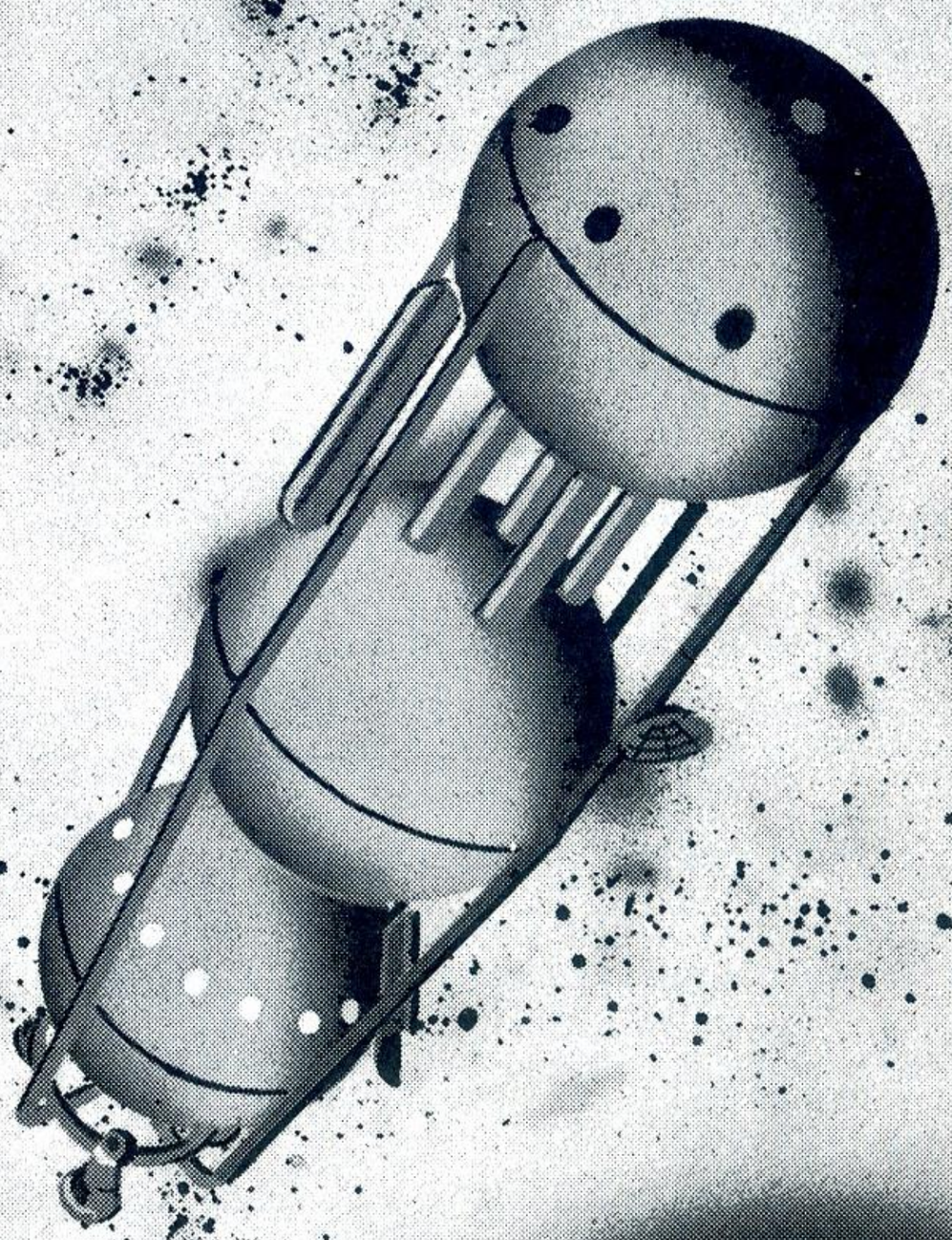
MARC NEWS

MARCH — 1962



Congratulations

Lt. Col. John H. Glenn, Jr.

First American in Orbit

February 20, 1962

MARC NEWS

P. O. Box 615, Zanesville, Ohio

The Monthly Publication

of the Model "A" Restorers Club

Founder & Managing Editor — W. E. Hall

Printed by Franklin Printing Co.

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

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

	NUMBER OF TIMES ENTERED			
	1	3	6	12
Full Page	$20.00	$18.80	$17.20	$15.20
Half Page	$12.00	$11.28	$10.32	$ 9.12

Box Ads: 50 words or less.....$5.00

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

NOTICE:

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

William E. Hall
Box 615
Zanesville, Ohio

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

First of each month is deadline for material.

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

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

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Hudson, Ohio

Vice President — J. L. Helms, Jr.
3912 Plaza, Charlotte 5, N.C.

Secretary — Jon D. Miller
526 W. Sycamore, Columbus Grove, Ohio

Treasurer — Jack Sandifar
540 Oak St., Winchester, Indiana

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Richmond, Indiana

Membership Chairman — Stewart A. Murray
12069 Ashton Ave., Detroit 28, Michigan

Regional Organizer — John Kaspar
5517 No. McVickers Ave., Chicago, Ill.

Activities — David Morton
382 Sheridan, Lexington, Ky.

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Fashions — Mrs. Virginia Richardson
3711 Poppy St., Long Beach 5, Calif.

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1708 7th Avenue
West Birmingham 8, Alabama

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P.O. Box 832
Lakeland, Florida

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Grosse Ile, Mich.

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Kyova
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Huntington, W. Va.

Western Massachusetts
John C. Krawczyk
49 Northampton Rd.
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Torontario
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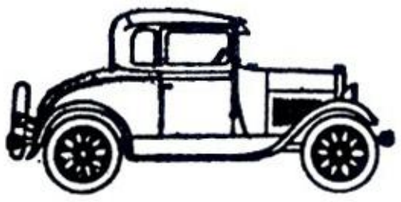
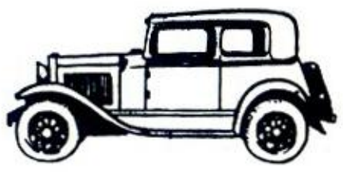
1094 - 5th Street
Lakeview, Ontario

Calumet
Joseph Vondrash
5602 S. Newland
Chicago, Ill.

REGIONAL NEWS





GEORGIA

1930 Station Wagon? Owned by Wendell Townsend.

Some of our attending members.

This year began with a very promising start for the Georgia Region. The January meet was an indoor meet at near by Brookdale Park Community Center, East Point, Georgia. It was most fortunate that it was held indoors for the weather man could not have been less oblidging. It was cold and raining. However, the weather didn't dampen the spirits of some of our Model "A" stalwarts. There were six Model A's driven to the meet.

77 Members, wives, children and visitors were on hand to see our new Director, Jimmy Nixon installed in office. After a brief business meeting the audience was entertained with the showing of several reels of movies taken during our summer meets. The reliving of some of those events was most enjoyable.

At our board meeting the business of arranging our next meet which is to be a Parts Auction was attended to. It appears that our most able Hugh Starr has been elevated to the rank of official Auctioneer. For with his demonstration of his eloquent persuaveness by selling pickles at our recent cake sale, it is beyond the realm of imagination how much he will be able to extort from the Model "A" shoppers for such items as top irons, welled fenders, etc.

At any rate our February meet, the Parts Auction, should be a very enjoyable Sunday afternoon. And, of course, the club will be much richer by receiving the entire proceeds of the sale. There will be a lot of groaning at some of the fantastic bids some choice items will bring, but it will all be part of the Model "A" fun.

Wendell Townsend.

HARBOR AREA

The Harbor Area didn't have any meets this month due to rain and snow. It wasn't really our fault because we had a meet planned for January 21st so I guess you can just blame it on the weather man. We now have a swap meet planned for February 11th at Torrance Park and we hope it will make up for last month. The meet will be from 12:00 noon to 5:00 p.m. and we hope everyone will come and bring their friends, swapping material, and Model A's. There should be some very nice

swapping parts and we hope everyone finds what they need. I know there will be some goodies, for I'm cleaning out my garage (Eipper's Junk Yard) and plan to bring some.

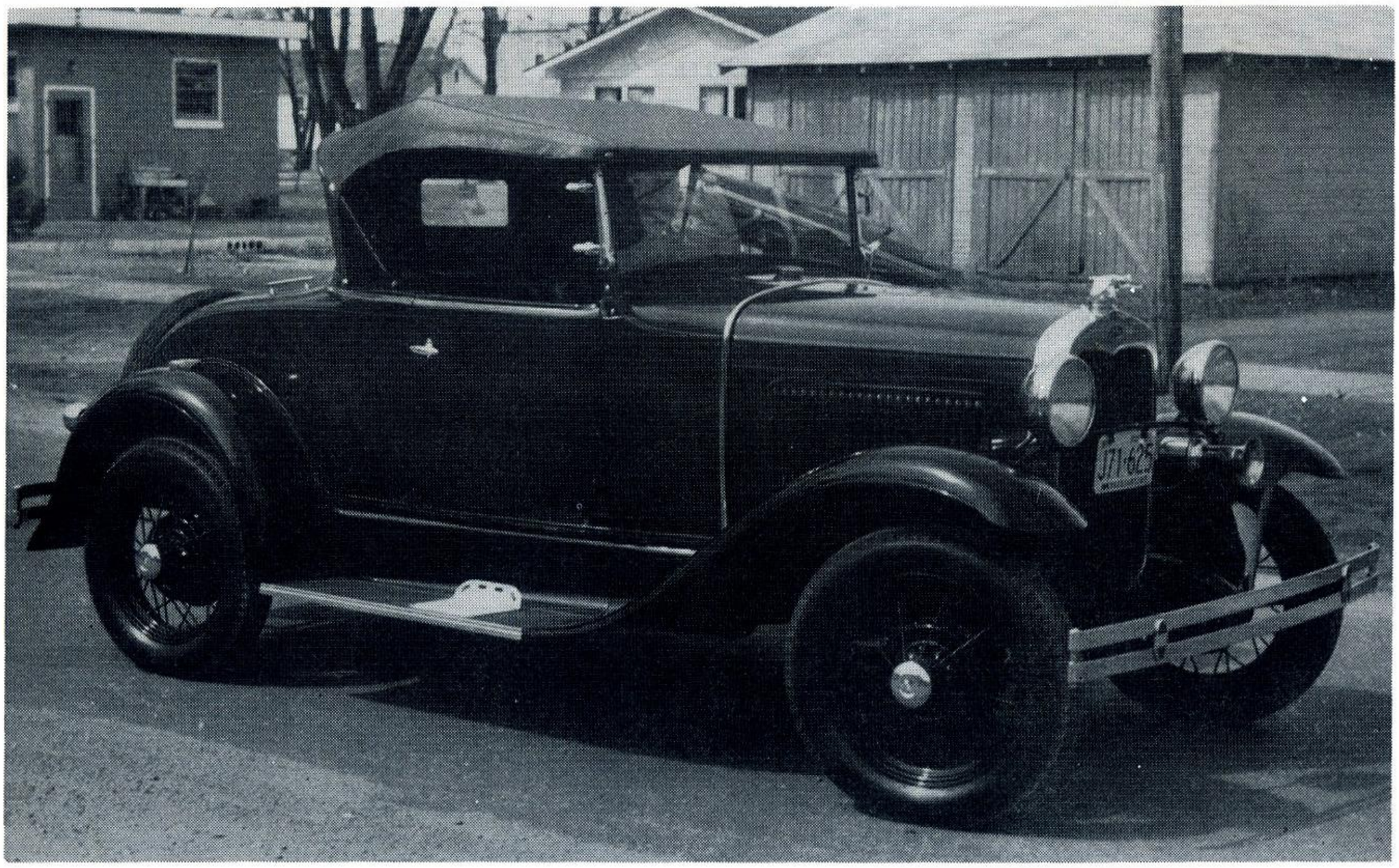
On January 26th we had our regular business and installation of officers for 1962. The meeting was called to order by Paul Smith and the treasurer's report was read by Ginger DeSimone. Then we presented our past officers with a token of our appreciation. We would like to give some recognition to our past officers for the very fine job they did. The officers for 1961 were as follows:

Bob Eipper - President	Bob Bates - Activity Dir.
Rodney Gott - Vice President	Jim Olds - Assistant Activity
Bob Moser - Secretary	Dale Kilborne - Membership Chrm.
Wilbur Richardson - Treasurer	Oscar Dunfee - Tec. Director

These members did very much in making the Harbor Area MARC a much better region for all its members. We also have a new activity director, Ray Jobe, and an assistant, Rodney Gott. They will serve for the coming year and also complete our list of officers for 1962. (Complete list January MARC) At the monthly meeting we also had some very good movies of the restoration of Dave Trichells Model "A", two door and roadster pickup. The movies were taken by Dave Davis and Dave Trichell and were very interesting. I'm sure everyone would like to thank these two members for the fine movies and we hope they'll bring some again. We also had our monthly drawing but neither member was present and so the prize doubles next month. So, if everyone would come to the meetings they might win the prize but most of all they would be able to voice their opinion on the different discussions. We hope to see you all there and make sure you bring your wives or girl friends. See you all next month.

Dick Eipper, Reporter.

WISCONSIN



1930 Roadster owned by Al Bowers of Adams, Wisconsin

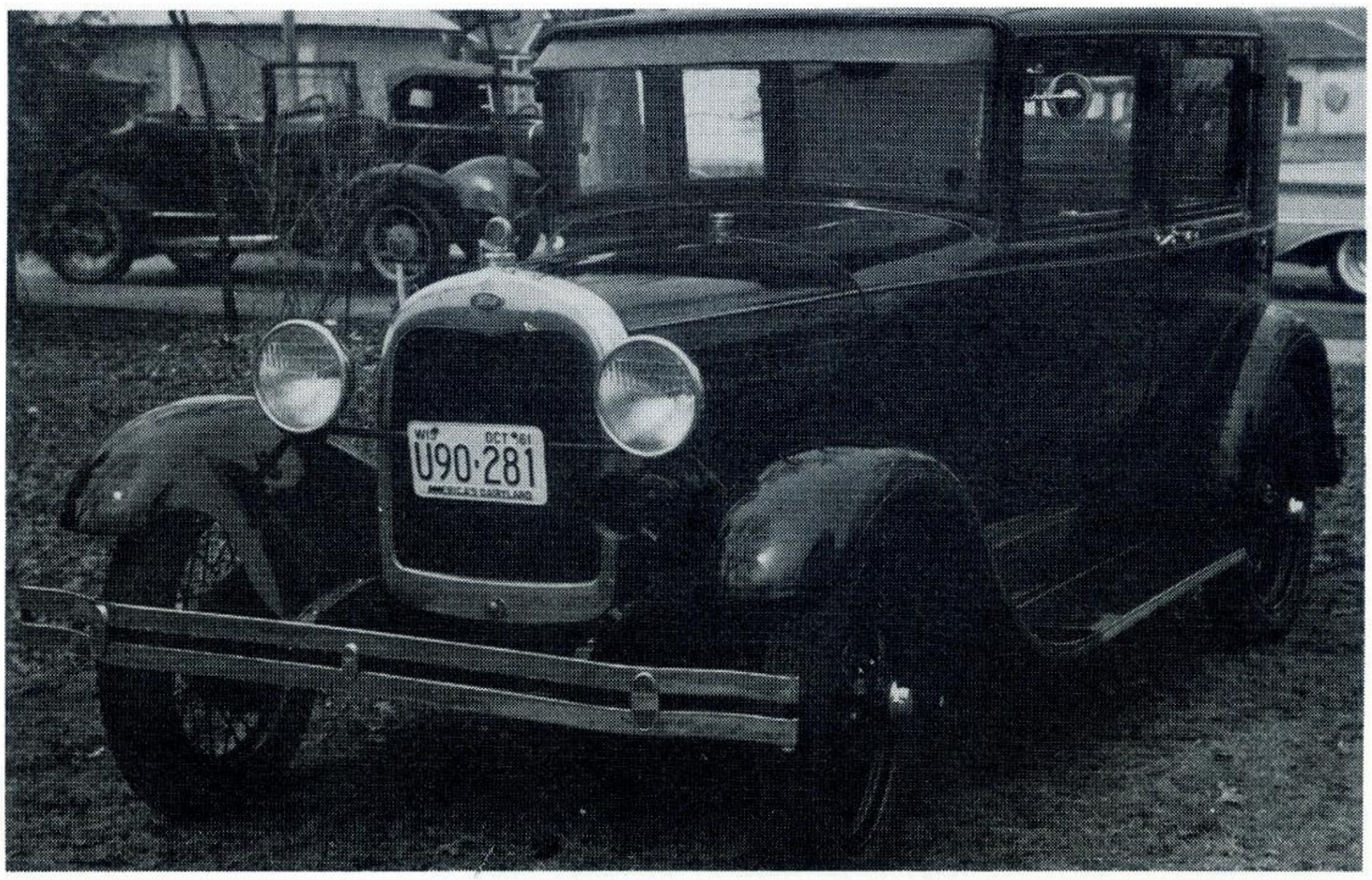
The newly elected officers for the Wisconsin Region are:

Francis Saunders	Director
Donald Chandler	Vice Director
Alfred Ruef	Treasurer
Louis Hall	Secretary

These officers head a region of 96 members and a very active year is expected in 1962.

A meeting of the regional board of directors was held January 13 at the home of Donald Chandler in Madison. Besides discussing financial affaris, the following appointments were made: Bruce Miller, Editor of the Badger's A; Everett Good, Assistant Editor; Alec Bednelcoff, Publicity Chairman; Donald Chandler, Activities Chairman; and Louis Hall, Assistant Activities Chairman. In accordance with the vote of our members, this year's activities will again include meets in different sections of the state and also participation in the Kenosha Trophy Meet with the Model A Ford Club of America and Illinois Region of MARC. The tentative regional schedule for 1962 follows:

May 13	Barbeque, Darlington
June 17	Madison Tour
July 1	Circus World Parade, Baraboo
July 22	Evansville Meet
September	Kenosha Meet



1929 Sedan owned by Al Davidson, Adams, Wisconsin

CHESAPEAKE BAY

The annual kick off meeting for 1962 was held at City Line Banquet Room; the attendance was fine which we attribute to the fine January weather. The HARDY FIVE had their Model A's: Calvin High, Bob Geib in their Roadsters, DeRay Miller in his '29 Sedan, and Dave Straw, Bus Ebersole in their '31 Pickups. Good cold weather for Steam Engine Koons and his steaming '29 but he chickened out. He said it was too cold to get up ahead of steam.

Our business finally got started after the strays arrived, meaning Kline, Geib, McCullough, Metcalf, Renninger, Aulthouse got lost as usual. This is only the third time they've been there. Hope those poor souls found their way home. What wonders me is how they find those hard to get parts, and they do. Good to see faithful Don Driesbach and his father from Philadelphia.

After completion of old business we proceeded with new business for 1962. The following officers were elected for '62. Pres. Harry Metcalf, Vice Pres. Bill McCullough, Secretary Bus Ebersole, Treasurer Jack Markel, Regional Director Don Driesbach, Regional Membership Skip Palmer. Our new treasurer got off to a flying start collecting dues for 1962. Let's all you fellows keep him busy and pay up. It takes that green stuff to run our organization so do your part. Only twice a year are you asked. Your annual dues and registration for the big Williams Grove Meet. We're proud to say that CBR has always operated in the BLACK thanks to good management and I'm sure the new officers will continue to do so with YOUR HELP.

Under new business dates and locations were decided on for 1962 meets. The meets for March and April will be parts meets, meaning swapping and selling, so bring out what you want to sell or swap and come out and buy those hard to find parts. Keep these dates available or mark them in your date book. March 11, Clair Amspachers (about 20 Model A's) garage, Glen Rock, Pa. located approximately 2 miles west of York Baltimore expressway. Look for Glen Rock sign. April 8, Gene Renningers, 624 N. Shippen St., Lancaster, Pa. near Lancaster General Hospital. Abe lost his lease but we didn't see any big sale before he moved to this new location. May 20, Tour of Gettysburg Battlefield, details to be announced. June 3, Meet at Sam Lewis State Park then tour to Indian Steps. July 7, Calvin High will be host for Hot Dog Roast then we will tour down to the Landis Valley Museum. High home just off route 30 bypass around Lancaster. Look for or ask for High Welding Company. August 12, THE JUNIOR NATIONAL MEET AT WILLIAMS GROVE PARK. Don't miss it. Last year we had 95 registrations and what a wonderful meet. This is our TROPHY MEET. Trophies for all classes so start shining boys. We would like to see more from Philadelphia and Pittsburgh area this year. This meet is open to all Model A owners. September 9, York, Pa. October 21, Foliage Run.

This week had a letter from our coal cracker, friend Bernie Boback of Wilkes-Barre. He is the lad (as they say it) with the beautiful modified (bad work) roadster. They have an active AACA region up there now but Bernie came through with 2nd. place in a popularity contest of cars at one of their meets. Here is something of interest for we Model A owners. He's competing with big stuff, Stutz, Packards, Auburn, etc. Good going, Bernie. Incidentally, Bernie has well over a hundred miles one way to come to our meets and I've seen him make more meets than our ten mi. members. We're really spread out around here. Lots of members have over 100 miles to travel but you all know you're always welcome at CBR meets. Phelps, Brosious, Bill and Mary Kroh, especially Mary. Come out you fellows, TURN TO FOR '62.

O. S. Ebersole, Secretary.

SAN DIEGO

The 1962 officers of M. A. R. C. San Diego are as follows:

President - Charles Schnug, 9269 Dunbarton Road, Santee, California
Vice President - William G. Horn, 1718 Missouri St., San Diego 9, California.
Recording Secretary - Walter A. Anderson, 4275 Napier St., San Diego 10, Calif.
Corresponding Secretary - Ruth Hanson (Mrs. Robert E.) 2304 Vancouver Avenue, San Diego 4, California.
Treasurer - Paul George, 1204 Vega Street, San Diego, California.
Parts Secretary - Jim Bain, 777 Oro Street, El Cajon, California.

ILLINOIS

The new officers for the Illinois Region are:

President	Don Mede
Vice President & Editor	Russ Gerritts
Secretary	John Kasper
Treasurer	George Kirkland
Meets Co-ordinators	Bob Mede, Don Engleman, Ralph Pfeiffer, Chuck Schwab, Harold Shoemaker.

Our annual banquet was held at Johnnies Restaurant in La Grange Park.

After a delicious dinner, Russ Gerritts introduced the new officers to the members. Russ also presented the out going officers with plaques in appreciation for the help and service. Russ then presented the activities trophy to Don Engleman.

The Russ Gerritts Trophy for the best restoration in the last year went to John Kasper for his '31 Victoria. Dorothy Kasper deserves a hand for the job she did on the upholstery.

The Meets co-ordinators are planning some real nice meets for the next year.

Joe Bell still wants to have a snowball fight before it all melts.

Movies were shown of the past meets and some of Doc Schuessler's early Model A's and the fine restoration he did on them.

It was a fine meet and a good time was had by everyone.

WESTERN MASSACHUSETTS

The Western Massachusetts Region met February 5th at Bob Brown's office in Amherst.

We had the best attendance yet, and so far have 25 members--and we're still growing. I'd like to extend an invitation to all "A" owners in the Western Mass. area interested in joining our Region. You may contact John Krawczyk of Amherst, Warren Christensen of Springfield or Royal Roach of Orange.

Our next meeting will be March 5th at Myron Chudziks home on 73 Huntington Road, Hadley, Mass.

John Krawczyk, Director.

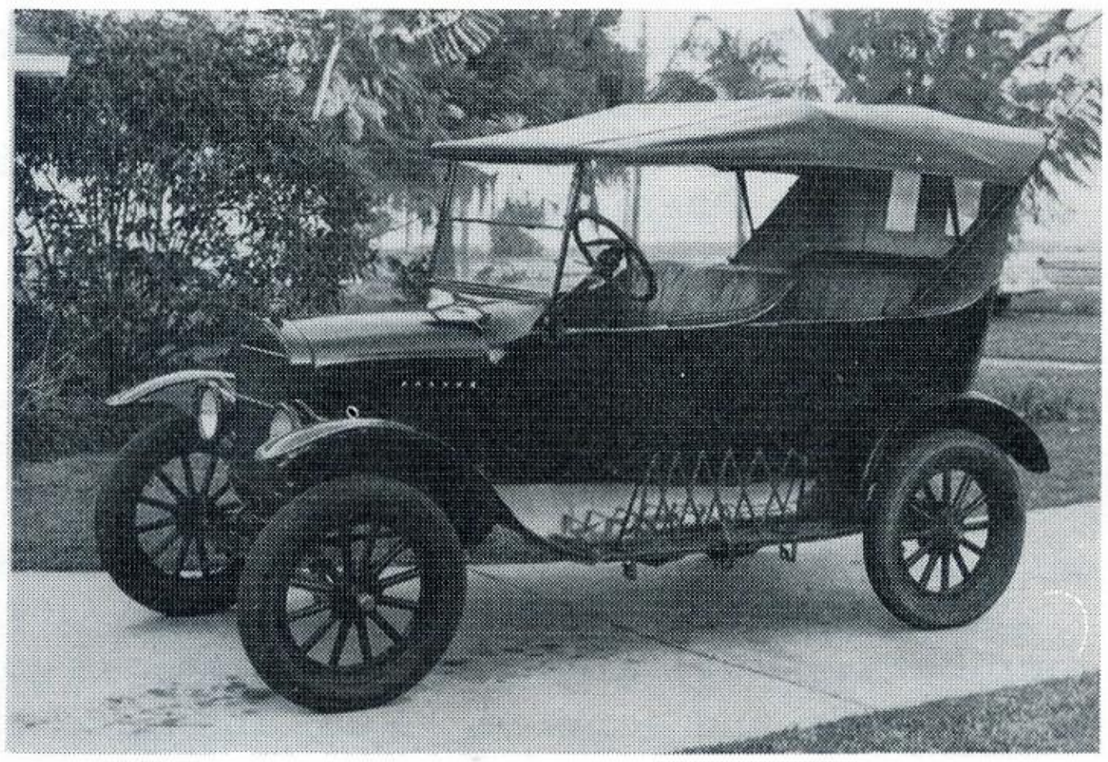
FLORIDA

RIDGE CHAPTER

Happy Birthday Ridge Chapter of the Model A Restorers Club. One full and pleasurable year has come to an end. On Tuesday evening January 24, 1961, four couples met at the home of Bob and Arlene Heunisch for what we hoped might be the organization of the Ridge Chapter Model "A" Restorers Club. Being very anxious to get started, election of two officers were held, a name for our club and dues were even paid that evening. Several weeks later we started out on our first tour in drizzling down rain with two Model A's and a Model T. Not letting the rain stop us we traveled on glassy streets to Ronda and Bob Beswick's home for a weiner roast. One year later with a business meeting every month and a tour or party every month, Rummage Sale, Parts Auctions and 25 members, our Ridge Chapter is in for an even bigger and better year.

In our December business meeting held at Doctor and Nina Bashline's home election of new officers were held. Elected for a second term by popular ballot was

A few of the Ridge Chapter cars on the "Ralley". There are three Model A's and one Model T shown. Can you find them?



Hal and Mary Louis SanBorn's 1923 Model "T" Touring. Lakeland, Florida.

Bob Heunisch President, Wimpy Mann Vice President. First term for Secretary was Marlene Mann and Treasurer Yoka Muiselaar. Also elected was Bob Keifer Chapter Representative and Arlene Heunisch Correspondent, both of the pre-mentioned being elected for their second term. The club Historian is now Bill Muiselaar.

On a typical warm wintery day in Florida (January 14th - 70° weather) we tried our first sports car type Rally. Wimpy Mann set up the 24 mile course which took our Model A's and Model T an hour and a half to complete. Just before starting on our dizzy tour around the City of Lakeland, Wimpy gave us last minute instructions and sent each car off at 5 minute intervals. As we traveled through the residential districts some of the people must have wondered if they hadn't slipped into the TWILIGHT ZONE with the normal everyday traffic changed into nothing but automobiles from the 1920's and 1930's. Eventually all the cars found their way and straggled into the picnic area. The topic of conversation was--all the men swore their wives couldn't read and the women claimed that none of the husbands could follow instructions, even when clearly written on a sheet of paper.

For any club who hasn't tried a Rally, this is a suggestion. Don't let husband and wife travel in the same automobile. All in all it was a lot of fun.

Arlene Heunisch, correspondent.

NORTH CAROLINA

Members of the Southern Desert Camel Corps in their armed Ford trucks, c. 1929.

The above picture appeared in the New York Times Book Review of Jan. 28. Perhaps we could caption with "On to Detroit in July". Chick Sale.

TECHNICAL CORNER

FOR THE PERFECTIONIST WHO HAS SPARK PLUG RUSTING PROBLEMS: Often vintage production of spark plugs, though new and unused, have developed rust from "shelf wear", while wire brushing will remove the rust, likewise so does it remove the manufacturer's "blueing" and the result only being that rust will reoccur while in use. Painting, of course, is not the answer as it removes from originality. But a trip to a gun shop or sporting goods store and about a dollar of cost is.

Purchase a bottle of "do it yourself" gun blueing and follow the simple directions on the bottle, which, in short, is a chemical dipping process. The results are amazing. The plugs finish out a dull original blue-black in color and a permanent rust proof coating. Courtesy - Francis Saunders, Brodhead, Wisconcin.

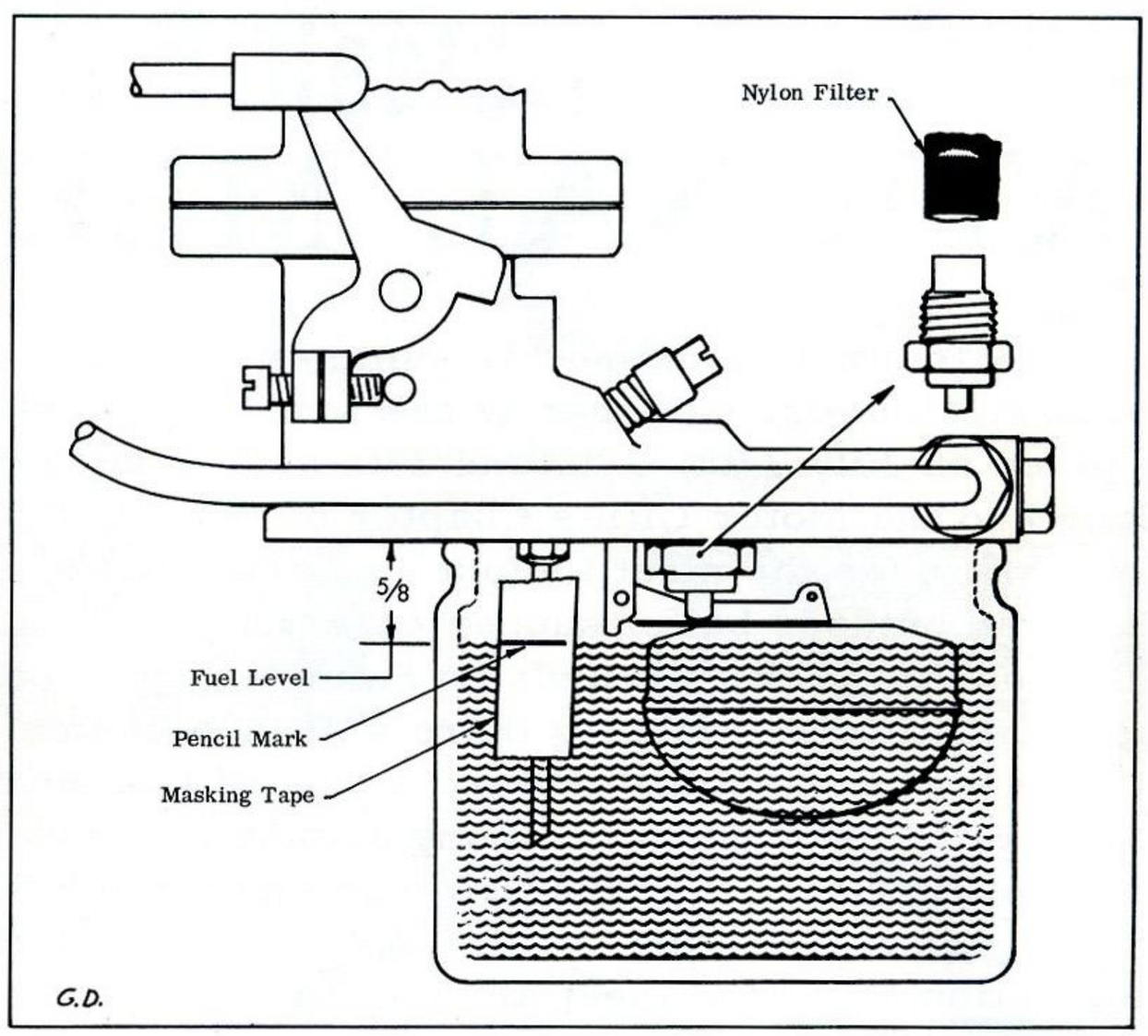
CARBURETOR LEAKS By George DeAngelis

There is probably no one more frustrated than a proud Model "A" owner who has just invited a friend to view his beautiful engine compartment and there, more conspicuous than the whole engine itself, is "that blasted dripping carburetor".

The leak may be the result of a poor gasket at the seat of the main jet or the jet cap in the carburetor throat; but more often than not, the cause is a leaky fuel inlet valve or improper fuel level.

Haven't you wondered, "If I could just see in that darned bowl"? Well, with the aid of a discarded olive or pickle jar, you can. The jar should have no less than a 3-1/2-inch opening and should be approximately 3" deep. Place a piece of masking tape, one-inch long, near the top of the jar. A piece of band aid or the gummed edge of an unsealed envelope will do as well. Now, with a pen or pencil, make a mark 5/8 of an inch from the very top edge of the jar, as shown on the drawing. This line indicates the proper fuel level in the carburetor bowl.

Turn off the fuel at the shut-off valve and remove the carburetor bowl assembly. Place the jar in place as shown in the drawing, being careful to allow enough



room for the float to move freely. While holding the jar in place with one hand, turn the fuel shut-off valve ON with the other hand. If the fuel shut-off valve is inside of your car, you will require the help of a friend. The fuel will rise in the jar and it should stop at the mark. Shut off the fuel, spill some of the fuel out of the jar, carefully place the jar back in place, and turn on the fuel again. Repeat this operation several times to make sure that the fuel seeks the same level each time. If the fuel seeks a level just below the mark, it will do no harm other than give a slightly lean mixture. If it seeks a level above the mark, there is danger of it leaking out of the top of the jets in the carburetor throat, causing "owner irritation". Since the carburetor float arm is very stiff, adjustment by bending is not recommended. However, you can lower the fuel level by placing a second gasket under the seat of the fuel inlet valve.

The next thing to check for is a slow leak. Fasten the glass jar firmly in place by wrapping masking tape or electrical tape over the jar and the carburetor upper body. Turn on the fuel and let it sit this way for at least one-half hour. If the fuel continues to rise above the mark, you should replace the fuel inlet valve. May I suggest the "Viton" tipped valve made by Holley Carburetor, as advertised in the MARC News. The "Viton" tipped needle valve assures a positive sealing. I have been using one for over eight months and have not had a "drip" since. For information, write to Mr. Y. W. Shepard, 11955 E. Nine Mile Rd., Warren, Michigan. If the fuel maintains the correct level but the carburetor had indicated a leak, the leak must be at the jet gaskets in the carburetor throat.

Since most of us have a gas tank on our "A" that has had dirt or rust or both, it is not unusual for a very small particle of dirt to pass through the sediment bulb and the carburetor strainer and, as a result, the carburetor will leak one time and not another. Here is a remedy that has proved very effective. Obtain a piece of nylon or dacron cloth from one of your wife's (or girlfriend's) discarded blouse or slip (nylon hose not recommended), and cut a patch 1-1/4 x 3/4 inches. Sew it into a little sack as shown on the drawing, and slip it over the top of the fuel inlet needle valve. This will filter out the finest piece of dirt.

NOTE: Whenever any of the carburetor parts are disassembled, new gaskets should be used in reassembly, as the old ones have lost their resilience and a poor seal will result.

NATIONAL MEET

It is not too early to start planning this summer's vacation, and one of the better things to "jot down" on your calendar is the Model "A" meet in Dearborn. The meet will take place on July 27th, 28th and 29th and is being co-sponsored by the Greenfield Village and the Motor Cities Chapter of M. A. R. C.

A tentative program for the meet includes registration on Friday afternoon and Saturday morning, an outdoor buffet supper on Friday evening, a tour of Ford Motor Company's Dearborn Proving Grounds on Saturday afternoon and a banquet on Saturday evening. On Saturday morning there will be a choice of: buses to Northland, the world's largest shopping center, a tour of Greenfield Village and Museum, a visit to the Ford Rotunda or brousing around at a swap session at a local shopping center parking lot. A grand finale is planned for Sunday afternoon consisting of a parade, judging, driving contest and awarding of ribbons and trophies.

Further information about the meet and how to make reservations will be published in the future.

Reminiscent of the river immortalized by Stephen Foster, this picturesque stern-wheel steamboat, "Suwanee", floats on a miniature Suwanee River in Greenfield Village.

Model A Restorers Kit

Model A On-Off Switch Plate.. $ .75 each PP

Gold "FORD" Face Moto Meter Plate— Exact .....$2.00 each PP

Ford

Tire or Trunk Cover Emblems $1.00 PP

Patent-Date Plate ..... $1.50 each PP

Sparton Horn Serial Plate .... $1.50 each PP

These are the best available ..... No C.O.D's
Complete Set of the Above ..... $6.00 PP
..... Quantity Discounts To Dealers .....

HAROLD C. ANGEL
2754 Fairmont Ave. Dayton 19, O.

CLASSIFIED ADVERTISEMENTS

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

Ads are accepted to be inserted one time only.

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

NOTICE:

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

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

A MUST:

Your membership card number must accompany all ads.

Send all ads to M. A. R. C. Classified Editor:
William E. Hall
P. O. Box 615
Zanesville, Ohio

FOR SALE

1930 Ford Tudor, in original condition $360.00.
1930 Ford Tudor, restored mint condition $1540.00
1935 Ford V8 Tudor, outstanding condition $385.00
1941 Ford Deluxe, State Fair Winner $770.00
Picture - Details - Available - Contact:

Bob Schiavone 5665 Crescent
Chicago 31, Illinois TA5-3713

- -

For SALE or TRADE
Running board splash aprons, all new, for early 1928 Model A and Model T 26-27, 22-23 sedans and 24-25 sedans, $10.00 each express collect. I need windwing brackets for 1931 roadster or what have you for 22-23 T touring.

Richard Flemings 3422 North "A" Street
Tampa, Florida

- -

Parts from 1927 Little Marmon 4-door Sedan, 1928 Marmon Model 78 motor and transmission, 1929 Marmon Model 68 4-door sedan body, fenders, wire wheels, rear end, frame, front axle, rear bumper and radiator. Also some new parts.

H. C. Cratty 3828 North 66th Street
Omaha 4, Nebraska

- -

New A front spring $6.00 fob Marietta, timing gear fiber std $2.25. 1936 Ford 1/2 ton radiator ornament $2.00. Used A pickup mirror, perfect $2.00. 1934 Ford hood $8.00 fob.

George Pritchett, Jr. Tunnel Road
Marietta, Ohio

- -

1905 Olds, partly restored - $1950.00 or will consider trade for restored 1931 Deluxe Ford (5 wheels) roadster or touring.

Fred French Telephone 634-3550
Long Grove, Illinois

- -

1936 Ford sport convertable, very nice, completely original except hydraulic brakes and 15" whitewalls.
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Clyde L. Harvey R. D. #1
Linesville, Pa.

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Used one '30-31 headlight - $4.00.
Used '29 gasoline tank - $5.00.
All good to excellent condition.

David L. Morton 382 Sheridan Drive
Lexington, Kentucky

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1931 Roadster with rear body cut, made into a truck. Good roadster body included. $185.00.
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Early 1928 "A" touring left hand brake, with rear section missing. WANT rear section or trade car. 1929 4 door parts car. Will sell whole car or any part.
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30-31 side lights. $16.00 pair. P.P.
Early A transmission $25.00. F.O.B.
"A" motor blocks $10.00 each. F.O.B.
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Very good pair 29 front fenders $25.00.
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Ralph DeAngelis Springdale, Conn.

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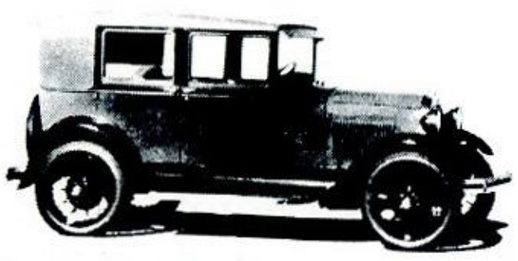

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Wanted - Swap
A-3131-B Spindle Arm
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Pair rumble hinge used
A-3010-C Front axel
Any above for New "A" Camshaft A-6250.

Paul Braun 68 Wilson Street
Pittsburgh 23, Penna.

- -

For 1931 Model A Ford 4 door Phaeton. Need badly top iron assy. for above. If member made his own, I would be very grateful if he would write and describe procedure.

Paul W. Record P.O. Box 3664
Sarasota, Florida

- -

1935 Ford parts, want lists and prices and condition. Can use some hood ornaments and blue emblems. Would like to correspond with all 1935 Ford owners. Would like some pictures of 1935 Ford coupes or sedans.

Bernard A. Deckelmann 3258 West 110th St.
Chicago 55, Illinois

- -

New 30-31 Radiator Apron, 31 LF fender with well, pair of new 30 runningboards, new 30-31 keyed steering wheel, 2 front top sockets for 30 4 door Phaeton.

Jerry N. Hill 4411 Cutshaw Avenue
Richmond 30, Virginia Phone 3554873

- -

Want to buy old cast iron toy cars and trucks. Also pre-war Tootsietoys. Have some to swap.

Stewart Hall 216 Military Road
Zanesville, Ohio

- -

Wanted for 1929 A Roadster: Windshield frame, 1929 Headlights pair, Shock absorbers (4), Rear curved floor section, Front seat cushion, Flange for left side mount tire carrier, Zinc running board mouldings.

Paul J. Boehm 6735 Warder Drive
Cincinnati 24, Ohio

- -

Pair of rear fenders for 1930-31 Coupe - Roadster in excellent condition. Will buy outright or trade. Have many body parts including front and rear fenders.

Vincent Massucci 1132 Williams Court
Brooklyn 35, N.Y.

- -

TRADE

New Model A frame, 2 New RR 28, 29 touring fenders, pair new 31 running board aprons, new 31 LF plain, new LR fender for 2 dr. Deluxe Phaeton, excellent used RR fender for 30-31 coupe. All replies answered.

Jerry N. Hill 4411 Cutshaw Avenue
Richmond 30, Virginia Phone 3554873

- -

1941 Cadillac Club Coupe complete. Will sell or swap for new 1931 Ford Front fenders, both right and left (with or without tire wells).

Laverne Van De Wall 214 Brockley Road
Rochester 9, N.Y.

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Trade complete motor, transmission, rear end for good left and right 1930 or 1931 front fenders w/wells and spare hardware.

Chick Sale Box 5177
Asheville, N.C.

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1931 parts for trade or sell:
Front fenders plain - $115 a pair. Side splash shields - $60 a pair. Front splash shield - $20. 1930 parts: Front fenders plain - $100 a pair. Well fenders - $125 a pair. Running boards with shields attached - $105 a pair.

Chester Nadasky 1830 W. 34th Place
Chicago 8, Illinois

- -

I would like to trade the following so as to end up with matched set of six tires. I have these brands in NEW 5.25-5.50 x 18" tires.

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William J. Sorensen Route #3
Missouri Valley, Iowa

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Unfortunately reporters for other car clubs follow the lines of the Great American Press and in so doing relate distorted facts.

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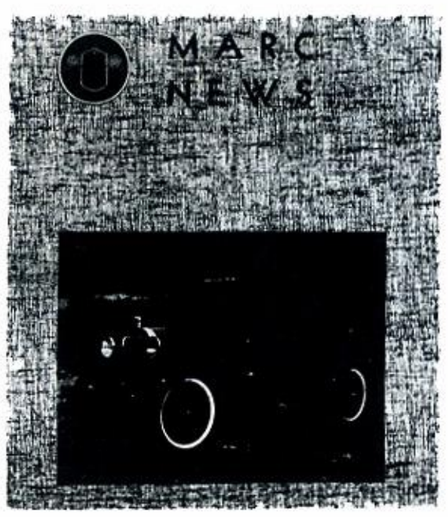

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Clock Turned Backward But Still Ticking

Model A's, Ancient Tri-Motors

By CHET SWEGAN
Blade Staff Writer

PUT-IN-BAY, O., Jan. 23—Anyone who thinks that activity on South Bass and other Lake Erie Islands goes into deep freeze in the winter couldn't be more wrong. The tempo changes but many things still go on when the rush of tourists subsides.

Typical of this is the switch in transportation styles from summer to winter. Convertibles, which have carried loads of summer sightseers around the island, are put away and the Model A Fords are dusted off. This island has 68 Model A's in operation, probably the greatest concentration of such vintage vehicles in existence.

There are also quite a few more Model A's on the lake bottom around the island and between Put-in-Bay and Port Clinton. These didn't quite make the trip across the ice. This hazard is the reason all of the aged autos have one or more doors permanently removed. It's hard to open a door when a car is parked on the bottom of Lake Erie.

What were the cars and their drivers doing on the ice in the first place? Usually hauling shelters out for the hundreds of ice fishermen who visit the island during the cold months.

Aid Sportsmen

These hardy sportsmen pay $6 to $8 a day for a shanty plus bait to lure the wily perch from under the ice. The Model A's are the best car for towing these shanties and transporting the anglers to them over the ridges and humps of ice.

Providing for the ice fishermen has, to a large extent, become a better source of winter income for the islanders than the fishing they used to do themselves a few years back.

The transportation clock starts turning backward even before a visitor reaches the island in the wintertime, since the trip from the mainland is made in a 1928 Ford tri-motor operated Sky Tours, Inc., which carries more than 8,000 passengers a year to and from the islands.

Mostly, however, the islanders spend the winter getting acquainted again. During the summer they are too busy entertaining thousands of tourists to talk much to each other. But comes the snow and ice and life picks up again at the local level.

Week's Program

Here is a typical week's activities: Monday, movie at the school house; Tuesday, volunteer fire department meeting; Wednesday, a get-together of gentlemen interested in pinochle; Thursday, American Legion meeting; Friday, weekly session of the pinochle players who also like penny-ante poker.

The island has two churches, St. Paul's Episcopal and Mother of Sorrows Catholic, both of which have programs of both religious and social activities.

The first islander that many winter visitors meet is Mrs. Russ Smith who drives a taxi. And here's a tip—let her open the door from the inside. The outside latch is often frozen and the door won't close again. When this occurs, the patron doubles as door holder from the airport to the village.

There are quite a few other year-around jobs on the island, one of them keeping the Perry Monument in shape. This is done by Robert Burns, superintendent, and Tony Kindt, maintenance man, who has lived 59 years on the island. Backing them up is Mr. Burn's wife, Vivian, who always has a pot of coffee waiting.

Monument Suffered

Despite its thick granite walls, the monument was in a bad way for several years because water would condense on its inner walls, then freeze in cracks between the huge stone blocks. Now the monument has a giant dehumidifier which dries out the air and also holds the temperature at just above freezing even in zero weather.

Bob and Tony keep constant check on the steam-operated machinery of the dehumidifier as part of their winter duties. During the summer they aid and keep an eye on the 63,000 tourists who visit the monument and surrounding grounds.

Joe Parker, who operates the garage and specializes in repairs to the Model A's, is another year-around worker. He also is a first aid specialist in emergencies and is a former chief of the fire department.

The staff at Schoor's store have the daily job of providing supplies to the island's hungry residents while N. H. (Nate) Ladd, postmaster for 21 years, is on duty the year-around at the new post office. Norman Heineman, his son Lou, and their workers at the Heineman Winery also are among the full-time workers.

Income For Families

Dozens of families operate the 200 ice fishing shanties and many of the homes provide rooms and meals for fishermen not ready to leave by the last plane, at 4:45 p.m.

Sky Tour's Island Airlines provides the most important of the island's daily operations although the main base is at Port Clinton airport. Its passenger-carrying work serves some islanders before they are born and for others after they are dead.

The "pre-natal" passengers ride free on their mother's ticket en route to Magruder Hospital in Port Clinton—a $2.50 one-way regular fare. The rate for deceased islanders is higher—$7.50 for a casket.

The flying workhorses of the air line are the two Ford tri-motor planes supported by two Cessnas for passenger or small cargo trips. The planes haul anything that can be put aboard and weighs less than 10,000 pounds. This includes kitchen sinks and also one bathtub.

Emergency Tub

"I never could figure the bathtub deal," Newell P. Witte, manager of the airport and plane service said, "Somebody must have got absent-minded, because how could you develop an emergency need for one?"

Asked about the most unusual cargo ever flown in the tri-motors, Mr. Witte said, "Nothing is unusual for us. I can remember the messiest cargo we ever hauled, though. It was fuel oil —hundreds of gallons of it— over to Pelee Island several years ago."

The oil was needed for a portable power generating plant moved to the island when the regular power source failed and required several weeks to repair it. The planes were loaded with 50-gallon drums--as many as could be lashed in place—and the oil was pumped into them at Port Clinton and out again at Pelee.

"It was a slippery, stinking job," the manager said.

So goes the day-to-day life on a Lake Erie island. Next year there probably will be even more activity since Carbide Tools Inc., Cleveland manufacturing plant, is to build a year-around factory which will provide around 100 new jobs for the islanders. The plant will produce cutting tools for woodworking machinery.

Submitted by Don Wojton,
Waterville, Ohio