



MARC

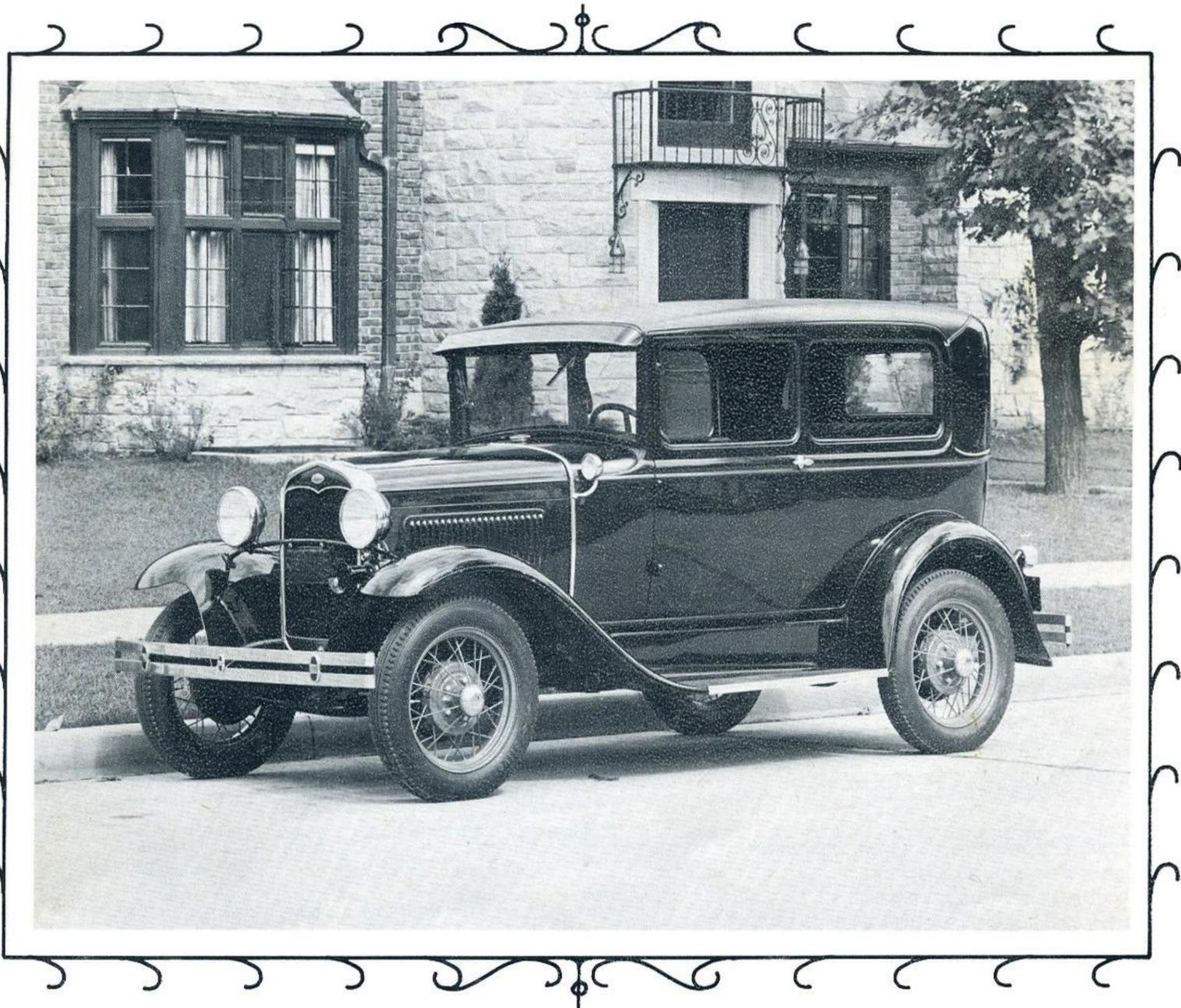
News

VOL. IV, No. 8

Dearborn, Michigan

May-June, 1963

1953 — 10th ANNIVERSARY ISSUE OF MARC NEWS — 1963



THE NEW DELUXE TUDOR SEDAN

(See Story Page 7)

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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May-June, 1963

BACKFIRE . . .

LETTERS TO THE EDITOR

Dear Editor:

Help! Help! In the last issue of the MARC my letter offering my films was really accepted. I am simply snowed under with mail. At this time I'd like to withdraw the offer at least temporarily. I'm not equipped or able to handle all requests. However, I will fill all that I have received to date. I just never dreamed the response would be so terrific. Maybe there are some other members who would lend some of their films out. It would be swell if a film exchange could be set up and then we could all see each others films.

Carl A. Pickens

Dear Members:

If you guys would take the time to write an article, it would be more appreciated by the readers than all the "hearts and flowers." It's been over a year since I have written an article for MARC News, so I'm just as guilty as the rest. If you own an "A" or have restored one, 'y got an article. SEND IT IN!!

William Friar

Dear Editor:

In reference to the 1930 Coupe:

The Briggs Body Co. did make bodies for Ford but I don't know of any coupe bodies being made by them. If the patent data plate is fastened with what I call drive screws (a small round head rivet with spiral-like threads) you can bank on it being original. I'm planning on coming to Dearborn the last of July with some other friends and a group of Model "T" Fords. It is a long drive for a "T" but enjoyed last year so much, will try again. Will be looking forward to seeing you again.

Hank Snow

We have been unable to find any information as to Briggs Body making Coupe bodies for the 28-29 Model "A." However, they did make bodies for the 30-31. As to the meet in Dearborn, you must be referring to the National Model "T" Meet being held at Greenfield Village on July 26 - 28. Ed.

Dear Editor:

I am writing to let you know that there are some who do not feel as Jack Sandifar did in his letter that appeared in the January-February issue of MARC News. I would rather have a MARC News every two months than none at all. I would like to see a copy of the national by-laws sent along with MARC News in the near future.

Jim Bowen

We will study the possibility of printing the national by-laws and present it to the board of directors. Ed.

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NOTICE: If some of your MARC member friends have not received this issue, please remind them that perhaps they have not paid their dues.

COVER

This is one of several photographs released in July, 1931 by the Ford Motor Company at the introduction of the Tudor Delux Sedan. A copy may be obtained for \$1.00 from: Photographic Department, Ford Motor Company, The American Road, Dearborn, Michigan. Ask for negative Number 56288-3.

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

PLANNED FOR NEXT ISSUE

In the March-April issue we said we would have a feature story on the 1928-29 Model "A" Roadster in this issue. Due to the fine article on "The Working Girl" we substituted the 1930-31 Tudor Sedan and will feature the Roadster in the July-August issue. That issue will also carry a centennial feature story about Henry Ford and the third page of the Model "A" parts list.

BACKFIRE

(Continued from Page 3)

Dear Editor:

I am restoring a '29 Pickup. It has a 30-31 style gas cap and a 28-29 radiator cap. Could someone explain this to me. Is it possible that I have a replacement gas tank with a different type cap? I'd also like to know if many commercial "A's" were painted black or were they mostly with a green body? What is a good '30 Station Wagon worth? Outside of minor fender work, it is otherwise perfect.

Bob Cushing

The factory installed tank and cap on the 1929 Pickup was the screw-on type, similar to the passenger cars. It appears that some other manufacturer must have made a replacement tank with the bayonet type cap which is on your car. Black or commercial green were the standard colors for trucks. However, as was typical with all commercial vehicles, the purchaser could have ordered any color he desired.

A good 1930 Station Wagon is worth what ever a buyer will pay and you should have no trouble finding one.
ED

Dear Editor:

While gathering information on my Model "A" I was confronted with the following questions. What color were the wheel lug nuts painted? Some pictures show a light color, some show them painted a dark color and many restorers chrome them which is not original.

Another question is whether the 1928-29 "A's" had zinc running board trim and the 1930-31 stainless steel.

Every parts house sells either zinc or stainless steel trim for all "A's." They mix you up so much you don't know whether to use zinc or stainless steel. I'm pretty well convinced the 1930-31's had stainless trim but yet they advertise end strips for 30's and end strips for 31's or vica versa. Who can you believe?

Another question is what color paint is used on the late 30-31 stainless steel oval dash panel? I believe it is the shade of blue used on the radiator emblem. Were the 1930-31 spark and gas control rods chrome or nickle plated?

Please answer these questions in your Backfire column.

Richard Kerr

All passenger car wheel nuts were cadmium plated. Specifications required 100 hours salt spray test, which means a minimum thickness of .0005 cadmium.

The running board trim mouldings

10th Anniversary of MARC News

M A R C

VOLUME I

MAY 1953

WELCOME

M. A. R. C. welcomes its members and hopes it will expand and progress rapidly with the cooperation of each member. The club is yours and is to be run by you according to your ideas and suggestions.

The aim of the club is to help Model "A" owners become acquainted with one another to assist the owners in any way possible and to act as a medium of exchange for information and auto parts.

A yearly subscription of \$1 will be charged and this fee will include a series of 10 published bulletins. As with any new born organization or club, it seems advisable to begin with a simple bulletin and thus as the club grows the publications could be increased in volume and made to include both pictures and diagrams. Likewise, the yearly subscription would be moderately increased to take on any of these new expenditures. The growth of the club could be obtained through members who would contact local "A" owners advising them of the many advantages to be obtained by joining the M. A. R. C.

IN THE MAIL

Mr. P. W. Wilson, vice-president of The North Shore Old Car Club, recently made a trip to Boston via Route #1 where only a few tudors in poor condition were selling for \$100. In contrast, we have heard that in the midwest good "A's" are still available.

Ed Wright of Springfield, Mass. submits the following information: Model "B" piston rings, valve guides, springs and timing gears may be used in an "A". This would not be strictly "A" but would keep your model "A" on the road until original parts could be obtained.

Mr. Robert Brigman, Editor for *Mechanix Illustrated* magazine wrote me saying that he believed that we can look forward to a plug from this magazine to help boost the M. A. R. C. Also, Mr. A. Railton, automotive editor of *Popular Mechanics* magazine has informed me that they will carry a story of our M. A. R. C. in one of its forth-coming issues.

What is a roadster? It was recently brought to my attention that people have lost sight of the meaning of a roadster. Most of these cars had manually operated tops and side curtains made of canvas and isinglass which would rarely go in place when you needed them most. From information I have here at hand, I believe that the last Ford roadster was made in 1936.

AN INVITATION

Mr. Wilson has extended an invitation to all M. A. R. C. members to attend the Merrill Meet of the V.M.C.C.A. and N.S.O.C.C. to be held at Saugus, Mass. on May 16, 1953. In event of rain, the meet will be held on May 17.

It's just a little over ten years that William E. Hall and a few Model "A" enthusiasts founded the Model "A" Restorers Club in the basement of his home in West Hartford, Connecticut in 1952. However, the first issue of MARC News was not published until May 1953. Through the courtesy of Ed Wright of Springfield, Massachusetts we have a copy of that first issue.

It was a single 8½ x 11 sheet mimeographed on both sides. It was run off by Bill Hall with the aid of his family and a few friends. How many went out on that first mailing is unknown, but all the addressing was done by hand.

were made of zinc from 1928 through and including the 1930 models which had the front fender and front splash shield as one piece. When the design was changed to the separate splash shield and separate running board, the moulding was changed to stainless steel. Also, at this time replacement mouldings for the 28-30 models became available in stainless steel.

The late 30-31 nickel instrument panel was trimmed with black paint on the top and bottom indentations.

Gas and spark control rods were nickel plated. ED

After leading off with a short "welcome" note to each member, the paper went on to say, "A yearly subscription of \$1.00 will be charged. This fee will include a series of 10 published bulletins. As with any new born organization or club, it seems advisable to begin with a simple bulletin and as the club grows, the publication could be increased in volume and made to include pictures and diagrams."

In addition, the issue had a few Model "A" service tips and a classified section. One of the ads read, "1931 Model "A" Deluxe Roadster. Beautifully restored, striped, etc. Approximately \$350." Wouldn't we like to find a bargain like that today? Ed Wright, who ran that ad, tells us; "it didn't sell at that price so I kept it and ran it to work for four years."

In one of his letters to an inquiring prospective new member Bill wrote, "The response was far greater than I had expected, so until I can answer all inquiries kindly bear with me and wait." It certainly was greater than he had expected. By 1955 the MARC News was being mailed to 419 members in 41 of our 48 states.

Even though the MARC has had offsprings, such as MAFCA and the Penn-Ohio Club, its 1963 March-April issue of MARC News was mailed to 2,138 members.

1963 MARC NATIONAL MEET

JULY 29-31st



Checking into the Ferry situation, we find the "A's" parked beside the Ferry slip. This is where we will cross the bay to Coronado for our Car Judging and tour of the Naval installations.

The big news about the national meet is! MR. HENRY EDMUNDS, Manager of the Research and Information Department of the Ford Motor Company, will be our honored guest. We will also have the honor of hosting our National President Mr. Ed. Breeden, as well as Mr. Harry Hocker, President of the Model A Ford Club of America.

Many of you have heard about the film located just last year showing the production line of the Model-A. Mr. Edmunds has indicated he will bring this film with him and hopes to have it modernized by a sound track in time for the meet.

The Souvenir Program is shaping up to be an interesting publication. We want all registered Model-A's to have their picture in this program. The printer has put a deadline on the closing date when we will be able to accept any more photographs, so if yours is not in before June 15th, it just cannot be included in this program.

Have you gotten that youngster started on his (or her) Model-A model? There will be three trophies for the best. Let's give the kids something to work for too.

The Meet Committee is trying to make this event fun, educational, and convenient. There will be baby sitting service available. A bulletin board will be placed in the area of the registration desk so notices may be placed for information, contacts, and things you wish noted. In this way special interest groups may accumulate in areas for talks and exchange of ideas.

The trophies have been chosen and they are very unusual. They are being custom made for this event and beautiful. Don't forget the Special Awards which will add a bit to the car judging. Longest Distance, Most Passenger Miles, Hard Luck (which we hope we will not be able to give away), Most Newsworthy, Roughest Car, and Original Unrestored.

There will be 20 judges on the team so the cars entered in competition may be judged during the one day we will be in Coronado. We will have a photographer at the meet site so you will be able to have a picture taken of your A, as part of the souvenirs you will be toting home.

You will note we have placed Station Wagons in their own classification and left Commercial strictly for the trucks.



The local "A's" just had to get a view of the ocean. Here they are parked at Bird Rock, a very picturesque spot for sightseeing.

The Sweepstakes Winner will be chosen first, thus having first, second and third place winners in every classification.

Each registrant will receive a dash plaque with the Henry Ford Centennial Symbol. This Symbol has also been used on souvenir ash trays that will be a part of the registration packet along with your name badge, participant's ribbon and souvenir pen.

Everyone should be working on those costumes for there will be five separate awards in this competition alone. The awards will be for the Best Ladies' Daytime Wear, Best Ladies' Evening Wear, Best Men's Sportswear, Best Men's Dress Wear and an award for "The Most Outstanding Costume."

Door prizes are being donated by various business firms and will be given at the Awards Banquet.

All that is yet to be done is for you to send in that registration form, set the vacation date, pack that A, and head west toward San Diego — you know!

WHAT'S FOR WEATHER IN SAN DIEGO?

At San Diego, which is typical of the coastal area, the climate is mild and equable, prevailing winds from the Pacific seldom exceed a velocity of five to seven miles an hour, and the average of daily extremes in temperatures in late July is from 64° minimum to 77° maximum.

The Semi-tropical weather creates a garden paradise. The area has much to offer the tourist. It is sometimes referred to "The land of the short thermometer," because the temperature averages 54° in winter and 70° in summer.

WESTWARD HO! TO SAN DIEGO

If you need additional information contact:

NATIONAL MEET COMMITTEE
4475 Myrtle Ave.
San Diego 5, California

The Working Girl

By Bulkeley Smith, Jr.



This article is about a Model "A" that will never win a prize, will never be "all original", is horribly abused, but on the other hand, performs her duties faithfully as Mr. Ford intended her to, and is beloved of practically all the citizens of the village where she lives.

During the winter her home is a snowdrift, heavily salted, on the edge of the state road, where she gets ploughed in regularly and often. In summer she lives happily under a maple tree near a tidal creek on Long Island Sound. She knows nothing of garages, and would be frightened to death if she ever spent the night in one.

In appearance she's unprepossessing. As an early 1930 Tudor Sedan she is possibly the stodgiest of her breed. Her dashboard is red with thirty-three years of rust; her upholstery is a distressing beige leatherette; her color is off-pink which her previous owner applied with a trowel, apparently under the illusion that it was "Arabian Sand." He also painted her wheels aluminum, right over the mud. Add to this a pair of sealed beam headlights with knobs on them, and the loosest rusted bumpers in private hands, and you have a thoroughly outrageous old girl which my fellow club members should pay me to keep out of parades.

I bought her in February, 1962, knowing that she had passed a state inspection, and that while the slap of the pistons and the rattle of the wrist pins masked the bearing thump pretty well, I'd be in for a new motor in short order. Three weeks and five gallons of oil later I was convinced of

this and took the necessary steps, throwing in new wiring to reduce the surprises.

Her gratefulness was ecstatic and immediate. Purring happily, she promptly dodged into a pothole, breaking the remaining leaves in her front spring. After that she settled down to her daily work and has not failed to start since, except for the time when I dismantled her entire fuel line before discovering that the gas tank was empty.

I got into this "A" business in what appeared at the time to be a thoroughly rational manner. A second car was in order if my wife and I were to continue our various activities with a minimum of advanced planning, and the car had to be cheap.

Speed was of no importance, since my average run is less than half a mile, and few trips go beyond twenty. The roadways I use are narrow, vertical and twisting; ploughing is relatively casual in winter. After considerable discussion and letter-writing among automotive friends some genius ultimately suggested a Model "A", and I have never regretted my choice. Why?

In the first place her overall length is slightly less than that of a Volkswagen, while at the same time I can lay a suitcase flat between her front and rear seats and carry any quantity of gear in her. Furthermore, unlike the mighty VW, her bumpers hang out a long way and inspire considerable respect among touch-system parkers. Next, she is amazingly easy to get in and out of. The process of crouching my way into a modern car while knocking off my hat has never appealed to me. Also I can reach across

and open the right front window while driving, a lost art with modern, wide bodies, unless you buy a complete and undependable electrical system to do it for you.

The front window, being vertical and protected by a visor, stays free of sleet, so while my neighbors are haplessly chipping their way into a semblance of visibility, I have just to hop in and be gone. Similarly, after the state ploughs have done their worst, my neighbors are out courting coronaries with their shovels, while I happily rock myself through the drifts and go bobbling down the road. And of course she is the only car I know of in South Hadley which has made it *every* time this winter regardless of the loose talk about sub zero temperatures which we've had.

As everyone knows, most "A" enthusiasts tend to be handy with tools, and generally an old car is thought of as suitable only for the clever mechanic. Luckily this notion is quite untrue, at least as far as the working girl is concerned. I happen to have eleven thumbs when it comes to this sort of thing, and can tell a tappet from a tie-rod only after an exhausting wrestle through the pages of Victor Page. But who cares? The old doll is so simple that you can generally see what is wrong, and on the rare occasions that she has needed professional care, I have found the labor charges to be cheaper than those of the family Rambler. Also what gets fixed *stays* fixed, for there's nothing to puzzle the mechanics, either.

Finally, and this is hardly a measurable virtue, the old gal is lovable as all get out. Every mile she goes I enjoy the mutter of the old, slow-speed engine, her sweet handling in traffic, the monumental height which allows me to see well ahead what's going on, the forgotten comfort of being able to drive sitting up instead of lying down. And not only is she lovable to me, but also her fading charms catch everyone else from the pimply youth on a motorcycle who admires the fact that she runs at all, to the superannuated schoolmarm who "had one just like it and took it all the way to Oregon" one half-forgotten summer when the world was new. Wherever she goes the old girl inspires smiles, sometimes because of her dumpy figure, perhaps, but more strongly she arouses an affectionate respect, for beneath her outlandish paint job she remains a well-bred old dowager with both a firm sense of duty and an inextinguishable joy in living.

(But, by George I wish I had the time and money to dress her in decent black according to her station in life. Sometimes she whispers to me that this pink and silver getup embarrasses her.)

Authentically Speaking

or

As Mr. Ford Built the "A"

by Edward Francis

and George DeAngelis

"The new Ford is a splendid car to own and drive because of its attractive lines and colors, safety, comfort, speed, reliability and long life.

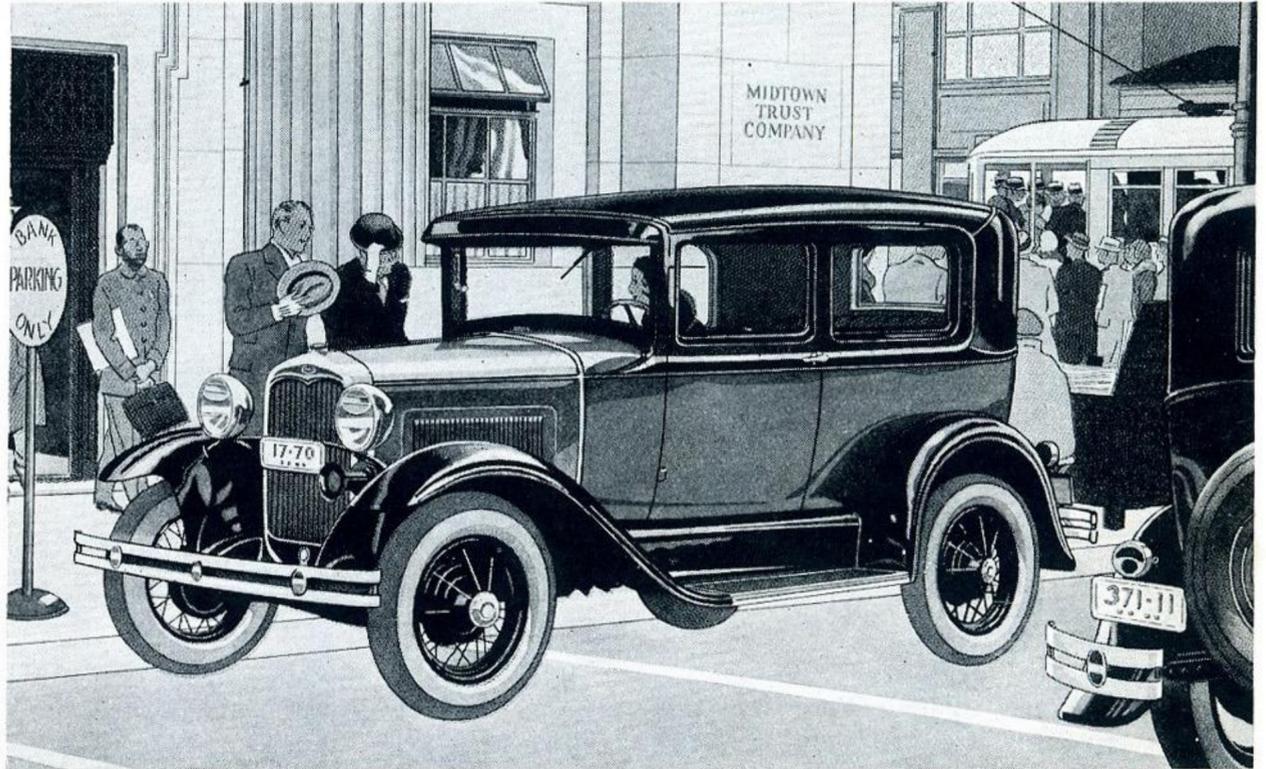
There are, in addition, three other features of importance to every far-seeing automobile owner—low first cost, low cost of operation and upkeep, and low yearly depreciation.

During the life of the car, the day-by-day economy of owning a Ford will amount to considerably more than the saving on the first cost. You save when you purchase the new Ford and you save every mile you drive."

So read the advertising when the 1930 Tudor Sedan was introduced. To some of the old-timers in sparsely populated areas of our country the Model "A" is still a means of transportation; to some, it is a poor man's classic; to the younger set, it is something to "chop" and make into a "Street Rod;" and to some narrow minded politicians in Ohio, the "A" will never qualify as an antique. But to us restorers the Ford Model "A" is the most remembered, easiest recognized and best built automobile in the world.



1931 Tudor Sedan Delux.



LOW FIRST COST, LOW COST OF OPERATION AND UPKEEP, AND LOW YEARLY DEPRECIATION MEAN A DISTINCT SAVING TO EVERY PURCHASER.

Even though we "A" enthusiasts are all in agreement as to the distinction of the "little gem," we do not always agree on what colors, trim schemes or variations were included with the various models when they came off the production line. For most of us, establishing what is authentic for our favorite model will mean months of searching through brochures, snooping around those few unrestored cars or writing letters to the archives at Ford's. Even after all this, we are never quite positive of our answers.

Early this year we started a search of the various records in an effort to try and authenticate at least one model. Since the 1930-31 Tudor Sedan was the most produced, we thought it would offer the most data. Reference material was obtained from the Ford Motor Company archives, the Engineering Staff library and the Engineering release files. Some of this information has never been published before.

As was the practice with new car announcements at that time, the 1930 Tudor Sedan was introduced in January. The Ford Dealer and Service Field stated that, "The Tudor Sedan has been increased by the fact that the body is now 2¼ inches longer. All this extra space being in the back seat compartment, giving greater space for the rear seat passengers." (A check of dimensions reveals that this increased space was only achieved at the expense of shortening the rear seat cushion 2¼ inches.)

From January 1930 to April 1932 (the end of Model "A" production) more than one-half million Tudor Sedans were sold in this country. Of these, 524,800 were of the Standard model while only 21,988 were Delux. The Tudor Delux Sedan was not introduced until July 1931.

With the introduction of the 1930 models, Ford's famous "rustless steel" was also introduced. The Ford News announced it this way:

"An advanced step has been taken by the introduction of rustless steel for bright parts on the Ford car—radiator shell, headlamps, tail lamp, cowl finish strip, hub caps, radiator and gasoline tank caps.

(Continued on Page 12)

Editor's note: One of a series of articles describing the body colors, interior trim schemes and chassis changes that were incorporated in the Model "A" at the time of its production. It is published by the MARC News in an effort to broaden its readers knowledge and with the intent to encourage interest in preserving and restoring the Model "A" as it was manufactured.

All material has been obtained from the Ford Motor Company archives, Ford's Research and Engineering Staff library, or the Engineering Release records for the Model "A".



"A" GLOBETROTTING



Editor's note: Harold Emmons started telling me about this 13,000 mile trip that he and his sister (now Mrs. Emmons Klingensmith of Palm Desert, California) made in seven months back in 1929. I asked him to write it down and here it is. Harold is a Michigan member residing at 8 Radnor, Grosse Pointe Farms, 36.

ACROSS EUROPE IN 1929

By Harold H. Emmons, Jr.

My late father, Harold H. Emmons, Sr., had promised us this trip if we could get through High School in 3½ years instead of 4. We did, and in February, 1929, the brand new Model "A" and a couple of enthusiastic teenagers boarded the S.S. Rotterdam for Gibraltar. There, the "A" was unloaded in a net onto a lighter and ferried ashore, and I died at least a thousand deaths during the entire process. We added French International license plates to the 1929 New York plates (which I still have) and went on up through Spain, across the Pyrenees from San Sebastian and Biarritz to Marseilles and the French Riviera. Then the northern part of Italy, Switzerland, Austria, Hungary, Rumania (all the way to Bucharest where we took the First Lady in Waiting to Her Majesty, Queen Marie, for a ride which she loved), Poland, Germany, northern France, Belgium and Holland, where, in Rotterdam with the scarcity of good current used cars, we sold the "A" for about what it had originally cost in New York plus shipping across the Atlantic. Needless to say, I wish I had that "A" now.

We had many hilarious experiences, for at least in the smaller cities and towns we — and particularly the "A" — were novelties. Autos and roads were a lot scarcer then than now; and since the few repair garages in the "provinces" knew nothing about the Model "A" yet, you can guess who had to do the relatively few repair jobs which developed. I have forgotten how many punctures and blowouts we had, but the car had none of the original tires left on it when we sold it in Holland. It had also acquired a new front spring in Rumania and a new clutch in Germany. However, the original coil, plugs and points (cleaned and adjusted from time to time) were still giving good service.

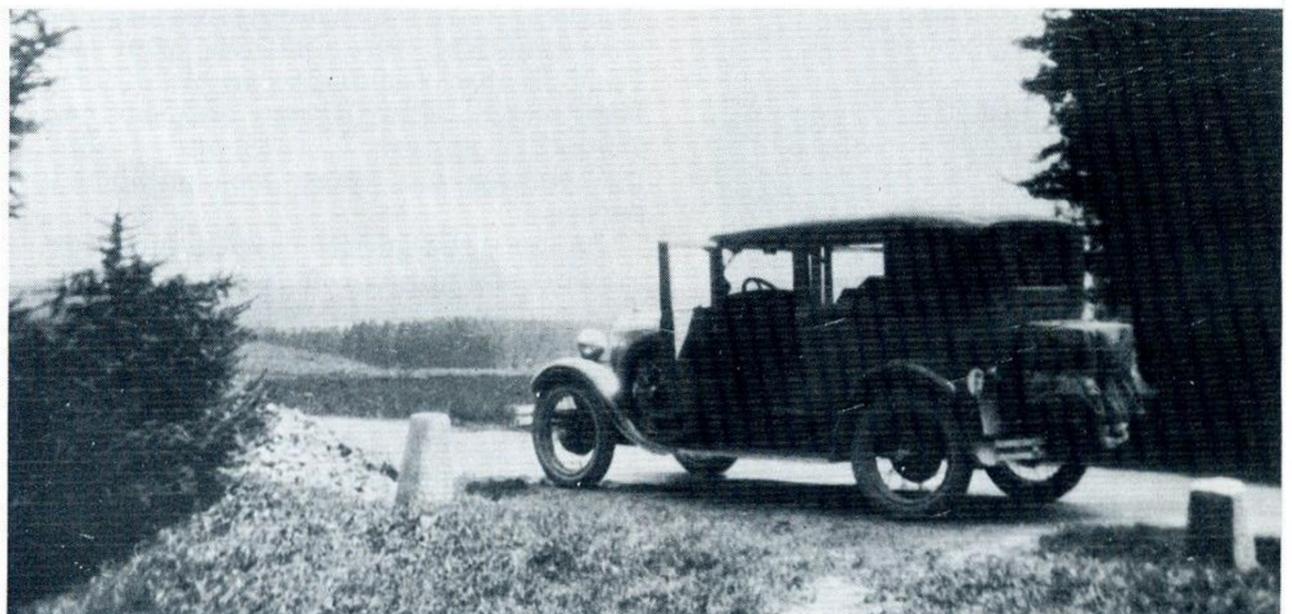
In Europe in 1929, gasoline and oil were a real problem outside of the large cities. Gas prices ranged from the equivalent of 80c per gallon in Italy down to 19c in Rumania where there were extensive oil fields and refineries; and outside of the cities you had to "shop around" quite a bit for 5-gallon cans of gas and occasional litre-size cans of whatever engine oil was available—usually something primarily designed for motor-cycles or stationary engines.

Last Fall, on the AACA group tour in Europe I remember the ease with which we all crossed national borders with no customs and Passport fuss. Well, in 1929 things weren't like that at all. Special papers for the car and visas on each Passport were required by each country, and with thorough customs inspections the rule a border crossing was a major and time-consuming event.

Rules of the road varied somewhat from one country to another. In Gibraltar (as in England) you drove on

the left, as you also did in parts of Italy and Austria (both of which were gradually changing over to the right), and you could invariably expect some unscheduled excitement whenever traffic changed sides. Kids, dogs, livestock and horse-drawn wagons (usually taking their immutable half in the middle) had the right-of-way, as, it seemed, did every other Parisian driver but you. But in Holland came the climax — clouds of bicyclists from one shoulder to the other, casually enjoying a complete right-of-way over a mere automobile. Road signs were rare except in Germany, so the "unplanned scenic routes" we sometimes ended up on made it necessary to get out and under to tighten things up once in a while.

Nobody ever asked me to do a "commercial" for the Model "A" after we returned to the United States in September of 1929, but it's not hard to understand the soft spot in my heart ever since for Old Faithful.



"Old Faithful" along a lovely side road in southern France.



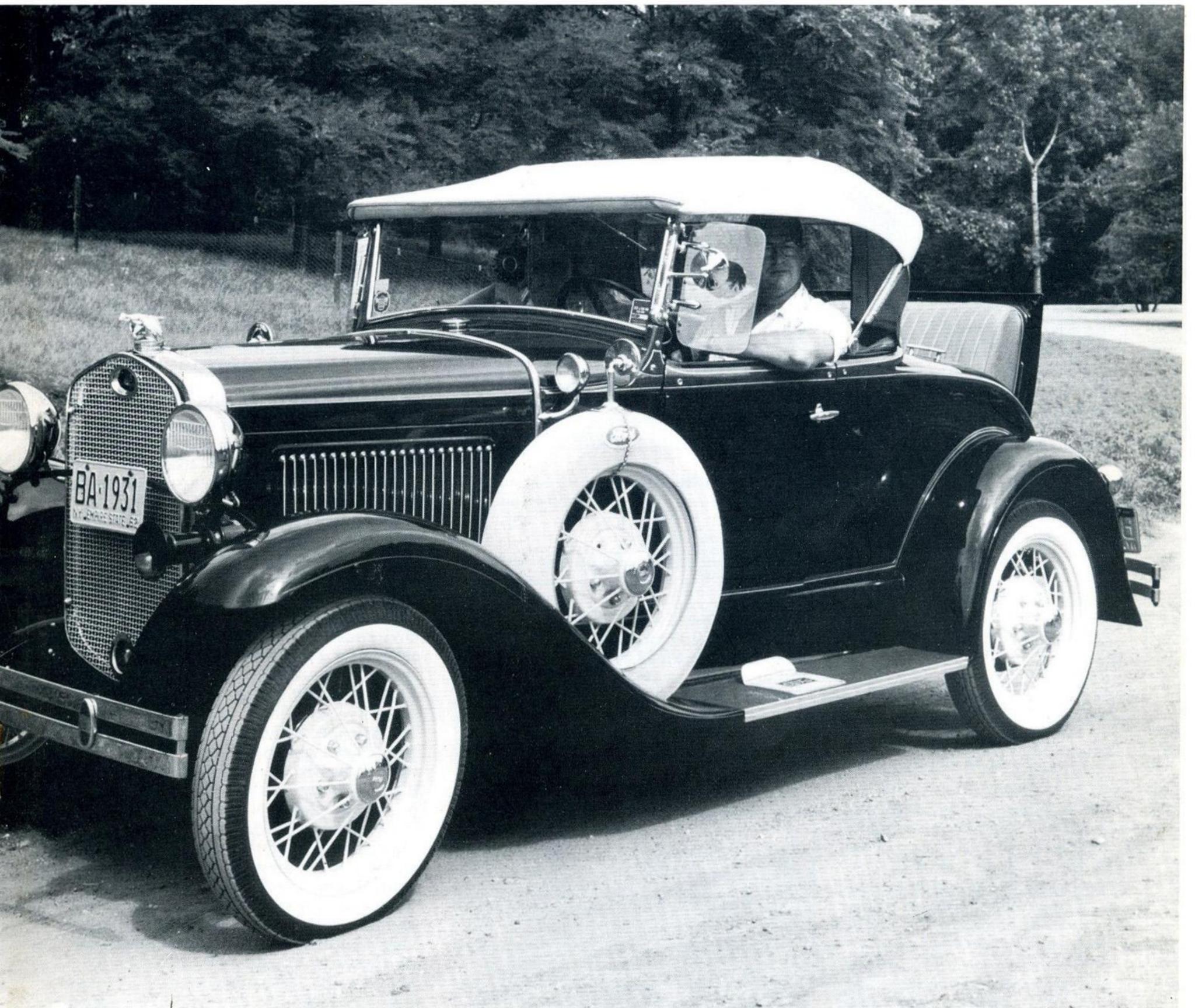
HAROLD HOLLY, of Rochester, New York has a slogan "Model "A" all the way." He has really lived up to this slogan having driven his Roadster over 11,000 miles in the past two years going to Meets all over the country. His Delux Tudor Phaeton, now undergoing the same quality restoration as the Roadster, will soon be joining others in the winner's circle.

CAR OF THE MONTH

ABOUT THE CAR . . . Originally owned by a farmer who had made it into a tractor, Harold's '31 Roadster was just a shell in 1958 when its restoration was started. It had no engine, fenders, running boards, door or top bows. The body had seven large holes in it and the front and rear axles were from a 1935 Ford truck. Three years, two parts cars and parts purchased from 26 states went into making the car a real prize winner. Its paint colors are Washington Blue body, Riviera Blue belt and molding with Tacoma Cream stripe and wheels.



MARC SHOWCASE



(Continued from Page 7)

For years nickel-plating has been used extensively for these bright parts. Lately chromium plating has been introduced, because of its tarnish-proof qualities.

Now, in the new Ford cars, comes rustless steel, polished to a bright luster of enduring quality. It is noncorrosive, rustproof and tarnish-proof. There is no plate to wear off, crack or scale.

No better explanation of its high quality can be given than the statement frequently made that it bears the same relation to plating as sterling silver does to silver plate."

BODY EXTERIOR

During the entire 1930 production year a customer had the choice of only four colors, Thorne Brown, Andalusite Blue, Elkpoint Green and Copra Drab. It was surprising that as a factory release Black was not available as an entire body color.

Color combinations were changed with the introduction of the 1931 models. Black now became available as an entire body color.

Also, featured on the 1931 models, was the introduction of Black on the upper and lower panel of the radiator shell. This was later changed to Black lower portion and body color was used

on the upper portion. There is no evidence that a release was ever issued making the lower portion of the radiator shell body color. Also, there is no evidence that any new color combinations were introduced with the Delux Tudors in July of 1931.

While cowl lamps were only standard equipment on the Delux models, all bodies were wired for the lamps making installation easy for the owner who wished to install them later.

BODY, INTERIOR

About the Sedan interiors, the ads stated that "It is finished in rich and attractive colors. The interior is trimmed in soft, durable cloth with deeply piped seat cushion upholstery." After viewing some of the company's material specifications, we can support that statement. For example, there were four pages that made up the specification for the Blue Hairline Stripe body cloth. It listed requirements on pattern, composition, shrinkage, width, weight per square yard, weave, texture, tensile strength, finish and cut.

1. Pattern: The pattern and color shall match our standard sealed sample filed in the Engineering Laboratory. The color shall be fast to light and perspiration.
2. Shrinkage: The cloth shall not shrink more than 3% in the direction of the filling and not more than 4% in the direction of the warp when dried after a cold water sponging.
3. Tensile Strength: In direction of warp not less than 65 pounds per inch of width and in the direction of filling not less than 65 pounds per inch of width. Average of three trials.

During the 1930 model year the Tudor Sedan was produced as a standard model only, with three interior trim schemes. These were Blue Hairline Stripe, Brown Check and Gray Check. The trim scheme chart shows how these were made up using plain cloth for headliner, sidewalls, doors, front seat sides and backs. The seat cushions were trimmed in Blue Hairline, Brown Check and Gray Check. The garnish molding was painted Gray and Buff, with the Gray being used with the Blue and Gray trim and the Buff with the Brown trim. The hardware was plated with nickel throughout. In the 1931 models, two new Standard Tudor trim schemes were introduced. A small Brown Check with plain Brown wool cloth for sidewall, doors, etc., and a shark grain Deep Brown leather throughout. The garnish molding for the Deep Brown leather was Maroon.

When the Delux Tudors were introduced, there were four trim schemes, Brown Mohair, Green Mohair, Tan broadcloth and Brown bedford cord.

1930 Exterior Colors

Lower Body	Upper Body, Belt & Molding	Reveals	Stripe
Copra Drab	Chicle Drab	Copra Drab	Straw
Elkpoint Green	Kewanee Green	Elkpoint Green	Apple Green
Andalusite Blue	Black	Andalusite Blue	French Gray
Thorne Brown	Thorne Brown	Thorne Brown	Orange

1931 Exterior Colors

Lower Body	Upper Body, Belt & Molding	Reveals	Stripe
Thorn Brown	Black	Black	Straw
Lombardy Blue	Black	Black	French Gray
Chicle Drab	Copra Drab	Copra Drab	Straw
Kewanee Green	Elkpoint Green	Elkpoint Green	Apple Green
Black	Black	Black	Apple Green

Standard Tudor Sedan Trim Schemes

Interior Trim Scheme	Back, Qtr., Door, Roof Rail, W/Shield Header	Headlining	Weather-strips	Front Seats, (Sides & Back)	Seats*	Cowl & Seat Bottom Cardboard	Garnish Mouldings	Hardware (Door & Window Handle Etc.)	Curtain	Cord	Floor Front & Rear
Blue Hairline Stripe	Plain Blue Wool Cloth	Blue Napped Cotton	Blue Cloth	Plain Blue Wool Cloth	Blue Hairline Stripe	Dash Grain Blue-Gray	Gray	Nickel Plate	Gray Silk	Blue Braided	Black Rubber
Brown Checked	Plain Brown Wool Cloth	Brown Napped Cotton	Brown Cloth	Plain Brown Wool Cloth	Brown Checked Body Cloth	Dash Grain Two-Tone Brown	Buff	Nickel Plate	Brown Silk	Brown Braided	Black Rubber
Gray Checked	Gray Sidewall Cloth	Gray Napped Cotton	Gray Cloth	Gray Sidewall Cloth	Gray Checked Body Cloth	Dash Grain Two-Tone Gray	Gray	Nickel Plate	Gray Silk	Gray Braided	Black Rubber
Brown Small Checked	Brown Sidewall Cloth	Brown Headlining Cloth	Brown Leather	Brown Sidewall Cloth	Brown Small Checked Body Cloth	Dash Grain Two-Tone Brown	Buff	Nickel Plate	Brown Silk	Brown Braided	Black Rubber
Shark Grain Leather (Artificial)	Deep Brown Leather	Deep Brown Leather	Deep Brown Leather	Deep Brown Leather	Deep Brown Leather	Dash Grain Two-Tone Brown	Maroon	Nickel Plate	Brown Silk	Brown Braided	Black Rubber

* The top surface of the seat cushion and the front surface of the seat back

Delux Tudor Sedan Trim Schemes

Interior Trim Scheme	Back, Qtr., Door, Roof Rail, W/Shield Header	Headlining	Weather-strips	Front Seats, (Sides & Back)	Seats*	Cowl & Seat Bottom Cardboard	Garnish Mouldings	Hardware (Door & Window Handle Etc.)	Curtain	Cord	Floor Front & Rear
Brown Mohair	Brown Mohair	Brown Mohair	Worsted Pattern To Match Body Cloth	Brown Mohair	Brown Mohair	Dash Grain Two-Tone Brown	Mahogany	Butler Finish	Brown Silk	Brown Braided	Brown Carpet
Tan Broadcloth	Tan Broadcloth	Tan Broadcloth	Brown Leather	Tan Broadcloth	Tan Broadcloth	Dash Grain Two-Tone Brown	Mahogany	Butler Finish	Tan Silk	Tan Braided	Brown Carpet
Brown Bedford Cord	Brown Bedford Cord	Brown Napped Headlining Cloth	Worsted Pattern To Match Body Cloth	Brown Bedford Cord	Brown Bedford Cord	Dash Grain Two-Tone Brown	Mahogany	Butler Finish	Brown Silk	Brown Braided	Light Brown Carpet
Green Mohair	Green Mohair	Green Mohair	Worsted Pattern To Match Body Cloth	Green Mohair	Green Mohair	Dash Grain Two-Tone Green	Mahogany	Butler Finish	Green Silk	Green Braided	Green Carpet

* The top surface of the seat cushion and the front surface of the seat back.

(Continued on Page 13)

(Continued from Page 12)

The garnish moldings were all Mahogany grain finish and came with matching floor carpeting. The hardware was finished in Butler finish. (Known today as Satin finish.) Also, an assist strap was added to the back seat.

CHASSIS

Much of the chassis for 1930 was a direct carry over from the 1929 model year. Needless to say that the fenders, splash shields and wheels were all black. Some of the more significant changes were:

1. The steering column was increased one inch in length and the bracket was made $\frac{3}{8}$ inch shorter to permit easier steering and handling.
2. The gear ratio was increased from 11 $\frac{1}{4}$ to 1 to 13 to 1.
3. The rear engine supports were redesigned and made of heavier gauge steel and the bolt length was reduced to 1-17/32 inch.

In May of 1931 a new fuel tank was adapted. The sediment bulb was removed from the front of the dash and replaced with a filter attached to the carburetor. The fuel line was also redesigned.

Numerous other small chassis changes were made throughout the model year. For best references on these changes consult the Ford Service Bulletin. This bulletin is available through Post Publication.

In concluding, we should keep in mind that a Model "A" buyer could have had some custom work done on his car by the dealer which differed from the production models.

(Continued from Page 9)

Two types of tire irons were included. One was a straight piece of steel with a tapered end; the other had two tapered ends. It is believed that if the tool kit had a jack with a removable handle, only one tire iron was provided; two irons were provided when the jack did not have a removable handle.

Very few people realize that every Ford car had a tire gauge. These too did not conform to standardization. Some were built similar to a metallic pen (the Schraeder type) and the others were made in the shape of a pocket watch. Most of these not only carried the Ford script, but also were lettered "Model A" Ford Tire Gauge.

A simulated leather pouch was provided to encase the smaller tools. It was made of the same material as was used to cover the top of the car. In rare cases, tool bags have been found made out of the same material as was used on the rumble seats, "cobra grain." This pouch measured 6 $\frac{1}{2}$ " x 11". Most of these pouches were fastened closed by two metal snaps, but

Additions to MARC Staff

Two new additions have been made to the staff of MARC News. Edward P. Francis will be in charge of research and Lloyd Van Meter will be printing coordinator. Ed will try and resolve any questions relative to the Model "A" as it was released from the factory. He will be searching the Ford Motor Company archives, the Engineering library and Engineering records for this information. Lloyd will do the complete physical production of the MARC publications from the written articles to the finished product.

Ed has been interested in the Model "A" for years and joined the Motor Cities Chapter in 1958. He was elected club secretary in 1962 and is presently holding that same office. In his garage, competing with a Thunderbird, is a restored 1930 Coupe Delux and 1929 Station Wagon partly restored.

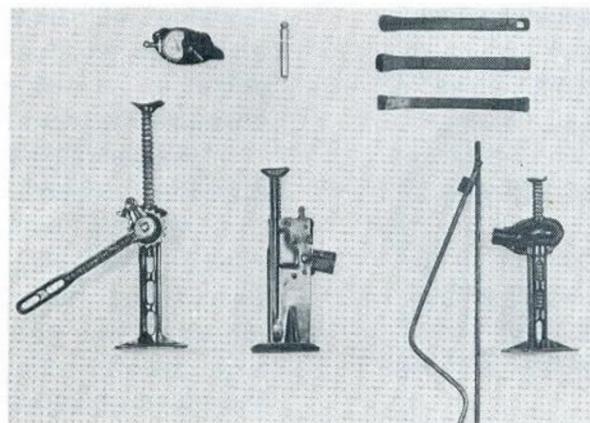
A family man with four little Model "A" fans ranging from 3 $\frac{1}{2}$ to 10 years old, Ed has been a Principal Materials Engineer with Ford's Engineering staff for the past thirteen years.

Lloyd has been interested in Model "A's" for some time but only became an "A" owner last year. He has an early '30 Standard Coupe which he claims will be restored some day. For now, though, it serves as transportation to near-by Greenfield Village where he has been employed for fourteen years. Lloyd is Travel and Promotion Manager in the Office of Public Relations.

some of the earlier ones had a twist snap. There was never a Ford script on this item.

These were the basic tools that were included with the purchase of every new Ford car. There are many people who will insist that a water pump wrench and a feeler gauge were included, but that is not so.

If anyone has any doubt as to whether any of these tools existed they may contact me and I will be glad to show them any of the above-described tools.

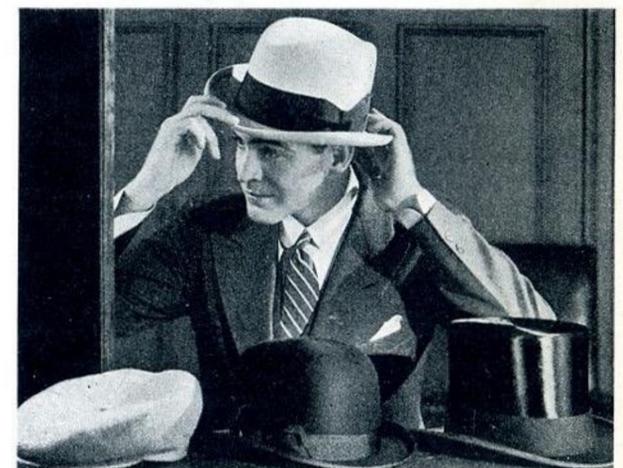


Etta's Cetera

by Etta Francisco



Four styles of ladies shoes.



A fine display of men's hats from an ad in a 1931 Cosmopolitan magazine.

For our national meet, a point system has been worked out for the judging. Your complete costume and overall appearance will mean a lot. Work to get the correct accessories to make your outfit an outstanding one. Here in our own San Diego region we often borrow from each other shoes, purses, or hats of the right year or right color to complete an outfit. That is if that person is not going to be using the particular article. Maybe you know someone who is not coming to the meet and she has something you need to help make your outfit a better one. We all know that everyone cannot win but that should not keep us from presenting for judging the best costume possible.

We will be presenting five plaques for costumes. First place men's sportswear or streetwear. First place men's afternoon wear or evening wear. Your sportswear will be knickers, etc., and the evening wear tuxedos, etc. First place women's sportswear or daytime wear. First place women's afternoon or evening wear. There will be a second place awarded in each of these categories. An award for the most outstanding costume will be awarded. The judges' decision will be final.

Bring with you era clothes for every occasion and use them. They will add color and atmosphere to our meet.

REGIONAL NEWS

SAN DIEGO REGION: January 27th the Model "A" Restorer's Club of San Diego toured to San Juan Capistrano Mission, about 90 miles north of San Diego. The group had breakfast together, spent the rest of the day touring the Mission, and later stopped for refreshments and then home. Present on the tour were the Dimons, Hannahs, Shows, Hansons, Coles, Rasmussens, Stofers, Bill Horn, and guest Bob Mugg and family.

Our Feb. 24th tour to Knott's Berry Farm brought out the Rasmussens, Hannahs, Hansons, Coles, Gilmores, Ken Angst and the Scheidles. We met at the Ford Bowl in San Diego and had our coffee stop at San Juan Capistrano. Parking space had been reserved for us at Knott's Berry Farm and after arranging a meeting place and time for lunch we broke off in smaller groups to tour the farm. There are all kinds of entertainment for adults and children alike. There are rides on ponies, in stagecoaches, trains, etc., and stage shows, a place to pan for gold, exhibits, souvenirs, plenty to see and do. After meeting for lunch, which really was a chicken dinner, we set off for home.

March 21st a group of M.A.R.C. San Diego members were asked by the Theatre and Arts Foundation to take part in the premiere of "To Kill A Mockingbird" starring Gregory Peck. The "A's" furnished the transportation for the dignitaries from the U.S. Grant Hotel to the Spreckles Theatre. All members participating were given tickets to the movie and to the reception later. Gregory Peck was present at the reception with his wife. This was an unforgettable evening for everyone.

March 29, 30, 31 mark the 6th Annual Tour to Yuma where the San Diego group meets Phoenix, Arizona group for a weekend of fun and Model "A"ing. There will be other M.A.R. Clubs attending the Meet this year and we're all looking forward to a wonderful time.---Clarence Scheidle.

NORTH CAROLINA REGION: - The Piedmont Chapter of the Model "A" Restorers Club had its first outing of the year Easter Monday, April 14, 1963, at Tanglewood Park, 9 miles west of Winston-Salem, N.C. There was a good turn out of "A" Models and owners with their families. There were 75 people and 20 "A" Models at the picnic outing. The men gathered around the "A" Models and swapped their knowledge of the cars along with a lot of people who were enjoying just looking at the display of cars.

Just after the eating of a "too much" picnic lunch, the members voted on 'Mrs. Model "A" for 1963'. Each member's wife had a number pinned on her and then all voted for the number they wanted for Mrs. Model "A". The winner was Mrs. Alma Smith of Advance, N.C. David and Alma own a 1929 Roadster.

Then we moved out on the parking lot to let the men display their driving skill. "Blindfold driving" with a co-driver (try it sometime) was won by Kenny Cox of Winston-Salem, N.C. The "One Cylinder Race" was won by Frank Hall of Greensboro, N.C. "Cut off your gas and let her idle" was won by W. C. Trivette of Olin, N.C. Mr. Trivette's '31 Roadster ran for 3 minutes and 5 seconds.

The club is planning a week-end trip to the Blue Ridge Mountains on May 11 and 12, 1963, with a trip to Williamsburg, Va. and Maryville, Tenn. in July.

We will be taking part in several parades as the weather warms up.---R. Phil Gilbert.

FALL CITY REGION: Model "A" Ford Club of Louisville, Kentucky is planning its First Annual Derbytown Vehicle Festival to be held June 14, 15, and 16th in the Mall Shopping Center, indoors. This is Louisville's newest and most modern shopping center and all cars will be displayed in the concourses of this center. Awards will be made to Classics, Antiques and Model "A" Fords. Details, entry forms, etc. can be obtained from Robert Johnson, 8409 Linda Road, Louisville 19, Kentucky.

The annual election of the Falls City Region Model "A" Ford Club was held on December 15, 1962. The following were elected to serve for the coming year: Robert Johnson, President; Thomas Jones, Vice President; Mrs. Alliene Gourley, Secretary; George Krekel, Jr., Treasurer. Our Christmas Party, the big event of the month, was held at the Commercial Club in Shively and was a huge success. All who attended enjoyed the evening very much. The decorations were beautiful and festive with greenery and gold and the colors of of the season. We had a wonderful orchestra. Drawings were held and the winners received prizes of car parts. Throughout the long winter season we enjoyed getting together at our meetings. Now that spring is here and the wonderful summer months are just around the corner it is time to get our Model "A's" out of storage and make ready to hit the highway. Our schedule of events for the coming season is a busy one and it looks like 1963 will be a big year.---Margaret & Carl Lutz.

MICHIGAN REGION: At long last the snow has disappeared and with it go the Model "A" blues. All over Michigan those beautiful motors are warming up, raring to go! A few of our upcoming events were listed in your last issue of MARC. Other plans are as follows:

September 7-8 Caseville (Oak Leaf Chapter)

September 22 Frankenmuth

October 6 Judgement Day

Some real good news this month. We are happy to welcome a new chapter in the Michigan Region. Paul Kinney, along with Robert Kapela and Vic Scherer are the ones responsible. They had their first meeting in Bob's garage, with 15 members attending which is darn good! Let's give these members our vote of confidence. Any fans in and around the Monroe area should inquire. A name for the new chapter is to be decided at the next meeting.

WESTERN MASSACHUSETTS REGION: A regular meeting of the Western Massachusetts Region MARC was held at Fran and Ed's in Easthampton, Massachusetts on March 4, 1963. There were 31 Model "A" enthusiasts present.

Membership cards designed by Dan DiDonato were distributed by the club treasurer - Carl Richardson.

At the conclusion of the business meeting, we viewed two reels of film loaned by Carl A. Pickens of Gas City, Indiana. These wonderful colored movies included the 1960 National Meet at Atlantic City and a trip around the 500 mile Indianapolis Speedway.---Warren C. Christensen.

KYOVA REGION: The festivities of the Holidays are over, and spring is just around the corner that means outdoor activities in Model "A" Fords - the pleasure we have all been looking forward to for so long.

Already we are beginning to hear the musical ring of Model "A" exhausts, as the members take advantage of an occasional sunshiny day. With such a bitterly cold winter coming to an end, we are all very impatient to take to the roads again.

This has been a very busy winter for the W. Va. area, in MARC activities, regardless of cold weather. We had our banquet, on January 19, 1963, at Youngs Restaurant, here in Huntington, and it was more of a success than we had even hoped for! We had 54 people out for the dinner, and everyone is still talking about it. We had Color films of the 1961 Glidden Tour, a Color film with sound of a trip from Kansas City to Mexico City, and part of the comedy film by W. C. Fields - "Never give a sucker an even break". And some hearts almost broke, as they tore up some of those beautiful Fords, in that film!

This is our Centennial Year in W. Va., and our club is aiding the treasury by selling windshield stickers. By all indications, this could pay for a lot of outings this year! We hope to see many of you this year, as visitors are especially welcome this Centennial Year.----Larry Moore.

SMOKY MOUNTAIN REGION: On Sunday, April 21, 35 members of the Smoky Mountain Region met at Shorty Gibson's penthouse #2 for another delightful afternoon of eating, talking, and swapping parts. The ladies prepared another one of their very good meals and everyone ate until they couldn't eat anymore. A couple of our members drove their family cars for some unknown reasons. One drove a new rag-top and the other one drove his air-conditioned car. They happen to be neighbors too.

The Annual Cherokee Meet was discussed and it is almost here. Everyone is invited to attend and will be warmly welcomed. Anyone other than the Smoky Mountain Region Members must make their own reservations. Here is the program; so everyone come ---

SECOND ANNUAL CHEROKEE, N. C. MEET

**SMOKY MOUNTAIN REGION - M.A.R.C. -
PALMETTO CHAPTER - M.A.F.C.A.**

TIME - JUNE 1 AND JUNE 2, 1963

SATURDAY - JUNE 1 - MORNING AND EVENING

Registration - Boundry Tree Motel
8:00 P. M. - Motel Lobby Group Introduction
8:30 P. M. - Ford Motor Co. Movie -
Model "A" Assembly Line
9:00 P. M. - Costume Parade - Voting
9:30 P. M. - Till - ? - Slides - Shop Talk -
Group Singing - Etc.

SATURDAY - JUNE 2

8:00 A. M. to 9:00 A. M. - Swap and Shop
9:00 A. M. to 10:00 A. M. - Ladies' only
Parts Identification Contest
10:00 A. M. to 12:30 P. M. - Model "A" Contests
1:00 P. M. - Dinner - Collection of Ballots
2:00 P. M. - Awards Presentation
3:00 P. M. - Farewell

Charles Reardon

INDIANA-OHIO REGION: Rock City Chapter - Meeting was held at Chet Garner's home. Eight members, wives and guests were present. Minutes of the last meeting were read and the treasury report approved.

Election of Officers were held and are as follows:
President Larry Patton Wabash, Ind.
Sec. & Reporter Chet Garner Marion, Ind.
Treasurer Larry Steiner Gas City, Ind.

Host for the coming year Chapter meets were appointed and are as follows:

March	Larry Patton	August	Jim Pobst
April	Merrit Miley	October	Steve Carmack
May	Charles Clem	November	Chet Garner
July	Larry Steiner		

Capital City Chapter - Two summers ago, Fred W. (Pete) Keuthan showed his wife, Mary, he really remembered the anniversary of their first date 31 years before. His anniversary present to her was an exact duplicate of the car he drove that night - an off-white Model "A" Ford de luxe roadster with green wire wheels.

Just recently, the roadster again proved its magnetic attraction. On display at the 36th Automotive Accessories Manufacturers of America Show in New York, the car drew a vast amount of attention. One man was so hypnotized by the little jewel that he offered \$12,000 for it. Pete and Mary turned him down, gently. You just don't sell a buddy.

Jay Delarand Chapter met February 17, 1963 at the Legion Annex in Red Key together with the Fountain City Chapter.

Mr. Catron has secured the shelter house at the Water Bowl near Muncie for the July 7 Chapter meet. Time 10:00 to 6:00. A motion was made by Allen Townsend to make this a Chapter meet, but invite all Chapters to join us and send out letters stating that each person would pay to get in 50¢ and children 25¢. (Faye Lorton seconds the motion.)

There were three suggestions on how to raise money for the September Region Meet.

1. A Parts Auction and add money to it.
2. Assessments.
3. Extra dues to help treasury and what is left at the end of a year to be divided with each member.

Four masters appointed at March meet, Mr. Mc Bratney made a motion to adjourn and Brad Lorton second it.

ANNOUNCEMENT

**The 7th Annual New England Model "A" Meet
September 13 through 15**

The meet this year promises to be the biggest and best yet. However, we feel that the addition of you and your car(s) would improve the meet that much more. At the meet you'll enjoy the mobile competition, tours, beauty contests (for your car) and social hours planned for you. You make a meet more enjoyable. Plan to come early on Friday, September 13 and leave late on Sunday, September 15.

Flea Market agents invited.

For more information, and to be sure of a reservation, place yours early by writing to the Jug End Barn, South Egremont, Massachusetts.

"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:

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.

FOR SALE

New kit for perfect speedometer restoration. For '28-'30 or '30-'31. Complete with MPH dial, Odometer, or Trip Dial. Only \$150.00 postpaid.

C.H. Ivey, 2144 Wallace Dr., Wichita 18, Kansas

1929 Roadster top irons, complete and priced \$25.00, right and left running board splash shields, primed \$30.00, rumble lid with lock, primed \$20.00, '31 radiator shell, fair \$10.00, license plates: 1928 and '30 Missouri, two 1930 California, \$3.00 each.

D.L. Cox, Rt. #1 Brookcliffe, Pkafftown, North Carolina

Minnesota License Plates: One three year plate, 1915-1917; one each 1922, '28, and '29. Also 1932 thru 1939. Make offer for lot. Also have original horns and pop-out ignition switches with original keys, \$15.00 each plus handling.

Fred P. Fabel, Battle Lake, Minnesota

Good 1929 "A" front bumpers with braces \$10.00, rear-both sides \$10.00, manifold and heater complete \$8.00, plain left front fender-good \$8.00, new '30-'31 truck steering wheel \$7.50. Freight collect.

Geo. Pritchett, Jr., Tunnel Rd., Marietta, Ohio

We make the following duplicate "A" Ford parts: battery hangers and bottom plates, brake rods and anti rattlers, front splash aprons for '28 and '29. Also have rebuilt shocks for sale or exchange.

Spinster Corporation, 22473 Cora, Farmington, Michigan

1930 "A" Panel Truck in good restorable condition with spare motor and lots of extra parts. All for \$450.00.
Martin H. Eley, R.R. #1, Ridgeville, Indiana

Any part of disassembled 1931 Tudor including body panels, doors, wheels, windows, seats, headlight shells, etc. Parts are in good restorable condition.

Phillip A. Missick, Oakton, Kentucky

Horn Bug Screen \$.65, foot rest and gas pedal pad \$.35 each, gear shift boot \$1.35, original spring type front motor mounts complete, only \$1.25, Roadster top bumpers W/brass bolt, black-white \$.65.

C. Moebius, 84 Stanley Ave., Nutley 10, New Jersey

Five 17" wire wheels for 1933 Ford. Excellent condition. Includes five tires, tubes and hub caps in good condition. \$50.00 or best offer.

A.R. Mancini, 796 Embury Road, Penfield, New York

Top quality photographs in color and black and white. Originals of Car-of-the-Month feature cars in MARC News Vol. III No's. 4, 7 and 8. Black and White: 8x10, 1 - \$1.50, 2 - \$.85 each, 3-6 - \$.70 each; 5x7, 1 - \$.85, 2-6 - \$.50 each; 4x5, 1 - \$.50, 2-6 - \$.35 each. Color: 8x10 - \$9.00 each, 5x7 - \$7.00 each, 4x5 - \$5.00 each.

David R. Knox, 722 Madison Pl., Ann Arbor, Michigan

New Original: Curved tailite glass or battery corners - 2/\$2.00, front shackles or rear brake camshaft - \$2.75, Used: Sparton Horn or pair '30-'31 headlamps \$15.00. All F.O.B. Send S.A.E. for information.

Ed Wright, 16 Carnarvon Circle, Springfield, Massachusetts

SELL OR TRADE

'40 Cadillac 4 Dr. Sedan, 50% restored, running condition; want '30 or '31 Model "A" Coupe or Victoria in running condition within 350 miles of Butler, Pennsylvania. Picture on request. Send stamped addressed envelope.

George F. Walker, Jr., R.D. #4, Slippery Rock, Pennsylvania

All parts from "A" parts cars. Have 1934 Plymouth Deluxe Sedan and 1933 Ford 4 Cylinder Pickup. Best offer on both. Plymouth has good parts car, etc. Send want list. S.A.E. and stamp please.

Richard Kerr, Route #4, Bryan, Ohio

1928 "A" Tudor Sedan \$550.00, or trade on 1936 or 1937 Dodge, 4 Dr. Sedan. Also need Model "A" Pickup bed and rear fenders.

Nead J. Miller, 134 N. 32nd St., Camp Hill, Pennsylvania

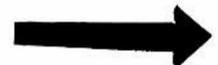
FOR TRADE

'30-'31 Roadster body less cowl. Will trade for '28-'29 Roadster body in same or more complete condition.

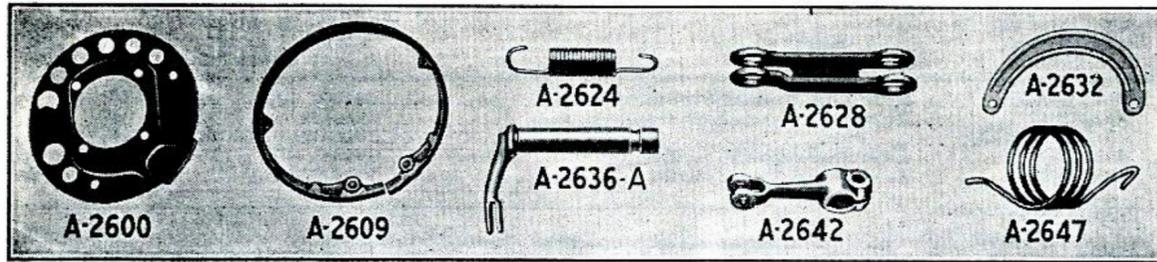
Jimmy Boyd, P.O. Box 512, McMinnville, Tennessee

(continued)

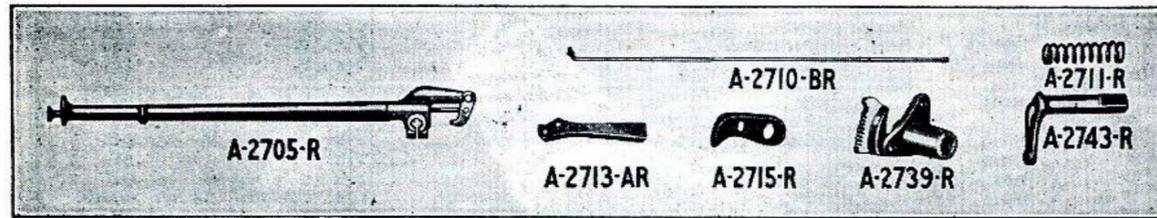
PARTS LIST



This is the second in a series of pages from the model "A" parts list. Just cut it out on the dotted line and insert in a three ring binder. Additional pages will be printed in each issue until the entire list is complete.



Part No.	Name of Part	Year	LIST PRICE		No. Req. per Car
			Lots of 100 per lot	Each	
A-2632	Emergency brake toggle connecting link	1928-31	\$0 25		2
A-23843-S7	Pin	1928-31		05	6
A-23534	Cotter	1928-31	20 gr. 50 M	03 dz.	8
A-2636A	Emergency brake toggle lever	1928-31		40	2
A-23844-S8	Pin	1928-31	\$1 50	02	2
A-2227	Emergency brake toggle lever bushing	1928-31		07	4
A-2642	Emergency brake lever—R. H.	1928-31		25	1
A-2643	Emergency brake lever—L. H.	1928-31		25	1
A-23904	Key	1928-31		01	2
A-20843-S1	Bolt	1928-31		02	2
A-22217	Washer	1928-31	25	01	2
A-2646	Emergency brake lever spring—R. H.	1928-31		03	1
A-2647	Emergency brake lever spring—L. H.	1928-31		03	1



HAND BRAKE LEVER (SIDE)

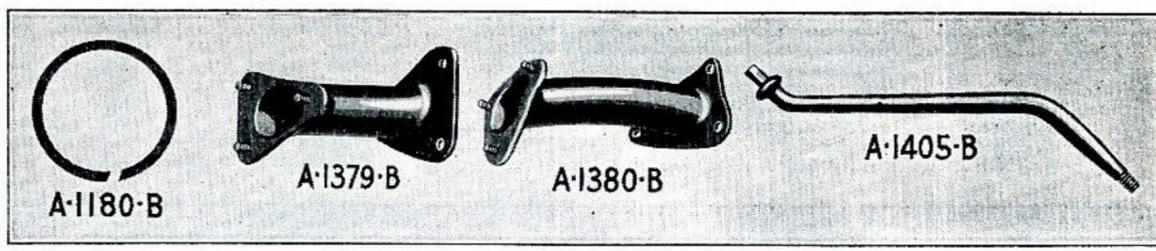
Part No.	Name of Part	Year	LIST PRICE		No. Req. per Car
			Lots of 100 per lot	Each	
A-2705-R	Hand brake lever assembly	1928	5 50		1
A-2791-CR	Hand brake lever button	1928		10	1
A-23637	Pin	1928	40	01	1
A-2710-BR	Hand brake lever pawl rod	1928		25	1
A-2710-CR	Hand brake lever pawl rod	1928		20	1
A-2711-R	Hand brake lever pawl rod spring	1928		05	1
A-2713-AR	Hand brake lever latch	1928		20	1
A-23735-R	Pin	1928		02	1
A-23250-R	Hand brake lever top latch rivet	1928		03	1
A-2715-R	Hand brake lever pawl	1928		35	1
A-23824-R	Pin	1928	2 50	04	1
A-23530	Cotter	1928	20 gr. 50 M	03 dz.	1
A-2739-R	Hand brake lever bracket assembly	1928		3 00	1
A-20732	Bolt	1928		03	1
A-21701-S2	Nut	1928	70	01	1
A-23515	Cotter	1928	20 gr. 50 M	03 dz.	1
A-2227	Hand brake lever bracket bushing	1928		10	2
A-2743-R	Hand brake lever arm	1928		3 00	1
A-20930-S2	Bolt	1928		04	1
A-21745	Nut	1928	1 25	02	1
A-23534	Cotter	1928	20 gr. 50 M	03 dz.	1
A-23827-S8	Clevis pin	1928		04	1
A-2744-R	Hand brake lever retracting spring	1928		25	1
A-20748-R	Bolt	1928		05	1
A-21701-S2	Nut	1928	70	01	1
A-23515	Cotter	1928	20 gr. 50 M	03 dz.	1
A-2465-AR	Hand brake lever to equalizer shaft rod assembly	1928		65	1
A-2457-R	Pin	1928		06	1

HAND BRAKE LEVER (CENTER)

A-2780-AR	Hand brake lever assembly	1928-29		1 80	1
A-2780-F	Hand brake lever assembly	1929-31		1 00	1
A-2785-AR	Hand brake lever pawl rod—13" long	1928		15	1
A-2785-BR	Hand brake lever pawl rod—14 1/4" long	1928-29		15	1
B-2785	Hand brake lever pawl rod—17 1/4" long (was A-2785-C)	1929-31		10	1
A-23530	Cotter	1928-29	20 gr. 50 M	03 dz.	1
A-2711-R	Hand brake lever pawl rod spring	1928-29		05	1
A-2786-AR	Emergency hand brake lever pawl	1928-29		15	1
A-2786-BR	Emergency hand brake lever pawl	1928-29		15	1
A-2786-C	Hand brake lever pawl	1929-30		15	1

PRICE LIST OF PARTS—4-CYLINDER CAR—1928-31

EFFECTIVE JULY 5, 1932



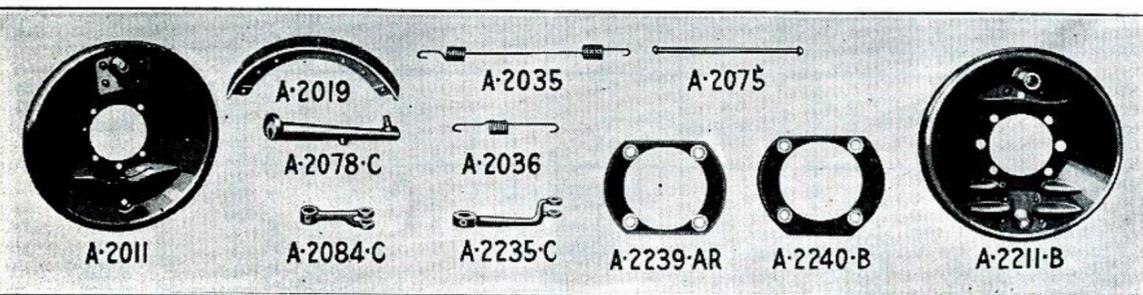
Part No.	Name of Part	Year	LIST PRICE		No. Req. per Car
			Lots of 100 per lot	Each	

WHEELS

A-1012-AR	Hub bolt nut (Old No. A-21837-AR-S7)	1928		\$0 10	20
A-1012-B	Hub bolt nut (Old No. A-21837-B)	1928-31		05	20
A-1015-AR	Wheel	1928		3 50	5
A-1015-BR	Wheel	1928-29		2 50	5
A-1015-D	Wheel	1930-31		14 00	5
	Rim lining (use required length of A-158332)	1928-31		05 yd.	5
A-1105-AR	Front hub and brake drum	1928		6 25	2
A-1105-B	Front hub and brake drum	1928-31		3 45	2
A-1107-AR	Bolt—1 3/4" (Old No. A-21213-R)	1928-29		\$3 00	05
**A-1107-B	Bolt—1 1/2" (Old No. A-21234-S7)	1928-31		3 00	05
A-1012-AR	Nut	1928		10	10
A-1012-B	Nut	1928-31		05	10
A-1115-AR	Rear hub and brake drum	1928		4 50	2
A-1115-B	Rear hub and brake drum	1928-31		3 50	2
A-22374	Gasket	1928-31		01	2
A-22371	Washer	1928-31		01	2
**A-1118	Bolt (Old No. A-21232-S7)	1928-31		04	10
A-1012-AR	Nut	1928		10	10
A-1012-B	Nut	1928-31		05	10
A-1130-BR	Hub cap	1928-29		15	5
A-1130-D	Hub cap	1930-31		30	5
B-1139	Front hub cap—inner (was A-1139)	1931		20	
B-1175	Rear wheel grease retainer assembly (was A-1175)	1928-31		40	2
A-1180-B	Rear wheel grease retainer ring	1928-31		02	2
B-1190	Front hub dust cap (was A-1190)	1928-31		05	2
A-1195-B	Front hub bearing retainer washer	1931		03	
B-1195	Front hub grease retainer washer (was A-1195-A)	1928-31		03	2
A-1201	Front wheel inner brg. cone assembly	1928-31		75	2
A-1202	Front wheel inner bearing cup	1928-31		30	2
A-1216	Front wheel outer bearing cone assembly	1928-31		50	2
A-1217	Front wheel outer bearing cup	1928-31		25	2
A-1225	Rear wheel bearing	1928-31		90	2
A-24405	Lubricator fitting	1928-31		* 12	2
A-1378-R	Wheel carrier assembly—60A-B	1928-29		1 25	1
A-1379-AR	Wheel carrier assembly—40A, 45A, 54A, 50A, 68A	1928-29		1 55	1
A-1379-B	Wheel carrier assembly—40B, 45B, 50B, 68B	1930-31		1 20	1
A-1380-B	Wheel carrier assembly—35A, 35B, 55A, 55B, 135A, 140A, 155A-B, 165A-B-C-D	1928-31		1 35	1
A-20935-S1	Bolt (carrier to body) lower	1928-31		02	1
A-22245	Washer—3/8"	1928-31		50	1
A-21136-S4	Bolt (carrier to body) upper—2 1/4"	1928-31		04	2
A-21133-S4	Bolt (carrier to body) upper—1 3/4"	1928-31		03	1
A-21125-S1	Bolt (carrier to body) upper—2 1/4"	1928-31		2 00	1
A-22300	Washer—1/2"	1928-31		50	1
A-21127-S4	Bolt (carrier to body)	1928-31		2 00	4
A-1012-AR	Nut	1928		10	2
A-1012-B	Nut	1928-31		05	2
A-21846-S7	Check nut	1928-31		01	1
A-22330	Spacer washer	1928-31		50	1
A-1395-AR	Tire cover	1928-29		1 65	1
A-1395-B	Tire cover	1930-31		1 65	1
A-1395-C	Metal tire cover (black)	1930-31		2 75	1
A-1395-D	Metal tire cover (chrome)	1930-31		5 50	1
A-1395-E	Tire cover with rustless steel moulding	1931		6 00	1
A-1402	Wheel carrier flange—R. H.	1930-31		35	1
A-1405-AR	Wheel carrier support	1928-30		1 95	1
A-1405-B	Wheel carrier support	1930-31		1 50	1
A-21894	Support nut	1928-31		04	1
A-22370	Washer	1928-31		1 75	1
A-23552	Cotter	1928-31	25 gr. 75 M	05 dz.	2
A-1406-AR	Wheel carrier flange	1928-30		40	1
A-1406-B	Wheel carrier flange—L. H.	1930-31		35	1
A-1410-AR	Wheel carrier support anti-rattler	1928-30		05	1

† Without emergency brake. *Not subject to regular discount.
** With emergency brake.
‡ \$5.00 in colors other than black.

Part No.	Name of Part	Year	LIST PRICE		No. Req. per Car
			Lots of 100 per lot	Each	
A-1410-E	Wheel carrier support anti-rattler	1930-31		\$0 05	1
A-1411	Wheel carrier assembly—160A-B-C	1931		1 40	1
A-1413	Wheel carrier assembly—190A	1930-31		1 40	1
A-1415-AR	Wheel carrier bracket	1928-30		1 75	1
A-1415-B	Wheel carrier bracket	1928-31		50	1
A-20732	Bolt (carrier to frame)	1928-31		03	3
A-21701-S2	Nut	1928-31	\$0 70	01	3
A-23516	Cotter	1928-31	20 gr.	50 M	03 dz.



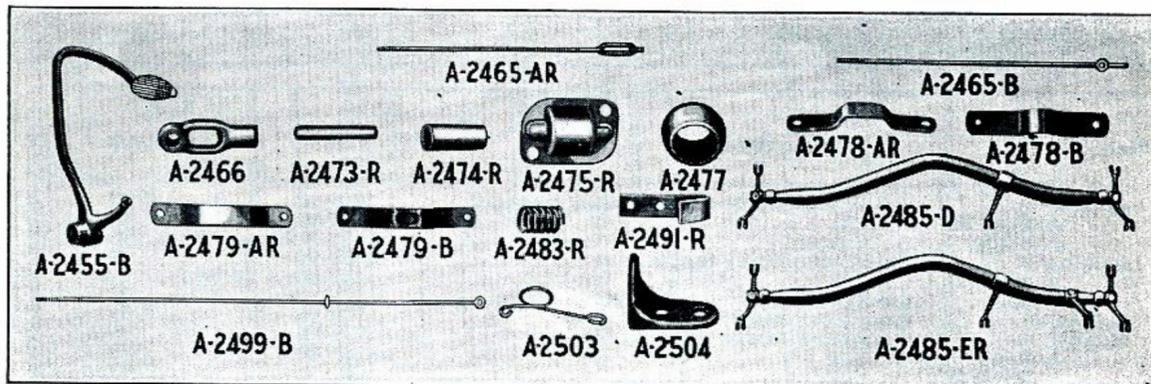
SERVICE BRAKE

A-2011	Front brake housing plate assembly	1928-31		1 50	2
A-20919	Bolt—with forged hub	1928-30		03	8
A-20949	Bolt—with pressed steel hub	1928-31	1 25	02	8
A-21745	Nut	1928-31	1 25	02	8
A-23534	Cotter	1928-31	20 gr.	50 M	03 dz.
A-2019	Brake shoe assembly	1928-31		80	8
A-2021	Brake lining	1928-31		25	8
A-22997	Rivet	1928-31	30	01	40
B-2023	Brake shoe roller (was A-2023-A)	1928-31		05	16
A-23870-S7	Pin—long	1928-31	2 00	03	16
A-23873-S7	Pin—short	1928-31		03	8
A-23551	Cotter	1928-31		05 dz.	16
A-2035	Brake retracting spring—long	1928-31		05	4
A-2036	Brake retracting spring—short	1928-31		02	8
B-2041	Brake adjusting wedge (was A-2041)	1928-31		15	4
A-24460-AR	Brake adjusting bracket plug	1928-31		01	4
B-2042	Brake adjusting shaft (was A-2042)	1928-31		15	8
B-2050	Front brake operating wedge (was A-2050)	1928-31		25	2
B-2051	Operating wedge stud assembly (was A-2051)	1928-31		15	2
A-21839-S4	Nut	1928-31	2 00	03	2
B-2054	Washer (was A-22302-B)	1928-31		02	4
A-23551	Cotter	1928-31	25 gr.	75 M	05 dz.
AA-2059-AR	Front brake grease baffle assembly—with forged hubs	1928-30		50	2
B-2060	Front brake grease baffle—with pressed steel hub (was A-2060-B)	1928-31		10	2
A-2075	Front brake operating pin	1928-31		05	2
B-2076	Front brake shaft—R. H. (was A-2077-B)	1928-31		25	1
B-2077	Front brake shaft—L. H. (was A-2076-B)	1928-31		25	1
A-24404-S7	Lubricator fitting	1928-31		*10	2
BB-2078	Front brake shaft housing (was A-2078-C)	1928-31		50	2
A-21793-S1	Nut	1928-31		01	2
A-22300	Lock washer	1928-31	50	01	2
B-2082	Front brake shaft housing bushing (was A-2082)	1928-31		05	4
A-2084-C	Front brake lever	1928-31		15	2
A-23766	Pin	1928-29*	40	01	2
B-2087	Front brake lever dust ring (was A-2087)	1928-31		01	2
A-2211-B	Rear brake housing plate assembly	1928-31		1 55	2
A-21151-S1	Bolt—short	1928-31		05	4
A-21152-S1	Bolt—long	1928-31		05	4
A-21791-S3	Nut	1928		03	8
A-21801	Nut	1928-31		03	8
A-23531	Cotter	1928-31	20 gr.	50 M	03 dz.
†A-2211-CR	Rear brake housing plate assembly	1928-29		2 00	2
A-21211-R	Bolt—short	1928-29		05	4
A-21210-R	Bolt—long	1928-29		05	4
A-21791-S3	Nut	1928		03	8
A-21801	Nut	1928		03	8
A-23531	Cotter	1928-29		03	8
B-2227	Rear brake camshaft bracket bushing (was A-2227)	1928-31	20 gr.	50 M	03 dz.
A-24404-S7	Lubricator fitting	1928-31		07	2
B-2230	Rear brake cam (was A-2230)	1928-31		*10	2
A-2231-AR	Rear brake camshaft	1928		10	2
B-2231	Rear brake camshaft (was A-2231-B)	1928-31		70	2
B-2234	Rear brake camshaft dust ring (was A-2234)	1928-31		65	2
A-2235-AR	Rear brake camshaft lever—R. H.	1928		01	2
A-2235-C	Rear brake camshaft lever—R. H.	1930-31		35	1

*Not subject to regular discount.

†When used to replace A-2211-AR also use A-2235-C or A-2236-C and B-2231.

Part No.	Name of Part	Year	LIST PRICE		No. Req. per Car
			Lots of 100 per lot	Each	
A-2236-AR	Rear brake camshaft lever—L. H.	1928		\$0 35	1
A-2236-C	Rear brake camshaft lever—L. H.	1930-31		35	1
A-23782	Pin	1928-31	\$0 40	01	2
A-2239-AR	Rear brake grease baffle	1928		20	2
A-2240-B	Rear brake grease baffle	1928-31		10	2



SERVICE BRAKE CONTROLS

†A-2455-AR	Brake pedal	1928-29		2 00	1
A-2455-B	Brake pedal	1928-31		1 75	1
A-7508-B	Brake pedal bushing	1928-31		05	2
A-24404-S7	Lubricator fitting	1930-31		*15	1
A-2457-R	Brake pedal clevis pin	1928-29		06	1
A-23555	Cotter	1928-31	20 gr.	50 M	03 dz.
B-2461	Brake rod clevis—adjustable (was A-2461)	1928-31		15	2
A-2465-AR	Brake pedal to equalizer shaft rod—15 3/8"	1928		65	1
A-21700	Nut	1928		01	1
A-23822-S7	Link pin	1928	2 00	03	1
A-23555	Cotter	1928	20 gr.	50 M	03 dz.
A-2465-B	Brake pedal to cross shaft rod—15 1/4"	1928-31		18	1
A-21700	Nut	1930-31		61	1
A-23822-S7	Pin	1930-31	2 00	03	1
A-23555	Cotter	1930-31	20 gr.	50 M	03 dz.
A-2466	Brake rod eye (adjustable)	1928-31		10	2
A-2473-R	Brake equalizer operating shaft pin	1928		05	2
A-2474-R	Equalizer operating shaft bushing	1928		06	2
A-2475-R	Equalizer operating shaft pin cap	1928		10	2
A-20738-S1	Bolt	1928		04	4
A-21701-S2	Nut	1928	70	01	4
A-23515	Cotter	1928	20 gr.	50 M	03 dz.
BB-2477	Brake cross shaft bushing (was A-2477)	1928-31		18	2
A-2478-AR	Brake cross shaft frame bracket	1928		12	2
A-2478-B	Brake cross shaft frame bracket	1928-31		10	2
A-20747-S2	Bolt	1928-31		02	4
A-21701-S2	Nut	1928-31	70	01	4
A-23515	Cotter	1928-31	20 gr.	50 M	03 dz.
A-2479-AR	Brake cross shaft frame bracket shim	1928		12	2
A-2479-B	Brake cross shaft frame bracket shim	1928-31		10	2
A-2483-R	Brake cross shaft socket spring	1928		03	2
A-2485-D	Brake cross shaft assembly	1928-31		4 00	1
A-2485-ER	Brake cross shaft assembly	1928-29		6 50	1
A-2491-R	Brake cross shaft guide	1928		10	1
A-20954	Bolt	1928	1 25	02	2
A-21745	Nut	1928	1 25	02	2
A-23531	Cotter	1928	20 gr.	50 M	03 dz.
A-2499-B	Cross shaft to axle brake rod—50 1/2"	1928-31		30	2
A-21700	Nut	1930-31		01	4
B-2461	Brake rod clevis—adjustable (was A-2461)	1928-31		15	4
A-23822-S7	Pin	1928-31	2 00	03	8
A-23555	Cotter	1928-31	20 gr.	50 M	03 dz.
A-2503	Brake rod spring	1928-31		10	4
A-20705-S4	Bolt (spring to bracket)	1928-31		75	01
A-21702-S2	Nut	1928-31		50	01
A-22217	Washer	1928-31		25	01
A-2504	Brake rod spring bracket—front	1928-31		03	2
A-23281	Rivet (spring bracket—front—to frame)	1928-31		25	01

EMERGENCY BRAKE

A-2600	Emergency brake carrier plate assembly—R. H.	1928-31		1 00	1
A-2601	Emergency brake carrier plate assembly—L. H.	1928-31		1 00	1
A-2609	Emergency brake band and lining assembly	1928-31		1 15	2
A-2624	Emergency brake band retracting spring	1928-31		03	4
A-2628	Emergency brake toggle link	1928-31		10	4

*Not subject to regular discount. †Use with multiple disc clutch.

CLASSIFIED ADS . . . continued

WANTED

To complete my early 1928 Tudor: Electrolock (complete unit shown in Fig. 441, Page 213, Service Bulletins), good original round center bumper clamp.

Ada K. Felske
2944 Sweetwater Ave.
Lemon Grove, California

Information on installing top on 1929 Fordor two window 60A or 60B with leather back. Would like to correspond.

Donald Miller
27 South St.
Belmont, New York

For 1931 Tudor: Pair rear fenders, pair front fenders - plain, right and left splash aprons, radiator splash pan, no splits or dents please, but surface rust OK if alright otherwise. Also need A-1 horn and light switch for 45, 31-32".

Jack R. Thomas
306 Hockaday
Fulton, Missouri

New or like new used right rear fender for 1931 Coupe or Roadster.

R. Tyler Bland, Jr.
West Point, Virginia

Complete set of fenders, running boards, and splash aprons for '30-'31 Coupe or Roadster. Have 1927 Dodge Deluxe Sedan for trade or will sell for \$150.00.

Joe B. Stanbro
203 A Choctaw
Clinton Sherman AFB
Oklahoma

Top irons and steering wheel for 1929 Roadster.

Robert Eder
2929 - 93 St.
Sturtevant, Wisconsin

Roadster, Sport Coupe, or Pickup body for 1929 Model "A", must be in good restorable condition. Also 21" wheels for '29 and one L.H. rumble lid hinge and bracket. All letters answered.

John C. Locke
714 Prosperity Ave.
Fairfax, Virginia

Model "A" Hearse or Ambulance.

Blaine Atchley
Sevierville, Tennessee

The following parts for 1930 Deluxe Roadster in new original or excellent used condition: rear fenders, aprons, cowl lights, stanchions, curtain rods, wing brackets, windshield, front bottom seat springs, rumble curved section, rear window, mirrors, horns, switches.

John Porter
Boyce Road
Corfu, New York

'29 Roadster rumble lid, front and rumble seat springs, top props, top rests, 5 - 1932 "B" hub caps. Sell: '28-'29 windshield posts \$10.00 pair, 4 Touring doors \$40.00, '26T top bows \$25.00.

Leroy Scott
310 W. McFarland
Hill City, Kansas

MICHIGAN REGION ANNOUNCES PLANS FOR FALL CENTENNIAL CELEBRATION

After several months of negotiations with members of Ford Motor Company, a committee from the Michigan Region of MARC announces plans for a four-day Michigan Tour and Henry Ford Centennial Celebration late in August.

Tentatively, the tour will start in Southeast Michigan and caravan through the state's scenic lakes, small towns, large cities and terminate at the Ford Motor Company's American Road Building in Dearborn. Along the route, frequent stops will be made at some of the Ford dealers in a joint celebration of the Henry Ford Centennial. Awarding of plaques, prizes and trophies are also scheduled.

For further information, write to:

Richard Byrom
20886 Thorogare
Grosse Ile, Michigan

Paid Ad

HEADING TO SAN DIEGO

Wanted . . .

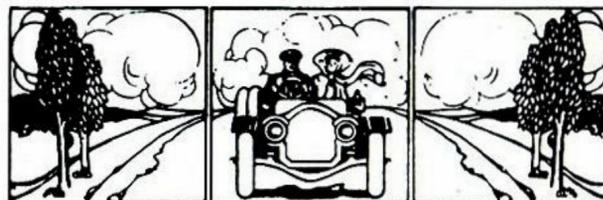
Someone with a Model "A" Ford, any body style.
Lots 'o guts, no brains.
Plenty of pioneer spirit.
Car must be able to make 6,000-mile trip.
Driver . . . ditto.
Object:

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



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*.

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HOURS: EVE. 6 TO 9 P.M. • OPEN SAT. & SUN. • PHONE HU.-6-5596

Hub Cap (Ford script) for '30-31, \$1.25 each, Set of 5	\$ 5.95	A11654 SWITCH Plate house 2 pcs.	1.95
Replacement (B001) just like Ford script, 80¢ each, Set of 5	3.75	A11406 Cut out to terminal box-wire harness w/loom (2 wires)	1.25
Hub Cap (Ford script) for '28-29, \$1.25 each, Set of 5	5.95	A14405 Terminal box to dashboard w/loom (3 wires)	1.50
A8100 Radiator Cap '28-'29 (chrome)	1.50	18-14300 Battery starter cable 19"	1.25
A9030AR (chrome) Gas Cap Replaces, '28-'29	1.00	A14301 Battery ground cable 11"	1.25
A8100 Radiator Cap '30-31 (chrome)	1.50	A14301 Battery ground cable 7"	.95
A9030A Gas Cap '30-'31, exact like orig. equip.	1.00	AB5163 Battery Hold Down clamp, pair	1.05
A9030C Radiator Cap (chrome) Rep. Excellent	.55	A12230 Distributor rotor	.25
A9030C Gas Cap (chrome) Excellent Rep.	.55	A12160 Screw bracket	.65
B6766A Oil Breathers Cap '28-'32 (chrome)	1.00	A12210 Cam	1.50
A13802 Rep. Ahoogah Horn (chrome shield) Better than orig.	11.95	B6023 Timing Pin	1.15
A1130D Dress up Hub Cap '30-31 orig. Vintage Accessories	6.95	A12130 Dist. lock bolt and nut	.95
A17834 Bumper and bolt chrome and nut '28-'31, \$1.95 each, Set of 6	9.95	A12162 Dist. Points, 2 pc. Super weld	.75
A17759 Bumper and spacers chrome, each 95¢- Set of 6	4.45	A12162 Upper plate No points	1.50
A13145 License plate brackets (cad.) like orig.	1.00	A12151 Lower plate with wire	1.25
A1012 Lug Nut Cadmium	.25	A12151 Upper plate with points and screw holder	2.15
A13705AR (dash Panel Lamp) '28-'30	1.95	A12300 condenser	.75
A18305 Spare tire lock w/key, chrome	2.95	A11572 Ignition Switch and cable Dist. Shaft, 1 pc. type	4.95
A1843 Clock type tire gauge chrome, with leather pouch	2.95	B12249 Dist. Shaft w/2 bushing, sleeve and pin	1.50
A18354 Motor meter, 2-1/4 dia. (Ford)	4.95	B12249 Dist. Shaft, 2 pc. type	1.90
A8217 Face plate Ford script	1.95	A11450 Starter switch	1.95
A18354 Motor meter wreaths for Boyce meters only	3.95	A11470 Rod and cap use W/A11450	1.50
A11556 On and off switch plate. You trim	.75	A-B 12105 Dist. Body	1.25
Ford motor patent plate-'28-'31	1.50	A12115 Dist. body cap	.50
Sparton (horn) plate	1.50	A12275 Connector (dist. to spark plug) Set of 4	.45
A10850 Ammeter 20-20, 30-30, 50-50, '28-'31, state amps.	1.25	B10105 Generator Cut-out	1.95
A1344 Reps. Tailamp Door (chrome)	1.25	PISTONS-WITH PIN-Limited Quantity-.040-.060- .080-Set of 4	10.45 FOB
A13450 Red amber lens, Tail lamps	1.10	B7550 Clutch Disc 9" with spring	6.45
A13450, Red lens (replacements)	.75	A3111 Spindle Bolt Complete '28-'32	5.95
Oil Gauge-Bracket, tube and fittings	5.95	B6135 Piston Pin, Set of 4	3.95
Parts Price List V8 and 4 Cylinder Cars w/pictures	2.95	A5456 Spring Shackle Front Set	2.95
Model "A" Instruction Book	1.00	BB5717 Spring Shackle Rear Set	2.95
A41605 Rumble and deck Handle	4.95	B6312 Pulley (Crankshaft) 2 pc.	2.25
Roadster and Open car outside handles, stainless steel	4.95	A13480 Stoplight Switch Model "B" or '30-'31	1.45
A46206 Rep. outside door handle, non-lock '30-'31	2.25	A13480 Stoplight Switch '28-'29	1.45
A610208ER door opener inside chrome rep. '30-'31	1.50	A13471-B Bracket (rear lamp) on fender	1.50
A64280ER window winder, rep. chrome	1.50	A5261 Muffler Manifold clamp, 2 pc. Cast iron	2.45
A610208ER door inside lift for coupes, sport coupe '28-'31 sedan	1.25	A3435 Radius Rod spring and sleeve, Set of 4 pcs.	1.00
Ford script spare tire cover, mis. emblems	1.00	B172612 Speedometer Cable & Housing '28-'29 and early '30	3.75
Shocks Links, orig. type, 2-pc., w/balls	1.75	B172612 Speedometer Cable & Housing '30-'31 (late '30)	2.25
SHOCKS (Original Model "A") w/arms, Set of 4	48.95 FOB	A1015-P Wheel Puller	.85
A9510 Carburetor Tillotson (a&b) Fords '28-'31 up Draught	9.95	B7213 Gear Shift Ball	1.60
A9510K Repair Kit, 21 pc. carb.	4.85	A82508 Goose Neck	1.95
A9210 Accelerator Pedal	1.45	AB1190 Dust Cap (front hub)	1.00
A9586 Sonith Venturi Tube	1.25	AB1175 Retainer (rear wheel grease)	.95
A9155 Gas Strainer w/glass bowl complete	1.25	AB1197 Retainer (front wheel outer bearing, grease)	.95
A8240 Gas Line w/fittings	1.25	A7506 Shaft Clutch & brake pedal	3.95
A9230 Gas Line Under Tank	1.50	B6319 Ratchet nut (crank shaft)	1.45
B6766 Crankcase Braker Cap w/tube Eliminates oil and carbon monoxide fumes from car	1.45	B8130 Radiator lower nut bolt and spring set	1.25
A11350 Starter Bendix Drive	2.95	A16625 Hood Corners, leather, Set of 2	.75
A11351 Starter Bendix Spring	1.00	A16625 Hood Corners, 2 rubber w/rivet	1.25
A12000 Coil w/clamp	4.95	A17566 Vac. Wiper, trico in mount	6.25
A14403 Wire harness 2 bulb: for headlamps, parking, gen. cut horn, steer post stop light switch and tail lamp, complete unit assembled to switch plate A11673	4.95	A17567 Vac. Wiper, trico out	6.25
		A17568 Vac. Wiper, Vic. 4 dr. '31	7.85
		A17567-T Vac. Wiper, tank Out	1.95
		A16742 Hoodlacing 3/4 wide double head, per foot	.20
		A6005 Front Motor Mount	1.45
		A16742 Hoodlacing Oval, per ft.	.20
		A16071 Fender Welt, per ft.	.15
		A16742, Shell Lacing 5/8 wide double head, per foot	.20
		B1400 Spare tire arm Gromet	.25
		B14577 Frame Clips, Set of 6	.45