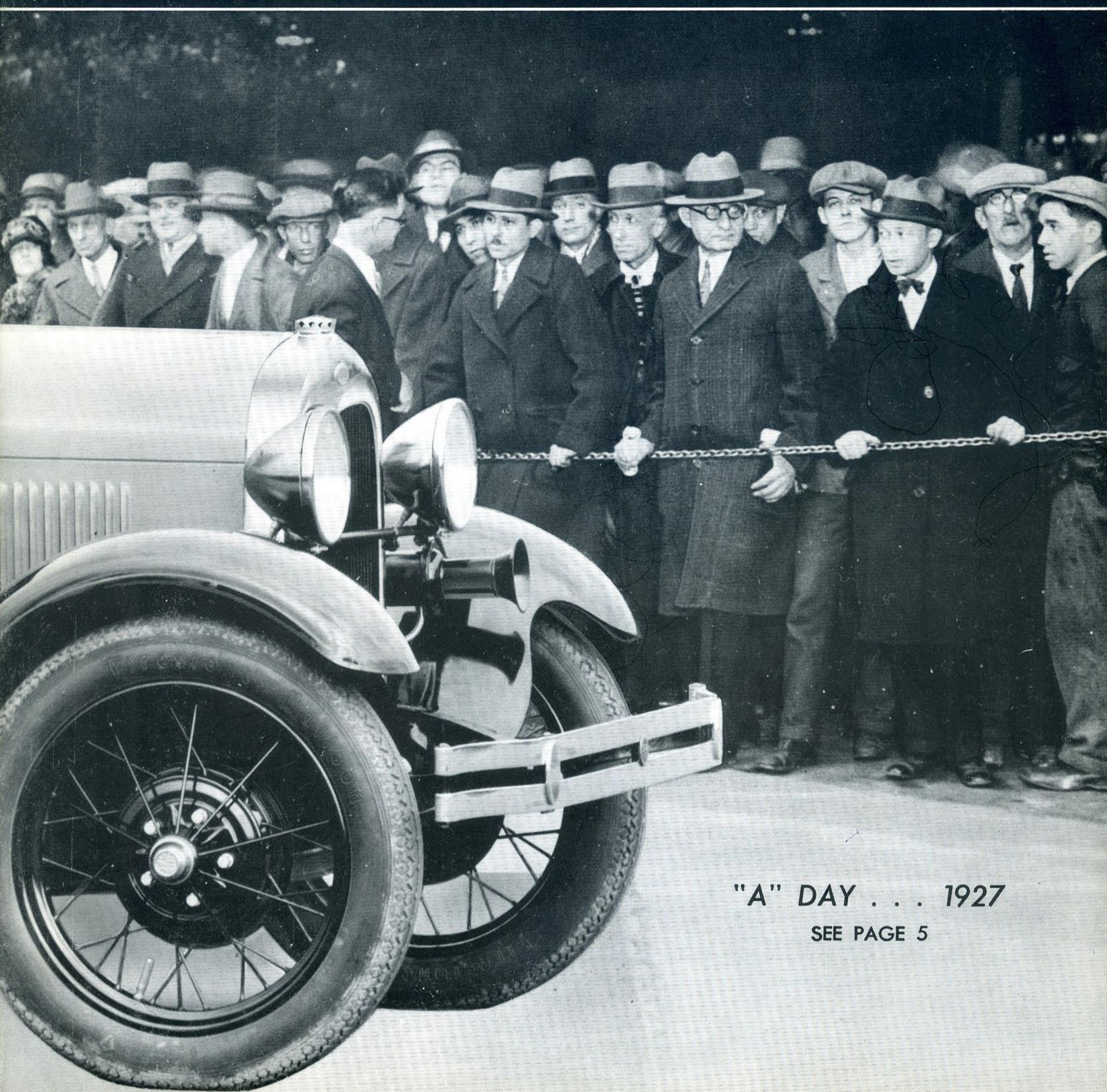
MODEL A RESTORERS CLUB
FOUNDED 1952

MARC News

VOL. III, No. 1 Dearborn, Michigan June 1962



"A" DAY . . . 1927

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THE MONTHLY PUBLICATION OF
THE MODEL "A" RESTORERS CLUB
Managing Editor – *Dave Jenkins*
Printed By – *Vari Graphics, Inc.*

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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 621, 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.

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Detroit, Michigan

Treasurer – Cliff J. Collins, Jr.
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Membership Chairman – Stewart A. Murray
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Dearborn, Michigan

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Oskaloosa, Iowa

Polomar
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467 E. Vale View Dr.
Vista, Calif.

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49 Northampton Rd.
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2550 Warwick Road
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Ginger DeSimmone
509 Ave. F
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Bluff City, Tenn.

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100 Helen St.
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Lakeview, Ontario

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Cincinnati 42, Ohio

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5706 Russett Rd.
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9269 Dunbarton Rd.
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Harry Metcalf
946 Skyline Dr.
Lancaster, Penna.

Georgia
Howard Paris
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Neb.-Iowa
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Niagra Falls
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901 Mohawk St.
Lewiston, N.Y.

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125 Oakland Ave.
Huntington, W. Va.

MARC NEWS

JUNE ISSUE

Dave Jenkins, Editor

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Cover photo shows crowds viewing first Model "A" in New York City - December 1927

BACKFIRE . . . LETTERS TO THE EDITOR

Dear Editor: March 19, 1962

We would like to go on record as opposing any future use of the national publication by any individuals to foist themselves on the membership as prospective candidates for office. The only appropriate method of publicizing candidates through the MARC NEWS is to print only those names which have been endorsed by the duly appointed nominating committee.

Members of the Missouri Valley Region - MARC

Dear Editor:

(In regards to the loose page that was inserted in the April issue of MARC NEWS)..... I find that I must state my, and perhaps many other, sensitively tuned and concerned member's displeasure at receiving such an unwelcome piece of literature in my home, and most certainly at the expense of my membership dues.

In short, politics, although they exist everywhere, must not, if we wish to maintain our self respect as Model "A" oriented people, be aired in our Club's national publication for all the world to see. Dirty wash, like its equivalent in talk, is not for hanging on our front porches.

George H. Tissen

Dear Editor: April 5, 1962

It is very unfortunate when members eagerly look forward to receiving the MARC NEWS only to find that it has had words of distrust and shame knifed within it's pages.

Stanley C. Walz
MARC Vice President

Dear George, Stan and Members of the Missouri Valley Region:

We couldn't agree with you more. It was indeed unfortunate that some of our family arguments and disagreements found their way into the MARC NEWS.

In the future, we will make every effort to keep our magazine headed straight down the road – keep it as it was intended to be, a communication between a group of fellows united in a good, interesting hobby.

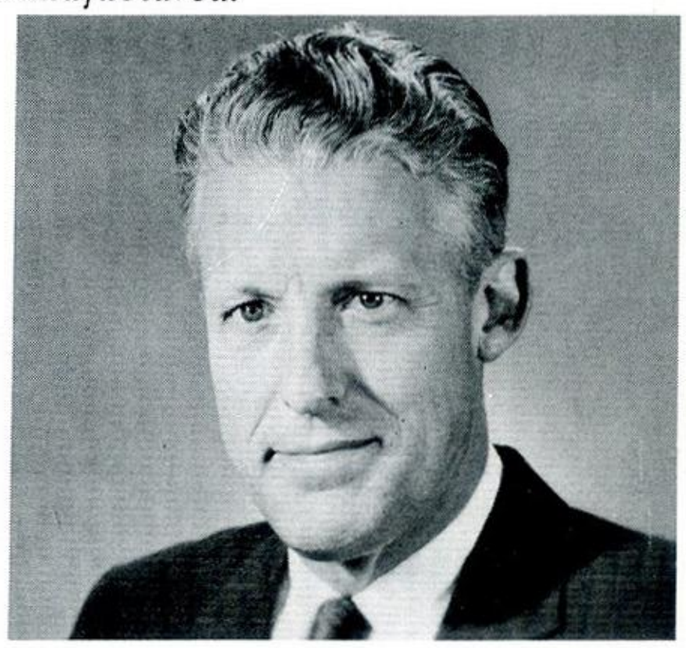
Let's forget what's gone by, and concentrate on building MARC NEWS into a publication that is truly representative of ALL members, and having a lot of fun doing it.

While I'm new as your editor of MARC NEWS, I'm an old hand at keeping publications on an unbiased plane.

Ed. –

INTRODUCING THE NEW EDITOR OF YOUR MARC NEWS....

Your new editor, Dave Jenkins, has been directly associated with the automobile business for 25 years; and has spent nearly 30 years collecting automobile literature. He also has owned numerous European as well as American cars, some of which are no longer manufactured.



Since first becoming a member of the Classic Car Club, he has frequented many meets in the Michigan area.

Dave is an Advertising Department executive at Lincoln-Mercury in Dearborn, and has access to the vast store of information in the Ford Archives.

It is our sincere desire that with the help of our new editor we can make MARC NEWS more interesting and informative than ever.

We will appreciate your comments about our publication, along with advance announcements of interest in your chapter or region and news items. Your editor also will welcome any good information for possible future articles.

Hope we'll see all of you at Greenfield Village. (See Page 7)

Aerial view of Greenfield Village – circa 1928.

"A" - DAY . . . *DECEMBER 2, 1927*

Looking back over the years there are many dates of National importance that stand out in the minds of any of us who have been around for three or four decades. The Market Crash in 1929 - Pearl Harbor in '41, V-E and V-J Days, and most recently the day John Glenn went around the world 3 times in less than 5 hours.

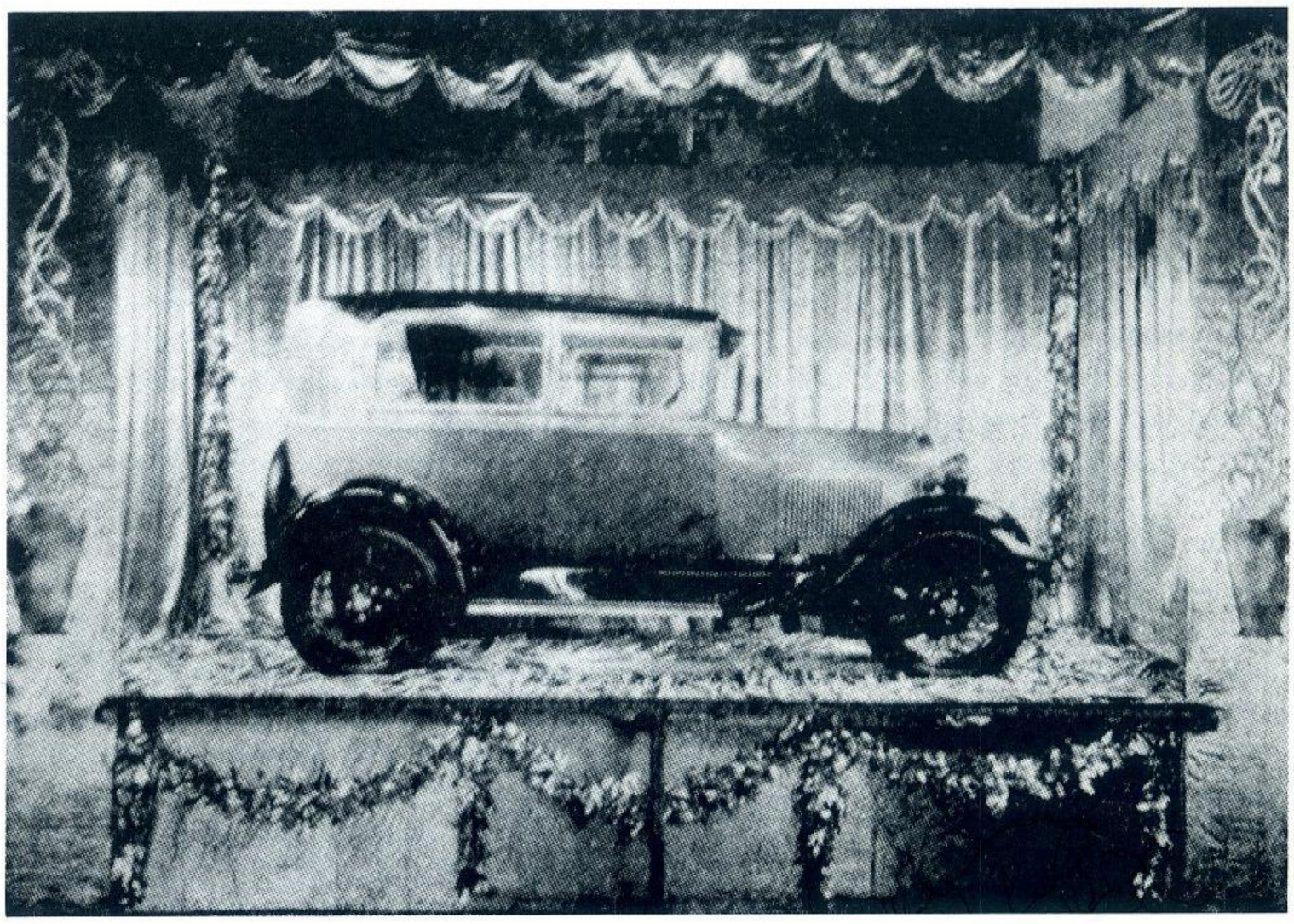
In the annals of the business world, one day stands out above all others in the mind of John Q. Public - December 2, 1927! This was the day when the long awaited New Ford made its first public debut. For 19 years before this date, the Model "T" Ford poured off the giant Ford assembly lines at Highland Park, Michigan. Over 15,000,000 of them, with very minor periodic faceliftings, were built and sold in every part of the world where cars could be driven, and in a lot of places where lesser cars could not be driven.

All this was to change. In 1924, the Model "T" hit its high water mark when over 1.4 million cars were sold in the U.S. alone, accounting for 50% of the market. Model "T's" nearest competitor, the 4–cylinder Chevrolet, sold slightly over 1/4 million cars the same year.

By 1926 Chevy had climbed to nearly ½ million sales, while Ford sales slumped to slightly over a million, or about 30% of the total market. The handwriting was on the wall, and after building only about 400 thousand "T's" in the first part of 1927, the huge Ford plants shut down, and retooling started on the Model "A".

Never in the history of merchandising any product has the fever of public excitement reached such a peak as it did when the New Ford, as everyone on the street called it, was officially unveiled. Early prototypes had been seen on the streets of Dearborn during the summer of 1927. These cars, however, were usually a Model "T" body and fenders with a new "A" chassis underneath.

In the early fall of 1927 rumors began to fly about what the new Ford would be. Some rumors were deliberately planted by Ford public relations personnel, while others were the product of wild guesses.



New York society saw the car amid rich hangings, flowers, and soft music in the Empire Room of the Waldorf-Astoria.

Several weeks before announcement the word went out in many different communities that a new Ford had indeed been spotted in town. It wasn't a bit uncommon when one of these rumors hit an office for half of the office force to drop whatever it was doing and go out to see for themselves. One newspaper clipping in Philadelphia reported such an incident where the new Ford turned out to be an experimental German Adler belonging to the Budd Manufacturing Company who were making door stampings for Adler.

As "A"-Day approached, newspaper men were frantically trying to sneak an early shot of the car - gate guards were offered bribes at the various Ford Motor Company facilities - attempts were made to rifle the locked photo files at Ford's Advertising Agency, and all the while the public impatience was growing steadily.

In Brighton, Michigan, a small town not far from Detroit on the road to Lansing, was the first spot in the country where a mystery car was spotted and photographed by newsmen. This car actually turned out to be a Model "A". Papers from all over the country picked it up, and from Dearborn came neither denials or affirmations. By now the long wait was nearly over.

On November 28, 1927 the first Model "A" announcement ads appeared in newspapers over Henry Ford's signature. These ads blossomed out in nearly every newspaper in the country. No new product ever had a more complete ad campaign - the National impact was terrific. And all this from a company which heretofore had not believed in the value of advertising!

This was indeed the beginning of a new era. "A" - Day finally arrived

on December 2, 1927. From coast to coast the crowds around Ford showrooms were a problem that required special police handling. Reports of 25,000 people waiting in line to file through a single showroom in St. Paul-mounted police called in to control crowds in Cleveland. Even some schools were closed so that the moppets could be herded down to their local Ford dealer to view the car that was causing so much conversation from Sandy Hook to Puget Sound.

Editorial columns were full of the story. Ford had closed down for months in preparation for the Model "A" at staggering losses, but the publicity and free advertising gained was worth hundreds of millions more than the losses!

Nearly ½ million people saw the Ford display in New York City in 5 days. New car orders were written by the thousands, and some sharpies even circulated through the crowds with pad and pencil writing fictitious orders, taking a deposit and then melted into the crowd.

In order to appreciate the tremendous public clamour over the Model "A" in 1927, it is necessary to go back to the introduction of the Model "T" in 1908. After building numerous different models like the big six cylinder Model "K", and a rather popular, but none too good Model "N", Ford's introduction of the Model "T" was a real block-buster. No more had the car gone on display than sales started to zoom. Ford had indeed hit the magic combination and produced the world's first truly "Universal Car".

For 19 years and nearly 15,000,000 sales, the "T"went along to become a complete part of the American scene. Ford jokes were told in ever increasing numbers which only helped to sell more Model "T's". Nearly half the cars on the road were Fords.

By 1926, even with prices cut as low as $290 for a Model "T" roadster, sales continued to slump. Ford knew, and the public knew, that the jig was up. Something more than a facelift was needed. Millions of people all over the world were sure that Henry Ford could do anything, he'd already proved he could! In light of the blind confidence on the part of so many ordinary citizens, it's no wonder that the coming of the Model "A" after 19 years of the fabulous "T" could cause such a stir!

By 1927 the craze for flashier cars was gaining momentum. Times were good, and people were starting to buy new models on credit, so that a price tag of $600 to $1000 was much easier for John Q. to swallow than it had been a few years earlier.

In the early part of 1927 rumors of a new Ford were gaining momentum. Ford planned to build a new air-cooled 4 with manual gearshift and a 3-speed conventional transmission plus a new larger 6 to sell for $600. There were even rumors of a new straight 8 to be known as an Edsel! When these rumors got back to Henry Ford he denied them completely, yet new rumors kept cropping up.

Soon Ford began to admit publically that there would be a new model, and immediately the demand for Model "T's" slumped. Even the stock market was affected as the rumors, statements, and retractions ebbed and flowed. When a rumor that the Ford Motor Company was going out of business hit the streets, competitive motor stocks made heavy gains. As it became increasingly evident that Ford was very much alive and still in the business, competitive stocks slumped.

Finally the true Model "A" story unfolded, and when it did the vast accessory business, which had grown fat selling dress-up items for Model "T's", took a deep breath. Bumpers were now standard equipment, as were many other items like the speedometer and fuel guage, which had been the backbone of a rich after-market business. For a short time it appeared that this big business was doomed. The entire parts and accessories industry had to immediately readjust its sights to new segments of the market.

The arrival of the Model "A" actually caused as much excitement and news coverage as if today it was suddenly announced that Chevrolet was going into the airplane manufacturing business on an all-out scale.

When the prices were finally announced for the Model "A", most competitors were dismayed. Competition's rumor mongers had conceded that Ford's new car probably did have some interesting new features, but it would certainly be a more expensive car than the Model "T". The news that a standard Model "A" roadster could be delivered for only $385 was dynamite! And this price included ALL the new Model "A" refinements that were extra cost or not available on the "T". The Model "A" announced prices actually represented a sharp price cut from the last Model "T's".

To this date no car has ever been introduced that created so much excitement.

1,500,000 IN N. Y. SEE NEW FORD

Anxious crowds braved a heavy cold rain for hours in order to be among the first to see the new car when the exhibits opened at the Broadway branch.

INTERNATIONAL MODEL "A" REUNION

JULY 27,28,29

In about two weeks, you will receive an information packet by mail that will be your invitation to yesteryear. The Motor Cities Chapter of MARC has planned a three-day International Reunion, to be in Dearborn, Mich., that promises to be one of the most outstanding events for collectors this year. The setting for this Model "A" Meet will be Greenfield Village, which is comprised of one of the most varied and interesting examples of early Americana in the country.

The birthplace of the Model "A" has opened its doors to all Model "A" enthusiasts and invites you all to attend this first big International Reunion.

Those who register for the full three days will receive their Registration Packets on Friday afternoon, July 27, at the Registration Desk at Greenfield Village. This packet will contain a detailed outline of the schedule of events and other information about the reunion. A variety of activities are being planned, so all visitors will find something to do and see that's sure to suit their particular interests.

Because this reunion will be of a more personal nature than an ordinary car meet, it is being planned as a complete family outing. Bring your wife and children – they'll have the time of their lives!

After you've registered, you may want to watch the new arrivals as they drive in, look for old friends, meet new ones, or go through Greenfield Village and visit the Ford Museum where one of the world's largest collections of antique and vintage cars of all makes is on display. There are excellent motel accommodations nearby for you who desire to rest and dress for the evening's events.

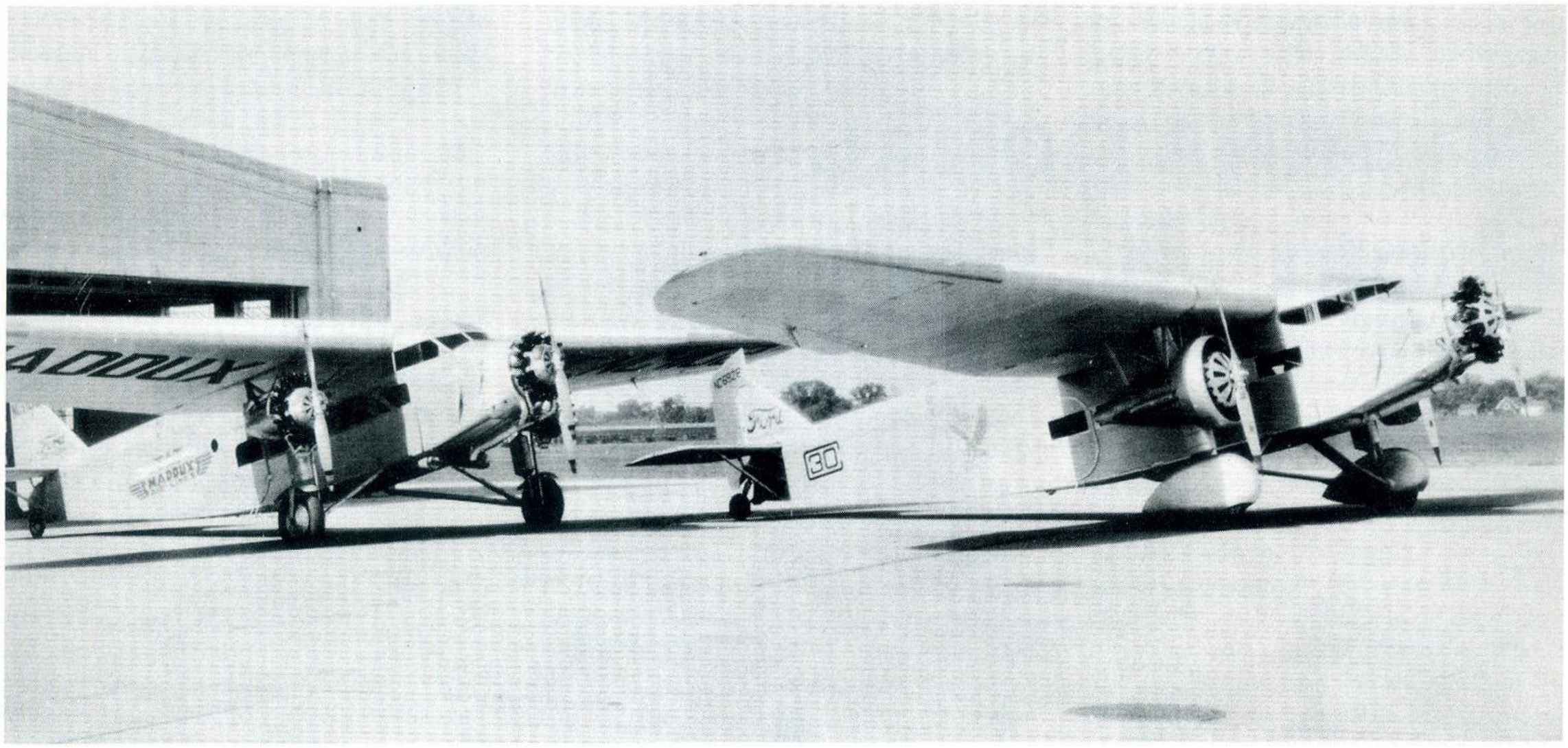
(Tip to early arrivals: We urge you not to eat too many hot dogs or too much pop corn on Friday afternoon, because you're invited to an old style picnic-buffet supper under the shade trees.)

Following the buffet supper, you may want to take a stroll through the lovely grounds; but don't miss the entertainment in your honor at the Museum Theatre. We have reserved for a special showing, on Friday evening, the recently released and much sought-after film, "The Heroic Years".

During the next two fun-packed days, you may select whichever activities will be of greatest interest to you and your family. When you return to your motel after the busy daytime schedules and the evenings' festivities, many of you may find that a bull session at the motel parking lot or a costume review conducted by the girls is the real climax of the day.

If you can't make it by Friday night, there will be someone at the

(Continued on Page 8)



Two Ford tri-motor planes in front of the old hangar.

(Continued from Page 7)

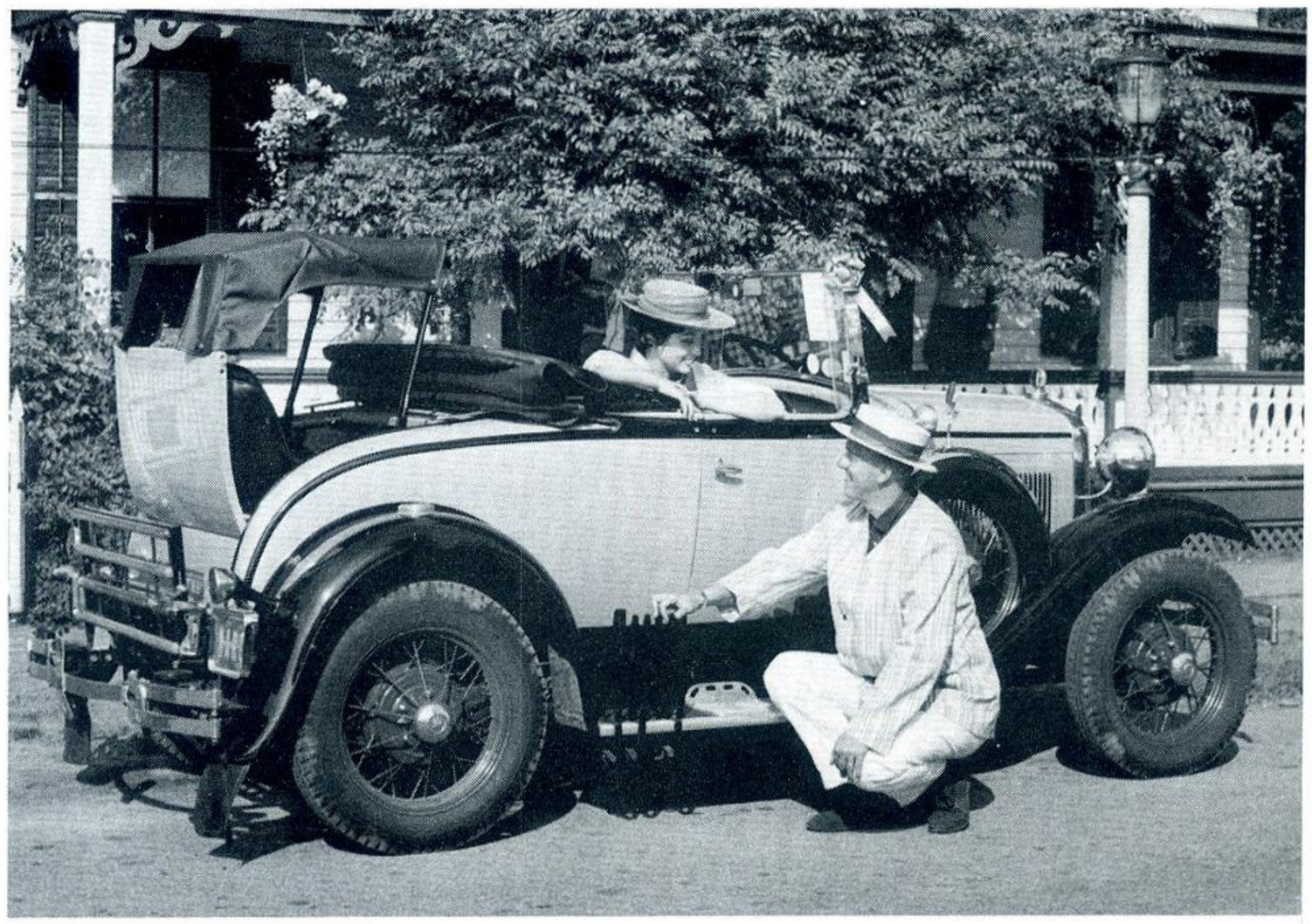
Registration Desk Saturday morning to welcome you.

Saturday morning's activities will include a swap session (some of you would rather call it a treasure hunt). You may prefer to spend Saturday morning looking through Greenfield Village, before the crowds get too large, or the sun too hot.

A special program has been arranged for the ladies to enjoy a guided tour of the Henry Ford Museum's fabulous collection of historic women's fashions. Special emphasis will be made on the 1927–1931 era.

There are many other points of interest within easy driving time of Greenfield Village. There's Andy Palmer's world-famous Military Inn, housing the largest private gun collection that you'll probably ever see—or maybe you'd like to accent the international flavor of our reunion by driving over the Ambassador Bridge for a brief visit to Windsor, Ont., Canada. It's fun to mail picture postcards from another country!

Highlight of early Saturday afternoon will be a luncheon at the Skyline Terrace at the Ford Motor Company's Engineering Staff Building. Your host will be Mr. Cog Briggs of the Ford Public Relations Office. Lunch will be followed by a tour of Ford Motor Company's Dearborn Test Track, which, incidentally, is at the site of the old factory and airport for the famous Ford Tri-Motor Airplane, the "Old Tin Goose". You'll have the opportunity to actually drive your



George H. Tissen and his wife, Ellen, with their Ford Model "A" and the Sarah Jordan Boarding House in the background.

"A" on the test track where most of Ford's experimental "cars of tomorrow" are tested.

When you leave the track area, we suggest that you allow time to go to your motel and dress for the big Saturday night cocktail party at the beautiful Dearborn Inn. From the Inn, following the cocktail party, busses will take you back to Greenfield Village, where a grand banquet will await you at Lovett Hall. After dinner, as you linger over that second cup of coffee, our special guest, Gordon Buehrig, designer of the Duesenberg, Cord and Auburn, will reminisce on how he "Duesenberged" his Model "A" Ford 'way back in 1930. To give mothers a a breather, the children will be treated to a separate supper, movies and soft drinks with adequate supervision.

Sunday, also, will offer you an interesting, fun-filled time. You may attend the church of your choice, or maybe you'll need the time for some last-minute car maintenance, or you may want to catch up on some sleep (after all, you DID come for a vacation).

Before noon, you must drive your car to the Judging and Events Field, where special attendants will direct you to your own state's parking area. We suggest that you plan to buy your Sunday lunch from the concession stand, located at the field, so that you make the noon deadline.

All participants are encouraged to wear clothes of the period represented by your car. There will be a parade with a special prize for those who enter.

Judging, contests, and awarding of trophies will be completed in time for you to get a 5 o'clock start for home, or you may want to spend a last hour or two looking up old friends for a final exchange of addresses or information.

From start to finish, the first International Reunion will be a memorable occasion, so spread the news to other Model "A" owners and enthusiasts, and start planning now to be there.

Don't forget your cameras!

ANNUAL DINNER MEET

The 3 River Region was host to the 1962 MARC Annual Dinner meet. It was held on March 31, 1962 at the Adams House, Adamsburg, Penna. One hundred twenty-five attended the affair representing nine states and Canada. The importance of this meeting was twofold, as it included the meeting and also the installation of our new officers. A cocktail hour gave many a chance to meet new friends or renew old acquaintances.

After dinner the meeting was turned over to Vice President Bill Helms, who in turn introduced Mr. George De Angeles, Chairman Nominating Committee. George presented a brief history of MARC. He also detailed the function of the Nominating Committee and answered questions regarding the handling of the election. After his speech, the floor was open for questions; but George had already enlightened the group. He announced the results of the election as follows: *Edward A. Breedon - President, Cuyahoga Falls, Ohio; Stanley C. Walz - Vice President, Naperville, Illinois; Stewart A. Murray - Secretary, Detroit, Michigan; Cliff J. Collins, Jr. - Treasurer, Berkley, Michigan.*

These gentlemen have a difficult job. Please help them with their job to make your Club grow.

Ed Breedon gave a thank-you message and briefly outllned his desires for the Club's future and they all sounded good. Ed also held a brief Directors' meeting after the door prizes were distributed. A door prize was given to everyone attending. Here is one for the books – Bill Unruh, a 3 River Region Member, was celebrating his birthday the same day and his number was the first one called for a prize – a new radiator – what a birthday gift!

A dance band provided music for those wishing to trip the light fantastic. Some model "A"ers were also seen doing the twist.

After breakfast Sunday morning, all the guests headed for home. It is hoped that those who attended the meet enjoyed themselves, and felt the trip worth making. One word of thanks to Ray Matthews, Meet Chairman, who did a fine job of coordinating.

CALENDAR OF COMING EVENTS

INDIANA OHIO REGION:

June - Region Meet - Indianapolis, Indiana - Capital City Chapter Host - Everyone plan to attend for a ride around the "500" Track.

September - Trophy Meet will be held - Wabash, Indiana - Capital City Chapter Host.

October - Homecoming - Winchester, Indiana.

December - Christmas Meet - Place to be announced.

NORTH CAROLINA REGION:

Plans call for trip through the Smokies of Western North Carolina to Maryville, Tenn. on July 13th & 14th, for Annual Hillbilly Homecoming, and 40 or more "A's" are to participate in the parade with Tennessee Ernie Ford as guest of honor. Much enthusiasm prevails in the Region for this trip.

FLORIDA REGION:

The New Florida Region MARC is planning a regional tour for all antique automobiles on July 27-28-29, Tour headquarters, Lakeland, Florida at the New Florida Hotel. Under cover locked parking will be available. Hotel Banquet room to be used for morning and evening meals, all evening movies and activities.

Help make a success of this tour, and participate.

For more information contact:
Robert G. Heunisch - Director
New Florida Region - MARC
P.O. Box 382
Lakeland, Florida

July 27 - Registration
July 28 - approx. 85 mile tour (catered lunch)
July 29 - Return home

MISSOURI VALLEY REGION:

June 17 - McDonnell Aircraft Corp. Picnic.

June 24 - Picnic-Swap Meet.

July 27-29 - Dearborn, Mich. Meet.

Aug. 19 - Rally.

Sept. 23 - Blanchett Meet, St. Charles, Mo.

Oct. 21 - Wiener Roast-Swap Meet.

Nov. - Hayride.

Dec. - Christmas Dance.

Jan. - Annual Banquet.

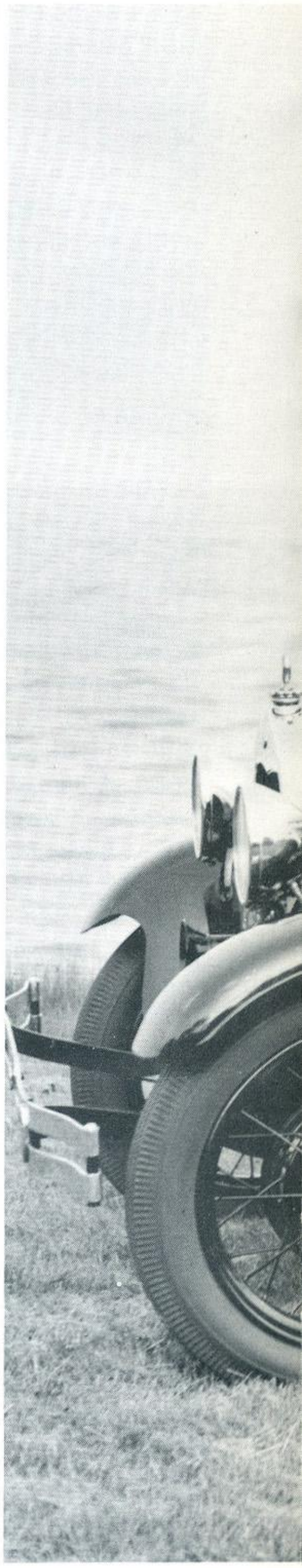
CHESAPEAKE BAY REGION:

May 20 - Meet at Howard Johnson's in Gettysburg, Pa. - 12:00 noon - Picnic and Battlefield tour.

June 3 - Meet at Sam Lewis State Park, off Route U.S. 30 between Columbia and York, Pa. - 1:00 p.m.

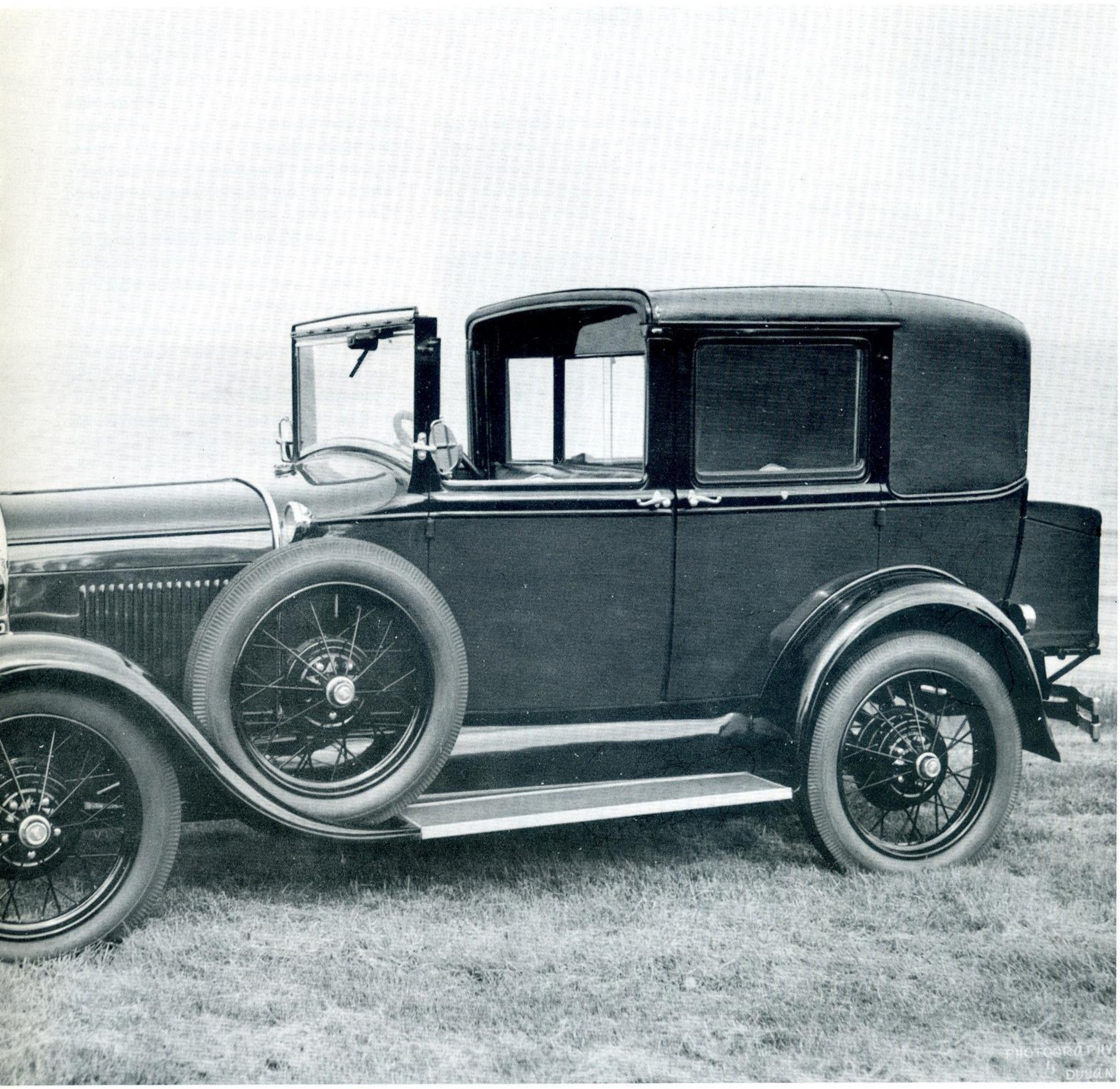
July 7 - Calvin High Party - off Route 230 bypass or Old Phila. Pike - ask anyone for High Welding's location.

RICHARD E. WILLIAMS, *of Grosse Pointe, Mich., has been a Model "A" member since 1955. He was Director of the Michigan Region in 1957; has attended three national meets, and is aquadruple "A" owner: a 1929 Touring (first place, 1957), a 1929 station wagon (second place, 1959), and a 1928 Fordor sedan.*



MARC SHOWCASE

CAR OF THE MONTH



ABOUT THE CAR . . . *Dick bought this rare Model "A" Town Car in 1957 at Southampton, L. I. When he first got the car, it was in fairly good condition but had a lot of missing parts. He spent three long years collecting various bits and pieces, and finally started the complete restoration of this car in 1961. After nine months, the job was completed and is undoubtedly one of the most beautiful "A's" on the road today. The car is finished in a rich Brewster green, black fenders and elegant gold striping. The car was manufactured November 1, 1928.*

THE MODEL "A" AUTOMATIC SPARK LEVER

In case you've ever seen a Phillips automatic spark lever, and weren't quite sure what it was supposed to do for the engine performance of an "A", here's the story.

The Phillips Automatic Spark Lever was designed back in '29, and the advertising for this accessory made the following claims:

(A) Stops engine knocking, surging or stalling.

(B) Automatically controls spark with speed of engine.

(C) 100% safety when cranking by hand.

(D) Delivers more power, faster hill climbing and more miles per hour and per gallon.

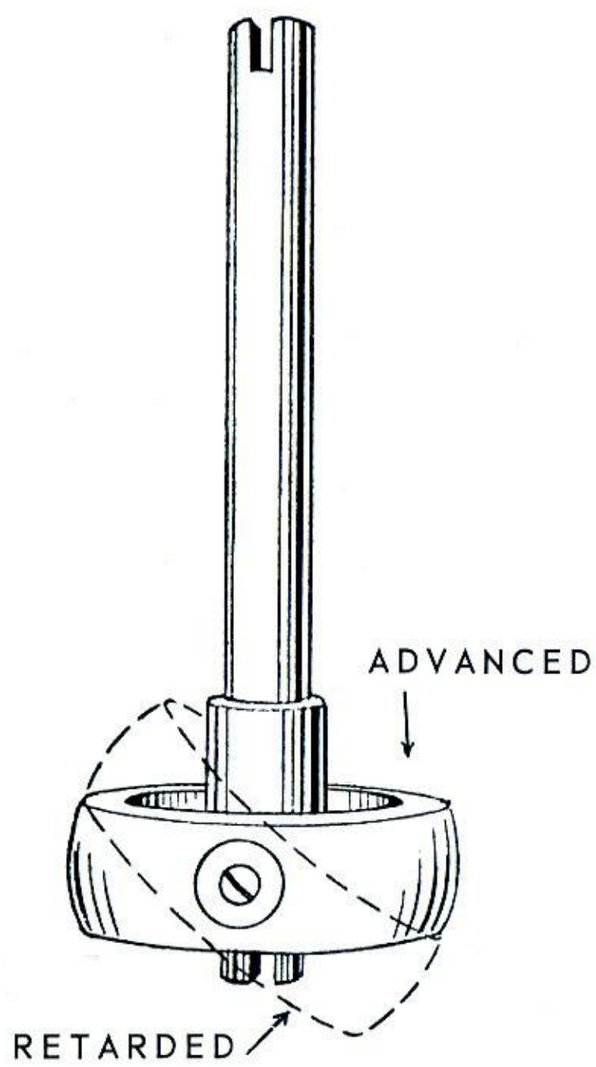
The automatic spark lever was first tested on a '29 Tudor with 3500 miles on the odometer. The carburetor control setting was not changed during the run. A test run was made on a hill with the following results: An unequipped "A" with a 25 mph start was not able to climb the hill in high gear. WITH the automatic spark lever, the '29 Tudor test car started at the bottom of the hill at 8 mph in high, and cleared the top doing 35 mph! (If you find a Phillips unit – you've got it made!)

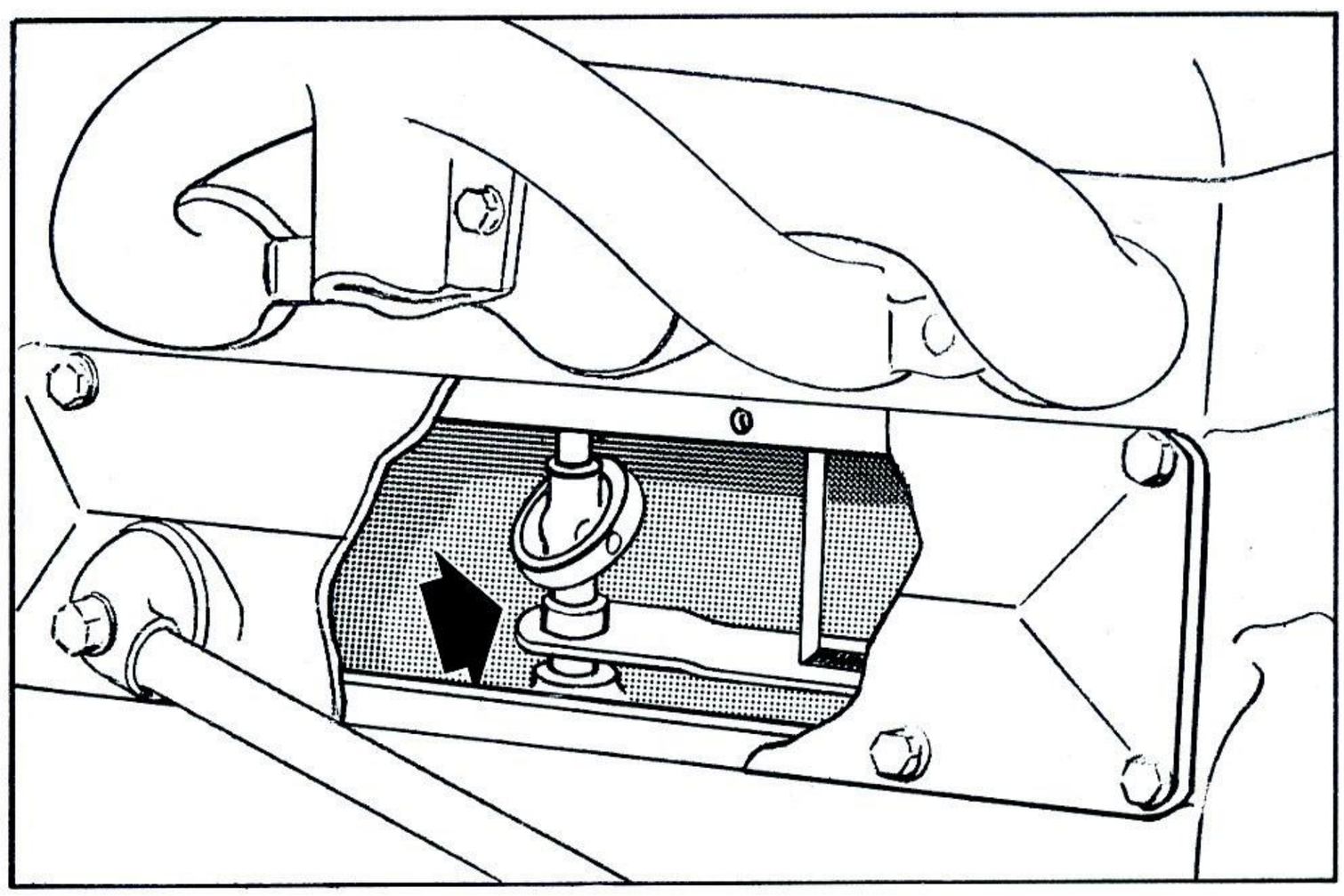
Further tests showed that at 4 mph in high the "A" was as smooth as a high priced six. Before installing the automatic, average gas mileage was 19.5 – WITH the automatic, it was boosted to 21.7 mpg.

The Phillips Automatic Spark Lever is a centrifugal type and was guaranteed for the life of the engine. The governor is circular, and within it is a hub with slots at an angle. Extensions of the governor float in these slots. At low engine speeds the governor is at an angle, but as the engine speed increases centrifugal force causes the circular member to gradually assume a horizontal position. This turns the hub and distributor shaft, advancing the spark timing. When engine speed is reduced, the governor automatically retards the distributor shaft and piano wire spring, which has a movement over 1/16 of an inch, causing the governor to return the distributor shaft to a full retarded position when the engine is stopped.

The only stipulation the manufacturer insisted upon was that the engine must be timed right before the automatic was installed.

This accessory was approved by Ford Engineering in 1929.

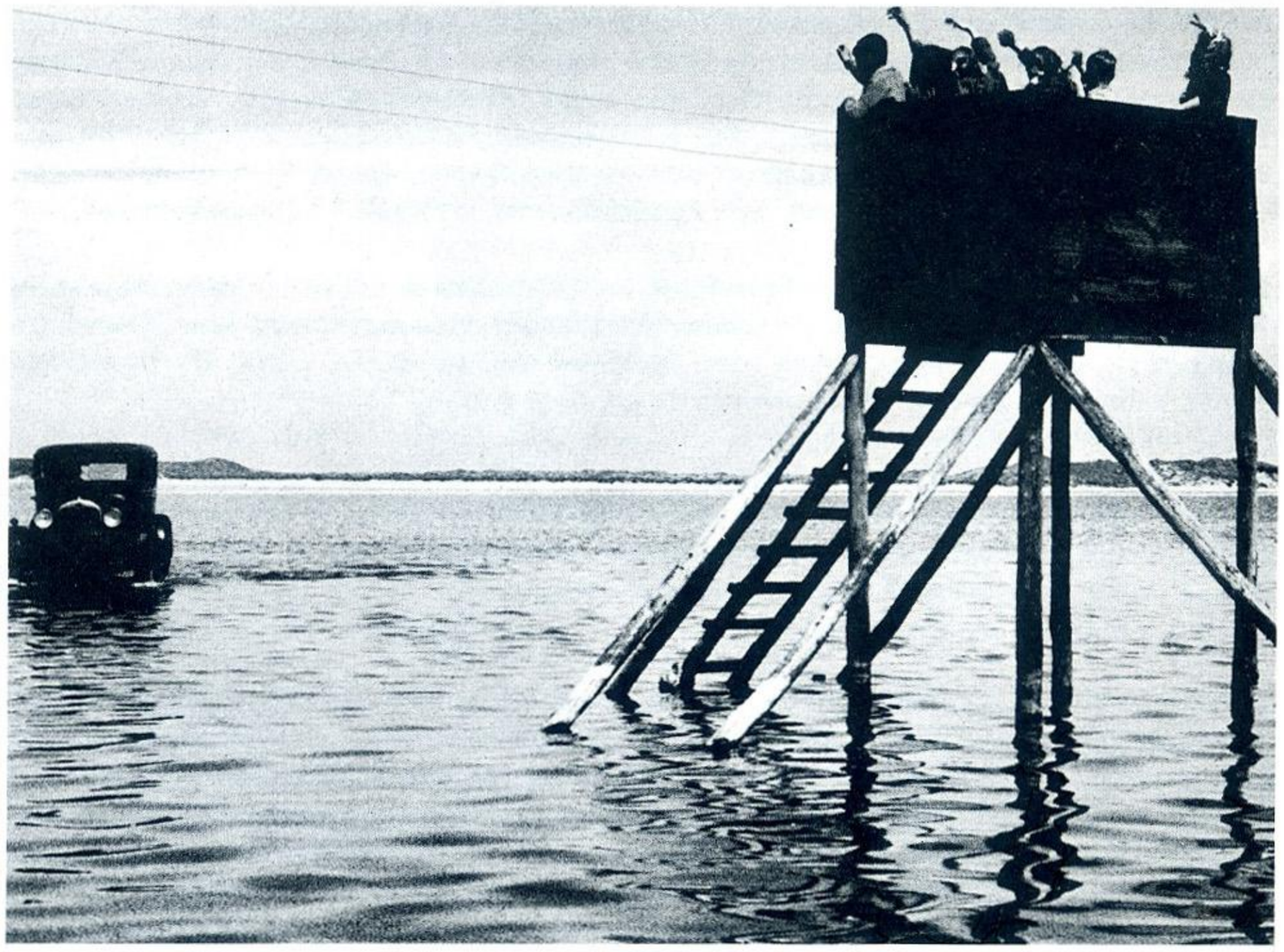




When overhauling the engine or after the pan has been removed, pre-lubricate the engine by filling the crank case through the distributor hole in the head prior to starting the engine. The valve chamber will be filled, providing oil for the mains, cam bearings, and rod-dipper trays in the pan. To fill, note position of rotor for retiming, then remove the distributor and short shaft, using a funnel to avoid spilling. Once filled (5 quarts) replace distributor and start engine immediately.

"A" GLOBETROTTING

We've started this new series of feature articles with this issue, and will try to bring you some interesting shots (old and new) of some "A's" from the four corners of the world. Some, we hope will show you some very interesting places and unusual motoring situations.



Model "A" Taxi cruises up to cab stand in the North Sea.

SEAGOING TAXIS

Off the north coast of England, in the North Sea, is a chain of small islands known as the Farne Islands. The largest of this group of 25 islands is Holy Island, which boasts a village, four inns and a few taxicabs – to be specific (at least, until a few years ago), the "fleet" consisted of two Model "A's".

These Model "A" taxis served in a unique way, as Holy Island can be reached only at low tide from the mainland by car. Therefore, the cabbie had to time his trip just right so that the swiftly rising incoming tide (over 14' at high tide) didn't catch him in the middle of his run. The trip takes about a half-hour over wet, oozing sands – and, needless to say, salt water doesn't do an undercarriage much good!

According to reports, brake linings are only good for about a month of this kind of taxi service, but then, as long as a boat doesn't cross your path, who needs brakes?

The "road" through the tidal flats is marked with poles to keep the driver from straying off into a tidal basin, or even just heading out to sea on a dark or foggy night.

The latest accounts of the Holy Island taxi service report that the old "A's" were at last replaced by British Land Rovers or ex-Lend-Lease Jeeps, as they are the only present-day vehicles with enough clearance and traction to go to sea!

(From 1952 National Geographic)

"Step on her chum, the tide's rising!" (Note R. H. drive)

REGIONAL NEWS

INDIANA-OHIO REGION: The Annual Spring Banquet was held Saturday evening, April 28, at the Honeywell Memorial Community Center, Wabash, Indiana . . . . . Merrit Miley, Region Director, introduced John Thompson, announcer at Radio Station WANE, Ft. Wayne, as emcee for the occasion. Magician Jim Snapp, Wabash, demonstrated his skill with a fine performance of leger-demain. A film, "The American Road," was also shown. . . . . There was a Model "A" model car contest and everyone voted on the entries. Trophies were awarded to Carl Pickens, Gas City, who won first place for his 1930 model roadster, and 2nd place went to Charlie Currens, Richmond, Ind. for his 1931 model pickup truck. Door prizes were won by Charlie Currens, Mrs. Howard Lewis, Mr. Mosley, Mrs. Glen Crawford, Mel Dorbecker, Mrs. Merrit Miley, Carl Pickens, Mrs. Mary Crossman, Richard Benefiel, Mrs. Jean Clashmann and Robert Street. Everyone attending received a 1062 miniature Ford car as a favor. Larry Steiner and Mr. and Mrs. Richard Benefiel were the only members who drove their Model "A's." DONNA A. CURRENS, Correspondent.

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INDIANA-OHIO REGION: (Jay DellaRand Chapter) The April organizational meet was at the home of Ben Yeager, Redkey, Ind. New officers are Ben Yeager, president; John Bodle, vice-president; Mrs. James Brosher, secretary; and Eldon Naylor, treasurer. Charles Harper, has been appointed tourmaster. . . The May meeting was at the home of Mr. and Mrs. James Brosher, Redkey. This chapter is going to GROW!

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INDIANA-OHIO REGION: (Fountain City Chapter) The March meeting of the Fountain City Chapter was at the home of George and Ruth Carter, Greenville, Ohio. Seven "A's" were driven to the meeting. John Winchester also started, but had to turn back.. Paul Chew said his car wouldn't start. Any more excuses? After the business meeting, we enjoyed refreshments. Those driving their "A's" went on a tour. Everybody's looking forward to summer meets, picnics and tours. We hope to see all members each month!

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INDIANA-OHIO REGION: (Capitol City Chapter) More than 65 Model "A'ers" assembled for their March meeting at the new headquarters of the Hoosier Motor Club in Indianapolis. For our program, Mrs. Dorothy Hanson of the Hoosier Motor Club planned a colorful "Hawaiian Show." The idea caught on like wild fire with everybody, especially with President Mel Dorbecker and all the other male members. After Mrs. Hanson's interesting talk on Hawaii, Mrs. Cynthia White did the hula, which she learned on a visit to the islands, and explained the various motions of the dance. The award-winning technicolor travelogue, "Our Island of Hawaii" served as a thrilling finale. Members are very grateful to the Hoosier Motor Club of AAA for its courtesy in presenting this show for us. JAMES P. MULLANE, Correspondent.

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ILLINOIS REGION: On May 6th we had our first Rally of the year. Boy! It was a Humdinger! Very well organized - at the start. But the Coordinators planned a strange course, and soon after the start, mass confusion was everywhere. Model "A's" were all over the roads. Nobody knew exactly who was right. There was even doubt as to whether the Coordinators of the Meet knew where they were going! . . . . Panic slips were ripped open but everybody was so lost that the slips didn't help much Finally, we got straightened around and eventually arrived at our destination. . . . . Questions of the year: Will Don Engelmann paint his car? Will Rich Van Durme ever finish his car? Will Joe Bell sell his car? Will Doc Schuessler stay until the end of a meet? Will Don Mede paint his wheels another color? Will Bill Friar find another batch of accessories for the flower car? Will Ken Motyka ever buy a Model "A"? . . . . . NOTE TO MODEL CAR BUILDERS: Monogram Models is offering a 1930 Model"A" Coupe Kit that can be built as a cabriolet. It's a tremendous kit. They also are coming out with a '34 Ford kit. Russ Gerritts , Correspondent

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SAN DIEGO REGION: Boy! What a time we had at Yuma! The San Diego Region met the Arizona Region at Yuma, Ariz., on April 8, for a wonderful weekend of Model "A-ing". The San Diego cars left the Ford bowl at 4:30 a.m. for Yuma. President Charlie Snug, Paul George and Jack Zollars went ahead hoping to meet the Arizona group before they got to Yuma. However, all the cars from San Diego arrived in time to greet them . . . . . Just before reaching Yuma, Don Gillan's "A" bone "gave out" and his car had to be towed in to Yuma and then home again Sunday by Jim Bain. Soon after arrival, the cars were driven to the judging area. . . . Lambert Dial, George Truver and Jim Bain were the judges. The items judged were: Safety wiring on rear engine mounts, main bearing hold-down bolts cotter keyed, battery hold-down clamps, battery brackets, front wheels, and bolts all cotter keyed. Tie breakers were: tires mounted correctly with valve cap pointing to "Ford" on the hub cap, correct hose clamps, and the cleanest undercarriage . . . . . That night, members met at the Desert Gem Motel (the party spot of Yuma that night!) Some of the celebrators didn't retire from the swimming pool until 3 a.m. Next morning, a group toured the Yuma Territorial Prison. Then -- homeward bound! Everybody had a great time . . . . . RUTH HANSON, Correspondent.

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GEORGIA REGION ---- The Georgia Region Model "A" Restorers Club March meeting was the last indoor meet to be held until next November, and was held at Brookdale Park Community Center. We had 84 people attending, 14 of which were visitors. There were 19 model "A's" driven to the meet. J.C.Shepard of Camilla came the fartherest but not in an "A" this time. It looks like Joe Rowland of Cartersville drove the fartherest in his "A". There were two "new" roadsters we hadn't seen before. One 1930 owned by Ralph Gazzaway, and an immaculate 1928 owned by Hugh Starr. Immediate business was discussed with Club Director Jimmy Dixon presiding, after which we were treated with some color slides and color movies by Howard Paris and Wendell Townsend. And for real treats, the club enjoyed refreshments prepared by Mesdames Bathgate, Appling, and Bowden and served by Mrs. Harvy, and the Misses Speer and Vandiver and the Club hostess Helena Townsend. After the meeting we continued the parts swap (or as some one called it a "Junk swindle") which Member J. C. Shepard conducted from a pickup truck load of parts. Honestly there were some real goodies available. Every member should follow Mr. Shepard's example and bring some of his surplus parts to the meets. WENDELL TOWNSEND, Georgia Region, Correspondent.

REGIONAL NEWS

WESTERN MASSACHUSETTS REGION: The Region plans to attend two parades in July: Athol, Mass. will celebrate its 200th anniversary on July 4th with a huge parade. Chesterfield, Mass. also celebrates its bicentennial on July 22nd.... Our May 7th meeting was at the home of Warren Christensen in Wilbraham, Mass. Warren is one of this chapter's many talented members (he manufactures "A" trunk racks).....JOHN KRAWCZYK, Correspondent.

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NIAGRA FALLS REGION: The Annual Spring Banquet with 17 members, wives, and friends in attendance, was held at The Boathouse Restaurant.... Mr. Milford Bishop of Buffalo, N. Y., one of the country's outstanding professional car restorers, spoke on the restoration of Model "A's". He concluded his talk with pictures of some of his restorations, including several AACA National First Prize winners.... When this Region's first year ended, much had been accomplished. Our new officers include: Ben Magee, Regional Director; Mitch Banas, Secretary-Treasurer; Bruce Hughes, Parts Secretary; and Glenna Radmore, Historian.... At the regular meeting, March 29 (Boathouse), all thoughts were turned to getting those "A" 's on the road for coming events.... We were invited to join with other Antique Car Clubs of this area for a tour from St. Catherines, Ont., to London, Ont., on April 21. The Magees and Smiths had been in readiness for some time. The Radmore's coupe has made a number of spring appearances. All members of this Region are admiring the top condition of Jim Dawson's Roadster... Let's have a full turn-out for all planned events this year!.....GLENNA RADMORE.

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NORTH CAROLINA REGION: Members of the Piedmont, Tar Heel and Queen City Chapters of the Region attended the 15th Annual Azalea Festival, in Wilmington, N. C., on April 6th and 7th. All three Chapters met in their respective cities and drove, caravan style, making the round trip of some 400 to 500 miles in their trusty "A's". Nobody reported car trouble! Twenty-six "A" models with 62 passengers participated in a gala parade; and later, visited the beautiful Azalea gardens and plantations. The ladies looked stunning in fashions of the Model "A" era. Many of the men wore suits, knickers and sailor straws of the period, too.....THOS. Z. (TOMMY) YATES, Correspondent.

* * * * *

NEW FLORIDA REGION: ....We want to let the whole country know that we sincerely desire to build a Region here in Florida that everyone can be proud of. A delegation of our members has been attending meetings of independent Antique Automobile Clubs here in the state to let other clubs know about our basic plans for organizing the new Florida Region, and that we are open for membership. The response has been good, but we need good constructive ideas on procedures to follow, as we are new to this type of organization. I would like to give credit to the Ridge Chapter - MARC, which, at this time, is supporting our new Florida Region. This local Chapter is comprised of fine people, and we feel that recognition for their freely given time and effort is to be commended. Anyone living within the state of Florida who is interested in information or membership in this Region, please contact: Buck Swindoll, Membership and Chapter organizer, 2630 Royal Drive, Lakeland, Fla... ROBERT G. HEUNISCH, Florida Regional Director.

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FLORIDA REGION: Ridge Chapter - Our February meeting at the home of Mr. and Mrs. Mason was attended by almost 100 percent of our members. We discussed our forthcoming week-end trip to Sarasota. .... On March 11, we gathered in Lakeland at 10:30 a.m. and started for Chrystal Springs, with 5 Model "A's." Another Model "A" and a 1919 Model "T" joined us in Plant City. The manager of the Springs gave us a warm welcome, and an article was placed in their local newspaper. We played volley ball before and after lunch, with only ONE casualty: Buck Swindoll, who sprained his wrist. ARLENE HEUNISCH, Correspondent.

* * * * *

CHESAPEAKE BAY REGION: The CBR members have been turning to for '62 with splendid attendance at our monthly meetings. Good to see Shughart, Kroh and Dick Miller around. We're looking for Bill Kelly, Batdorf, Straw, and some others, too! . . . . . Our thanks to Clair Amspacher for sponsoring our Annual Meet at his garage. Abe Renninger bought Clair's Tudor deluxe phaeton. Renninger is the most persuasive Dutchman that I have ever known, and I'm a Dutchman! (He puts a voodoo spell on a person.) . . . . We had a bonanza at said meet. A visitor showed up with THREE NEW front fenders. They were sold in a hurry! Of all the breaks we got in new parts, only Metcalf wasn't at the meet. His recuperation from lack of new fenders is slow and painful. BUS EBERSOLE, Correspondent.

* * * * *

MOTOR CITIES CHAPTER:
All members of the Motor Cities Chapter are looking forward to the Homecoming, July 27, 28, 29. We are proud of our town, and as all of you Model "A" owners probably feel that you have a stake in it, too, we extend to you a hearty welcome. We are looking forward to a great turnout. We want you to pack as much fun into these three days as you possibly can. There's a lot in the Motor Cities for you to see - - and we're sure this will be a trip Model "A" owners from all parts of the Country will long remember. JUDY BIALO, Correspondent.

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WISCONSIN REGION : (Madison Chapter) The March meeting brought out people from Plattville to Monroe. Everett Good, Baraboo, has never missed a meeting, though he travels nearly 50 miles each way. He also has attended every Regional meeting since joining MARC. He rates special commendation. We thank Don Daley of Monroe for attending and showing his movies of meets of the Yesteryear Auto Club. Slides of MARC meets were also shown. . . . . The Green Bay Chapter claims to have a real "Fireball" going, and, with all the cars they have, it's hoped they will attend the Regional meets this year. Their March meeting brought out 11 couples and one bachelor. . . . .

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MISSOURI VALLEY REGION: The Ole Mo. hasn't reported much to the paper since last June. Like bears, we spent the winter in hibernation. However, it is reported that many members were not idle as far as their "A's" were concerned. Much work was done in restoring and just polishing the old beauty during the long winter evenings. ROSINE SCHWAB, Missouri Valley Region Correspondent. (More reporting will be done in the future... we hope! The Editor.)

"A" FLEA MARKET . . . CLASSIFIED ADS

Would like to correspond with any '30-'31 "A" Ford Exp. Panel Delivery Wagon owners. Theodore R. Gooding, 3749 8th Avenue San Diego 3, Calif.

* * *

'28 Ford R. F. Welled Fender - Rdstr. Harry Whitaker, 1300 Indian Ridge Road, Johnson City, Tenn.

* * *

Elec. w/s wiper bracket & rear view mirror brackets for '29 Rdstr. - all orig. Bruce Marple, RR#4 Princeton, Ill.

* * *

Am Converting '29 Cpe. To rumble seat- need hinges, springs & cushions, striker plate, floor pieces A-50203 & A-40212-B (Service bulletin P. 388), Gas tank safety screen. Lewis Hopkins, 18144 Clifton Road, Lakewood 7, Ohio

* * *

'39-'40, '49-'55 Ford Wagon with wood paneling. Trade '30 A Coupe or parts, Rumble hinges, Cowl lights, etc. Jerry Dickman 6545 Darlington Rd., Pittsburgh, 17, Penna.

* * *

'30 Rdstr. Dr. handles. W.A. McMains, 510 5th Ave. E., Oskaloosa, Iowa.

* * *

Wanted for late '31 Cabriolet windshield complete. Carb., strainer & gas shutoff. Rumble cushions upper & lower. Running boards. Want to correspond with other Cabriolet owners. William LeNoury, 717 Brimley Rd., Scarboro Ont., Canada.

* * *

Pr. of Running boards for '28-'29 "A" in good restorable condition. No bent or twisted assemblies considered. Will reply to all letters. LeRoy L. Markman, 627 W. California St., Apt. B., Ontario California.

* * *

Want pr. Rumble seat hinges & brackets, also deck lid handle & latch for '30 Cpe. Wm. E. Schulte, 3201 E. 65th St. Indianapolis 20, Ind.

* * *

For Trade, new pair '30 License plates for good pair of '31 plates, and good pair of '30 Truck plates for pair of '31 truck plates, Indiana. John C. Flynn, 610 N. 12th St., New Castle, Ind.

* * *

Would like to contact anyone with a Town Car Delivery please. Also need the 3rd seat for '31 Station Wagon, a glass frame for back curtain - '29 Phaeton. 12 metal valve stems and metal covers for inner tubes. I will trade any items in this For Sale ad, or buy outright. Kenneth Coulter, 2100 Sevierville Road, Maryville, Tenn. PH 982- 9300. If you have any of the above items, and want to sell or trade - call me collect.

* * *

'36 Ford sport Conv. Real nice. Sell or trade for Model "A" Open car. Harold C. Angel, 2754 Fairmont Ave, Dayton 19, Ohio. Ax 3-4007.

* * *

'30 Stude. Commander 8 A-1 orig. cond. completely intact & no rust $500. Firm. '29 "A" Town Sedan - babied for 33 yrs. 75% restored $650. Firm. Ben Magee, 528 79th St., Niagara Falls, N.Y.

* * *

'29 Cpe- restored - Hyd. brakes, sealed beams, white walls- $750. '29 "AA" Tow truck - restored except interior, new eng. '30 Cpe. Del. - runs good - Restorable -- $200. Bob Nelson, 1524 S.R. 303, Streetsboro, Ohio, Phone MA 6-9035.

* * *

One pr. '30-'31 Cowl lights w/arms- no lenses $10. plus 50¢ Postage. Robert G. Heunisch, P.O. Box 382, Lakeland, Florida.

* * *

3- Scroll Dr. handles $3 ea. 1-'29 Rad. Splash Apron $6. 1- '29 Hood shelf $4. 2-Rdstr. Dash Mldgs. 1 new $5 ea. 1- '29 Headlight $5. 2- '30-'31 Deck lids $8 ea. 1 - '30 Radiator- A-1 $15. W.A. McMains, 510 5th Ave. E., Oskaloosa, Iowa

* * *

'30 Town Sedan, A-1 mech. $150. '30 Eng., Trans. & Axle $50. Both $175. Chick Sale, Box 5177, Asheville, N.C.

* * *

'05 Olds - rare straight dash (very few built) 1- cyl. eng. partly restored - $1950. Pix., description $1. Will consider trade for restored '31 Del. Ford (6 wheels) rdstr. or touring. Fred French, Long Grove, Illinois, Telephone: 634-3550.

* * *

'31 Ford Rdstr., Fully restored. Blue Body, tan top, Red wheels. Must be seen to be appreciated. Best offer over $1500. Henry J. Miller, 8365 Hillpoint Dr., Brighton, Michigan. Phone Academy 9-6541.

* * *

'29 Ford - 4dr. Murray body. Completely restored. Twin mounts. New original mohair upholstery. Engine rebuilt. Seal brown & Rose beige. Many extras. $1400. Joe Bell, 2713 N. 73rd Court, Elmwood Park, Ill. Tel. Gladstone 3-6748.

* * *

1 - used, A-1 motometer Sr. on original '30-'31 cap, works $12. 1 - rad. shell '31 mint, no dents $10. F.O.B. Lewiston, N.Y. Will swap-- Need R & L front fenders & running board aprons '31 Cpe. Robert Radmore, 901 Mohawk St., Lewiston, N.Y.

* * *

Five 19" "A" wheels and tires. All wheels good; no bent or missing spokes. Tires better than average. Orig. hubcaps incl. $50 for all or will sell part. Jay Berman, 1643 Gould Lane, Manhattan Beach, California.

* * *

'28 Ford Rdstr., restored. Emergency lever L.H. side. Black body, new top, new wind wings and hardware. Red wire wheels, new Riverside tires. Completely renickled bright work Runs and drives like new $1450. 2-color Pix. $1 deposit Norman R. Ladd, 25 Clifton Rd., Toledo 7, Ohio.

* * *

'30 Willys-Knight Sdn., Mint Condition, Drive anywhere, like new 6 ply Diamond Tread Tires. Will sell or Trade for "A 400" or other open Model "A" of equal value. Robert W. Nick, R.D. #4, Waterford, Pa.

* * *

'30 - Fordor de-luxe town sedan. Re-built engine; New Firestone tires; New Mohair original upholstery. 95% restored, many extras. $875. E.F. Wagner, 6158 W. Grace St., Chicago 34, Ill. KI- 5-7698.

* * *

For '30 -- Used truck bed (pickup) - $25. Used sparton horn-complete $15. Emergency brake handle $2. Used rad. Shell $10. Complete Zenith carb. $5. Orig. Otwell heater firewall outlet $2. Orig. Sediment bowl (cast) $4. Lee Kapaloski, 210 E. 2nd. N. Paysen, Utah.

* * *

Rebuilt "A" Zenith carb. $12., exchange $9. Rebuilt dist. all new parts, short shaft, $10.50, exchange $8. Full refund including postage if not completely satisified. S.A.E. for list. Add Postage for Parts. Terry Oberer, 681 Craig Woods, Kirkwood 22, Missouri.

* * *

Sdn. header clock w/bracket, runs $7.50. New: '28 starter switches $2. Hood-latch bumper set $1.50. Shock links $1.50. Rubbers .20. Right '30-1 Cowlite w/bracket $7.50. '31 L.F. Fender $45. '28-'29 left rear Roadster, Coupe $35. Postage-shipping extra. Ed Wright, 16 Carnarvon Circle, Springfield, Massachusetts.

* * *

EVE'S LEAVES

Today, many have difficulty in recognizing the difference between ladies' fashions of 1929 and 1930. In 1929, curvaceous bustlines continued to be de-emphasized as much as possible; there was seldom any waistline definition, and most designs were banded or belted around the hipline; and hemlines showed the bend of the knee.

In 1930, the waistline was rediscovered and bodices were gently curved, and belts were worn, usually just a little below the natural waistline, resting on the hipbone. With the new bodice line, there also came a lowered hemline; and dresses were worn from six to seven inches below the knee.

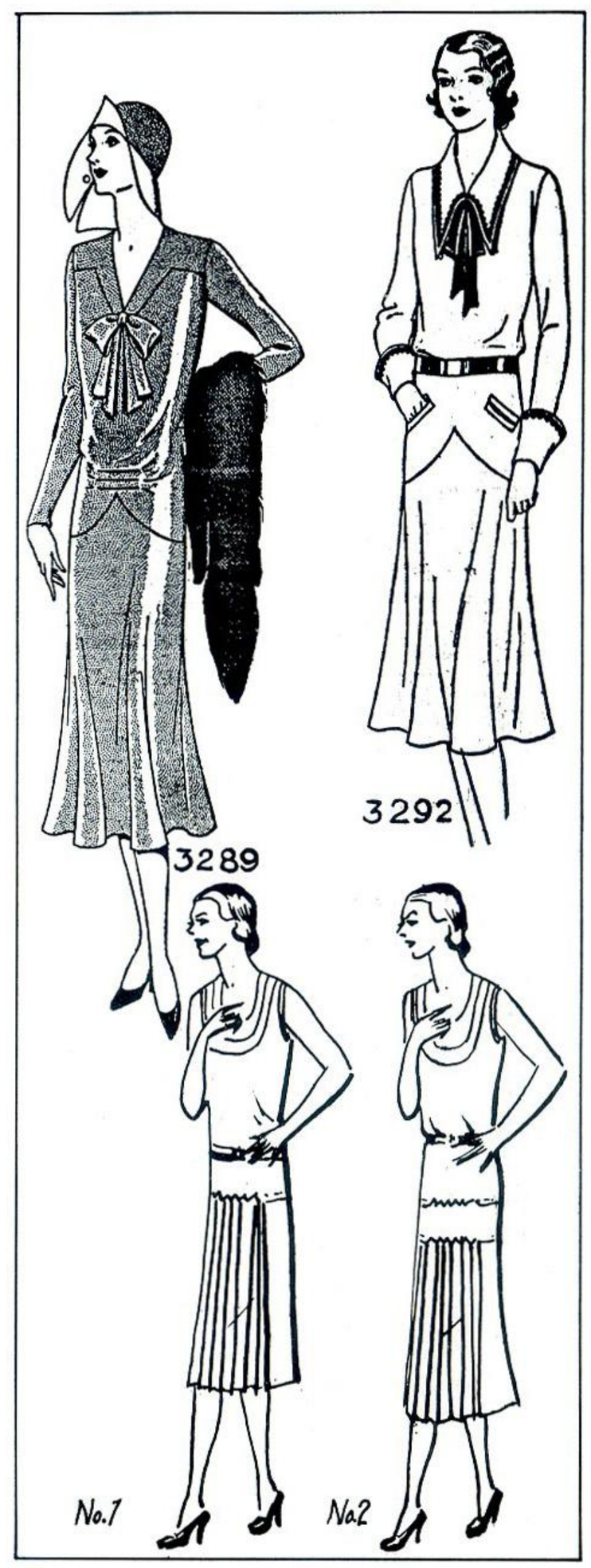
The flapper had had her day, and 1930 ushered in fashions that reflected the gentleness and femininity in women. Dresses sketched at the top of the group on this page reflect 1930 styling.

No. 3292. A popular sports style with young women. It was designed for sizes 8, 10, 12 and 14. Size 8 (!!!) requires 3 yards of 39–inch material with 1–1/8 yards of 39–inch lining for the bodice. Bow requires a strip of contrasting fabric 4½ inches wide and 18 inches long. Modified gauntlet cuffs and collar are smartly accented if bound in contrasting fabric. The binding should be cut in bias strips 1½ inches wide for a finished half-inch binding.

No. 3289. For daytime occasions. Designed for sizes 36, 38, 40. Size 36 requires 3–3/4 yards of 39–inch material. The fluid lines of this dress calls for soft fabrics such as crepe, or a sheer, in solid color or a small print.

If you have a 1929 dress that you would like to up-date to 1930, sketches No. 1 and No. 2 illustrate a good way to do it. With a little patience and nimble fingers, you'll see amazing results. No. 1 is a sports dress of the 1929 vintage. Sketch No. 2, shows the change affected by inserting a seven-inch dropped yoke above the original skirt. Top-stitch the yoke to the skirt, and also top-stitch the seam line of the top yoke over the newly inserted lower section. (If you are an accomplished dressmaker, the center front section of both edges directly above the pleats may be finished in fine points to line up with the pleats.) Note, too, the side seams of the bodice have been taken in to indicate the natural waistline.

L. to R.: Mrs. Phil Gilbert, Mrs. Leon Rice and Mrs. Thos. R. Yates, who attended the North Carolina Reunion, posed prettily in "A" - Day fashions with The '29 Model "A" Touring Car belonging to Mr. Rice.



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Collector of Fords, 1903-1932

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1930-31

1928-29

MODEL "A" PARTS

The following items F.O.B. Maryville, Tennessee:

Wind-wing brackets for 28-29 and 30 thru 35. Exact copy of the originals. Complete, less glass (glass pattern furnished), $27.50 per set. Wing nuts $1.25 each, 1928-31. Sportlight outside mounting bracket for 30-31, open type "A"s $10.00 each. Top to windshield hold-down thumbscrews, chrome type for deluxe 30-31 roadsters and phaetons, $1.50 each.

The following parts F.O.B. Charlotte, N. C.:

Running-boards for 28-29 and 31, complete, ready to install—$35.00 per pair. Windshield frames for 28 thru 31, solid brass, chrome plated, complete with top snaps and finger pulls. No glass included. $50.00 each plus $2.50 for crating. Deluxe truck racks 1930-31. Complete, ready to install—$50.00 each.. Running-board outer mouldings, 1928 thru 1931, zinc—$5.00 per set. Brand new white side wall 19" and 21" tires—$21.00 each. Stone guard for 1930-31—$42.50 each. Metal tire covers. 19" wheel, $45.00 each.

Please include postage when ordering, also if you write pertaining to any of above, please include stamped, self-addressed envelope.

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.

THE NEW SEARS 1962
AUTOMOTIVE SUPPLY CATALOG
WITH TWO PAGES MODEL "A" FORD PARTS

This is a complete automotive supply catalog with parts and accessories for almost every car from 1928 MODEL "A" FORD to a 1962 Jaguar. Use it all through 1962 for your every automotive need. EACH part listed in this catalog is designed to fit and to give service equal to or better than ORIGINAL equipment....COMPARE our prices with any other automotive parts supplier and you will see WHY IT'S SMART TO BUY ALLSTATE PARTS.

SATISFACTION GUARANTEED OR YOUR MONEY BACK – CATALOG SENT FREE ON REQUEST. 350 Model "A" parts with prices like "Taper Original Copy Mufflers - $7.29" or Water Pumps - $3.65, Radiator and Gas Caps, Chrome - 79¢ each, Ignition Switches with Cables, Motor Meters or Thermometers, Taillamps, Wipers, etc., etc., etc.....

WRITE: Sears Roebuck, 925 So. Homan, Chicago, Illinois. Ask for AUTOMOTIVE CATALOG.

BITTMANN'S COLUMNS

NEW MODEL "A" FORD PARTS. ORIGINALS ARE MARKED (O), MOST PARTS ARE DUPLICATE OF ORIGINAL and not marked with a symbol. ITEMS THAT ARE NOT ORIGINAL OR DUPLICATE ARE CALLED REPLACEMENTS AND ARE MARKED (BRAND X) POSTPAID UNLESS MARKED (F) FOR FGT. COLLECT.

NOTICE: ALL ITEMS (except MOTOR METERS) ARE MADE IN AMERICA BY AMERICANS. TWO PARTS COME FROM SPAIN, BUT WERE ORIGINALLY MADE IN AMERICA.....Thank you..Bill Bittmann

Ammeter 20–20 Reader, each	$1.50
Brake-Clutch Bushings, 4 Pc.	2.95
Brake-Clutch Pads (BRAND X)	1.50
Brake-Rod Clevis A2466(ORIG)	.25
Brake-Rod Clevis A2461(ORIG)	.50
Brake-Rod Clevis A2865(ORIG)	.50
Brake-Rod Clevis Pin	.25
Battery Starter Cable 19"	1.25
Battery Ground Cable 6"	.45
Carburetor: Tillotson (BRAND X)	12.95
Zenith Repair Kit, 9 Pc.	.75
Zenith 21 Pc. set	3.95
Zenith 31 Pc. w/venturi	5.95
Venturi Tube	1.00
Crankshaft Pulley - Like Orig.	4.95
Door Opener, Open Car, Stainless Steel with insert Nut-Excellent (BRAND X), each	3.95
Door Opener, Inside - Open Car	1.00
Door Jamb Bumpers, ORIGINAL, for A400, Victoria, Late Cabriolet, and 4–Doors. (ALSO, just in, late 4–Door Bumper.) each	.25
Door Jamb Bumper Metal Clip	.10
Gas Line Under Tank (ORIG)	2.95
Hood Latch, 2 Hole Type	.75
Hood Lacing, 30–31, 7 Ft. Pc.	2.95
Shell Lacing, 6 Ft. Pc.	1.50
Shell Lacing Rivets (American Made Imported From England) 25	.50
HUB CAPS, Ford Script '28, '29, '30, '31 Bright Chrome (NO PIT MARKS..NOT MADE IN JAPAN) each	1.50
LUG NUTS, Cadmium Plated, each	.25
LUG & CRANK WRENCH (ORIG) each	3.95
Ign. Switch, POP OUT (as you know, pop outs NOT used in late '30 or '31 cars) (BRAND X) w/cable	15.00
Ign. Switch, NON POP OUT, w/large cable for late 30–31 (BRAND X)	9.95
IGN. SWITCH POP OUT CYLINDER (ORIG) A11582AR w/key	9.95
MOTOR METER Jr. (German made) with Ford Script Labels, Gold Faced. You trim and install. each	5.95
MOTOR METER WREATHS, CHROME, COPY Made of STEEL (not cheap lead) with Boyce Markings, set of 2 each	3.95
Motor Meter, Inner Face Plate, Ford Script. Made in Dayton, Ohio. each	1.95
Oil Drive Gear A6551, each	3.95
RADIATORS '28, '29, '30, '31, Close COPY Shipped (F)	29.95
Red Upper or Lower 2 Pc. Hose for '28–'29 Cars, each	1.50
Black Hose Upper or 2 Pc. Lower	1.00
HOSE CLAMPS, ORIGINAL Type	.25
Drain pipe	3.95
STONE GUARD, Copy, state is '30 or '31. With Brackets and Bumpers, Chrome. Shipped Fgt. Collect	39.95
Wire Harness, 2 Bulb	3.95
Cutout to Terminal	1.25
Terminal to Dash	1.50
Switch Plate (No, it's not an OFF and ON Plate used on Dash Boards) A11654, each	1.50
Frame Clips, set of 6	.65

NOTICE

These are a few of the 492 parts.
Write for a FREE mail list with photographs.....

KNOW ANYONE WHO HAS AN ODD BALL CAR?
I have recently purchased the Old J & H Auto Parts Company - 1919 to 1947 old car parts. Catalog is $1.00.....

How about a Flag Holder for '28–'29 and Model "T" cars, each $1.00 from J & H Stock.

Radiator Locking Cap (BRAND X)	4.95
Cowl lights (no arms) (BRAND X), each	4.95
Cowl lamp Lens, Flat Clear, each	1.00
Replacement Inside Mirrors	1.00

If you have any questions, drop us a line. Please enclose a stamped envelope.....

Yours Respectfully,
Bill Bittmann
C. W. Bittmann Sales
Bensenville, Illinois
(6 Years – "A" Parts)

This advertisement was purchased by the 3 River Region to personally thank the following suppliers whose contributions helped make the MARC Annual Dinner Meeting a huge success. Support the suppliers who support your Club!

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