N.Y.

To All Club Members:

Please feel free to grab a pencil and drop us a line whenever you have any suggestions, questions or ideas you want aired. If we don't have the answers, we'll sure do our best to find them for you. Your response to the last issue was very gratifying.

Let's all get to work to round up some more new members and talk to some of the parts suppliers and servicing facilities about using the MARC News for an ad or two.

THE EDITOR

P.S. Please send your address when you write to the editor.

# IS 1928 YOUR YEAR TO BUY A NEW CAR?

If you're like so many people this year, you may have decided that it is high time you and your family owned an automobile, or maybe this is your year to trade your present car, in order to enjoy the safety and economy of a new model. In either case, as you review the market, chances are you will be looking at the two best sellers in the low price field – Ford and Chevrolet.

This year, the all-new 1928 models offered by both Ford and Chevrolet have some very interesting features that you will want to weigh carefully before you make your final choice.

The new Model "A" Ford has been the subject of a tremendous amount of publicity during the past six months, however, there are many design features with which you may not be familiar, so let's compare them.

After checking the chart at right, let's consider the differences in chassis design of these two new low priced cars. Both have a ladder-type channel frame. Ford on one hand offers the long-proven flexibility and durability of a single transverse leaf spring at both front and rear axles. This type of suspension, unique to Ford, has proven the practicality of its design with 19 years of use in fifteen million Model "T's". The Chevrolet uses semi-elliptic leaf springs both front and rear. There are several important advantages of the Ford suspension:

Ford's transverse springs allow axles to twist through a much wider arc than is possible with conventional semi-eliptic springs. Easier on rough terrain.

In the event of a broken front spring, the Ford transverse design will not allow the axle to shift, so it is easier and safer in any emergency.

The likelihood of broken springs is far less with the Ford design.

Ford has double-acting hydraulic shock absorbers front and rear as standard equipment – Chevrolet has NO shock absorbers.

Ford's shorter wheelbase makes the car easier to handle in close quarters than the longer Chevrolet. The Ford can be turned around in a 34' diameter circle – Chevrolet requires a 41' circle.

*This is how the specifications look for the two cars:*

| | FORD | CHEVROLET |
|---|---|---|
| Wheelbase | 103½'' | 107'' |
| Bore and Stroke | 3-7/8 x 4½ | 3-11/16 x 4 |
| Taxable H.P. | 24.0 | 21.8 |
| Developed H.P. | 40 | 35 |
| Piston Disp. | 200.5 cu. in. | 170.9 cu. in. |
| No. Cyls. | 4 | 4 |
| Value Arrangement | L-head | Overhead with pushrods |
| Camshaft Drive | Gear | Gear |
| No. main brgs. | 3 | 3 |
| Fuel Feed | Gravity | Vacuum |
| Clutch | Multiple Disc | Single Plate |
| Transmission | 3-speed, std. shift ptn. | 3-speed, std. shift ptn. |
| Type Drive | Torque tube | Torque tube |
| Rear axle | ¾ floating | Semi-floating |
| Brakes | 4-wheel, internal expanding | 4-wheel, internal-front, external-rear |
| Type Springs | (2) transverse frt. & rear | (4) semi-eliptic frt. and rear |
| Tire size | 30 x 4.50 | 30 x 4.50 |
| Wheels | Welded wire spoke | Steel disc |
| Shock Absorbers | Double-acting hydraulic front and rear | None |

Both cars are now equipped with four-wheel brakes, a definite safety advantage with today's higher touring speeds and heavier traffic conditions. The new Ford brakes are of the mechanically operated type with internal expanding brake shoes. The emergency brake system is actuated by means of a convenient hand lever located at the driver's left, and utilizes the service brake shoes in the rear brake assemblies.

Ford's new 4-wheel brakes, unlike Chevrolet's, are protected from mud splash or other abrasive dirt because the brake shoes are INSIDE the brake drums. Chevrolet's rear wheel brakes are exposed to the elements.

The Chevrolet brakes are also 4-wheel mechanical, but the rear brakes are of the rather obsolete external contracting type, with the emergency brake shoes inside the rear brake drums. The new front wheel brakes are the modern internal expanding type.

Ford's wire wheels, with all-welded spokes, are stronger and lighter than the Chevrolet disc wheels. Wire wheels are also quieter, particularly on cobblestone or brick roads. Both cars come equipped with 19 x 4.50 tires.

The new Ford and Chevrolet are 4-cylinder cars. Ford uses the "L-Head" design with the valves operating directly off the camshaft in the cylinder block, while Chevrolet has push-rod operated valves located in the cylinder head. The Ford engine has a slightly larger bore and stroke and develops a healthy 40 horsepower compared with 35 for Chevrolet. This additional horsepower can be noticed particularly when the two cars are driven on steep hills. The comparative weight of the cars is very close. The new Ford Fordor Sedan weighs just 27 pounds more than the Chevrolet Sedan.

The Ford fuel supply system consists of an 11-gallon tank which forms the body cowl and instrument panel. It

*(Continued on Page 6)*

# IS 1928 YOUR YEAR?

(Continued from Page 5)

is a gravity feed system, and incorporates a fuel gauge on the instrument panel. Chevrolet has a rear-mounted tank with a vacuum supply system. The fuel level guage is on the tank at the rear of the car. The advantages of the Ford system—its simplicity with no vacuum tank, and the gauge on the instrument panel rather than at the rear of the car are quite obvious.

A comparison of the body construction and body features of the two cars reveals many other Ford advantages over the Chevrolet.

Mr. Ford has always been very safety minded, and with this in mind, his new cars are all equipped with a new Triplex laminated safety shatter-proof windshield. This new safety advance is achieved by a special process wherein two pieces of glass are used. A layer of pyroxyhn plastic is "sandwiched" between the two layers of polished plate glass, forming a single sheet of laminated glass. The edges of the glass are sealed against air and moisture.

Should the windshield be broken, each fragment of glass adheres to the plastic layer so that there is no flying glass. It is felt that this new feature, standard in every Ford car, will prevent many of the serious injuries that result from flying glass.

The Chevrolet for 1928 is still equipped with ordinary plate glass.

The obvious advantages of this standard Ford safety feature certainly can not be measured in dollars and cents where the safety of your loved ones is concerned.

Still another outstanding safety feature of the new Ford is the all-steel welded body. Except for wood that is used for floor boards, or to form a framework on which to fasten the upholstery material, the new Ford body is solid all-steel type construction throughout. There are several direct and many indirect benefits with this type of body. First, it will support many times its own weight without sagging or warping. Tests at the Ford laboratories have shown the new Ford body heavily loaded with sandbags on its roof, yet the doors still opened without binding, and there was no sign of sagging or buckling.

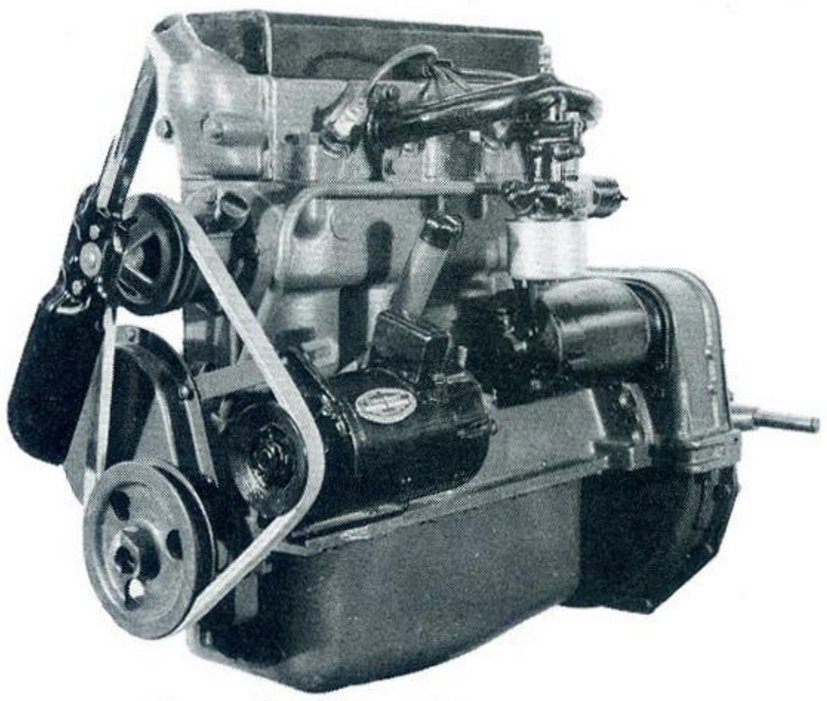
Aside from the superior strength of the all-steel body, it is possible to design narrower windshield pillars on closed models which improves driver vision. The all-welded body unit resists squeaks longer, and in extremely damp or dry climates, there is no wood to rot or dry out and shrink.

The Chevrolet body is basically a wooden form, with the sheet metal body panels attached. The durability of this type of construction is very questionable compared with the Ford body, while the comparative impact strength of the Chevrolet body is obviously inferior to Ford.

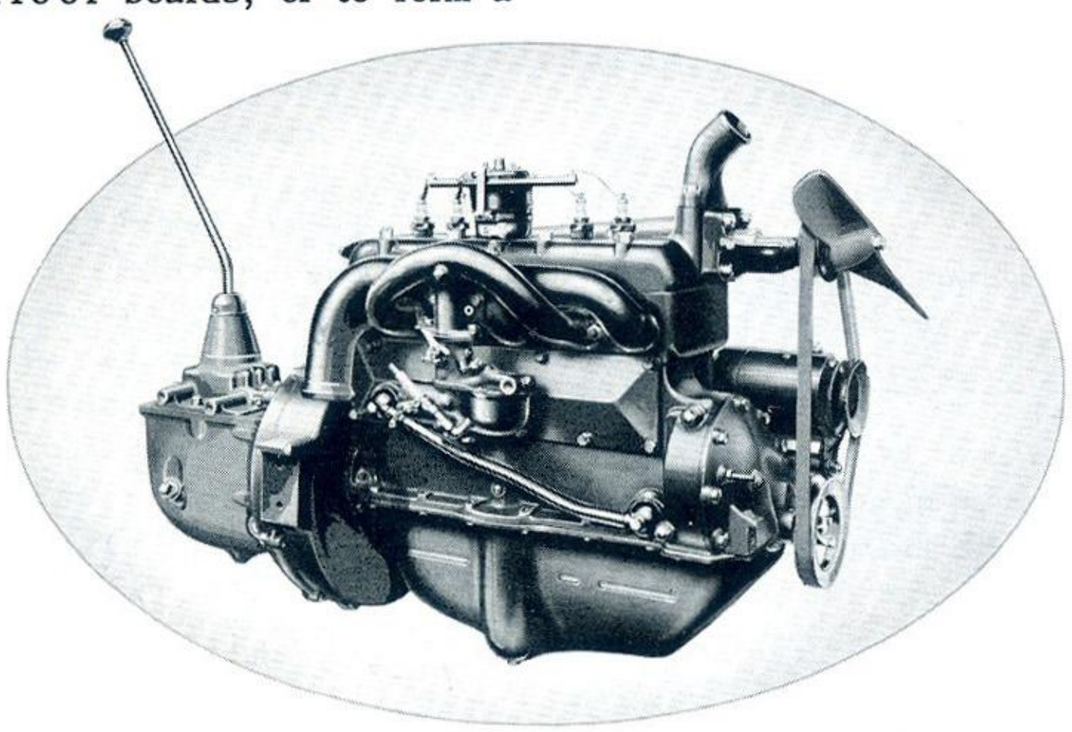
Comparison of Models
and F.O.B. Prices

| FORD | | |
|---|---|---|
| Roadster | 2-4 pas. | $385 |
| Phaeton | 5-pas. | 395 |
| Coupe | 2-pas. | 495 |
| Tudor Sedan | 5-pas. | 495 |
| Sport Coupe | 2-4 pas. | 550 |
| Fordor Sedan | 5-pas. | 570 |

| CHEVROLET | | |
|---|---|---|
| Roadster | 2-pas. | $495 |
| Touring | 5-pas. | 495 |
| Coach | 5-pas. | 585 |
| Sedan | 5-pas. | 675 |
| Cabriolet | 2-4 pas. | 665 |
| Imperial Landau | 5-pas. | 715 |
| Coupe | 2-pas. | n.a. |



*1928 Chevrolet 4 – Cylinder Engine*



*1928 Model "A" Engine*

All of the Ford advantages over Chevrolet that we have just reviewed should convince many skeptical buyers of Ford's superiority, however, there are still more good points to keep in mind:

$100 saving with a Ford.

Simplicity of Ford design.

Traditional high quality of Ford manufacturing.

Economy of Ford Dealer Maintenance.

Highest % of return when you sell your Ford.

Service wherever you go.

Low cost of Ford replacement parts.

Outstanding fuel economy.

# EVE'S LEAVES


When time-honored Model "A" Fords return to their "birthplace" for the First International Meet, to be held in Greenfield Village, Dearborn, July 26, 27, and 28, MARC members and visitors will have a sharp eye out for women's "restored" fashions as restored cars.

According to the Grapevine, (grapevines have leaves and run all over the place, too!), the number of authentically costumed ladies in the Model "A" parade will be far greater than at any of our previous meets. This is welcome news at MARC News. Your Editor is hoping to receive some good black-and-white pics, with proper identification of each fashionable "A" lady who is photographed.

The authentic styles sketched above show easy-to-copy dressmaker details. Put them to good use in making or remodeling dresses that will be both becoming and appropriate for future events. Note, especially, the change in skirt length in 1930. That women were as reluctant to change their hemline then as they are now is reflected in the following excerpt from a fashion article appearing in a 1930 magazine.

"Many women who have not favored the new styles will be glad to know that skirts are not growing longer. (However, they DID grow longer. See 1931 sketches.)

"For the majority of women, the new styles in the modified form are much more becoming than the short blocky effects. For street wear, hemlines are even. Afternoon frocks often hang longer in the back or have surplus draped effects at the side.

"Fashion interest centers in plain colors, although prints will be seen. Leaves, sprays, flowers, and fine dots printed on crepe de chine, lead in popularity. The designs for daytime wear are rather small, while those for evening are larger and more widely spaced."

A further lengthening of skirts in 1931 was so slight that it was scarcely noticeable; but belts were moved up again, breaking the long-line bodice. Also, in 1931 styles, women were permitted some latitude in choosing their skirt length. Sports dresses usually were worn mid-calf or slightly shorter. Street and afternoon dresses were worn at mid-calf or longer, depending on personal preference, style of a particular dress, fabric, and the occasions for which it was designed to be worn. Hemlines from 13 to 15 inches from the floor were in greatest favor.

As patterns for the styles featured above are not available, MARC lady members (or their dressmakers) will see, upon close comparison, that there are styles being currently featured in leading pattern books that can be adapted more easily than many readers may have thought possible.

For instance, the three sketches at the left can be faithfully reproduced by using a pattern for the currently popular shift dress. Choose a design to be finished at the natural shoulder line. You will find that any good straight sleeve pattern suitable for an "A" fashion can be eased to fit the armhole.

In the first sketch, far left, pleats are inset. For this style, choose a shift pattern with left side closing. Mark the diagonal line (for pleated inset) on your basic shift pattern, and cut away. Stay-stitch diagonal edge

*(Continued on Page 17)*

# MAFCA'S FRISCO FLING

A caravan of 25 Model "A" Fords, restored to what their owners call "mint condition", left New York Wednesday, June 20, enroute to the second national meeting of the Model "A" Ford Club of America in San Francisco, June 29 to July 1.

The cross-country trip was sponsored by the New Jersey chapter of the MAFCA. Other restored Model "A's" joined the caravan as it moved westward.

The Fords moved briskly out of New York, followed the New Jersey Turnpike and U.S. Highway 22 to the Pennsylvania Turnpike, then the Ohio Turnpike and the Indiana Tollroad to Chicago.

From there, the caravan followed U.S. 30 to U.S. 65 (Iowa State Highway 64) and then U.S. 65 into Des Moines. From Des Moines the tourists took U.S. 6 to Adair, Iowa State Highway 90 to Oakland, U.S. 6 again through Council Bluffs, Ia., and into Omaha, Nebr. From Omaha they got back on U.S. 30 to Salt Lake City, Utah, and U.S. 40 from there through Reno, Nev., to Sacramento, California.

At Sacramento, members of the San Francisco chapter of the MAFCA met the tour and guided them in across the Golden Gate Bridge.

The total distance, coast to coast, is about 3,045 miles. The Model "A's" will average about 340 miles a day, which is a rather tough assignment.

Some cars joined the caravan at Kansas City, and still others fell in line along the way.

An Econoline van, equipped with spare parts and tools as a "floating service garage" brought up the rear. Aboard the Econoline was a complete inventory of Model "A" parts from water-pump packing to a complete engine.

Few, if any, of the roads the Model "A" Fords traveled were in existence when the cars were being built from 1928 to 1931.

Ford dealers along the route stood by to provide aid in case serious mechanical problems arose.

Although the car was in production only four years, Model "A" Ford Clubs are the largest organization in history devoted to one make of car. In its restored condition, the Model "A" is apt to sell for more than it cost new.

The Model "A" also is a rarity in the antique car world because, for each restored unit, there are at least 10 country and city cousins still handling work-a-day chores. Of the 4,849,340 Model "A's" built from 1928 to 1932, about 300,000 still are in operation. Of these fewer than 20,000 are certified as restored.

*On behalf of all the MARC members the staff of the MARC News sends best wishes to all participants of the MAFCA Trans-Continental Tour.*

## TOUGH ENDURANCE RUNS ARE "OLD HAT" FOR THE "A"

Endurance runs, obstacles, and long-distance trips are nothing new to Henry Ford's famous Model "A".

Although the New York-to-San Francisco trip made by a hardy group of Model "A's", June 20–28, wasn't exactly a lark, it was a far cry from the grueling tests undertaken by the famed automobiles in the 1920's and 1930's.

Back in 1929, for instance, a standard Model "A" left Zurich, Switzerland, on an endurance run through the Alps. For six days and nights, without stopping the engine, the driver and co-driver piloted the Ford through all of the well-known Alpine passes in Switzerland.

In Brisbane, Australia, the same year, a Model "A" was run non-stop for 100 hours. Near Cincinnati in December, 1929, a Model "A" ran continuously for 500 hours and 1 minute, covering 14,540 miles on the Cincinnati and Hamilton speedway track.

There was heavy rain and snow during a portion of the Cincinnati run, and the temperature was zero or below for several days. Gasoline was supplied from containers handed to the drivers as the car passed by. Greasing and oil changes were performed while the car was in motion by an attendant standing on a small wooden platform attached to the front bumper. The drivers never left the car; they ate while it was in motion and slept on its rear deck.

In 1931, Ford of Germany went the United States one better with a Model "A" endurance test covering 62,150 miles in 100 days.

The circular route linked Berlin, Potsdam, Munich, Frankfurt, Hanover, and Hamburg, and was covered more than 50 times. The Model "A"–taken from daily production with no extra equipment–was kept on a strict daily schedule of 621 miles.

But one of the most outstanding records of Model "A" endurance was set in 1931 when a unit was operated continuously for 157 days, 3 hours and 24 minutes. It covered 50,091 miles up and down the Pacific Coast between Mexico and Canada.

TOAST TO AN "A"

## OLDTIMER RECALLS EARLY TRIP IN AN "A"

Our hat's off to the Model "A'ers" that are now enroute to California. It shows real love for the Model "A", and I wish I were with them. I was talking with my father about the trip–but he was unimpressed. He drove a Model "A" Ford from Brattleboro, Vermont nonstop to St. Louis, Mo., (except for gas, oil and coffee), pulling a small house trailer in 1936. Didn't recall any mechanical trouble with the Model "A", but then the car was pretty new....bought it second hand and put 86,000 miles on it, before Mother complained about the oil fumes and she made him sell it and get a '39 station wagon.

*From The Flying Quail, July '62*
*Nord W. Davis, Jr.*

MY FAVORITE MODEL "A"
By Ellyne Bain

*How do you CHOOSE which one?*
*I like each in a different way.*
*Take the Sedan, shiny and black,*
*Hours of labor, sweat and say–*
*How do YOU choose which one?*
*The truck is to be*
*Very fine and exact.*
*The truck is to be,*
*But is not yet!*
*How DO you choose which one?*
*A roadster in parts,*
*Someday will appear,*
*After work and toil*
*Some day but yet!*
*HOW do you choose which one?*
*I can't, can you?*

# INTERNATIONAL
# MODEL 'A' REUNION
## JULY, 27-29, 1962

The dates for the big International Model "A" Reunion at Dearborn are getting closer, but it's not too late to make your plans to attend. At last report registrations are pouring in, and by all indications we're going to have a wonderful turnout with lots of very interesting cars and people on hand.

On Sunday we will have some contemporary cars on hand for background (and comparison) – Pontiac, Packard, Chevy, Plymouth, and Buick!

There will be a super swap session at the Ford Engineering parking lot, so bring your loot.

The committee has arranged to erect a tent and supply tables to help you display your things – in the shade, or protected from any possible showers. (The Farmer's Almanac says it won't rain.)

And ladies, it's still not too late to get your vintage costume pressed and ready to wear!

### SCHEDULE

### FRIDAY, JULY 27th

1:00-5:00 p.m.–Registration at Lovett Hall and tour of Henry Ford Museum and Greenfield Village.
6:00 p.m.–Outdoor buffet dinner at Clinton Inn.
8:00 p.m.–Special program in Henry Ford Museum theater.

### SATURDAY, JULY 28th

9:00 a.m.-12 Noon–Registration for late comers at Lovett Hall. Tour of Henry Ford Museum and Greenfield Village.
Alternate:
9:30 a.m.-12 Noon–Ladies costume seminar and morning tea at Henry Ford Museum.
8:30 a.m.-12:30 p.m.–Swap session at Ford Engineering parking lot.
Visit Ford Rotunda.
12:30-4:30 p.m.–Lunch and tour at Ford Engineering.
6:00-7:00 p.m.–Cocktails at Dearborn Inn (no minors).
Children's program at Lovett Hall.
7:30-9:30 p.m.–Banquet at Lovett Hall.

### SUNDAY, JULY 29th

12:30-4:30 p.m.–Judging and contests in Greenfield Village.

### CHILDREN'S PROGRAM

Children will accompany parents on all activities except Saturday, July 28, 6:00 to 9:30 P.M. A special program has been arranged for them at Lovett Hall including supper, motion pictures and soft drinks.

### CONTESTS

Contests will be performed concurrently with preliminary judging on the Activity Field. We hope as many as possible will participate to enliven the day's activities.

### COSTUMES

To add color to the event on Sunday, participants are encouraged to dress in authentic costumes of the period represented by their automobiles. A parade of costumes is planned and individual recognition will be given to each participant.

### PARTICIPANTS' BANQUET

Admittance to the cocktail party, banquet, and lunch will be by tickets; therefore, when filling in your registration form, be sure to indicate the number of adults and number of children attending.

### ACCOMMODATIONS

The Dearborn Inn and Motor House are extremely handy. However, you should make reservations with the Inn or Motor House direct as soon as possible. In addition, there are several motels located nearby. (The committee apologizes for not including motel listings in your packet.)

George DeAngelis, Chairman-Motor Cities Chapter, MARC; Leslie R. Henry, Henry Ford Museum; Frank J. Kinzinger, Jr.; Richard Byrom; Stewart A. Murray.

### REGISTRATION

Registration will be limited to 260 cars and will close Saturday, July 14, 1962. All cars must be pre-registered and will be accepted on a first come, first served basis. Cars will be admitted and registration packets will be distributed in front of Lovett Hall on Friday, July 27, 1:00 to 5:00 P.M. and Saturday, July 28, 9:00 A.M. to 12:00 Noon.

Registration fee is $9.00 for each car and driver, $6.00 for each additional adult and $2.50 for each child five to twelve years of age.

Registration fee covers all scheduled activities, such as award banquet, cocktail party, buffet supper, one lunch, bus transportation, entertainment and favors.

Checks are to be made payable to Richard Byrom, registration chairman. Mail checks and registration cards to Richard Byrom, 20886 Thorofare, Grosse Ile, Michigan.

### ELIGIBILITY

Only Fords, model "A" (1928 – 1931), submitted by a member in good standing of any recognized club devoted to the preservation of old or historic automobiles are eligible. Any question of eligibility will be resolved solely by the Motor Cities Chapter Committee.

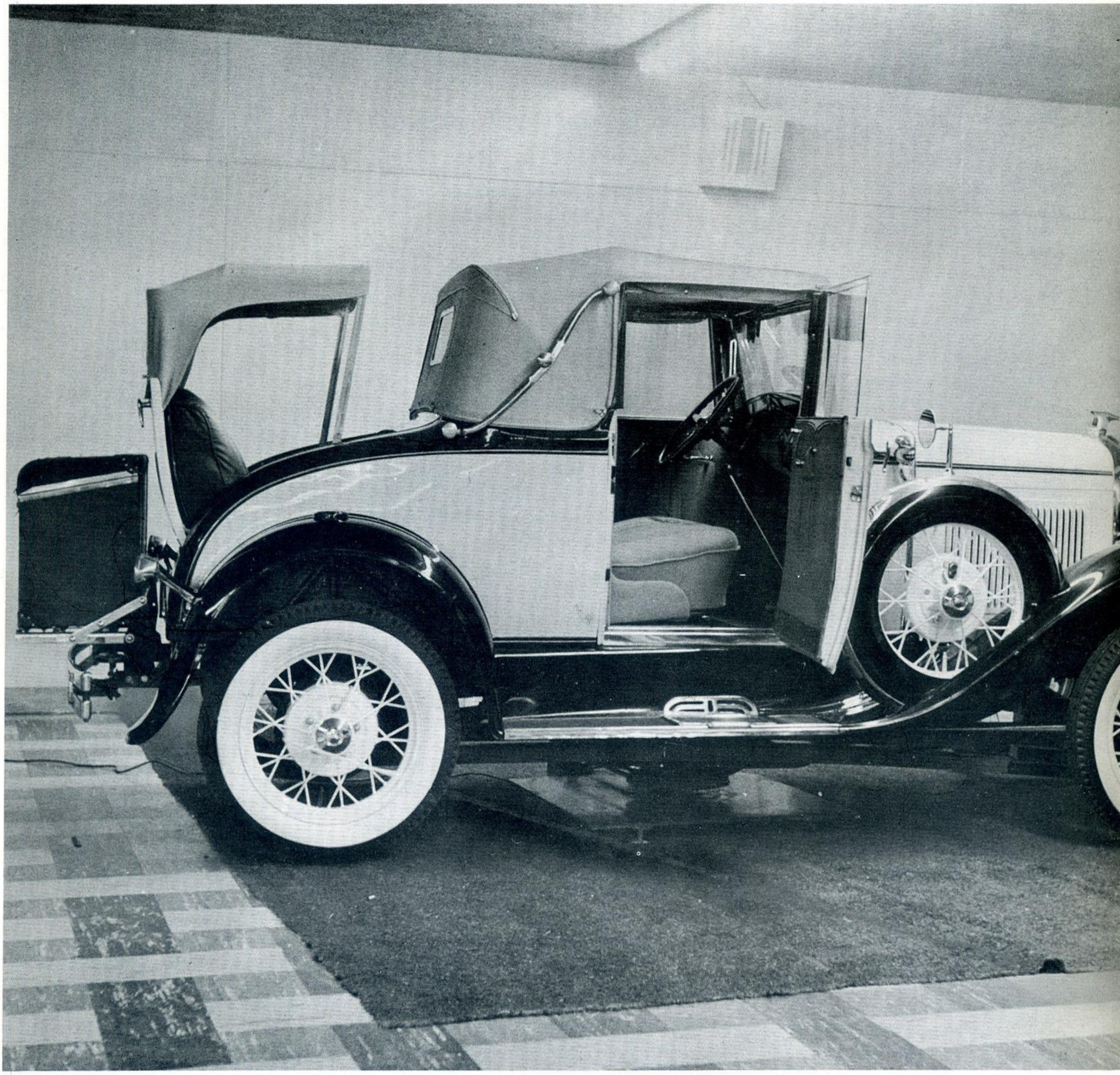
### JUDGING

Cars will be judged in two categories–open cars 1928–31 and closed cars 1928–31. Competent judging standards will be used with emphasis on craftsmanship and "completeness as an original". Since the encouragement of restoration is a primary objective, modifications will be penalized.

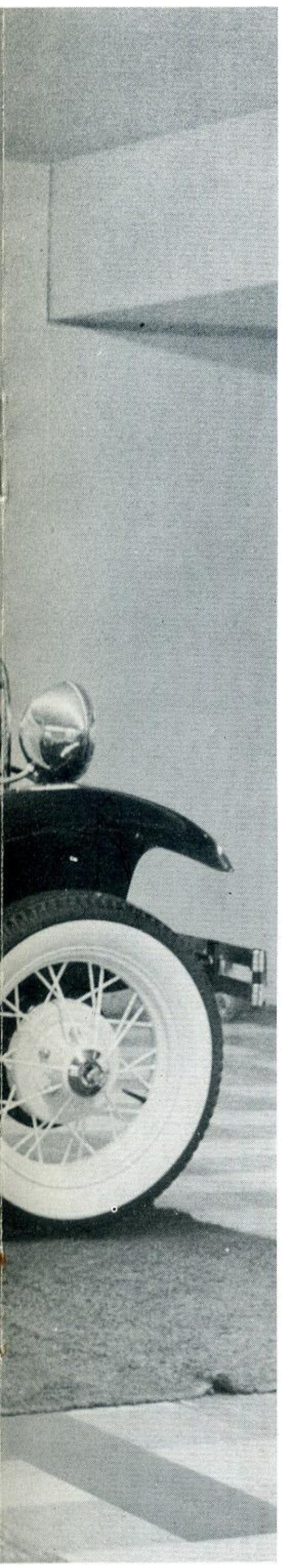
### AWARDS

Suitable trophies will be awarded to grand champions 1st, 2nd and 3rd of the 1928–31 open car division and 1928–31 closed car division. In addition, a first, second or third place ribbon will be awarded to all competing cars. A trophy for commercial "A's" will be presented if enough show up. Other trophies and special prizes will also be awarded. Plaques will be given to each car.

# CAR OF THE MONTH



ABOUT THE CAR . . . *Bill bought this handsome Model "A" in a junk yard in Charlotte, N.C. and spent three years restoring it. He has entered it in a number of meets and won the "Most Popular Car Award" at Dearborn in 1959. It also won 1st place at Atlantic City. In all—it has won 31 trophies! A real champion.*



BILL HELMS, *of Charlotte, N.C., has been in MARC since 1953. He was Regional Director of the N. C. Region from 1954–1959. He was National V.P., 1961–1962. Bill has two other "A's".*

# 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.*

# CLUTCH CHATTER . . . TECHNICAL HINTS

## MODEL "A" TURN SIGNAL CONVERSION By GEO. DeANGELIS

*(Similar Material Was Submitted by Glen Crawford –ED.)*

We have just learned that the State of Pennsylvania has passed a law requiring turn signals and twin taillights on all automobiles, including antiques. It is believed that other states will take similar action in the near future.

For those of you who have converted to Deluxe (cowl lights and dual taillights), this will not present a big problem. But for those of you who have not, there could be a mad scramble for cowl lights and right hand taillight brackets.

Whether you have to put some new lights and brackets on your car, or whether your car is already equipped, the following tips may help you conform with the law, at the same time change the appearance of your car as little as possible.

One of the important things to remember if you make the conversion is that the signal flasher unit, whether from a turn signal conversion kit, or purchased independently, requires a minimum load of two 6 volt, 21 candle power bulbs in order to make it flash properly. Any combination of light bulbs that add up to a lighter load will cause the flasher unit to operate proportionately slower, or not at all. It is necessary therefore, to make some modifications to the taillight sockets.

When installing a turn signal unit in your car you will probably want every part of the unit to be as well hidden as possible. As a turn indicator switch, we suggest you use a momentary hold, single pole, double throw, center "off" electrical switch. This type of switch is available at radio supply shops and at most automotive electrical stores. The switch you use should be rated at a minimum of 15 amps. When you use this type of switch, the signal lights will be "on" only while you keep your finger on the switch. With this type of switch it is impossible to forget to turn off the switch after completing your turn. The switch is clamped to the lower edge of the dash panel with a small home-made clamp shaped out of two pieces of 1/16 stock – 1" x 1 1/2", (Fig. 1).

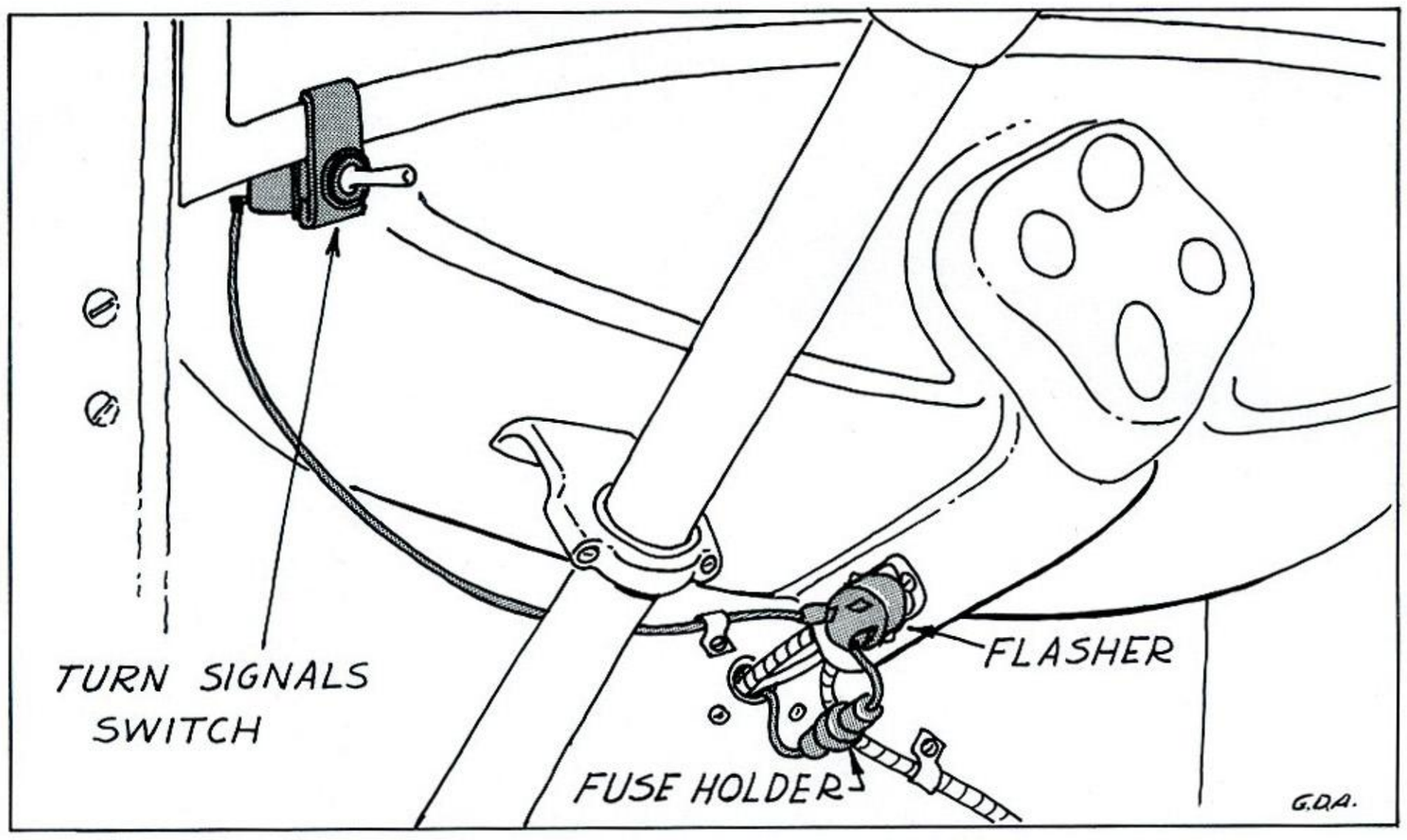



*Fig. 1*

If making your own bracket is too much of a chore you may prefer to buy a ready-made clamp at any good auto accessory store.

The 6 volt universal flasher comes equipped with bracket and three outlet posts. One is marked for "power" or "hot lead", another is marked for "load" or "switch", and the third post is for an instrument panel indicator light. The flasher unit is installed under the gas tank near the fire wall, fastened with a 3/16" screw to the sheet metal duct covering the instrument panel wires. When drilling the 3/16" hole to mount the flasher unit, care should be taken so as not to damage the wires inside the duct. From this location a short lead wire can be connected from the flasher to either the terminal box or to the back of the ammeter gauge. As a safety precaution, it's a good idea to install a 14 amp fuse and fuse holder on this lead as shown in the illustration (Fig. 1). You may prefer to fasten the flasher unit to one of the four bolts that hold the terminal box in the fire wall.

Now, let's consider the alterations that are necessary for the taillights. If your car is now equipped with a red taillight lens and amber stoplight lens you will be in keeping with the proposed regulations for the 1963 cars. (All cars will have amber turn signals next year.) With this in mind, it is suggested that the lower (taillight) socket be converted to accommodate a two element bulb. You then connect both stop and taillight leads from your present wiring harness to this socket. This will leave the top socket and bulb for the turn signal light.

When making the conversion it is much easier to replace the entire lower socket and wire than to try to add the two contacts to the old socket. However, if you should prefer to modify the old socket, it will have to be pressed deeper into the taillight body in order to allow enough room for the

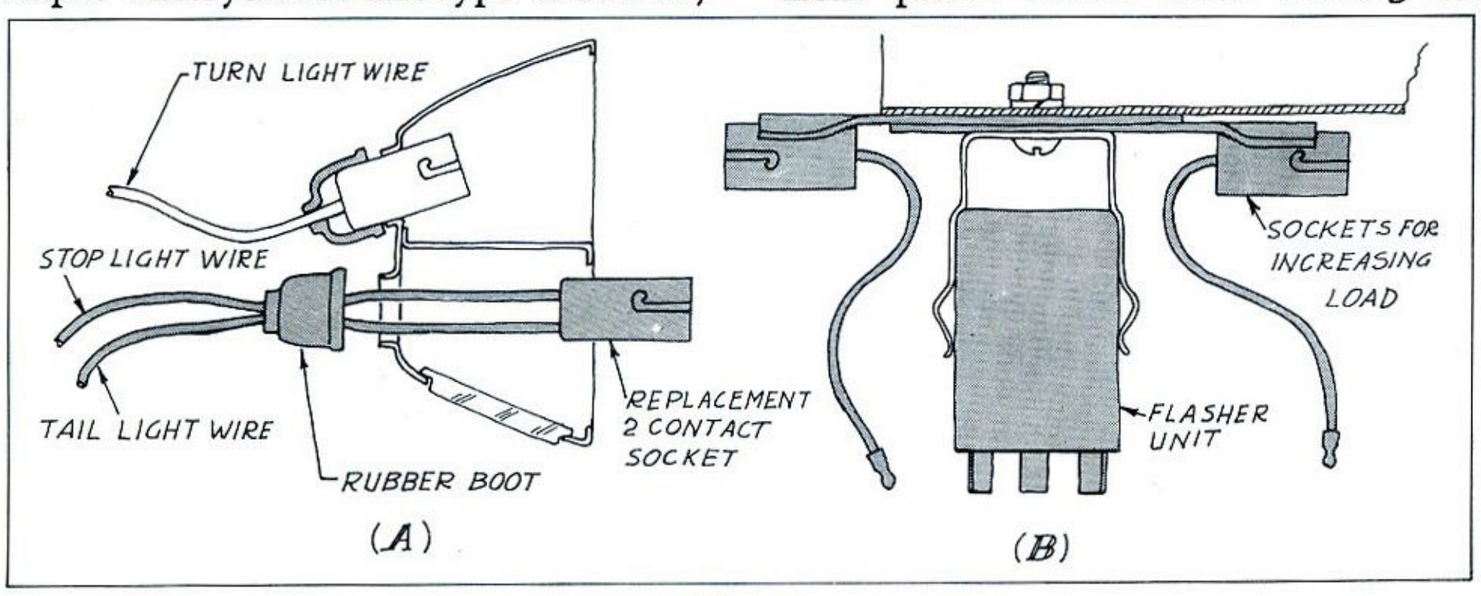
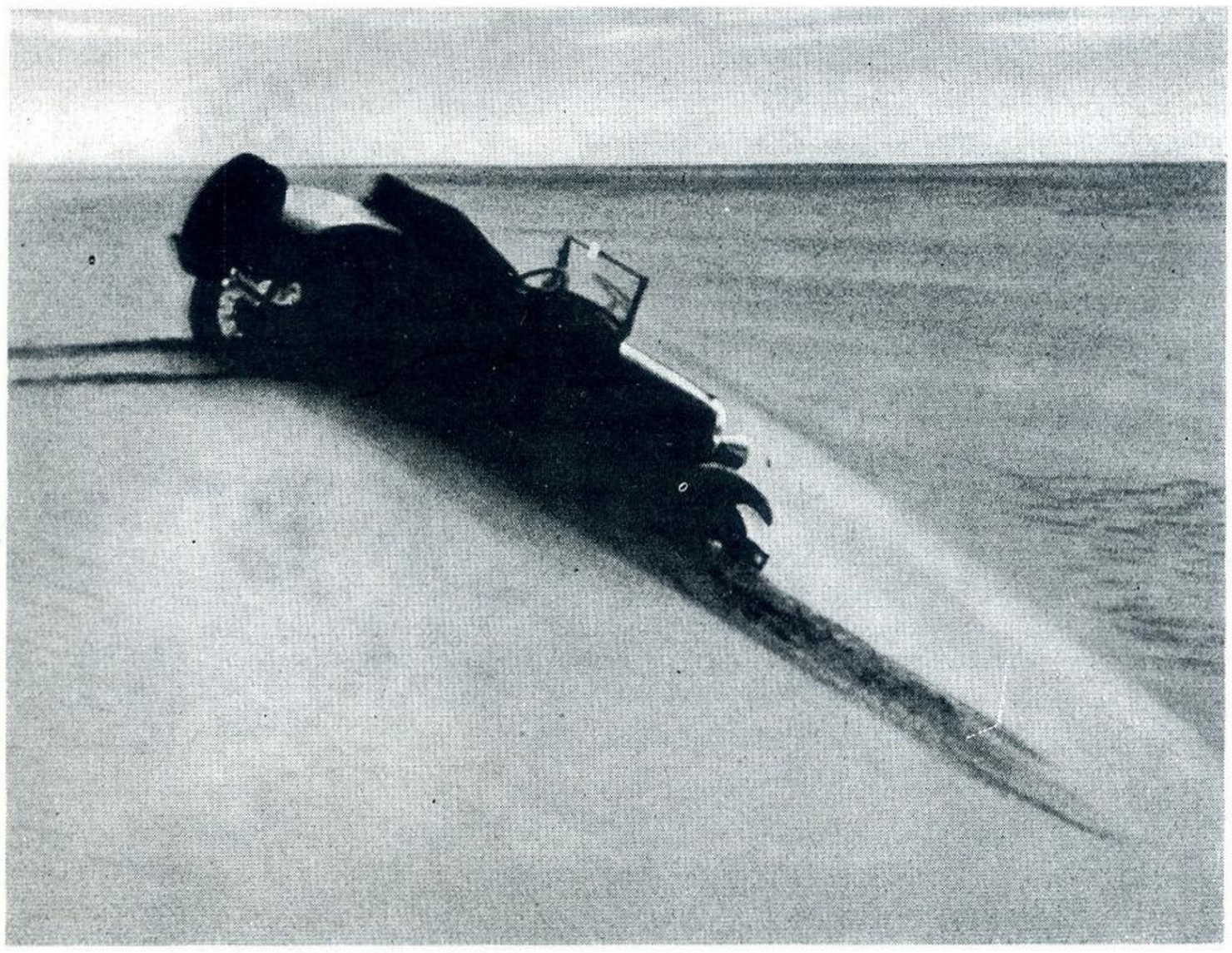



*Fig. 2*

*(Continued on Page 17)*

# Immer wieder lockt die Wüste

*(Again And Again The Desert Calls)*



*Sand, sand, and then some more sand!*

Ever since man has been traveling to remote parts of the world, the vast wastes of the Sahara have remained one of the most inaccessible regions known. Camel caravans have plodded over the shifting sands and rugged rock outcroppings for centuries, but to set out in a wheeled vehicle is another story. Only in fairly recent years have special all-wheel drive military type vehicles probed this high unfriendly area in search of oil, or to supply remote outposts.

Back in 1954 four Dutch adventurers drove from Tripoli, on the coast of the Mediterranean, to the ancient city of Timbuktu and back again in two Model "A" roadsters, (a '29 and '30). Hans Van Eck and Walter Stuben were two young lads with limited mechanical experience. Heinrich Kohler had worked with Ford in Amsterdam and Karl Brinker was a young geology student.

The trek began in Tripoli on a hot clear day in April. Both cars were in good running condition, but were far from being new and had many thousands of kilometers on the odometers.

The airline distance for this round trip is over 3100 miles of the worst possible terrain including several mountain ranges and miles of shifting sands. Boxes of spare parts and provisions were carried. Special caches of fuel and food had to be left along the route for the return trip. Several oases, and French Foreign Legion outposts in southern Algeria provided check points and refueling stops along the way.

One 250 mile stretch of the trip, contrary to popular belief about the Sahara, covered perfectly flat land strewn with broken rock. For miles it was necessary to actually walk ahead of the cars and move rocks out of the way to prevent a punctured crankcase.

Suprisingly enough with sand temperatures recorded as high as 160 degrees F., tire trouble was not too serious. The worst problem was getting through miles of sand dunes, where both passenger and driver had to ride on the running boards so they could jump off and push when the cars started to slow down in the deep sand.

There were several days when the two car "caravan" only made 20 to 25 miles from sunrise to sunset, and there was no sign of sagebrush or any other vegetation which could be used to throw under the wheels for traction. Just sand and more sand with the temperatures ranging in the neighborhood of 110–120 degrees. The mere fact that the two cars could keep going at all under these nightmarish conditions is indeed high tribute to the basic design of the invinceable "A".

The only mechanical trouble on the entire round trip was the failure of the differential on the '30 in some heavy dune country near El Golea. Fortunately, a spare assembly was among the huge box of spares, and a field replacement, working through the cool of the night, put the car back on the go in the morning.

More than once curious Bedouin nomads rode up to the party to get their first look at an automobile, and looked about as surprised as a sailor would be seeing an "A" in mid-ocean!

Today, large trans-Sahara Berliet Diesel trucks make the run about once a week for the French government, but to start out in a standard passenger car would be almost unthinkable today.

This is but one more instance to prove that just because a car is longer, lower and heavier, it isn't necessarily an all-around improvement over a well-built basic piece of transportation.

# REGIONAL NEWS

## NOTE TO ALL REGIONAL CORRESPONDENTS

Your response has been great! We want to be able to print as much news as we possibly can about each region. Please try to incorporate your Chapter news in the Regional write-up, and hold your copy as close as you can to 250 words per region. Thank you. – ED.

HUDSON VALLEY REGION: The First Meet of The Hudson Valley Region was held at the DAVIS Homestead, Vassar Road, Poughkeepsie, N.Y. on APRIL 29, 1962.... We believe it to be a first in MARC History as it was a combined meet with the Local Sports Car Club. The Sports Car Club had been after me to use the farm for a JIM KHANA ( a cross country race over wood chuck holes, around hay stacks, etc) but I could not consent unless they would ALLOW + TIME the Model A Club Members if they wished to run their Model A's against the sports cars. The Sports Car Club reluctantly agreed and put up a Trophy for the fastest Model A. The track was about 1/2 mile long, having perhaps 15 turns, being a mixture of 90° , 180°, and Misc° Turns.... While the Model A is an Ideal Cross country car, having good ground clearance, high wheels, and low RPM/High Torque Motor, we really didn't expect to beat any sports cars at their own game. The results were very good however, the fastest sports car having 3+ times the horse power made a time of 82 seconds. Most sports cars averaged 90-95 seconds. The fastest Model "A" was 91 seconds and the average 96 seconds, George Wilkinson made the fastest time in a 1931 Coupe, and Nick Nadola took a fine Silver Trophy for the fastest combined time in two events, with a 1931 Coupe. I personally did not wish to compete as I was host and had driven the course several times on previous days. As an interesting stunt I drove my Model A Doodlebug-(28 WORM Drive Rearend) and covered the course in 104 seconds. While it was rough on the "A"s it was much harder on the on the sports cars. It showed the many spectators just how good a Model A Ford really is even compared to a modern sports car! The Second Meet of the Hudson Valley Region of MARC was held at the United States Military Academy at West Point. Thru the efforts of PAUL RUTE and TED TALMADGE, an invitation from the Cadets brought to West Point the First ANTIQUE CAR MEET ever to be held there. It was a combined Meet with the Greenwood Lake Chapter of AACA and altogether about 50 cars were on display. A plaque was given out showing a Cadet in full dress and the words West Point Tour 1962, which will surely be a collectors item someday. The Point provided guided tours to those who brought a car. It was one of the best meets ever held in this area.....
N. W. DAVIS

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INDIANA-OHIO REGION: (Jay Delarand Chapter) The Jay Delarand Chapter met at Mr & Mrs. James Brosher's home, May 6, at 2:00. The meeting was called to order by President Ben Yeager. A motion to have 500 cards explaining about the Model "A" Club was made by Robert Snyder and seconded by Charlie Harper. Point cards were explained and filled out. A calender for the rest of the year was discussed and we will try to be ready for the next meeting which will be a Picnic at Goodrich Park in Winchester, Indiana. Everyone will meet at the Mr & Mrs Martin Eley home at Ridgeville, Indiana, time 12:30. A motion to adjourn and tour to Albany, Indiana, was made by Florence Yeager and seconded by Charlie Harper. Refreshments were served by the Brosher girls. Mr & Mrs Thornburg and a guest of the Fountain City Chapter met with us there. Mr. Frazier showed his collection of antiques.....
The Model "A" and "T" Meet was held May 20, 1962 at Rushville, Indiana, at the Fairgounds. It was a beautiful Sunday when 14 Model "T"s, 23 Model "A"'s and a Chevrolet, '33 Ford and one Overland assembled. Everyone brought out baskets piled high with all sorts of food. After dinner a short business meeting was held. The 'A' club hosted the annual meet the third Sunday in May, It was held at the Park in Albany, Indiana. The meeting was then adjourned and a drag race contest was held. Charlie Currens of the Model "A" Club was trying to crowd his Ford and got one of his gears hung up. After a repair job on this "A" was completed, which took only a matter of minutes, everyone went on a tour to Knightstown, Indiana. The tour broke up at the Soldiers and Sailors home in Knightstown. Everyone left for home after a happy day looking forward to seeing each other in 1963..... Indiana-Ohio Region, Our Annual Spring Banquet was held Saturday Evening, April 28, 1962 at the Honeywell Memorial Community Center. 275 West Market Street, Wabash, Indiana. Merrit Miley, Region Director introduced the Master of cermonies for the evening, Mr. John Thompson, who is a radio announcer at WANE Ft. Wayne, Indiana. A delicious meal of Swiss Steak and all the trimmings was served. Mr. Thompson introduced Mr. Jim Snapp, a magician from Wabash who could make practically anything disappear. There was a contest of small Model "A" cars. Each one was invited to bring his model car and participate. Everyone received a ballot to vote, and trophies were given for 1st and 2nd place. Mr. Carl Pickens, Gas City won first place for his 1930 model roadster, 2nd place went to Charlie Currens, Richmond, Indiana for his 1931 model Pick-up Truck. The following people won door prizes, Charlie Currens, Mrs. Howard Lewis, Mr. Mosley, Mrs. Glen Crawford, Mel Dorbecker, Mrs. Merrit Miley, Carl Pickens, Mrs. Mary Crossman, Mr. Richard Benefiel, Mrs. Jean Clashmann and Robert Street. A film, the American Road, was enjoyed by all in attendance and everyone received a 1962 Minature Ford car as a favor. Larry Stiener and Mr. and Mrs. Richard Benefiel were the two who were brave and drove their Model "A"'s. Mr. Miley then thanked all for coming and wished everyone a safe trip home.....It was a beautiful summer Sunday afternoon when the members of Indiana - Ohio Region assembled at Jerry Alderman's Ford Agency, 5500 Keystone Avenue, Indianapolis, Indiana, for our June Region Meet. The meeting was called to order by our Director Mr. Merrit Miley, who conducted the business meeting. This was a very short and to the point meeting as the Indianapolis police force were outside waiting to escort us through the city and on to the 500 Mile track where all of us neat little Model "A" Fords took a whirl around the track. Imagine our surprise when we were allowed to have the second run around the track. Everyone really enjoyed this big event. This one is one of the biggest turn outs that our region has had so far this year. We had 71 of our beautiful Model "A"'s in attendance and approximately 175 people. Because every car was full. One truck was so crowded that one of our new members had to ride in the back and take movies of the big race of the year. The record of approximately 40 miles per hour on the big track. After everyone oohing and aahing the "A"'s and chatting with other members and friends while still parked on the track, everyone started for home. All very happy and looking forward to the next region affair in September so we can have another gala time.....DONNA A. CURRENS, Secretary

# REGIONAL NEWS

INDIANA-OHIO REGION: (Capitol City Chapter) Following the business meeting on Sunday, April 29, members of the Capitol City Chapter were able to have their "A"S safety-checked by Lloyd Whobrey. Lloyd, an Indianapolis policeman and chapter member, did the checking and issued safety stickers. Two representatives of the Roachdale, Ind., Lions Club were present in connection with their July 4 pageant. This year there will be contests for the old cars, with prizes offered. Capitol City intends to be well represented. A mixed bag of thirty-seven "A"s and "T"s gathered at the 4H building outside Rushville, Indiana, Sunday, May 20, for the annual "A" and "T" Meet. After a pitch-in dinner, drag races were held. You heard me drag races. Somebody tried to fancy it up by calling it an "acceleration test", but drag race it was, and quite a sight on a grassey, not-too-smooth field. It was obvious that some drivers were in it just for kicks, but many of the old buggies took off like scalded cats and the pilots displayed a verve and determination worthy of the "500". The group then toured north through pleasant countryside under a smiling sky to the grounds of the Soldiers and Sailor Childrens Home at Knightstown. There, after a brief visit and sight-seeing, the meet disbanded. Capitol City was represented by Mel Dorbecker and his wife, Lloyd Whobrey and family, (his daughter, Dee, will soon have an "A" of her own to bring to meets), R.O. Smith and family, Dave Babcock and his Dad, Elmer Jenkins and Jim Mullane. At this "A" and "T" Meet we heard from Ben Yeager that his new Red Key Chapter is growing, which is good news..... JAMES P. MULLANE

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CHESAPEAKE BAY REGION: The Chesapeake Bay Region has completed two highly successful family outings with our wives good picnic lunches. On our tour of the Gettysburg Battlefield details were very well arranged by Dick 'National Bo' Miller. Dick went so far as to find a battlefield guide who is the owner of a '28 coupe, believe me he was thrilled with the job. He escorted 14 Model "A's" over the tour..... On our next meet Ross Sweet Pickel acted as our host and did a fine job. We met at Sam Lewis State Park and then Ross escorted us on a tour of the York County Hills, and I mean hills. Bill Bowers joined the steaming Model "A" club, and Bill jr. was steaming carrying water in a quart thermos bottle.....Trusting our MARC News lets have a good turnout on Saturday July 7, 1962 between 12:00 and 1:00 PM at Calvin Highs, 1909 Old Philadelphia Pike, Lancaster, Pa. Calvin is going to be good enough to feed us so the women can take it easy that day, poor Mrs. High.....AUGUST 12, the 7th Annual Junior National Meet will be held at Williams Grove Park, starting at 10:00 AM. There will be judging for trophies in open and closed class, '28-'29, '30-'31, Long distance, Modified, Commercial, Original Placques for all registrants. Free tickets for the children on the amusements. Pres. Harry Metcalf has arranged a wonderful meet. All Model "A" owners welcome. For applications drop a card to O.S. Ebersole Box 108 RD 3, Hummelstown, Pa..... Last, but far from least, we of CBR wish the very best success to the new officers of MARC and pledge our whole-hearted support.....O. S. EBERSOLE

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SMOKY MOUNTAIN REGION: Our first annual meet with the PALMETTO CLUB OF COLUMBIA, SOUTH CAROLINA was held on Saturday and Sunday, May 19 and 20, at the Boundary Tree Motel in Cherokee, North Carolina..... There were thirty-two model "A" Fords driven over the mountains. One was driven two hundred and fifty-three miles to the meet. The meeting was certainly a success and there was much model "A" "Shop Talk" overheard. Also, a lot of model "A" plans were discussed (such as the meeting for next year).....After we arrived at the Motel and had time to get to know each other, we had a briefing of the plans for Sunday..... The morning started with a swap-shop session and was followed by a cranking contest, blindfold race, and potato stabbing contest..... After lunch we voted on the best car, roughest car, and best costumes. Prizes were awarded to the winners of all of the contests. We congratulated these proud winners: Clay Butcher - Best Car; David Phibbs - Roughest Car; Burgess Wilson - Longest Distance Driven; David Phibbs - Cranking Contest; Walter Cowden - Blindfold Race; C. R. JACKSON Potato Stabbing Contest; Martha (Mrs. Walter) Cowden - Best Ladies Costume; Claude Lemsey - Best Man's Costume..... Everyone had a good time and we are all looking forward to our next annual Cherokee, North Carolina meet.....First of all I want to apologize for the long silence from the Smoky Mountain Region. Although no news has been sent in to the MARC News, we have by no means been idle. We had a wonderful time with the boys from the Palmetto Chapter of the MAFCA. in May. It was a overnite trip and we drive about 70 miles from Knoxville through Gatlingburg, and across the Great Smoky Mountains. There were but one "casualty" and a few cars had to park to "cool off"..... On June 17 we had another great day. We visited the Antique Car Museum in Pigeon Forge in which there are over 30 restored cars of all ages. Later we drove up to the Rebel Railroad and we all took a ride and help take supplies up to Fort Agony. We were attacked by the Union Army but our youngsters helped fight them off with the Guns issued by the confederate conductors. These were both complementary passes arranged by our fellow member Dwight Brock and we are indebted to him for it. We then had a picnic lunch and presented the prizes that were won at the Cherokee Meet..... We also would like to welcome our newest member Mr. Brooke Johnson to the club. Both he and Leroy Pratt are having engine troubles but I feel sure they will both have their "A"s running again before long..... Our July Meeting is set for July 8 at 2:00 P.M. at Shortie Gibson's "Penthouse". Everyone is urged to attend. The following weekend is the Hillbillie Homecoming. Over 100 antique cars were in the Parade last Year and this year is expected to be even bigger.....CHARLES REARDON, News-editor.

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ILLINOIS REGION: We had a meet with the "T" Club, June 10th. There were more "T's" than "A's", but it was a swell meet. We toured to the museum, and later everyone enjoyed a picnic.... On July 1st, the crowd went to the Brook Stevens Auto Museum in Milwaukee, home of many a fine sample of beautifully restored cars, and a lot of "one-of-a-kind" gems.... RICH VAN DURME

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GEORGIA REGION: The Georgia Region of MARC held its first tour April 15th. Model "A's" assembled on a cool Sunday morning at the Lakewood Shopping Center. Lots of new members showed up with cars we hadn't seen before.... Jimmie Nixon led the caravan to Plant Yates, a Georgia Power Company station about 50 miles from Atlanta. It is situated near a beautiful lake and has excellent recreational facilities. As soon as we were all parked we dove into our picnic lunch, that sure tasted good after the trip.... Following lunch we had a plant tour through the huge Plant Yates installation. It was most interesting.... We started back to Atlanta, taking a route over some beautiful back roads. Spring was in full bloom with dogwood and daffodils all along the route--a wonderful Sunday outing enjoyed by all!.... All 19 "A's" made the trip without a hitch. We had two visitors from Birmingham in the group. We plan a meeting with the Alabama Region later in the summer. Sure looks like a great summer season ahead!

# "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 | $20.00 | $18.80 ea. | $17.30 ea. | $15.57 ea. |
| Half Page | $12.00 | $11.28 ea. | $10.38 ea. | $ 9.34 ea. |
| Quarter Page | $ 7.00 | $ 6.58 ea. | $ 6.05 ea. | $ 5.44 ea. |
| Eighth Page | $ 4.00 | $ 3.76 ea. | $ 3.46 ea. | $ 3.11 ea. |

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

NOTICE:

Mail all 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: For 1929 Open Cab Pickup - door sill plates, left door, right door latch assembly. Will trade new left door latch assembly for a new right, replated original round center bumper clamp for perfect unclad oval center clamp. Stan Walz, 1415 N. Main, Naperville, Ill.

* * *

WANTED: Rear view mirror for '30 Tudor Sedan. Also names of shops in my region specializing in authentic interior restoration. Robert P. Cook, 220 Blakeney Rd., Baltimore 28, Md.

* * *

FOR SALE: Model "A" Ford engine $15. Used water pump $2. New water pump $8. Rebuilt water pump $5. New(?) Model "A" generator $15. Clutch housing $10. Flywheel $15. Leigh Korthals, 1621 South River Road, Janesville, Wisc.

* * *

FOR SALE: 1931 deluxe roadster resotration begun $695. 1931 4 dr. sedan very good unrestored, rebuilt engine $650. Harris Bristol , 373 Pine Hill Rd., Elizabethton, Tenn.

FOR SALE, side curtains pattern set $1.00, rumble seat panel pattern set $1.50, roadster door panel pattern $1.00 kick panel pattern $ .50, engine compartment side pans pattern $1.00, side mount arm crommet $1.00, roadster deck bumpers - set $1.00, authentic leather hood corners $1.00. R. K. Hardestry, 4612 Angelus Dr., Amarillo, Texas.

* * *

TRADE OR SELL, will sell complete or parts of 1922 Model "T" touring or trade parts for 1931 cabriolet parts. The "T" is completely disassembled and without tires. Timothy C. Hanley, 78 Custess St., Naugatuck, Conn.

* * *

FOR SALE, 24 Dodge 4 cyl. engine complete with hood, radiator and shell, transmission, gas tank, amp. & oil gauges, speedometer & crank - running condition - best offer. F.O.B. Russel Fazel, R. R. 3, Box 41, Janesville, Wis.

* * *

FOR SALE, 475-500 x 19 New Denman Tires, Whitewall on both sides. 440-450 x 21 New Denman Tires, Whitewall on both sides. Just like Model A Era. Either size, $22.50 each. Plus Shipping Cost. R. T. McDaniel, 1389 Lee Street, SW, Atlanta 10, Georgia.

* * *

FOR SALE, five years of "MARC NEWS" beginning with Vol. II Issue IX (Feb. '55) thru February '61, seventy issues. Will sell for $40.00. Mrs. LaVerne Mott, R. D. #1, Sharpsville, Penna.

* * *

ANTIQUES FOR SALE, 1902 HOLSMAN autobuggy, restored, $2300.00-1913 LOCOMOBILE touring unrestored, $2400.00-1931 PACKARD squad car, $950.00-1927 PIERCE ARROW limosine, original, $1600.00-1926 PIERCE parts sedan, $225.00-1922 GRAHAM BROS. truck, $350.00-BILL CRYAN, 32 Pinevale Court, Cheektowaga, N. Y.

* * *

FOR SALE: Ford script Moto-Meter insert $2.00, Ford script spare tire emblem $1.00, sparton horn plate $1.50, patent-data plate $1.50, on-off plate $ .75, all post-paid, all exact duplicates. Dealers quanity discounts. Harold Angel, 2754 Fairmont Avenue, Dayton 19, Ohio.

* * *

WANTED, original equipment parking light (left side) or set for '29 "A" 4 1/2@ Diam. lens lamp body 3" deep. Merle L. Kalish, 713 Glenview Drive, Madison 14, Wisc.

* * *

FOR SALE, '29 rear fenders sold in lots of three only. No breaking up! Following one L. rear two R. rear. These fenders fit station wagon and early '28 touring. No taillight holes in L.R. fender. Very scarce item! All three $90.00. Chester Nadasky, 1830 W. 34th Pl., Chicago 8, Ill.

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WANTED, new left running board splash shield for a 1929 Model A Ford 4 door phaeton. W. R. Thomas, P. O. Box 165, Lock Haven, Pa.

* * *

FOR SALE: Floor pan for rear of A-400 or Victoria, including cross member. Left door for A-400 or Victoria (with window frame but without winding mechanism). $20.00 each item. You pay freight. D. A. Peebles, 201 E. Osborn Rd., Phoenix, Arizona, CR 4-8063

* * *

WANTED: Hold down clamp top to windshield post. Right side for '29, '30, or '31 Model "A" Ford Roadster. Marvin Reenders, 13770 - 168 th Ave. Grand Haven, Mich.

* * *

FOR SALE: 1928 Model "A" roadster. Niagara blue with black fenders, underbody. Runs good. Complete . 90% restored. Timothy Kesling, RR 2, LaPorte, Ind.

# CLUTCH CHATTER

*(Continued from Page 12)*

larger two-element, non-indexed bulb, No. TS 1158. Use a metal rod and hammer to drive the old socket out of the taillight body and to drive in the new socket from the face side of the light (Fig. 2A).

A new replacement double contact socket with 24'' wires may be bought at your local Ford dealer. If he doesn't have any in stock he can order them for you. The part number is OIC - 13410-A and it will take a two-element indexed bulb - number 1154 or 1034. (You could also use the taillight sockets from a junked '50–'51 Ford.) After you have completed the socket changeover it is a good idea to put a rubber boot, as used on conventional distributor caps, over the sockets and wires to keep dirt and water out of the taillight body.

To hook up front turn signal lights, cowl lights or early fender lights are ideal, but they cannot be modified to take a larger 21 c.p. bulb without ruining the light. The best you can do is to replace the 3 c.p. cowl light bulbs No. 63 with a 6 c.p. bulb No. 81. Place a small amber lens over the top of the bulb to give the amber light effect. Since a No. 63 or No. 81 size light bulb does not come with a double element, your cowl lights can only serve as turn signal lights and not as parking lights. If your state is one that requires parking lights, you can convert your headlights to the standard type incorporating parking lights. It is not acceptable, however, to use the parking lights of the built-in headlight design as turn signal lights. These lights would not be effective at night with the headlights turned on.

Now, we have covered all of the modifications, but the combined candlepower of the 21 c.p. rear light bulbs, and the 6 c.p. bulbs in each cowl light doesn't draw enough of a load to make the flasher function properly. You must install an additional socket and bulb on each side of the circuit. These extra bulbs should be mounted in an out-of-the-way place. As good a place as any is on the same mounting screw that holds the flasher unit (Fig. 2B). For these extra lights you can use a dome light socket such as Ford part No. CITF - 13793 - B. The bulbs should be of at least 15 c.p. such as No. 209.

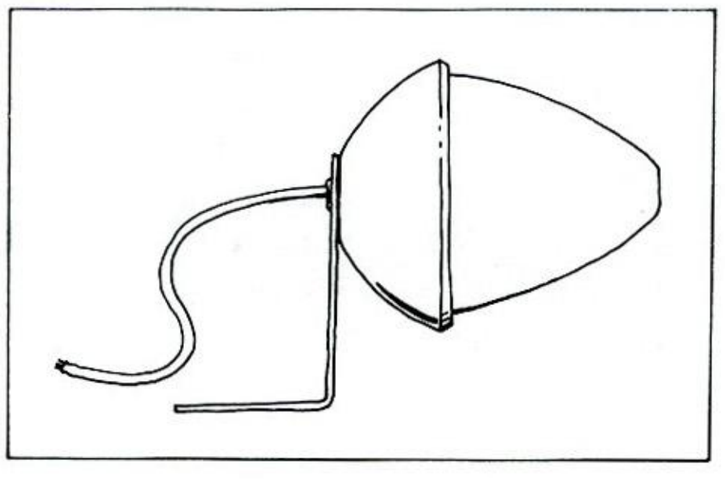


*Fig. 4*

Wire one to each side of the switch, and not to the third post of the flasher unit. The third post on the flasher unit, you remember, is for the dash indicator light and has a very low capacity.

Now all that remains is the careful installation of about 30 feet of wire hooked up to the various sockets and umpteen hours of patience.

You may prefer to solder all connections, or you can use wire "butt connectors" and crimp-type "shur plugs". In order to make the flasher unit replaceable, it is advisable to use the faston receptacle connection or the faston tab, depending on the type of flasher unit you use. Refer to the wiring diagram (Fig. 3) for proper wire routing.

For you "A" owners who are not fortunate enough to have cowl lights and twin taillights on your car, a good job may be accomplished by installing truck marker lights (Fig. 4) on the front and rear bumper hangers. Most of these lights will take a No. 209 15 c.p. bulb. Follow the same wiring diagram as shown in (Fig. 3), but substitute the bulb capacity so as to have a combined load of at least 42 c.p. on each side of the circuit. This will insure proper operation of the flasher unit.

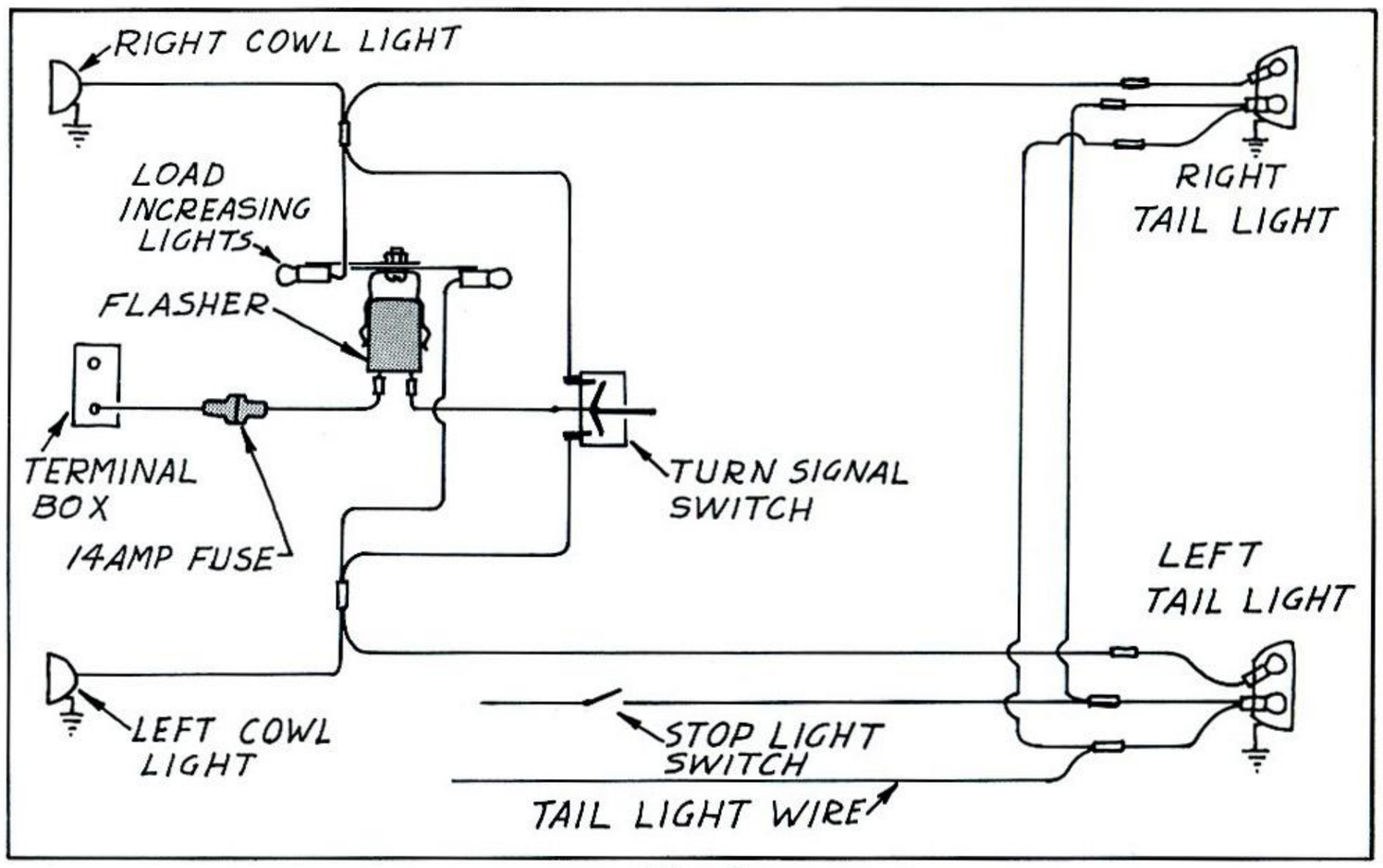



*Fig. 3*

## EVE'S LEAVES – – –

*(Continued from Page 7)*

along seam line (5/8 inch from edge), continuing around corner at right front. Slash at corner, to stay-stitching.

To make the pleated panel, cut fabric three times the width of the section it replaces, plus seam allowances. Mark pleats, baste, and press. Join pleated section to vertical edge of right side-front. Press seam toward side seam-line. Lay on flat surface and pin diagonal section over pleats, turning under on line of stay-stitching. Baste, press, and edge stitch on inside, trim top of pleated section 5/8 inch above diagonal seam line, and finish with bias binding or overcast. Pleated section is to be joined to left side-front, with button closing above. Lapels may be faced with contrasting color, if desired.

Patterns may be adapted for sketches 2 and 3 in much the same way. Look in the popular pattern books for designs that can be used for the three styles sketched at the right. Making an authentic "A" dress can be a most satisfying accomplishment. The fashions featured in this and last month's editions of MARC News should offer something that will be becoming to almost everyone. If you haven't tried your luck already, now's the time to make your needles fly. Good luck—and smart looks!

*Your ever lovin' Adam*

*Twenty per cent of all Model "A" Fords built are still running and their number is increasing each year.*

# GLOBETROTTING PICTURES *(Continued from Page 17)*

*Miles and miles with no roads in sight.*

*With hand throttle and brawn, the "A's" get through.*

# NEW MARC NEWS CONTEST

**HOW MANY MODEL "A'S" CAN YOU FIND IN THIS PICTURE?**

Here's all you do:

1. *Get a magnifying glass (unless you have super vision) and look for Model "A's".*
2. *Mark each "A" with a neat "X" and mail in the picture. IF YOU DON'T WANT TO CUT UP YOUR COPY YOU MAY MAKE A TISSUE OVERLAY SHOWING YOUR "X'S". BE SURE TO LOCATE THE EDGES OF THE PICTURE ON YOUR TISSUE SO WE CAN LOCATE YOUR MARKS.*
3. *Mail to Dave Jenkins, MARC News, Box 261, Dearborn, Michigan, on or before August 15, 1962.*
4. *Judges decision will be final.*
5. *A correct identification picture will be published in the next edition.*

THREE PRIZES WILL BE AWARDED. THEY WILL BE INTERESTING PACKAGES OF OLD CAR LITERATURE.

## FORD CARS AND TRUCKS FOR SALE

| | | |
|---|---|---|
| 1926 Roadster | Very good | $ 700.00 |
| 1931 Victoria | Primed | 500.00 |
| 1931 Tudor | Good mechanically | 350.00 |
| 1931 Coupe | Excellent | 500.00 |
| 1931 Roadster | Rough | 200.00 |
| 1929 Roadster Pickup | Excellent original | 995.00 |
| 1930 Roadster | Partly restored | 600.00 |
| 1930 Town Sedan | Fully restored | 995.00 |
| 1930 Roadster | Standard-Good | 995.00 |
| 1930 Sedan | Restoreable | 200.00 |
| 1930 Tudor | Nicely restored | 450.00 |
| 1930 Sport Coupe | Restoreable | 250.00 |
| 1930 Coupe | Restoreable | 200.00 |
| 1929 Touring | Mostly complete | 500.00 |
| 1930 Pickup | Chassis restored | 400.00 |
| 1931 A-400 | Restoreable-rare | 700.00 |

FOR DETAILS CONTACT:

ROBERT A. RODRIGUEZ
P.O. BOX 13, WHATELY, MASS.

## FOR SALE

Model "A" Engine - Completely Rebuilt
Ready to install. $250 or best offer

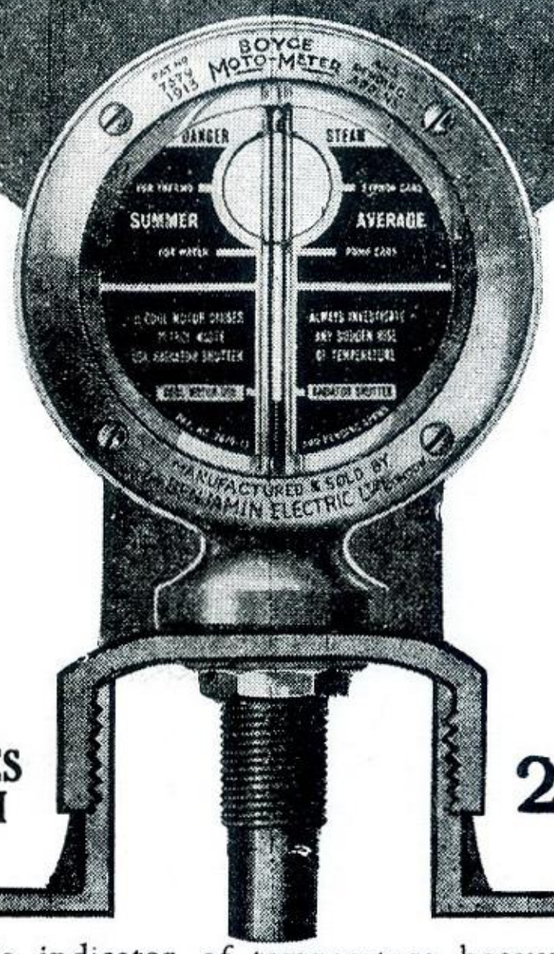
FENDERS

| | | |
|---|---|---|
| '30 L & R, Front with well (rough) | | $ 8 ea. |
| '30 R. Front (A-1) | | $20 |
| '31 L. Front | 2 available | $15 & $20 |
| '31 R. Front | | $15 |
| '28-'29 L. Rear Sedan (new) | | $35 |
| '28-'29 L. Rear Roadster/Coupe | | $15 |
| '28-'29 R. Rear Roadster/Coupe | 2 available | $15 & $20 |
| '30-'31 L. Rear Sedan | 2 available | $ 5 & $15 |
| '30-'31 R. Rear Sedan | | $15 |
| '30-'31 L. Rear Roadster/Coupe | | $25 |
| Rumble Step Plate-square-orig. used '29 | | $ 3 |
| '29 Speedometer | | $ 5 |
| '29 Coupe/Roadster Hood | | $10 |
| '29 Fender Braces Front | | $ 3 ea. |
| Rear - Round Type | | $ 3 |
| '29 Coupe/Roadster Running Boards | | $10 pr. |
| '30 Sedan Hood | | $10 |
| '30-'31 Radiator (A-1, no leaks) | | $15 |
| '30 Radiator Shell | | $ 3 |
| '30-'31 Sedan - Rear Fender Braces | | $ 3 ea. |
| '30-'31 Headlights (need lens) | | $ 4 ea. |
| '30-'31 Speedometer | | $ 8 |
| '30-'31 Rumble Step Plate (new replacement) | | $ 1.50 |
| '30-'31 Taillight - Complete | | $ 5 |
| '28-'31 Rumble Seat Springs Set | | $25 |
| '28-'31 Rumble Lid | | $10 |
| Town Sedan Center Arm Rest | | $ 8 |
| Cowl Lights - less one rim, lens, & reflector | | $12.50 |
| Rumble Seat Back Cushion, 36½ x 21½ x 8 | | $12 |

*Please send stamped addressed envelope with inquiries.*
RONALD KUHLMAN, 322 S. HARTWELL, GILMAN, ILLINOIS
Phone: CONGRESS 5–7506




# WHICH WAY DO YOU DRIVE ?




The driver of this car is conscious of his limitations so he fits the Boyce Moto Meter. With accurate temperature reading be ore his eyes day and nig ıt he doesn't run cold or hot but just right, that is, economically and smoothly. In the event of hidden breakdown, trouble in the lubricating system or cooling arrangement, the Boyce Moto-Meter tells him of it unmistakably and in time to prevent serious development.

The driver of this car guesses the temperature of his engine. He runs cold and wastes petrol, he runs hot and wastes everything. When an oil pipe fractures, when the pump jams, when the radiator leaks, when any trouble arises, he knows —BUT AFTER THE EVENT, when it is too late to prevent serious damage.

**BOYCE MOTO-METER**

**PRICES FROM 21/-**

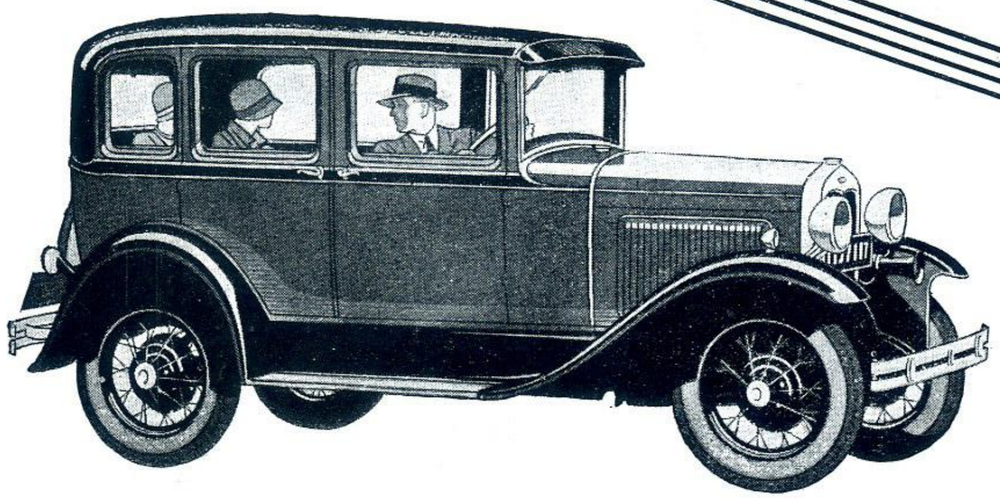
The Boyce Moto Meter is the only reliable indicator of temperature because it is the only moto-meter in which the heat registering element is in the air space immediately below the radiator cap.
The reasons why this plan is es ential to a sa isfactory warning device are:—

**1. It gives a clear and definite warning before any damage can occur.**

**2. It is independent of the water level in the radiator, and therefore cannot give a misleading signal.**

**3 It cannot fail to operate under any conditions which may arise causing overheating of the engine.**

# DOWN!



*The New Fordor Saloon (3-window) now only £210 at Works, Manchester.*

The new prices announced herewith are a direct result of the growing popularity of the new Ford Car in the British Isles.

More and more cars are being built at the Ford works at Manchester. It is our policy to pass on to the public the resulting economy in the form of lower prices.

It is our determination to enable the public to purchase New Fords at as low a price as modern methods can make possible. It is also our policy to add continuous refinements and improvements to the Ford car.

We make these additions constantly, without waiting for seasonal or show models. Within recent months, for example, we have provided more roomy interiors. New stainless steel bright parts. Graceful low streamlines. New durable pyroxylin colours. Improved springing, lower wheels, larger tyres and other factors for added comfort and safety.

More than ever, now, a New Ford car is within the range of your expenditures. We suggest, as the quickest way to find out how enjoyable, dependable and economical a New Ford is, that you discuss the car at length with a present owner. Then, the Ford dealer nearest you will gladly answer all questions and provide a thorough demonstration run — in traffic and over hills.

Only £50 down—Why not call upon your dealer to-day?

LINCOLN Ford Fordson

# NEW FORD PRICES

*(At Works, Manchester)*

| BODY TYPE | NEW PRICE | BODY TYPE | NEW PRICE |
|---|---|---|---|
| *Tudor Saloon* | £180 | *Fordor Saloon (3-window)* | £210 |
| *Touring Car* | £185 | *De Luxe Fordor Saloon* | £225 |
| *Standard Coupé* | £185 | *Cabriolet* | £210 |

*Note: These prices apply to the 24 h.p. New Ford. 14.9 h.p. is £5 additional.*

FORD MOTOR COMPANY LIMITED LONDON AND MANCHESTER


The Advertisement Index is on the page facing inside back cover. B60

B61 MENTION OF "THE AUTOCAR," WHEN WRITING TO ADVERTISERS, WILL ENSURE PROMPT ATTENTION.