



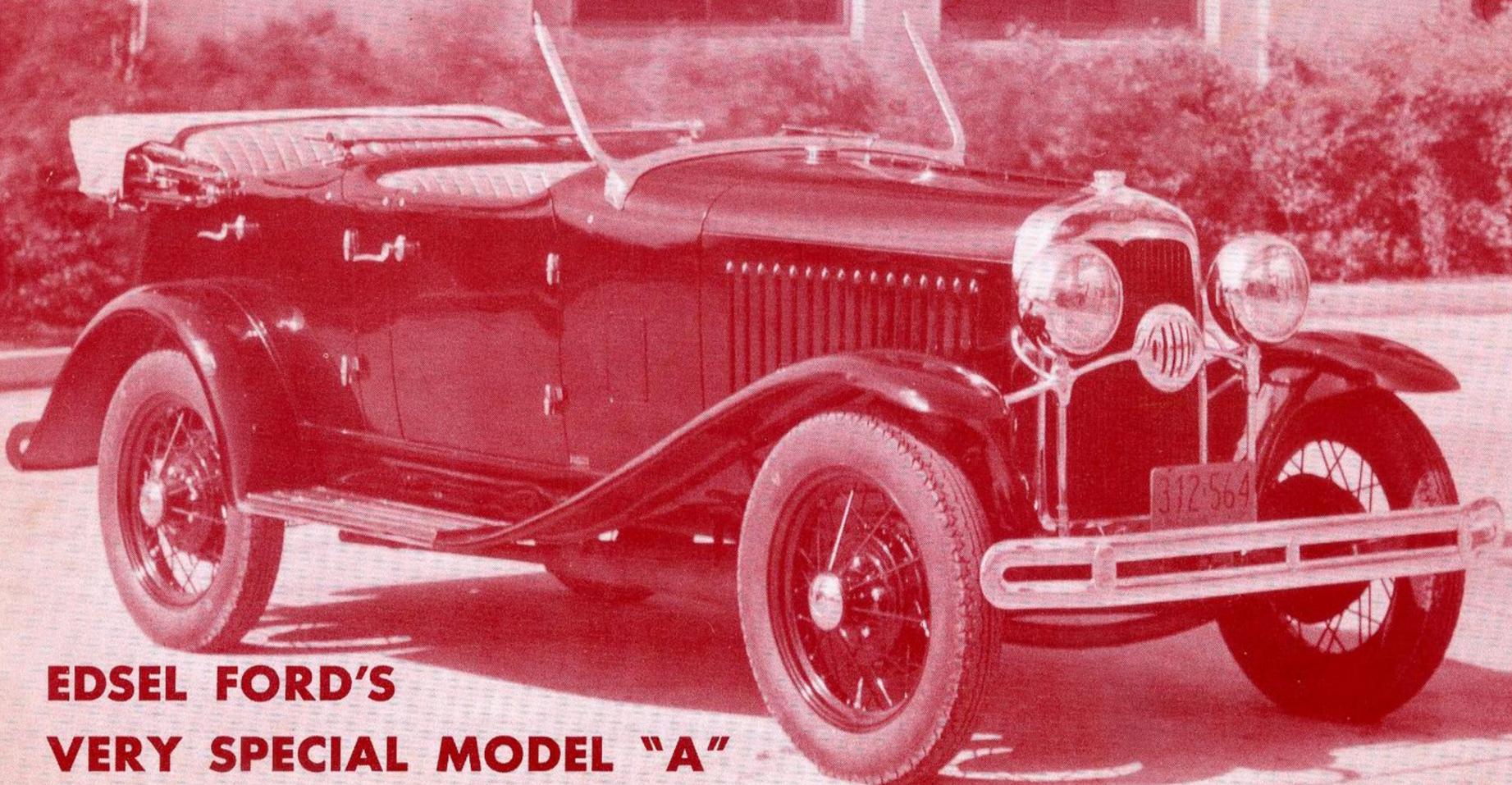
MARC

News

VOL. III, No. 4

Dearborn, Michigan

October-November, 1962



**EDSEL FORD'S
VERY SPECIAL MODEL "A"**

THE MONTHLY PUBLICATION OF
THE MODEL "A" RESTORERS CLUB

Managing Editor — *Dave Jenkins*

Printed By — *George Bilson & Associates*

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MARC NEWS

OCTOBER-NOVEMBER ISSUE

Dave Jenkins, Editor

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BACKFIRE . . . LETTERS TO THE EDITOR

Dear Dave:

Congratulations on the new MARC Magazine. It sure is great. I wish we could get one every month. I am looking forward to moving from Bay City to Dearborn where I can become an active member of the club.

If anyone is interested in snapshots of restored "A's" for an album, I have close to 60 that prints can be made from. I have the 1959 Meet, the 1961 Michigan Judgment Day Meet, 1962 International Reunion, 5th Annual Frankenmuth Meet. I believe snaps run about 6 cents apiece.

Just for curiosity's sake, I noticed the center bumper medallion in this month's Car of The Month is of the oval, or oblong shape. On the 28-29's isn't this supposed to be the round type? I've noticed on the 28's and 29's it has been the round type, while the 30's and 31's are of this type. I'm just curious as I plan on getting one for my 29 Fordor Town Sedan.

Thanks again for the fine magazine and the "new" Club.

Don S. Arner
504 E. Indiana
Bay City

Dear Sirs:

For quite some time now, I have been interested in the Model "A" Club of America and its activities. I was bitten by the "A" bug about 10 years ago, and the swelling has not gone down since. I own a '30 Roadster and a Tudor sedan, and am restoring both.

My time at present is being spent in the Navy, but after I get out in 1965, I can go back to my hobby again.

The Roadster I mentioned was a one owner car, belonging to a little old lady (believe it or not). When I bought the car she was too old to drive, and the rumble seats were missing. A couple of weeks after I bought it, I received a call from this lady to come over and see her. When I arrived, she had what appeared to be a brand new rumble seat in her garage. She explained to me that when the car was new they had a lot of trouble with people stealing the rumble seats out of cars, so she took the seats out and stored them in the attic for safe keeping. She said that she had forgotten all about them, until she cleaned the attic and found them after twenty-nine years!

This is just one of the many interesting experiences that I've had while restoring these cars.

The reason for writing to you is to find out if I would be eligible to join your club, and I'm sure that I could add some information. I will be anxious to hear from you.

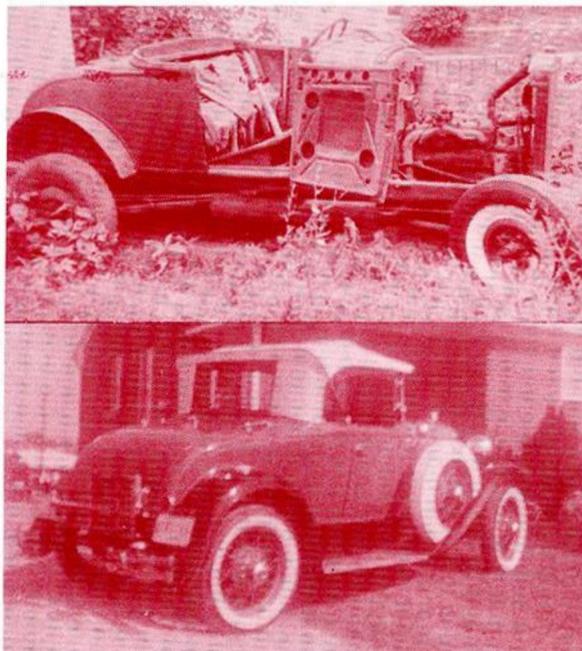
I remain, a Ford fan

Gary C. White
2nd Battalion Co. D NATCC
Memphis 15, Tenn.

You sure are eligible, Gary, we only wish we had another hundred with your sincere interest and enthusiasm.—ED.

Dear Sir:

Am sending you photographs of my 1931 Deluxe Ford "A" Roadster (before and after) restoration for MARC News. I have been 18 months restoring



this car. It's red with white top, red pleated naugahyde upholstery. Owned and restored by George Newman, President, Kentucky Region Model "A" Restorers' Club.

George Newman
1431 Fairlane Drive
Richmond, Ky.

Beautiful job, George — you've really got a winner.—ED.

Dear Sir:

Good to hear you exist along with so many thousands of other believers in the Model "A". I don't think it so much a fondness for what is old or nostalgic, but what was honest in engineering an auto and still proves it to so many of modest means.

From the article in the July Argosy, over-simplified as it was, comes your address and my desire to join your club. Would you be so kind as to forward any material you may have describing your club, its aims, and requirements? I would appreciate it.



Enclosed is a photo of my long-sought, finally-bought, little nucleus of a 1931 5-window coupe. The "A's" are thick enough around here but too many are still being abused and they all miss the same pieces, it seems. The scrapyards are empty of parts and one must shop for a whole one to get a carcass to pick on. I sure got in on the end of the cheap deals, for this coupe cost me \$10.00. I'll never be that lucky again, but at the rate I'm going with the restoration, my five-year-old son might have to finish it if I don't get sources of parts.

Sincerely,
Chuck Pottsmith
819 - 7th Street South
Virginia, Minnesota

Find us some more deals like this, Chuck.—ED.

Taipei, Taiwan
5 August 62

Dear Sir:

I have just yesterday bought a 1931 Touring with right hand drive from the Chinese government and have advised Harold Angel that I will send him some pictures and an article for the MARC News soon. I plan to do some of the restoration here and complete it in Pennsylvania (my next assignment). I leave here on or about 1 November and look forward to MARC activities in the Pennsylvania area.

Sincerely,
Capt. Lowrey H. Spencer
Box 27, 6213 Suppron-191
APO 63, San Francisco

MEET SOME OF MARC'S HARD WORKING OFFICERS

VICE PRESIDENT HEADS MARC'S NEW MEMBER INQUIRIES

Stan Walz has been placed in charge of sending membership information to prospective MARC members. Attractive Ads, prepared by Ken Mottka of Chicago Howard Paris of East Point, Georgia, are being run in several Auto publications in an effort to greatly bolster the club's membership in the months ahead. MARC members are encouraged to refer names of prospects to Stan and he will send them further information and an application blank. Here's your opportunity to have support in being a good salesman for MARC and MARC NEWS.



Stan has been an active member since joining in Hawaii in 1957. His restoration on a '31 touring in the islands, even in its lack for true "A" quality, sparked the formation of the Hawaiian Region. Upon his return to Wisconsin he became director for several years and fostered Wisconsin's newsletter, the Badger's "A". His most time consuming "A" project, aside from club leadership, is the restoration on a '29 open cab pickup. After 3 years of interrupted work the chassis is nearing completion featuring nearly all new genuine Ford moving parts. Securing new or near perfect sheet metal

has been his greatest problem. Stan says he hopes to wind up this project in a year?

By profession Stan is known as "Mr. Walz" in the classroom. Being a Science teacher has been a life interest which has provided many challenges and heartfelt satisfactions. Stan became interested in the "A" hobby while in Hawaii to provide pure relaxation from the classroom. He wants a nice restoration but is most interested in the enjoyment this labor-of-love provides.

MARC Favored With Watchful Treasurer

CLIFFORD COLLINS, JR.

Age — 26

Owns, or has owned:

1932 V-8 Ford 5-window coupe
1934 Ford DeLuxe 5-window coupe
1935 Ford DeLuxe Tudor
1936 Ford DeLuxe 3-window coupe
*Presently driving 1962 Fuel-injection
Corvette.*

Collects Ford literature:

Owner manuals
Sales literature
Salesmen's handbooks
Salesroom brochures and books
Ford Times
Chassis and body parts books
*Has about 90% of owner manuals
from 1912 to date, and all body parts
books 1928 to 1946.*

Collects other literature:

Chevrolet owner manuals.
Mercury owner manuals.
Corvette and Thunderbird manuals
and sales literature.

Member of Society of Automotive Engineers since 1958.

1958 graduate (B.S. in Mechanical Engineering — Machine Design Option) of Case Institute of Technology, University Circle on East side of Cleveland, Ohio.*



MARC member 1958, 1961, 1962.

Contributed 2 articles to Penn-Ohio's "A" Quail Call in recent years.

Became interested in old Fords in 1952 while a junior in high school. Bought first car (the 1932 coupe) in 1953 with money earned working part time and summers in grocery store.

Presently working as a senior layoutman in the V-8 engine group at the Chevrolet Engineering Center, Warren, Michigan.

**On Nov. 9, 1961, the Ford Foundation announced a grant of \$8,000,000 to Case Institute of Technology. This is the second largest college grant ever given by the Foundation — the one to M.I.T. being larger.*

A RESTORER'S DREAMS

*To restore an "A" was my ideal
And to start from scratch held great
appeal
To look for parts, I knew not where
But tires turned up, with one to spare
A chassis next was in disguise
Piled high with hay 'neath rainy skies
The motor came from an old saw mill
And the torque it developed was less than
nil
The body lay near a pile of coal
And 'though not rusted, wrenched my
soul
But time and patience did abound
It t'was for this my love I found
Now when summer starts a comin'
I'll have my little Ford a runnin'
Not all the parts as yet I've found
But basically my car is sound
When next the fellows hold a meet
I'll proudly ride my milk box seat*

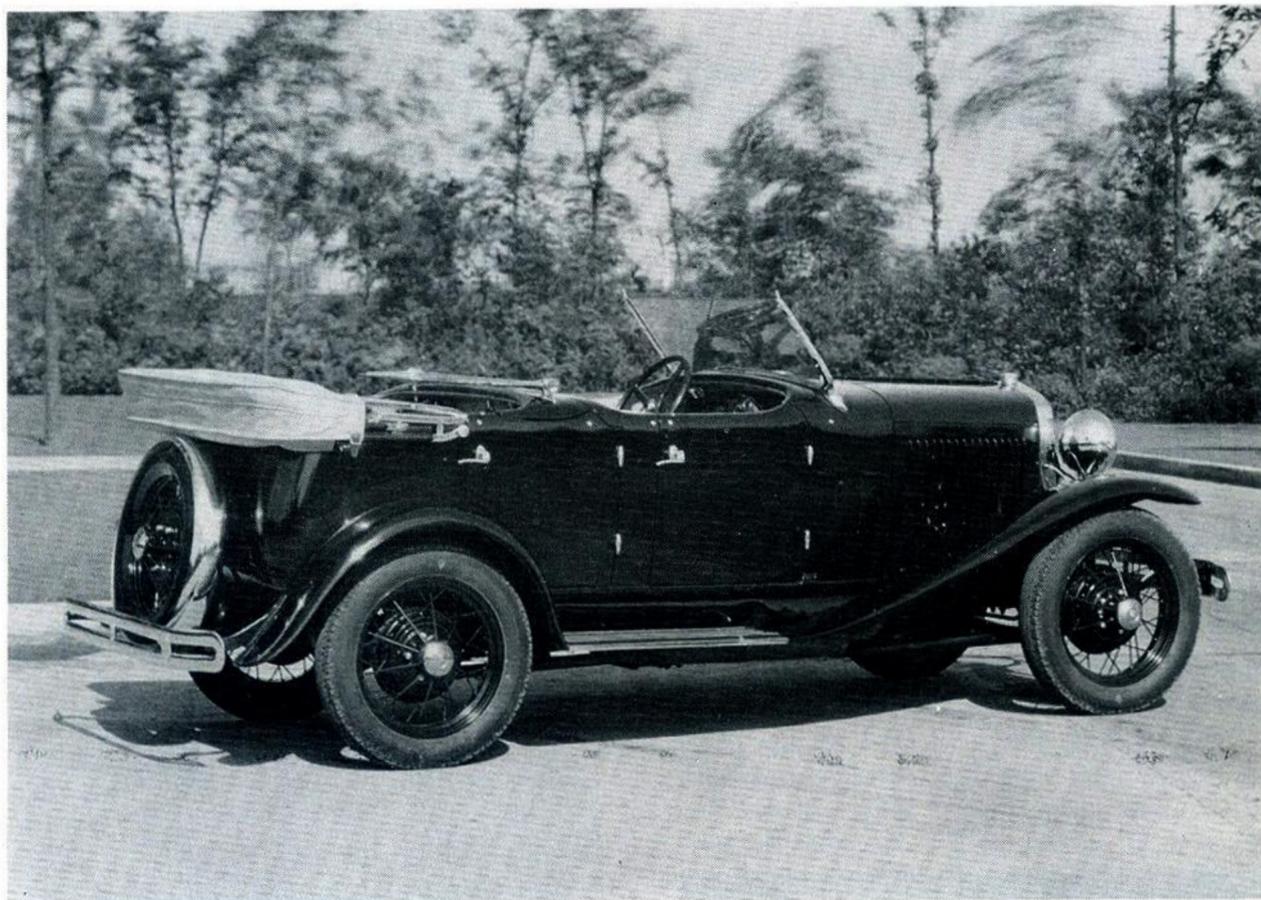
EDSEL FORD'S VERY SPECIAL

In order to fully appreciate this unique Model "A", it is necessary to go back to the early days of the Ford Motor Company — back to the days when Edsel Ford was still just a boy.

It was quite natural for young Edsel to have been aware of developments in all areas of the still-new automotive industry, inasmuch as his father was the most successful automobile manufacturer in the world, but more than that, he evidenced an absorbing interest in motor cars from childhood, and, as a young man, much of his energy and talent was employed in the design and production of cars that embodied the ultimate in fine quality materials and superb craftsmanship.

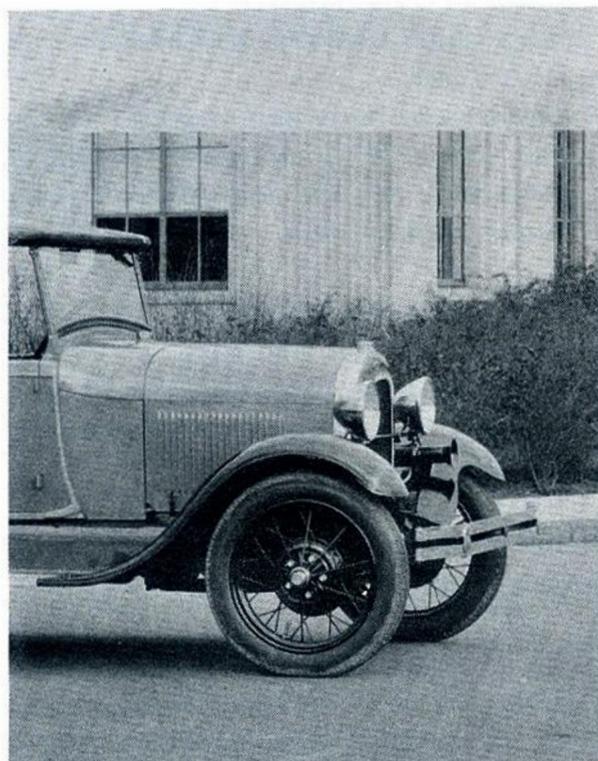
It is interesting that while Henry Ford was always vitally concerned with building a good, high quality product, he paid a markedly less degree of attention to the art of styling an automobile. With Edsel Ford, on the other hand, good styling was a primary factor in the building of a car. Even as a schoolboy, he started keeping complete picture scrapbooks illustrating many excellent examples of the painstaking details that made European Custom Coachwork outstanding. Many people who worked with Edsel Ford had a lot of respect for his excellent taste in selecting body designs, which, to this day, are pleasing to the eye of the most discriminating connoisseur. As soon as young Edsel was old enough to drive, his father had various Model "T's" restyled along lines suggested by his son. These cars were never put into production, but were built for Edsel's use only.

In 1922, Ford bought the Lincoln Motor Company, and with this purchase came Edsel's first real work assignment. The Lincoln was a beautifully engineered, high quality motorcar, but the body styling left a lot to be desired. Edsel jumped into this assignment with real enthusiasm and called in many of the custom body designers of the early twenties. Such famous coach crafters as Willoughby, Judkins, Locke, Dietrich, and Le Baron were all designing special models under Edsel's direction for the expensive Lincoln chassis.

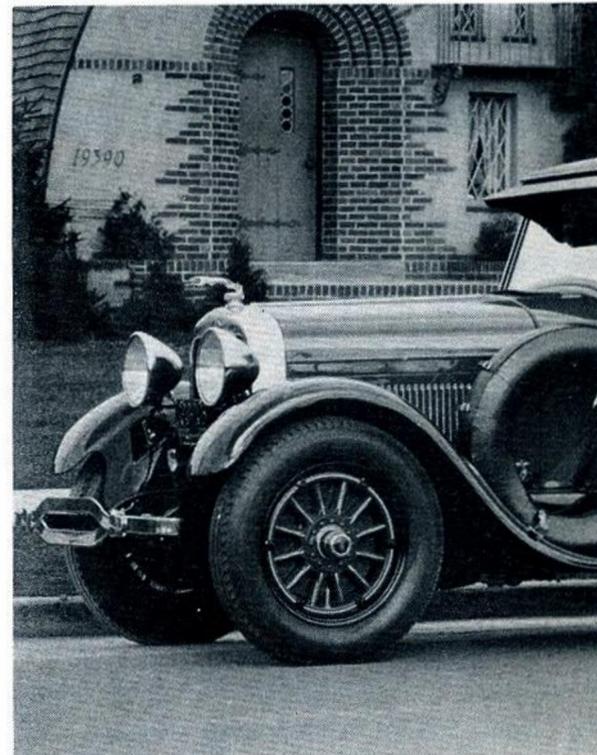


It is interesting to note that, during this period, Edsel actually checked out each design himself; and in reviewing copies of these drawings, now in the Ford Archives, Edsel's personal comments and change suggestions are quite evident. His influence, as the guiding hand of the Lincoln Division, was

clearly reflected beyond his designated realm of operation. And, that is why it's not surprising that the first Model "A" closely resembles the Lincoln, even to the shape of its fenders, radiator shell, cowl lights and right down to the way the painted horn was mounted below the left headlight!



Model "A"



Lincoln

L MODEL "A"

Edsel Ford's styling influence was definitely an important factor in the clean-line styling of the Model "A", yet he still had a sharp eye for the *unusual* in body design.

This double-cowl Ford Phaeton, with coachwork by Le Baron, is an excellent example of Edsel's artistic talents. The only one built, it had a 1930 completely stock chassis, but the body, fenders, bumpers and splash aprons were all very special.

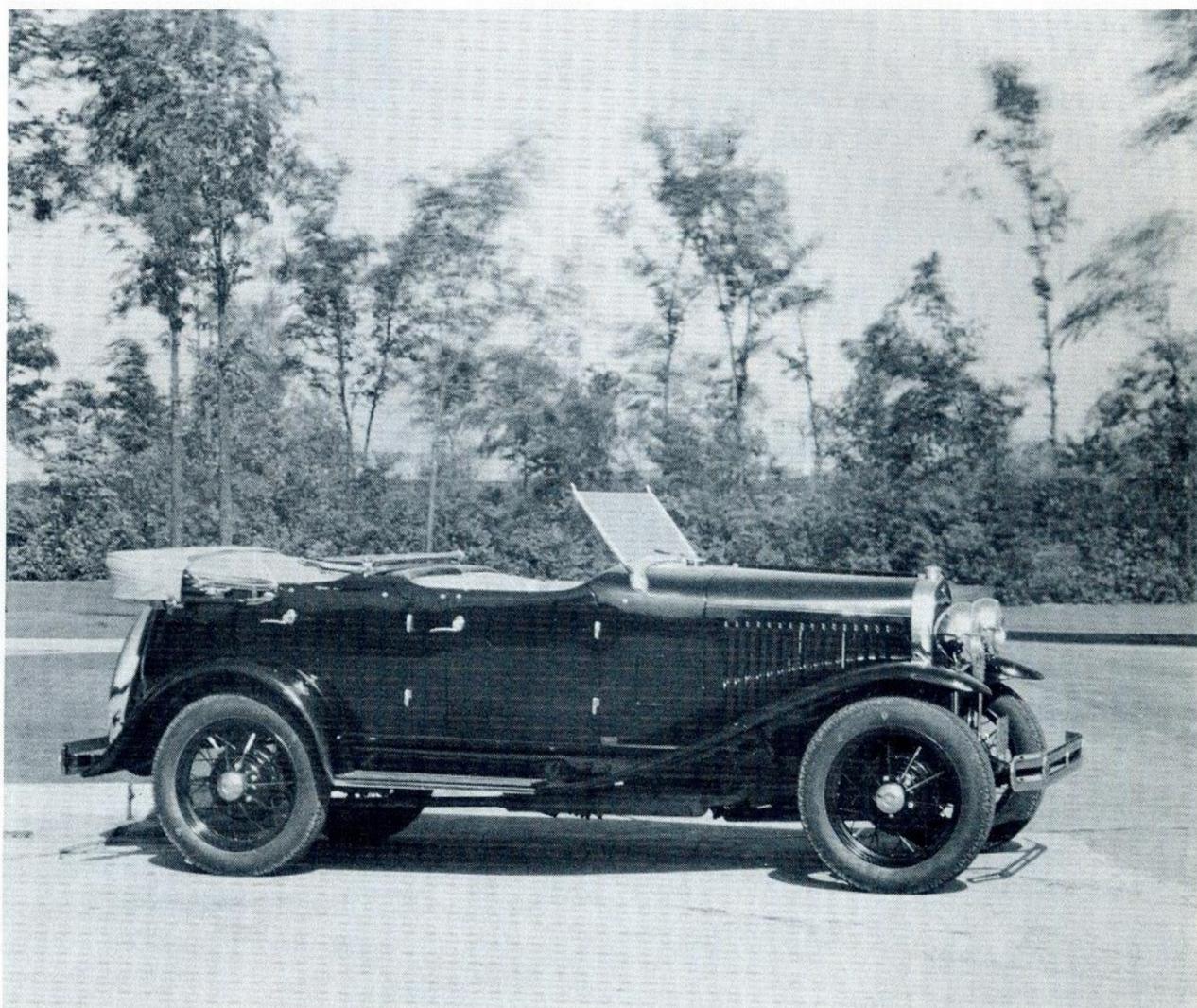
While the bumpers carried a close resemblance to production bumpers, the upper and lower bars were joined at each end, rather than being connected with a pin rolled into the face bars. Note the one-piece rear bumper used, rather than the stock bumperettes that usually were used with a rear-mounted spare.

The headlamps gave the car a strong European look, and well they might, as they appear to be a set of Marchall lamps, imported from France, with the prisms mounted on a bracket inside the lamp body. These lamps were probably far superior to standard "A" lamps, but their costliness limited their use, even in Europe, to such expensive cars as the Hispano-Suiza or Minerva. A special Klaxon horn was mounted between the headlamps.

The radiator shell was basically standard, but from there back everything was custom. Hood louvers, as they were spaced, without the familiar moulding above the side panel hinge (std. from 1930), were clean in design. Notice, too, that there were no moulding configurations anywhere on the cowl or doors.

The windshield was mounted in a fixed position, at a rakish angle, without the familiar folding frame. The wiper was located at the bottom of the windshield with the wiper motor under the cowl — very unusual for 1930!

Both front and rear fenders had a longer, more slender look, and the runningboard was shorter than on the stock "A's". Exposed chrome door hinges, and swept-back door handles added further to the expensive appear-



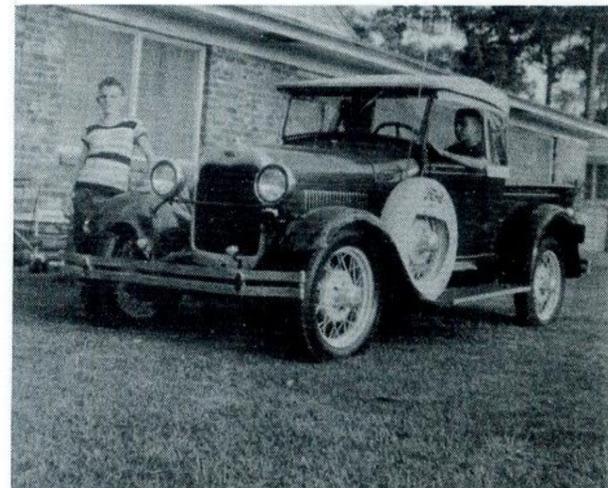
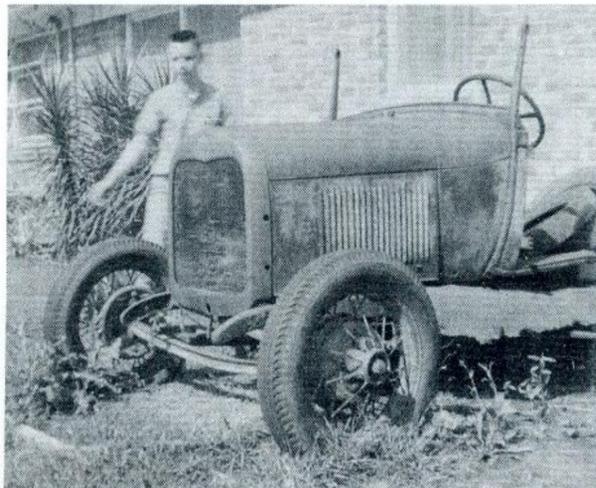
ance of the car, as did the cowl panel vent doors, usually a distinguishing feature of custom coachwork.

One of the handsomest features of all was the beautifully formed double cowl, which hinged on the back of the front seat in order to fold forward for the easy entrance and exit of rear seat passengers. The second windshield folded flat when not in use; and the sculptured look of the body sheet metal around the front and rear cockpits offered still another example of

Edsel Ford's fine conception of that which is good in automobile design. The trim was light tan genuine leather, and a standard Model "A" instrument panel and steering wheel were used.

This beautiful "A", while a long way from being stock, is interesting to study. Some of you may not like its looks, but we'll bet it would really cause a lot of heads to turn were it ever to show up at a meet or on the street. No reports, so far as we know, about its existence today.

FURMAN M. TESTON, JR. RESTORES '29 PICKUP



Here's another beautiful restoration job from Savannah, Ga. This was Furman's first in his collection of 12 "A's".



HERE IS THE BIG NEWS

INDIVIDUAL CONTEST RULES

1. The contest period shall be from November 15, 1962 to February 28, 1963, inclusive.
2. Membership applications must be postmarked BEFORE March 1, 1963 to be counted.
3. All new membership applications and dues must be mailed to the National Treasurer unless your Regional Treasurer directs them to be sent to him. In this case the responsibility for accurate count and the receipt of the new member by the February 28 postmark lies at the Regional level. All membership applications must be accompanied with dues.
4. Before a member can submit new memberships to be counted in this contest, his own 1963 dues must be paid.
5. Qualifications for membership in this contest shall comply with the requirements of the MARC Constitution.
6. The National Treasurer and Secretary will process all of the membership application cards and dues and they will determine the winners on the basis of cards and dues submitted.
7. Former MARC members of the year 1961 or earlier who were not members during 1962 may be submitted and entered as new members. You cannot submit the name of a 1962 member for credit.
8. The individual MARC member submitting the largest total of memberships within the contest period shall be declared the first place winner and will receive besides his earned prize, the First Place Prize of the book entitled "Model 'A' Service Bulletins Complete" PLUS an honorary membership for 1963 with his 1963 dues refunded at the end of the contest period.
9. There will be additional prizes for all members qualifying. Anyone signing 3 or more members will receive prizes as listed on the Individual Prize List. Note: Pooling will not be allowed.
10. Credit for memberships submitted cannot be transferred to one member or to a Regional officer. Any violation of this rule will disqualify the Region from the entire contest.
11. All membership cards submitted which are to be considered in this contest MUST HAVE THE SIGNATURE OF SUBMITTING MEMBER ON THE FACE OF THE CARD IN THE APPROPRIATE POSITION AND MUST HAVE NAME AND ADDRESS AND REGION OF MARC MEMBER WISHING CREDIT WRITTEN, PRINTED, OR STAMPED ON THE BACK OF THE CARD.
12. Winners' names will be published at the close of the contest and after 30 days to allow for accuracy checks, prizes will be mailed.
13. If new members' applications are to be submitted to Regional Treasurers or officers before submitted to the National Treasurer, it will be the responsibility of the Region to keep accurate records of how many new members each of their present members has credit for and submit this report along with the cards and dues.
14. All rules must be strictly adhered to WITHOUT EXCEPTION in order to receive credit.

INDIVIDUAL PRIZE LIST

Members Signed	Receives
3	MARC Lapel Pin
4	MARC Tie Clip
5	Original Type Tool Kit Pouch
6	Set of MARC Cuff Links
7	Complete Junction Box
8	Water Pump
9	Pint of Engine Green and Engine Black Paint
10	Model "A" Restorer's Kit (Patent Data Plate, etc.)
15	Moto-meter with Ford Face
20	Set of Step Plates with Ford Script
30	Set of 5 "Red Grow" Hub Caps (choice of year)
40	Quail Cap (choice of year)
50	Locking Cap with Moto-meter, wreath design

REGIONAL CONTEST RULES

1. All individual contest rules apply for regional participation.
2. The Region signing the largest total of memberships during the contest period shall be declared first place winner of "A" Division.
3. The Region signing the largest percentage of new members compared to 1962 members shall be declared first prize winner of "B" Division. (Example: A Region of 100 1962 members signs up 50 new members during contest period for 1963 plus normal renewals will be designated 50 per cent. This will enable smaller Regions an equal chance to win a prize.)
4. Any Region other than the first place winners signing 25 or more members shall receive its choice up to \$5.00 from the Regional prize list.
5. ALL MEMBERSHIP APPLICATIONS MUST HAVE REGIONAL BLANK FILLED IN TO QUALIFY.
6. In case of tie, duplicate prizes will be awarded.

7. We encourage the Regions to have contests and membership drives of their own during this period and offer prizes for superior individual effort.
8. Division "A" and "B" first place prizes will be announced later.

REGIONAL PRIZE LIST

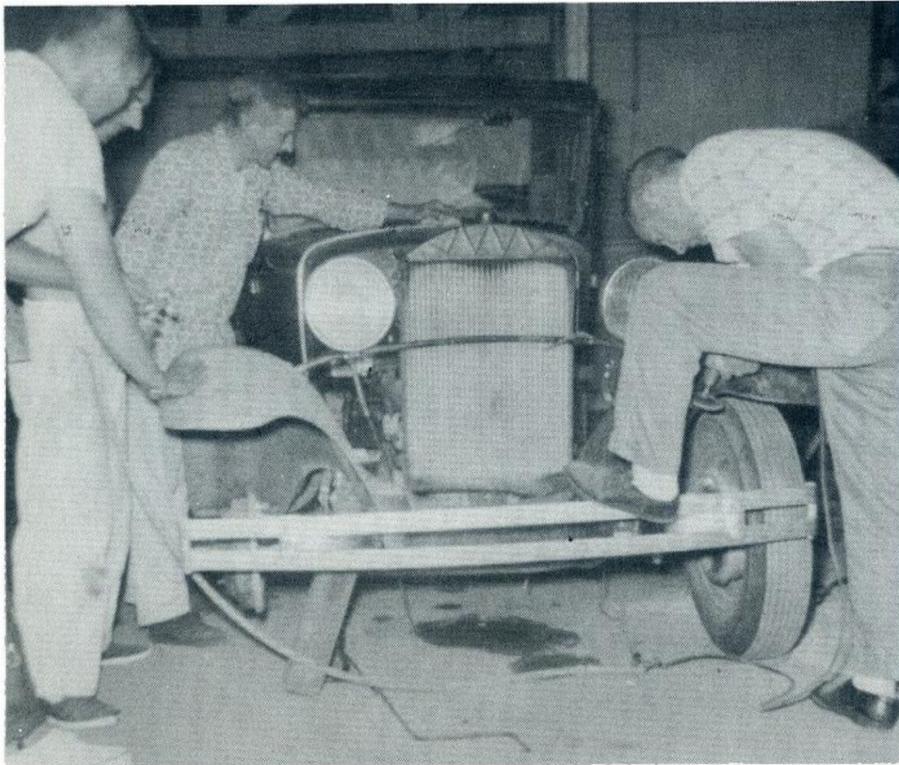
1. Restoration Manual — \$1.50
2. Model "A" Instruction Book — \$.75
3. Henry's Fabulous Model "A" — \$4.00
4. Ford Model "A" Album — \$3.00

5. Ford Model "A" Service Manual — \$5.00
6. Photo Album, 1928-29 — \$1.50
7. How To Restore the Model "A" Ford — \$3.00
8. Model "A" Service Bulletins Complete — \$5.00
9. Know Your Model "A" Ford — \$5.00
10. Ford Model "A" Repair Manual — \$1.00
11. Ditzler Paint Chip Book — \$5.00
12. Photo Album, 1930-31 — \$1.50

This contest is patterned after the one Ford Sterling of the Penn-Ohio "A" Ford Club has each year. It has been a huge success and you cannot "knock" success. Get out and beat the bushes! If each member signs up one new member, and you all know of at least one prospect, we would have over 4,000 members. You have a good magazine now — get out and sell it! Good luck and happy hunting!

Ed Breedon
President, MARC

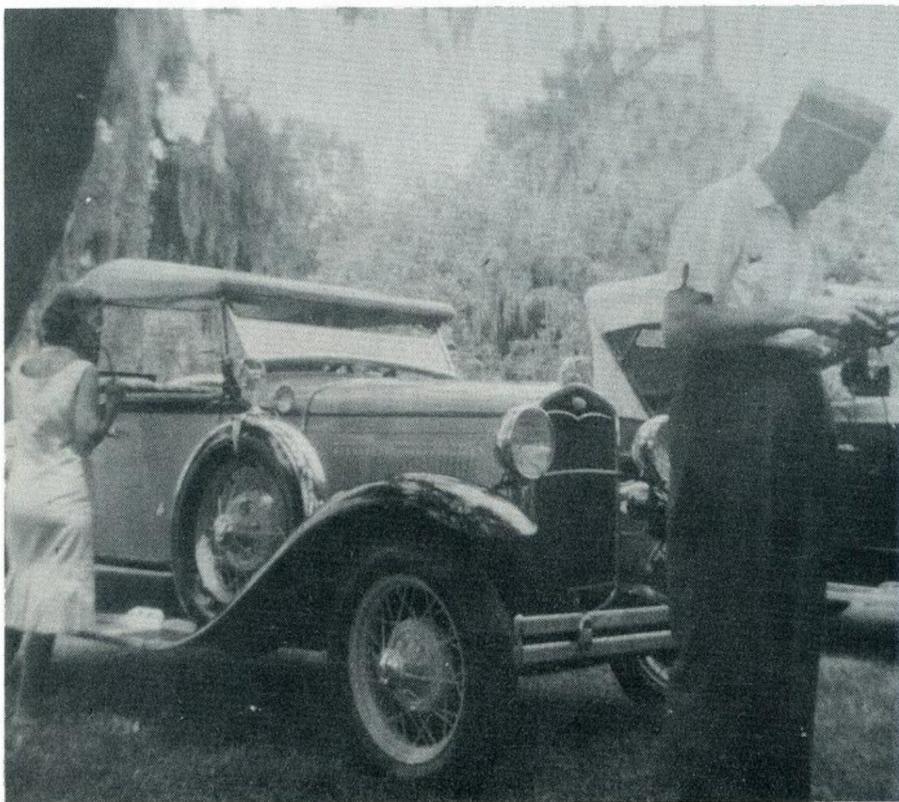
A Potpourri of Florida MARC Activities



A few of the Ridge Chapter members working on the 1931 Tudor Sedan to be given away as a door prize at Gymkhana-16, Sept. 62 — Lakeland, Florida.



Three of our fine ladies serving the free lunch, left to right—Ann Keifer, Arlene Heunisch, Marlene Mann, Ridge Chapter Gymkhana-16 Sept. 62 — Lakeland, Fla.



Doctor Howard Hatteson's beautiful 1931 Deluxe Roadster, which he drove all the way up from Miami to attend the New Florida Regions Summer Tour — Lakeland, Fla.



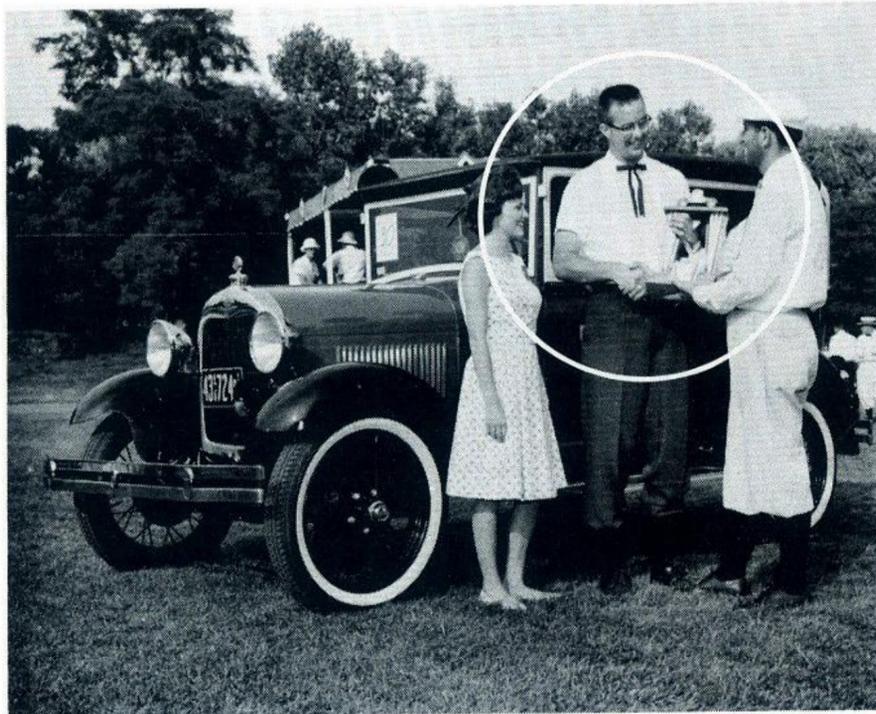
Part of the forty-two cars at the Ridge Chapter's Gymkhana-16 Sept. 62 — Lakeland, Florida.

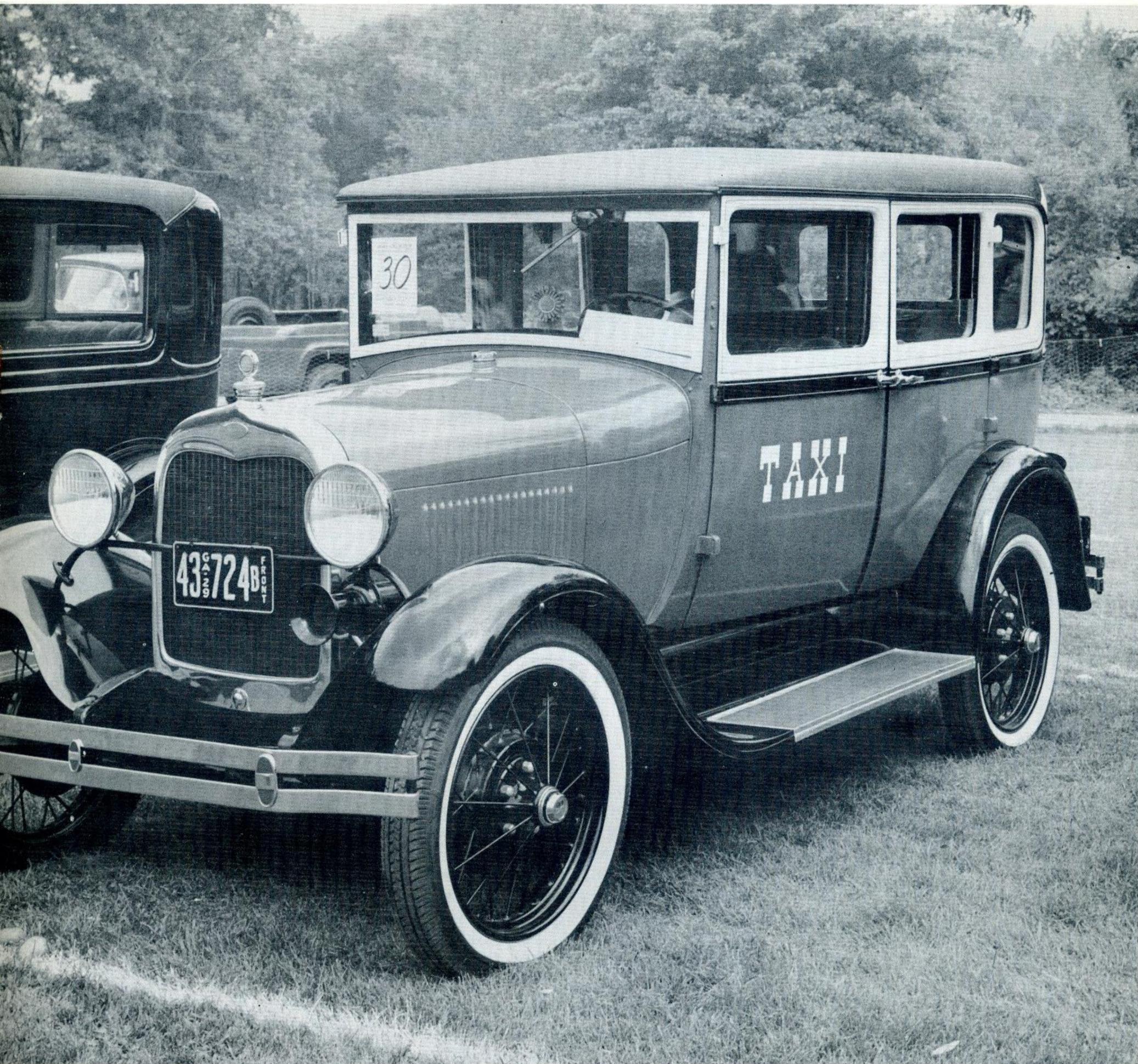
MARC SHOWCASE

ABOUT THE CAR . . . *This unusual Model "A" taxicab is the proud possession of Charlie Adams of East Point, Georgia. The car was originally purchased by a German farmer in Georgia who loved to smoke cigars. His wife gave him an ultimatum that she wouldn't ride in a closed car with him. Rather than freeze in an open car, or pay the high price for a limousine, he bought the taxi with its glass partition between the front and back seats.*

Charlie bought the taxi about ten months ago and now has it in tip-top shape.

It's painted a bright emerald green, with cream window frames, black fenders and black wheels. As far as we know it's a one-of-a-kind car today.





CAR OF THE MONTH

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

INSTALLATION OF MODEL "B" FORD ENGINE IN MODEL "A" FORD AUTOMOBILE

By John W. Yount, Library, Pa.

This article deals with the step-by-step installation of a Model "B" Ford 4-cylinder engine in a Model "A" Ford automobile, citing pitfalls to be avoided, enumerating supplies and equipment necessary to accomplish the conversion with minimum effort.

BACKGROUND

The Model "B" engine is referred to in Ford literature of 1932 as the "improved 4-cylinder engine". Internal differences include much greater bearing surface and a semi-balanced crankshaft with forged counterweights between the crankshaft throws. (The writer has personally observed a Canadian Model "B" engine, the crankshaft of which had no counterweights. All of the domestic Model "B" engines I have seen have had the counterweights.) The dynamic balancing effect allows higher engine RPM with greatly reduced vibration even in the semi-rigid Model "A" engine mounting setup. This permits higher top speeds, less driver and passenger fatigue, increased engine bearing life, and increased performance. Basically, in external appearances, the Model "A" and "B" engines resemble each other greatly. Chief external differences—large valve cover plate, absence of oil return line on right side of block, and the presence of a fuel pump opening block-off plate on the lower front corner of right side of block. These Model "B" engines were installed in Ford 4-cylinder automobiles produced in 1932-33-34. I have often heard Ford enthusiasts refer to a "Model C engine"; Ford literature or catalogs nowhere list such an engine. It is believed that the "C" concept comes from the fact that most Model "B" cylinder heads have the letter "C" cast on them. This is due to the fact that it is the third cylinder head of the Model "A" and "B" 4-cylinder series. The "A" and "B" heads were really Model "A" heads, so the third type as used on the Model "B" was designated "C". I refer readers to Page 220 of Ford Chassis Parts and Accessories Catalog, "Cylinder Block Chart", which states that Part No. B-6010 is the 4-cylinder engine block used in 1932-34 Ford automobiles. There are no Part Numbers with a "C" prefix in any of my literature (complete catalog series). The foregoing is an aside that may be of interest to some readers. I would be

NOTE: Many MARC members will not be in favor of altering their Model "A" by using a "B" engine. However, this article will be of inter-

interested in hearing from any reader who has specific data that would confirm the existence of a "C" engine as a separate entity. Ford engines of this era produced in Canada have "BC" prefixes to denote their origin, but in this instance the "C" refers to Canadian.

INTERCHANGEABLE ITEMS

- a. Cylinder Head: Either Model "A" or Model "B" cylinder head can be used. Appropriate water pump must be used with cylinder head selected for use.
- b. Distributor: Either Model "A" or Model "B" distributors can be used on either head. It is suggested that the Model "A" distributor be used on either Model "A" or "B" head because of existing spark lever on Model "A" automobiles. The Model "B" distributor advance is effected automatically by centrifugal weights obviating manual control by spark lever. Keep in mind that the distributor you use determines which front end cover *must* be used, commonly called timing gear cover). If Model "A" distributor setup is used, Part A-6019-B must be installed. If Model "B" distributor is desired, Part B-6019 must be used. As heretofore suggested, usage of the Model "A" distributor is desirable. If this course of action is decided upon, secure Model "A" timing gear cover Part No. A-6019-B and install in place of Part No. B-6019 timing gear cover, taking care to see that the camshaft thrust spring and plunger (Part Nos. B-6275 and B-6276) are properly in place. If spring is broken or omitted, engine will buck at low speed, and knocking will result from end play in camshaft, allowing camshaft to bang against timing gear cover. Erratic performance will result from tappets riding on different tracks on cam lobes due to the end play in

est to those who are not particularly interested in winning meets but want an economical, smooth-running car.

Editor

camshaft. The reason for the emphasis being placed on the correct choice of timing gear covers for distributor selected for use is the positioning of the timing pin. Both timing gear covers are made from the same casting, the only difference is in the location of the timing pin hole. On the B-6019 cover, the timing pin hole is at the top of the milled boss on the cover. (Most A-6019-B covers do not have a milled boss, i.e., a flat spot where timing pin is located.) Because of a difference in distributors, the B-6019 cover timing pin is located so as to slip into recess in timing gear when the No. 1 piston is nineteen *crankshaft* degrees before top dead center on the compression stroke. The timing pin hole on the A-6019-B cover is at lower end of the boss so when timing pin on these covers is in recess on timing gear the No. 1 piston is on exactly top dead center. It would be practically impossible to correctly time the spark of either the "A" or "B" engines if the wrong timing gear cover were installed on them. It is for this reason I suggest making up your mind as to which distributor you are going to use while Model "B" engine is out of car and install appropriate timing gear cover.

- c. Carburetor: Either Zenith "A" or "B" carburetors can be used. The Model "B" Zenith carburetor has a larger venturi and larger air intake opening, thus the Model "B" carburetor can deliver a greater volume of gasoline-air mixture than the corresponding Model "A" carburetor giving a higher top speed. In addition to the Zenith carburetors, any other carburetor used on the Model "A" or "B" is suitable, such as Til-lotson, Marvel-Schebler, etc.
- d. Intake Manifold: Either Model "A" or "B" intake manifold can be used. They are the same thing.

- e. Spark Plugs and Connectors: Either Model "A" or "B" can be used.
- f. Generator: Model "A" and "B" are the same.
- g. Fan Belt: Model "A" and "B" are the same.
- h. Flywheel, Clutch Plate, Clutch Pressure Plate, Clutch Throwout Bearing: These are all interchangeable.



"A" GLOBETROTTING



MODEL "A" SETS A "REKORD" IN GERMANY

MANDATORY CHANGES

- a. Flywheel Housing: Model "A" flywheel housing Part No. A-6595-A must be used, as Model "B" flywheel housing will not bolt up to Model "A" transmission.
- b. Oil Pan: Model "B" oil pan must be used. However, it must be modified by cutting off the back half moon which in a Model "B" installation would constitute the bottom half of the flywheel housing. This may be accomplished by hack-sawing and grinding to very close to main part of pan. With Model "A" flywheel housing installed on the Model "B" block, you can try it and see exactly how much has to come off. Model "B" pan gaskets with rear projections cut off are used.
- c. Exhaust Manifold: Model "A" exhaust manifold must be used. Model "B" manifold has a rearward rake to part of manifold that goes to exhaust header pipe, would not mate up to Model "A" muffler setup.
- d. Front Motor Mount and Support Bracket: Model "A" parts must be used.
- e. Fuel Pump Opening Block Off Plate: This plate must be fabricated from fairly thick steel or aluminum. Make gasket to fit and use fuel pump bolts to effect closure of fuel pump opening which is not used on Model "A" gravity gasoline feed system.
- f. Top Radiator Hose: A longer hose is required when Model "B" cylinder head is used with Model "A" radiator. If Model "A" cylinder head is used, the Model "A" top radiator hose is of correct length.

STEP-BY-STEP INSTRUCTIONS

Assuming you have a complete Model "B" engine assembly with clutch pressure plate, clutch plate, flywheel, etc., and the Model "A" engine still in the car, proceed as follows:

Procedure with Model "B" Engine: Remove oil pan, clutch pressure plate, clutch plate, flywheel, and Model "B" flywheel housing. If you are fortunate enough to have an extra Model "A" flywheel housing available, install it immediately. Install new flywheel hous-

(Continued on page 19)



In Front of the Famous Brandenburg Gate in Berlin

Wherever Model "A's" have been used and sold in the world they have caught the imagination and enthusiasm of the public.

Back in the summer of 1930, three years before Herr Hitler started the rise and subsequent fall of the Third Reich, a completely stock '30 Model "A" Tudor was driven 100,000 km in 100 days. This would be the equivalent of going two and a half times around the world, or 62,500 miles in 100 days. The test was made years before Germany's autobahns were even in the planning stages. At the time the trial was run, no other make of car in Europe had ever come close to a record of this sort.

The purpose of the trial was to prove that the Model "A" was equally well suited to highway and city driving.

The course selected practically circled Germany and included some of the worst roads in all of Pre-Hitler Europe. The route passed through Berlin, Potsdam, Munich, Frankfurt, Hannover, Hamburg, then back to Berlin. For any of you who have been to Germany, and are familiar with the terrain, the difficulties of such a route on old black top roads will be appreciated. To complete the run, it was necessary to drive through 19,950 villages plus 2,000 towns. Hills are numerous, es-

pecially in the Kassel area. To make matters worse, there was a 10 day rainy spell during the run, causing the worst flooding that Germany had experienced in years.

This circuit, in the center of Europe, even on today's autobahns would be a severe test for a car. However when one considers that much of this course took the Model "A" through narrow village streets, up steep, narrow mountainous roads and through crowded traffic in the six major cities, it is all more remarkable. True, the traffic wasn't as heavy as a trip out to Jones Beach on a modern Sunday afternoon, but the rush hour traffic in Berlin, even back in 1930 was a bit of a problem with no freeways or expressways.

Nevertheless, the average speed for the 100,000 km run was 47 mph!

Throughout the entire trial, careful records were maintained and it was found that the total cost for repairs to the Model "A" was less than 1/20 of a cent per km, or a total of fifty dollars!

The German News was most impressed by the results of the run, and praised the Model "A" in glowing reports:

"A colossal test and endurance feat splendidly passed" — B. Sam Mittag (Berlin Newspaper)

REGIONAL NEWS

MICHIGAN REGION: 18 cars, 14 of them Model "A's" met at Don Wood's home on Sunday, September 23 for the 6th annual trip to Frankenmuth. They were met by 10 others along the way. Motor Cities, Royal Oak and Saginaw were represented. Seems a twistin' time was had by all. Music was furnished by "Jimmie Coe and his Twisting Band". A twist queen was chosen and presented with a lovely trophy, and lucky Hank Mamajak was one winner of four free chicken dinners given. Each member attending received a six pack of Carlings Beer and a ballpoint pen. Wonder which was used first. The fella's outnumbered the gal's with costumes. Two lone souls, Ginny Smith and Dorothy Fraser, wore their glamorous fringe dresses. Good for you, girls! One good buddy, "Model 'A' Joe" Cuzelis, tangled with a roadster and lost. He came out of it with a banged up knee. Hope he is feeling better. A few members attended a parade in Dearborn on Saturday, September 29. Mayor Hubbard and George Romney were present; though it was not a political event. Among the attractions were dancing harem girls, motorcycle police unit, and a Scotch band complete with kilts and bagpipes. One of our members had the chance to prove (or dis-prove) the mystery of the kilts, but she chickened out. Free lunch and drink was provided at Grotto Hall after the parade. Frank Kinzinger drove his 1923 Renault, Carl Dawes a Hupmobile, and Bill Smith his 1928 model A roadster. Other antique cars included a Buick, Liberty, and two Model "T's" Incidentally, Carl is a new member of M. A. R. C. Welcome to he and his family. Heard he just bought a 1931 Town Sedan to celebrate. There was a great, overwhelming response (one) to my news of magazines as appeared in the last issue of M. A. R. C. Other replies since then are as follows: All three Redbook are available (May, Oct., Sept., 1929) at 60¢ each. The books were delivered like brand new. Address is Redbook, 2019-2227 McCall St., Dayton 1, Ohio. Good Housekeeping did not have the June, 1931 issue, but suggested I write Mid-Town Magazine Service, 1106 Sixth Ave., New York City. I did and met with success. The reply stated the copy was available (\$2.50) subject to prior sale, so if you are interested in this one - don't hesitate. Saturday Evening Post "regrets their supply of back issues is exhausted to the restoration of Model A Fords". Ladies Home Journal could not supply the entire magazine, but sent me six tear sheets from 1928-1931. No need to say how pleased I was to receive these. Felt real proud to be able to present them to my husband, Jerry. More model car news---Everyone who is a Model "A" fan must be aware of the priceless Hubley kits. Two new ones are out; the Model "A" Coupe at \$3.00, and the Packard Roadster at \$5.00. These make wonderful Christmas gifts... JUDY BIALO. (P. S. to Dick) Other news of doings in Michigan is hard to come by since my wireless broke down. If you receive any and care to pass it along - Address is 7403 Rockdale, Detroit 39, LO 5-6817.

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ILLINOIS REGION: Boy, have we had some wild meets. In July, we had a beach party. Well, if it had been any colder we could have gone ice skating. Gee, was it cold. We all ended up at our leader's house. John Kasper was there with his very own Chapter. In August, we had one of the finest Buffalo Grove picnics that I know of. It was simply terrific. There was something for everyone, even watermelons. The meets' coordinators did a swell job. We had a 4 club meet in Lake Geneva in September. We'll print the results of the meet next month. This month, we'll have a lake shore tour. The fall colors now are beautiful so it should be a swell meet. This year, in conjunction with the Calumet Region, we are raffling off a 1930 Tudor. So let's all get behind it and really sell those chances. The finale will be on December 8th. This is the date for our dinner dance at Johnny's Restaurant in LaGrange. Congratulations to Ken Matyka and his new bride, Mary Ellen. They were married October 6th. Ken draws the cartoons for our region newspaper. Ken calls her his first wife to keep her on her toes. We offer our sympathy to Hal Shoemaker at the sudden death of his wife, Anita. She drove their "A" as much as Hal did and was a real model "A" fan. We will all miss her at our meets... RICH VAN DURME.

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NEW FLORIDA REGION: (Ridge Chapter) Sunday, August 26th was the Ridge Chapter's first combined business meeting and tour held in Orlando at Wimpy and Marlene Mann's new home. Seven cars left Lakeland at 10:00 A. M. to make the 50 mile tour on the newly opened highway. Upon arrival we jumped in our swim suits and enjoyed a swim before lunch was served. After lunch more swimming and boating. About 3:00 o'clock our business meeting was called to order by our President Bob Heunisch. It was suggested our club donate a small gift to the Marion Lea Training School, (a local school for mentally retarded children). The wives donated Merchants Stamps and we purchased a childrens record player for the school. It was a much needed item. Final plans for the big event coming on September 16th; our Gymkhana, were discussed and completed. Saturday, September 15th the wives of the Ridge Chapter were busy in their kitchens making salads and desserts to serve over 100 guests on September 16th. Clyde Hogg, Carl Hyman, Bill Perry, Wimpy Mann, Ed Jarrell and Bob Heunisch spent almost all day Saturday at the old air field planning the final steps on the obstacle courses and clearing the grounds. Sunday bright and early club members and guests started gathering at Lodwick Air Field for the Gymkhana. 42 Antique cars from all parts of Florida. Several families came in regular cars as their antiques were starting the long journey of restoration. 10:00 o'clock the first event started. The obstacle course. After competition of first event a free lunch of turkey and salads were served all contestants and their families. At 1:00 o'clock the second event started, potato stabbing, next blindfold driving and last the water glass. 3:45 three judges, Clyde Hogg-Winterhaven, Raymond Shaw-Sarasota and Dick Stevenson-Orlando judged 6 cars for the best restored Antique Car. A two foot trophy was presented to Bob Bandy-Orlando for the rest restored Antique Car in the Region. Neil Austin-Winter Garden came in second. 4:00 o'clock the big drawing for the 1931 Model "A" Ford Tudor Sedan went to the lucky winner. The Ridge Chapter would like to thank all the members who donated their time to help make the "A" look like a car anyone would be proud to own. Special thanks goes out to Austin Taylor and his dad for donating their time to make new seat covers, and also to Bob Keifer who spent an extra day painting the car after club members put the primer coat on. At 4:30 the trophy and plaques were presented to: 1st place--Jim Klein-Sarasota-Obstacle Course; 2nd place--Elmer Hutchinson-Sarasota-Obstacle Course; 1st place--Wimpy Mann-Lakeland-Potato Stabbing; 2nd place--Byron Crofut-Sarasota-Potato Stabbing; 1st place--Jim Klein-Sarasota-Blindfold; 2nd place--Bill Ball-Orlando-Blindfold. At 5:00 a lot of tired members and guests started the journey home after a very enjoyable and entertaining day... ARLENE HEUNISCH.

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NEW FLORIDA REGION: The New Florida Region - M. A. R. C., had an extremely successful Summer Tour on the 27th - 28th - and 29th of July. The New Florida Hotel in Lakeland, was tour headquarters for the week-end; and everyone who participated enjoyed the family style meals on the roof of the hotel; plus movies, door prizes, and tour awards. Seventeen cars participated in the 85 mile tour from Lakeland to Lowrey Park in Tampa via Interstate

REGIONAL NEWS

4, and back via Highway 60. We received a full page spread in the Lakeland Ledger newspaper, and a five minute television showing on Channel 8 in Tampa. I would like to give credit to Buck Swindoll, whose efforts greatly increased the success of the meet... ROBERT G. HEUNISCH

INDIANA-OHIO REGION: (Fountain City Chapter) The Fountain City Chapter of MARC held their monthly meeting at the home of Larry Smith on the Backmeyer Road, Richmond, Indiana, August 5, 1962. At this time it was decided to hold a rummage sale on August 18, 1962, to make some money for the chapter treasury. Everyone went scrounging around in their attics and closets, basements and some even went out into their garage and boy some of the best goodies came out of those places. Then on Thursday and Friday evening it was spent pricing these articles, putting them on hangers, and in a neat little parade with Charlie Currens and his little green Model "A" Pickup up in the lead right down to 312 North 8th Street we went where we set up our little business for Saturday. Of course you can imagine all the neighbors looking at little articles, like dresses, coats and some unmentionables went whizzing in the breeze. Then bright and early Saturday morning, Donna Currens, went down and what a line I never saw. She had to almost have a police escort to get into the place. Then here came the Crawfords, and you know what Dorothy made it in alright but that Glen one of those big women gave him a push and he went sailing right on through the store. About 2 hours later when the rush was over we found Glen back among a few men's clothing. With only a few minor scratches and bruises he survived the ordeal. Our new Chapter President and his wife Mr. and Mrs. Floyd Farmer was over whelmed by the big sales we were having. In fact Floyd hated to go to work he was enjoying the sale so much. Around noon the gang from New Castle came in and gave us a hand. We were really glad to see them too. Also Charlie Currens got off work and he came to relieve poor Glen who went home supposing to mow the grass but imagine Dorothy's surprise when she got home and the grass had even grown a little bit higher while Glen was in watching a TV Tarzan show with the boys. All in all the rummage sale was a big success - thanks again to everyone who took part in the sale and the donations. The Indiana-Ohio Region Trophy Meet was held Sunday, September 9, 1962, at Shaeffer Lake, Gas City, Indiana. It was a most terrible day with lots of rain and the air was cold as could be but 31 of those beautiful Model "A's" braved the rain and weather and came out. While the judges were busy judging the cars our Director Mettit Miley called the meeting to order. We had a lengthy meeting and lots of time for discussion while the judges were going over the cars. The Region was happy to welcome Herb and Jo Walker with us for this meet as they have moved to Lake Forrest, Illinois. They came back especially for the trophy meet and to take home their little roadster, which they had left at New Castle, Indiana. Everyone brought a pitch in dinner and enjoyed eating all the goodies that each other had brought. It was reported new membership cards will be out December 1, 1962. Also was reported on of our members Robert Zech was in St. Johns Hospital in Anderson, we hear it is a case of ulcers. New members were introduced at this time. Then the judges came through and explained that they were finished and here are the decisions: Sr. Division winner, Robert Woods - Junior Division winners: Commercial Class: 1st, John Flynn; Second, Charlie Currens and 3rd, Allen Townsend; Open Class; 1st Francis Balser; 2nd Francis Balser and 3rd John Flynn; and Closed Class: 1st Earl Gunter; 2nd Chet Garner and 3rd Charlie G. Currens. After the presentation of trophies and everyone bidding all adieu everyone parted on their separate ways looking forward to seeing each other again in October at the Homecoming... DONNA A. CURRENS

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ILLINOIS REGION: Boy have we had some wild meets! In July we had a beach party, and if it had been any colder we could have gone ice skating. Wow, was it cold! We all wound up at our leader's house. John Kasper was there with his very own chapter. In August we had one of the finest Buffalo Grove picnics that I have ever seen. It was simply terrific. There was something for everyone... even watermelons. The coordinator of the meet did a swell job. We had a four club meet at Lake Geneva in September... we'll print the results of the meet next month. This month we'll have a Lakeshore tour so we can all see the fall colors. This year, in conjunction the Calumet Region we are planning to raffle off a '30 Tudor, so let's all get behind it and really sell these chances. The finale will be on December the 8th when we will have a dinner dance at Johnny's in LaGrange. Congratulations to Ken Matyka and his new bride, Mary Ellen. They were married October 6th. Ken draws the cartoons for our Region paper. Ken calls his new bride his first wife, just to keep her on her toes. We offer sympathy to Hal Shoemaker, whose wife, Anita, died suddenly. She used to drive their "A's" as much as Hal, and was a real Model "A" fan. We will all miss her at our meets... RICH VAN DURME

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MISSOURI VALLEY REGION: On September 30th, the Missouri Valley Region sponsored it's third annual Blanchette Meet, held in St. Charles, Missouri. A total of 13 Model "A" Fords participated in the combination show/meet, and it was good to see some old familiar faces once again. The Model "A's" started out at 11:30 A.M. and toured to Blanchette Park. St. Charles, being once the capitol of Missouri, was suddenly transformed back to the era of the 1930's. Service station attendants smiled and waved their tools in the air, people gawked out of church windows (being Sunday), and used car dealers had a field day as the "A's" chugged by. Arrival at Blanchette Park was about noon, and the Model "A's" were immediately put on display. The swapping of parts was soon started and Terry Oberer was all smiles. At 1:00 P.M. the contests began. First on the list was the cranking contest. It was amazing to see how many "A's" started in a "quarter turn" and how many were still being cranked up to the time of the next contest. Next was the spoon race. The driver had to place a ping-pong ball in a plastic spoon, walk (or run) to his "A", get in, start it, and drive it over the line. If the driver dropped the ping-pong ball he had to start all over again. Next was the blind mans race forward. The driver would place a paper sack over his head, drive forward to a line 75 feet away, and stop as close to the line as possible. The next contest was the same type of blind mans race, only in reverse. The last contest was a fuel-off race around a rectangular course. On each of the above contests, a first, second, and third prize was awarded (Model "A" Parts). At the end of the day, the grand prize was tied between three drivers. So another blind mans race forward was used in the run-off. Bob Bagby, driving a 29 Phaeton, came closest to the line (6 feet-8 inches), and won the grand prize, a spatter floor mat. Bill Dearing, driving a beautiful 1930 Sport Coupe won both trophies at the meet -- "Most Popular Car" and "Longest Distance". Bill drove from Fort Madison, Iowa, a distance of 180 miles. The meet broke up about 15 minutes before it started to rain, and a worried look was evident as the drivers without side-curtains drove off. A hearty "Thanks" from the club to our activities chairman, Fred Burk, for the wonderful organization of the Blanchette Meet. Keep up the good work, Fred... ROBERT Z. CIESLAK

"A" FLEA MARKET . . . CLASSIFIED ADS

ADVERTISING RATES

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

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

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

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

NOTICE:

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

Dave Jenkins
Box 261, Dearborn, Michigan.

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

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

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

FOR SALE: '29 Fordor in original condition, perfect and complete. \$600. O. L. Smith, 305 S. Second St., Denton, Md.

FOR SALE: Side curtain patterns, all Rdstrs. -\$1.00 ea. Rumble seat front and side panel patterns - \$1.50 per set. Rubber grommet for side mount arm - \$1.00 ea. Authentic leather hood corners - \$1.00 per pr. Rdstr. door panel and kick panel patterns - \$1.50 per set. R. K. Hardesty, 4612 Angelus Dr., Amarillo, Texas.

FOR SALE: '31 Town Sdn., no rust - \$350. New '28-'29 and '30-'31 hub caps, Ford script - \$1.50 ea., postpaid. New '28-'29 black tire covers and '30-'31 black or tan tire covers (Ford emblem silk-screened on, not sewed on) - \$8.00 ea. plus 10% postage. Earl Parks, 500 Hopley Ave., Bucyrus, Ohio

WANTED: For '29 "A" Rdstr: Top bows, seats, front and rumble. M. Many, Browns Road, R. D. 1, Walden, N. Y.

FOR SALE: 1928-52 new, original Ford parts. (Mostly 1932-48.) No large body part items. Send stamped, self-addressed envelope along with needs. I need lead on 1934 Ford New Haven glove box clock. Cliff Collins, 2698 Oakshire, Berkley, Mich.

FOR SALE: Original Goodyear Diamond Tread Tires - new stock white or black wall, 19 or 21 inch 4-ply 3T Nylon. Black \$21.50, White \$29.95 F.O.B. Ohio residents add 3% sales tax. HUGHES TIRE CO., 1241 Gibbard Ave., Columbus, Ohio, Ph. 258-8481.

WANTED: 30 or 31 Model "A" Touring or Roadster. Must be good, restored or unrestored. L. D. McEntire, Sweetwater, Oklahoma.

PARTS FOR SALE: 1 - 30 radiator; \$15.00, 2 starters - \$13.00 each; 1 generator - \$13.00; 1 rebuilt Zenith No. 2 carb., \$10.00; 1 Philco radio for Model "B" Ford - \$17.00; Penna. license plate (1929) - \$5.00; 1 29 radiator emblem - \$1.50; 1 motor (disassembled) and transmission. Has new crankshaft and clutch, needs new main bearings and rings - \$50.00; 1 29 headlight lens and rim - \$3.00; 1 trunk rack - \$7.00. Will sell piece by piece or all for \$110.00, or will consider trade on any year Model "T". Body style not important, but must be in restorable condition. I guarantee all parts are in good condition or your money back. John Avery, 22 W. Oak St., Alexandria, Va., Card No. 5210.

FOR SALE: Two "A" transmissions (3-speed) - good shape; \$15.00. Also some '30 Briggs Fordor Sedan Parts. Brian Hutt, P. O. Box 4, Sinclair, Wyoming.

FOR SALE: '30 "A" Spt. Cpe. - Original, unrestored-\$250. '30 "A" Pickup - Original, Fair-\$200. '30 Chevy Tudor, Good, Unrestored -\$250. '31 Stude. Fordor, Unrestored-\$295. Any reasonable offer on all of above considered. Lindsay Cowall, Box 79, Elon College, N. C.

FOR SALE: '31 Body parts, used; Rdstr. rear fenders-\$20., front fenders w/o well-\$15, hood-\$15, Running board splash aprons-\$7.50, Some new and a lot of used mechanical parts. Donald Richards, P. O. Box 472 Sylacauga, Ala.

FOR SALE: '27 "T" - Mechanically restored - Sell or trade. M. Many, Browns Road, R. D. 1, Walden, N. Y.

FOR SALE: Set of '28 and '29 Front fenders - \$20. '28 trans. - \$15., Multiple disc clutch and flywheel - \$10., 19" and 21" Wheels - \$4. ea., '28 frame - \$15., '30 Rad. shell - Mint - \$18., Various other "A" parts. Tom Stoskopf, 712 Summit, Oconomowoc, Wis.

FOR SALE: '32 Ford Rdstr. and 1 pr. '30-'31 rumble cushions (in Midwest) 1 pr. '28-'29 good rumble seats (in Calif.) Write - William Krolnik, Star Rte. 1, Box 64C, Mojave, Calif.

FOR SALE: '30 "A" Rad. shell, used - \$10. pr. Sealed beam headlamps - \$10. Vernon Hammel, R. R. 3, Box 36, Woukon, Iowa.

FOR SALE: '31 "A" Cpe. With rumble seat - \$350. '29 "A" Spt. Cpe. with rumble seat. Chassis restored-would have to be trailered - \$250. '26 Dodge sedan-restored - \$900. Norman Mall, 324 Redner Dr., Battle Creek, Mich. Phone WO-4-3414.

"A" FLEA MARKET . . .

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FOR SALE: "A" Spring shackles rear, rubber bushings - \$1.25 per set. '26-'27 "T" front end. Rebuilt - \$20. '26-'27 "T" Trans. cover with pedals - \$10. Wanted- Front slat springs '29 "A" Rdstr. All F. O. B. Paul Boehm, 6735 Warden Dr., Cincinnati 24, Ohio.

FOR SALE: '31 "A" Del. Rdstr. Two sidemounts and trunk rack. Restored to Mint. Best offer over \$2500. S. L. Stensland, 25531 Crystal Spring Ct., Farmington, Mich. GR 4-3308.

FOR SALE: '29 "A" Speedometer - \$7., Also many other '29 and '30 engine, body and trans. parts too numerous to list. All are very reasonably priced. David C. Higgins, R. R. #3, West Salem, Ill.



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ROAD TO YESTERDAY

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NEW FLORIDA REGION: (Ridge Chapter) On July 27-28-29 The New Florida Region held a meet in Lakeland at the New Florida Hotel. Several of the Ridge Chapter members participated in the activities. Friday night a briefing was held after dinner to outline the 85 mile tour which formed a triangle. Lakeland to Tampa - Tampa to Mulberry and Mulberry back to Lakeland. Several motorcycle policemen escorted the 17 antique cars through the streets of Lakeland; upon our arrival at the city limits of Tampa we were once again escorted to Loury Park where a boxed lunch was served. Both Lakeland and Tampa's newspaper photographers were on hand to take pictures and write an article for the paper. Also a television camera man shot movies of the antique cars. It was shown on the 6:00 o'clock news broadcast Saturday night. Saturday evening after dinner a movie was shown and then several door prizes were given away. Sunday morning the antique cars were cranked up and gas tanks filled for the drive home. One unusual mishap. Dr. and Mrs. Hattesen from Miami Shores left Lakeland at 9:00 a.m. Sunday but, by 3:00 o'clock Bob Heunisch learned that they had only gone 10 miles. It wasn't the fault of his immaculate yellow '31 Model A Roadster, however, the fuel pump on his 1947 Cadillac convertible had pooped out. The roadster was on a trailer behind the tow car. Bob made several calls to Lakeland and finally after an hour he got hold of Bob Keifer and then a search of Lakeland and Plant City auto parts agencies began for a replacement fuel pump. By 9:00 p.m. the part had been located, installed by Bob Keifer (in the rain) and the Hattesen's were Miami-bound once more. The Ridge Chapter of The Model A Restorers Club held it's business meeting at the home of Bob and Arlene Heunisch's on July 31st. More plans for our Gymkhana to be held on September 16th were made. It was decided to combine our August tour and business meeting for the first time. We were invited to Wimpy and Marlene Mann's new home in Orlando. Congratulations go out to Bill and Jo-Ann Perry on the arrival of a new baby girl born August 3rd. Sunday, August 5th the fellows got together to do some more work on the Model "A" to be given away as a door prize on September 16th. After working all day several of the members had a swim and cook-out at Bob and Arlene's home... ARLENE HEUNISCH

* * * *

NEW FLORIDA REGION (Ridge Chapter) The Ridge Chapter of the Model "A" Restorers Club held their May business meeting at Gene and Nel Beasley's in Plant City. We welcomed our guests, Mr. and Mrs. Putnam and Jack Davis, as well as our new members, Mr. and Mrs. Perry and Mr. and Mrs. Gerald. Final plans for our 200 mile, week-end, trip to Sarasota and back were made. We are planning another rummage sale for July 7th. Our club is looking for an "A" close by to purchase for a reasonable price; then clean it up and do some minor repairs on it so we can raffle it off at our next Gymkhana. 9:00 A. M. Saturday we started our tour to Sarasota with four "A"s, one Plymouth, one "T" and a Packard. Upon arrival in Sarasota at noon we went to the Gulf Stream Motel where we met the Saramana Chapter of The New Florida Region. After lunch the two chapters drove over to see Horns Cars of Yesterday. While at the attraction, Clyde Hogg and the tour guide started tearing Clyde's 1924 Model "T" apart, as he seemed to be having trouble. After putting it back together, it still wouldn't run. They stood there scratching their heads and then decided to put some gas in the tank. Oh well, we all make mistakes! That evening the two clubs met and had a cook-out at one of the members home. Sunday was a day for swimming in the gulf and just relaxing in the sun before our trip back to Lakeland at about 3:00 P. M.

Clutch Chatter

(Continued from page 13)

ing gasket Part No. B-9396, tighten bolts and be sure to safety wire them. Install flywheel and safety wire the flywheel bolts. If a new clutch plate is to be installed, now is the time to install it. Reinstall clutch pressure plate using an old pilot shaft to align clutch plate in flywheel. Clutch plate will not move after pressure plate is tightened down. Modify Model "B" oil pan as stated heretofore and install using new gaskets. The sheet metal half moon shield normally used on the Model "A" flywheel housing is not used when the modified Model "B" oil pan is installed. It is suggested that three of the modified Model "B" oil pan and the Model "A" flywheel housing to provide additional protection against the entry of water, dust or mud.

As stated previously, the usage of Model "A" or "B" heads and distributors is at the discretion of the installer. However, be certain that appropriate timing gear cover is installed for the distributor decided upon for usage. NOW is the time for final decision.

When lower flywheel housing bolts are properly tightened, examine the

junction of top of flywheel housing and the cylinder block before installing and tightening of the two top bolts that will secure the accelerator linkage. If there is any clearance, half moon shims of appropriate thickness should be obtained or fabricated from shim stock and installed to obviate any stresses at top of flywheel housing resulting from the top bolts forcing flywheel housing to block. This could prevent cracked flywheel housing. Do not make final installation of accelerator linkage until the engine is installed in the automobile. The modified Model "B" block is ready for installation.

MODEL A ENGINE IN AUTOMOBILE

Disconnect battery. Suggest removing complete exhaust, manifold, intake manifold, and carburetor as a unit for easy reinstallation on the Model "B" block. Remove floor boards, accelerator linkage, engine wiring, distributor and other engine accessories such as starter, generator, water pump, etc. Remove headlight bar, radiator shell, radiator, hoses, etc. I found it advantageous to remove front bumper to provide more working convenience and to prevent scratching of the bumper face bar. Cover lower radiator splash shield to prevent scratching. Remove Model "A" engine by unbolting transmission from

flywheel housing and remove bottom front motor mount nut under front cross member. It is easier to obtain access to rear engine mounting bolts if floor boards are removed. Be sure everything is loose and lift engine from car. I placed a jack under the transmission to prevent downward movement of the transmission when engine was removed.

NOW is the time to install new clutch throwout bearing if so desired. Install Modified Model "B" engine in the automobile. Be sure to safety wire rear engine mounting bolts. Reinstall accelerator linkage using the shims between flywheel housing and the cylinder block if necessary. Tighten all bolts at transmission case-flywheel housing junction. Reinstall engine accessories as appropriate. Install complete Model "A" manifold and carburetor assembly as removed from Model "A". Reinstall cooling system components, using all new hoses and clamps. Reconnect wiring. Replace headlight bar, bumper, and any other items removed, with the exception of the distributor. If newly-rebuilt Model "B" block assembly, suggest using four quarts of No. 30 oil plus a pint of anti-friction oil such as S-T-P, Wynns, or Bardahl; add two quarts of oil through the distributor

ANSWER TO MARC NEWS CONTEST



Here, in the opinion of the MARC News Judges, are the Model "A's" in the illustration: PRIZE WINNERS—First: George Klecka, 295 Lawton Road, Riverside, Ill.; Second:

Ted Cornell, 1437 Eastwood Ave., Highland Park, Ill.; Third: Frank Stephenson, 1070 1/2 Diamond St., San Diego, Calif.

opening in cylinder head. In this manner, oil flows down through block oil return galleries to oil pan tray recesses and will be picked up immediately by connecting rod dippers to give rod bearing lubrication the instant the engine turns over. If poured in through oil filler pipe, the oil goes to the bottom of the oil pan and must be pumped by oil pump to reach oil pan tray recesses, the engine would make a number of revolutions without sufficient lubrication; and if new, could cause bearing damage and possibly premature failure. Install distributor and spark plugs.

Time engine in usual manner. Check oil and water levels. Reconnect battery and you are ready for the big moment. Engine started, run at moderate speed until warmup is accomplished. Adjust carburetor to provide best performance with the Model "B" block. Check clutch adjustment so as to provide one inch of free pedal travel and adjust if necessary. If a new clutch plate was installed, it is safe to assume an adjustment is in order.

If all directions were followed, you should have a first class Modified Model "B" installation in your Model "A". Your car should be a fast, smooth performer. It should be an excellent car for tours or everyday usage.

SUMMARY

This article was written because when I contemplated installing my Model "B" block in my 1931 Town Sedan I had no one source of information to refer to for guidance. There is nowhere that I could discover a comprehensive text or article on the conversion, no compilation of interchangeability or exact steps and sequences to be followed. After considerable research and conversations with talented restorers, old-time Ford mechanics, and other persons who had made the conversion with varying degrees of success, I thought that sufficient knowledge was accumulated to accomplish the change with minimum expenditure of time and effort. As it turned out, the time I spent in research and not-taking proved to be invaluable. My particular conversion, as far as I am concerned, is 100% successful.

The writer would be pleased to answer any specific questions about the conversion. Feel free to correspond with me if I can be of any help at any time.

EVE'S LEAVES

In future editions of MARC News, we'll give specific pointers on fashions for 1929-30-31, and also give you fashion notes for children and men. If you have any questions or suggestions, ladies, don't hesitate to write this column, care MARC News.

Fashion reporters are usually interested in what's in store for the season ahead. Fashion has seldom, if ever, changed completely in a single year, but there is always some refreshing new trend to be noted in the fashion picture, somewhere.

One year, the big news may be in the line of the silhouette; another year, the silhouette may show only the subtlest variation, but new color tones may be introduced, or new textures in fabrics. There are trends toward printed patterns in fabrics, or woven checks or plaids; and another season may find the fashion pendulum swinging toward solid shades accented by either harmonizing color tones or by bold, bright contrasting colors.

Some of these trends may go unnoticed by some of the busy homemakers all of us know. They are absorbed with the care of their homes and children and the countless demands made upon them in their communities; and, unless they have a keen sense of fashion and spot the subtle changes, as well as those too obvious to be missed, it is easy to become "dated."

The same is true in looking back to the styles of 1928-29-30-31. Nearly every woman today has a general idea of what the fashions of that period looked like, but with thirty years between then and now, it is easy to miss many of the interesting and distinguishing details of what was considered to be the best that the world of fashion had to offer during the years when Model "A's" were rolling off the production line.

The Ladies of MARC are showing great interest in outfitting themselves and their families in styles suitable for their particular Model "A's". The great number who brought costumes to the National Reunion show the time and effort spent in either locating apparel that was worn during the period or in recreating, as best they could, suitable attire. That you have accomplished so much entirely on your own indicates that you will pursue your fashion course still further; and, to help you in achieving your goal is the aim of this column.

As an example, the fall fashion forecast for 1928 stressed color. That year, Paris advocated two colors used in combination, and frequently the second color was introduced in accessories, such as hat, flower, bag, scarf, shoes, and jewelry. Basic costume shades were often dark or neutral. The most popular color combinations in 1928 were: light and navy blue; red, black, and white; red, navy blue, and beige; red and brown; black and beige; black and white; beige and brown; light and dark grey; yellow and black, or brown, or grey. Vivid blue was a great favorite for entire costumes or hats. Chartreuse green was another popular shade; and, while yellow was very popular, women were advised against permitting yellow to be the dominating costume color.

Dressy afternoon costumes and evening dresses with two- and three-tier skirts were popular; many dipped in the back, even to the ankles, for formal wear. Tiered skirts of silk tulle were favorites for dancing. Bodices of these gowns usually were made of silk chiffon, crepe or satin, often with camisole tops that were held in place with thin straps. Silk lace was another top favorite for dress occasions in 1928.

A popular style of autumn, 1928, was the slim-line dress with bodice bloused below the hip-bone line. What was called the belt, is more accurately described as a set-in "hip yoke", which was four to six inches wide. In a silk velvet or crepe dress, this around-the-hip band often ended in a throw-over tie, caught by a fancy pin at center-front. This treatment would often give the impression of center front draping of the skirt, achieving this effect by a flare at the seamline. High front-yokes often gave a wider look to the shoulders. Fine horizontal tucks were a popular device to accent the yoke line; and the yoke set in with hand fagotting was seen. Long, tight sleeves were favored, fitted so closely that snapped openings were necessary in order to slip them over the hand.

These are fashion notes to be remembered, particularly if your Model "A" is a 1928 car. Bear in mind that in 1928 Lavendar Smelling Salts were still being advertised in women's magazines; many women still were pondering over whether or not to bob their hair and were thankful that Mary Pickford had shorn her famous tresses. (What better argument was needed for adamant husbands and fathers?)

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