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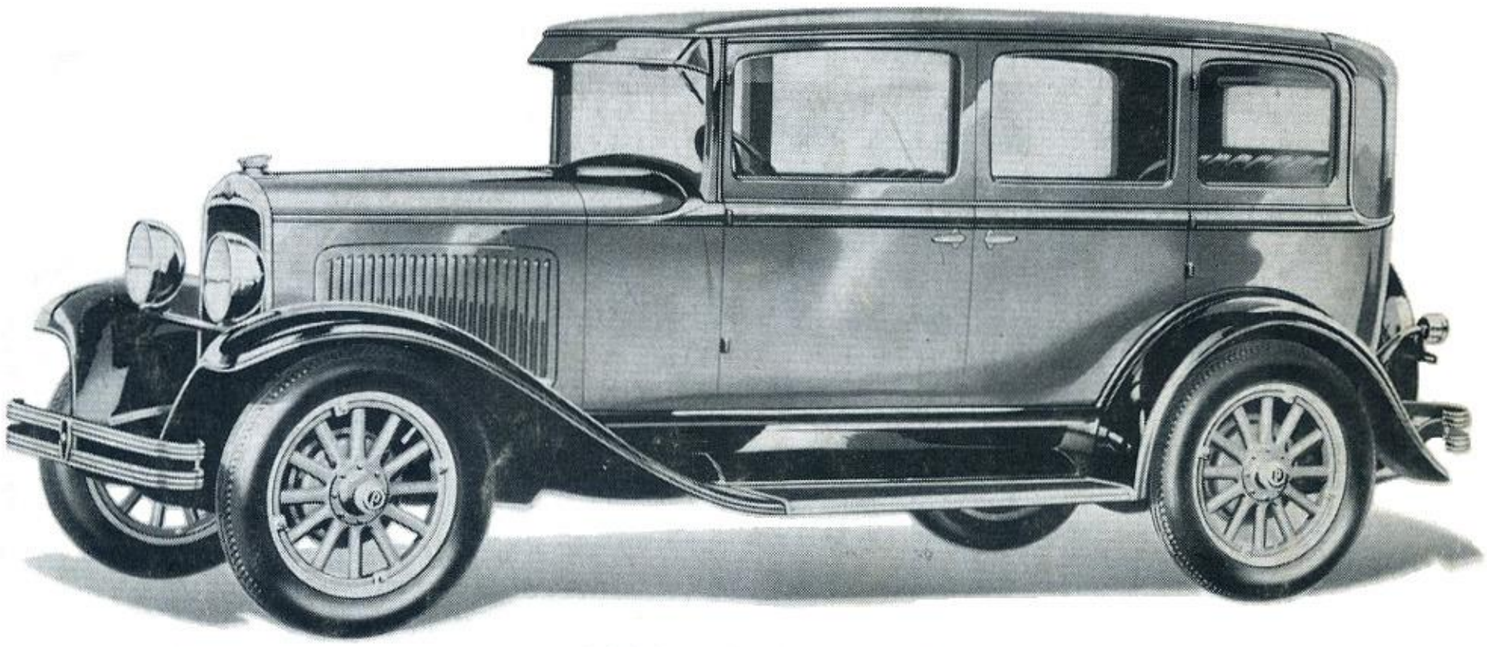
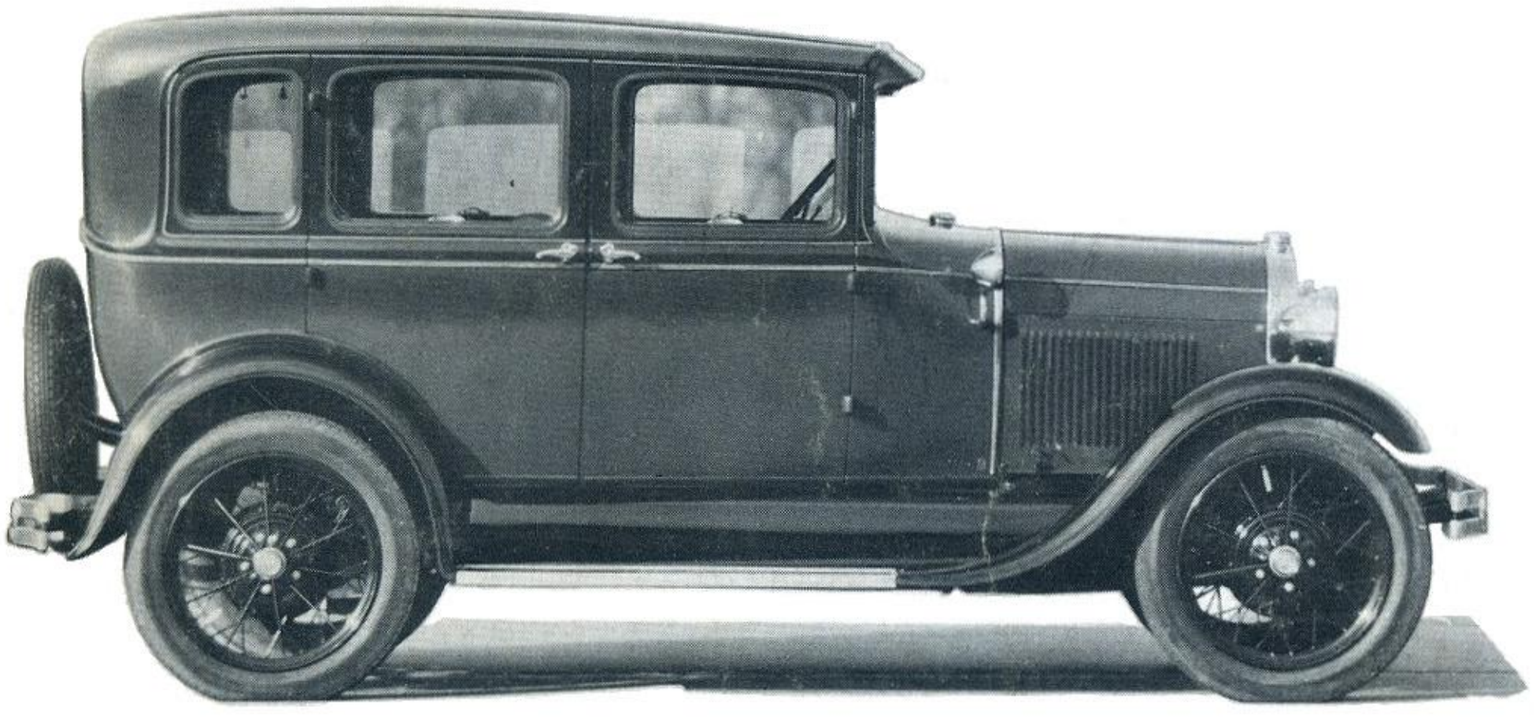


1929 PLYMOUTH 4-DOOR



1929 FORD 4-DOOR

A NEWCOMER CHALLENGES THE MODEL "A"

(See Story Page 5)

THE MONTHLY PUBLICATION OF
THE MODEL "A" RESTORERS CLUB
Managing Editor — *Dave Jenkins*
Printed By — *George Bilson & Associates*

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MARC NEWS

Dave Jenkins, Editor

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NEXT ISSUE

The next issue of MARC News will be for March and April and is scheduled to be mailed March 22nd. All articles and advertising for that issue should be mailed to MARC News no later than March 1, 1963.

BACKFIRE . . .

LETTERS TO THE EDITOR

Dear Editor Jenkins:

Viewing over the past MARC News since you have been editor and editor prior to your office, I have found the MARC News has not been improved as the predictions were made in forepart of 1962. I have noticed that the MARC News has been cut to a bi-monthly issue. I know the reasons for the bi-monthly publications such as drainage of the Treasury; only takes one-half the work as an editor and gives more time for printing. Now that our recent MARC News has been very late and without the presence of the 1963 applications, this has been worse than any past experiences from the beginning of Bill Hall's Editorship. I find that Bill Hall wasn't doing such a bad job after all and I believe that you are finding it out too.

Jack Sandifar
Pst. Treas. MARC

Dear Jack:

I guess our column, "Backfire" is still properly titled. In the nine months existence of the new MARC News many problems have been encountered. One of the most troublesome has been to get enough articles to the printer to meet a deadline. Every effort is being made to improve the situation. Volunteers will be greatly appreciated. — ED.

Dear Dave:

I'm writing to offer my collection of 8mm color film to any Region or Chapter who might like to see themselves in action. All I ask is Postage and Insurance in return.

I have one film which lasts 30 minutes and it deals with several things, one is Model "A's" I have owned, which is a lot, The National Meet 1957, A Trip to Turkey Run State Park, Indiana, The 1st National Meet of MAFCA at Atlantic City, in 1960. This film is simply full of our most important subject "The Model "A" Ford." In this film I am the fat one who recognized George DeWitt, at Atlantic City.

The second one is about 250 feet and lasts about 20 minutes. It is about the 1962 Model "A" Reunion at Dearborn. The Motor Cities Chapter should be very much interested as it shows the complete assembly of a Model "A" Ford in 11 minutes and 10 sec. It finishes with The Ind-Ohio Region's 75 Model "A's" driving around the 500 Mile Speedway at Indianapolis — A terrific sight to see.

(continued on page 4)

BACKFIRE

(Continued)

I will lend these two films to anyone who sends postage and promises to return them as soon as they are finished with them. I'm only requiring this as I would like to have as many as possible, see them.

Carl A. Pickens
110 West North "B" Street
Gas City, Indiana

Dear Carl:

This is a fine offer — sure hope some of our members will take advantage of it. — ED.

Dear Mr. Yount, and Dave Jenkins:

Thanks for the wonderful "Clutch Chatter" article in the October-November MARC News. If it had been published about four years earlier it would have saved me a lot of tears and grief.

My engine exchange came out of necessity because I couldn't afford a new "A" engine and my grandfather had a "B" in his garage. I also had to rely on the foggy memory of mechanics and old-timers, but I also was 100% successful.

I am now 22 years old and have owned my "A" for 5 years.

My "B" engine has taken me to California, New York City, Miami, Fla., and now is the most reliable transportation for my family that I have found.

This last summer I joined the Iowa-Nebraska Chapter of The Model "A" Restorers Club and have enjoyed every minute of it. When and if I ever get my "A" into showroom perfection I will probably switch back again, but for the present time nothing could fill my needs better.

Thanks again,
Denny Bulloch
Omaha, Nebraska

We have received several inquiries in regard to restoring model "A" shock absorbers. The only information we can offer is the article which appeared in the December, 1961 issue of MARC News.

Gentlemen:

As a new member I just recently received my first copy of "MARC News" and am looking forward to future issues.

I have (2) '29 roadsters, a '30 coupe and have a deal working for a '36 Victoria. One of my roadsters is in excellent condition and although the others are in running order they need a lot of work.

I would like your suggestions as to the best publications available for restoring Model "A's".

Very truly yours,
D. E. Anderson
Rolla, N. Dakota

Dear Mr. Anderson:

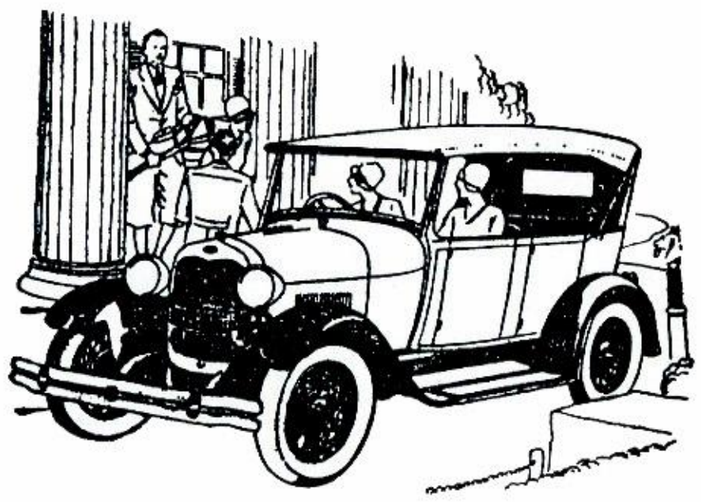
There are many publications about the *Model "A". Ford Service Bulletin, a Post* publication; *Henry's Fabulous Model "A" Ford, a Floyd* Clymer publication; *Ford Model "A" Restoration Manual,* published by Ford Motor Company Archives.

A postcard to these publishers will get you an even larger list of appropriate publications. — ED.

Dear Dave:

Some of our members will probably wonder where the Phaeton in the ad on Page 18, December issue, of MARC News, came from. The art work was clipped from the Auckland Weekly News 1928.

Interestingly, the New Zealand Model "A" was advertised as "thoroughly British."



There has been little information on the Model "A" tool kit. Could you tell me if Ford script appeared on the ball pien hammer and screw driver? Also did the leatherette pouch have strings to tie or snaps?

Of interest to restorers would be a list of tools contained in the pouch, and/or items included with the purchase of a Model "A."

Any assistance you may provide would be greatly appreciated by all.

Sincerely,
Tom Blinn
513 Grosvenor Ct.
Greenville, Mich.

Dear Tom:

We will have to do a little research on this one. In the meantime some other members may have an answer.—ED.

Dear Dave:

I am a new member of the Model "A" Restorers Club. I find the MARC News very informative. I am beginning to restore a 1930 Standard coupe. Could you answer the following questions about this car in your column, or by mail.

Were the 1930 engines painted Ford green? Also, was the transmission painted black or green?

I found a patent plate on the firewall giving a Briggs body number. Did Briggs make coupe bodies? The rear window on my coupe rolls down. Is this rare or do all '30 coupes have this. Also, the steering column bracket is just under the cowl panel-air scoop. Do all '30's have this? Was the bracket under the gas tank on the '31's?

Did Ford change to a one piece splash apron any month before January 1931? Was there a narrow zinc moulding around the back and sides of the running boards on the '30's?

Do '30's have a sediment bowl combined with the gas shutoff on the firewall like the '31's, mine does not.

What was the candle power of the low-high bulb and parking light bulb in the original Std. coupe headlamps?

The seat is a brown and tan weave material and the door mouldings are brown. Would this indicate the original upholstery was a light brown or tan napped or flannel-like material? Were the door panels, quarter panels, side panels, and headliner all of the same material in each car? How was the headlining fastened to the top bows?

Would the brown seat, brown door mouldings, and brown gas tank inside the car, indicate the original body color was Thorne Brown? If so, was the top or upper body, rear quarters, body mouldings, window reveals painted black or were they the body color on the '30 Standard coupe? What color was used for striping the brown coupe?

Was the original black rubberized roof material long grained?

Was the generator, starter, carburetor and manifold fan, pump, outlet, etc. painted green like the engine?

I realize I have asked a lot of questions, I hope you will answer them in your column in the near future or by mail. Thank you for a fine magazine.

John Porter
8895 Boyce Rd.
Corfu, New York
card no. 1145

Dear John:

We appreciate your letter with the many good questions concerning our favorite car, the Model "A." However, not being experts in all the categories your queries included we're passing the "whole buck" to Glen Crawford, Technical Chairman. With possibly some help from other members who read MARC News, we'll try to supply answers in the next publication. — ED.

A NEWCOMER CHALLENGES The Model "A"

Back in the early twenties the low priced automobile market without any question belonged to the Ford Motor Company. The Model "T" was not only king of the sales race among low priced cars, but the total share of market claimed by Ford was so great that every other car on the American road was a Ford!

In 1924 there was big news in the automobile business. A man who was far from an unknown in the industry made a very important move that was to have far reaching effects on all the manufacturers and the sale of automobiles. That man was Walter P. Chrysler. The stories about Walter P. Chrysler have been told and retold, but we will review his rise to fame briefly as it was to have important effects on the Ford Motor Company.

Chrysler started out working in the railroad shops as a mechanic, then later a foreman. From the railroad shops, Chrysler moved over to the young booming automobile industry and went to work with Buick in Flint, Michigan. Chrysler's rise was rapid, and he learned automobile production and engineering well. Chrysler became general works manager at Buick, and at the same time helped put Buick way out in front in the medium priced field. After gaining great respect for his ability, and becoming a wealthy man in his own right, Chrysler resigned at Buick and went to Europe on an extended vacation. Soon after his return to the States, Willys-Overland was in deep financial trouble. The banks and stockholders who were interested in saving their investment asked Chrysler to assume the presidency of Willys-Overland. In a remarkably short time, Chrysler was able to prune the company's expenses and get the company back on a sound financial footing.

During his working career, Chrysler had assembled one of the best engineering groups in the country — three men, Skelton, Breer and Fred Zeder. These three men, plus Walter P. Chrysler worked together beautifully as a team, and they had very firm convictions of how automobiles should be designed and built. They designed a radical new car which they hoped to either sell to an existing company to be manufactured, or better yet, start their own company. The car very nearly became the Flint, Durant Motors' medium priced car, but the deal fell through.

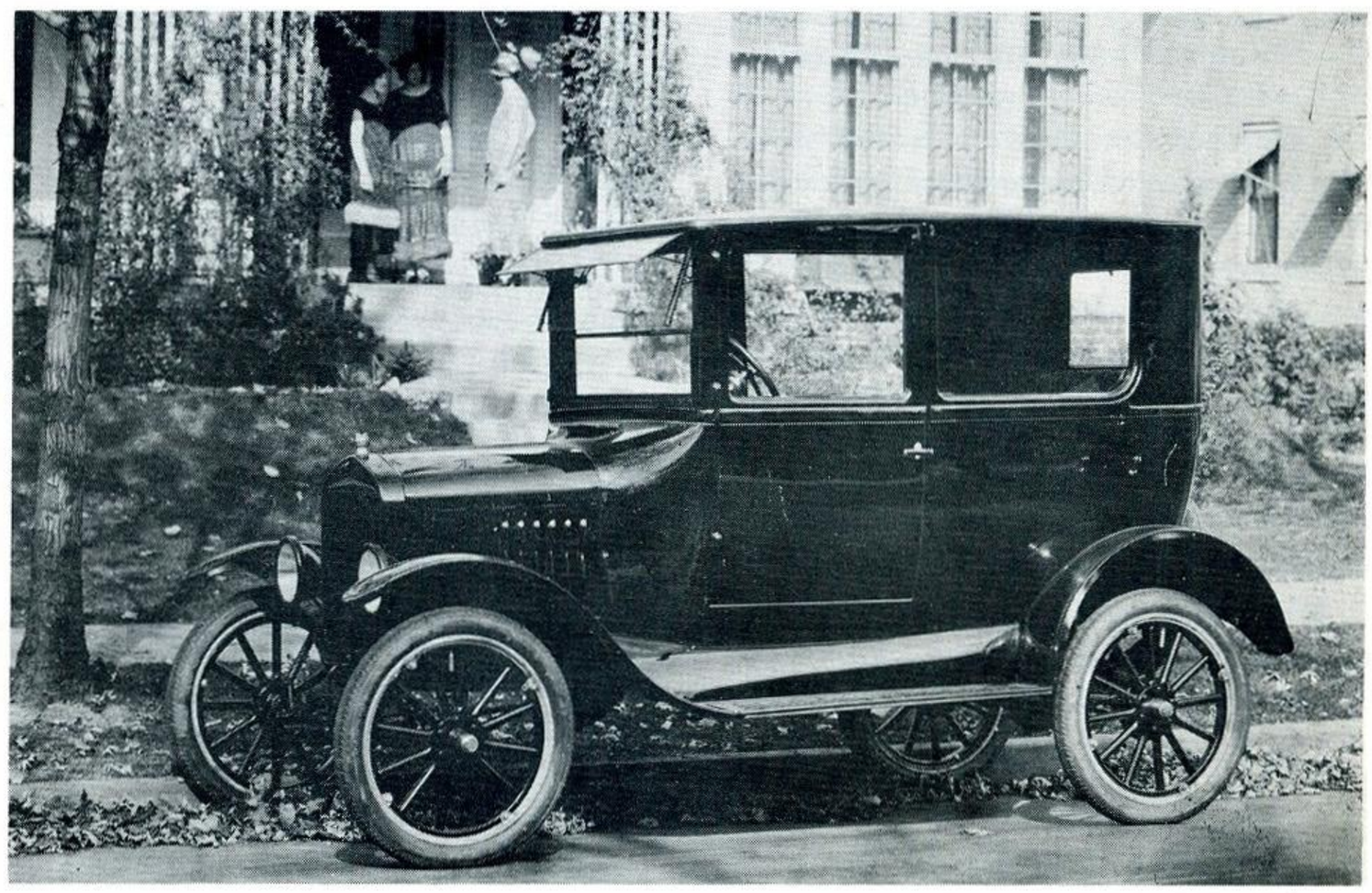
The Maxwell, built in Detroit, had been losing ground for several years, and with Chrysler's outstanding reputation for success at Buick, plus the job he had done for Willys-Overland, it wasn't too difficult to interest investors in backing Chrysler and his team. Chrysler bought the Maxwell Company, and immediately went to work to turn out his advanced motor car.

Because the first Chrysler was not in full production at the time of the 1924 New York automobile show, it was banned from show space with the other 1924 cars. Instead the car was introduced at a special showing at the Woldorf-Astoria Hotel lobby where it drew tremendous crowds and a great press. The new Chrysler was low, with small wheels, smooth body lines, and a very advanced high compression high R.P.M. engine. The performance of the new Chrysler was startling compared with the contemporary cars on the market. First year sales were outstanding, and it was obvious the American motoring public had really accepted the new Chrysler. Its future was assured!

We may seem to be rambling a bit, but it all leads up to the next important steps which were to have more direct influence on the low priced market, and on the Ford Motor Company.

After getting off to such a strong start in 1924 in the medium priced field, the Chrysler Corporation quite naturally began to look to spreading out with a more complete product line-up in order to blanket the industry in each price class.

The first move in this direction was the purchase of the long-established Dodge Brothers Company. Following the death of the Dodge Brothers who founded the company, the two Dodge widows sold the very successful company to the Wall Street investment



HENRY FORD'S MODEL "T" was king of the sales race in 1924 among low priced cars. This was the year Walter P. Chrysler made his important move in the magnificent world of automobiles.

NEWCOMER CHALLENGES "A"

. . . continued from page 5

company, Dillon Reed. Purchase of Dodge by Chrysler gave the growing giant not only a well established car line in the low-medium field, but also a good truck line, and very important, a live-wire dealer organization. Soon after Dodge was added to the Chrysler stable, two brand new makes of cars were offered by Chrysler to round out the market coverage. These two cars were the DeSoto and Plymouth. DeSoto was placed in the market just under the Chrysler cars, and of course shared many of the same parts. Like the DeSoto, the Plymouth was an entirely new car created by Chrysler Corporation to go after the highly successful Model "A" Ford, and the fast growing Chevrolet Division of General Motors.

The Plymouth was launched in 1928, and almost immediately took off at a sizzling sales pace. Actually, Chrysler made a very wise decision when the Plymouth car was launched. All Chrysler Corporation franchised dealers who handled any of the other three corporation car lines were automatically given the new Plymouth to put them actively in the low priced market. In the year, 1928, which was a real "Bonanza" for car sales, the new Plymouth got off to a great start.

The car was very advanced in every respect. It had good styling, with many features not found on even the most expensive cars of the period. It was a big car to be in the low priced field. The brakes were four wheel hydraulic, while Chevrolet had just added front wheel brakes in 1928 to a rather archaic mechanical system. The engine was a short stroke fast four — well balanced, even though it was to be a few years before Plymouth's famous "Floating Power" was introduced. The car had a relatively long wheelbase, and semi-elliptic leaf springs front and rear.

When the Plymouth was introduced in 1928 it offered the following body models and prices:

Roadster	$675
Coupe	685
Touring	695
2-door Sed.	700
De L. Cpe. (rumble)	735
4-door Sed.	735

While these prices look very low by today's standards, they were still considerably higher than the Model "A" and the last 4-cylinder Chevrolet in '28. The '28 Model "A" roadster had an F.O.B. price of only $385, and the Chevrolet roadster was only at $495.

In spite of the price differential, the new Plymouth suddenly became a very serious contender for third place in sales, and truly one of the big three.

Now, let's consider just what the new Plymouth had to offer, and how it stacked up against the Model "A" of '28 and '29. Here's how the specifications compare:

	Model "A" Ford	Plymouth
Bore & stroke	3⅞ x 4½	3⅝ x 4⅛
No. cylinders	4	4
Valve arrangement	L-head	L-head
Tax H. P.	24.0	21.03
No. main brgs.	3	3
Fuel feed	Gravity	vacuum tank
Trans.	3-speed, std. shift	3-speed, std. shift
Type drive	Torque tube	Hotchkiss
Rear axle	¾ floating	semi-floating
Brakes	4-wheel mech.	4-wheel hydraulic
Type springs	Transverse	Semi-elliptic (f & r)

When the Plymouth first came out in 1928, it was a real sensation in the "under $1000 field," and sold more cars in its first year than any other manufacturer has ever done before or since — 58,031 deliveries. In its first year, the Plymouth was not built in its own plant, but by the next, an entirely new plant was completed in Detroit, and Plymouth's sales zoomed to 102,347 units. This compares to a total of '29 Model "A" sales of 1,951,092. Actually Plymouth could hardly be regarded as a serious threat, yet it hit the market with lots of momentum, and did offer a lot of automobile for the price. It was a year or two later when Plymouth came out with the sales battle cry, "Look at all three," which was a bold way of classing the car right in the running with Ford and Chevrolet on an even footing. It really worked, and soon people *did* start to refer to the three low priced cars as a group which helped Plymouth's image and sales immeasurably.

How would the two cars have stacked up on the road back in '28 or '29? Except for brakes, this writer would give a wide edge to the Model "A". Maybe the real proof is how many "A's" are still on the road, but of course in Plymouth's first years, Ford was outselling Plymouth nearly 20 to 1.

It was the introduction of the Plymouth and the switch of Chevrolet from 4 to 6 cylinders that finally forced Ford to introduce the V-8 in 1932. Plymouth continued production of its 4 cylinder engine through 1932, but added "Floating Power" which did a lot to smooth out the 4 cylinder engine. In 1933, Plymouth switched to an L-head 6 that powered the car through the 30's and 40's, and only in recent years gave way to the V-8 or optional slant 6 O.H.V. engine.

Unquestionably, Plymouth's swift rise to a solid third place in the toughest market in the world — and during the worst financial depression we have ever experienced, speaks well for Walter P. Chrysler's planning. It was truly one of the sales wonders of the American market.

CLUTCH CHATTER . . . TECHNICAL HINTS

SEALED BEAMS FOR YOUR OLD HEADLIGHTS

Courtesy — Furman M. Teston, Jr., Savannah, Ga.

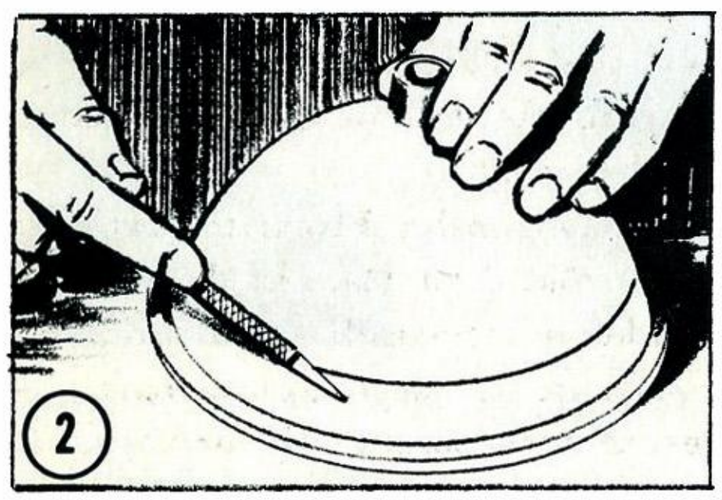
Using parts of the original reflectors and a little ingenuity it's no trick at all to fit sealed-beam units in the headlamps of a model "A." The first step is to check the outside diameter of the reflector with the diameter of the sealed-beam unit. This must be done carefully, using dividers to transfer the measurement to several points on the back of the reflector. Then the reflector is placed face down on a flat surface as in Fig. 1 and a line scribed with a pencil as shown. In most cases, the diameter of the scribed circle will be about 6⅝ in., the diameter of the lens step on the sealed-beam unit. This should be stepped carefully with dividers to assure that the measurement is correct. Then the thin metal is cut through on the line with a 3-cornered file as in Fig. 2. After cutting around the reflector, burr off the rough edge with a file or emery cloth and round over smooth. Only the rim is used.

Next, the unit must be provided with a narrow cork gasket. This is attached with a quick-setting cement or shellac. Make a trial assembly to determine the distance from the rear curvature of the original headlamp housing to the rear curvature of the sealed-beam unit. Either a large coil spring of light tension, such as a chair-cushion spring, or a section of rubber hose, Fig. 3, must be fitted in the space between the unit and the housing so that there will always be sufficient pressure to prevent the sealed-beam unit from rotating. A section of 2¾-in. radiator hose with one end slit at spaced points about the circumference as in Fig. 3 will serve this purpose. With old wiring, you'll get better lights if relays are used. Also, it may be necessary to take current direct from the battery.

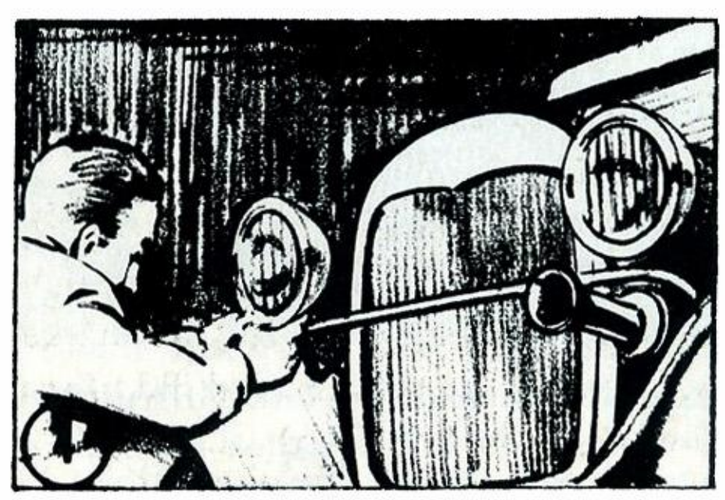
Necessary plugs to fit the prongs of the sealed-beam units may be purchased from auto-supply stores. In assembling the common lead is hooked up first. On many cars this corresponds to the ground connection so it will be necessary to bolt or solder a ground wire to the headlamp housing. The other two wires then are connected to the plug. Be careful to follow the wiring color code so that the high and low beams will work together. In assembling the sealed-beam units in the housings make sure that the tension is sufficient to prevent the unit from turning. After assembling the headlamps on the car, Fig. 4, they should be set, or aimed, in the usual way.

First, reflector is marked by holding pencil steadily and rotating reflector face down.

Slitted piece of radiator hose provides pressure to keep the sealed-beam unit in place.



After rechecking diameter marked, reflector is cut through with a three-cornered file.



Reassembling the headlamps and fastening the retaining rims securely completes the work.

ROCKING HELPS FREE JAMMED BENDIX DRIVE

Almost every car suffers from a jammed Bendix drive occasionally. This is indicated by the starter suddenly refusing to turn when the pedal is pressed. To make sure a jammed bendix is the cause (and not a broken connection or run-down battery) switch off the ignition and try cranking the engine by hand. If it is immovable your suspicions are correct. The cure is to put the car in gear, and with the help of a friend, to rock it backwards and forwards until you feel it suddenly free itself. In some cases it may be necessary to loosen the four bolts which hold the starting motor to the crankcase, not forgetting to tighten them up afterwards. If the bendix jams frequently it probably means that the shaft is bent. This trouble is almost always caused through starting with advanced ignition. Moral: always retard ignition before pressing starter pedal.

AIR LOCK MAY COVER FOR LOW OIL LEVEL

Do not take it for granted that there is plenty of oil in the gear-box and back-axle just because the oil oozes out when you remove the filler-caps. This may be due to an air-lock.

(continued on page 16)

1963 National Marc Meet and Centennial Celebration

Plans are moving fast in San Diego for the 1963 National Meet and Centennial Celebration of Henry Ford's Birthday, July 29, 30, and 31st.

Lodging has been secured at the El Cortez Hotel, renowned throughout the world for its "Glass Elevator" to the Sky Room. The Caribbean Ballroom where we will hold our awards banquet on Wednesday evening, is located in the new wing of the hotel.

Within the hotel itself there are facilities of almost every kind from shops to night-clubs. The rates we have been able to obtain are so reasonable no one attending will need to seek other lodging. The rate of a single accommodation will be $9.00 and a double $11.00 plus a $1.00 per day for parking, with in and out privileges.

As an added attraction for our touring "A's," this special price will be in effect for all who wish to check into the hotel before the three day meet or stay later than the closing day of the celebration on the 31st of July.

Registration for the lodging will be directly with the hotel, however, application blanks will be included in the next M.A.R.C. News for your convenience.

Now for the activities already planned.

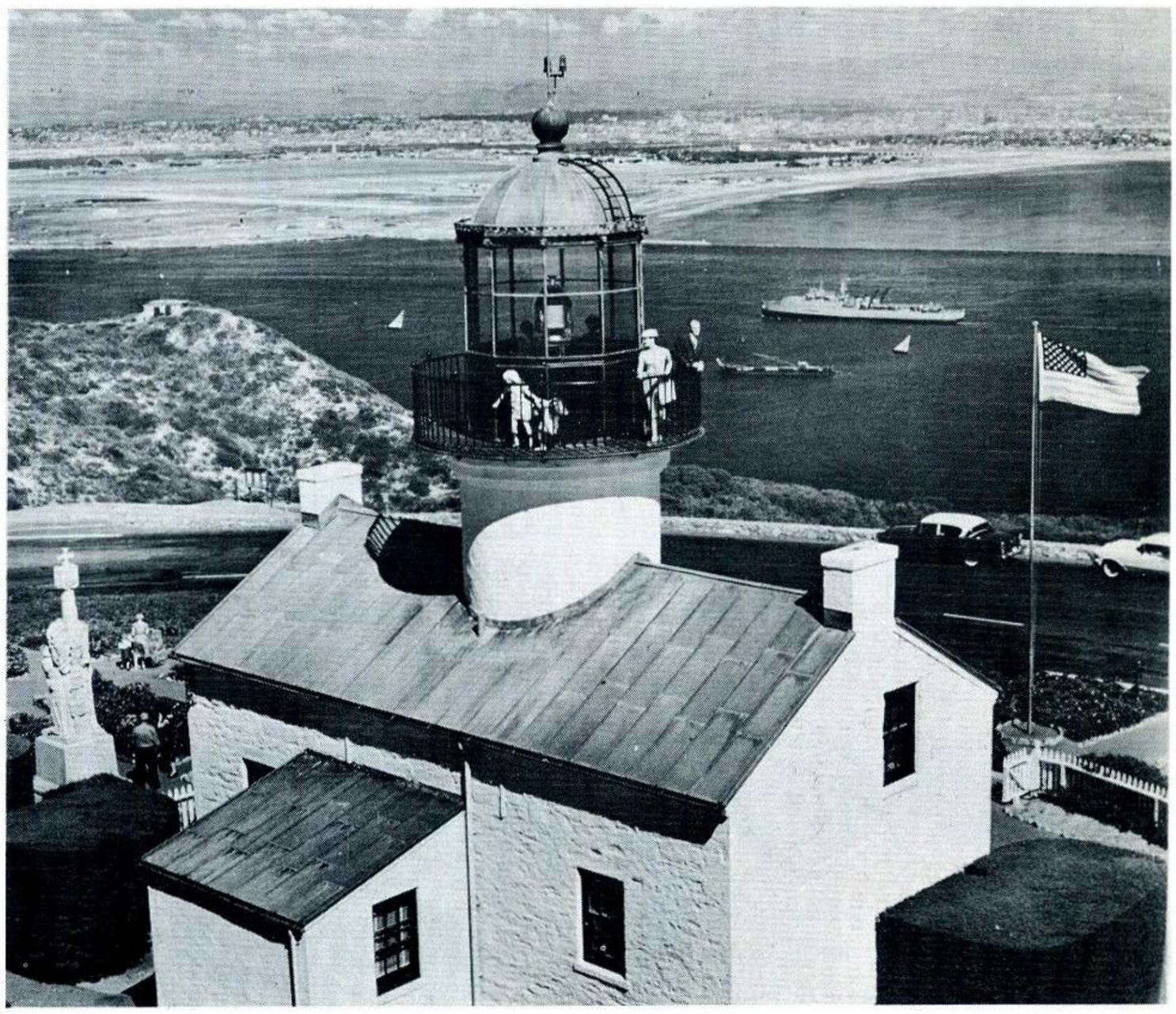
The judging of our "A's" will be held in the city of Coronado, just across the bay from San Diego. We will have a large park with trees and conveniences close by. The ferry trip to Coronado will be an added thrill for many who have never experienced it before and a tour of the North Island Naval Air Station is in the probable stage. If, by chance, there is an aircraft carrier in, we might be able to talk the navy into taking us for a tour on her.

The tour to Disneyland has been set for Wednesday, July 31st, thus allowing both members of the family, as well as the kids to make the trip. This tour will be by chartered bus. You know that old saying, "Sit back and relax and leave the driving to us."

For those who do not wish to go to Disneyland, there will be a local tour taking you to places of interest both historical and fun.

One item we will need lots of help with is pictures of your "A's." We will have a souvenir program but would like to show pictures of "A's" from all over the country. If you are planning to come to San Diego and have a suitable black and white glossy picture of your "A," send it with $1.00 for processing, to: Lambert Dial, Chairman National Meet Committee, 4475 Myrtle Avenue, San Diego, California.

This is urgent.



CABRILLO NATIONAL MONUMENT: One of the most famous historical landmarks in San Diego is Cabrillo National Monument and the Old Spanish Lighthouse situated high atop Point Loma. Out of use since 1891, the lighthouse now serves as an observation point for visitors to view the magnificent marine panorama, named by Encyclopedia Britannica as one of the world's three most beautiful scenic harbor views.

Registration and information sheets will be in the next M.A.R.C. News, with additional prices and the menu for the banquet, information about the other tours and miscellaneous items of interest. We have maintained the same registration fee of 1961, $5.00 per car entered.

We are hoping the caravan of "A's" starts in New York and Florida, converge along the way with other "A's," and string themselves along the highway for miles as they enter San Diego. You can contact our President, Ed. Breedon for information on the tour to San Diego.

Because of the precedent set in San Francisco by the Model "A" Ford Club of America in 1962, in opening their National Meet to all Model "A" Clubs, we felt it only right and proper to do the same. We are, therefore, opening the National Meet to all Model "A's" belonging to a recognized restorer's Club.

The first conservative estimate of attendance is somewhere around 300 "A's." We think it will be the most wonderful sight ever beheld by modern man.

Be ready! The time is now to plan to attend. Come by train, plane, or, if need be, shanks mare, but come. San Diego is the place, and July 29, 30th, and 31st the time.

STATELY CALIFORNIA TOWER, with its rich, ornate architecture, is a familiar landmark in San Diego's famed Balboa Park. The park area, comprising 1400 acres in the heart of the city, is filled with lush, colorful gardens, and Spanish Renaissance buildings that have served two international expositions.

FORD MOTOR COMPANY MARKS CENTENNIAL OF FOUNDER'S BIRTH

"History is bunk," he is alleged to have said, yet he built the nation's most spectacular collection of Americana.

Some labeled him a pacifist, but his factories helped the nation to victory in three wars.

Beset by financial difficulties three times before the age of 40, he later was sometimes referred to as the "last billionaire."

Scoffed at by fellow industrialists, his $5 day drew thousands of men from across the country eager to work for him.

The father of mass production, experimenter in agriculture, sociology and health foods — Henry Ford was all these things. Starting this month the accomplishments of Ford Motor Company's founder will be commemorated in a year-long series of events marking the 100th anniversary of his birth. The first of these was the unveiling of the 60-millionth vehicle built by the Company earlier this month in Dearborn.

Millions of people will see a new Company film, "The World of Henry Ford." A one-hour TV film will be released this month. Both are documentaries portraying the man and the times in which he lived.

An interview with Allan Nevins also has been filmed for educational television. Nevins is the Columbia University historian who is writing a three-volume history of Mr. Ford and the Company. The third volume will be in bookstores in June.

Various Ford historic car clubs will meet in Dearborn and a Ford tri-motor air show is planned for this summer. A number of public events in Dearborn and elsewhere will mark the anniversary, including the placing of a historic site marker at Henry Ford's birthplace on July 30th.

The Detroit Historical Museum will feature a special exhibit devoted to Henry Ford, July 30th through October 30th.

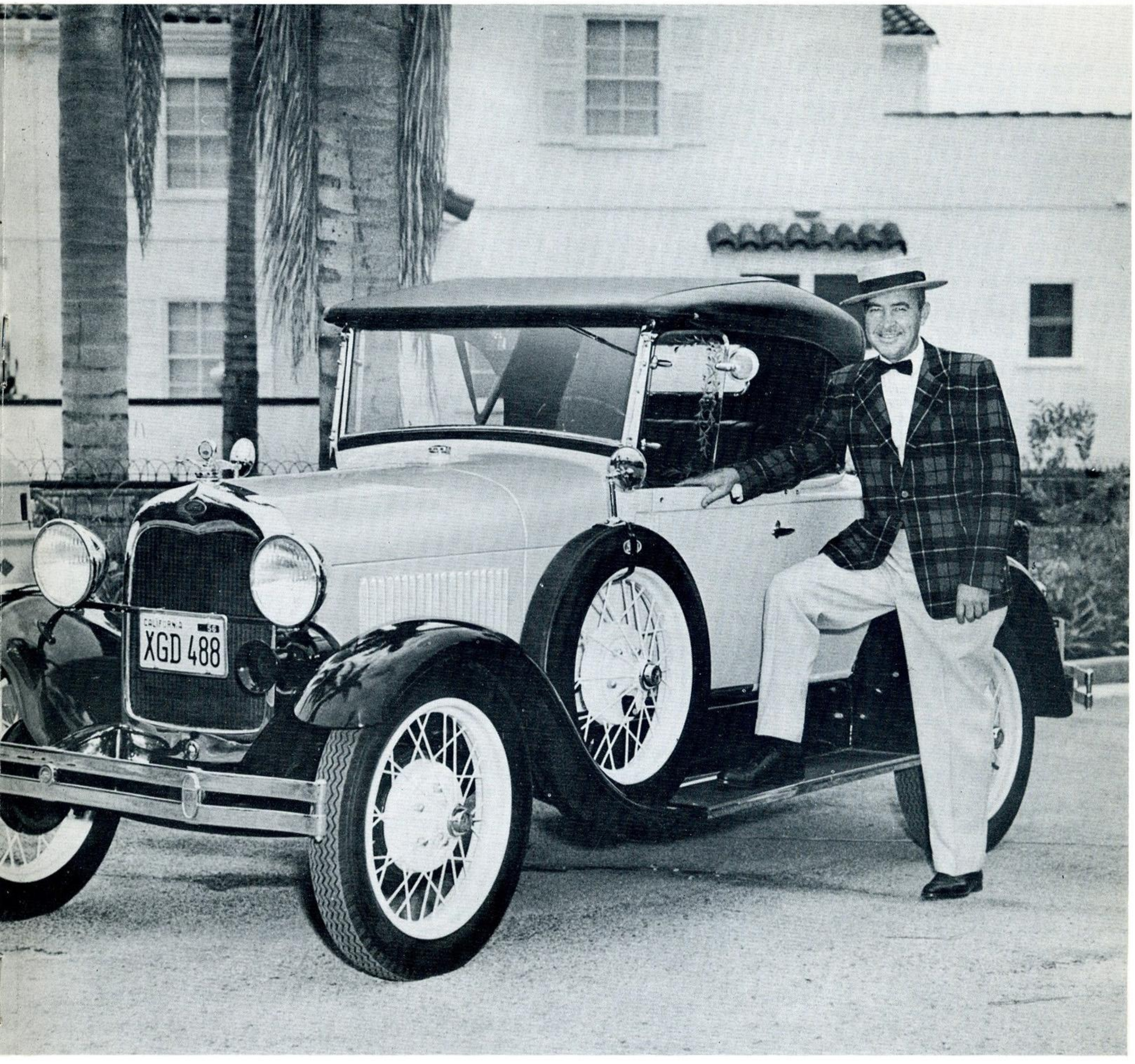
On July 26, 27, and 28, 1963 the Model "T" Club will hold their national meet at Greenfield Village and a special pageant commemorating Henry Ford will be presented for the general public.

All antique car groups visiting the Detroit area are encouraged to visit the "Rouge." The Company is preparing a windshield sticker "Centennial Symbol" which may be obtained during the visit.

MARC SHOWCASE

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.



MARC MEMBER JAMES TURNWALL of Maywood, California, is the proud owner of this beautiful 1929 Ford Roadster. The small picture shows its condition when purchased . . . Restoring Model "A" Fords has been a hobby with Turnwall for over ten years . . . This Roadster has been entered in only three meets and has won two trophies. Turnwall loses out at the Model "A" meets because he has forsaken pinpoint originality for comfort in that he installed a model "C" engine converted to model "A", he applied sound deadener under all fenders and body, has modern grease fittings, safety fuses in case of shorts in the electrical system and heavy duty shock absorbers . . . At 60 MPH this jewel purrs like a kitten, and Turnwall is satisfied even though he cannot compete against original restored "A" Fords.

REGIONAL NEWS

MICHIGAN REGION: On Sunday, Oct. 8, members met at the Town Drive-In for the last picnic of the season. They drove on to Elzia Howell Park where a 1930 Sedan was given away. Every member there received a prize. Honors to Royal Oak Chapter who sponsored the Meet. On the same day Jerry Daughtery bought an A-400 from Flint. Bill Vicary bought a '39 Pick-up from "Model A Joe" Cuzelis. By the way, Joe has his '31 Roadster upholstered now. I hear it looks real sharp. Since Don Woods owns an Oakland, and lives in Oakland County, he has renamed his motel "The Oakland". It is located on U.S. 15, just north of Pontiac, so take note members, stop in and say "Hi" if you're in that neck of the woods. (That's an unintended pun!) In the rumor stage: A new Chapter for Livonia. Hope something comes of it. Bill and Ginnie Smith, Bob and Joann Grandy, Jerry and Judy Bialo all celebrated anniversaries in November. Many thanks to Mrs. Ada Felske in Lemon Grove, California for her nice letter. George DeAngelis and his wife left for Europe on Wednesday, October 9. They arrived back home on November 9. Heard Paris was the wildest! Biggest news in December was the Christmas party held for the third year at The Westerner Beef House, owned by Sig Stensland. What a beautiful place! We really had a ball. The dance floor was really jumping. Hank and Wanda Mamajek danced almost every dance, and also seen on the floor (dance floor) were Carl Dawes and his wife, Bob and Joann Grandy, Dick Byrom and his Sally, Joan and Roy Krawcke, Bob and Dorothy Fraser. Other members included in the fun were Jerry Daugherty and wife, George and Cid DeAngelis, Matt Timon, Nick Timon, Gene Janica and many, many others. Frank Kinzinger made like Santa and had more fun kissing the girls than handing out the gifts. Roy Rojek led the group in a moving (to say the least) sing-along. All kidding aside, the Christmas carols were beautiful. As close as we can figure, there were nearly one hundred members, which is a darn good turnout. Ginnie Smith handled the event, with yours truly lending a helping (?) hand. Thanks to Bill Smith for donating his time. Joan Krawcke made special tags for the ladies. Jerry Bialo, who has the Band, said the fellows really enjoyed playing because everyone was having so much fun. Hank Mamajek and his modified Roadster on display at Wonderland Shopping Center to help promote sales of custom car kits. It was there for about three weeks. -------Judy Biolo.

KYOVA REGION: The Kyova Region, with headquarters in Huntington, W. Va., held their annual election meeting on December 7, 1962, at the Appalachian Power Company auditorium in Huntington. All but two of our paid-up members were present. As guests we had Bill Craddock and Jim Rupe of the Kanawha Valley Chapter of the West Virginia Region. Bob Copley of Ceredo and Paul Hamilton of Huntington made application and were accepted as new members. We are glad to have these two fellows join us. The meeting was called to order by Warner Hall who presided in the absence of Leland Johnson. The first order of business was the reading of the draft of a new set of By-Laws. Part of the By-Laws were passed and the remainder were tabled until the February meeting so that editorial changes could be made. The second order of business was the election of officers for the coming year. The new officers are: Warner Hall - Director; Larry More, Sr. - Vice Director; W. Tom Owens - Secretary; Charles Newman - Treasurer; Leroy Caudill - Corresponding Secretary & Activities Director; Leland Johnson & George Shy - Co-Technical Directors. The club voted to hold a dinner meeting on January 19, 1963, at Youngs Restaurant, Eastern Heights Shopping Center, for the installation of the new officers. The dinner will be Dutch Treat. Keep your eyes on this Region for 1963 is the Centennial Year in West Virginia, and we will be Busy Little Bees with all the activities now in planning -------Leroy Caudill.

SAN GABRIEL VALLEY REGION: In December our meeting was held at the home of John Hoop, Jr. Our Christmas party, which was forthcoming at the time, was discussed and final preparations were taken care of. Our Christmas party was the big event of December. It was held on Dec. 15. All the cars met at 6:00 p.m. and we set out on a tour which took us past many beautiful Christmas decorations. I had the privilege of riding in the rumble seat of Bill "Mac" McMullen's sport roadster--BURR. There were ten "A's" and three modern cars. Everything went smooth until we had a radiator boil over. As usual it was one of the modern cars. One of the "A's" was parked when a condensor burned out. The tour ended at the lovely home of Hycourt Hervey III. We had a pot-luck dinner which was marvelous. After dinner the presents were given to the children and door prizes were raffled. We want to sincerely thank Gene Scott of Ford Parts and Supply Co. in Baldwin Park for his generous contribution of parts for the door prizes. The grab-bag was then opened and everyone went home full of food and happy. With 60 people at the party, 10 "A's" on the tour, and everyone having a good time, we feel the party was a big success------- Cliff Hansen.

WESTERN MASSACHUSETTS REGION: A fall foliage tour of the Model "A" Restorer's Club held on October 7, 1962, consisted of a trip along the Mohawk Trail to the Goddard Antique Auto Museum in Shelbourne, Mass. Despite very heavy rains the day previous, and very questionable weather ahead, eight "A's" turned out. On our way to the trail we passed the University of Massachusetts campus, and with the tuning of the wolf whistle by the Secretary of the Club leading the procession, and a stream of Model "A's" following behind, we sure attracted a lot of attention. Upon arrival at the Antique Museum, Mr. Goddard suggested that we line up outside in front of the museum, and for awhile there were more people looking at our Model "A's" outside than there were looking at the antiques inside the museum. Because of the cold, damp weather, we then held a brief meeting at Archie's Coffee Shop in Shelbourne Falls, Massachusetts and proceeded back home on the trail. Despite the weather, it was a pleasant trip enjoyed by all. ------Robert S. Brown, Secretary.

MOUNT VERNON REGION: Our Region was organized last spring. The first meeting consisted of seven members--now we have thirty plus; welcoming new members each month. We had a very active summer. One of the highlights was the trip to Luray, Virginia (108 miles each way). Every "A" made it over the mountain! Our Director Hank Snow attended the international Model "A" Reunion along with Col. Don D. Crawford in the Colonel's '30 Pick-up. Hank reports everyone in Dearborn was very friendly and that he felt he was among old friends. To climax the summer was the Antique Car Meet in Rockville, Maryland. The Mount Vernon Region had a turn-out of ten families and came home with four trophies. First place trophies went to: Chuck Moltz and his mother--best family costume and to Dick Libkecker--slow race. Second place trophies to: Hank Snow for his '29 Station Wagon and Jim Wells--cranking contest. JEAN MOLTZ, Secretary

REGIONAL NEWS

NIAGARA FALLS REGION: More members, more cars, more events all add up to one fine summer for this Region. On July 21st the Torontario Region joined the Niagara Falls Region to provide one of the outstanding units for The Town of Niagara Sesquicentennial Parade. After the parade cars were judged with the first place plaque going to Wm. Furness and his Roadster pickup. Honorable mention must be given to the beard proudly grown and worn for this occasion by a certain Mr. Cooper. All enjoyed the picnic following the day's events. Much has been said about Dearborn, but the Coopers, Smiths, and Radmores are still talking about "The Meet That Was TOPS". Our sincere appreciation goes to all who worked so hard to make the Dearborn Meet such a success. Many will be showing pictures of George and Helen Cooper's gay yellow pickup that added so much color to the meet. Few knew that upon arrival at Detroit, this truck threatened to throw a rod among other things. Our thanks go to those at the Shell Service Station near Greenfield Village who worked so willingly at the repairs that enabled this truck to participate in the meet. August came along with our group taking part in the Town of Bergen Sesquicentennial Parade. A welcome to new members, Betty and Lloyd Stevenson with their "A" Coupe. An evening business meeting was held along with a showing of slides from Dearborn. The combination of the longest line-up of A's yet seen, and the many new members that attended this meeting point to a great future for this Region. Fall activities began on Sunday, September 23 with a well attended picnic-tour to Indian Falls Park. One of the attractions of this area is a small train pulled by a scale model steam locomotive. MARC members even forsook their "A's" and had a delightful ride on the train, courtesy of the management. October brings with it a PARTS AUCTION and Autumn Color Tour. Thus, this Region has started its BEST YEAR YET. ------Glenna Radmore.

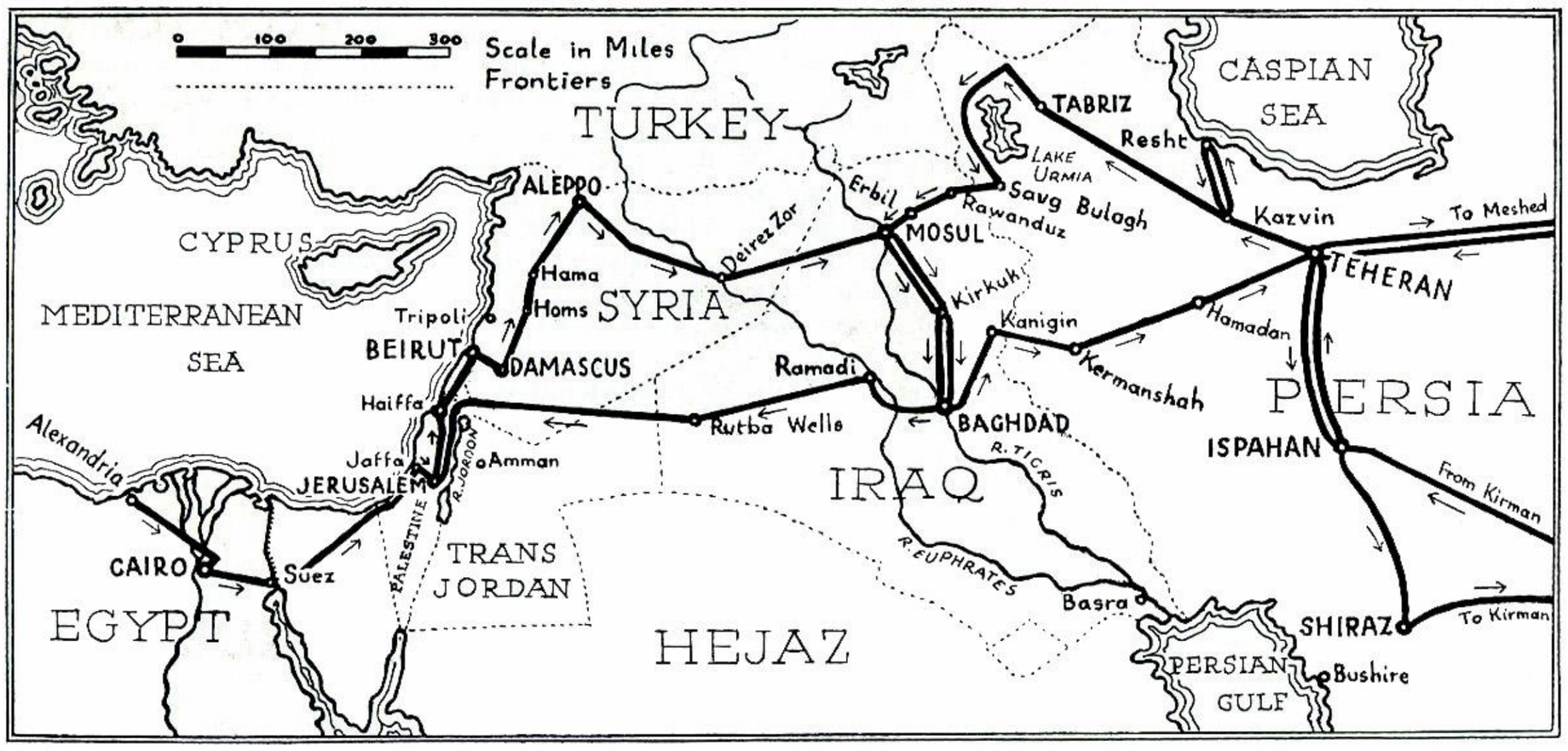
INDIANA OHIO REGION: The Annual Christmas meet of Indiana Ohio Region of Model "A" Restorer's Club was held Sunday, December 2, 1962 at Beechwood Park west of Centerville, Indiana, with 135 members and families attending. Fountain City Chapter had the building all decorated in colorful Christmas era and everyone was in their best spirits even though it was a 60 degree temperature day outside. A wonderful dinner of turkey, ham and all the trimmings was served and everyone enjoyed themselves. And the desserts were out of this world. After dinner, the meeting was called to order by our Director, Mr. Merrit Miley. The Secretary's report was read and approved, and the Treasurer's report was read and approved. The point system was revealed at this meet - in first place was Mr. Ben Yeager of Jay Delarand Chapter, second place Mr. Charlie G. Currens, Fountain City Chapter, and third place to Mr. James Broscher of Jay Delarand. Everyone should try and get your Fords and yourself out, as 1963 is another year to see who will win. Then election of officers for 1963 was held with the following being elected: Director Mr. Charlie G. Currens, Fountain City Chapter, Assistant Director Mr. Richard Benefiel, Whiteriver Chapter, Secretary Mrs. Charlie G. Currens, Fountain City Chapter, and Treasurer Mr. Jack Sandifar of Fountain City Chapter. The Director then turned the meeting over to the new Director, who thanked all who voted for him. About that time Santa Claus arrived and all the children, young and old, were given gifts. Everyone attending, I believe, went home with a door prize. Coming events for MARC: March Region Meet will be hosted by Jay Delerand. June Region Meet will be hosted by Capital City Chapter. September Region Trophy Meet ??????? Anybody want to make an offer? December Christmas Meet - Whiteriver Valley. There were 10 Model "A"s in attendance and every other make of car on the road. About 4:00 P.M. everyone departed on their way home after a very happy Christmas party--------Donna A. Currens, Secretary.

NEW FLORIDA REGION: (Ridge Chapter), Friday November 23rd the antique cars, all bright and shining were filled with gas, air put in tires, suitcases placed carefully on back seats and last, but important, the back seat drivers and their husbands drove up Florida's finest highway to Ormond Beach for the annual Antique Car Show. Friday evening we arrived just in time to be in the Gas Light Parade. Saturday morning the big parade started a tour through the streets of Ormond Beach, leading the 125 antique cars down on the beach where the races took place. Lunch was served after the races and then came the Gymkhana events. Saturday evening, after dinner was served, they had the judging of the costumes, followed with the showing of movies. Sunday morning the presentation of the trophies and ribbons were presented to the winners. About 1:30 we were homeward bound after a very wonderful week-end enjoyed by all. Our regular monthly meeting of the Ridge Chapter of M.A.R.C. met at the home of Ray and Louise Mason. We discussed more in detail on ways to raise more money for our Building Fund. Our Installation of Officers Banquet is coming up in the latter part of January. Names of several restaurants were mentioned and prices quoted as to where our Banquet will be held. At the close of our meeting we all sang Happy Birthday to Ray Mason which started off the surprise Birthday Party. 8:00 P.M. Friday December 14th we had our Christmas Party at the Elks Club. While Christmas music played in the background, we played several games. Throwing a cotton ball through a Christmas Wreath. It isn't as easy as it sounds. Sandy Swindoll won the prize. All the fellas wrote a recipe for a fruit cake and the ladies told how to Grease a Model "A". It was very interesting to know how many of the fellas knew most all the ingredients for a fruit cake. It also was amusing to hear how to Grease a Model "A". I hope the fellas don't take their wives' instructions or I'm afraid there won't be many "A's in the Ridge Chapter. Yoka Muiselaar and Pee Wee Watkins each won a prize. Ann Keifer won the door prize. We then exchanged Christmas gifts. You can imagine all the toy antique cars rolling around the floor after all the gifts were opened. Refreshments were then served and about midnight we all went home. -------Arlene Heunisch.

NEBRASKA-IOWA REGION: On December 8, 1962, at the St. John's Hall in Plattsmouth, Nebraska, the Nebraska-Iowa Region gave a Bar-B-Que for all of the members and their families. We had a good crowd and lots of good food. Following the Bar-B-Que, while the ladies had a good chat, the men held their election of officers for the coming year. The following were elected to serve for the coming year: Herbert S. Brown, Regional Director, 623 - 2nd Ave., Plattsmouth, Nebr.; C. G. Erwood, Vice Regional Director, 216 Ivy Drive, Council Bluffs, Iowa; Wendell K. Johnson, Secretary-Treasurer, 424 Main Street, Plattsmouth, Nebr.; Joseph Scheiblhofer, Regional Photographer, 5117 Gertrude, Omaha, Nebr.; Edward J. Moranz, Chairman, Entertainment Committee, 204 Matthies Drive, Papillion, Nebr. Also on this Committee: Milton D. Nelson, 911 Jackson, Millard, Nebr.; Melvin K. Kudym, 6210 So. 33rd St., Omaha, Nebr.; Donald N. Graves Jr., Rte. #6 - Box 132, Omaha, Nebr.; Steve W. Ongert, Rte #6 - Florence Sta., Omaha, Nebr.; Norman Richardson, 3209 Wallace Ave., Bellevue, Nebr.; John R. Stanfield, Lot #49 - Suhls Trailer Court, Bellevue, Nebr.; Vincent E. Falter, 8703 No. 36th St., Omaha 12, Nebr.; Douglas S. Jennings, 909 No. 69th St., Omaha 32, Nebr.

(Continued on Page 19)

"A" GLOBETROTTING



MODEL "A" TAKES ADVENTURERS FROM JERUSALEM TO PERSIA

Partial Reprint of an Account of a Trip from Jerusalem to Persia in a 1929 Model "A" . . . Courtesy of the Ford Times, Nov., 1931

We pulled out of Jerusalem early on a hot and dusty spring day and headed northeast toward the Sea of Gililee which lies some six hundred feet below sea level, and is probably one of the hottest spots you will find no matter where you happen to drive. The next day we climbed steeply up the winding road out of the valley on the lonely route to Syria. It was an all day trip, with many miles in second gear, but the car performed beautifully. The road through this area doubles back on itself so many times that one has to drive fifty miles in order to cover ten miles as the crow flies. We passed the sign painted in both English and Arabic indicating that we had finally climbed up to sea level again as we headed toward the headwaters of the river Jordan. After crossing the Ante-Lebanon range we started the twisting descent to the Mediterranean and reached Beirut by late evening.

For two days we followed the ancient camel caravan trail beside the sea, while one Crusader castle after the other frowned down on us from the heights on each side of the trail. Belfort, Kasr Krak, Tartoos and Byblus, all still magnificent even though they are in ruins, are mighty reminders of the medieval slogan, "Believe or Die."

At Latakia our northward journey ended and we pointed our Model "A" Ford toward the east, or rather we should say in the general direction of the east, as there were no roads worthy of the name. When we consulted our map, it gave us very little comfort, save that during the next few days of rugged driving we would cross the Euphrates river, and that before reaching Mosul we would have to cross some 600 miles of trackless desert. To make the trip even more uncomfortable, our French hosts, who knew the area well, reminded us that we would be consistently among Bedouin tribes, whose springtime complex breeds a nasty pugnacity toward unknown intruders.

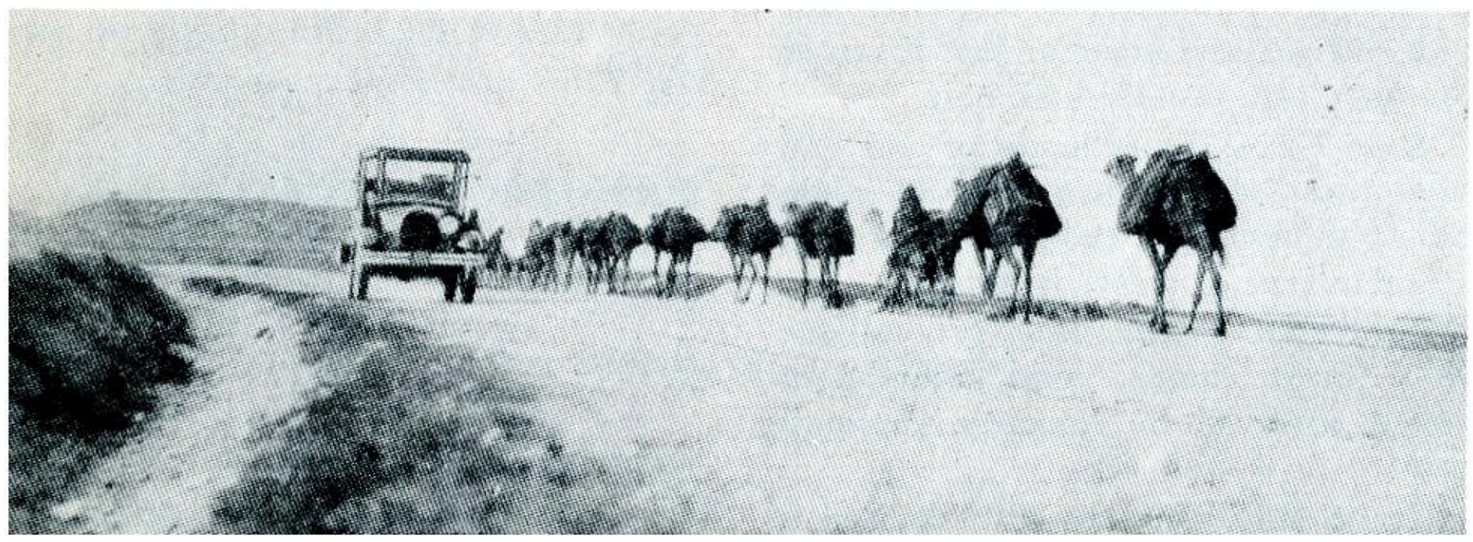
"As far as the Turkish frontier you ought to be all right," they continued. "But after that keep your eyes peeled all the way! Spring makes the desert blossom like a rose, but it brings out Turkish marauders, as well as flowers. Bon voyage et bonne chance!"

The trip up to the small town of Aleppo, near the Turkish border was relatively uneventful, except for a broken fanbelt. Fortunately we carried a spare, so this slight mishap caused no serious trouble. At Aleppo we took a very careful look at our faithful Ford to make certain that everything was in good operating condition, as our very lives could well depend on the car's performance.

While the Syrian desert is not quite as grim as the Sahara, it is still an area that will test both man and his conveyance to the limit. Even on the flat country the going was cruel on springs and tires, to say nothing of the poor passengers who would be tossed from one side of the car to the other while passing over some of the worst part of the route.

Seldom did we shift the car into high gear, but ground along in first and sec-

ond gears with the sound of an occasional rock bouncing off the undercarriage. After six days of this self-inflicted torture, we finally drove up to the banks of the Euphrates river just as the sun was setting. We found welcome haven with a French aviation camp where we were warmly greeted, and spent our first really comfortable night in more than a week.



"For two days we followed the immemorial caravan track by the sea, while one Crusader castle after another frowned down on us from the mountain tops."

We reached the Persian frontier about noon the next day, and there our troubles really began. The supply of fuel that we had shipped in by camel caravan several months before had been stolen, so we had to make arrangements with the French authorities to borrow some fuel from the French Air Force, provided, of course, that we had a like number of litres shipped in at a later date to replace the gasoline we took. This seemed just a bit absurd, when we looked at some of the large air force planes and military trucks and considered how little fuel it took to propel our little four cylinder Ford. Nevertheless, we appreciated the help we got from the friendly French post commander.

During the refueling negotiations, we heard some rather disturbing reports about other parties who had attempted to take the route we were travelling, only to fall prey to wandering tribesmen. The French military offered us the services of two native guides who knew the area "like the back of their hands," but an hour and a half out of the camp, we began to have our doubts as to our course, and within three hours in the trackless wilderness they admitted that they would have to stop and ask directions. (This was when and if we ever sighted any friendly tribesmen.)

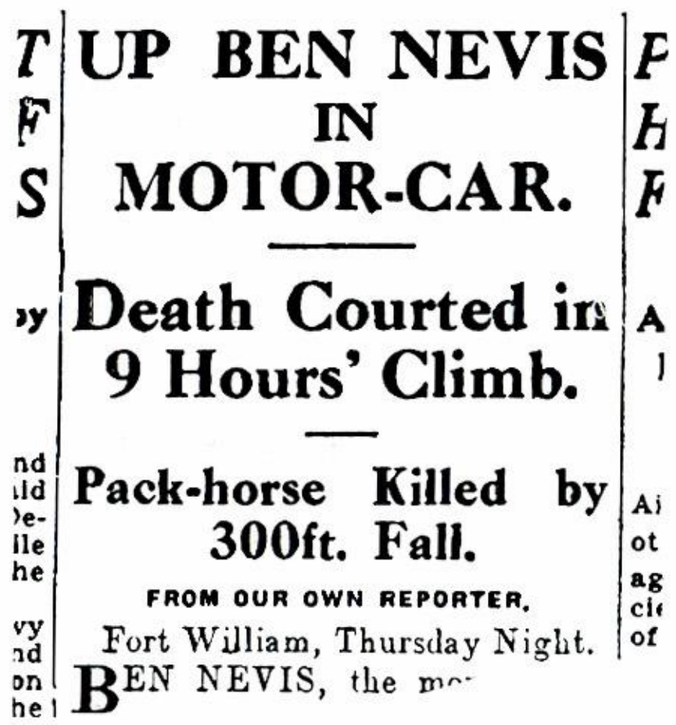
We kept on heading in a general easterly direction until we topped a rise and stopped to look for signs of a trail. Suddenly one of our guides made a wild gesture as he pointed toward the north. There coming at full gallop were four of the wildest looking tribesmen we had ever seen, even in pictures. They would soon be within rifle range, and they certainly weren't friendly. We scrambled back into the Ford, thanked God for a fast start, and after driving as fast as we dared over the trackless, broken ground, the dust of our pursuers trailed off in the distance and we were once again alone. Just before nightfall we picked up the caravan route leading to Baghdad. Still worried about our close call earlier in the day, we tried to put some distance between us and the wild nomads. We tried driving with the headlights at night, and even with our two Arab "homing pigeons" draped over the front fenders, it was impossible for any man to follow the faint camel tracks at night, so we stopped and made camp.

When we finally drove in to the ancient city of Baghdad, we were just about out of fuel, had less than a quart of water between us, and two badly cut tire casings that would hardly last around the block! Looking back on the experience, it was all worth it, and a great deal of the credit for completing such a difficult trip certainly should go to the faithful Model "A" Ford station wagon.

Editor's note: Today there is a fine blacktop highway connecting the cities of Damascus in Syria and Baghdad, Iraq. It's a fairly comfortable 12 hour trip!

DARING DEEDS OF OLD

FROM AN OLD TIME FORD MOTOR COMPANY BROCHURE COMES THIS STORY.



UP BEN NEVIS IN MOTOR-CAR.

Death Courted in 9 Hours' Climb.

Pack-horse Killed by 300ft. Fall.

FROM OUR OWN REPORTER.

Fort William, Thursday Night.

BEN NEVIS, the mo-

BEN NEVIS CLIMB WINS ACCLAIM FOR MODEL "A"

From Scotland comes a cable telling how the new Ford was driven to the summit of Ben Nevis, the highest mountain in Great Britain.

This extremely difficult ascent was made over rock-strewn, almost impassable mountain trails — an example of the unusual stamina and performance of the new Ford. Only once before had this ascent been made by a motor car.

Describing the ascent in the *Sunday Post* of Glasgow, Captain Gordon Aston wrote:

"The road can be called a road only by extravagant courtesy. It is in reality a track for pack horses. The surface

(Continued on Page 16)

EVE'S LEAVES

With spring just around the corner this is the time of the year for the feminine "A" enthusiast to plan those costumes for the entire family. Here we are featuring some styles for the tiny tot and the girl in her teens. The patterns appeared in "The Farmer's Wife" magazine in 1930.

Style No. 2678 is made of brown and orange prints, with light tan poplin collar, cuffs and center front tab, this design is attractive as well as practical. An unusual touch is added by using the new piping cord in orange to finish the edges of the tan trimming. The ease with which this cord is applied makes it especially valuable. For the small child colorfast cotton is the best choice for all occasions.

The length of children's frocks is determined by appearance rather than by the age of the child. If there must be a mistake one way or the other, it is much better to have the dress too short rather than too long. Matching bloomers and very long stockings or half socks help to give the well dressed look. For the twelve to fourteen year old, skirts to the knee, or just covering the knee cap, usually look best.

Style No. 2772 is made of tan and blue print with a trimming of plain blue gingham. The shoulder yoke with a raglan type of sleeve is unusual.

New styles for the older girl call for wool jersey, challis, voile, lightweight tweed, covert cloth, velveteen, or small printed or dotted silks.

To be simply but correctly dressed is important for girls in their teens, as they frequently suffer from self-consciousness. Style No. 2703 has girlish charm and smartness given by the flared skirt, patent leather belt, bone button trim and large pique collar.

Deep box pleats and small collar are important details of the smartly tailored school frock No. 2757.

TECHNICAL HINTS

(Continued from Page 7)

To satisfy yourself on this point, jack up one rear wheel, engage reverse gear, and revolve the jacked-up wheel.

If an air-lock is present, the oil will immediately stop running out. You will find this tip very useful when you next have to replenish either the gear-box or back-axle especially if you are using thick oil. The rear-wheel revolving seems to suck the oil in quickly, so saving many arm and back aches.

DANGEROUS HABIT

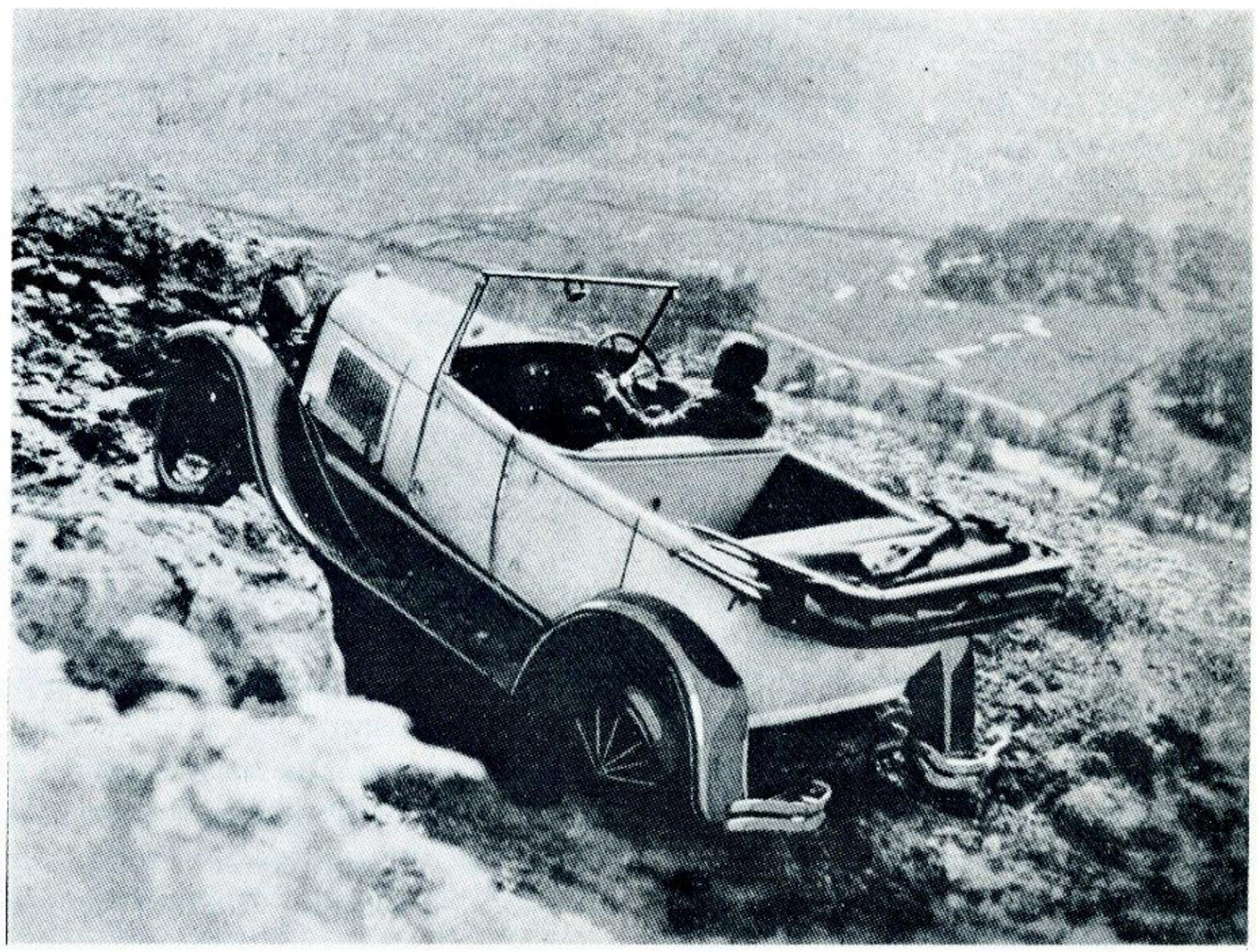
Do not examine the acid level in battery with a naked light, as an explosion is likely to occur.

BEN NEVIS CLIMB

(Continued from Page 15)

throughout is almost incredibly vile. There are numerous very sharp hairpin turns, and in many places the conditions are highly dangerous.

"The smallest departure from a true path on a track that in certain parts is less than five feet wide would involve a disaster."



Shown here is a photograph of the new Ford climbing Ben Nevis, the highest mountain in Great Britain. Only once before had this extremely difficult and dangerous ascent been made by a motor car.

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

NOTICE:

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

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Box 261, Dearborn, Michigan.

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

Additional words up to 40 will be $1.00.

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

WANTED: Lever Button Sleeve for 1929 Parking Brake Lever (#A-2792, See April 1929 Ford Service Bulletin for Picture) Charles D. Jones, Box 207, Boswell, Indiana.

WANTED: Model "A" Ford, unrestored, any year and body style, fair to good condition and running. Will travel anywhere in N. Y. State to obtain. Give all details in first letter. Ken Rubin, 111 Manor Drive, Syracuse 3, N. Y.

WANTED: Model "A" Ford Standard or Deluxe Roadster or Phaeton, unrestored, any condition, complete or incomplete. Also need Rumble Seat, Hinges, Fenders, Aprons, Running Boards, all for 1930 "A". John Porter, 8895 Boyce Rd., Corfu, N. Y.

WANTED: Will pay top price or trade for 1931 Body Parts, Splash Shields, & Fenders, with or without Wells. Will trade my list of parts for yours. Lamar R. Deshane, 2915 E. Fifth Ave., N. E. Knoxville 14, Tenn.

WANTED: '30 A (4) ea. tubular shock links original. (1) ea. (Diaphragm) horn assembly. Speedometer for late 30 or 31. All parts must be good. Please quote price. All leads answered. Hugh Cooper, 310 Concord Circle, Smyrna, Ohio.

WANTED: 4-Stainless steel hubcaps for '36 or '37 Ford. Ed Fralick, Rt. #1, Box 87, Burghill, Ohio.

WANTED: For '29 Open Cab Pickup. R & L door sill plates, R & L door latch assembly. Taillight mounting BRKT, must be new or A-1. Patterns for curtains, top and kick panels. Stan Walz, 5801 Bjelde Lane, Madison, Wisc.

WANTED: Rumble seats (both parts), Rumble seat hinges, front spring cover, (between front fenders, under radiator) All for 1929 Model A Sport Coupe. All Landau iron for same. Write John C. Locke, 714 Prosperity Ave., Fairfax, Va.

WANTED: For 1930 Cabriolet. Need both doors. Also complete parts for top including belt rails. Please write what you have. Would like to hear from someone with Cabriolet for information on restoring, etc. Robert Frederickson, 1801 County Rd. "A", Grand Rapids, Minnesota.

WANTED: Pair of 28/29 "A" Ford running board aprons for roadster pickup. Coupe, roadster or roadster pickup will fit. Also a pair of steel running boards for same car. Will buy outright or trade. Edward H. Vetter, 120 State Road, Eliot, Maine.

WANTED: New '31 Victoria items - R. & L. Front Fenders with wells - R. & L. Running Board Splash Aprons - Hood. Will consider used items if in A-1 shape. Wire, write, or 'phone collect, R. L. Atwell, 2220 Stanmore, Houston 19, Texas, JA-4-8413.

WANTED: Ash Trays, Rear Splash Skirt and right front Fender (with well) for an A-400. Would consider trading a very nice pr. front fenders for '28 & '29 Model A - (Left fender has well with bracket). Aubrey J. Temple, Route 3, Box 42, Lexington, N. C.

WANTED: For '29 A Roadster. Rumble Lid with hinges, brackets and handle, Windshield Wing Nuts, top rest Bars. Complete set seat cushions including rumble, parts must be good and restorable with no more than minor defects. Leroy Scott, 310 W. McFarland Hill City, Kansas.

WANTED: Model "A" Ford Spartan Horn Diaphragm (new or good used, mine rusted out). Will buy or trade "The Starting and Lighting of Automobiles" 1917 Edition, Theo. Audel & Co. (Like New). John L. Giesen, 418 Burke Drive, Alexandria, Va. NO. 5614.

WANTED: 1930-31 Roadster Body in restorable condition and reasonably priced, within 200 miles of Chicago, Ill. Would also consider buying whole car. Maynard Nelson, 8858 South Yale Ave., Chicago 20, Ill. Phone ST 3-2488

WANTED: Top Bows complete with irons for '28 Model "A" Roadster L. D. McEntire, Sweetwater, Oklahoma.

WANTED: Left Side Rearview Mirror, original, for DeLuxe Phaeton, Will trade for mirror if I have what you need. O. S. "Bus" Ebersole Box #108. R. D. #3, Hummelston, Penn.

ANNOUNCEMENT: The Model A Restorers Club of Arizona, Inc., wishes to announce that the Sixth Annual Yuma Tour has been scheduled for March 29, 1963 thru March 31, 1963. The past five meets have proven to be most interesting and fun for all. Any Model A clubs or individuals in California, Utah, Nevada or New Mexico interested in attending this meet can secure further information by writing to Mr. Albert Goettl, 101 E. Lawrence Road, Phoenix, Arizona. Albert B. Goettl, Promotion & Publicity Director.

FOR SALE: Bill McKallip's Annual Antique Car Price Guide, 1963, (Antique Cars, Classics, Trucks, & Fire Trucks) Based on asking prices in major antique car publications in '62. High-Low-Average Prices, Forty Pages. Send $2 to: Bill McKallip, East Hampton, N. Y.

"A" FLEA MARKET . . . CLASSIFIED ADS . . . continued

FOR SALE; '32 Cpe. body, front fenders, grilles, pickup cabs, beds & hoods. S. A. E. for free list '32 to '36 parts. Francis E. Saunders, 706 - 10th St., Brodhead, Wisc.

FOR SALE: New original Ford, steering shafts 1929 A-3524-C $10.00, Low Reverse Gear A-7100 $5.00, Piston Ring-Sets .030 BS-6149-B $4.00, rebuilt parts, Carburetor-Zenith $12.00, Generator-Powerhouse $12.00, Distributor-Caps included $11.50, Please add Postage, Terry Oberer, 681 Craigwoods, Kirkwood, Missouri.

FOR SALE OR TRADE: '28 Ford Tudor, excellent condition. '31 slant windshield sedan body (no rust). Will sell or trade for a '30-'31 Ford pickup or a '36 Dodge. Nead J. Miller, 134 North Thirty-second Street, Camp Hill, Pennsylvania, phone RE 7-9348.

SWAP: 6- 18" Wheels, tires & tubes, "B" hub caps (2 locking type) all new - Swap for same set-up in 19" Wheels. Francis Saunders, 706 - 10th St., Brodhead, Wisc.

FOR SALE: Ford "A" Roadster & Touring. Outside - Door Handles. Nice Chromed Replacements. Pair - $7.75, plus postage. Heavy Duty Hood Hooks, Set 4, $4.00 plus postage; Stainless Steel Screws for Ford A $28.31. Paul Braun, 68 Wilson St., Pittsburgh 23, Pa.

FOR SALE: 1936 Ford Rumble Seat Roadster. 19,000 actual miles. Original throughout. Like new. Price $1,300.

FOR SALE: New Zenith mileage tester. Complete, $15.00. Edward Fabick, Rte. 1, Box 87, Burghill, Ohio.

FOR SALE: '30-'31 Cowl lights with arms, one lens gone, $12.50; Model B Ford headlights, original and complete, $10.00; 1930 Right Running Board with attached shield, very good, $15.00, F.O.B. McMinnville. Jimmy Boyd, P.O. Box 512, McMinnville, Tennessee.

FOR SALE: '30-'31 rumble lid and hinges, good restorable condition $22.50. Ford Wreath Motometer-working $7.50. Large Wreath Motometer-working $7.50. Will trade '32 B Ford catalog showing 14 body styles for sales catalog showing '30 "A" Fords. John Kort, Adams, Wisc.

FOR SALE OR TRADE: '51 Crosley Hot Shot Rdstr. super sports, low mileage, original cond. perfect, orig. tires. Fully equipped with tools and manual, $325 or trade for closed "A" in good condition. John W. Yount, Box 64-RD #2, Library, Pa.

FOR SALE OR TRADE: Scarce original-'30-'31 hubcap $5.00, red and amber lens $3.50, Long pop out assembly w/key $15.00, steel front shackle sets $2.95. Used '31 dash light assembly, $7.50, New B-18016 shocks $15.00. Postage extra on all items. Ed Wright 16 Carnavon Cir., Springfield, Mass.

FOR SALE:. ANTIQUE STATIONERY; with a picture of your car, plus 3 lines of copy. Returnable photograph. $6.-250; $8.-500; $11.-1000, plus postage 50¢. Envelopes $4.-250; $8.-500; $11.-1000. Choice of ink, brown, blue or black. Paul's Printing, P.O. Box 1663, Sarasota, Florida.

WILL TRADE: '40 Ford Convert. unrestored, for a '31 Phaeton, Roadster or Slant Windshield Cabriolet, unrestored. Will exchange pictures. O.S. "Bus" Ebersole, Box 108, R.D. #3, Hummelstown, Penn.

FOR SALE: Perfect Racoon Coat, size 38, $75.00. Ford Chassis and accessories Catalog 28-48, $5.00. Back issues of M.A.R.C. News, 50¢ ea. Excellent original 1932 Ford Coupe upholstery, $35.00. Original Model "A" full color advertisements, $3.00 ea. Harold Angel, 2754 Fairmont Ave., Dayton 19, Ohio.

SWAP MEET

March 31, 1963

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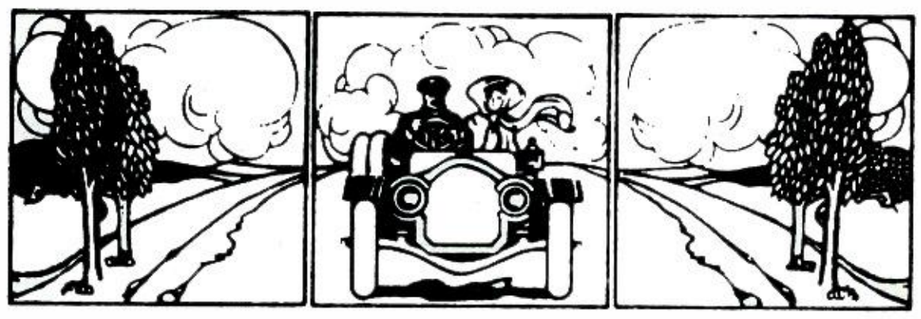

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REGIONAL NEWS *(Continued from Page 13)*

HUDSON VALLEY REGION: The Hudson Valley Region held its fifth annual dinner dance at the Covered Wagon Restaurant in Poughkeepsie on December 8. It was a huge success with an attendance of over half the membership, wives, friends and, of course, some excellent "As". At a brief business meeting Treasurer Carlton Fitchett reported that plans for incorporation of the Region were progressing very well. A financial report showed that the region was the most solvent of any of the vintage car clubs in the metropolitan area. Major events planned for the coming year will be hosting the Tri State meet in June as well as organizing a caravan to the National Meet. All of the past Presidents attended and were honored with a speech by Johnny "X" Xifos, our nationally famous chief judge. John is widely known as an authority on Model A's, particularly the 1928 and 1931 open jobs. Other highlights of the evening were the awarding of participation awards to the most active members of the year.

PALOMAR REGION: An estimated 2,500 persons were on hand Sunday, Nov. 4 to view some 80 automobiles entered in competition in the 2nd Annual All-California Model A Ford Day held at Fallbrook, Calif. Unofficial attendance figures for the "Roaring 20s" fashion show held in a nearby auditorium -- based on seating - came to 800. Although damp and foggy weather prevented a number of cars in Southern California from attending, the general public felt the layout and method of handling the meet was better than last year. Miss Fallbrook (Marilyn Mendel) presented some 25 trophies to owners of Model A Fords, Antique, Classic, and Special Interest vehicles. Club displays, set up by the Palomar Model A Ford Club, sponsor of the event, included a 1930 Ford chassis, a modified Ford chassis, and a 1929 Ford Fire Truck. The local Chamber of Commerce set up a popular avocado information and "dip" booth. The fashion show was presented by the Model A Restorers Club of San Diego. Award winners were as follows: MODEL A FORD DIVISION. Sweepstakes, Harry Hocker of Sherman Oaks - 1931 Coupe, 1930-31 Restored, closed - 1st, Harry Hocker, 1931 Coupe; 2nd, Rodney Gott of Long Beach, 1931 Cabriolet; 3rd, Ray Jobe of Long Beach, 1930 Coupe; 1930-31 Restored, open - 1st, Jim Falkinburg of Los Angeles, 1931 Roadster; 2nd, Roberta Brown of Rialto, 1931 Roadster; 3rd, Charles Peters of Whittier, 1931 Roadster; 1928-29 Restored, closed - 1st, Leo Sheffield of Vista, 1929 Fordor Sedan; 1928-29 Restored, open - 1st, H. B. Erlich of Torrance, 1929 Phaeton; 2nd, Merle Smith of Riverside, 1929 Roadster; 3rd, Floyd Ahrend of Fallbrook, 1929 Roadster; 1928-1931 Unrestored, closed - 1st, Eugene Show of San Diego, 1929 Special Coupe; 2nd, Malcolm Holland of National City, 1930 4-door; 3rd, Charles Dimon of Coronado, 1929 Sport Coupe; 4th, Mike Mehon of N. Hollywood, 1930 Cabriolet; 1928-1931 Unrestored, open - 1st, G. W. Hasenplaugh of Fullerton, 1930 Phaeton; Most Original - L. W. Blumenthal of Desert Hot Springs, 1931 Victoria; Modified - 1st, Jack Payton of Whittier, 1931 Cabriolet; 2nd, Dave Treichel of South Gate, 1931 Pickup; 3rd, Bob Mills of Beverly Hills, 1928 Sport Coupe; Commercial - 1st, Floyd Ahrend, 1929 Open Cab Pickup; 2nd, Theodore Bunten of Long Beach, 1931 Closed Pickup; 3rd, John Tyrrell of Riverside; Station Wagon - 1st, Bill Phillips of Van Nuys, 1929 Station Wagon; CLASSIC DIVISION - 1st, John Taylor of Chula Vista, 1936 Coach; SPECIAL INTEREST - 1st, Roy Schenck of Baldwin Park, 1927 Dodge Cabriolet; ANTIQUE DIVISION - 1st Mac Carnohan of Carlsbad, 1913 Stevens-Duryea; Best Model T Ford, Phil Reed of Whittier, 1915 Touring;

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CAR EMBLEM $2.50
For mounting on your 'A' or on your 'second car'. Blue and black on silver. With mounting holes for installing.

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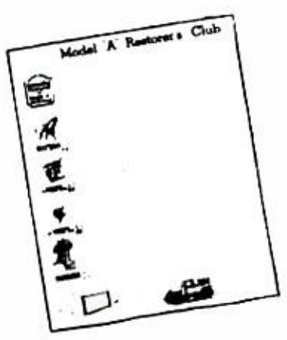

CLUB STATIONERY. . . . . .
100 sheets . . . . . $ 2.00
200 sheets 3.75
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MARC NEWS
No issues prior to Jan., 1961 are available.
Prior to June, 1962 - $.50 each.
June, 1962 and after - $.75 each.

— ALL ITEMS SENT POST-PAID —

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CLUB MERCHANDISE
CLIFF COLLINS, JR. BOX 1204 BERKLEY, MICHIGAN

This Space for Sale

The MARC News is circulated to more than 2000 active members most of whom own one or more Model "A's". An ad in MARC News is your best advertising buy. Consult rate schedule in classified section.

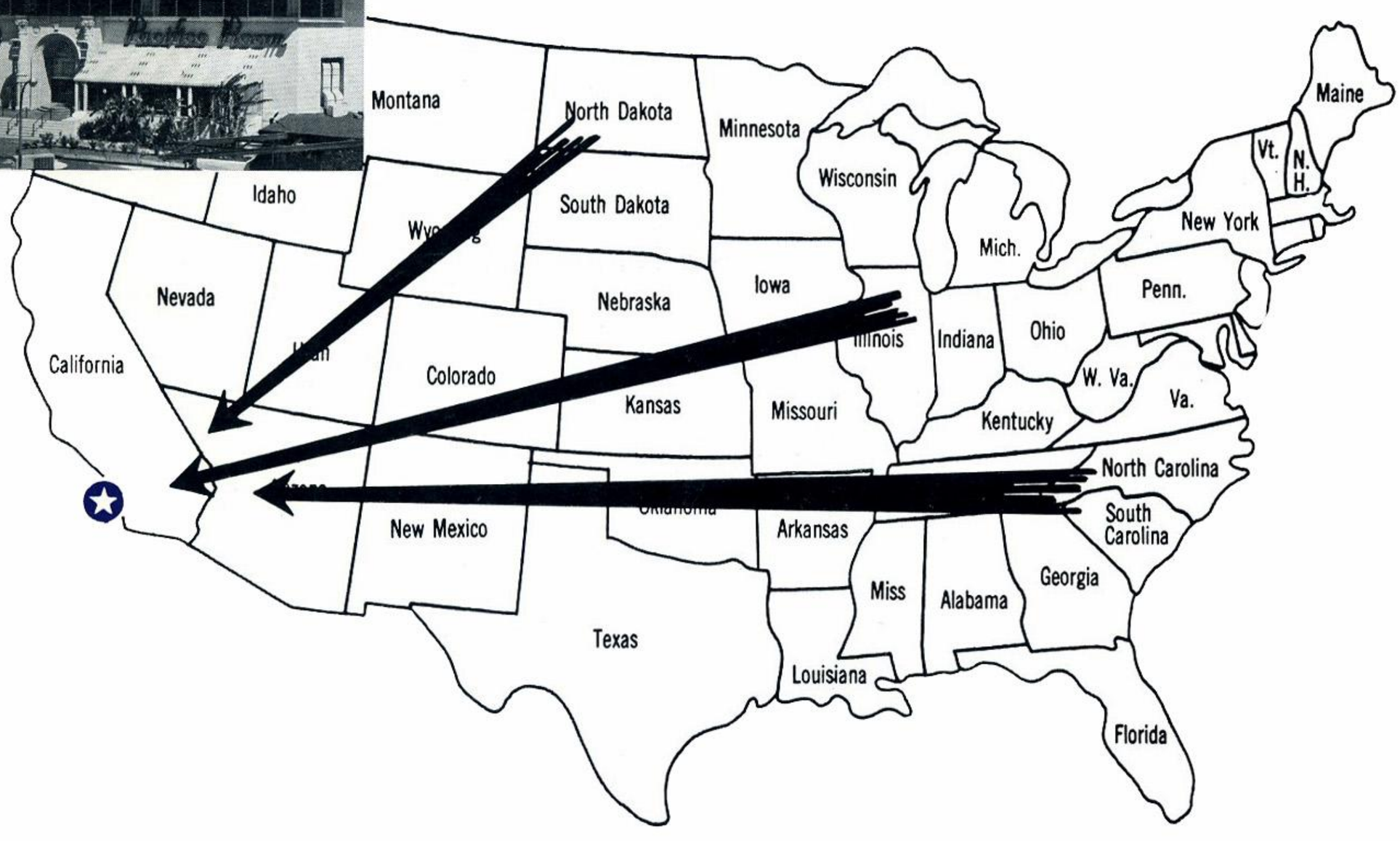
MODEL A RESTORERS CLUB
FOUNDED 1952

MARC News

VOL. III, No. 7 | Dearborn, Michigan | March - April, 1963

San Diego

HERE WE COME



1963 NATIONAL MEET

(See Story Page 6)

MARC News is a bi-monthly publication of the Model "A" Restorers Club, Inc., a nonprofit organization dedicated to encourage its members to acquire, restore and exhibit the Ford Model "A," 1928-1931, and all literature pertaining to it.

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MODEL A RESTORERS CLUB
FOUNDED 1952

MARC NEWS

Distribution — Approximately 2,100

NOTICE: This is the last issue of MARC News you will receive unless you have renewed your 1963 membership dues. Don't be left out. Send your $5.00 renewal dues today to Clifford Collins.

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COVER

El Cortez Hotel, 1963 MARC National Meet and Convention Headquarters showing the famous "Glass Elevator."

NEXT ISSUE

The next issue of MARC News will be for May and June and is scheduled to be mailed May 22nd. All articles and advertising for that issue should be mailed no later than May 1, 1963.

BACKFIRE . . .

LETTERS TO THE EDITOR

Dear Editor:

In the January-February issue of MARC News was an interesting article on installing sealed beam headlamps on the Model "A." We have a 1930 Coupe that has sealed beam units installed in the original shells. What I would like to know is if you can have sealed beam units on the car for competition? Or is it necessary to have the head lamps original ?

Charles Field

Sealed beam lights are permitted in competition but you will be penalized. However, if the job is expertly done the judges may be more lenient. ED

Dear Editor:

I just received the new issue of MARC News and noticed the first letter to the Editor in "Backfire" by Jack Sandifar. It sounded like sour grapes to me. I take issue with him right down the line.

The new MARC News is a real credit to the club and should help it develop into one of the best automobile clubs in America.

In connection with the fact that it is now a bi-monthly publication, I say that it is far better to have a real quality magazine once every two months than to have an inferior product every month.

Most of us realize you have many problems confronting you getting the new MARC News organization on the road. We will go along with you.

J. Neal Barber

Dear Editor: (and fellow MARC Members)

Our impetuous fellow member from Indiana does indeed have a point in his criticism of MARC News. However, his remarks are addressed to the *wrong* party. It is true that the News has been cut to a bi-monthly publication. It is true that the News has its faults and limitations and more often than not it is late in arriving in the hot little hands of the membership. *BUT,* friend Jack, friend Dave and friend members, this is most certainly not traceable to our Editor of less than one year. We, yes we, are the ones who are at fault, not Dave Jenkins. No one can print or edit any type of publication without plenty of help. Not physical help of course, but

(continued on page 4)

such things as news, pictures, articles, events or just anything to do with the Model "A." I believe too many of us are relying on our regional reporters to furnish Dave with this information. Fine, but let's not do this entirely. After all this limits the source of information to just a few people. Now if all of us were to make it a point to keep a good flow of material to our Editor you would have your "predicted" MARC News. Don't you be a judge of your article or whatever. Let our Editor decide whether it is newsworthy. Just as a little experiment pull out one of your old MARC News and compare it to a recent issue. I challenge anyone to point out one single item that will even compare in format or presentation in an old issue to a recent one. YOU and only you can make MARC News the type of magazine we want it to be. Our Editor is doing his part, how about you? ? ?

Chick Sale,
Regional Director, North Carolina

Thanks gentlemen. ED

Dear Editor:

Congratulations on the wonderful work on MARC News. Everyone of the 33 members of our new region eagerly await its arrival.

Also want to thank you and all your officials at the Dearborn reunion for the wonderful and friendly reception. I must say that you made me feel that I was among old friends, although I had never seen any of you before.

Maybe I can be of some help to the answers to Bill Hart's question in the December issue of MARC News. First let's find out what type of truck he has. The panel in the 1931 radiator shell was painted the same color as the body. The 1931 radiator shell had two panels, one at the top and one at the bottom. Ford Motor Co. specifications say the top panel was painted the same as the body and the bottom was painted black, but on further study and a close examination of the original pictures from the company's files you will notice that both panels are painted the same color as the body.

In answer to John C. Locke of Fairfax, Va. As past director of the newest and fastest growing region in the country, I suggest that you join our region and take advantage of the knowledge and friendly help offered by 33 model "A" owners, and have a good time while doing so.

Dave, can you print pictures in the car of the month and other sections of MARC from a Poloroid picture? I would like to see judging forms with definite rules for judging. I have some ideas on this if you would like to have them—write to me when you need them.

H. E. "Hank" Snow

Photos for car of the month should be 8 x 10 glossy if possible. A Poloroid photo may be used if it is of exceptional quality. ED

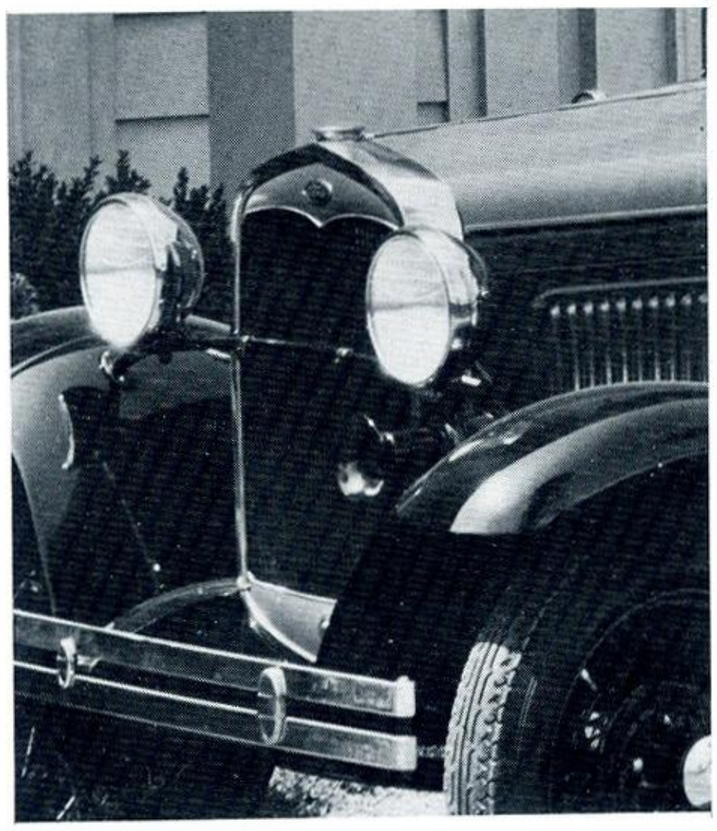
Dear Editor:

Re: December 1962 issue of MARC News "Backfire" letters to the Editor. A Mr. George "Bill" Hart asked what color the '31 Radiator shell was painted and you answered, "the top panel was painted body color, lower panel was always painted black." I think if you check back through the records you will find that the 1930 Models were always black on bottom, while the 1931 Models (top and bottom) were painted body color.

As a partial reference use original Ford photos from Ford Motor Company. Negative numbers, 56024, 56119-7, 56236-5, 56286 and 56379-5.

Correct me if I'm wrong on this point, but I feel you can't go wrong following the original Ford Motor Company photos.

Rodney Gott



We stand corrected, however, Ford's photographs cannot be regarded as the last word because there is evidence that production standards sometimes varied at the different assembly plants. Also, some of the photos are of experimental models which were never released for production. ED

Dear Editor:

I could not overlook the letter written by Tom Blinn of Greenville, Michigan to you concerning information about the tool kit. Instead of sending this letter to him I thought if you publish this it would help more restorers than just him.

Included in each Model "A" was the tool kit, one starter crank, one tire pump and one tire jack.

As far as I know all the tools were made by Moore Drop Forging Company excepting the grease compressor which was manufactured by the Alemite Corporation and the U.S. Tire Pressure Gauge Company. The other type of pressure gauge was the Schrader Tire Pressure Gauge manufactured by Schroder.

Here is the list of tools which were in the tool bag:

- 1 tool bag
- 1 tire repair kit
- 1 hex open end wrench ($\frac{3}{16}''$ x $\frac{1}{2}''$, Ford Script)
- 1 hex open end wrench ($\frac{9}{16}''$ x $\frac{5}{8}''$, Ford Script)
- 1 spark plug and cylinder head nut wrench (Ford Script)
- 1 tire iron (Ford Script)
- 1 screw driver
- 1 adjustable wrench (Ford Script)
- 1 pliers (Ford Script)
- 1 grease gun
- 1 ball peen hammer
- 1 Schroder Tire Pressure Gauge (Ford Script)
- 1 U.S. Tire Pressure Gauge (Ford Script)

The tool bag was made by excess top material and had two snaps to keep it shut.

The majority of the tools made by Moore Drop Forging were painted black enamel.

Please publish this letter in your "Backfire" column.

Hope I've been helpful with the tool bag question.

Richard "A" Kerr

Dear Editor:

I just received my first two issues of MARC News. I enjoyed the articles very much, especially the showcase cars in each issue. I have been interested in Model "A's" since I got my 1929 Two Door Sedan in 1960. I was only 13 years old when I bought it but in a few months I came to know the car like the back of my hand. Right now I am beginning to reassemble the car.

(continued on page 18)

Dave Jenkins Moves to Chicago

On January 18 Dave Jenkins, our MARC News Editor, took a new position with Footcomb and Belding, an advertising agency in Chicago. As a result of the duties at his new position he was forced to resign as our Editor. However, he has consented to continue as Feature Editor. We all wish Dave the best of luck on his new job and we will be looking forward to his fine feature articles.

George DeAngelis, who has been working with Dave from the start, will be MARC's Publication Director. In this capacity George will be responsible for maintaining a high quality publication and assure that the magazine is printed and distributed on schedule.

We are already familiar with some of George's work. He has provided all of last year's covers as well as some of the technical articles and drawings. It was also his idea to start "Backfire" (letters to the editor) which seems to be getting the most attention.

George joined MARC in 1954 and has been a regional director, Motor Cities Chapter president and last year's chairman of the Model "A" Reunion Meet in Dearborn.

THE PERFECTIONIST

by

AH-OO-GA of Nome

At last the springtime has arrived
When picnics are in season
We'll get out our ole Model "A"
And soon we'll be a breez'in

But what is that I smell so strong
And see the pool down on the floor
I didn't shut the gas line off
The tank is drained for sure.

With once again the gauge afloat
The motor comes to life
But then it falters and goes dead
What this time is my strife?

With knowing mind I check the spark
From this I get a shock,
The rotor says it's number three
The camshaft says it's not.

Now with the timing gear in place
Just hear that motor pop
We might have made it through
all this
Had the rear tires not been shot.

Our lunch we ate for now it's late
But we still might make it yet
Oh no!, this is the final straw
The battery's gone dead.

ANSWERS TO QUESTIONS ABOUT 1930 COUPE

Editor's note: In the January-February issue of MARC News we published a letter from John Porter which asked many questions about the 1930 Coupe. We received interesting answers from Glen Crawford, Chairman of Technical Committee and J. R. Sturgeon. Following are their letters.

By Glen Crawford

Dear John:

I am putting down your questions just as you asked them in your letter, and will endeavor to answer them to the best of my knowledge.

Q. Were the 30 engines painted Ford Green? A. Yes. Q. Was the transmission painted green or black? A. The transmission was painted the same color as the engine. Q. I found a patent plate on the firewall, giving a Briggs body number. Did Briggs make coupe bodies? A. It is possible, as they made several thousand Model "A" bodies for Ford Motor Co. Q. The rear window on my coupe rolls down. Is this rare or do all 30 coupes have this? A. The rear adjustable window was not standard in the 30 coupe bodies, but could be added if wanted by customer. The standard coupe that came equipped with the rumble seat had the rear adjustable roll down window put in at the factory, without added cost to the customer. Q. The steering column bracket is just under the panel on air scoop. Do all 30's have this? A. There is a possibility that you may have a later type gas tank in your coupe, if so the bracket would be bolted to the air scoop. I have a late model 30 tudor and the steering column bracket is welded to the gas tank. Q. Did Ford change to the one piece splash apron any more before Jan. 1931? A. I have spent several hours of research on this question, and find no information whatsoever as to what month the change was made back to the one piece splash apron. The 28 & 29 had the one piece apron and in 1930 the two piece apron came out. It is very easy to take a 30 model and make it look like a 31 model. You can put on a 31 radiator shell, take off the two piece splash apron, put on the one piece apron and running boards, and from all appearances you have a 31 Model "A." Q. Was there a narrow zinc molding around the back and sides of running board? A. It is impossible to put molding between back of running board on a 30 Model "A," as the splash apron and running board are all one piece. The factory reproduction prints on the 31 appears to show a molding on back side of running board. Q. Do 30's have

(Continued on page 14)

By J. R. Sturgeon

Dear John:

Your interesting letter in the Backfire columns of January-February MARC News will probably bring many replies; may I add mine to the lot.

First, if you have a roll-down rear window in your coupe, it would appear that yours is a late 1931 Deluxe coupe instead of a 1930 Standard.

The addition of the roll-down window was apparently a mid-year model change and is outlined in the Ford Service Bulletin for July-August of 1931. This article indicates that it was being introduced as standard equipment on the Deluxe coupe and available at extra cost on the standard coupe except that it could be ordered free on standard coupes equipped with rumble seats.

The position of your steering column bracket would further indicate that yours is a late '31. In May Service Bulletins of '31, a new gas tank is described which has the steering column bracket fastened to the body front end frame in the air inlet area rather than on the gasoline tank.

This would also explain the absence of a sediment bowl on your fire wall. With the adoption of the new gas tank, a new "indented firewall" was used with a shut off valve on the firewall. The old sediment bulb was replaced with a filter bowl located at the carburetor. The bowl was attached to a new carburetor upper body having only one inlet midway between the float chamber and the venturi. The plug and screen at the forward end of the bowl was eliminated and incorporated into the plug which fastened the new filter bowl to the carburetor.

Ford apparently continued the use of the two-piece splash apron well into 1931 on the coupe models. However by the time the new deluxe coupe and new firewall change was made, all bodies should have had the single piece splash apron. To the best of my knowledge, the 1930's had the zinc strips at the ends and back of the running boards. With the exception of the early coupes, the '31's did not.

The original headlamp bulbs were 21/21 cp. 32/32 cp were available for installation in those states which did

(Continued on Page 14)

MARC MEET AND CENTENNIAL CELEBRATION—JULY 29th, 30th & 31st

Things are shifting into high in the San Diego area. Plans are developing fast. Have you sent in your registration? Your hotel reservations? Now is the time and the forms are in this issue of MARC News.

There should be no idle moment during the three day event and yet plans will be flexible enough to get in that sight-seeing and do any shopping you might wish to do.

Monday, July 29th

On Monday, July 29th, there will be FINAL REGISTRATION and checking into the El Cortez Hotel at 7th and Ash, the Convention Headquarters.

After the necessary paper work you will be able to meet new friends and greet old ones as they arrive. No doubt you will want to wash, clean, and polish that "A" so it will be the brightest jewel at the judging competition scheduled for Tuesday. Monday has been left for this.

Lunch on Monday may be at the El Cortez Coffee Shop or any of the various restaurants within walking distance in downtown San Diego. The Meet Headquarters Suite will be open at all times for the gathering of Model "A" friends to meet and talk of Model "A's" and towards evening there will be a gathering at the Meet Headquarters Suite so you may meet your friends, gather into groups for dinner in the Hotel dining room or, if you wish, in downtown San Diego. Sightseeing may continue after dinner as well as shopping in the downtown area for the stores remain open until 9:00 P.M.

Tuesday, July 30th

Tuesday calls for early awakening in order to have breakfast at the hotel so we may start the caravan toward Coronado. The Ferry Company will hold one ferry for use to fill to capacity. This will be a short trip across the bay, only seven minutes, but just think of the view others will have of the ferry loaded with the shiniest Model "A's" ever seen. Upon arriving in Coronado we will have a police escort to the judging area at East Plaza Park. Classes established for the judging are:

Sweepstakes
1928-29 Open
1928-29 Closed
1930-31 Open
1930-31 Closed
1928-31 Commercial
1928-31 Modified (4 cyls. only)
1928-31 Station Wagons

Special Awards
Original Unrestored
Longest Distance
Most Passenger Miles
Hard Luck Trophy
Most Newsworthy
Roughest Car
Best Miniature Model "A"
(For kids under 12)

Refreshments will be available for lunch at the park grounds. During the afternoon the U.S. Navy will escort us on a grand tour of North Island Naval Air Station and a visit aboard an aircraft carrier. When the judging is completed in Coronado, about 5:30 P.M., a return trip by ferry will take us to Convention Headquarters to rest and refresh before the social activities of the evening.

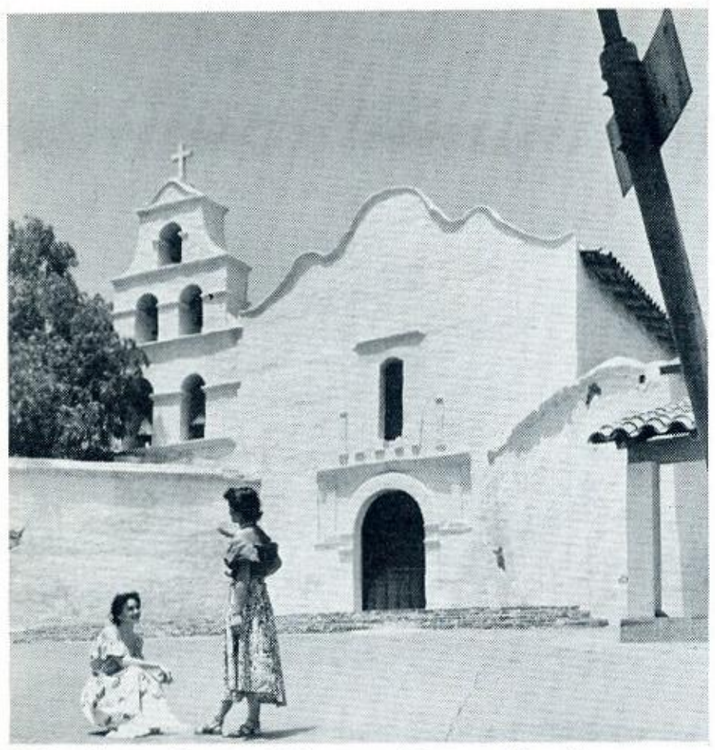
The entire evening of JULY 30th will be devoted to Model "A's," Model "A" clothes, and HENRY FORD'S BIRTHDAY CELEBRATION. Everyone will want to be dressed in the Model "A" era clothes for "Costume Judging" to be held in the Cotillion Room just before a buffet style dinner. A General Meeting will precede the BIRTHDAY PROGRAM which looks from here like a fun-filled evening of entertainment.

San Diego's Embarcadero, where one may view the city's ultra-modern Civic Center, facing San Diego harbor from the Embarcadero. The land-locked harbor provides space for commercial shipping and fishing as well as facilities for water sports.

Wednesday, July 31st

After an early breakfast at the hotel, those wishing to make the bus trip to Disneyland will board the bus and be off for a day of wonder and enchantment. If you have not seen Disneyland, it is hard to describe the enormous thing it is. There you will find fun for everyone.

For those not wishing to make the Disneyland tour, there will be a tour to various points of interest in San Diego. The local tours will be in small compact groups, each lead by one of the local members so no one will be left enroute. The tour will take most of the day and we will allow plenty of time for you to see each point of interest and take all the pictures you desire. Such points of interest as the Cabrillo Monument at the tip of Point Loma with its famous light house will be one of the more important stops. You will see the beach areas with the



Mission San Diego De Alcala, was California's first mission founded in 1769.

facilities for water sports, boating, fishing, water skiing, and of course, sun bathing. La Jolla will show us her rugged ocean shore lines with beaches in the coves, quaint buildings of the locale, and Scripps Institute of Oceanography where science is moving ahead.

The transition from new to old will be made in touring to Old Town San Diego where civilization began on the Pacific Coast. The old adobe homes, Ramona's home, the Serra Museum at Presidio Park all are there to help you re-live the historic past of Old San Diego.

No tour of San Diego would be complete without a visit to Balboa Park. If one should so wish he could walk from Convention Headquarters to the Park area. Newsworthy spots to visit are the Museum of Man, Sports Hall of Fame, Art Exhibits, The Globe Theatre, the world's largest outside organ pavillion and the San Diego Zoo. Note should be made here of the Children's Zoo constructed for children, both human and animal. The doors, gates, everything is child size and we adults must bend down to pass through this fairyland of young animals. Here the kids may come in direct contact with the "kids" of the zoo animals.

After returning to the hotel from both the Disneyland and the Local tours, there will be time to rest and refresh before the evening's all important activities. A pool-side cocktail hour will precede the "Awards" Banquet where the best of the U.S. will be put in the spotlight.

THURSDAY, ANGUST 1ST, will be check out time and Bon Voyage. Parting will be the sad side of the meet, when we must say "So Long!" to all our friends.

HEADING TO SAN DIEGO

Wanted . . .

Someone with a Model "A" Ford, any body style.
Lots 'o guts, no brains.
Plenty of pioneer spirit.
Car must be able to make 6,000-mile trip.
Driver . . . ditto.
Object:

THE 1963 NATIONAL MEET TO BE HELD IN SAN DIEGO, CALIFORNIA ON JULY 29-31, 1963

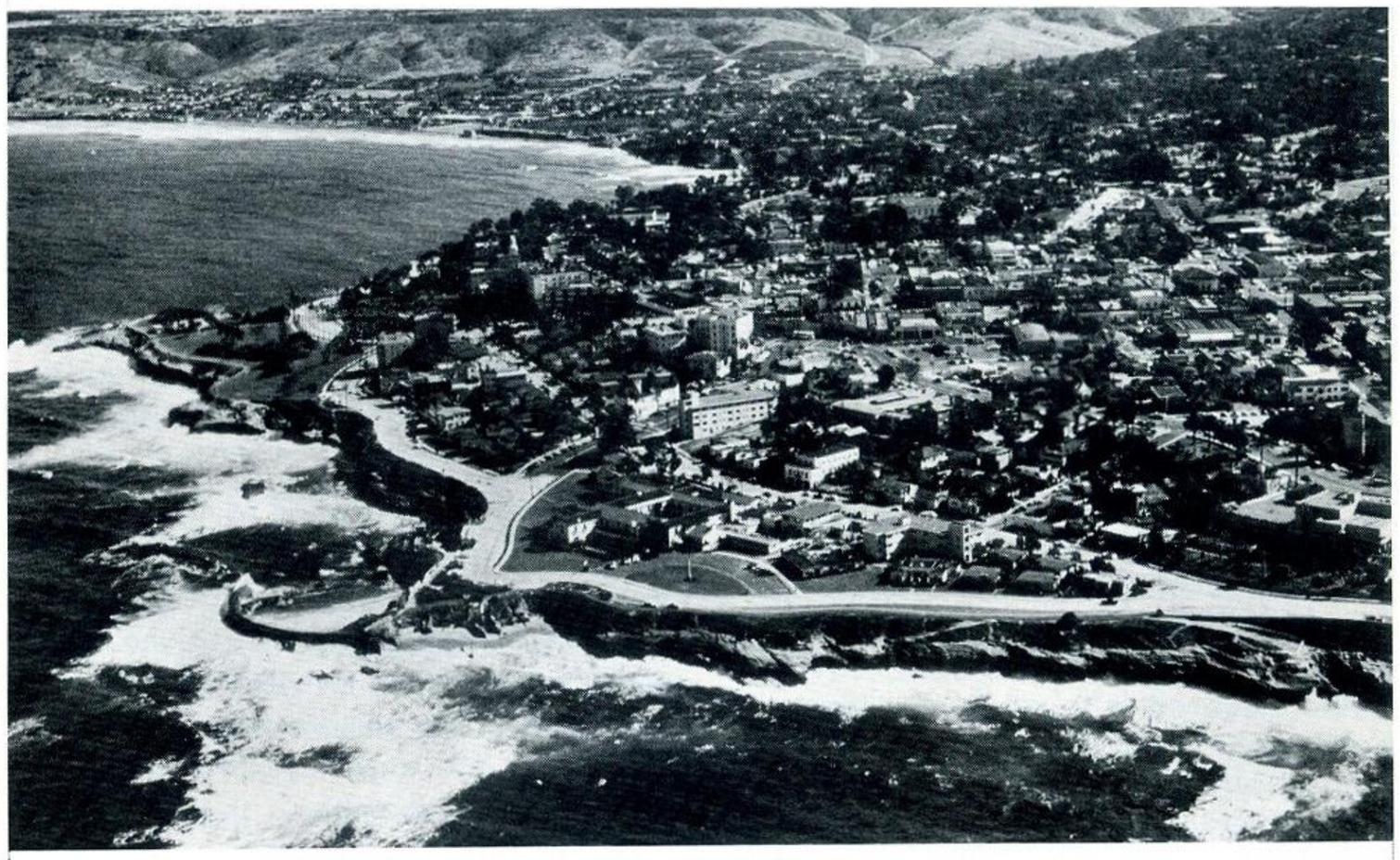
I'm "Headin' to San Diego" and anyone who qualifies under the above is welcome to come along with me. On Wednesday, July 24, 1963, at 5:00 a.m., I'll be leaving the Chicago area. The point of departure is: the junction of Route 42A (Harlem Ave.) and Route 66. I want to be beyond the St. Louis area before 4:00 p.m. so as not to be caught in the rush hour traffic. I am allowing 5½ days to get to San Diego, so the trip will be nothing but drive, drive, drive. Those who wish to take their time may do so, but they will be part of another convoy. Etta and C. G. Francisco of the San Diego area made the trip in 1961 to the meet at Lake Forest, Illinois and they say the most important parts to watch out for on the car is the radiator and the tires. Please contact me on the brand name to use, or not to use.

For replies, self-addressed envelopes please.

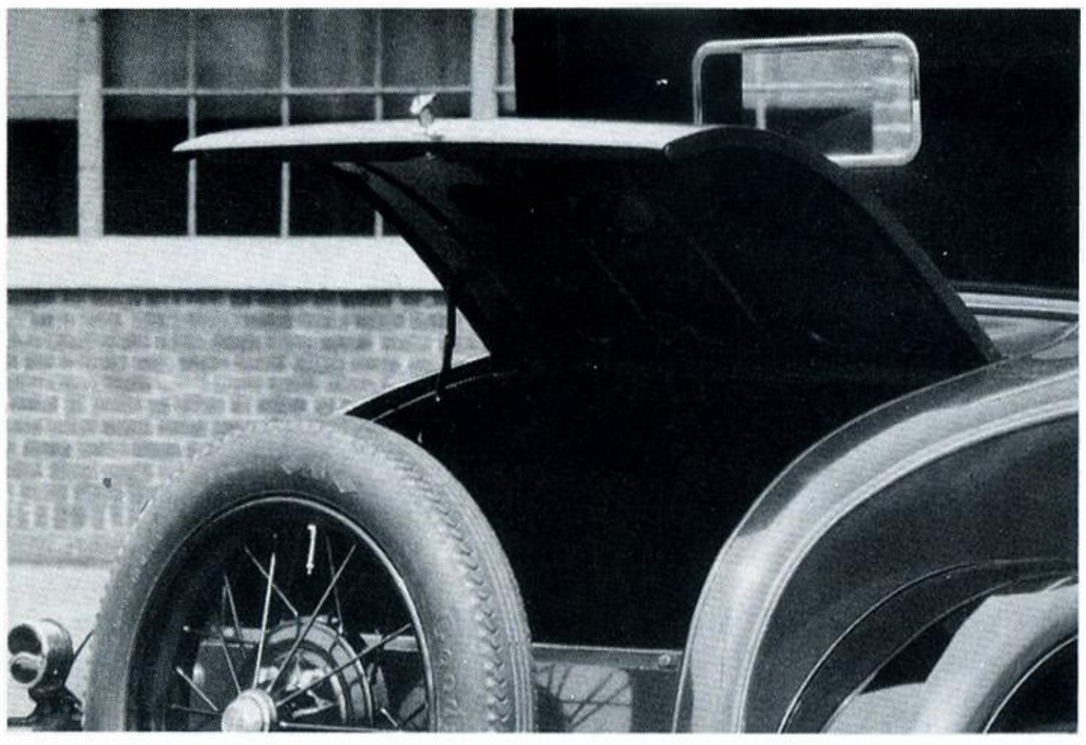
William Friar
8011 Edgewater Road
North Riverside, Illinois

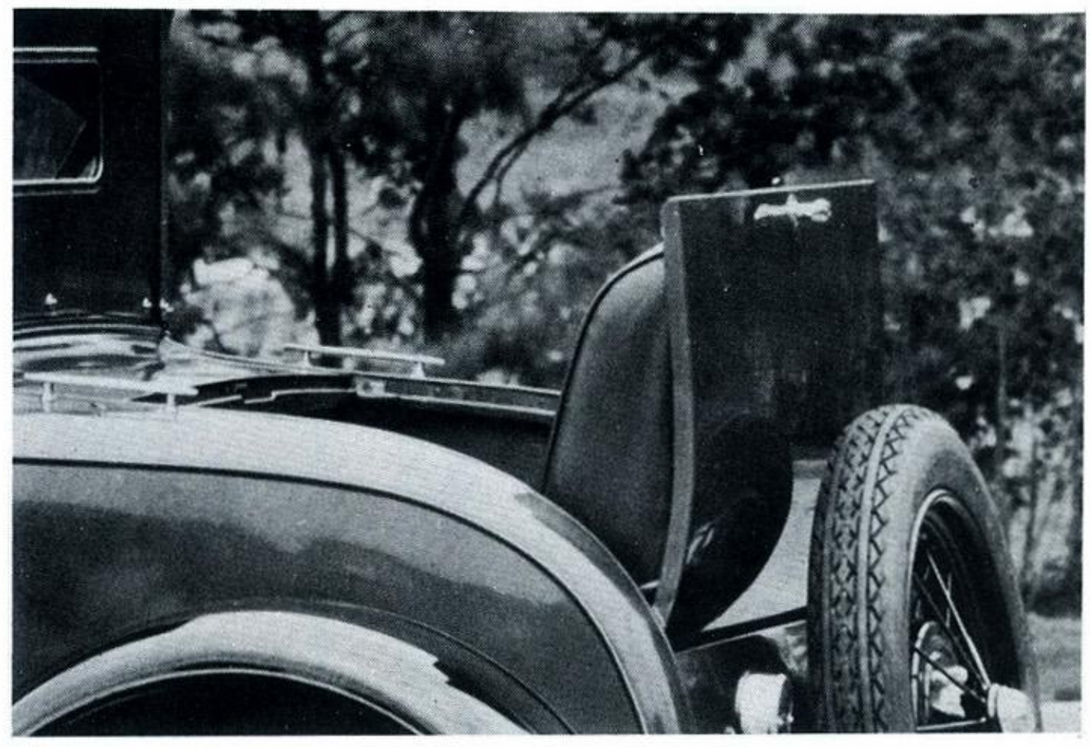
This, you must agree, will be a full three days. Every effort is being made to make everything progress with ease. This will be the NATIONAL MEET TALKED ABOUT FOR YEARS. May we remind you again to mail in those reservations NOW so you may concentrate your entire efforts on getting that "A" ready for *SAN DIEGO IN 1963.*

If there are any questions about the meet you may contact the National Meet Committee, 4475 Myrtle, San Diego, California.



La Jolla, jewel of the Pacific, with its charming residences, famous bathing coves, interesting caves, and aquarium at the Scripps Institute of Oceanography.





How To Install a Rumble Seat

Reprinted from Ford Dealer and Service Field with comments from Ed Francis.

Here's an article that appeared in the August 1928 issue of Ford Dealer and Service Field that tells you just how the job of installing a rumble seat was done. It will save you a lot of grief. It's like having an expert right at your elbow and one that never bawls you out.

Instructions stated that a dealer's estimate for the installation of a rumble seat in a standard trunk would take 6 to 8 hours, but the factory men thought that it could be done in one hour. It would take most men an hour just to line up all the parts, and we restorers will probably (with some luck) require several months.

The Ford Motor Company originally supplied a crate (that listed for $35.00, how would you like to find a few of these!) containing all the parts usually necessary to install the rumble seat, including back cushion, seat cushion, rubber floor mat, cardboard or fibre sides, step and bracket for rear, step to go on fender, off-set hinges, metal floor plate, screws, bolts, etc.

Doing the Job

A good preliminary, to installing a rumble seat in the Model A Ford, is to study these instructions. Some points may not be quite clear. So the second essential is to study the "parts" which are to be used in making the installation. While the third step is to study the car itself, and the construction of the rear deck. Also, if you wish, to mark with a piece of chalk, the screws and parts which will have to be removed.

We suggest that the two steps be installed BEFORE the job is started, so that there will be less chance of damage to fenders and body lacquer.

The lower step is bolted to a forged steel bracket. This steel bracket is attached, at its front end, to the rear of the two horizontal bolts which hold the fender brace to the chassis frame. The other bolt, which goes through this bracket, is a vertical bolt through the corner of the rear cross member of the body.

This applies to the '28-'29 only. On the '30-'31 models the lower step has a straight bracket which clamps on to the rear bumper support bracket by the use of a plate and two hex head bolts, lock washers and nuts.

The other, and upper step, is fastened at the top of the right hand fender.

The usual assortment of mechanics tools will be sufficient for all the work — with the exception of fitting the door latch or lock.

In addition you will need several cans of "liquid wrench", a blow torch and a few pieces of sheet metal and solder to patch up those rusty spots. Also many of the holes and nuts which were installed on the car to accommodate the rumble seat lid, will be quite rusty. You may have to re-drill the holes and re-tap the nuts.

The lower edge of the floor pan assembly is distinguished by the "drain holes" (at the bottom of the four reinforcing ribs).

Notice that the horizontal slot, in the front edge of the lid through which the latch projects, is "off-center" with relation to the round hole for the handle of the door lock.

1. Open rear deck door, and remove by taking out hinge screw A-20910 at each upper corner. Remove hinges from upper corner of deck opening.

2. Remove deck door support on left side of deck opening.

3. Remove rear floor pan assembly, taking out six screws A-20552, six nuts A-21661, and six lock washers A-22150 in front end. Remove support for pan at rear edge by taking off six screws A-20210 and six lock washers A-22088. Remove bolt A-21144 from tire carrier bracket support, nut A-21795, pin A-23531.

On the '30-'31 models only a single bolt was used from the rear floor pan assembly into the spare wheel carrier (a cost saving over '28-'29).

4. Remove deck door guides in two lower corners of deck opening, guide A-41516, screw A-20536, nut A-21661, lock washer A-22150.

5. Remove lock from deck door and drill 15/16" hole in front edge of door locating from hole in under side. Drill 5/32" hole 11/16" forward from center of 15/16" hole. Install lock on front end of door. Install rubber plug A-41540 in hole left open in rear edge of door. (If the door does not have six clinch nuts on the under side and approximately in center for the hinge

arm, it will be necessary to replace the door assembly less lock, instead of drilling the door and installing the lock at the top edge of the door instead of the lower edge.)

Since most deck doors on standard coupes and roadsters will not have the nuts in them they will have to be installed first. This can be done by soldering them on. Originally these were clinch nuts which were installed to the inner deck door before assembly to the outer deck door.

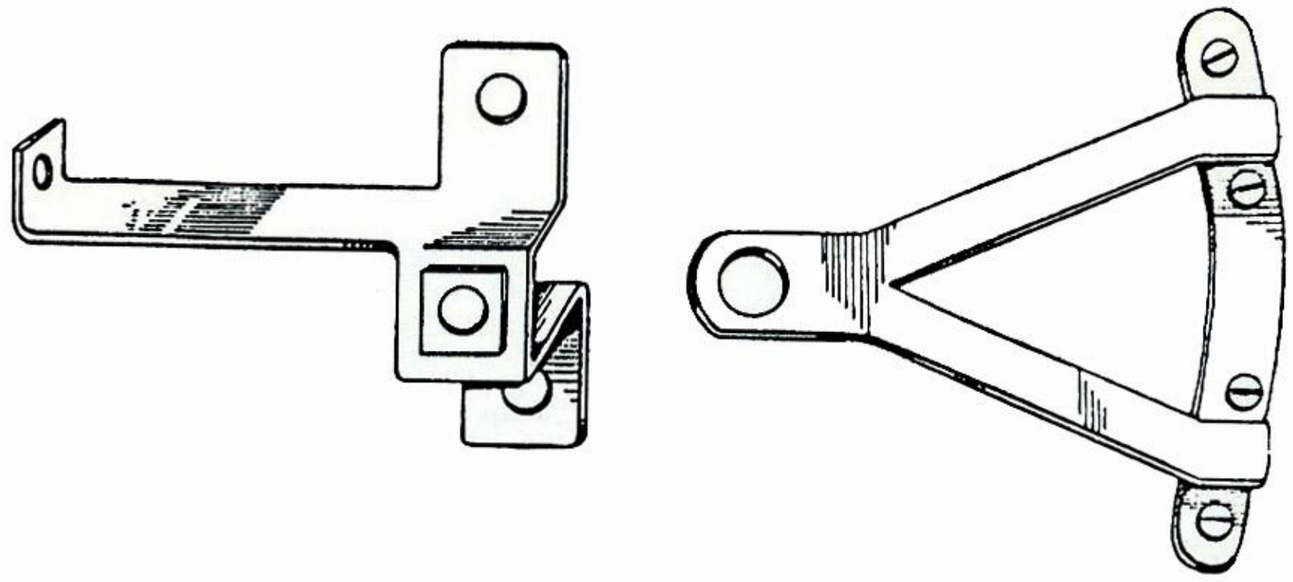
6. Install striker plate A-52500 at front end of deck opening, using two screws A-20535, two nuts A-21661, two lock washers A-22150.

7. Install rear floor pan A-50203 in Coupe, and A-40203 in Roadster, using 6 screws A-20233 at rear edge, four screws A-20552 at front edge in center. Use nuts A-21661 and lock washer A-22150 on these screws. Install deck door bumpers lower A-52484 on bumper brackets, A-52486 in Coupe, and A-41536 in Roadster, using tubular rivets A-22897 on each bracket. Install brackets on floor pan using four screws A-20535, four nuts A-21661, and four lock washers A-22150 on each bracket. Use three screws A-20535, three nuts A-21661 and three lock washers A-22150 at each side of floor pan to rear deck corner plate. Use bolt A-21136, nut A-21795, pin A-23531, through floor pan into tire carrier support.

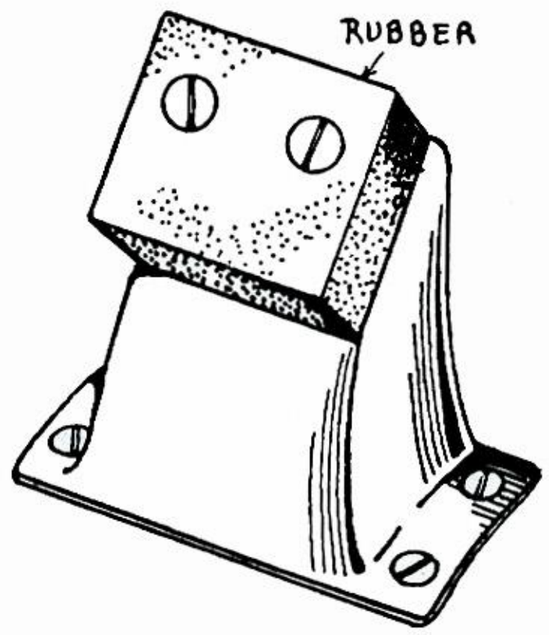
8. Install wood slats — deck cardboard retainer lower, A-52662 in Coupe, and A-41662 in Roadster (using one screw A-20224, one nut A-21572, and lock washer A-22088 through center hole in rear deck pillar. Use same screw and nut in the hole provided in front deck pillar. To fasten the front end of the slat in the standard Coupe, remove the seat back and loosen the side trim panel, and bolt slats to trim rail, using bolt A-20263, nut 21572, lock washer 22088.

The wood slat was not used on the '30-'31 models and the clip, half way down the deck door opening, was eliminated on the '30 cars. A groove in the underside of the drain trough was used but this was an unsatisfactory arrangement and the clip was again added in the '31 models.

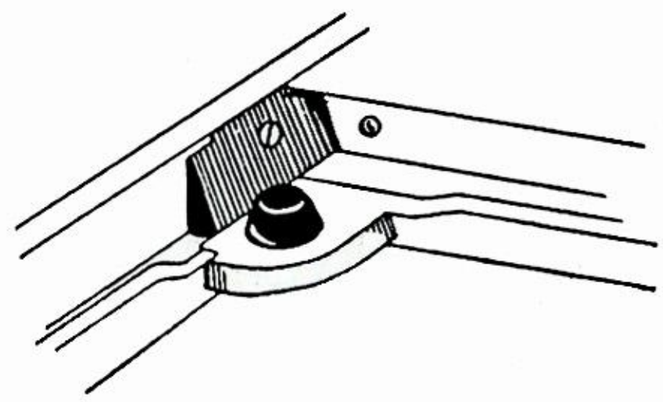
9. Secure deck door body hinge A-52530 right hand, and A-52531 left hand, in Coupe, A-41543 right hand, A-41544 left hand in Roadster, to rear deck pillar, using two screws A-20709, two nuts A-21702, two lock washers A-22217 in each hinge. Use one stove bolt A-20535, one nut A-21661 and one washer A-22150 in each body hinge to drain trough.



Forged Steel Brackets Form Offset Hinges



Bumper for Seat Back



Wedge Prevents Rattles When Lid Is Closed

10. Install deck door hinge and arm assembly A-52526 R. H. A-52527 L. H., using six screws A-20402 on each side.

11. Remove screws and nut holding drain trough to quarter panels inside the deck opening, install cardboard retainer upper A-41660 on each side, using same screws and nuts in the same holes.

The drain trough on the '30-'31 models was not removable.

12. Assemble deck door guide A-41514 in upper corner to deck opening, using screws A-20536, nuts 21661, lock washers A-22150. Install deck door bumpers A-41518-A in corner plates at two upper corners of deck opening.

13. Assemble side cardboards A-41666 R. H. and A-41667 L. H., using one wood screw A-22637 and finishing washer A-22143 into wood slat through hole provided in cardboard. On Roadster cardboards, use three screws A-22613 on each side, through angle plate into slat on back of seat cushion back.

14. Install rear floor mat A-50240.

15. Assemble door in deck opening, using bolt A-20925, nut A-21740, lock washer A-22245, through hinge arms and spacing washer A-41554 each side of hinge body. Install seat back cushion assembly A-52694 on deck door. Insert hooks in slot at upper edge of door. Insert cardboard A-52689 between deck door panel and seat back cushion. Secure lower edge of seat back cushion to deck door, using bolt A-20413 and plain washer A-22164 through the holes in the ears provided on the seat back frame.

The spacing washers are very important although at first they seem to be unnecessary. Without them you will not be able to adjust the deck door for clearance at the sides or at the lower back panel.

16. Install seat cushion A-52669 making certain prongs are in holes provided in floor pan center forming the seat box.

17. Drill hole in top of right rear fender directly over center of wheel in center of crown, install step A-41563, using washer A-22218, nut A-21707, with pad A-41568 between step and fender.

18. Install step bracket A-41566 using two screws A-20733, two nuts A-21702, two lock washers A-22217 in holes provided in body sill rear. Forward hole in step bracket engages rear

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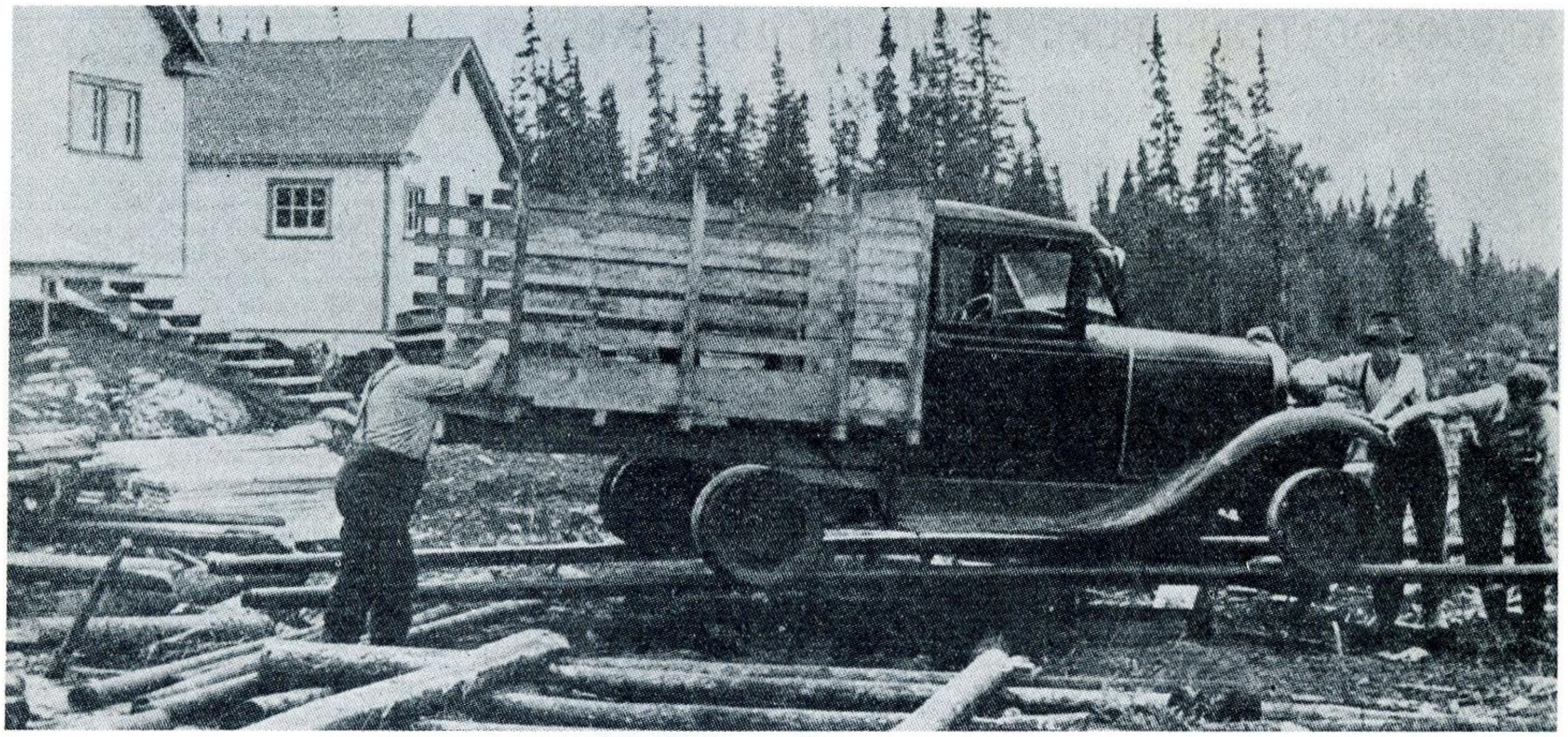
"A" GLOBETROTTING



The turntable shown above was used prior to starting the unique "train" on its way over the seven miles of wooden track. The "A" was an engine, freight car and passenger coach all rolled into one. And it stayed on the track, too!

MODEL "A" SERVED AS ROLLING STOCK ON QUEBEC RAILROAD

Now I've seen everything was what most railroaders probably exclaimed when they saw a Model "A" serving as locomotive on the Bourlemaque Central Railroad in northern Quebec. The railroad was seven miles long with its rail and ties made of wood.

The Bourlemaque Central came into being when important ore bodies of gold, copper and zinc were discovered in hardrock under deep muskeg swamps that surrounded Bourlemaque, Quebec. As usual, transportation was the problem, as heavy mining equipment, men and supplies had to be taken across the soft muck that would not support a road.

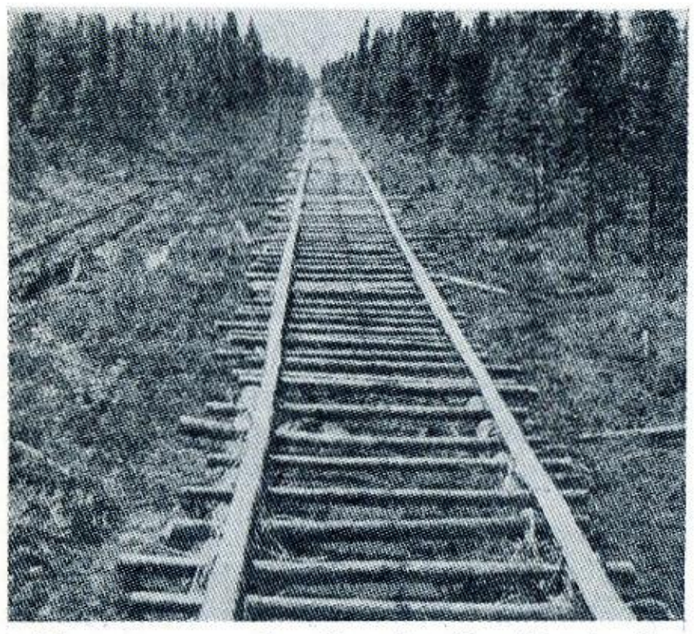
They solved the problem with a unique "railroad." Concave, tireless rims held the "A" train on the track. Passengers usually consisted of prospectors entering or leaving the heavy bush, geologists, engineers, diamond drill crews and others who were preparing to remove the rich metal buried beneath anywhere from 50 to 150 feet of muskeg.

The Bourlemaque Central carried heavy loads into the Aumaque, East Sullivan, Centremaque and Orenda mining developments, and all passengers had to give a hand when the "train" derailed, or a load had to come off.

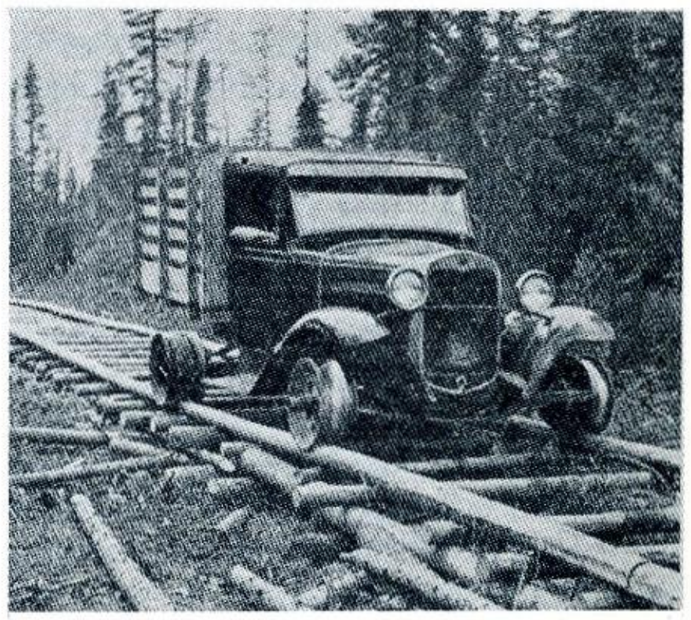
Problems akin to those of regular railways were sometimes met, such as washouts from breaking beaver dams, but the solution was a little easier. Once beavers removed a 20-foot section of track, but only an axe was needed to cut a new section from the roadside.

As usual, tall tales sprang up. The engineer claimed his fastest run over the seven mile railroad was made one day when a bear kept trying to climb over the rear of the Model "A" to get to a load of food.

Despite its unique nature, however, and unconventional equipment, the Bourlemaque Central played an important role in the transportation picture in Quebec's northern mining areas.



Above was the "main line" of the Bourlemaque Central Railway in Quebec.



This shows the "train" on one of its many trips. Where's the cow catcher?

Etta's Cetera

by Etta Francisco

If you want to be the hit of the 1963 National Meet, you would not go wrong by copying this stunning costume of Dolores Del Rio. She combines colors with the deftness of an artist. Over a gown of sheer white jersey she wears a trailing wrap of chiffon velvet, apple green, garnished with two large white foxes and clipped at the waistline with a handsome ornament.

Are you interested in your small daughters era styles? If you are bringing her to the meet or just sewing her an era costume, here are some easy to copy styles.

Style 5404 — Tiny shirring at the sides below the slashes lends fulness to this frock with its dainty lace capelet adding a quaint charm for party and festive occasions. Designed for sizes 2, 4 and 6 years. Size 4 requires 1¼ yard 39 inch material, ½ yard 18 inch lace.

Style 5225 — The puffed sleeves Paris loves for children give a quaint chic to this model which even a beginner can easily make in a half day or less. The simple bodice is joined to a circular skirt. Designed for sizes 2 to 6 years. Size 4 requires 2⅝ yards 27 inch fabric.

Style 5401 — With raglan sleeves and smocking detail. Free transfer pattern for the smocking included. Designed for sizes ½ to 5 years. Size 4 requires 1¼ yard 54 inch fabric, ⅜ yard 36 inch light for the contrasting Peter Pan collar and narrow cuffs.

MODEL A RESTORERS CLUB
3 Rivers Chesapeake Bay Regions
Bedford, Pennsylvania Week End Meet

JUNE 29-30, 1963

THREE RIVERS AND CHESAPEAKE BAY REGIONS joint meet at Bedford Elks Club. (Just south of Bedford borough line on Route 220). Bedford is a town of great historic interest, having been on the main trails east and west and north and south in the old days of the wagon trains and remains so in this modern day of cars and trucks and the Pennsylvania Turnpike. Some of the great names in past history have been associated with Bedford, George Washington, Alexander Hamilton, John Brown, etc. Tours of interest will be planned for all the family. This meet will be a family get-together of the nicest people you can meet, Model A owners. Placques will be presented to all registrants.

SATURDAY, June 29, 1963

10:00 a.m.—12:00 a.m.—Early bull session
12:00 a.m.— 2:00 p.m.—Lunch, settle down, pick up registrations
2:00 p.m.— 4:00 p.m.—Historic Tour
4:00 p.m.— 5:00 p.m.—Contest
5:00 p.m.— 6:00 p.m.—Shower, shave, dress informal
6:00 p.m.—It's up to you? Three D's—Dinner, Door Prizes, Dancing??

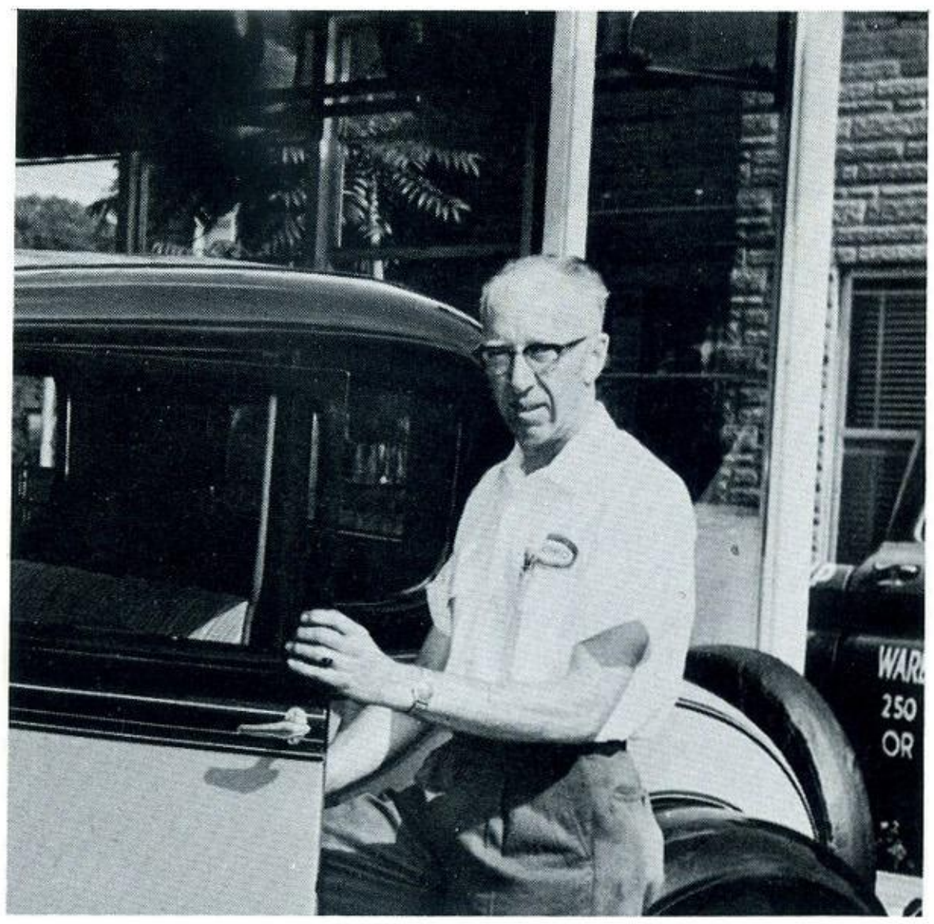
SUNDAY, June 30, 1963

8:00 a.m.—Sleep in
8:00 a.m.—11:00 a.m.—Church of your choice
11:00 a.m.— 2:00 p.m.—Lunch—Hit the road for home

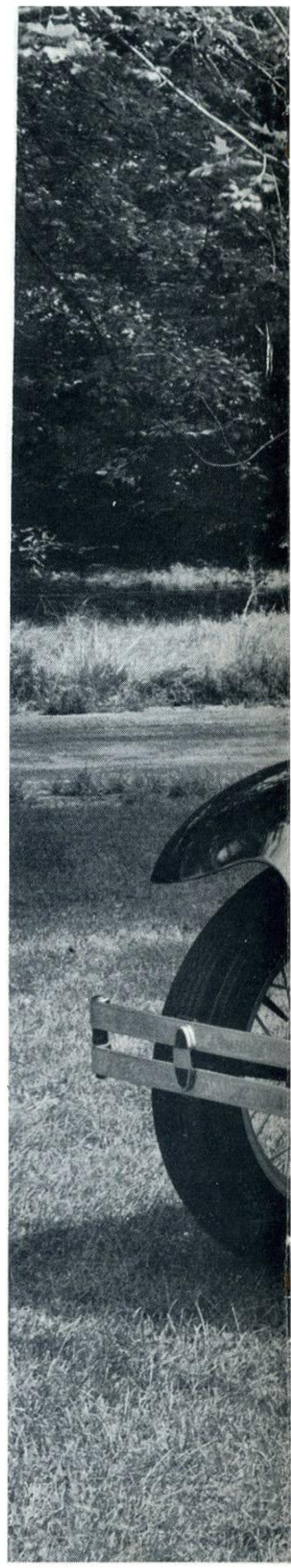
The following motels and more are available within two miles of Bedford. Make your own registrations.

NEW HOFFMAN HOTEL & MOTEL
PENN BEDFORD HOTEL
GREENLAND LODGE
PENN MANOR MOTEL
CRINOLINE COURTS
BENNETTS MOTEL
GREEN ACRES
MT. AIRY
JUDY'S MOTEL
MIDWAY MOTEL
HILLCREST INN MOTOR HOTEL

All MARC members wishing to join with the 3 Rivers and Chesapeake Bay Regions for this meet please contact Ray Matthews, Box 53, Route #4, Finleyville, Penna., and a brochure will be sent to you. Everyone welcome. We promise a wonderful weekend.



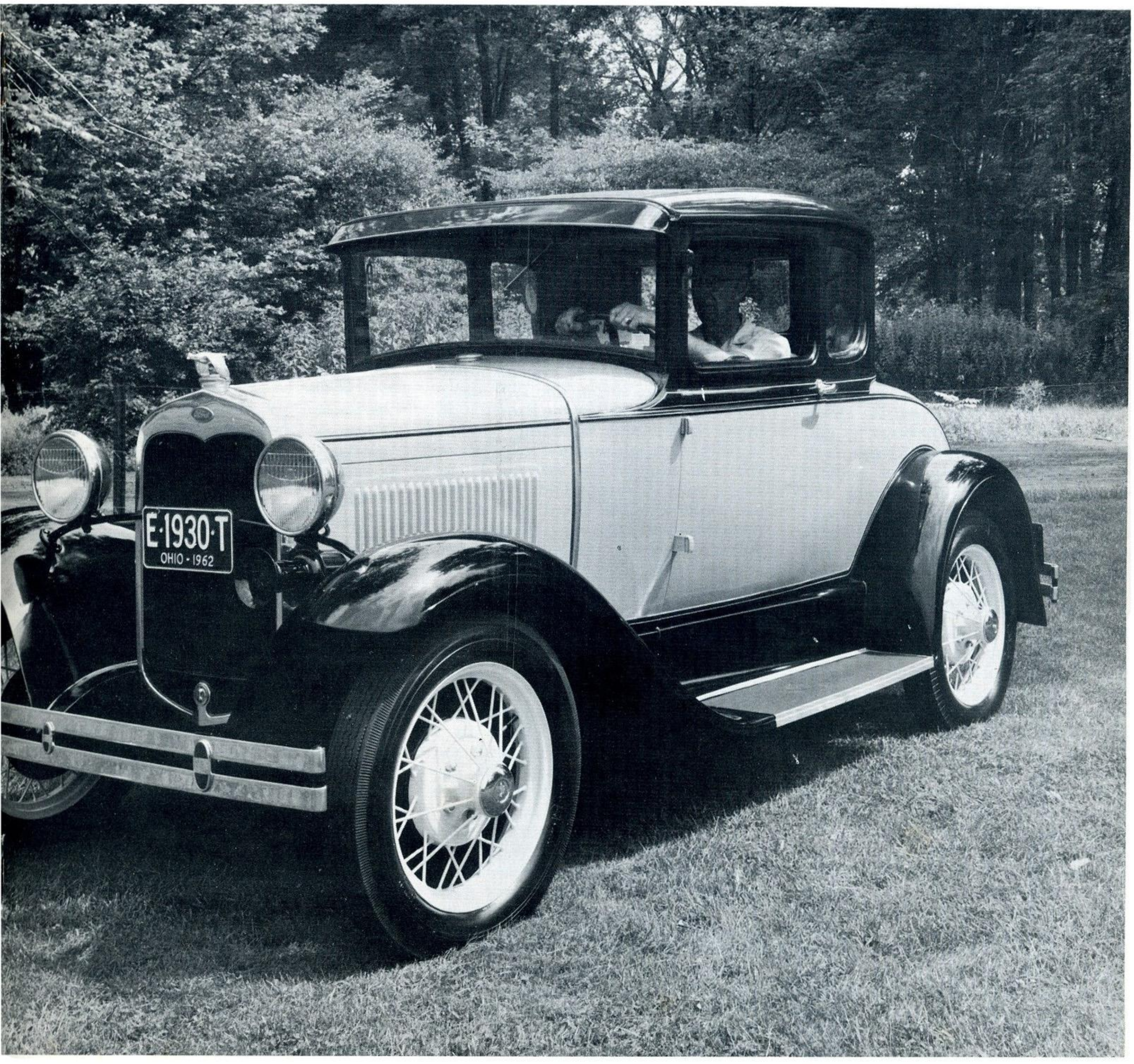
FRANK E. WARE, of Kent, Ohio, is a two "A" man; the sharp 1930 Standard Coupe pictured and a 1931 Fordor now under restoration. Frank operates a gasoline service station when he isn't traveling around the state winning trophies, so he has the facilities to maintain his prize winning coupe.



CAR OF THE MONTH

ABOUT THE CAR . . . Frank bought his coupe in 1959 from the original owner who purchased it new in March of 1930. The body is painted Thorn Brown and Honey Beige with Straw colored wheels and stripe. The car was one of the finest Blue Ribbon winners at the 1962 Dearborn meet.

MARC SHOWCASE



(Continued from Page 5) *Crawford*

a sediment bulb combined with the gas shut off on the fire wall like the 31's? A. No. Gas shut off is inside of body at right bottom side of gas tank. Sediment bulb on the 30's is on engine side of firewall. Q. What was the candle power of the low-high bulb, and parking lamp bulb in the standard coupe headlamps? A. All Model "A's" originally came out with 21-21 candle power bulbs in headlamps. Parking lamp was a two candle power bulb. Later the candle power was increased to 32-21 for the headlamps, and 3 candle power for the parking lamp. Back in that era Missouri and Nev. were the only two states that still made the motorists use the 21-21 candle power bulb. All the other states accepted the 32-21 candle power bulb. Q. The seat is a brown and tan weave material, and the door moldings brown. Could this indicate that the original upholstery was light brown or tanned napped material, or flannel-like material? A. It is possible that Bedford, Brown checked, or possibly a mohair material was used for the seat and rear cushion. Q. Was the door panels, quarter panels, side panels, and headliner all the same material? A. I would say that above material was as near as possible as was used for seat and cushion. Q. How was headliner fastened to top bows? A. Headliner was fastened to top bows by taking the measurements between each bow, and then marking the distance on the material. You then take and make a fold at each marking, and sew a double hem, so that you will have at least ¾ inches of material to pull up to bow and tack. When the material is stretched tight as you tack from one side to the other, and from back to front. You should have a perfect fit. You want to be sure and remember what side of bows that you take your measurements, as that is important. If you take the measurements from the back side of bows, that will be the side you want to tack material to. Q. Would the brown seat, door moldings, and brown gas tank in the car indicate the original body color Thorne Brown? A. There is no information that there was a combination of colors for the 30 standard coupe. It seems that the standard coupe for 30 was of a solid color, and Thorne Brown was one of the colors. For the 31 standard coupe was black upper body with Thorne Brown lower body, with straw stripe. Q. Was the black rubberized roof material long grained? A. Yes. Q. Was the generator, starter, carburetor, manifold, fan, painted green like the engine? A. No. All were painted black with the exception of the exhaust manifold, which I truthfully am not sure as to whether they were painted or not. There is a paint for exhaust manifold which is being used by the members and can be purchased from C. W. Bittman, 1686 Grove, Bensonville, Ill.

For your green engine enamel. It can be purchased from Geo. Snell, 2405 West Olive Ave., Burbank, Calif. He has as near the shade of green engine enamel that you can buy.

(Continued from Page 5) *Sturgeon*

not limit candlepower. The parking lamp within the headlamp was 2 cp. Units equipped with cowl lamps should have had single socket headlamps.

All Ford engines, transmissions and flywheel housings were painted a blue-green. The generator, starter, carburetor, fan, water pump, water inlets and outlets, distributor, breather pipe, and oil return pipe were painted black.

Now comes somewhat of a puzzlement. From the paint charts that I have referred to, the 1930 coupe was available in an all-over Thorne brown with an orange stripe. The 1931 standard coupe came in Thorne Brown with upper body, belt, moulding and reveals in black with a straw stripe. Paint charts do not indicate that the deluxe coupe was painted Thorne brown, yet a photograph (Ford #56360-4) reproduced in Clymer's Model "A" Album shows that this color was available on the deluxe.

I'd suggest a thin coat of paint remover, evenly applied and wiped away within 5 minutes. This process should take you down coat-by-coat through subsequent paint jobs to the original finish.

A Ford advertisement, appearing in 1931, offers the deluxe coupe in a choice of mohair, Bedford cord, and "Fashionably" striped broadcloth. The door panels and seat upholstery were ordinarily of the same material.

I'd be interested in knowing what yours turns out to be. With cowl lamps, indented firewall, adjustable seat and roll-down window, my guess is a '31 Deluxe Coupe. Minus any of these it is probably a '31 Standard Coupe with extras.

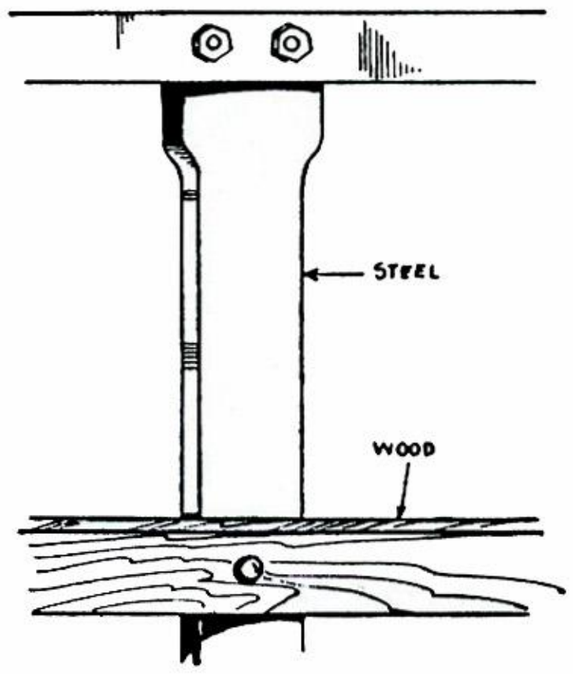
Thirty years of operation, repair and modification, with so many Model "A" parts interchangeable, can develop some interesting hybrids. Perhaps yours is one.

(Continued from page 9)

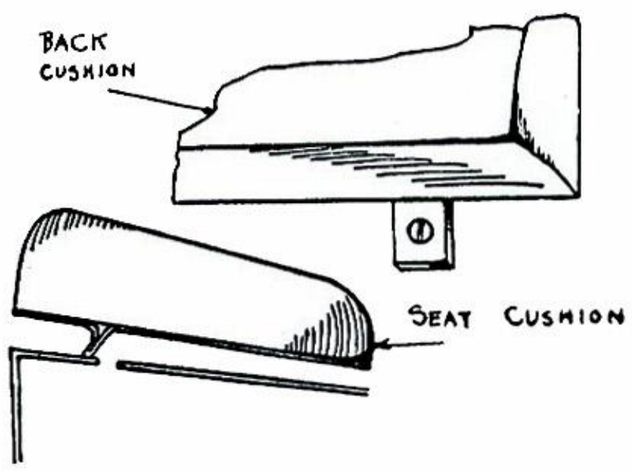
fender iron bolt on inside of sill and rear end is bolted to sill at hole in corner plate at end of sill. Use plain washer A-22219 at this place on account of the large hole in sill corner. Assemble the step A-41563 to bracket, using washer A-22217, nut A-21707.

As stated before the '30-'31 step is clamped to the rear bumper support arm.

The question may arise "Why doesn't the Ford Motor Company exchange rear deck lids," thus making it unnecessary to change the hole in the lid.



Wood Trim Strip



Fastens Cushions in Place

Among the reasons why it is not usually practical to make this exchange are: 1. In case the car has been in use for some time, the lid removed may have its finish more or less damaged by careless use. 2. As you know, pyroxylin lacquer dries almost instantly, in the brief time it takes the lacquer to travel 20 inches from the gun. Being so volatile, it is naturally hard to keep at exactly the same shade and, as a result, deck lids painted a few months later, may not be of exactly the same shade as the bodies. Even when all cars were black, some blacks were inevitably blacker than others. And with colors, these slight variations are far more noticeable. 3. Then too, there would be the expense of handling these bulky lids without damage.

(continued)

Near the forward edge of the seat bottom of the rumble seat cushion, will be found two projecting "hair pins" of heavy wire. These wire prongs are forced through holes in the sheet steel seat. Then the rear edge of the seat cushion is pushed down, thus snapping the seat cushion into place in such a manner that it is held very securely.

To remove the seat cushion. First lift upwards on the rear of the cushion, and then the front edge can be easily lifted off.

The seat back is held in position by two machine screws, passing through metal lugs attached to the lower edge of the seat back. With these two screws taken out, the removal of the seat back is easy.

Following is a list showing Numbers and Names of all the parts. These parts should be checked off, according to this list, before starting the job.

To reduce the difficulty in determining the size and number of thread of the standard parts (nuts and bolts) following is a list of specifications.

A-20224	10-32 x 1/2	Flat Head
A-20263	10-32 x 3/4	Flat Head
A-20402	12-24 x 5/8	Oval Head
A-20413	12-24 x 5/8	Round Hd.
A-20535	1/4-20 x 1/2	Round Hd.
A-20536	1/4-20 x 5/8	Flat Head
A-20552	1/4-20 x 5/8	Oval Head
A-20709	5/16-24 x 5/8	Hex Head
A-20733	5/16-24 x 1-1/4	Hex Head
A-20925	3/8-16 x 1-3/8	Hex Head
A-21136	7/16-20 x 2-15/16	Hex Head
A-21572	10-32	Square
A-21661	1/4-20	Square
A-21702	5/16-24	Hex
A-21707	5/16-18	Hex
A-22088	#10 Lock Washer	
A-22143	#10 Finish Washer	

"THAT TOP MATERIAL YOU SOLD ME SHRINKS."

Rumble Seat for Roadster

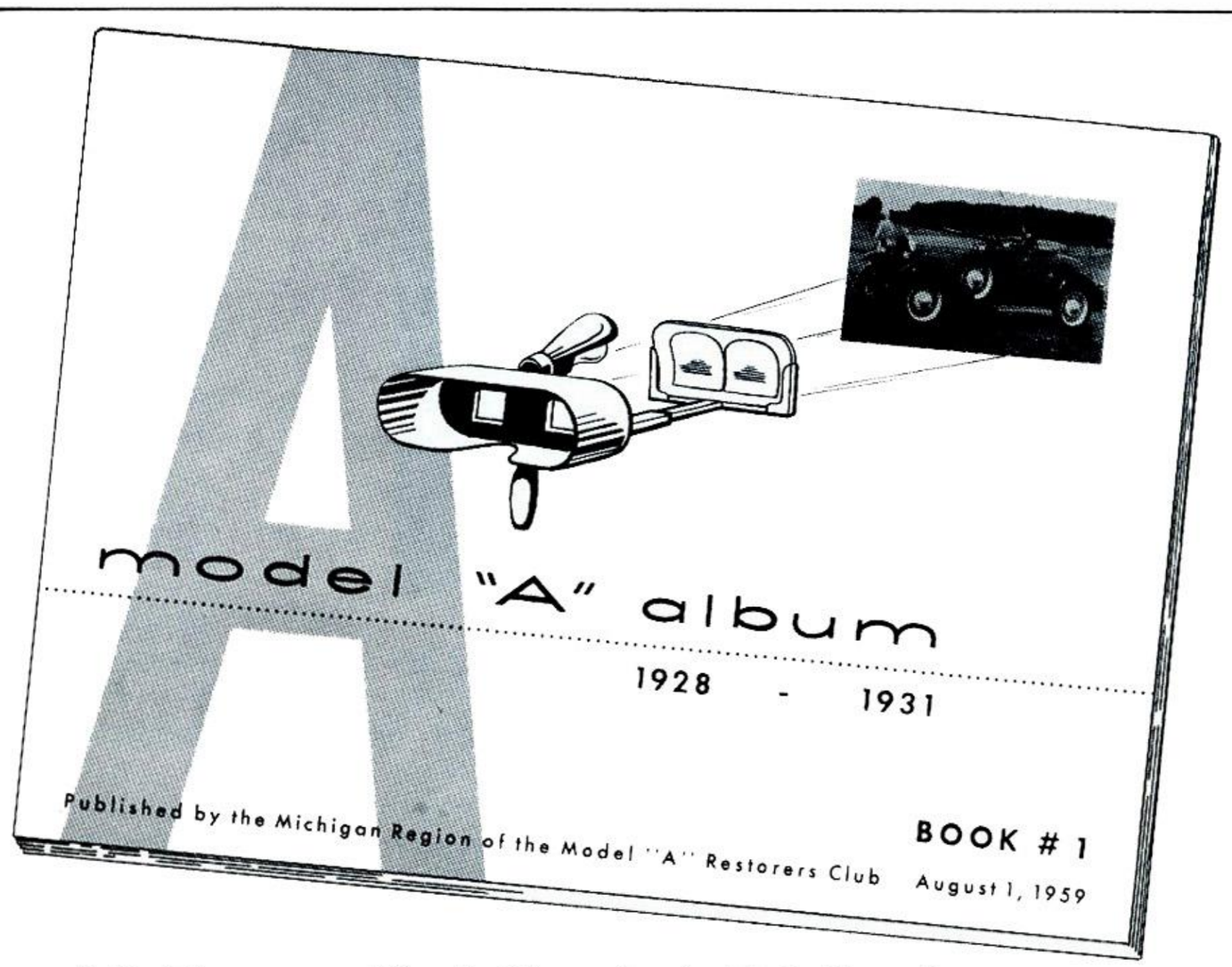
Following parts are added when installing rumble reat in Roadster:

A-41441	Deck door assembly—less lock	1
41514	Deck door guide—upper	2
41540	Deck door panel plug	1
41534	Deck door hinge lower washer	4
41563	Deck step assembly	2
41568	Deck step fender pad	1
41566	Deck step bracket	1
41660	Deck side cardboard retainer—upper	2
40203	Floor pan assembly—rear	1
50240	Floor mat—rear	1
41518A	Deck door bumper—upper	2
52484	Deck door bumper—lower	2
41536	Deck door bumper bracket	2
52500	Deck door lock striker plate	1
52626	Deck door hinge assembly—R	1
52527	Deck door hinge assembly—L	1
41543	Deck door body hinge assembly—R	1
41544	Deck door body hinge assembly—L	1
41662	Deck side cardboard retainer—lower	2
41666	Deck side cardboard—R	1
41667	Deck side cardboard—L	1
52669	Seat cushion assembly	1
52689	Seat back anti-rattler cardboard	1
52694	Seat back cushion assembly	1
20224	Screws	4
20233	Screws	6
20263	Bolt	4
20402	Screw	12
20413	Bolt	2
20535	Screw	16
20536	Screw	2
20552	Screw	4
20709	Screw	4
20733	Screw	2
20925	Bolt	2
21136	Bolt	1
21572	Nut	4
21661	Nut	24
21702	Nut	4
21707	Nut	2
21740	Nut	4
22088	Lock washer	4
22143	Finishing washer	2
22150	Lock washer	24
22164	Plain washer	2
22217	Lock washer	4
22218	Washer	1
22219	Plain washer	1
22245	Lock washer	2
22613	Screw	3
22637	Wood screw	2
22987	Rivet	4
23531	Pin	1

Rumble Seat for Coupe

Following parts are added when installing rumble seat in standard or business coupe.

A-41441	Deck door assembly—less lock	1
41514	Deck door guide—upper	2
41540	Deck door panel plug	1
41554	Deck door hinge lower washer	4
41563	Deck step assembly	2
41568	Deck step fender pad	1
41566	Deck step bracket	1
41660	Deck side cardboard retainer—upper	2
50203	Floor pan assembly—rear	1
50240	Floor mat—rear	1
41518A	Deck door bumper—upper	2
52484	Deck door bumper—lower	2
52486	Deck door bumper bracket	2
52500	Deck door lock striker plate	1
52526	Deck door hinge assembly—R	1
52527	Deck door hinge assembly—L	1
52530	Deck door body hinge assembly—R	1
52531	Deck door body hinge assembly—L	1
52662	Deck side cardboard retainer—lower	2
41666	Deck side cardboard—R	1
41667	Deck side cardboard—L	1
52669	Seat cushion assembly	1
52689	Seat back anti-rattler cardboard	1
52694	Seat back cushion assembly	1
20224	Screw	4
20233	Screw	6
20263	Bolt	4
20402	Screw	12
20413	Bolt	2
20535	Screw	16
20536	Screw	2
20552	Screw	4
20709	Screw	4
20733	Screw	2
20925	Bolt	2
21136	Bolt	1
21572	Nut	4
21661	Nut	24
21702	Nut	4
21707	Nut	2
21740	Nut	4
22088	Lock washer	4
22143	Finishing washer	2
22150	Lock washer	24
22164	Plain washer	2
22217	Lock washer	4
22218	Washer	1
22219	Plain washer	1
22245	Lock washer	2
22613	Screw	3
22637	Wood screw	2
22987	Rivet	4
23531	Pin	1



18 Beautiful Model "A" pictures

Send $1.00 to: Michigan Region M.A.R.C.
19348 Prevost St.
Detroit 35, Michigan

REGIONAL NEWS

WESTERN MASSACHUSETTS REGION: The February meeting of the Western Massachusetts Region was held on February 4, 1963 in Warren C. Paul's Restoration Center, 178 Telegraph Avenue, Fairview, Mass. Some 32 members and visitors attended the combined business and Model "A" service meeting with Warren Paul instructing and Roger E. Beaudoin - President presiding.

Places and activities possible during the coming year were discussed and various members volunteered to check on them.

When the business was concluded Warren Paul proceeded to give instructions on the repair and maintenance of Model "A" shocks and demonstrated the techniques necessary to disassemble clean, repair and reassemble.

The beautifully restored engine and chassis of Dick Gagne's '28 Roadster was on display. A magnificent job of restoration by Warren Paul and Dick Gagne.

Roger Beaudoin brought in a box of "A" parts to be bought by anyone wanting them with the proceeds going to the club treasury.

A very tasty spread was served by Mrs. Paul, much to the delight of all present.----Warren C. Christensen.

The following were installed as officers on January 19, 1963: President, Roger E. Beaudoin, 60 Easthampton Rd., Holyoke, Mass., Vice President, John Krawczyk, 49 Northampton Rd., Amherst, Mass., Secretary, Warren C. Christensen, 30 Pomeroy St., Wilbraham, Mass., Treasurer, Carl B. Richardson, 610 S. Pleasant St., Amherst, Mass.

BLUEGRASS REGION: The Bluegrass Region held its annual stag dinner in Lexington amid some of the worse weather experienced in this section of the country in recent years. Despite the fact that snow made many roads impassible attendance was surprisingly good, and at least five new members were added to our ranks.

After dinner our guest speaker, Robert D. Bell, Deputy Commissioner of Kentucky's Department of Highways compared our present road system with those of yesterday. He started with those of 1792, the year Kentucky became a state, and traced their development up to the present time of expressways and interstate highways. Bell gave credit to Henry Ford as the single most influencial person in motivating a modern system of roads. Bell was presented with a plaque decorated with a 1929 miniature Ford roadster.

Officers were elected for the current year. Dave Morton, first president of the local chapter was reelected to serve as president. Dave replaced George Newman who was presented a plaque in recognition for his contribution to the club. A vote of appreciation was given Bob Lilly retiring secretary-treasurer who was succeeded by Everrett Stanley, Jr., - Mr. Antique of the Lexington area. A new post of Vice President was created for the purpose of having a presiding officer in the absence of the president. Bud Davidson was elected to fill this position. Perry White was given a vote of confidence to continue as Publicity and Program Chairman.

Jim Thurman suggested that consideration be given to holding the annual meeting when the weather is a little more suitable. In view of present conditions no one could give him much of an argument on that.

Larry J. Box was the lucky recipient of a Model "A" floor mat given as a door prize.

The new officers gave a pledge to all members that a consciencious effort would be made during the coming season to provide interesting events with emphasis on proper planning to insure their success. It was recognized that we have not completely met this obligation in the past.

An invitation was extended to all members to again hold the early spring meet at Clifton - a camping area on the Kentucky River. This would be the 4th annual meet at this location. A meeting will be called in the near future for the purpose of deciding whether plaques will be given to those in attendance at this meet.

This year promises to be the most successful yet for the Bluegrass region.----Perry R. White, Jr.

TORONTARIO REGION: The New Year seems to be starting on a happy note for our region - we signed up 5 new members at our first meeting this year. This brings our total enrollment to twenty three members. We are a young club - 14 months old. We started with the bare minimum (ten) and have steadily increased. We had several outings during the summer months; although, the number of restored "A's" were few on account of our infancy. Next summer promises to bring forth a great many more finished cars and to this we are all looking forward. Our most recent event was a skating party at Ron Ducker's cottage. Approximately thirty were in attendance. Activities of the day were a game of broomball, cards, barbequed hamburgers for dinner, lucky draws, and dancing. One brave soul ventured out with his "A" through the sub-freezing weather and eight inches of snow.

In December officers were elected - President, Bill Le Nowry - Vice President, Ron Ducker, John Bruce - Secretary.

Some upcoming events on our agenda are a: A Rod and Custom Show at the Canadian National Exhibition, on January 25 and 26, where we have entered four cars and a display of a completely disassembled Model "A". In February we plan to have a Sleigh Ride at Ron Ducker's cottage.

Any Canadian Model "A" owner wishing information concerning our club might write: Bill Le Nowry, 717 Brimley Road, Scarboro, Ontario, Canada.----John Bruce, Secretary.

REGIONAL NEWS

CHESAPEAKE BAY REGION: Chesapeake Bay Region got off to a good start for 1963, treasurer Jack Markel has been kept busy signing up renewals and new members at the last two meets. Good to see the old gang back again after a couple of months layoff over the miserable winter we have had here in Pennsylvania.

President Harry Metcalf called the business meet to order and with that we really got down to business and had a very successful meet. The next meet, President Harry missed and Vice President Bill McCullough took over for Harry and did a fine job.

The following dates and programs are planned for the coming year of 1963, all Model "A" owners are welcome and if any out of staters are in the area at the time please make an effort and visit with CBR.

April 7, 1963	Gene Renninger host, meet held at Bill Bowers farm west of Lancaster, Pa. on Marietta Pike.
May 12, 1963	Picnic meet and tour at Indian Echo Cave, Hemmelstown, Pa. Follow Cave signs off route 322 at Hummelstown.
June 29-30	Joint week end meet of 3 Rivers Region and Chesapeake Bay Region at Bedford Elks Club.
July 7, 1963	Tour of historic Landis Valley Museum, interesting for children and adults.
Aug. 11	The 8th Annual Williams Grove Park Model "A" meet, this is a trophy meet with judging of all classes of Model "A"s.
Sept. 15	Picnic meet and tour in York, Pa. area.
Oct. 13	Picnic meet and Fall and Final run through the mountains.

We turned to for '62 so now let's be on the Model "A" spree for '63.----O. S. Ebersole.

MICHIGAN REGION: After a seemingly long winter the new season is finally under way. New officers for the region and the chapters have taken office. For the region they are: Bob Grandy, Director; Ernest Flinkman, Vice Director; Frank Kinzinger, Secretary and Clarence McTavish, Treasurer.

Tentative activities for the year are:

APRIL 28 - Pancake breakfast and swap shop

MAY 5 - Island mystery run and ladies' day

JUNE 9 - International tour to Canada

JULY 7 - Camp Dearborn run

JULY 29-30 - National Meet in California

AUGUST 27-30 - Michigan Tour

HUDSON VALLEY REGION

Johnny "X" Xifos, long chairman of the Participation Awards Committee, presents the 1962 awards to George Wilkinson, third prize; Paul Rute, first prize; and Nord Davis, second prize.

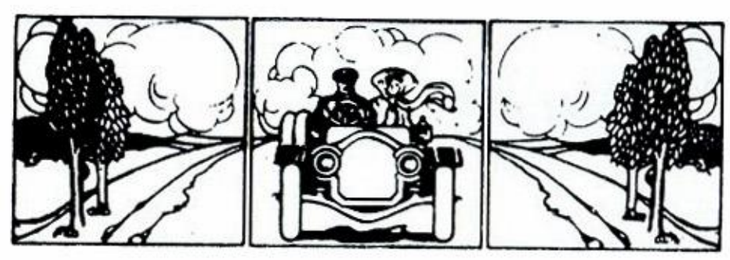
The Hudson Valley Region prizes were awarded to the most active members for the year, based on attendance at meets, bringing new members into the club, etc.

M.A.R.C. ANNUAL BANQUET

The annual banquet and meeting for 1963 will be held on JUNE 1, at French Lick, Indiana at the Sheraton Hotel.
Plans are being made for a Cocktail, Dinner, Members Meeting and Dance.

Overnight Rate: American Plan
Single $19.00 Double $32.00
Including: Luncheon, Dinner and Breakfast
Banquet Reservation Only: $6.00

Complete information and reservations will be mailed in the April Bulletin.



Take A Ride With Us on

MOTOMART'S

ROAD TO YESTERDAY

Now combined with *Motomart Classified* which has served the Antique, Ford, and Classic Car Market more than 9 years. This old car magazine, each month, will contain sheets of data, information on parts interchanging, sizes, etc., so popular in Motomart Weekly.

All for $4.00 Year (12 issues)
Sample copy 40¢.

MOTOMART PUBLICATIONS, INC.
P.O.Box 1445, Dept. 24, Marietta, Georgia

BACKFIRE

(Continued from page 4)

Around in my area there are many Model "A's" and parts for them. Just two weeks ago I found a 1930 Coupe frame, fenders, hood, headlights and other parts in the woods about a mile from my home. Just a little way up from the car, in a barn belonging to a friend of mine, I found other parts. With these parts I found an original Boyce-meter and radiator cap unit. About 15 miles away in another town, there is a junk yard with nothing but Model "A's." Many bargains can be found if you have time to look for them. There are two things I would like to know. What is the difference between stoplight switch A13480AR and A13480? Also, I would like to know how a stoplight switch is hooked up as mine didn't have one when I bought it.

Jim Schild

Dear Editor:

Having been out of the country for awhile. I found that the MARC News has changed. One of the articles I like is "A" Globetrotting. Having done some globetrotting myself I think you might find what follows interesting for an article in MARC News.

I was a crew member on a 90-foot schooner that sailed to Tahiti. We visited many ports on the Mexican coast. In Mazatlan, Mexico and also in Acapulco, I saw many Model "A's." In Acapulco I took a picture of Manola Persz's 1930 Model "A" Cabrolet with his family.

In the Marquessas Islands on the island of Nuka Hiva I came across a 1930 Model "A" which was one of two motor vehicles on the island. It is used every day and shows over 90,000 miles.

In Tahiti I saw a 1929 Model "A" with a Tahitian body on it which would seat about 12 people.

On the island of Huahine I saw a 1928 Model "A" with a French made carburetor. A block away was another 1928 Model "A" with a power house generator.

So you can see that the Model "A" has covered all corners of the globe and into spots which are even hard to reach today.

Charles Hunter

Dear Editor:

Some time ago I purchased a 1930 Model A Roadster from a man in Canada. I soon purchased a 1931 Two Door Coach. I removed the body and decided that I would use the chassis from this 1931 and put the Roadster body on it.

Upon examining the differential bearings of this 1931, I find that they (Timpken) are pitted and also the bearing cups are badly worn. The pinion and ring gear looks to be in good shape. However, I am now wondering if this 1931 Coach had the same differential gear ratio as the Canadian Roadster. The question which I am concerned with right now is: did the Roadsters, as a general rule, have a higher ratio than the Coaches?

Jesse R. Lindsley

Records at Ford Archives show that all passenger cars had a 3.77 to 1 ratio with a special 4.111 to 1 for mountains. ED

Dear Editor:

About the MARC News, will it be sent every sixty days as planned, or is the Model "A" Restorers Club about finished? Several members have quit because they do not get the MARC News as they were promised a copy every sixty days. You did make a lot of improvements on this magazine that were badly needed.

E. E. Jenkins

The Model "A" Restorers Club is not finished and the MARC News will be published and distributed every sixty days as announced. ED

Correction

On the cover of the January-February issue we printed a picture of a 1929 Town Sedan and identified it as a 1929 4-Door. As of this printing no one corrected us on it.

TIPS

THE HORN

The quality of tone and length of service received from Ford horns depends entirely on the care they receive.

To produce the most effective tone it is necessary that the armature revolve at a high rate of speed. This speed is possible only when bearings are properly oiled, and the commutator and brushes are kept clean.

Once a month remove motor cover located at rear of horn and place a few drops of oil in groove at each end of the armature shaft.

To clean the commutator, set the motor in motion by pressing the horn button. While motor is revolving hold a piece of fine sandpaper against commutator until commutator is clean.

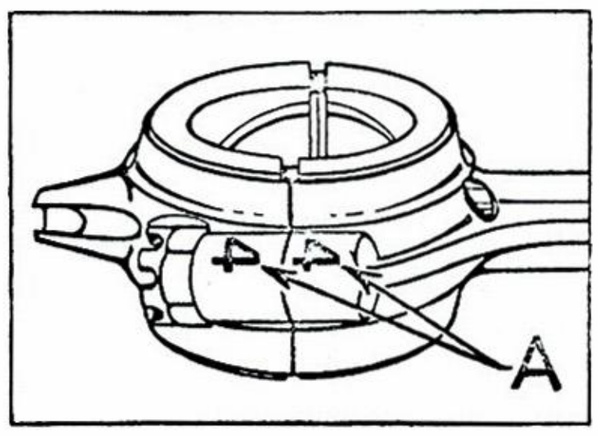
Next, with a small piece of wood clean the gaps between the commutator segments. Do not use metal when cleaning gaps.

When turned with the fingers, the armature should revolve freely. Should it fail to operate examine the battery, the wiring and the horn button.

CONNECTING RODS

When connecting rods and bearing caps are assembled in new engines both the cap and the rod are marked with a number which corresponds with the number of the cylinder into which they are fitted.

After taking up a connecting rod bearing be sure to replace the cap in its original position; that is, so that the number on the cap lines up with the number stamped on the upper half of the rod.



Planned For Next Issue

For the May-June issue of MARC News "Clutch Chatter" will have the complete story of the Model "A" Ford tool kit. Also, in that issue will be a feature story on the 1928-29 Model "A" Roadster and four more pages from the parts list.

"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 first day of the 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 first of the month for which they are to appear.

NOTICE:

Mail all advertisements for MARC NEWS to the following address:

Stewart A. Murray
12069 Ashton Avenue
Detroit 28, Michigan

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

Additional words up to 40 will be $1.00.

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

WANTED: 1930 or 1931 Deluxe Roadster. Fred French, Long Grove, Illinois.

WANTED: To buy or trade for Ford Service Bulletins that I need. Have duplicates 1925 thru 1937 to trade. List sent upon request. H. C. Cratty, 3828 North 66th St., Omaha 4, Nebraska.

WANTED: One headlight; taillight; rumble seat lid hinges, brackets, handle, and cushions; and inside door latch, passenger side or both, for 1928 "A" Roadster. Bruce Johnson, 412 Fox Avenue, London, Ontario, Canada.

WANTED: Information on 1931 Standard Sedan. Would like to correspond with any owners of Model Number 160-A. Bob White, 430 N. Main, Fallbrook, California.

WANTED: Interior chrome, rear view mirror bracket, for A-400 and other later open Models. J. R. Sturgeon, 26621 Basswood Ave., Palor Verdes Estates, California.

WANTED: Grease gun to fit the old style conical shaped fittings on 1930 Tudor Sedan. Raymond J. Barth, Jr., 1312 Milldale Rd., Cheshire, Connecticut.

WANTED: Right and left running boards with attached shield for 1930 "A" Coupe. Charles Field, 222 Nazareth Rd., Kalamazoo, Michigan.

WANTED: Model "A" Roadster Pickup, restored or unrestored. Please give condition, price and picture if possible. All letters answered. Will travel especially in Ohio. Also need part for '29 closed cab pickup. Don Zalewski, 1148 Ridge Rd., Hinckley, Ohio.

WANTED: Would like to correspond with anyone who has restored a '30 Tudor Sedan. Special concern is for roof structure, crossbow placement, etc. Unable to locate this data in restoration publications. Bob Cook, 220 Blakenen Rd., Baltimore 28, Maryland.

WANTED: One right hand 30-31 cowl light with arm. R. H. Bahney, Jr., 3187 Rocky River Dr., Cleveland 11, Ohio.

FOR SALE: Original woven brake lining, 8 pieces $7.95 per set. Rivets for lining, 100 at $1.00. 1928-29 and 1930 only running board end strips, set of 4 at $2.95. Please give year.

FOR SALE: 1936 Ford Tudor, body in fine restorable condition. Last driven in 1961. Restoration started. Many extra parts. Must sell. $200.00. Lawrence Brown, 2450 West Point, Dearborn 8, Michigan.

FOR SALE: 1930 Coupe - reasonable, 1931 Victoria - good running condition - reasonable. Also have many Model "A" parts - send me your needs. Gerald L. Dickman, 6545 Darlington Rd., Pittsburgh 17, Penna.

FOR SALE: New Ford Passenger Car fenders: Front: 1938 R.H., 1942-48 L.H., 1949-51 R.H., 1941 R.H. and L.H. complete, Rear: 1938 R.H., 1947-48 Station Wagon L.H. Also have one pair 1939-40 Mercury running boards $75.00 plus freight or trade for Model "A" parts. Russell Podboy, 376 West Maiden St., Washington, Pennsylvania.

FOR SALE: 1929 Sport Coupe - complete with rumble lid $275.00. 1931 Pickup - nice - has left side mount-ready to go - $350.00. 1940 Convertible - nice - $395.00. Also have new 1930 Standard Roadster top and curtains complete with back window $25.00. Will swap - What have you? O. S. Ebersole, Box 108, RD 3, Hummelstown, Pennsylvania.

(continued)

"A" FLEA MARKET . . . CLASSIFIED ADS . . . continued

FOR SALE: Unrestored 1929 "A" Ford Roadster with rumble seat and side mount. Need right taillight arm for '28 Touring. John R. Koons, R.F.D. 1, Box 12, Hershey, Pennsylvnia.

FOR SALE: 1905 Olds, $1500.00, 1920 Center Door "T" Sedan $1000.00, Model "T" chassis $100.00. Fred French, Long Grove, Illinois.

FOR SALE: 1934 Ford Deluxe, 5-Window Coupe. Approximately 15,000 miles. Bumpers rechromed; dash, rear apron, rear fender new. Extra hood. Original including upholstery and mechanical brakes. No rust. $800.00. Send stamped addressed envelope for reply. Clifford Collins, Jr., 2698 Oakshire, Berkley, Michigan.

FOR SALE: Tire covers - black - 28-31, $8.00 each, tire covers - tan - 28-31, $9.00 each, step plates (buffed and drilled) $10.00 pair, front license plate brackets $2.00 set, 13" wings (buffed and drilled) $3.00 each. Add 10% for handling. Ohio residents add 3% sales tax. Earl Parks, 500 Hopley Ave., Bucyrus, Ohio.

FOR SALE: 1930 Model "A" cut down - flat body - no fenders, 600 x 16 wire wheels and tires $75.00. R. C. Ross, 5520 Court P., Birmingham 8, Alabama.

FOR SALE: Good pair original 28-29 Roadster, windshield posts $12.00, good used 1929 hood $10.00, fair restorable 1929 Roadster top irons $20.00, 1930 Sedan rear fenders - one split on both - $7.00 each, very good 1930 hood $15.00, good 1930-31 rear bumper $15.00, front bumper $10.00, 1930-31 front fenders - right very good $12.00 - left has one split $6.00. You pay postage. Jimmy Boyd, P.O. Box 512, McMinnjille, Tennessee.

FOR SALE: Door check strap plates for 1928-31 Roadsters and Phaetons. Plate with two holes with N.P. screws. Careful reproductions, unpainted clean steel, four for $2.00 postpaid. Side curtain rods for 1928-29 Roadsters and Phaetons, careful reproductions, unpainted clean steel. May fit 1930-31 but not sure. Two (R & L) for $4.50 postpaid. Texas residents add 2%. Texas "A" Parts, P.O. Box 8401-M, Fort Worth, Texas.

FOR SALE: Do Not Touch Card - 5-1/2 x 8-1/2 inches - Reads: "Stop-Look-Reminisce; But Please! Do Not Touch This (Finger Stains Tarnish)" Includes suction cup for easy application. Two for $1.00. Warren C. Christensen, Dept. M, 30 Pomeroy St., Wilbraham, Massachusetts.

FOR SALE: Limited amount of new Model "A" Horn Diaphragms on first come basis. $3.00 each postpaid. Make horn sound like new again. Mitch Banas, 1679 Sweeney St., North Tonawanda, New York.

FOR SALE: New Parts: 1929 steering shaft w/worm A-3524-C $10.00, low gear $5.00, rings +.030" $4.00, and "B" transmission parts. Replacement Parts: Piston Set +.040" $10.00, Flywheel Gear $4.25. Rebuilt Parts: Power-house generator, carburetor, distributor $12.00. S.A.E. for list, postage extra. Terry Oberer, 681 Craig Woods Dr., Kirkwood, Missouri.

FOR SALE: Boys' Nickers - sizes 10-17, Tweeds in assorted colors and some plain colors. All new - old stock material with some self soil. $2.00 each plus postage. Stan Walz, 4414 Oak Court, Madison 14, Wisconsin.

FOR SALE: Model "A" Spring Covers - new - exact duplicate of original. Complete set ready to easily install. A must for all restored "A's". $10.00 plus postage. Model "A" Ford script hub caps - beautifully chrome plated $8.50 set of 5 plus postgae. Robert Wood, 626 No. 25th St., New Castle, Indiana.

FOR SALE: Antique Automobile Stationery, with a picture of your auto. Send returnable photo. Sheets: 250 - $6.00, 500 - $8.00, 1000 - $11.00. Envelopes printed without picture: 250 - $4.00, 500 - $8.00, 1000 - $11.00. Paul's Printing Shop, P.O. Box 1663, Sarasota, Florida.

FOR SALE: 1929 Roadster Pickup - Motor and body in good condition $350.00. Gerald Mattheis, R.R. 1, Hagerstown, Indiana. Phone: 4827.

FOR SALE: 1928 Roadster Pickup with L.H. brake, has 1931 engine, top bows missing, $450.00. 1929 Sedan delivery, original Jewel Tea, no rust, runs good $450.00. Sy Morris' Auto Repository, 1208 Leeper Ave., South Bend 17, Indiana.

FOR SALE: 5-Window Coupe, good condition, partly restored $250.00. D. C. Sellers, 326½ Bonito Ave., Long Beach 12, California.

FOR SALE: Brake and Clutch Pedal Pads $1.00 pair; foot rest or gas pedal pad $ .35 each; horn bug screen $ .65. C. Moebius, 84 Stanley Ave., Nutley, New Jersey.

FOR SALE: 1935 Ford V-8 Inst. Owners Book $4.00, 1914 Cal. Red Enamel Lic. Plate $10.00, 1921 Picnic Ice Basket $15.00, 1924 Tourist Kitchen by Western Auto Supply $75.00, 2-1932 Studebaker Comdr. hubcaps $4.00, 1928 Packard front bumper $10.00, 1932 Pierce-Arrow front bumper $10.00. Postage and shipping costs collect. Paul D. Belous, 7900 S. Denker Ave., Los Angeles 47, Calif. Phone: PL 2-1310.

FOR SALE: 1931 Ford Deluxe Coupe, black, apple green wheels, five new Firestones, rebuilt engine, excellent body restoration. Original mohair upholstery in excellent condition. Will consider trade for clean 1958 VW. Brooke R. Johnson, 23 Julianne Drive, Jefferson City, Tennessee. Phone: 475-2683.

(continued)

PARTS LIST

Starting in this issue of MARC News you will find the first in a series of pages from the original Model "A" Ford parts list. On the following page is the front and back cover, just clip it out on the dotted line and insert in a three-ring binder. Additional pages will be printed in each issue until the book is complete.

CUT ON DOTTED LINE

Ford

4 CYLINDER—1928-31

Parts Price List

EFFECTIVE JULY 5, 1932

Reprinted as a running feature in the M. A. R. C. News, courtesy of

FORD MOTOR COMPANY

CUT ON DOTTED LINE

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FINISH OF STANDARD PARTS

The "S" suffix on numbers covering Standard Parts represents the finish of the part as shown by the following list:

Numbers without a suffix.....Plain
Numbers with suffix S-1.....Black paint
Numbers with suffix S-2.....Raven finish
Numbers with suffix S-3.....Raven finish and black paint, head only
Numbers with suffix S-4.....Raven finish and black paint
Numbers with suffix S-5.....Copper plate
Numbers with suffix S-6.....Nickel plate
Numbers with suffix S-7.....Cadmium plate
Numbers with suffix S-8.....Zinc plate
Numbers with suffix S-9.....Blued steel
Numbers with suffix S-10.....Tinned
Numbers with suffix S-11.....Terne coated
Numbers with suffix S-12.....Lacquer to match trim
Numbers with suffix S-13.....Chrome plated
Numbers with suffix S-14.....Butler finish
Numbers with suffix S-15.....Oxydized
Numbers with suffix S-16.....Lead coated
Numbers with suffix S-17.....Raven finish and brown paint, head only
Numbers with suffix S-18.....Case hardened

"A" FLEA MARKET . . . CLASSIFIED ADS *Continued*

FOR SALE: 1929 2 Dr. Sedan, 75% restored, new paint, tires, headliner, seats, and top. Motor in good shape, ready to run. Ronny Farrell, Nickle Back Farm, Box 336, McGehee, Arkansas.

FOR SALE: 1933 Pierce Arrow radio. Will fit other models in the '30 era. Plays good $50.00. Chas. E. Lowery, Rt. 4, Harriman, Tennessee.

FOR SALE: Stock up now for Swap Meets and spring sales. FRONT Ford Script and REAR Moto-Meter inserts, brass terminal box nuts, front license plate clips, patent-data plates, Sparton horn plates, on-off switch plates, Ford script spare tire cover emblems. All U.S.A. made. The absolute best available. Shipped the day your money order arrives. Write for wholesale prices. Harold C. Angel, 2754 Fairmont Ave., Dayton 19, Ohio.

FOR SALE: Restored 1931 "A" Fordor Sedan. Will sacrifice. Must sell. Going overseas. Colonel S. H. Wrightson, 205 Sherman Ave., Fort Leavenworth, Kansas.

FOR SALE: 1936 Ford Rumble Seat Roadster. 19,000 actual miles. Original throughout. Like new, price $1300.00. Edward Fabick, Rt. 1, Box 87, Burghill, Ohio.

SALE OR TRADE: All parts from 1928, 29, and 30 "A" Sedans. Have tool kits and new pre-war Chevrolet and Ford parts. Need parts for 1930 "A" Sedan. Send want list. S.A.E. and stamp please. Richard A. Kerr, Route #4, Bryan, Ohio.

TRADE: 1928-29 open car windwing brackets for 1930-31 windwing brackets. Must be solid brass. Also need two side mount spare plates only, both sides, any year. Maxine L.. Wolf, 653 N. Greenwich Rd., Wichita, Kansas.

TRADE: 1931 Coupe roll down back window unit, complete with glass, for 1928-29 rear window frame and glass for Roadster (or best offer). Also need 1928 rumble lid and luggage rack. H. S. Kalinka, DVM, Rt. 4, Chilton, Wisconsin.

TRADE: 1931 Deluxe Roadster windshield complete with Duplate safety glass - excellent, 1928-29 Roadster windshield frame with posts - good, and 1935-36 Ford luggage rack complete - new, for 1931 front L.H. fender with well and rear Sedan fenders - new. L. Van De Wall, 214 Brockley Rd., Rochester 9, New York.

TRADE: 1930 Model "A" Roadster, rechroming completed, solid body, 5 extra, perfect fenders including new right front with well, for 1928 or '29 Roadster. Tom Van Riper, 2605 Nebraska Ave., Metairie, Louisiana.

MARC Club Merchandise

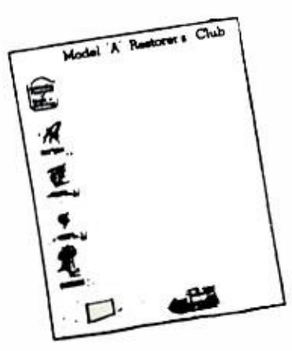
CAR EMBLEM $2.50
For mounting on your 'A' or on your second car'. Blue and black on silver. With mounting holes for installing.

DECAL . . . . . $ .25
The Official MARC emblem in full color for windshields, etc. Attaches to glass, metal or wood. . Five for $1.00

PRINTING MAT . . . . . $ .75
For your printer to reproduce the club emblem on letterheads, programs, stationery, or for any printing use.

MARC JEWELERY. . . . . .

Lapel pins	$1.05
Tie clasp	1.60
Cuff links	1.85
Ladies earrings	1.85
Key chain	1.85



CLUB STATIONERY. . . . . .

100 sheets	$ 2.00
200 sheets	3.75
500 sheets	9.00
1000 sheets	17.00

MARC NEWS

No issues prior to Jan., 1961 are available.
Prior to June, 1962 - $.50 each.
June, 1962 and after - $.75 each.

— ALL ITEMS SENT POST-PAID —

THE MODEL A RESTORER'S CLUB, INC.
CLUB MERCHANDISE
CLIFF COLLINS, JR. BOX 1204 BERKLEY, MICHIGAN

This Space for Sale

The MARC News is circulated to more than 2000 active members most of whom own one or more Model "A's". An ad in MARC News is your best advertising buy. Consult rate schedule in classified section.