



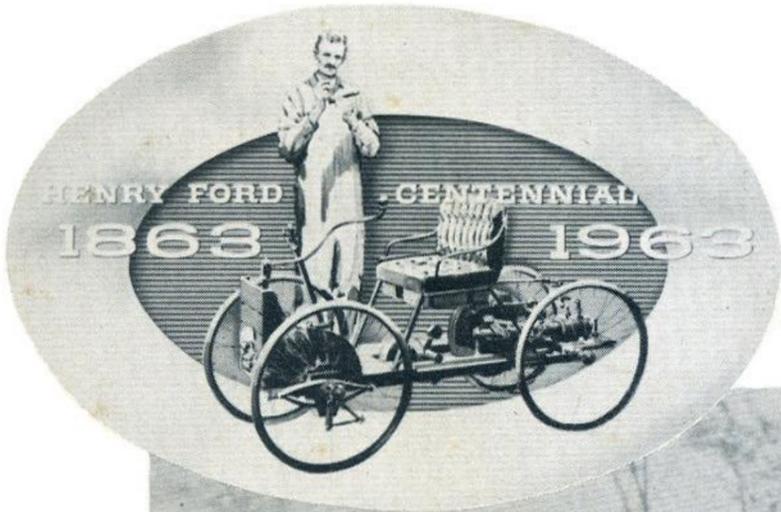
# MARC

*News*

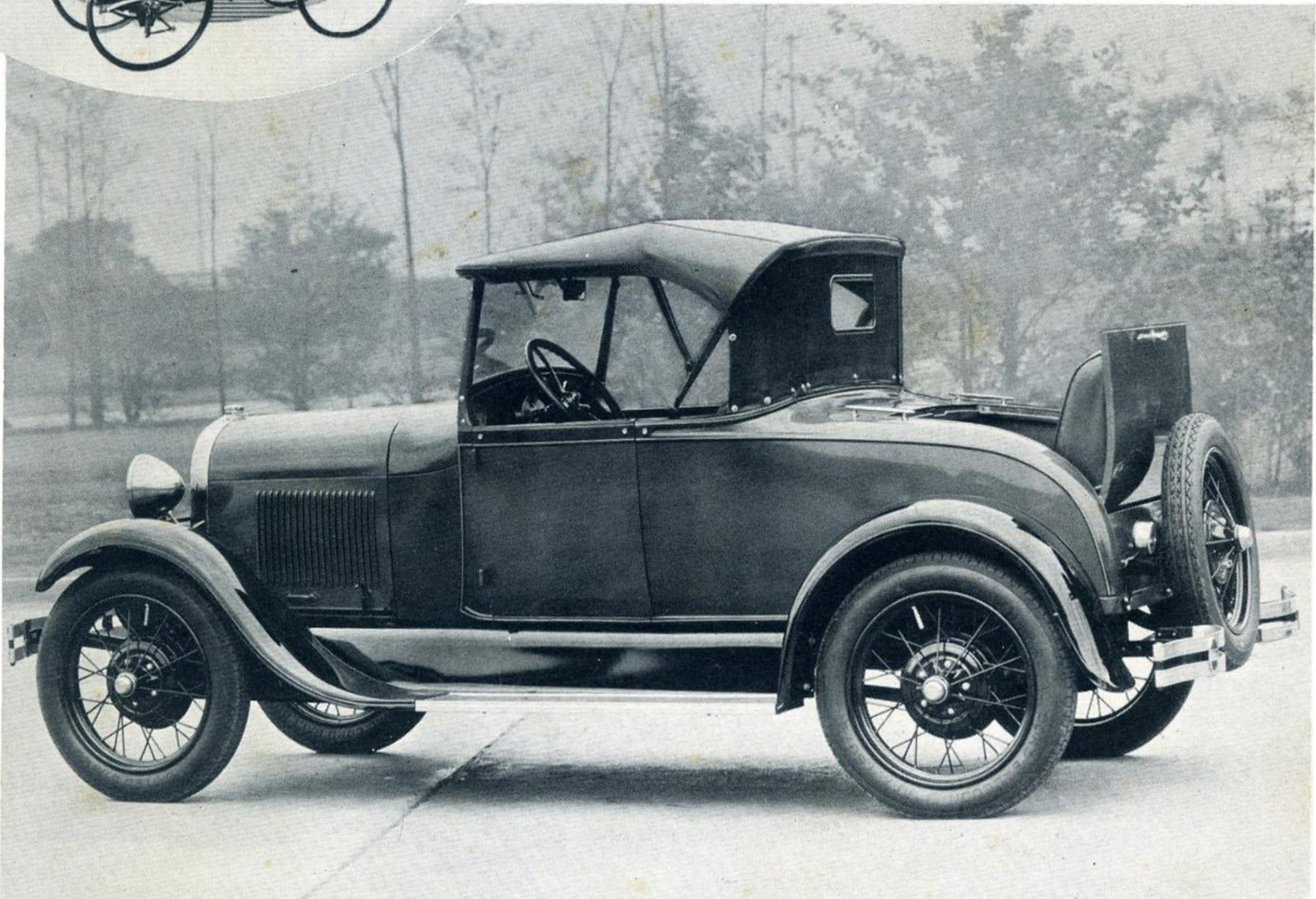
VOL. V, No. 9

Dearborn, Michigan

July-August, 1963



HENRY FORD CENTENNIAL  
1863-1963



**1928-29 FORD ROADSTER**  
(See Story Page 9)

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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# MARC NEWS

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### COVER

This is one of several photographs released in 1927 by the Ford Motor Company at the introduction of the Roadster. A copy may be obtained for \$1.00 from: Photographic Department, Ford Motor Company, The American Road, Dearborn, Michigan.

The next issue of MARC News will be for September and October and is scheduled to be mailed September 23. All articles and advertising for that issue should be mailed no later than September 1.

## BACKFIRE . . .

### LETTERS TO THE EDITOR

Dear Editor:

I have a late '28 Roadster, with date stamped upside down on the fire wall, 11-21-28. I have only a body, no chassis or motor. I would like to get in contact with other November '28 "A" owners, especially those who have an auto produced near the date mine was. I would like to know what their engine number is, type of starter, generator and whether or not the auto originally came with a multi-disc clutch?

I would also like to know if the bumpers and bumper clamps on a '28 "A" were nickel plated or chrome plated?

H. S. Kalinka, RR #4, Chilton, Wisc.

*All bumper parts were chrome plated. At no time was nickel specified.*

Dear Editor:

We have found that the MARC News appears more professional, more interesting, and better with each issue. All of us would like to see the hatchet buried and all efforts put into helpful, technical ideas, and things like Pickens offer of his personal film for loan which we enjoyed very much.

Both Crawford and Sturgeon's letters printed in the last MARC were interesting. But I personally disagree with Sturgeon on the paint of water pump, water inlet and water outlet being black. I believe they were green. I base this on having several water outlets and inlets which were new old-stock obtained from Ford dealers in my area. They were all green, as was some fifty water pumps I had ranging to the mid '30's. Also, some new exhaust manifolds (A-9430) I had were green but the new heat resistant black paint is the only thing that will hold up for any length of time.

As for the late '30 Deluxe Roadster, can any one correctly answer which bumper clamps (oval) are more acceptable in competition, the plain cast or the stainless covered type? Also, which front fender brace is more correct, the forged or stamped type for this car?

Jim Dawson, Niagara Falls Region

*All castings made at the foundry by Ford Motor Company in Dearborn during Model "A" production were painted engine green. Castings made by outside companies were painted black. Most service castings were supplied by outside companies.*

*The bumper clamp on a late '30 Deluxe Roadster should be the rustless steel covered type. The original forged type was replaced at the time of the '30 model introduction.*

*For a late '30, the stamped bracket is more correct since by late '30 the stock of forged brackets would have been depleted.*

(Continued on Page 4)

## BACKFIRE

(Continued from Page 3)

Dear Editor:

I enjoyed the article about the 1931 Deluxe Tudor, as I am restoring one myself.

However, the Deluxe did have deluxe paint jobs. Refer to the original Ford ads on pages 78 and 120 of Clymer's Model "A" Album, both of which state "there is a choice of Deluxe body colors with wheels to harmonize." When I took the scuff plates, wiring box and patent plate from my car I found the deluxe body color under them. The gas tank was never repainted and still has the original Ford Maroon with Red Vermillion striping. All the 31's in the Model "A" Album have the lower radiator shell painted the body color. The Deluxe Tudor came out in June, not July as the Ford ad on page 120 (Clymer) says, "in this car available since June 1931, greater beauty and distinction have been given the popular Tudor."

Now, I would like to know what color wheels went with what body color? Also, my engine No. is A-4692892, built the end of May, what was the engine No. of the first Deluxe Tudor and what was the original price?

In the article about the tool kit, at least some of the jacks made by AJAX were stamped so. The jack I have is the same as the one on the tool page and is stamped, AJAX, NO. 015, RACINE, WIS., H. On the tool page of the parts book there is also a picture of the original screwdriver. It is 7 $\frac{3}{4}$  inches long and has a "B" stamped on the blade.

The tool page also shows the original tool pouch which fastens with a twist snap and is listed for '28-'31. The pouches with two snaps are for V-8 cars. The tool kit also had a tube repair kit, the same as the ones in the Model "T".

John L. Giesen, Mount Vernon Region

*Thank you for the compliment and information. We have been unable to find any evidence that special Deluxe body colors were released for the Tudor Sedan nor that Maroon was one of them. We will not challenge the authenticity of your sedan and can only theorize that some plant may have overstocked Maroon paint. Normally Maroon was released for the Town Sedan, Deluxe Fordor, Victoria Sedan and Deluxe Coupe.*

*As to the lower radiator shell, we cannot give a conclusive answer because there is no release on record and we have other company photographs with it in black.*

*A check of the June production records reveals that there were 16,819 Standard Tudors produced and only 1,799 Deluxe Tudors which were shipped to dealers for introduction in July. It is possible that some of these introduction cars may have been sold in June. In July there were 8,920 Standards and 8,592 Deluxe produced.*

## JUNE 4

### 1896 - 1963

The Motor Cities Chapter of the Model "A" Restorers Club and Greenfield Village sponsored a re-creation of Henry Ford's history making ride through Detroit.

George DeAngelis, who spent more than two years building an exact replica of Ford's quadricycle, drove the car over the original route—Bagley to Grand River to Washington Blvd. to Grand Circus (now Park) to Bagley, ending in front of the Michigan Theater building, now on the site of 58 Bagley, where Mr. Ford built his first car.

After the re-enactment, a parade of Model "A"s and Model "T"s drove to Greenfield Village. There, at the original 58 Bagley workshop, Donald A. Shelley accepted the quadricycle from Mr. DeAngelis. There the car will be on exhibit for the more than one million people each year who visit Henry Ford Museum and Greenfield Village.



*Bill Viccary, President of Motor Cities Chapter, reads a proclamation from Mayor Cavanagh as George DeAngelis and Dr. Donald A. Shelley, Executive Director of Greenfield Village, look on.*



*A bicycle cleared the way for George and his quadricycle as the little car putted around the same route taken by the original quadricycle in 1896.*

## MARC 5th NATIONAL MEET AND CENTENNIAL CELEBRATION JULY 29, 30, 31

The Ford Motor Company has notified the National Meet Committee that they will participate at the National Meet on Tuesday, July 30 as part of their national celebration activities of the 100th anniversary of Henry Ford's birthday. Included is the trophies, to be awarded Wednesday evening, and the Birthday Buffet Tuesday evening.

For those of you who will not be able to make this meet, here is the schedule of events.

### MONDAY, JULY 29

All Day

Check in at the El Cortez Hotel, 7th and Ash, Convention Headquarters

5-7 p.m.

Social Hour in headquarters suite to get acquainted

8-? p.m.

Dinner in small groups in hotel Dining Room or any of the downtown restaurants

### TUESDAY, JULY 30

8-9 a.m.

Caravan in groups via ferry to Coronado and to Meet site for judging

10-12 Noon

Sightseeing and walking tour of Coronado by wives and families

1-3 p.m.

Bus tour of North Island Naval Air Station including a visit aboard an Aircraft Carrier

6:30-7:30 p.m.

Social Hour in Cotillion Room of Hotel

7:30-8:30 p.m.

Costume judging on stage in Cotillion Room

8:30 p.m.

Buffet Dinner, compliments of Ford Motor Company, including program honoring Henry Ford's 100th birthday

### WEDNESDAY, JULY 31

8-5 p.m.

All day trip to Disneyland

6-7 p.m.

Poolside Cocktail Hour

7-8 p.m.

Poolside Fashion Show of era clothes modeled by San Diego Region

8-? p.m.

Banquet and Awards Presentation

The National Meet Committee wishes to thank all MARC members who have contributed to the success of this Meet from participating members to the Officers of MARC National and Editors of MARC News. Without such full cooperation it would have been impossible to plan this celebration.

*National Meet Committee*

# HENRY FORD CENTENNIAL

1863-1963



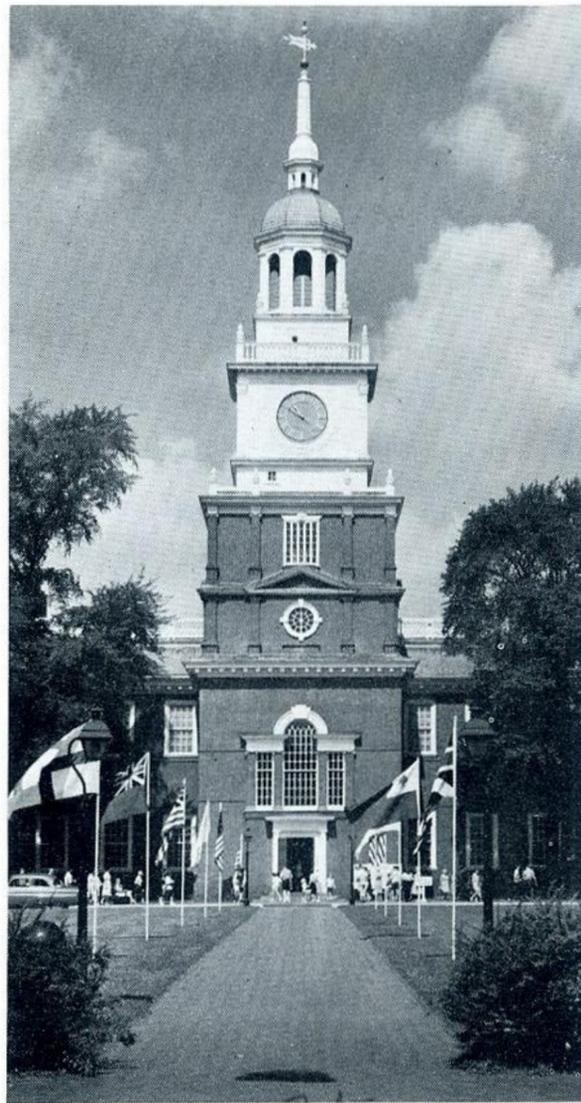
Henry Ford's centennial year is also the 60th anniversary of the Ford Motor Company and the 34th year since Mr. Ford's dedication of Greenfield Village.

Throughout the 26 years from the beginning of his motor car company to the dedication of his museum, Henry Ford collected Americana from his country's past. While other rising industrialists collected fashionable European art and antiques, Henry Ford assembled what was to be a living collection of the things Americans made and used.

In Henry Ford Museum and its outdoor counterpart, Greenfield Village, Ford sought to tell the 300-year story of his country. He combined the world's largest collection of Americana with the preservation of historic buildings. In this—as in many ways—he was a pioneer.

Henry Ford, born July 30, 1863 in a simple midwestern farmhouse, died 84 years later one of the world's wealthiest men. Knowing that the world had given him limitless opportunity, he attempted to repay the debt in countless ways. In industry, he produced a car for the common man, raised the wages of his workers, shared profits with his customers. But his gifts to America and the world went far beyond industry.

Bringing history to life at Greenfield Village was of course Ford's greatest educational and cultural accomplishment. It was not, however, the only one. His contributions to the field of education included establishing the



*Henry Ford chose an exact replica of Independence Hall, symbol of freedom, for his vast collection of Americana.*

Greenfield Village Schools, Henry Ford Trade Schools, Berry Schools in Georgia, and other schools on two continents. He built the Henry Ford Hospital, brought George Washington Carver north to work on improvements in agriculture and horticulture, established a department of sociology in his vast corporation, and revived Early American dancing as a part of 20th century culture.

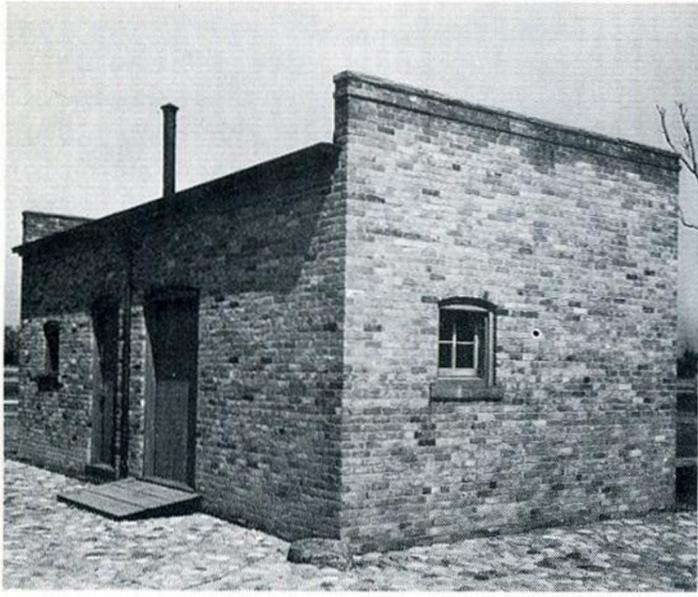
Henry Ford lived and believed in a quote he once said, "There is no such thing as no chance."



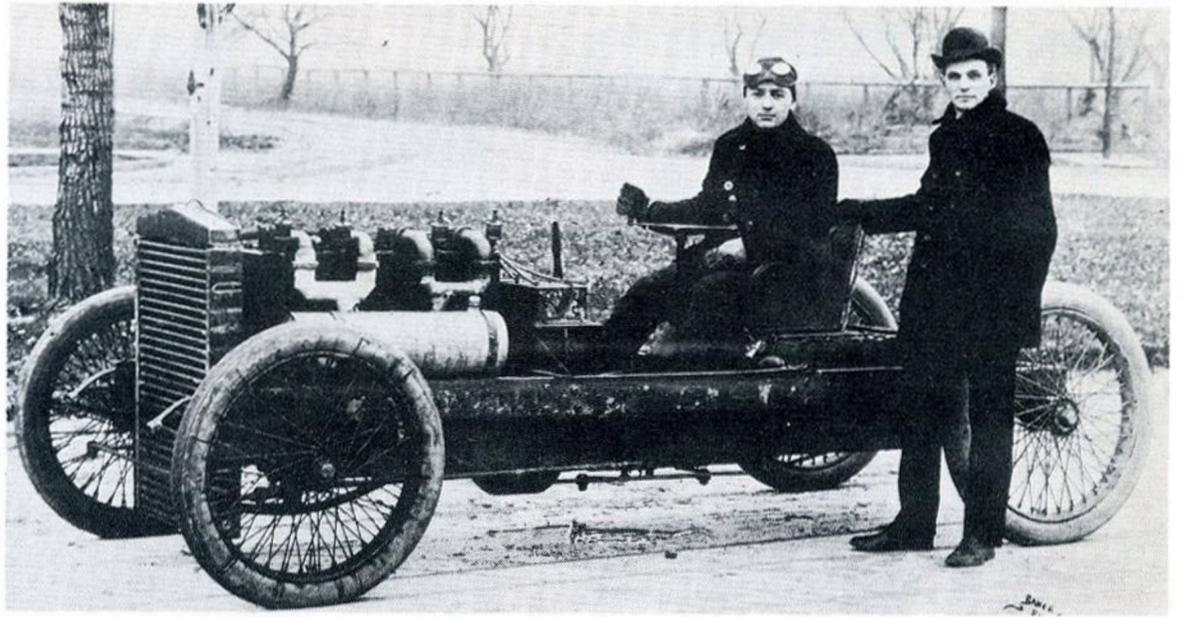
*Clinton Inn, the first overnight stagecoach stop between Detroit and Chicago on the old Salk Trail, was the first building moved by Henry Ford to Greenfield Village.*



*Henry Ford was born in this simple midwestern farmhouse, at the corner of Greenfield and Ford Roads, in what is now Dearborn, July 30, 1863.*



*Henry Ford's dream of a horseless carriage started in this small brick woodshed behind 58 Bagley Avenue in downtown Detroit.*



*One of the most famous racing cars of all time, Henry Ford's "999," was photographed in 1902 with the two men who drove it to glory. At the tiller is Barney Oldfield, who began his racing career in this car. Mr. Ford, at the right, set a world speed record of over 90 miles an hour in the car in 1904, in order to win financial backing and to call attention to the products of his young auto company.*



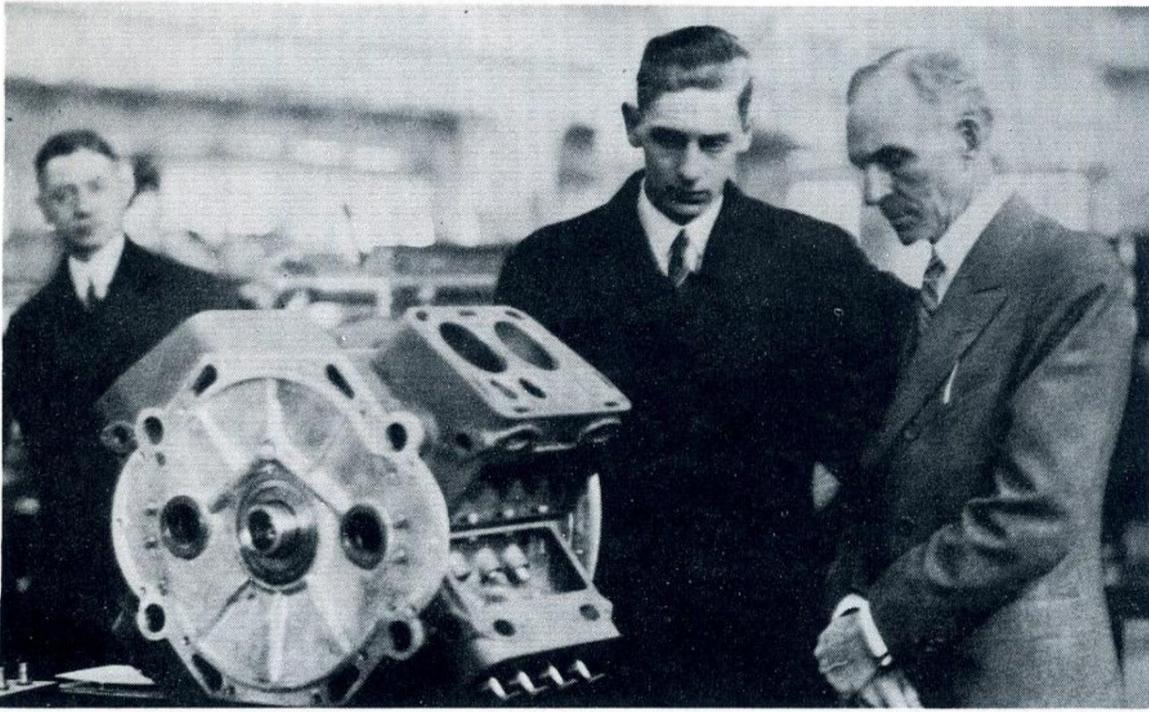
*The young man who was destined to put the world on wheels, Henry Ford was dressed in his Sunday finest when this photograph of his first car, the famed "Quadricycle," was made in 1896. Mr. Ford, whose birth Centennial is being observed this year, was 33 and wearing a jaunty mustache at the time. His car, powered by a two-cylinder, four-cycle engine, had an electric bell up front to warn pedestrians—after the fashion of trolleys of the day.*



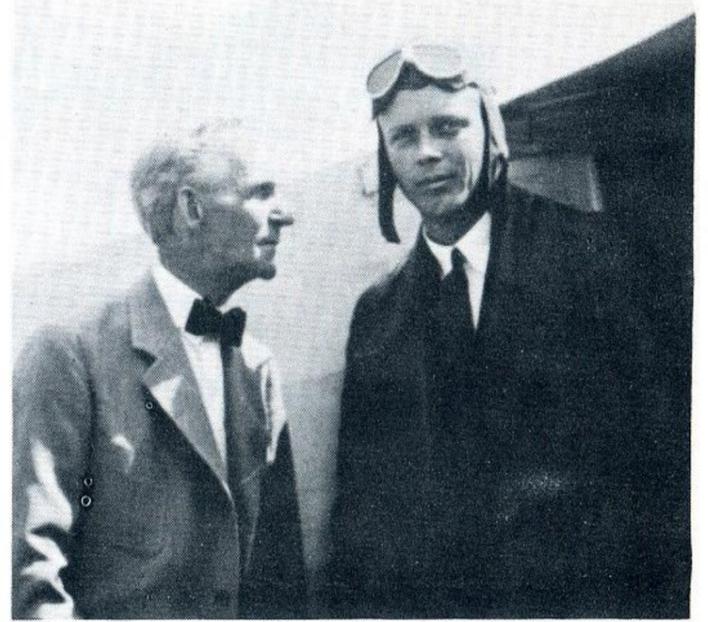
*Years before he mass-produced the Fordson tractor, Henry Ford experimented with what he called an "automobile plow." This 1908 photograph shows him at the controls of his first tractor.*



*Even though Henry Ford put America on wheels he was still very fond of walking.*



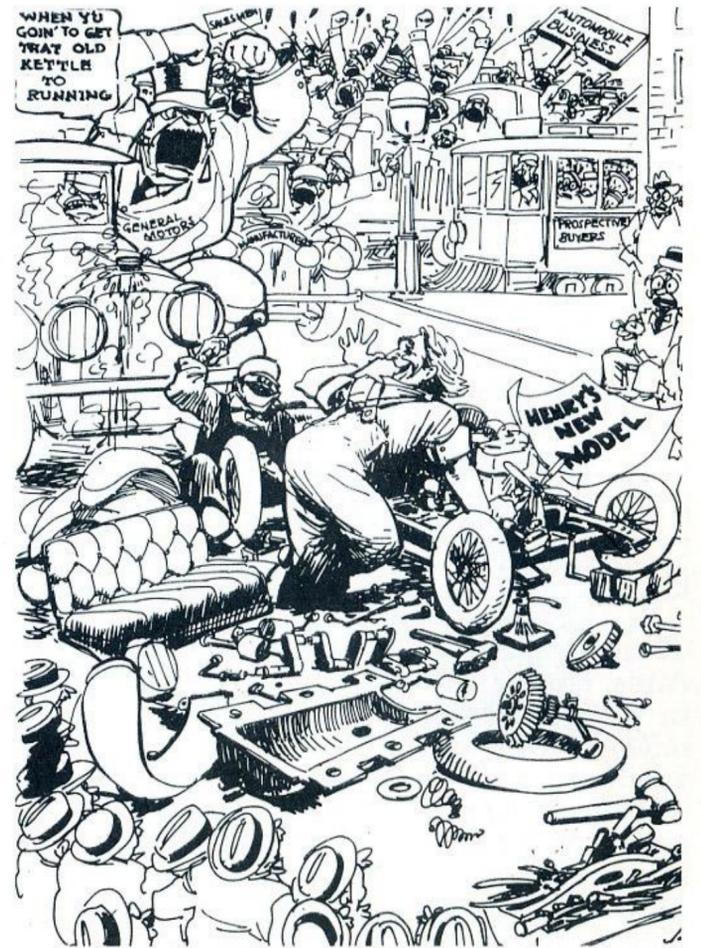
Mr. Ford examining the block of a "X" engine which he tried to develop for use in the Model "A". Due to mechanical complication it was never used.



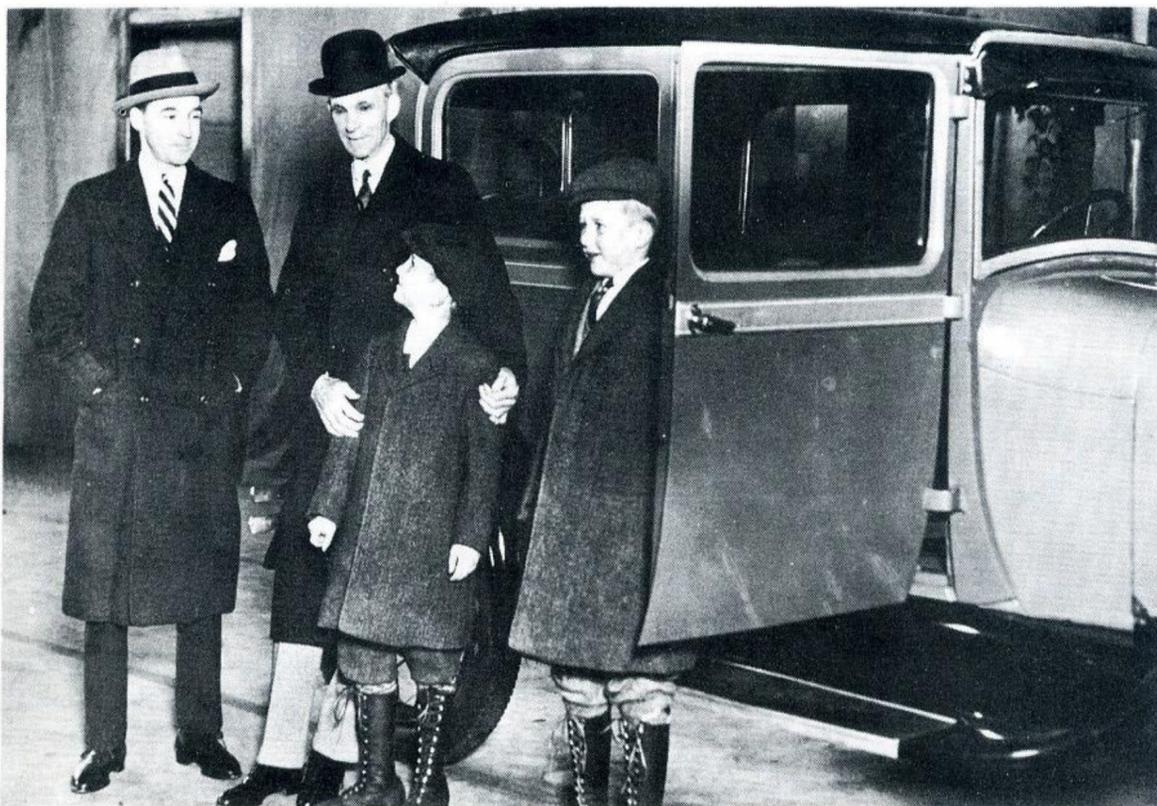
He had his first airplane ride with Charles A. Lindbergh at the controls in August of 1927.



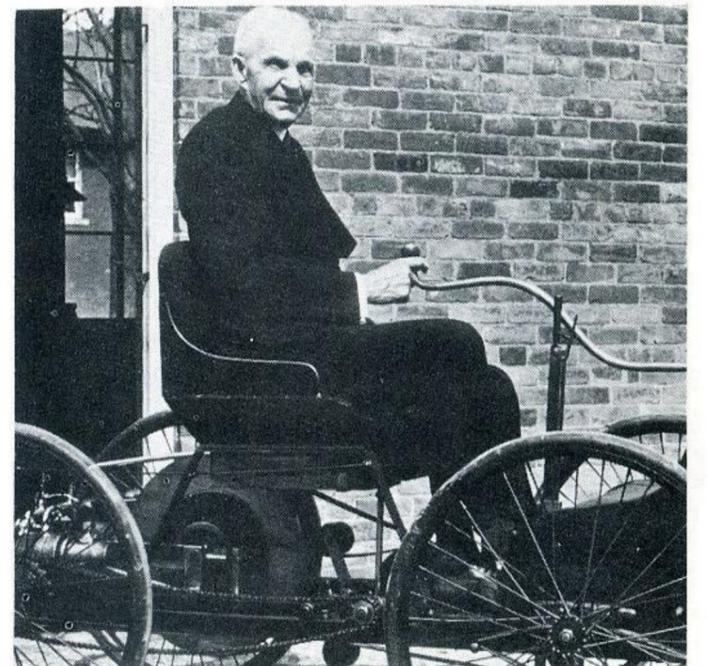
Dedication of Ford Building at New York World's Fair in 1939. Grover Whalen, Henry Ford II, Edsel Ford, Al Smith, Henry Ford and Fiorello La Guardia.



Published in "The Des Moines Register," in 1927.



At the Waldorf Astoria in New York City during the introduction of the Model "A" in 1927. Mr. Ford is with son Edsel and grandchildren, Benson and Henry II.



One of the last photographs of Mr. Ford, taken in 1946.

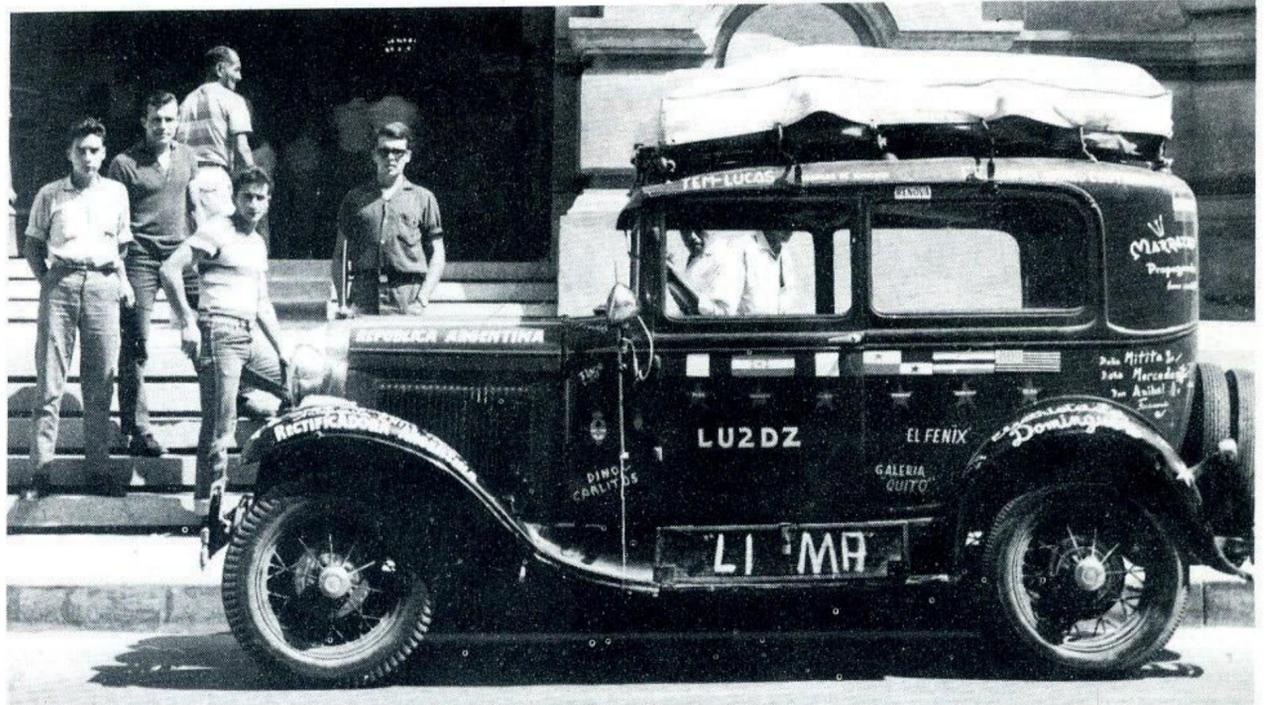


# "A" GLOBETROTTING



## 12,000 Miles from Home In a Model "A"

by Bill Viccary  
MICHIGAN REGION



Three college students from Buenos Aires, Argentina left their homeland in October, 1962 and traveled 12,000 miles to Detroit in a 1930 Model "A" Ford.

The students, Fernando Perez, Antonio Serno, and Fernando's twin brother Eugenio, all 22 years of age, made the trip in six months. The boys pooled their savings and bought a 1930 Tudor Model "A" Ford, with right hand drive, for \$1,000. "We could have bought a newer car for the money, but we thought this car would be more durable for some of the roads in South and Central America." "Also, with a pair of pliers and some wire we can fix anything that goes wrong on this car." Before leaving they equipped the car with hydraulic brakes, mounted an extra 10 gallon gasoline tank on the roof and carried boxes of spare parts.

At speeds from 5 to 60 miles an hour they travelled from Argentina to Chile, up the Andes mountains reaching a peak of over 15,000 feet above sea level, where they found snow two and three feet deep. One road was so narrow that one wheel and fender was scraping the side of the mountain, to keep the outside wheel from falling off the edge. Most of the mountain roads were only the width of one car. Before leaving Chile they also covered 600 miles of desert. Traveling on through Peru, Ecuador



and to what the boys describe as the "Hell of Columbia" where road conditions were very poor. At one point their hydraulic brake line was severed by a boulder, and they traveled 40 miles before repairs could be made. Also, their clothes, camera, etc. were stolen by natives. One night while replacing a burned out coil along the road by the glow of a small trouble light under the hood, they laid a wrench on the fender and seconds later it was gone. From this point on they traveled with loaded weapons. From Columbia they took a steam ship to Costa Rica. They paid \$300.00 cash and worked the balance of their passage for themselves and the car.

Traveling through Costa Rica to Nicaragua they blew a gasket and it took them three days of walking to locate a replacement. In Honduras a muffler had to be replaced. In Guatemala they replaced two tires and a fan. On to Mexico three more tires, two rims, one brake drum and a water pump.

In Texas many things were beginning to show wear. A rear spring needed replacement, the second water pump was installed, two more tires were changed, and they broke a crankshaft pulley. Finally Detroit! A total of 30 gallons of oil was used for the entire trip. A Detroit newspaper ran an article about the boys.

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# Authentically Speaking

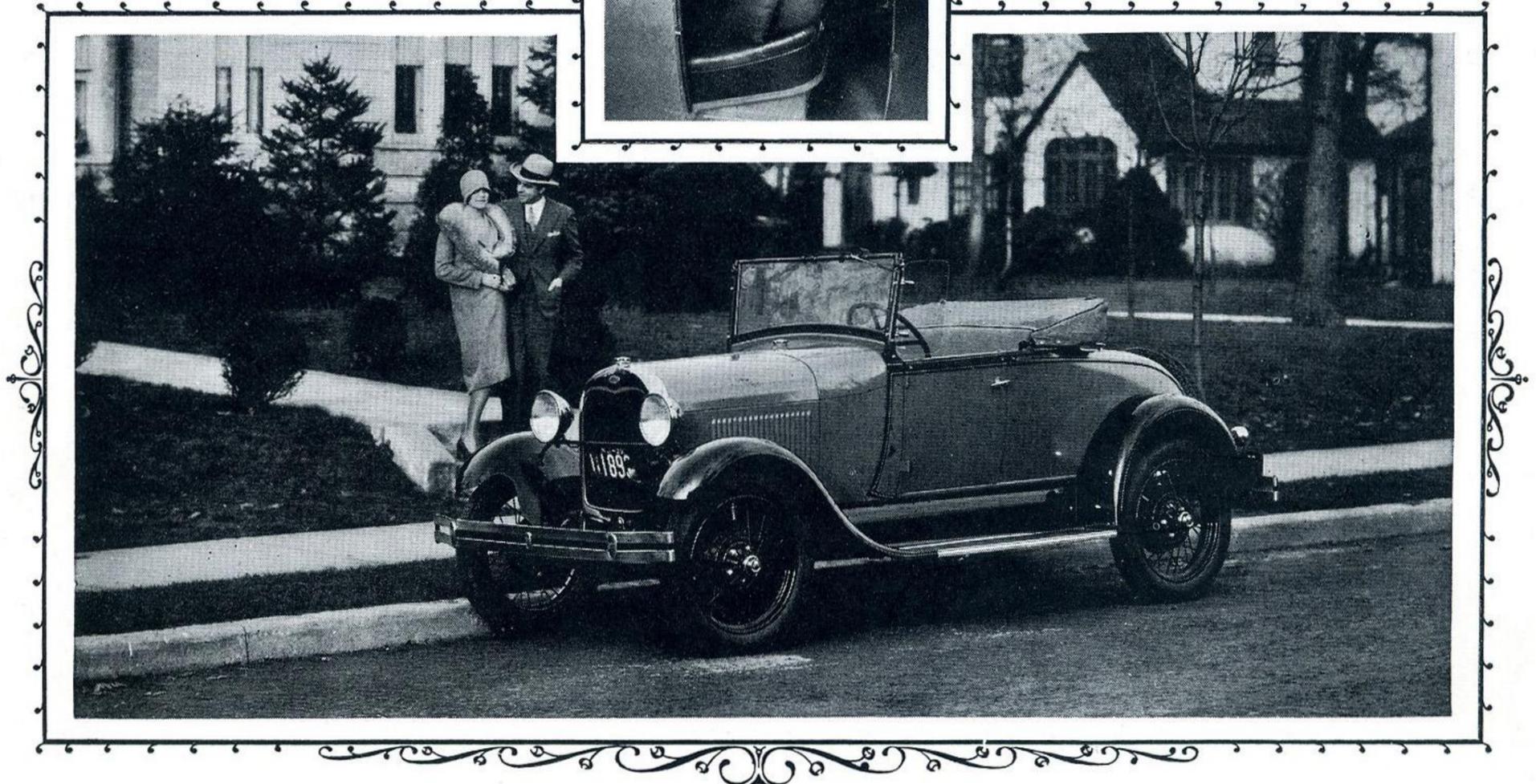
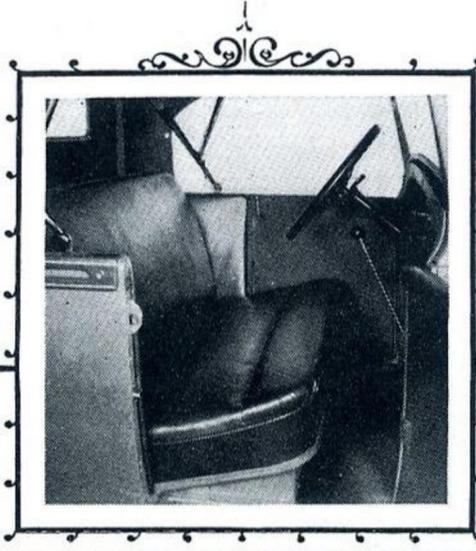
or

As Mr. Ford Built the "A"

by Edward Francis

and George DeAngelis

The 1928-29 Roadster



## A New and Modern Car Designed to Meet New and Modern Conditions

The new Ford is distinctly a new and modern car, designed to meet new and modern conditions. It is more than a new automobile. It is the advanced expression of a wholly new idea in modern, economical transportation.

The minute you see it—ride in it—you will realize that it is not a mere refinement of the former Model "T" Ford, but a new car from radiator cap to rear axle. Many features of it are exclusive Ford developments. Some are wholly new in automobile practice. There is nothing quite like it anywhere in design, quality and price.

The new Ford car has unusual beauty of line and color . . . It has

a 40-horsepower engine . . . . It will do 55 and 60 miles per hour with ease and has actually run 65 miles an hour on road tests . . . . It is quiet and smooth-running at all speeds . . . . It is remarkably quick on the get-away . . . . It has specially-designed, mechanical, four-wheel brakes . . . . It has hydraulic shock absorbers . . . . It has a standard, selective sliding gear shift . . . . It is quick and easy to handle in traffic and steady and sure on the open road . . . . It runs 20 to 30 miles on a gallon of gasoline, depending on your speed . . . . And it has the stamina and reliability for mile-after-mile and year-after-year service.

To be authentically correct, an owner of a 1928-29 Model "A" has a real challenge facing him. Since most of these models have a date stamped on the fire wall, it leaves little doubt as to what equipment should be on the vehicle.

Anyone so fortunate as to own a rare early production model could very easily be accused of having an incomplete car. For instance, a Roadster built prior to January 1928 would require; a red steering wheel; no exterior door handle; no rubber bumper cushions to keep the back window from coming in contact with the back deck when the top is down; a left hand emergency brake lever that operates all four wheels; single brake lining on rear brake drums with hex head wheel nuts (not acorn); a single round hole in the floor board to accommodate the gear shift lever and without the metal plate; a power house generator; an Abell starter (not Bendix); the oil pan and the oil pan tray was riveted together; the engine and engine splash

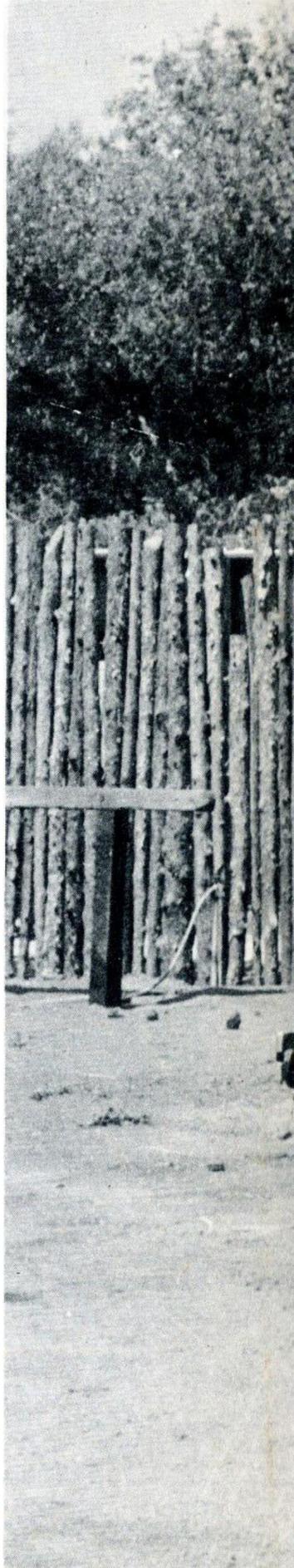
(Continued on Page 13)



*CRUM FAMILY, Daryl, Gretchen, Joe and Gary of Oceanside, California did all the restoration themselves and spent 3,221 hours in doing the job. Their car has never been out-scored by another "A" in any San Diego County Model "A" Meet. This was the family's second restoration having restored a 1930 Standard Roadster in 1942.*

## CAR OF THE MONTH

*ABOUT THE CAR . . . It was purchased in Sapolpa, Oklahoma in August of 1959. The car was rough but not too rusted so that every part of the original car was used. It is 100% authentic to the month of manufacture, including tires (new old-stock) and tire cover. The Crum family kept movie records of their restoration from the time the car was picked up in Oklahoma to their first trophy in 1960.*



# MARC SHOWCASE



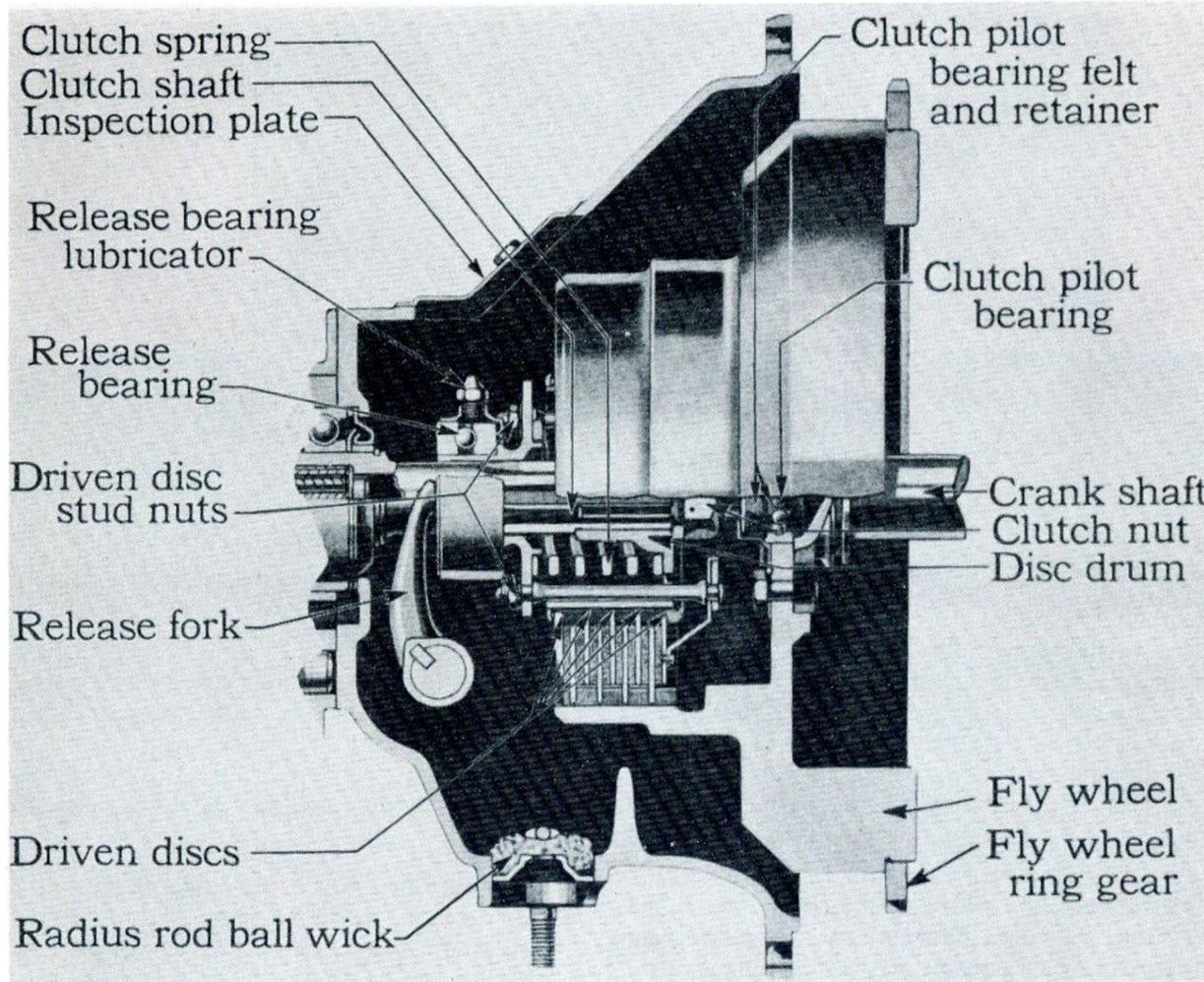
# CLUTCH CHATTER . . . TECHNICAL HINTS

(Continued from Page 8)

The Michigan Region, Motor Cities and Oak Leaf Chapters took the boys into their care. The two chapters donated clothes, money, and parts to rebuild the traveling Model "A". Some of the parts donated were; starter, generator, water pumps, fan belts, 5 tires, muffler, brake lining, springs, crank-shaft pulley, brake drums, coils, carburetor, rings, valves, and timing gear. Their engine was completely rebuilt.

While they were in Detroit they displayed their car on some dealer lots for cash. A few dealers offered a later date car for a swap, but the Argentinians refused, stating that "No other car could make the return trip except a Model "A". They also worked for a contractor for a short time to raise money for their return trip.

Before leaving on their trip home to Buenos Aires the boys joined us on some of our activities. We all enjoyed them and if you should happen to see a 1930 Model "A" with three young students headed back to Argentina stop them and say Hello.



## THE MULTIPLE DISC CLUTCH

When the Model "A" was first introduced the company made claims that the clutch in the new Ford was of the multiple dry-disc type, which was the most reliable. It was also the easiest to operate, for it took hold gently and smoothly. It had four driving discs, five driven discs and long-wearing wire and asbestos composition facing. It was completely closed and protected.

However, all of these claims were not true because in November of 1928 the multiple disc clutch was discontinued and replaced with a new single disc clutch and flywheel.

For those "A" collectors who have early 1928 models and wish to be "purests," a multiple disc clutch can still give good service. It will require frequent adjustments and more care in driving. Adjusting the clearance or clutch pedal-play to  $\frac{3}{4}$ " is very important. Also, a poor clutching and declutching habit could result in buckled or warped clutch plates.

To overhaul the unit, use extreme caution in the disassembly of the multiple discs. Unless the driven disc is held in an arbor press or with some clamps, when the last of the five driven disc stud nut is removed the disc will fly off with a violent force. Before

starting the job, it is best to read the recommended procedure as outlined in the Ford Service Bulletin (a Post publication) starting on page 26.

Johnny "X" Xifos of the Hudson Valley Region offers the following tip.

"The multiple disc clutch is troublesome and it requires very skilled double clutching and timing to shift gears properly and quietly. A good many of these were changed to the single disc clutch.

"One of the most common troubles is a squeaking noise (like a canary singing) which does not have any effect on the operation of the car, but is very annoying to the driver.

"I have had this same annoyance on my 1928 Coupe and have found a very simple solution: Fill an oil can with kerosene, and open the clutch inspection plate where the throw-out bearing is located. Squirt a few ounces of the kerosene directly on the revolving discs as the engine is idling until the squeaking stops. Do not use anything other than pure kerosene.

"This should be effective for several thousand miles, then the entire operation must be repeated, unless you wish to tear down the entire clutch and then you may still get the canary."

### TIP

I don't believe too many people like to mix hamburger with a fly-wheel ring gear. Recently as I was preparing our barbeque pit, I kept pondering on how I was going to replace the ring gear on my "A" fly wheel when an idea hit me. I placed the ring gear on the charcoal, lit the fire and started to barbeque the family hamburgers. In a short time the hamburgers were done and eaten. By this time the ring gear was glowing red. I picked it up with a couple pairs of pliers and it dropped right in place on the fly wheel.

Robert Tomlinson,  
Indiana-Ohio Region



DOES YOUR CANARY LOOK DIFFERENT SINCE YOU JOINED THE "A" CLUB ?

(Continued from Page 9)

shields were bolted solid to the front frame cross member; a multiple disc clutch and many others. If you should have one of the first 200 cars produced and bumper bars should be open on the ends.

During the first year of production the Model "A" underwent many changes. Only the most ardent restorer will pursue them faithfully.

### BODY EXTERIOR

At the time of introduction, the 1928 Roadster was available in four colors—a most unusual feature in a lower-price car at that time. In regards to quality, the ads stated:

*"The finish is pyroxylin lacquer, one of the finest and most enduring finishes for automobile bodies. It is not affected heat or cold, withstands all kinds of weather conditions, and is not easily marred or scratched. The luster actually improves with washing."*

After more than 35 years there are thousands of Model "As" as shining examples of that statement. For body color the purchaser could have chosen: *Niagra Blue, light or dark, with Dutches Blue belt and molding and a French Gray stripe; Arabian Sand, light or dark, with Copra drab belt and molding and a French Gray stripe; Dawn Gray with Gunmetal Blue belt and molding and French Gray stripe; or Gunmetal Blue with Dawn Gray belt and molding and a straw stripe.*

With the introduction of the 1929 Model "A" a complete set of new color combinations were offered for the Roadster. *Bonnie Gray* was matched with *Chelsea Blue* belt and molding with a straw stripe. *Rose Beige* was combined with a *Seal Brown* belt and molding and an *Orange* stripe. *Balsam Green* body had a *Valley Green* belt and molding and a *Medium Cream* stripe. *Gunmetal Blue* had a *Black* belt and molding with a straw stripe.

Tops and curtains for both years were either black grained fabricord or black whipcord.

### BODY INTERIOR

Interior trim schemes were the same for 1928 and 1929 and very limited in choice. The rumble seat on the Roadster was available only in *Spanish Brown* colonial grained artificial leather with matching card board on the sides and front seat back. For the front compartment there was a choice of the same *Spanish Brown* colonial grained artificial leather on the front seat and weather strip or a *Blue Gray* colonial grained artificial leather on the seat and weather strip. The doors and cowl sides were trimmed with matching card board. Front and rumble seat floor mats were of black rubber.

## CHANGES EFFECTING THE ROADSTER FROM ORIGIN TO DECEMBER 1929

### DECEMBER 1927

The first 200 cars were made with old Model T type bumpers with open ends.

### JANUARY 1928

Change from integrated parking brake to an independent parking brake system. This change made the rear wheel, brake drum, backing plate, hub wheel lugs and hub cap obsolete.

### FEBRUARY 1928

Riveting of the oil pan tray to the oil pan was discontinued.

### APRIL 1928

The oil pump shaft was changed from 9/16 inch diameter to 5/8 inch diameter.

### MAY 1928

A floor board clutch plate was added to provide easy access to clutch release bearing grease fitting.

### JUNE 1928

The brake rods were redesigned into solid nonadjustable rods. This was done to give a fixed rod length and simplify brake adjustment. This change necessitated changing the front brake lever and the upper end of the outer lever of the cross shaft assembly from a single eye end to a clevis.

### JULY 1928

Top back window frame cushion bumpers were added to the roadster to prevent any possibility of the window frame in the back curtain from coming in contact with the deck upper panel when the top is lowered.

### SEPTEMBER 1928

The double venturi was replaced by a single venturi for the carburetor. This involved a change in the throttle plate, main jet, compensator, cap jet, and idling jet.

A lubricator fitting was added to the steering gear housing replacing the drilled hole in the steering gear shaft, to lubricate the sector shaft bushings.

### OCTOBER 1928

About October 1st the Bendix type starter went into production 100% and the Abell type starter and parts were obsoleted. Cars equipped with Abell type starters could be serviced with a special Bendix drive.

New starter switch spring was introduced changing from an angular to a flat spring. A new cable was necessary with the new starter switch.

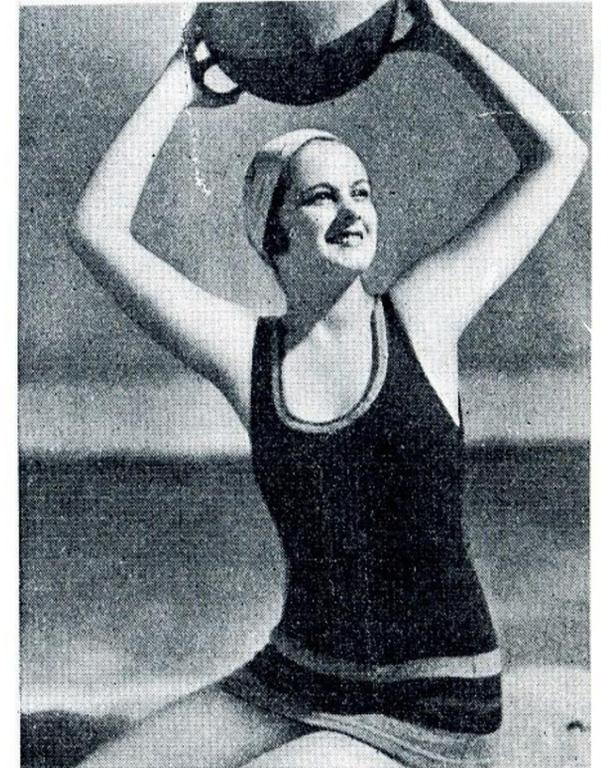
### NOVEMBER 1928

New flexible front engine mount was introduced to prevent engine vibration from being transmitted to the frame. Recommendations were made to all dealers to rework existing cars

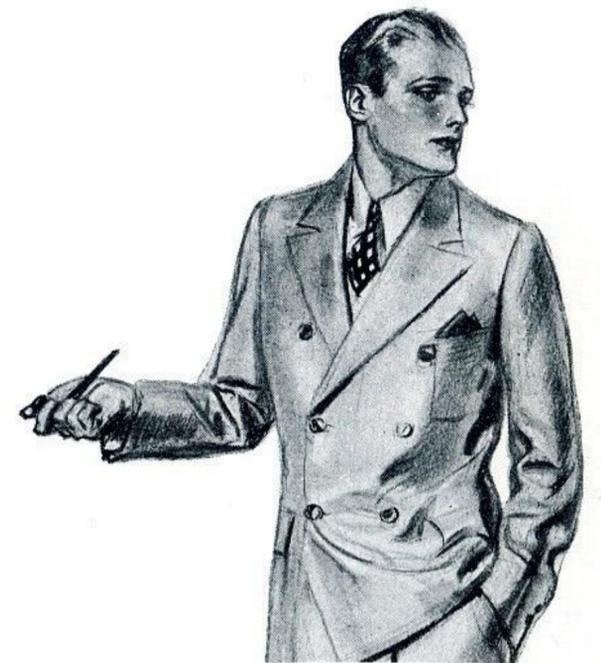
(Continued on Page 14)

## Etta's Cetera

by Etta Francisco



*If you are planning a Model "A" style beach party or swimming party, here is a picture of a bathing suit printed in the Pictorial Review of 1930. We have found a few of them in our area. Most of us will wear them when we have a combination beach-party weiner roast.*



*This gentleman wears a light weight double breasted suit. Note the wide lapels. His shirt features a very wide collar and glass buttons you could iron over. We can't see all of his tie but know in those days they were of a wide variety. You fellows who refuse to put on those funny looking short pants called knickers, or if you have not been able to find a pair, cheer up and go out and find yourself a nice looking suit. The hat to go with this outfit was in the last issue.*

HELP!! I need pictures of you. Yes, you! If you are a MARC member and have a good clear snapshot of yourself or your family in an authentic costume send them to me, we could use them in the magazine.

(Continued from Page 13)

to the new mount.

New single plate clutch and flywheel was made standard on all cars replacing the multiple disc plate clutch and flywheel.

A new service brake cross shaft assembly was designed and made standard on all cars. The new shaft replaced the old style cross shaft and equalizer assembly.

With the new brake cross shaft adjustable brake rods were introduced.

The red plastic steering wheel was replaced with a black hard rubber steering wheel.

#### DECEMBER 1928

Carburetor choke lever was redesigned to permit the installation of a wire for choking when cranking the engine by hand.

The 5 brush power house generator was discontinued.

#### JANUARY 1929

The camshaft was redesigned—the new shaft was of the three bearing design and replaced the five bearing shaft. The new shaft can be used in both old and new blocks.

The new cars were now equipped with solid skirt pistons. They were a trifle lighter than slotted skirt design and could not be used interchangeably.

The timing gear cover plate was simplified by elimination of an external rib and the timing pin was changed from a hexagonal to a square.

#### FEBRUARY 1929

New design steering gear was being provided in large quantities. This new gear was known as the hour glass worm and two tooth sector type.

Two lite headlamps were introduced in two types—a two bulb type for cars without cowl lamps and a single bulb type for cars with cowl lamps.

#### MARCH 1929

New breather cap was provided which prevented any possibility of the stops in the breather cap from bending up when the cap is struck down hard.

Two louvers were added to the clutch housing hand hole cover to prevent oil pumping out the rear main bearing.

#### APRIL 1929

New cast iron rear main bearing cap was in production on Model "A" engines. It can be readily distinguished from the forging design by the difference in thickness of the bolt bosses.

The throttle control assembly was redesigned changing the accelerator shaft from a two piece design to a one piece design.

#### MAY 1929

The valve chamber cover was redesigned to lower the location of the oil return pipe hole. New oil hole was provided from the valve chamber to rear main bearing.

#### JUNE 1929

Universal joint housing cap outer was redesigned removing the lug and equalizing bolt hole spacing.

The keys in the clutch release shaft which held the clutch release fork and clutch release arm were eliminated with the use of larger pins.

#### JULY 1929

Valve guide bushing was changed from 2 3/8 inches long to 2 1/8 inches long to lessen chance of valve sticking.

New breather pipe with baffles pointed upward instead of downward to lessen possibility of oil being blown past the breather cap.

An oil hole was added to the starting crank bearing to lubricate between spring and front cross member.

New headlamp plugs and connectors were introduced which allows them to be used for both two bulb and one bulb two-lite headlamps.

New single bulb reflector was introduced.

The hand brake lever was moved from in front of the gear shift lever to the right side of the gear shift lever.

#### AUGUST 1929

New ignition lock conduit clip and stud were introduced. The new clip was a stamped design and is thinner than the former forged design, hence a shorter stud.

The width of the front shock absorber arm boss was increased to protect the head of the needle valve.

Vacuum wipers started to replace the electric wipers this month, but it was July 1930 before all body styles had vacuum wipers.

#### SEPTEMBER 1929

New locking pin and spindle bolts were now being used. The new pin held the spindle bolt more securely and prevented loosening in service.

New gas cap gasket was introduced, it was made of leather and would not shred as the old material.

New retainer and oil baffle were added to the transmission to prevent oil leakage through the rear transmission bearing.

#### OCTOBER 1929

Cylinder head and gasket were redesigned adding an elongated hole in them to increase water flow through cylinder head.

Rear axle shaft housing was changed, the change could be incorporated in present cars by using a thinner gasket.

#### NOVEMBER 1929

A slight change was made in the wiring which placed the ammeter in the ignition circuit in addition to the lamp circuit.

Four transmission parts were changed; the transmission idler shaft, the transmission counter shaft, the shaft retainer and the retainer bolt.

Slight change was made in engine splash pans; the front mounting ear on the right pan was removed and small vertical flange on the left pan was removed.

The oil pump body was changed from a forging to a casting.

The front fender pressed steel bracket was changed to give more tire clearance. Only two vertically spaced bolts were used for attaching the new bracket.

### For Easter Model "A" Owners

The Greater New Jersey Autorama to be presented at the Teaneck Armory, September 26-29, 1963.

Antique cars, Classic cars, Sports cars, Hot rods, Customs, Motorcycles, etc., all privately owned vehicles, will be displayed at the show. Each individual car will be judged and trophy presentation awards made in each class.

If interested in arranging a club display or if individual members are interested in participating in the show, contact: Joe Kizes, Autorama, 4228 Clark Lane, Orange, Conn.

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## REGIONAL NEWS

**WESTERN MASSACHUSETTS REGION:** The regular meeting of the club was held at the Dante Club, West Springfield, Massachusetts at 7:30 p.m. on May 6, 1963. Thirty-two "A" fans were in attendance. It was voted to see about decals for our Western Mass. Region.

On May 12, we held our first "over-the-road" meet for 1963 at the Old Trolley Museum in Warehouse Point, Connecticut. The weather was fine and a large group of the boys and their families enjoyed the ride to the museum in their "A's".

Holman Spence, chairman for this meet on May 12, did a fine job of arranging for the affair and secured a picnic area for supper. That evening we were shown on the Channel 40 TV News.

Our Western Mass. Region MARC was featured on the Tom Colton Western Mass. Highlights Show on May 13 at 7:15 p.m. on Channel 22. While President Beau-doin talked with Tom Colton and explained about Model "A's", several of our antique cars passed in review. On the show were cars owned by: R. Beaudoin - roadster, Carl Richardson - station wagon, Herb Langdon - Phaeton, Bob Brown - pickup, Dick Gagne - chassis, Freddie Fredette - roadster, Cliff Bellefeville - roadster and Janice Langdon - carbriolet. The club had some wide publicity due to this endeavor.

Our June 1 meeting was held at the home of G. Walter Johnson, Wilbraham, Mass. There were 26 members in attendance. We met in the same room with a 1912 Model "T" roadster but most of the boys overlooked that. Several cars are to appear in the Wilbraham Bicentennial parade on June 16.---Warren C. Christensen, Secretary.

**NEW FLORIDA REGION: Ridge Chapter: May BUSINESS MEETING:** Our business meeting for May was held in the Lakeland Federal Building here in Lakeland. This was the second meeting that we have had in this building since we were told we could use it for this purpose. Ann Keifer and Sally Putnam served refreshments this time. The highlight of the meeting was an outing planned for this summer sometime. It was voted to spend \$250 on a week-end trip this summer to one of our state beaches. The beaches being considered are: Daytona, New Symerna, or Sarasota. The beach we go to will depend upon the total cost. Since we will spend all of the money no matter how many people show up, everyone should come to get their money's worth. It will be for two days, starting on a Saturday evening and ending on the following Sunday.

**Ridge Chapter: May TOUR:** Our tour for this month was to the city park at Lake Wales. This was a very nice place and it made the tour extra nice. We had lunch and then played softball and badminton. The Perry's were the champs at Badminton. Only one car gave trouble this time and all it needed was to be put back into correct timing and 2 new spark plugs. This was a good time to remind members of the Gymkana which is coming up soon. It is on September 15th and cars from all over Florida and southern Georgia will be there. There will be three driving events, costume judging, and games for the kids. This added up properly makes 13 awards. These will be presented as trophies. In other words, if you win or place high in an event, you get a trophy 'cause that's what we're giving this year. Dinner will be furnished to all participants by the Ridge Chapter. I'll give more news on this as time draws nearer.---Mike Durhan.

**FLORIDA REGION:** I believe everyone really enjoyed our weekend tour in Avon Park on June 14 thru 16, 1963. It's a wonderful feeling to know that you have the support of the other Antique Automobile Clubs in the state, and of this I can assure you, WE have. Neil Austin - Director Florida Region - AACA; and Sam Manton - Director Fort Lauderdale Region - AACA, both attended our tour and helped us in many ways.

A run down on the winners of the various events were as follows:

1. Most Popular Car - Byron Crofut - 1929 "A" Phaeton.
2. Best Restored Model "A" Closed Car - Bob Keifer - '29 Tudor.
3. Best Restored Model "A" Open Car - Howard Hattesen - '31 Roadster.
4. Best Restored Chassis - Sam Musick - 1929 Packard Roadster.
5. Best Restored Antique Car - Park Skipper - 1925 Studebaker.
6. Longest Distance Driven - Dr. Donald Leigh (199 miles).
7. Oldest Car - Elmer Hutchinson - 1919 "T" Touring.
8. Roughest Car - Buck Swindoll - 1930 "A" Roadster.
9. Best Men's Costume - John Hattesen.
10. Best Women's Costume - Lou Crofut.
11. Toughest Luck - Bryant Arnold (Bryant tried to bring his '30 "A" Coupe from Panama City - 410 MILES - and burned up a front wheel bearing, race, and ruined the hub and drum.

I believe I'm correct in my count of 24 cars on the tour, and I know we had a real nice crowd of 62 people at the Banquet Saturday night.

If for some reason you couldn't make this one, plan on the next one coming; we all have a wonderful time.---Robert Heunisch - Director

P.S. Bob Keifer, your VICE DIRECTOR, deserves a heck of a lot of credit for the success of this tour.

**FALLS CITY REGION:** The Falls City Region Model "A" Ford Club, with headquarters in Louisville, Kentucky, were honored with an invitation to participate in the Derby Parade on the evening of May 2, 1963. We worked hard to get together a float, the band named "The Nineties" and 25 cars.



Ten members and five cars attended the First Annual Car Show at Scottsville, Kentucky, May 11th and 12th. Out of the five cars entered they won three trophies in the '30-'31 closed class and two plaques for field events. Trophies: First Place: Gordon Carter; Second Place: Lavern Simpson; Third Place: Thomas

(Continued on Page 16)

(Continued from Page 15)

Jones. The winners of the plaques were Emmett Johnson and Thomas Jones.

Five Fords owned by Willard Young, Emmett Johnson, Thomas Jones, Lavern Simpson and Jim Dunbar plus twenty-six members and their families drove the three hundred mile trip to Gatlinburg, Tennessee for the Great Southern Historical Vehicle Festival May 24, 25 and 26. We all enjoyed the weekend very much. All the cars made the trip without mishap on the road despite the fact that it rained most of the day coming back.

The Falls City Ford Club will hold its First Annual Derbytowntown Vehicle Festival June 14, 15, and 16 in the Mall Shopping Center. We are looking forward to a great turn out for this event.

We were asked to drive the dignitaries of the Shrine in a parade in Louisville on May 30th in which we had ten cars.----Margaret and Carl Lutz.

**SMOKY MOUNTAIN REGION:** Kicked off the month of June with a highly enjoyable weekend meet in Cherokee, N. Carolina. It consisted of two full days of activities and contests and fun with the Fords. The Palmetto Chapter of M.A.F.C.A. met with us and helped us to make this the biggest and best event yet.

Registration took up the day Saturday with cars arriving all through the day. Saturday night the show really got under way with a costume contest. Most of the 125 people that were gathered in the lobby were in costumes, and good ones at that. It was hard to pick the winners, but popular vote picked Paul Hemingway first and Terry Johnson second in the Men's Contest. Mrs. Burry was first and Mrs. Buddy Bertz was second in the Women's. Mr. & Mrs. George Kelly Ford and their daughter won the best family award.

Two movies were shown after the Costume Contest; "A Historian's View of Henry Ford" and last year's Hillbillie Homecoming Parade. Since we were in the parade, we enjoyed getting an objective view of our cars. After that we went outside and talked until about midnight.

Sunday morning everyone rose bright and early. After a good hearty breakfast we sold and swapped spare parts. And then the contests began.

The Ladies' Part Identification Contest was won by Mrs. David Anderson.

The Cranking Contest was won by Ed High. Blaine Atchley had the best time in the water race and David Anderson won the Tire Rolling Contest. The Balloon Popping Contest was won by my wife and I, thanks to her. Then we all had lunch and the Awards Presentation. Claude Leitzey drove the farthest distance - 260 miles. The Roughest Car was George Ford's 'Sports' Car. Claude Leitzey's roadster won first in the '28-'29 class. Second place was a tie between Sheriff Jackson's Phaeton and Harold Dye's Town Car. Clay Butcher's roadster was second and Elmer Long's Victoria was first in the '30-'31 class. The most popular car award went to Harold Dye. There was a total of twelve door prizes given away. A ham was won by Elmer Long, a timing gear was won by Marie Burnette, a steering tooth sector won by Francis Turner, box of gum won by Fern Butcher, set of brake linings won by Lois Smith, set of hub caps won by James Hurst, touch-up spray gun won by Steve Burry, set of gaskets won by Lucil Hatcher, taillight lens won by Carl Hatcher, floor mat won by James Kay, box of candy won by O. S. Wurtz and a pair of terminal nuts won by LeMarr DeShane, then with our stomachs full we cranked up our 'A's', said goodby to our friends and

headed back across the mountain toward home.

As we were nearing home my wife looked over at me and said, "Honey how long will this club last?"

I said "what do you mean dear?"

She said "are the cars going to last forever? When they wear out will we still have a club?"

Well, after seeing this bunch of cars cover almost 200 miles each and crossing a mountain with an elevation of 5200 ft. without a bit of trouble, I think that they are going to last forever.----Charles Reardon.

**MICHIGAN REGION:** The Western Lake Erie Chapter of MARC had its first meet on June 23rd of this year. It was held in Secor Park, Toledo, Ohio. There were eleven Model "A's" and four modern cars.

We all met at Mac and Sandy McCoy's residence at 11:00 a.m. We left the McCoy's place at about 12:15 p.m. After the picnic lunches were consumed we started the games about 2:00 p.m. Every one was enjoying themselves so much, the games lasted until about 5:30 p.m., at which time the group bid their farewells and headed for home.

There was a penny scramble for the children, sack races, shoe toss, tug-o-war and egg throwing contests for the adults. Two driving contests were held just for practice because we didn't anticipate the excellent turnout and didn't furnish any prizes.

One member, Tony Trabbic, had three cars at the meet, each one a different model. Paul Kinney still has his 1929 Fordor "A" under restoration, so Paul drove one of Tony's cars. Don Vogel and his wife drove Tony's 1929 Roadster and won both the slow driving and the potato sticking contests.

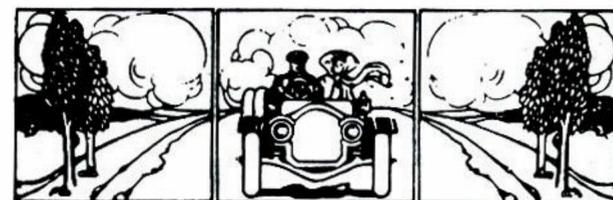
Winners of the games were: Ladies' sack race; Barbara Pfaff, men's sack race; Bob Kapela, couples' sack race; Frank and Barbara Pfaff, egg toss; Bob and Alma Keil, ladies' shoe kick; Molly Price, children's penny scramble; Terri Price and Chris Mossberg.

We think a good time was had by one and all. The day was perfect as far as the weather was concerned.

At our June meeting, Robert Grandy, Regional Director, and Frank Kinzinger, Regional Secretary, came from Detroit to present the chapter with the Chapter Charter.

Next monthly meeting will be on July 10th at Bob Kapela's garage, 10060 Packard Road, Temperance, Michigan.

Meet committee were Mr. and Mrs. Mac McCoy and Mrs. Paul Kinney.----Judy Bialo.



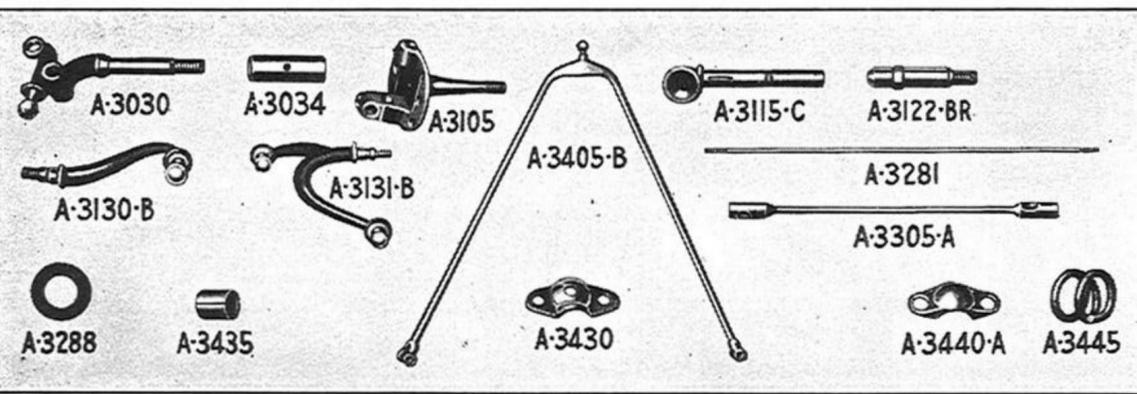
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Part No.	Name of Part	Year	LIST PRICE		No. Req. per Car
			Lots of 100 per lot	Each	
A-2853-E	Hand brake lever to cross shaft rod assy.	1931		\$0 60	
A-23827-S8	Pin (clevis)—short	1929-30		04	1
A-23822-S7	Pin (clevis)—long	1929-30	\$2 00	03	1
A-23822-S7	Pin (emergency brake lever to cross shaft)	1928-31	2 00	03	2
A-23555	Cotter	1928-31	20 gr. 50 M	03 dz.	2
A-2864	Emergency brake cross shaft to rear axle rod—41"	1928-31		25	2
A-21700	Check nut	1928-31		01	2
A-23822-S7	Pin	1928-31	2 00	03	2
A-23555	Cotter	1928-31	20 gr. 50 M	03 dz.	4
A-22418-R	Emergency brake cross shaft bracket felt	1928-29		02	2
A-2865-A	Emergency brake cross shaft to rear axle rod adjustable end	1928-31		15	2
A-2866	Emergency brake rod spring	1928-31		10	2

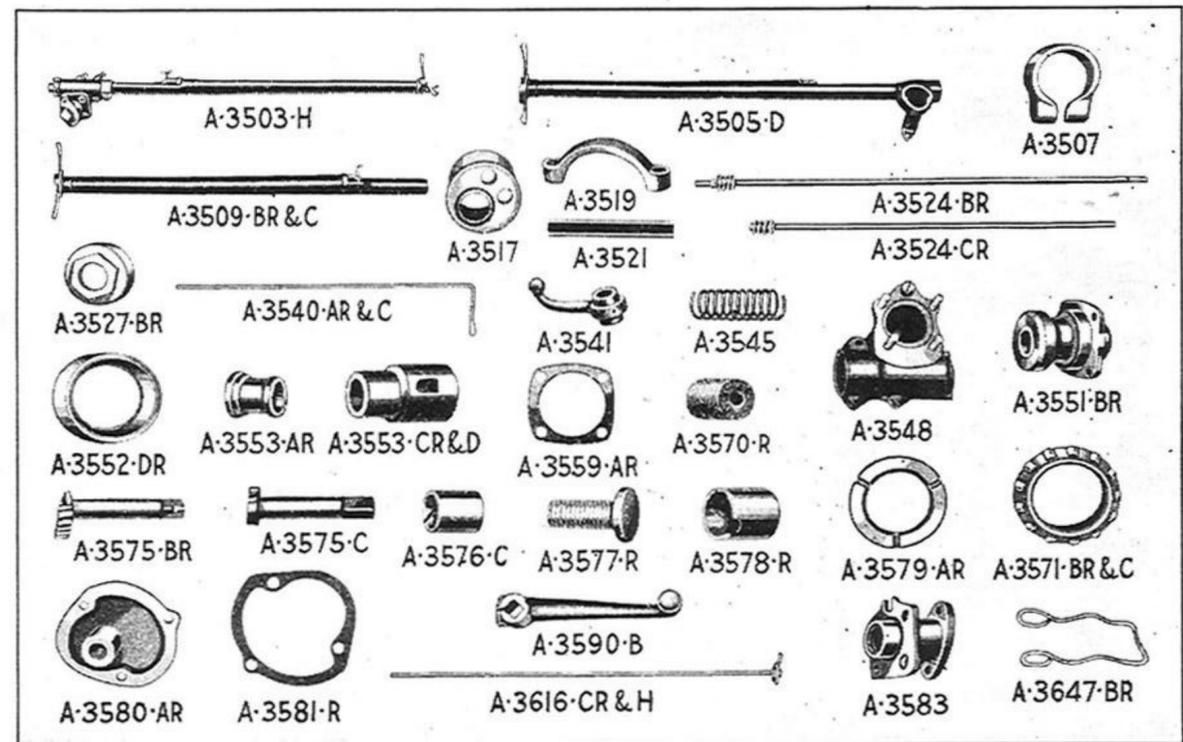


FRONT AXLE

A-3010-C	Front axle	1928-31		8 50	1
A-3030	Front spring perch assembly	1928-31		1 00	2
A-21893	Nut	1928-31		04	2
A-23550	Cotter	1928-31	20 gr. 50 M	03 dz.	2
A-3034	Front spring perch bushing	1928-31		03	2
A-3105	Spindle assembly	1928-31		3 80	2
A-21920	Nut	1928-31		05	2
A-23565	Cotter	1928-31	25 gr. 1 25 M	05 dz.	2
A-24404-S7	Lubricator fitting—lower	1928-31		* 10	2
A-24407	Lubricator fitting—upper	1928-29		* 15	2
B-3109	Spindle bushing—upper (was A-3109)	1928-31		06	2
B-3110	Spindle bushing—lower (was A-3110)	1928-31		06	2
A-3115-C	Spindle bolt—R. H.	1928-31		95	1
A-3116-C	Spindle bolt—L. H.	1928-31		95	1
A-22155	Spindle bolt grease retainer felt	1928-31		30	2
A-22416	Spindle bolt felt washer	1928-31		65	2
A-3122-BR	Spindle bolt locking pin	1928-29		15	2
A-21793-S1	Nut	1928-29		01	2
A-23531	Cotter	1928-29	20 gr. 50 M	03 dz.	2
B-3122	Spindle bolt locking pin (was A-3122-C)	1928-31		10	2
A-3123-AR	Spindle bolt bearing assembly	1928		25	2
B-3123	Spindle bolt bearing assembly—1.665" O. D. (was A-3123-B)	1928-31		25	2
B-3124	Spindle bolt locking pin nut (was A-3124)	1929-31		05	2
A-22300	Washer	1929-31	50	01	2
A-3130-B	Spindle arm—R. H.	1928-31		95	1
A-3131-B	Spindle arm—L. H.	1928-31		2 30	1
A-21878	Nut	1928-31		05	2
A-23550	Cotter	1928-31	20 gr. 50 M	03 dz.	2
A-3281	Spindle connecting rod tube	1928-31		1 25	1
B-3285	Spindle connecting rod end—R. H. (was A-3285)	1928-31		75	1
B-3286	Spindle connecting rod end—L. H. (was A-3286)	1928-31		75	1
A-20919	Clamp bolt	1928-31		03	2
A-21745	Nut	1928-31	25	02	2
A-23531	Cotter	1928-31	20 gr. 50 M	03 dz.	2
B-3326	Spindle connecting rod ball seat (was A-3326)	1928-31		10	2
B-3327	Spindle connecting rod ball spring (was A-3327)	1928-31		05	2
B-3328	Spindle connecting rod ball plug (was A-3328)	1928-31		10	2
A-23553	Cotter	1928-31	25 gr. 75 M	05 dz.	2
A-24405	Lubricator fitting	1928-30		* 12	2
A-24404-S7	Lubricator fitting	1930-31		* 15	2
A-3332	Spindle connecting rod grease retainer	1928-31		03	2
A-3333	Spindle connecting rod grease retainer cap	1928-31		06	2
A-3288	Spindle bolt felt retainer	1928-31		01	2
A-3305-A	Drag link	1928-31		1 10	1
A-24405	Lubricator fitting	1928-31		* 12	2
B-3320	Drag link ball socket (was A-3320)	1928-31		05	1

\*Not subject to regular discount. †When used to replace previous design also use A3122C, A3124 and A22300. (On AA trucks use AA3124R).

Part No.	Name of Part	Year	LIST PRICE		No. Req. per Car
			Lots of 100 per lot	Each	
B-3326	Drag link ball seat (was A-3326)	1928-31		\$3 10	2
B-3327	Drag link ball spring (was A-3327)	1928-31		05	2
B-3328	Drag link ball plug (was A-3328)	1928-31		10	2
A-23553	Cotter	1928-31	25 gr. \$0 75 M	05 dz.	2
BB-3332	Drag link grease retainer (was A-3332)	1928-31		03	2
BB-3333	Drag link grease retainer cap (was A-3333)	1928-31		06	2
A-3405-B	Front radius rod	1928-31		6 35	1
A-3425	Front radius rod ball felt	1928-31		05	1
A-3430	Front radius rod ball socket	1928-31		15	1
A-3435	Front radius rod ball cap bolt sleeve	1928-31		01	2
A-3440-A	Front radius rod ball cap	1928-31		15	1
A-21118	Bolt	1928-31		05	2
A-21785	Nut	1928-31		03	2
A-23533	Cotter	1928-31	20 gr. 50 M	03 dz.	2
A-23765	Retaining pin	1928-31		04	1
A-23530	Cotter	1928-31	20 gr. 50 M	03 dz.	1
A-3445	Front radius rod ball cap spring	1928-31		02	2



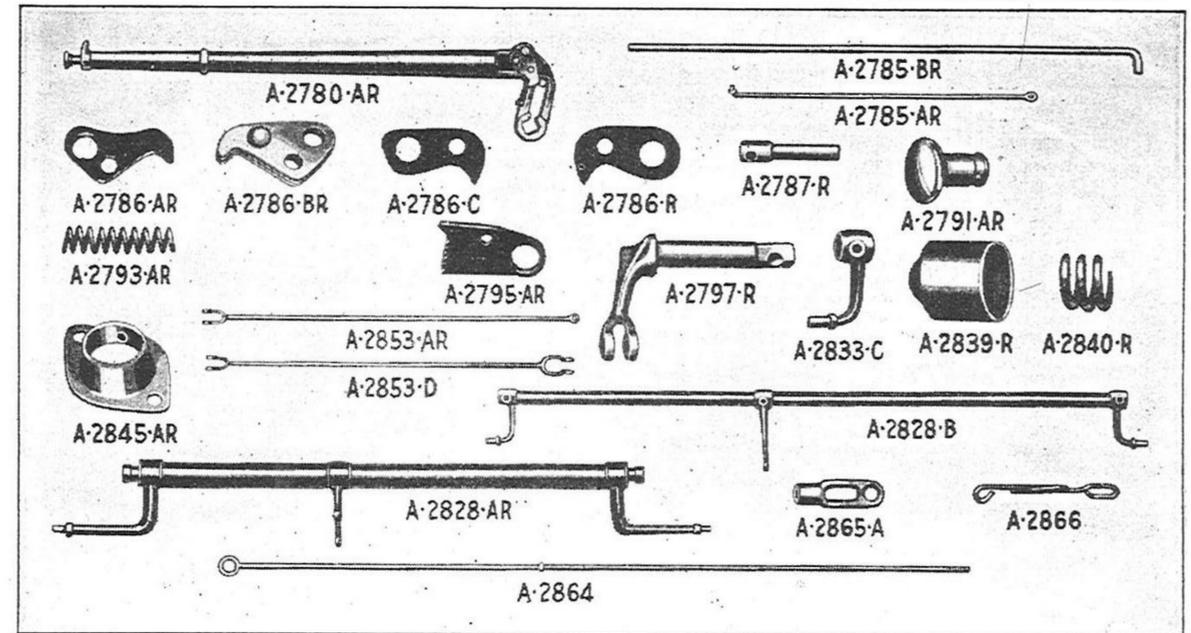
STEERING GEAR

A-3503-H	Steering gear assembly	1928-31		10 50	1
A-3505-D	Steering gear housing and column assembly	1928-31		6 00	1
A-21122	Bolt (housing to frame)	1928-31	3 50	05	2
A-21791-S3	Nut	1928-31		03	2
A-23531	Cotter	1928-31	20 gr. 50 M	03 dz.	1
A-24405	Housing lubricator fitting	1928-29		* 12	2
A-24466	Housing plug	1929-31		04	1
A-20215-S7	Steering column tube screw	1928-29		45	01
A-3507	Steering column clamp	1929-31		10	1
A-20782-S2	Bolt	1929-31		02	1
A-21702-S2	Nut	1929-31	50	01	1
A-22217	Lock washer	1929-31	25	01	1
A-3509-BR	Steering column tube and control rods assy.	1928-30		2 85	1
A-3509-C	Steering column tube and control rods assy.	1930-31		2 85	1
A-3514	Steering column support spacer—180A	1930-31		50	1
A-20844-S7	Screw (support—upper to lower) (with A-3514)	1930-31		01	2
A-3517	Steering shaft upper bearing and bushing assy.	1928-31		30	1
A-3519	Steering column support—lower	1928-31		15	1
A-20703-S7	Screw	1928-31		02	2
A-22215	Washer	1928-31	20	01	2
A-3521	Steering column support anti-rattler	1928-31		05	1
A-3524-BR	Steering shaft and worm assembly	1928-30		15	1
A-3524-CR	Steering shaft and worm assembly	1929		1 75	1
A-22238	Steering gear housing oil seal	1929		01	1

\*Not subject to regular discount. †Used only with 2 tooth sector steering gear.

Part No.	Name of Part	Year	LIST PRICE		No. Req. per Car
			Lots of 100 per lot	Each	
A-3524-D	Steering shaft and worm assembly	1930-31		\$1 75	1
A-3527-BR	Steering shaft felt retainer	1928-30		06	1
†B-3527	Steering gear housing oil seal retainer (was A-3527-C)	1929-31		01	1
A-3529	Steering gear lighting switch tube silencer	1929-31		03	1
A-3540-AR	Steering gear control rod	1928-29		30	2
A-3540-C	Steering gear control rod	1930-31		25	1
A-3541	Steering gear control rod lever	1928-31		10	2
A-23635	Pin	1928-31	\$0 15	01	2
A-3545	Control rod spring	1928-31		01	2
†A-3548	Steering gear housing	1929-31		1 15	1
†A-20924	Bolt	1929-31		1 75	1
†A-21741-S8	Nut	1929-31		60	1
†A-22245	Lock washer	1929-31		25	2
A-22238	Steering gear housing oil seal	1928-29		01	1
A-3551-BR	Steering shaft lower bearing assembly	1929-31		1 15	1
A-20550	Bolt	1928-31		75	2
A-22150	Lock washer	1928-31		25	4
†A-3552-DR	Steering gear worm bearing cup	1929		40	1
†A-3552-E	Steering gear worm bearing cup	1929-31		25	1
A-3553-AR	Steering gear housing bushing	1928-30		50	1
†A-3553-CR	Steering gear worm adjusting sleeve	1929		90	1
†A-3553-D	Steering gear worm adjusting sleeve	1929-31		70	1
†A-21161	Screw (steering gear adjusting)	1929-31		03	1
†A-21802	Lock nut	1929-31		01	1
A-22305	Lock washer	1929-31		50	1
A-3554-AR	Steering shaft bushing—lower	1928-30		30	1
A-3558	Steering shaft lower bearing shim .005"	1928-31		01	*
A-3559-AR	Steering shaft lower bearing shim .009"	1928-30		02	*
B-3123-AR	Steering worm thrust bearing 1.630" O. D. (was A-3123-AR)	1928-29		25	2
B-3123-B	Steering worm thrust bearing 1.665" O. D. (was A-3123-B)	1928-31		25	2
†B-3568	Steering gear housing end plate (was A-3568-B)	1929-31		05	1
†A-20538	Screw	1929-31		60	2
†A-22150	Lock washer	1929-31		25	2
†B-3569	Steering gear lighting switch bracket (was A-3569)	1929-31		10	1
A-3570-R	Steering shaft felt	1928-30		01	1
†A-3571-AR	Steering worm bearing roller assembly	1929		40	2
†A-3571-BR	Steering worm bearing roller assembly	1929-30		35	2
A-3571-C	Steering worm bearing roller assembly	1930-31		30	1
A-3575-BR	Steering worm sector	1928-30		1 95	1
†A-3575-C	Steering worm sector	1929-31		1 25	1
†A-3576-C	Steering worm sector bushing	1929-31		10	2
A-3577-R	Steering worm sector thrust screw	1928-30		04	1
A-21836-S7	Lock nut	1928-30		01	1
A-3578-R	Steering worm sector bushing	1928-30		10	1
A-3579-AR	Steering worm sector thrust washer	1928-30		04	1
†B-3579	Steering worm sector thrust washer (was A-3579-B)	1929-30		05	1
†A-21278	Screw (steering worm sector thrust)	1929-31		03	1
†A-21879	Nut	1929-31		01	1
†A-22358	Washer	1929-31		50	1
A-3580-AR	Steering gear housing cover	1928-30		20	1
A-20550	Bolt	1928-30		75	3
A-22150	Lock washer	1928-30		25	3
A-3581-R	Steering gear housing cover gasket	1928-30		02	1
†A-3583	Steering worm housing cover and bushing assy.	1929-31		1 00	1
†A-24027	Stud	1929-31		03	3
†A-21757	Nut	1929-31		02	3
†A-22290	Lock washer	1929-31		02	3
†A-22448	Steering worm housing cover gasket	1929-31		01	1
†B-3584	Steering worm housing eccentric rivet (was A-3584)	1929-31		08	1
†B-3585	Steering worm housing cover adjusting stud (was A-3585)	1929-31		10	1
†A-21757	Nut	1929-31		02	1
†A-22257-S2	Lock washer	1929-31		35	1
†B-3586	Steering worm eccentric adjusting sleeve (was A-3586)	1929-31		10	1
†B-3587	Steering worm eccentric adjusting sleeve lock ring (was A-3587)	1929-31		10	1
A-3590-B	Steering gear arm	1928-31		1 00	1
A-21150	Clamp bolt	1928-31		04	1
A-21791-S3	Nut	1928-31		03	1
A-23531	Cotter	1928-31 20 gr. 50 M		03 dz.	1
A-3595-R	Steering shaft lower bearing shim	1928-30		02	1
A-3600-AR	Steering wheel assembly	1928-29		3 50	1
†A-3600-BR	Steering wheel assembly	1929		3 50	1
A-3600-CR	Steering wheel	1930		3 50	1
A-3600-D	Steering wheel	1930-31		3 50	1
A-21890	Steering wheel nut	1928-31		03	1
B-3609	Steering wheel key (use with A-3600-D) (was A-3609-A)	1929-31		02	1
A-3616-BR	Lighting switch handle and horn switch assy.	1928-29		1 35	1

†Used only with 2 tooth sector steering gear. \*Use as required.



Part No.	Name of Part	Year	LIST PRICE		No. Req. per Car
			Lots of 100 per lot	Each	
†A-2786-DR	Hand brake lever pawl— $\frac{1}{4}$ " thick	1929-30		\$0 15	1
B-2786	Hand brake lever pawl— $\frac{1}{8}$ " thick (was A-2786-E)	1930-31		15	1
A-2787-R	Hand brake lever pawl pin	1928-29		03	1
A-23827-S8	Hand brake lever pawl pin	1929		04	1
A-23530	Cotter	1928-29 20 gr. 50 M		03 dz.	1
A-23555	Cotter	1929 20 gr. 50 M		03 dz.	1
A-2791-AR	Hand brake lever button	1928-29		10	1
A-23637	Pin	1928-31		40	1
A-2792-AR	Hand brake lever button sleeve	1928-29		20	1
A-2793-AR	Hand brake lever pawl rod spring	1928-29		01	1
A-2795-AR	Emergency hand brake lever sector	1928-29		10	1
A-20771	Screw	1928-29		01	1
A-2795-B	Hand brake lever sector	1929-30		25	1
†A-2795-CR	Hand brake lever sector— $\frac{1}{4}$ " thick	1929-30		25	1
A-2795-D	Hand brake lever sector— $\frac{1}{8}$ " thick	1930-31		25	1
A-20962	Bolt	1929-31		03	1
A-21745	Nut	1929-31		1 25	1
A-23534	Cotter	1929-31 20 gr. 50 M		03 dz.	1
A-2797-R	Emergency hand brake lever arm	1928-29		65	1
A-20930-S2	Bolt	1928-29		04	1
A-21745	Nut	1928-29		1 25	1
A-23534	Cotter	1928-29 20 gr. 50 M		03 dz.	1
B-2227	Hand brake lever arm bushing (was A-2227)	1928-29		07	1
A 20961	Screw (hand brake lever to gear shift housing)	1929-31		02	2
A-22245	Washer	1929-31		25	2

**EMERGENCY BRAKE CONTROL**

A-2828-AR	Emergency brake cross shaft assembly	1928-29		3 50	1
A-2828-B	Emergency brake cross shaft assembly	1930-31		1 10	1
A-24407	Lubricator fitting	1928-29		*15	2
A-2833-C	Emergency brake cross shaft end lever—R. H.	1930-31		35	1
A-2834-C	Emergency brake cross shaft end lever—L. H.	1930-31		35	1
A-23830	Pin	1930-31 2 00		03	2
A-2839-R	Emergency brake cross shaft bearing	1928-29		15	2
A-2840-R	Emergency brake cross shaft spring	1928-29		03	2
A-2845-AR	Emergency brake cross shaft bracket	1928-29		10	2
A-20705-S4	Bolt	1928-31		75	4
A-21702-S2	Nut	1928-31		50	4
A-22217	Washer	1928-31		25	2
A-2477	Emergency brake cross shaft bushing	1928-31		15	2
A-2845-B	Emergency brake cross shaft to frame bracket	1930-31		05	2
A-2849-B	Emergency brake cross shaft support	1930-31		20	1
A-20750-S1	Bolt	1930-31		75	1
A-21702-S2	Nut	1930-31		50	1
A-22217	Washer	1930-31		25	1
A-2853-AR	Emergency brake lever to cross shaft rod— $20\frac{3}{4}$ "	1928-29		60	1
A-2853-D	Emergency hand brake lever to cross shaft rod— $18\frac{3}{4}$ "	1930-31		60	1

†When used to replace previous type also use A-2795-CR.  
†When used to replace previous type also use A-2786-DR.

\*Not subject to regular discount.

# "A" FLEA MARKET . . .

## 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.

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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.

## FOR SALE

1920 Ford Center Door Sedan - very fine condition, \$1000. 1925 Ford Chassis - includes two motors, \$100, 1905 Oldsmobile Straight Dash - very rare model, 90% restored \$2000, call 312-634-3550.

Fred French, Long Grove, Illinois.

Two headlamps from 1932 Ford. Have shells, rims, & reflectors, all in good condition. Kindly make offer in first letter.

David C. Higgins, R.F.D. #3, West Salem, Illinois.

1931 Rumble Seat Coupe, deluxe accessories completely restored. New mohair upholstery, 4 new Goodyear Diamond treads, 46,000 original miles. Drive anywhere. 2nd place trophy winner at Falls City Auto Show, \$1800. Write or call:

George Nilles, Bagdad, Kentucky, Phone 502-747-8485.

New Original: A-3524C, 1929 2-tooth shaft w/worm - \$10.00, 7-tooth sectors - \$4.00, piston rings +.030"- \$4.00, flywheel gear - \$4.25, rebuilt & guaranteed Zenith carburetors or distributors with caps - \$12.00 or \$9.00 exchange. Oil pumps - \$8.00, water pumps - \$6.00. Used: L.H. brake complete - \$7.50, R.H. engine pan - \$3.00, hood latch shelves - \$7.50 pr., 1928 clutch assy. - \$4.00. Immediate shipment. Please add postage. S.A.E. for list. On vacation August 8 till September 10. Terry Oberer, 681 Craigwoods Dr., Kirkwood 22, Missouri.

One battery hanger with new bottom plate, \$5.00. One 1930 radiator shell, fair, \$5.00.

Vernon C. Hammel, R.R. #3, Box #36, Woukon, Iowa.

New replacement Model "A", 2 & 4 blade fan with white metal hub, \$4.00. 1928 Oklahoma license plates in mint condition, \$2.00 each, plus postage.

John Hanks, 5306 N. Shartel, Oklahoma City 18, Okla.

1932 Plymouth Coupe, Model PB 4 cyl. tires, upholstery & body good. Not running at present but otherwise fully equipped. \$175.00.

Sonny Eichner, 1649 Doyle St., Pittsburgh 21, Penna.

Rumble hinges - \$14.50, rear '30-'31 headlight lens - \$2.50, "A" block #79, 654 - \$10.00, one set rev. Hicks Almanacs, 1911-1916 & 1918 - \$5.00.

Jerry Dickman, 6545 Darlington Road, Pittsburgh 17, Pennsylvania.

1928 "A" Roadster - \$550, 1928 "A" Roadster Pickup - \$700, 1931 "A" Coupe - \$295, 1926 "T" Touring - \$475, 1930 "A" Tudor - \$195. All unrestored, no rust, running & complete. No photos.

Harold C. Angel, 2754 Fairmont Ave., Dayton 19, Ohio, Phone AX 3-4007 days.

1931 Deluxe Roadster in good condition - \$450. 1931 A-400 body only \$125. Inquiries please send S.A.E., R. W. Nash, 2340 Lacy Lane, Richmond 30, Virginia.

1930 Ford Roadster, green with black fenders & cream wheels. New black top & upholstery - \$750. 1931 Ford Pickup, white with red wheels, hydraulic brakes, souped-up motor, \$650. Two very nice cars.

B. B. Faussett, 2007 Timberland Dr., Lufkin, Texas, Phone NE. 4-9302.

Original Accessory - dual wheel & tire extension lugs, fits all "A's", set of 3 - \$7.50, horn bug screen - 65¢. Foot rest or gas pedal pad - 35¢, original spring type front motor mount complete. - \$1.50.

C. Moebius, 84 Stanley Ave., Nutley 10, N. J.

1931 Cabriolet Conv. with new motor & top & many other new parts. Must sell immediately. Highest offer over \$1,000 drives it away.

Jim Hanley, 78 Curtis St., Naugatuck, Conn.

New right front '30-'31 "A" fender with well & shield - \$60.00, new right rear '29 "A" Coupe - Roadster fender - \$20.00, used left rear '29 Pickup fender - \$20.00, pair '29 Chevrolet Coupe - Roadster rear fenders - \$30.00. F.O.B. New Orleans.

Tom Van Riper, 2605 Nebraska Ave., Metairie, Louisiana.

## WANTED

For 1930 Tudor: radiator shell, must be perfect or in good shape.

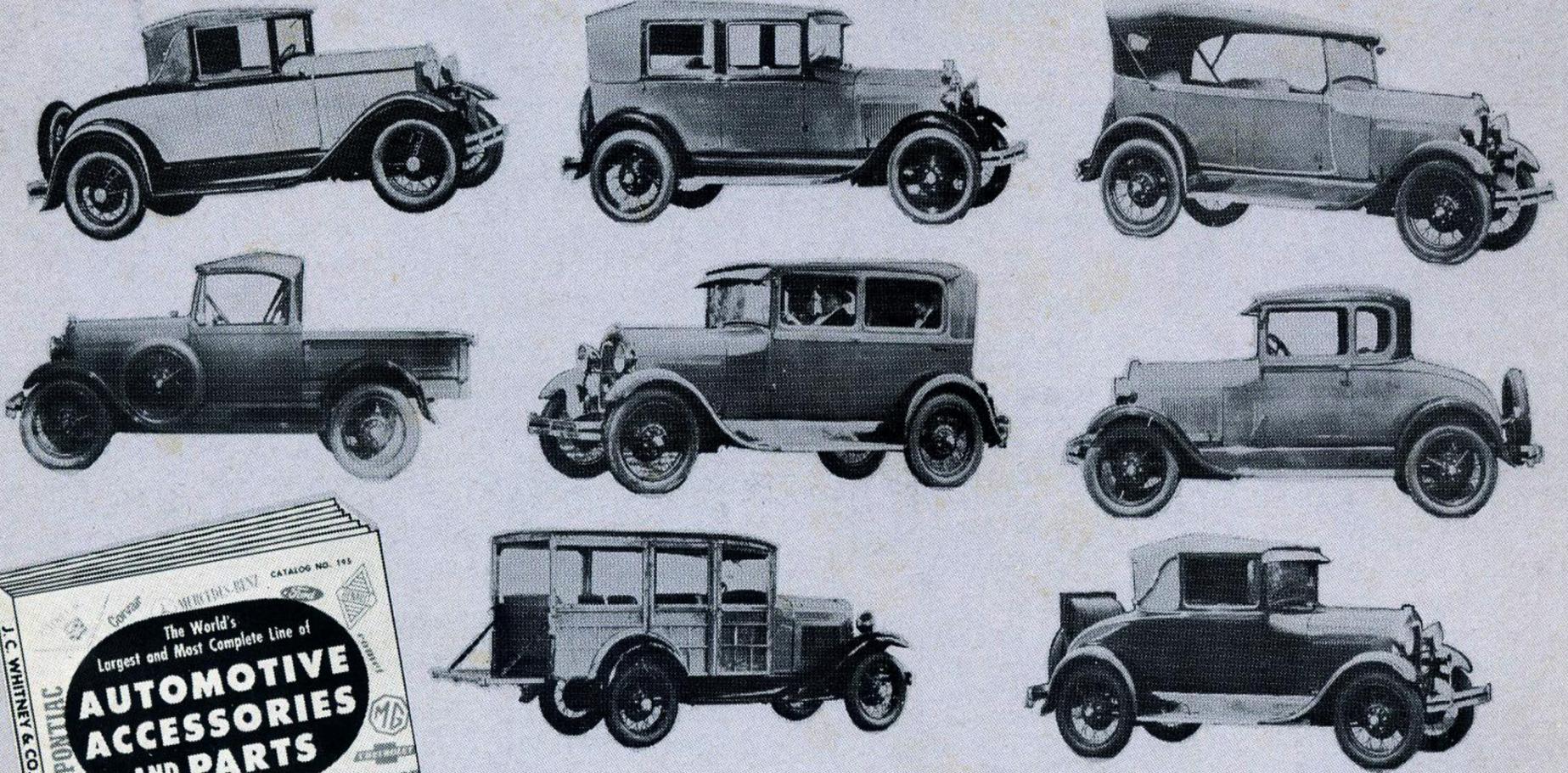
Roy Aguilar, 23205 Western Ave., Torrance, California.

For 1930 Tudor: 2 running boards, hardware, 2 wheels and tires.

William Yenner, 2226 Oakland Dr., Kalamazoo, Michigan, Phone FI. 4-2766.

# ATTENTION!

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to brand-new 1963 models plus the latest in Hollywood and Custom equipment, and just-out hi-speed and racing parts . . . without a doubt, the world's largest and most complete auto parts and accessories buying guide!

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