MODEL A RESTORERS CLUB
FOUNDED 1952

MARC News

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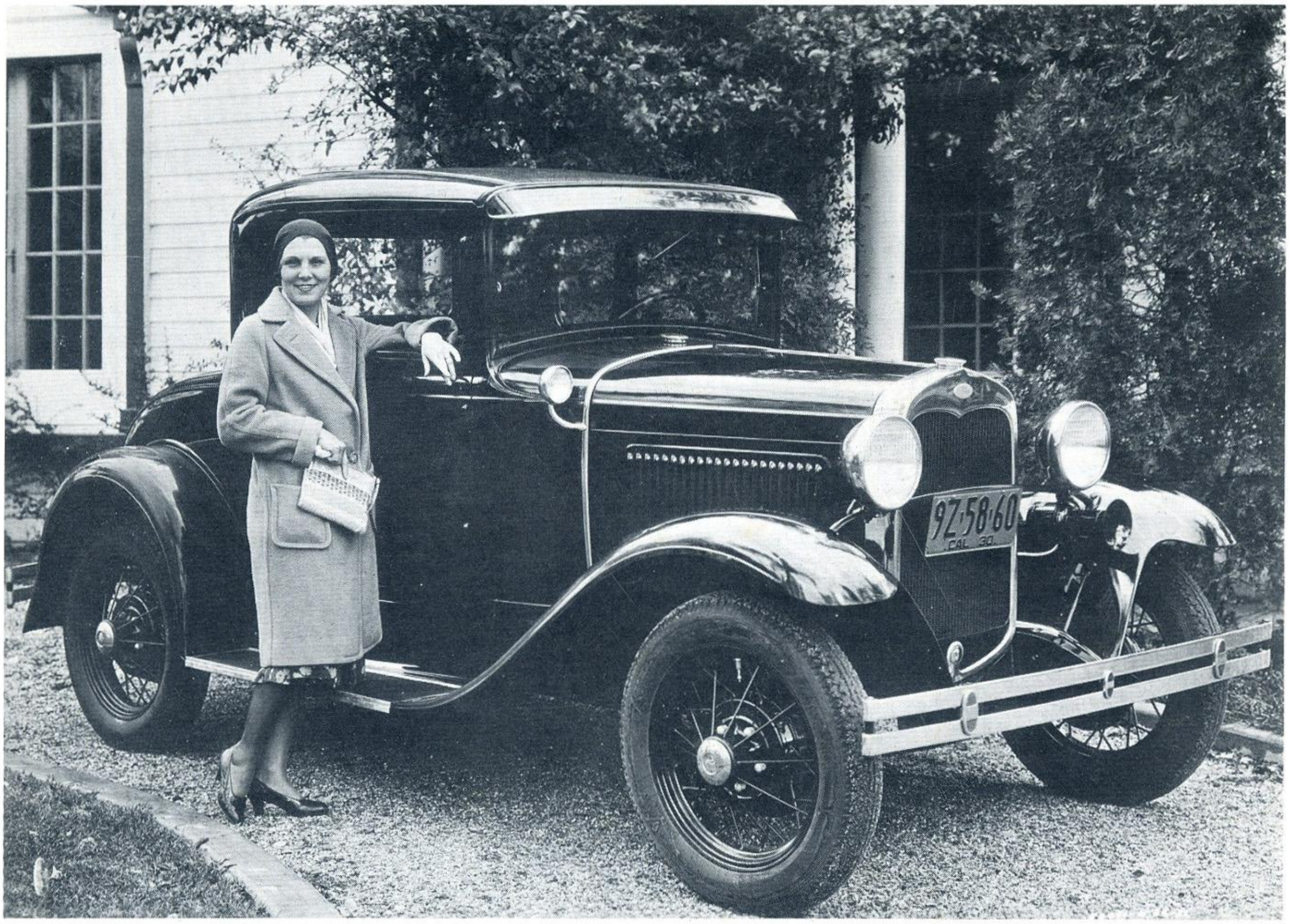

1930-31 FORD COUPE

(See Story Page 8)

San Diego National Meet, Page 5

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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CONTENTS

September-October, 1963

LETTERS TO THE EDITOR ..... Page 3

NATIONAL MEET ..... Page 5

1930-31 COUPE ..... Page 8

CLUTCH CHATTER (Technical Hints) ..... Page 10

"A" GLOBETROTTING ..... Page 11

SHOWCASE ..... Page 12

REGIONAL NEWS ..... Page 17

"A" FLEA MARKET (Classified Ads) ..... Page 19

PARTS LIST ..... Page 21

COVER

Leatrice Joy, a Hollywood star of 1930 is shown with her personal car, a 1930 Deluxe Coupe. A copy may be obtained by sending $1.00 to: Ford Motor Company, Photographic Department, American Road, Dearborn, Michigan. Negative #56671-1.

The next issue of MARC News will be mailed on November 21. All articles and advertisements should be mailed no later than November 1.

LETTERS TO THE EDITOR

Dear Editor:

I am a relatively new member, having joined the Club in November, 1962. I look forward to, and enjoy the News very much. I only wish that it was a monthly.

I would like to see more detailed information on body reconstruction, as this is the biggest and most frequent job encountered in restoration of the "A".

Here is a tip to help in removing and installing transmissions and bell housings; use a heavy duty scissors type jack with a broad face to lift the heavy parts for positioning. Make a short crank handle from ⅜ rod.

I have a 1931 rumble seat coupe which is all "A" except for 16" wheels and V-8 shocks.

Dudley Key, Florida

Dear Editor:

Congratulations on the MARC News. It gets more interesting with each issue. The article "The Working Girl" was especially enjoyable.

Mrs. Grace R. Brigham,
Motormart Publication

BACKFIRE

Dear Editor:

"Who was Thomas Howe?" The March-April issue had an article on how to install a rumble seat which was reprinted from the Ford Dealer & Service Field with comments by Ed Francis. In the original article, the author's name was given as Thomas Howe, one of the Nom-de-plumes I most frequently used when I had too many articles in the same magazine to use my own name. The cuts, in the original story, carried my wife's initials of H.M.F. as she made the sketches for the same article. If you reprint any other articles by Thomas Howe, please use my name instead.

Murray Fahnstock

Dear Mr. Fahnstock:

We are honored to receive your letter and we will be pleased to include your name on any further reprints as well as your wife's initials on the sketches. If you have any suggestions in regard to any of our articles, we will be pleased to receive them.

Dear Editor:

In the May-June issue on page 12 the News stated that the radiator panels on the '31 models were never both the body color. Both of my late '31's (admittedly assembed in England) have both panels the original Chicle Drab body color.

Tom Dobson, Garden Cottage,
King Henry Road, Lewes,
Sussex, England

We are pleased to hear from such a distance on a subject which is very controversial. We cannot give a conclusive answer. The article stated:

(Continued on Page 4)

(Continued from Page 3)

"There is no evidence (on Company file) that a release was ever issued making the lower portion of the radiator shell body color." We, too, have some original models which have the lower panel body color, and we can only conclude that this was done at the direction of the plant manager in order to simplify production.

QUESTIONS

Dear Editor:

I have been a member of MARC since March. I joined the Club with the thought of finding help in completing my 1930 Standard Coupe. I have it complete and running with the exception of paint, glass and upholstery. I want to paint it a combination of Black, Elk Point Green and Kewanee Green. Are these colors original? Straw stripe? What part of the car is painted what color? I am sure the fenders and splash aprons are all Black but what about the remainder of the car. One more question. What is the best way to cut safety glass? I enjoy your magazine very much, keep up the good work.

Joe Stanbro, 203A Choctaw,
Clinton Sherman AFB, Oklahoma

Answers to all your questions can be found in this issue's article "Authentically Speaking" which features the Coupe. Sorry, we can't give any suggestion on cutting glass.

Dear Editor:

I have a 1929 Ford Mail Hack. I would like to know the names of someone who has one so that I could receive help in restoring it. If you know of any books with pictures, etc., which would help me I would like the names. Any help along this line would be appreciated.

Robert R. Hollingsworth,
4114 Jackson, Amarillo, Texas

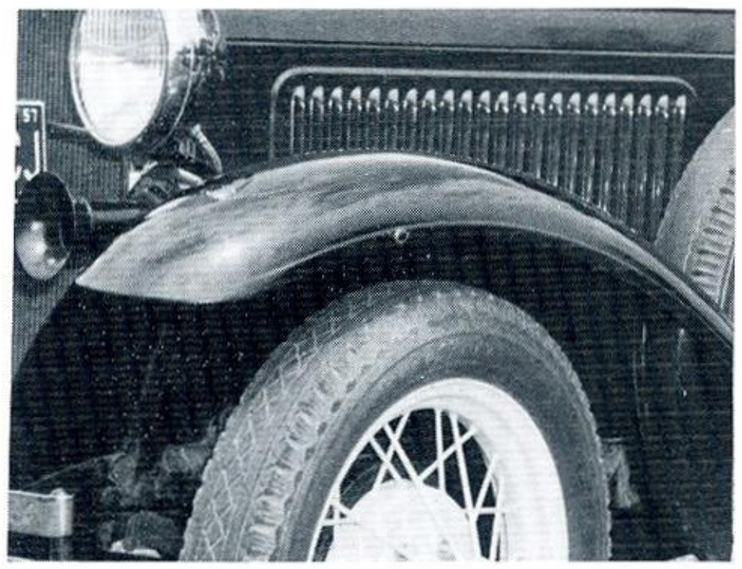
The only person we can suggest is Joe Barnett from Long Beach, California. Does any one else have any information?

Dear Editor:

After several years of searching for a good Model "A" to restore I have finally found a '30 Coupe that I may buy. One of the things that has been holding me back is the front fenders (one welded). The band that runs along the outer edge of the fender does not stop at the front but continues around and ends in the area of the headlight bar. This is the second Coupe that I have seen this type of fender on. Are they original or replacements?

Jim Juett, Cynthiana, Ky.

The 11/16 inch wide by 1/8 inch high band that starts at the running board and runs along the outer edge of the fender terminates and blends into the fender at about 7 inches in front of the fender bracket mounting hole. The wire bead on the bottom edge of that band runs around the front eyebrow and down to where the fender meets the frame. The fenders you have seen have been re-worked or are from another make of car.



A TRIBUTE TO HENRY FORD

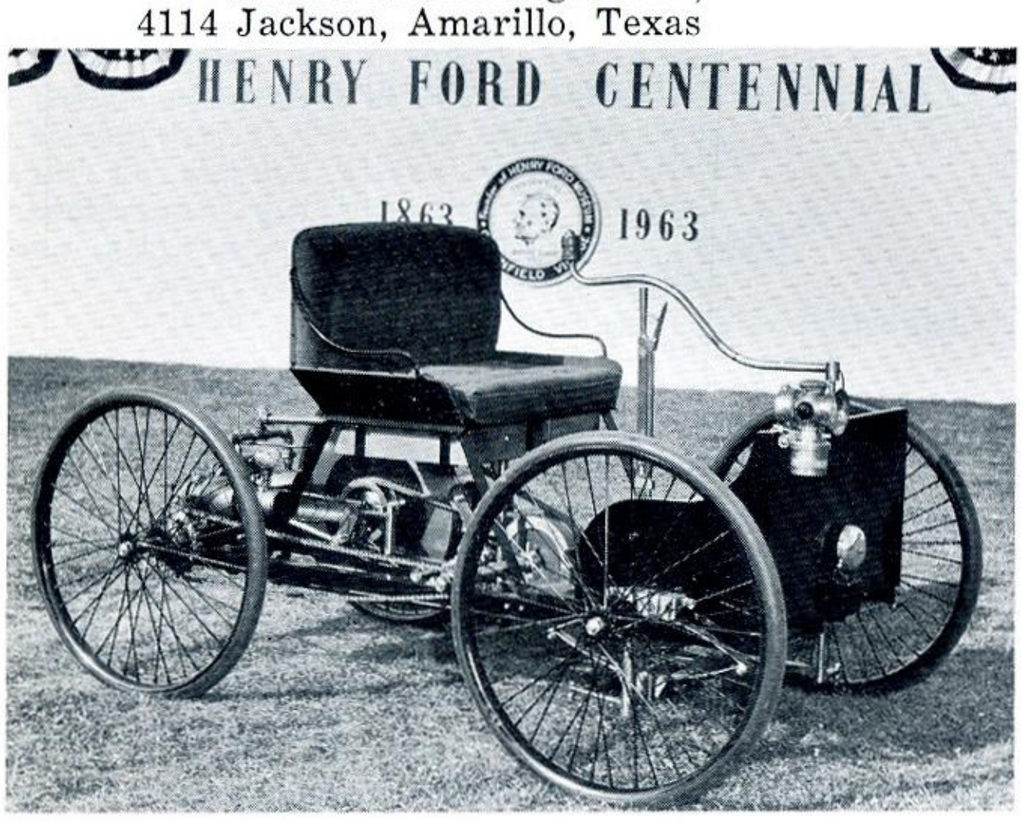
Civic and cultural groups, historical societies and car enthusiasts throughout the nation and the world have joined together this year to commemorate the birth of Henry Ford 100 years ago.

The Centennial observances have served as a reminder to millions of the contributions made by Henry Ford to the way of life they know today.

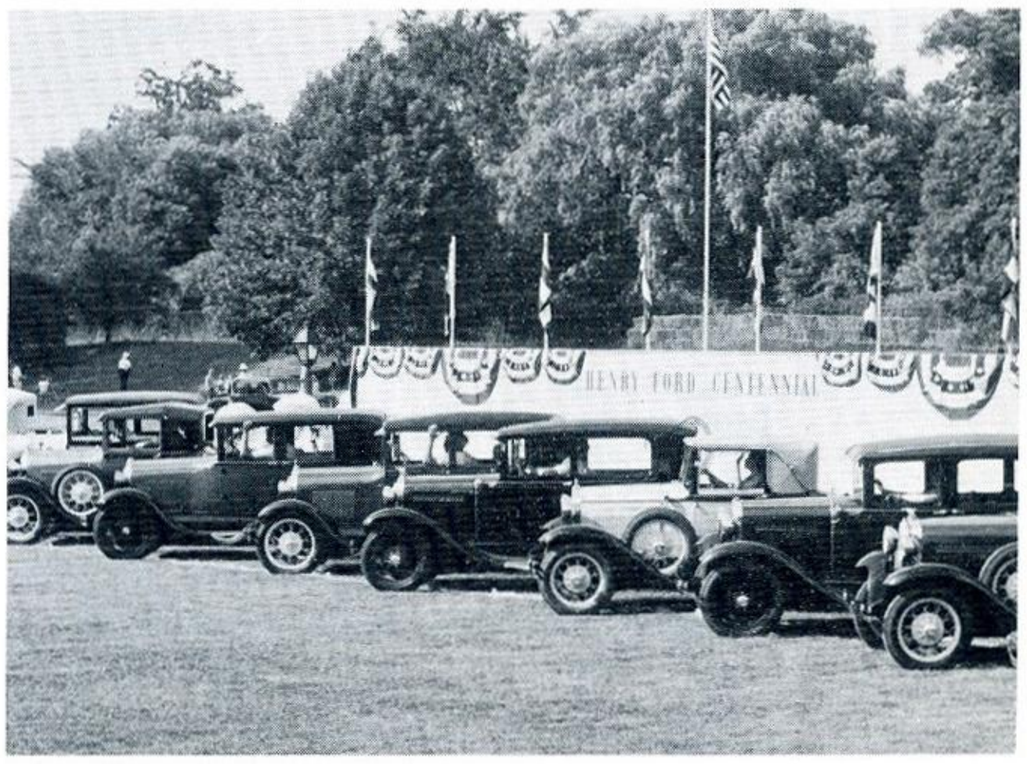
Mr. Ford was born July 30, 1863 on a farm in Springwells which is now a part of the city of Dearborn.

The special four-day celebration from July 27 through 30, included visits to Fair Lane, his former multi-million dollar estate, an evening open house at Henry Ford Museum and Greenfield Village, where tourists and residents alike saw his birthplace, former schools he attended, the jewelry shop where he worked as a young boy, the Edison Illuminating Company where he was employed when he built his first car and a special centennial exhibition "A portrait of Henry Ford" in the Museum. On Saturday and Sunday, July 27 and 28 there was a Pageant "The Creative Years of Henry Ford" in Greenfield Village honoring Mr. Ford's contributions to mass transportation in America. Many MARC members were a part of this pageant. On Tuesday, July 30, a marker was dedicated at his birthsite and another pageant, "The Man From Dearborn" was presented by residents of Dearborn.

Ford Motor Company released a new film "The World of Henry Ford" which is now available to the general public for group showings from the Ford film libraries. The July issue of Ford Times was devoted to the centennial and drew upon the reminiscences of friends, relatives and associates of Mr. Ford to tell his story.



At the request of several members, here is a photograph of the replica of Ford's Quadricycle, built by George De Angelis. A story of his project was featured in the June issue of Popular Science.



Here are a few of the Model "A"s on the field in Greenfield Village during the pageant "The Creative Years of Henry Ford." They helped tell the story of transportation during the years of 1928-1932.

5TH NATIONAL MEET IS FUN FILLED CELEBRATION

By Ellyne W. Bain

For those of you who could not make this event, we will carry you by word and picture through the entire activity.

The pace started to quicken Sunday. Ed Breeden and his wife, Barbara, arrived in the afternoon and the hotel began to fill with Model "A" fans.

Monday Morning—The registration desk was set up in the lounge where the stage was utilized for the display of trophies. There were so many items given away with the registration packet, we developed some very good jugglers.

Picture yourself holding an envelope packet containing a Souvenir Program, ash tray, pen, list of the rules, a card with your entry number, name tag(s), Banquet tickets, Birthday Buffet tickets, brochures of what's doing in San Diego and where to go to see the sights, maps of San Diego and a Schedule of Events. Then you are handed a MARC National Meet sticker, a quart of oil, a can of lighter fluid, another can of utility oil, a package of electrical tape, and while this is balanced, you take the form to fill out to enter the costume judging. Hold it! A model Model "A" is handed to you to take back to 'Junior'. Thus, you registered.

At 8:00 a.m., Jack Zollars, President of the San Diego Region and his wife, Reta, appeared on a 'live' TV program showing era costume and answering questions about the meet. Joe Barnett of Long Beach was then interviewed. He had driven his original mail truck and was dressed in an authentic mailman's uniform. His delivery of the 4′ x 8′ letter addressed to the Meet and Centennial Celebration highlighted the mornings activities.

Most of the new arrivals were kept busy with picture-taking and interviews for the local newspapers and television stations. As more arrived, the Model "A" parked in the hotel garage was a big drawing point. Several of the A's came in with slight difficulties but were quickly fixed. Washing and polishing went on until the wee hours of the morning. The social hour at the headquarters suite was a good get-together though a little tight fit for the size of the rooms, it lent to closer friendships.

Monday, then, was over.

Tuesday started early. We left the hotel at 8:00 a.m. to caravan to the ferry. The open-decked ferry gathered the Model "A's" about her control tower and slipped across the bay toward Coronado. With the police escort, it took but a minute to roll along to the park. There were Model "A's" all over the area and the judging began with no delay. With hot dogs, coffee, and pepsi-cola at a refreshment stand, the morning flew by. At 1:00 p.m. the U.S. Navy sent two buses to pick up the interested tourists and, because of the number, they had to make a second trip. The first stop was the U.S.S. Ticonderoga CVA-14. Some fast facts about the "Big-T"—overall length 912′+, extreme width 187′+, 3,000 officers and enlisted men. Because the Navy was so thorough in its tour, there was not enough time to tour the entire base.

The Mayor of Coronado presented the Meet with an award of merit for our activities. The balance of the afternoon in Coronado was spent taking pictures of each individual car as they received their Dash Placque. It might interest some to know that the Master of Ceremonies, Jack Zollars, sat on the back of a Model "T" truck equipped with a player piano and a loud speaker. This truck was loaned to the Meet to use anytime it was needed, by a local "Mickey Finn" establishment of unusual entertainment.

The tour back to the hotel was "each on his own" boarding the ferry for all the ferry's were in operation. There was a "Rest and Dress Hour" in there somewhere but it was lost in the activities. The Social Hour began at 6:30 with a grand opportunity to get acquainted with all the newcomers. Some were still arriving during the day.

The costume judging went fast considering the number of entrants and most of the costumes were unusual. Even Joe Barnett modeled his postman's costume. The Buffet Dinner, sponsored by the Ford Motor Company, was good and filling. Most of us ate so much we were unable to eat seconds when the Birthday Cake was brought out later in the evening. This cake was decorated with a gold Model "A" model, blue lettering with gold trim on white icing. Beautiful!

The Birthday Program began with an introduction by the Meet Chairman Lambert Dial who read a giant postcard from all the members of the New Florida Region, and a letter from Mr. Henry Edmunds, of Ford Motor Company, apologizing for not attending the Meet because of business in Dearborn. A telegram from San Diego's Mayor Charles Dail was read, as well as a letter from California's Governor Brown and a letter from the

Our Senior Participant from Los Altos, California, Arthur Grant is 75 years young.

A ferry load of Model "A's" coming into the slip at Coronado.

White House written for the Presirent by Ralph A. Dungan, Special Assistant to the President, commending our keeping the American heritage alive with our hobby.

Mr. Ivor DeKirby, Vice-Mayor and City Councilman of San Diego, presented the traditional "Gold Key To The City" to Ed Breeden. There were short talks from Ed Breeden, Harry Hocker, President of the Model "A" Ford Club of America, and Bill Friar, "Wagonmaster" of the cross country trip.

The entertainment — the Charleston by Etta Francisco and several musical numbers by a four piece group, was broken between each number by a drawing for door prizes. Fifi la Flapper, direct from Paris, did "her" impression of the Charleston and with the French accent, "oui-la-la."

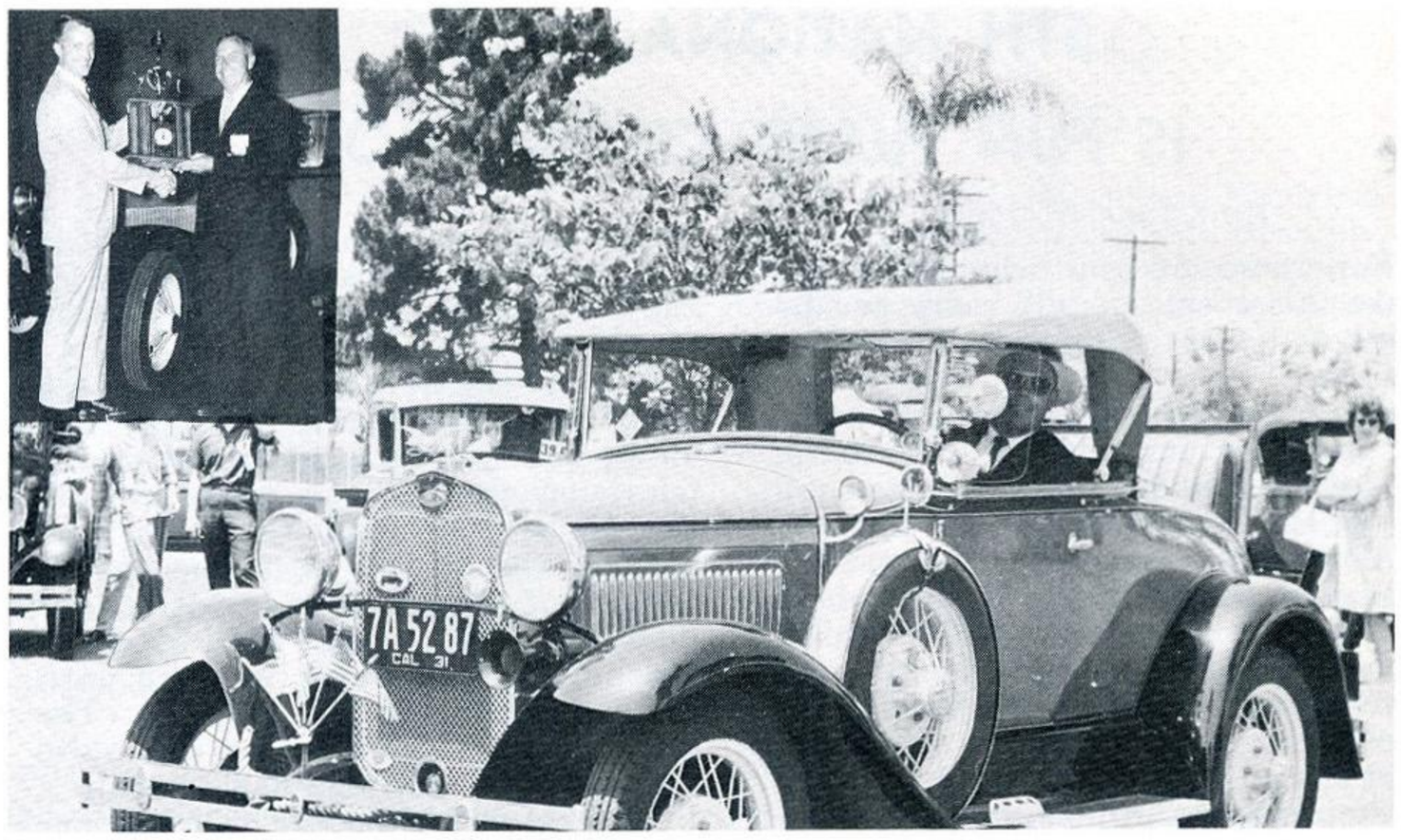
After the film of the assembly line and testing of the Model "A" was shown, the meet retired to the Headquarters Suite and the sardine method was used to pack the celebrants in the rooms.

Wednesday also began too early. The bus for Disneyland left at 8:00 A.M. but those taking the local tour had an extra hour for a busier day. The tour started with a small group but picked up "A's" all along the route and some, who could not start with the tour, met the group at noon and went on from there. This, too, was an unusual event, for San Diego has so much past history to see in living museums and preserved history. Others took the boat tour around the San Diego Bay.

Again that "Rest and Relax Hour" seemed to vanish before it arrived but at a little after 7:00, the San Diego Region modeled fashions of the era. Outfits for sports, gym, swimming, golf, daytime or street ensembles, afternoon, dinner, and the evening or formal gown was shown with a full complement of accessories. The men's costumes interspersed the women's, making a complete variety. There naturally were a few "hams." Ted Gooding, while modeling his bathing suit, fell into the pool and wouldn't you know he couldn't swim and had to be rescued. Jim Bain swung a golf club (knows nothing about golf!), Reta "gym-posed" her gym outfit, and Ellyne Bain just hammed it up.

Upon completion of the style show, the banquet room was opened and all found tables and dinner was served. There were speeches by Ed Breeden, Harry Hocker, Bill Friar and Jack Zollars acted as Master of Ceremonies.

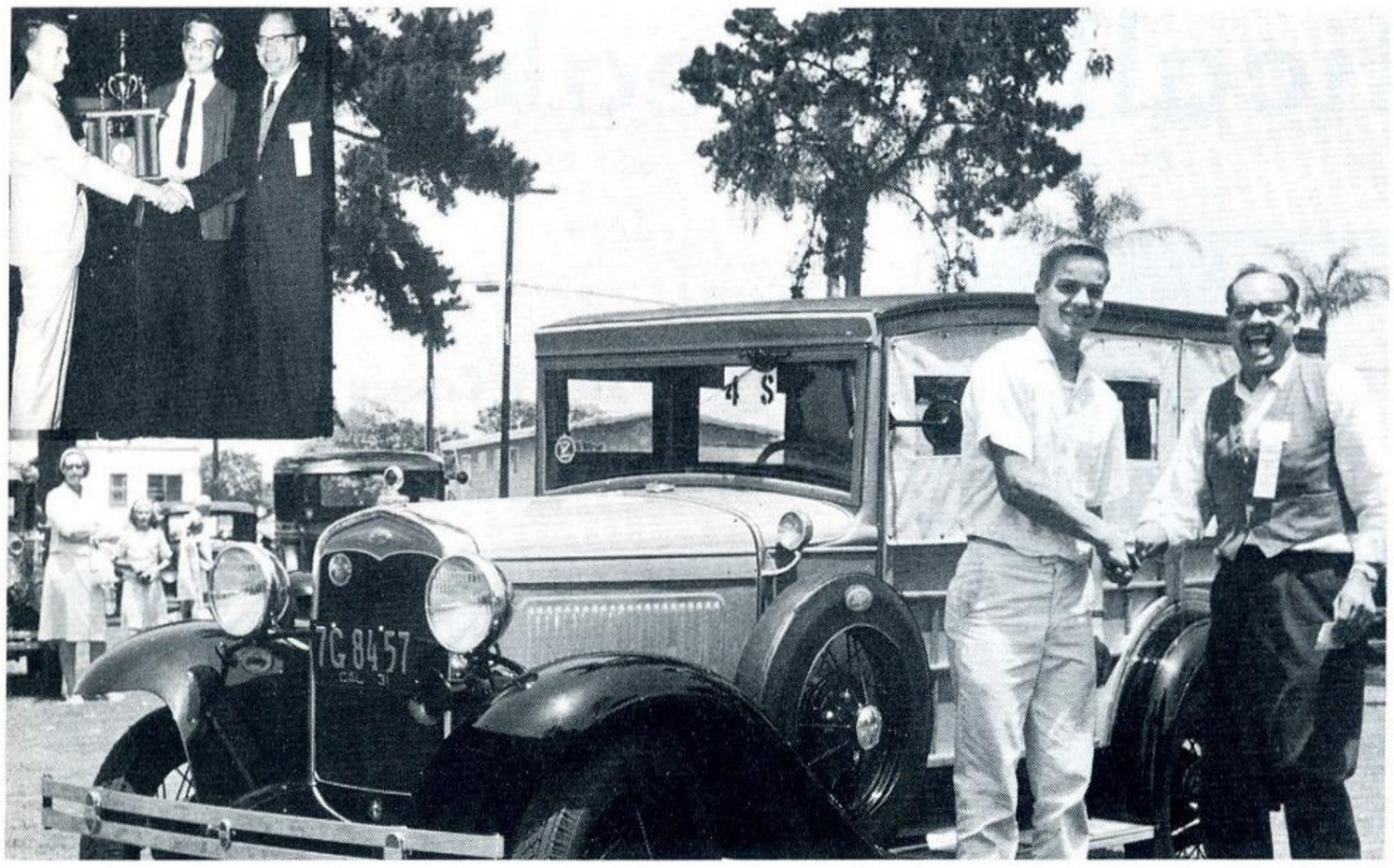
The essence of Ed Breeden's talk was: First, the unbelievable Meet being put on in San Diego. He had asked Lambert Dial, Chairman of the Meet Committee, to be sure to have some activity going all the time so no one would have to just stand around with nothing to do. This request he almost regrets having made for he hadn't been able to stop, sit-down, or



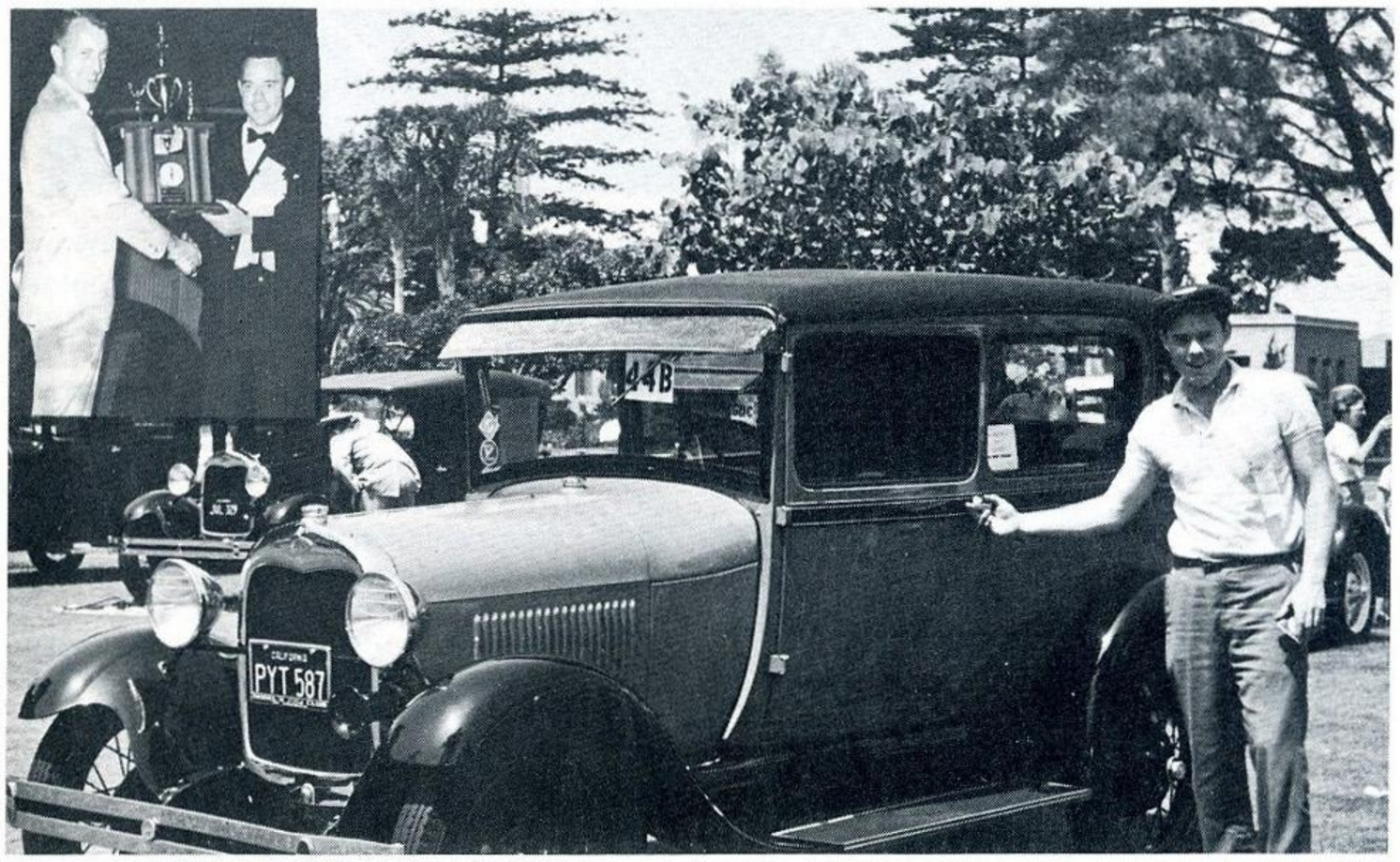
1ST PLACE — 1930-31 OPEN. BILL DELL of Hayward, California.

1ST PLACE — 1928-29 OPEN. Joe Crum and his 1928 Phaeton from Oceanside, California.

1ST PLACE— 1930-31 CLOSED. Rodney Gott of Long Beach, California.



1ST PLACE — STATION WAGONS. J. D. Lucas of Arcadia, California, his son and their 1931 Station Wagon.



1ST PLACE — 1928-29 CLOSED. Ed Ingram and his 1929 Sedan from Glendale, California.

1ST PLACE — COMMERCIAL. Bill Friar and his daughter Rosemarie drove from Riverside, Illinois in this 1931 Pickup.

relax since Sunday evening. Second, he asked for a standing ovation for the Meet Committee who had planned and carried out this best, most outstanding Meet he had ever attended. Third, he asked for each club member to think about the potential of one Model "A" Club, the potential of the publication, the potential of events, information, assistance. He asked for letters expressing ideas of how this could be accomplished. Suggestions for the proper manner to start the ball rolling.

Bill Friar again spoke, interspersing his bits of information with a few typical "Friar" sayings. When Harry Hocker got up to make his talk, he remarked that Ed Breeden must have read his speech over his shoulder for he, Ed, had just said everything that he, Harry, had prepared to say. After introducing his wife to the group, he turned the proceedings over to Jack Zollars.

The Costume awards were given first with Mrs. Breeden and Mrs. Hocker making the presentations. Jack Zollars made the announcements of the winners. There were door prizes drawn between almost every type of trophy.

The Special Awards were then distributed by Mrs. Breeden and Mrs. Hocker. Just a little about these Special Awards. Joe Barnett, with the Most Newsworthy, was just that. He had been on call for pictures and interviews for everyone wanted "Joe" and his Mail Truck on film. Fitz Stevens, Jr. with the two neighbor boys, covered the most miles with the most passengers, driving from Massachusetts. Fitz also received the "Old Faithful" award. He has attended every MARC National Meet to date. This is some record.

Louis McNairy, with the Roughest Car, was the typical bare-footed, hillbilly and his car was a close replica of the "Depression" era when migrants left the dust bowl and went west. Arthur Grant, our Senior Participant, from Los Altos, California is 75 years young. The Foreign Entry, given to William Jenkins of Toronto, Canada, was a little nudge to interest more of our Foreign Model "A'ers" to participate in the activities.

The award we did not like to give was to Jack Larson, Jr. of Stafford Springs, Conn., who started, but broke down in New York. He called his grandmother, who lives in New York, and she loaded him in her car and out they came to participate in the activities.

Bill Friar was given a "Wagonmaster" trophy by Margaret "Hot Rod" O'Brien, for his efforts to get a caravan started across country.

The awards for the Model "A" Miniatures were presented to the parents of the assemblers. I guess you know

(Continued on Page 15)

Authentically Speaking

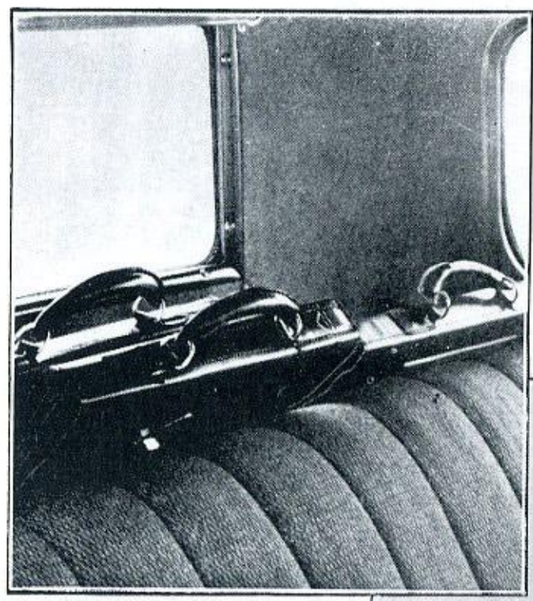
or

As Mr. Ford Built the "A"

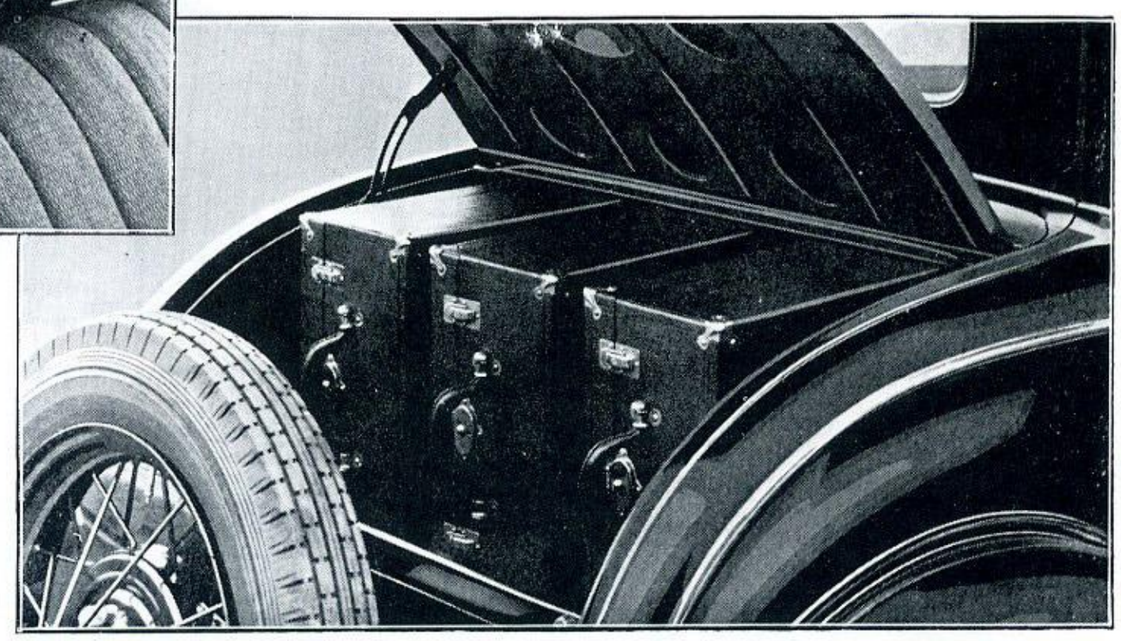
One of a series of articles describing the body colors, interior trim schemes and chassis changes that were incorporated in the Model "A" at the time of its production.

by Edward Francis

and George DeAngelis



1930-31 Coupe



More than any other body style, the coupe was designed as "A very appropriate car for business or professional men." By 1930 the ads boasted of an adjustable driver's seat with deep and durably upholstered cushions and a rear deck space that accommodates 14 cubic feet of luggage or equipment through an opening 35⅜ inches wide. If the car was to carry bulky or heavy equipment in its use, it was not unusual for its purchaser to order it with such modification as a sedan rear spring, to insure satisfactory riding qualities under full load, and transferring the spare tire to the left front fender well to permit easy access to the rear storage space.

The couple was also designed to attract the professional women. An ad for the new 1931 DeLuxe coupe read as follows:

"Women particularly appreciate the delightful appointments and rich finish. There is a choice of brown mohair or deep tan Bedford cord upholstery. The capacious seat may be quickly adjusted to the desired position for complete driving comfort. There is a parcel shelf behind the seat and ample space for week-end luggage in the rear deck. Here is a car for traffic and crowded parking spaces — alert, capable and easy to control."

For those who loked upon the coupe as a "personal car" a rumble seat could be ordered and in late 1931 a roll-down back window was available at extra cost. In addition safety glass was made standard on the back window on all cars with rumble seat and for an additional $15.00, safety glass could have been had on all windows if specified at time of purchase.

In comparison to the 1929, the 1930 coupe was entirely new in design, with a lower roof line by 1½ inches. French roof quarters emphasized the low effect and the long lines of the new molding treatment. Lowering the roof line did not reduce the headroom inside because the seat cushion was also lowered. In addition there was the new treatment in the contour and sweep of the body, entirely new moulding treatment and a streamlined flow of the new fenders.

The standard coupe sold for $495.00 and its weight was 2257 pounds. Standard items included the usual items such as shock absorbers, shatterproof glass windshield, automatic windshield wiper, etc. In addition it had a parcel shelf and a hand screw type adjustable front seat with a movement of 3 inches. In mid 1930 a new seat was released. The back was made 1 inch higher or 2½ inches above the package tray. During July 1931 the seat adjustment mechanism was changed to a ratchet type and it could be actuated while the driver sat on the seat. This change was made on all adjustable seat cars.

The DeLuxe coupe was announced in February of 1930 but production did not get underway until March during which time only 503 were built. It included all items of the standard coupe plus cowl lights and dome lights as standard equipment and its weight was only 8 pounds more than the standard. Sale price was $545.00. There was a customer option of three interior trim schemes, scroll type hardware and mahogany garnish molding. In addition, we must keep in mind that many accessories were available for both the standard and deluxe at extra cost.

Body color combinations for the coupe were many and a careful study of the color chart should be made. It can be noted that the same colors were available for the standard and deluxe in some combinations while Brewster Green and Ford Maroon was released for deluxe only. Also, note that in 1930 the reveals were painted lower body color, but in 1931 on some color schemes the reveals were painted upper body color.

Until July of 1930 the standard coupe was available in only two interior trim schemes, gray check and cobra cross grain. A third, brown small check, was released in July and brown hairline stripe was released with the 1931 models.

The deluxe coupe was released with brown mohair and brown Bedford cord. In mid 1930 brown broadcloth was added and with the introduction of the 1931 models, tan broadcloth was made available.

In June of 1931 the "Ford Dealer and Service Field" carried the following ad:

"New Jeffco mechanical rear window operating unit for easy communication with passengers in rumble seat. Works real glass up and down the same as door glass. Becomes part of car with upholstery to match. Installation amazingly simple. Fits all coupes from 1928 to 1931."

Jefferson Auto Top Company
1061 Dwight Street
Springfield, Massachusetts

A month later Ford Motor Company introduced a movable rear window for rumble seat coupes at customer option but to be installed at the factory. The company discouraged dealer installation due to time and cost of such installations. Some of the assembly plants stocked more windows than were being ordered and late in 1931 these windows were being installed on

(Continued on Page 9)

1930 EXTERIOR BODY COLORS (Standard and De Luxe*)

Lower Body	Reveals	Upper Body, Belt & Moulding	Stripe
Andalusite Blue	Andalusite Blue	Andalusite Blue	French Gray
Elkpoint Green	Elkpoint Green	Kewanee Green	Apple Green
Copra Drab	Copra Drab	Chicle Drab	Straw
Thorn Brown	Thorn Brown	Thorn Brown	Orange
Brewster Green*	Brewster Green	Black	Apple Green

*De Luxe Models Only

1931 EXTERIOR BODY COLORS (Standard and De Luxe#*)

Lower Body	Reveals	Upper Body, Belt & Moulding	Stripe
Thorn Brown#	Black	Black	Straw
Lombard Blue#	Black	Black	French Gray
Chicle Drab	Copra Drab	Copra Drab	Straw
Kewanee Green	Kewanee Green	Elkpoint Green	Apple Green
Black	Black	Black	Apple Green
Ford Maroon*	Ford Maroon	Black	Vermilion
Brewster Green*	Brewster Green	Black	Apple Green

Wheels were painted same as stripe color after June, 1931.
#Standard Models Only
*De Luxe Models Only

COUPE STANDARD TRIM SCHEMES

Interior Trim Scheme	Back, Qtr. Door, Package Tray Roof Rail, Windshield Header	Seat	Rumble Seat	Windlace	Headlining	Cardboard Cowl, Seat Back, and Deck Sides	Floor Front and Rumble	Garnish Mouldings	Curtain	Cord
Gray Checked	Gray Sidewall Cloth	Gray Checked Body Cloth	Brown Black Cross Grain Artificial Leather	Gray Worsted Cloth	Gray Napped Cotton Headlining Cloth	Brown Black Cross Grain Waterproof Cardboard	Black Rubber	Gray	Gray Silk	Gray Braided
Brown Small Checked	Brown Sidewall Cloth	Brown Small Checked Body Cloth	Spanish Brown Artificial Leather	Brown Worsted Cloth	Brown Napped Headlining Cloth	Deep Brown Crush Grain Waterproof Cardboard	Black Rubber	Maroon	Brown Silk	Brown Braided
Cobra Cross Grain	Brown Black Cross Grain Artificial Leather	Brown Black Cross Grain Artificial Leather	Brown Black Cross Grain Artificial Leather	Brown Black Cross Grain Artificial Leather	Brown Black Cross Grain Artificial Leather	Brown Black Cross Grain Waterproof Cardboard	Black Rubber	Gray	Gray Silk	Gray Braided
Brown Hairline Stripe #	Brown Sidewall Cloth	Brown Hairline Stripe Body Cloth	Spanish Brown Artificial Leather	Brown Worsted Cloth	Brown Napped Headlining Cloth	Deep Brown Crush Grain Waterproof Cardboard	Black Rubber	Maroon	Brown Silk	Brown Braided

Hardware (door & window handles, etc.) — nickel plated on all standard models
Released with 1931 models

COUPE DELUXE TRIM SCHEMES

Interior Trim Scheme	Back, Qtr., Door, Package Tray, Roof Rail, Windshield Header	Seat	Rumble Seat	Windlace	Headlining	Cardboard Cowl, Seat Back, and Deck Side	Front Floor*	Garnish Mouldings	Curtain	Cord
Brown Mohair	Brown Mohair	Brown Mohair	Spanish Brown Artificial Leather	Worsted Pattern To Match Body Cloth	Brown Mohair	Deep Brown Crush Grain Waterproof Cardboard	Brown Carpet	Mahogany	Brown Silk	Brown Braided
Brown Bedford Cord	Brown Bedford Cord	Brown Bedford Cord	Spanish Brown Artificial Leather	Worsted Pattern To Match Body Cloth	Brown Bedford Cord	Deep Brown Crush Grain Waterproof Cardboard	Brown Carpet	Mahogany	Brown Silk	Brown Braided
Brown Broadcloth	Brown Broadcloth	Brown Broadcloth	Spanish Brown Artificial Leather	Worsted Pattern To Match Body Cloth	Brown Broadcloth	Deep Brown Crush Grain Waterproof Cardboard	Brown Carpet	Mahogany	Brown Silk	Brown Braided
Tan Broadcloth#	Tan Broadcloth	Tan Broadcloth	Spanish Brown Artificial Leather	Brown Pin Seal Grain Artificial Leather	Tan Broadcloth	Deep Brown Crush Grain Waterproof Cardboard	Light Brown Carpet	Mahogany	Tan Silk	Tan Braided

Released with 1931 models
* Rumble seat floor was black rubber on all coupes
Hardware (door & window handles, etc.) — Butler finish on all deluxe models

(Continued from Page 8)

all coupes, whether they had a rumble seat or not.

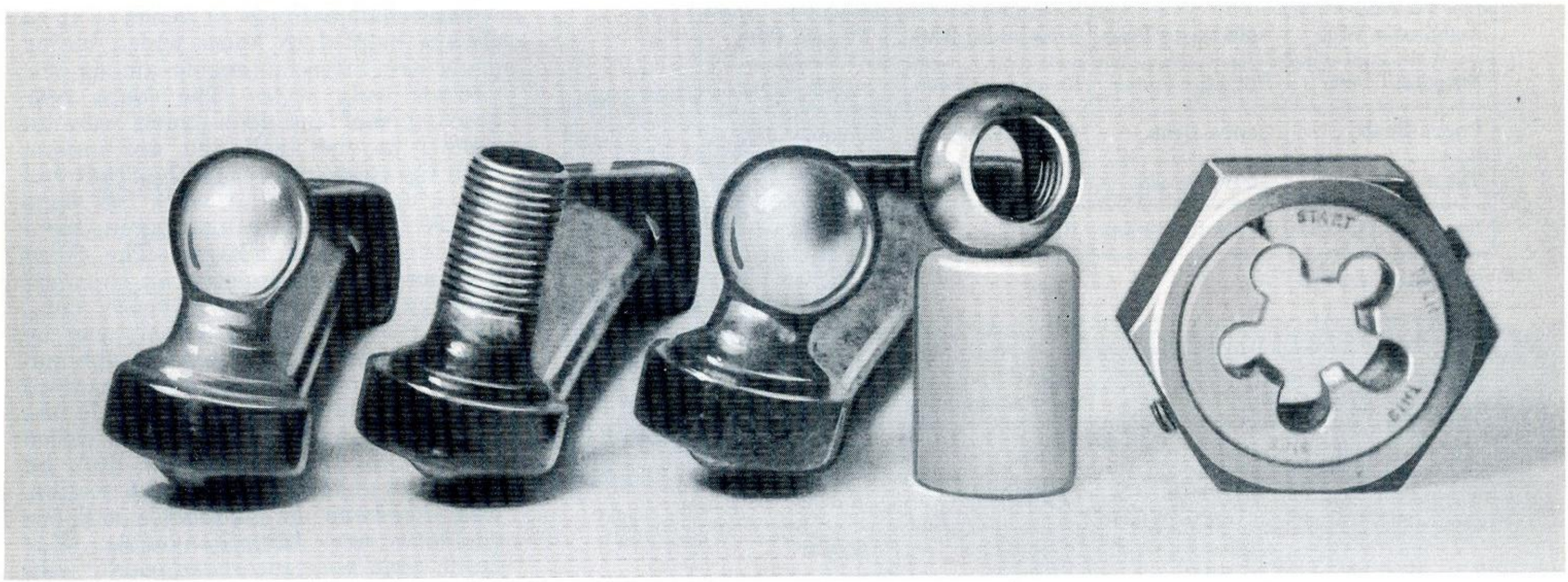
Interchangeability of parts — It is always helpful to know which major parts are interchangeable among the various body styles. The coupe rear quarter, roof and door panels were all welded in one shell and are unique with the coupe, however, the front end panel, cowl and pillar were the same as the cabriolet, station wagon, town sedan and panel delivery. The front door assembly, complete, can be interchanged with the sport coupe only, while the door lock assembly can be interchanged with the sport coupe and tudor sedan and the outside door handle is interchangeable with the sport coupe, tudor sedan and the closed cab pick-up truck. The rear deck lid for the trunk, or rumble seat section, was the same on all models and the cushions are interchangeable. The front seat was interchangeable with the sport coupe and cabriolet only, keeping in mind that there were two different seat back sizes produced.

For those who wish to convert a Standard Coupe to a Deluxe Coupe, there is no problem in installing cowl lights. The dome light, which is the only other distinguishing feature between the Standard and Deluxe Coupe, can also be easily installed since the top bows on both the Standard and Deluxe Coupe had been pre-drilled for the wiring.

Production figures show that the lion's share of the coupes were produced in 1930 with April as the best month. Total figures for 1930 were 226,027 standard units and 28,937 deluxe. In 1931 the figures were 79,816 standard and 23,067 deluxe.

Rear view of Coupe showing color separation.

CLUTCH CHATTER . . . TECHNICAL HINTS



REBUILDING A STEERING GEAR BALL

By BRUCE WEST, Wisconsin Region

The photo shows 3 stages in the rebuilding of a steering gear arm, although it can be done with any of the front end parts. No welding is involved, which removes worries about brittle steering parts.

The first step is to inspect the part. If the spherical bearing surface is like the one on the left, saw and file the old ball away to leave a smooth, straight ⅝" shaft. Then get a few 1" ball bearings (the ones I got cost 40c each). Heat one cherry red and let it cool slowly by burying it in a handful of rockwood. This will make the ball soft enough to drill 9/16" and tap ⅝". Then thread the shaft you made with a tight fitting thread far enough down so that when the new ball is screwed on hard it will give a smooth surface on the top. For part A-3131-B there isn't room to swing a regular die handle, but a holder can be made from a big nut and turned with a wrench. To lock the new ball in place, drill a ⅛" hole parallel to the threads and exactly on the joint between the shaft and the ball. Drive in a tight steel pin and grind the top smooth. The ball is still plenty hard and rehardening is risky since it may become britle.

HEAD GASKETS

The following hint was received from John Giesen, Mount Vernon Region. When putting on a new head gasket, tighten the head bolts in this order:

→

13 9 6 10 14
5 2 1 3 4
12 8 7 11

Tighten the bolts two or three times (in numerical order), then run the car a few hours and take up on the bolts again. If the bolts are taken up in this way the gasket will set and reduce the possibility of a water compression leak.

This information was submitted to Engine and Foundry Engineering of Ford Motor Company and it was agreed that the order of tightening the head nuts is good and would be recommended if the engine was produced today. Since the studs are not heattreated the torque recommended would be 45 to 50 pounds.

MORE INFORMATION

The Ford Motor Company in Ford Service Bulletins with regard to tightening head nuts made the following recommendations:

February, 1928

To prevent any possibility of water leak developing between cylinder head and block, make certain that cylinder head nuts on all new cars are pulled down tightly, particularly the cylinder head nut that holds down the ignition lock conduit.

October, 1928

A blown-out cylinder head gasket can invariably be traced to failure to securely tighten cylinder head nuts, particularly during the first 50 miles a new car is driven. During this period the new cylinder head gasket becomes slightly compressed. As a result all of the cylinder head nuts can be taken up several times until the gasket obtains a permanent set. This also applies when a new cylinder head is installed in an old car.

After completing a drive-away trip, instruct your mechanics to go over all of the cylinder head nuts and see that they are securely tightened. An additional check should also be made before delivering the new car to the owner, and again when the car is brought in for inspection.

The nuts should be tightened with the engine thoroughly warmed up. When tightening the nuts it is of course understood that excessive force should not be applied, as there would be a possibility of damaging either a stud or a nut.

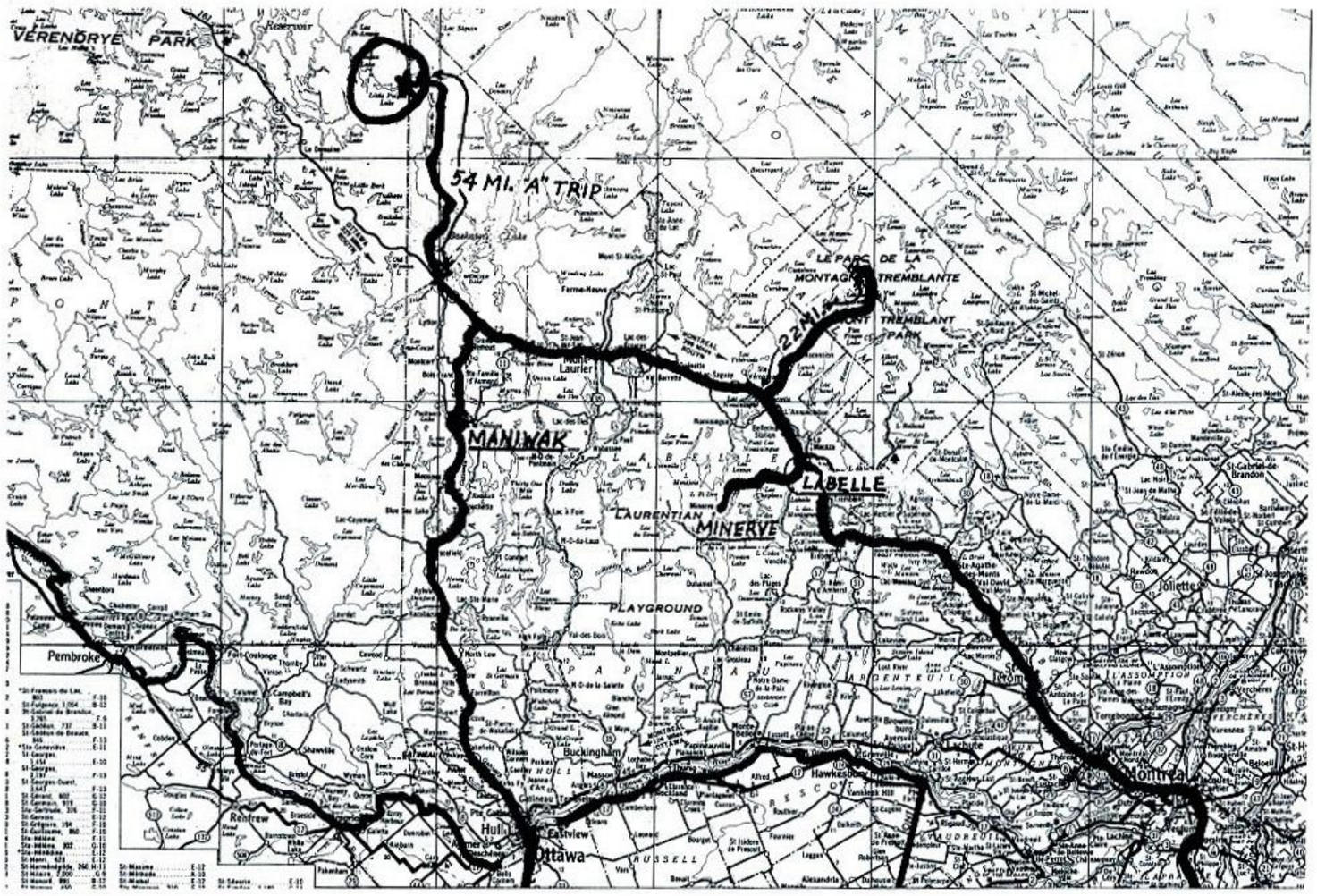
September, 1929

Before replacing a cylinder head, pour at least a tablespoonfull of engine oil around the edge of each piston to insure sufficient lubrication when engine is started. When engine is thoroughly warmed up all cylinder head nuts should be taken up slightly. The operation should be repeated several times especially during the first 50 miles the car is driven. Attention to this detail lessens the possibility of a cylinder head gasket blowing out. *Ed Francis*

NEW PAINT

For a truly gasoline and antifreeze-proof paint for carburetors, engine pans, etc., try the epoxy type. Fischer Scientific, 1458 Lamon Avenue, Chicago 51, sells the clear, unpigmented type in a two-part quart can for $3.65 plus shipping. Catalog No. 13-313-10E. A special thinner is required which sells for $1.75 per quart, Cat. No. 13-313-12. It's easiest to buy the clear paint and add lampblack for a glossy black, or other dry colors to make an engine paint. Colors in oil will not work with this type of paints. This paint is tricky to spray and must be thoroughly rinsed from the gun since it is resistant to ordinary solvents when set. For small jobs on rough surfaces such as cast iron, brushing works well. *Bruce West, Wisconsin Region*

"A" GLOBETROTTING



Canadian Wilderness by Model "A"

By HOWARD B. ETTS, Hudson Valley Region

REPRINTED FROM "The Flying Quail"

Two years ago two friends and I took a trip from Poughkeepsie, N. Y. to the Province of Quebec, Canada in pursuit of Great Northern Pike and Lake Trout. My Model "A" was towed along with the idea of using it to go off the main road where a modern car could not go.

We went up the Thruway as far as Utica and headed further north across the Thousand Island Bridge to Manawaki. From there we drove 180 miles further north at a good speed of 50 miles an hour until we reached La Verendrye Park, a game preserve, where we had to register. We received many comments on the car that had been following us and the car could have been sold right there.

We unhitched the "A" at the gate, filled up with gas plus an extra five gallons in a spare can. The final test was soon to start. If anyone has ever seen Canada's log roads, then one can imagine how rough they are. Our destination was the end of the road, 54 miles back in the bush. We hoped that we could use the shack on the lake, otherwise we would have to camp out in a tent and hope that it didn't rain.

The first ten miles were all cobble stones, pot holes, and in some areas soft sand. We did not see a living soul for the first 25 miles where each knoll was the same as the one that was passed miles ago. In some places the beavers had built dams and the road was flooded. The Model "A" traversed all these hazards without as much as a skip from the motor. Finally as we came over one knoll and in the gully we met two old natives who were as mossy as the surrounding country. They were cutting wood and patching the roof. I imagine they must have run out of buckets. We knew just enough French to understand that they were predicting a storm for that night. The sky was perfectly clear without a cloud and we reached a speed of 30 miles an hour in some places. In one spot a wolf jumped out in front of the car and we tried to run him down before he wisely jumped into the woods.

The odometer finally reached 50 miles and then we figured it wouldn't be long before we should see some kind of a lake and an old shack. We finally came to the water and the end of the road where a shack stood that we could see right through its walls. We were here only a few minutes when two Canadians, the owners, came up the lake in a diesel tug.

On the back of the "A," in a special box on the luggage rack, was all of our canned goods and a cooler with some iced beer. We passed out the beer and the time of day with the Canadians and soon the old shack was ours for as long as we stayed. Contrary to most fishing stories, we did not have fish for supper that night. The rest of the day was spent getting our gear in shape and preparing for fishing the next day. Canadian daylight is long especially that far north and it didn't get dark until 9:30 p.m. There were a couple of bed springs in the shack, but the floor seemed more desirable to me, so after filling the air mattress we were soon asleep.

Something unusual awakened me. It turned out to be my partner with the flashlight turned on. The wind was blowing at hurricane force and the shack was vibrating from top to bottom. One window sash and frame blew out and landed between us. My partner was out of his sleeping bag and standing up. It was a funny sight to see him in the dim light with his long John's reflecting in the shadows. The big concern was that the shack could end up in the lake. We finally decided to stay in the sleeping bag and if the shack did go in the lake we always had our air mattress for a life preserver.

The next morning we were up at daylight drying out with a fire. Our thoughts kept going back to the old timers who had predicted the storm.

The rain stopped and we fished for four days in the area. As this is a Model "A" story, only the highlights will be brought out and the quantity of fish will not be mentioned, as most fisherman are liars and you would not believe me anyway.

The general manager of the logging operation wanted to buy my "A" and pay my expenses home. You all know what the answer was.

The return to civilization was uneventful except that we chased another wolf about ten miles from the main road. As I was glancing at the odometer to see how far we were from a hot shower and a change of clothes, a huge bull moose decided to cross the road. The moose was so large that he covered the vision of the whole windshield. We stopped, but the moose kept going, not even taking time to admire my new motor meter. We could hear him stomping through the bogs about five minutes after he passed. It is probably a good thing that I didn't blow my aogah horn at him—he might have accepted the challenge. We cleared the gate and were soon back to TV and our hot showers.

The next day my two friends left for the states and as five days remained of my vacation, the Model "A" and I decided to stay.

I picked up a guide who I knew and started for another park area near

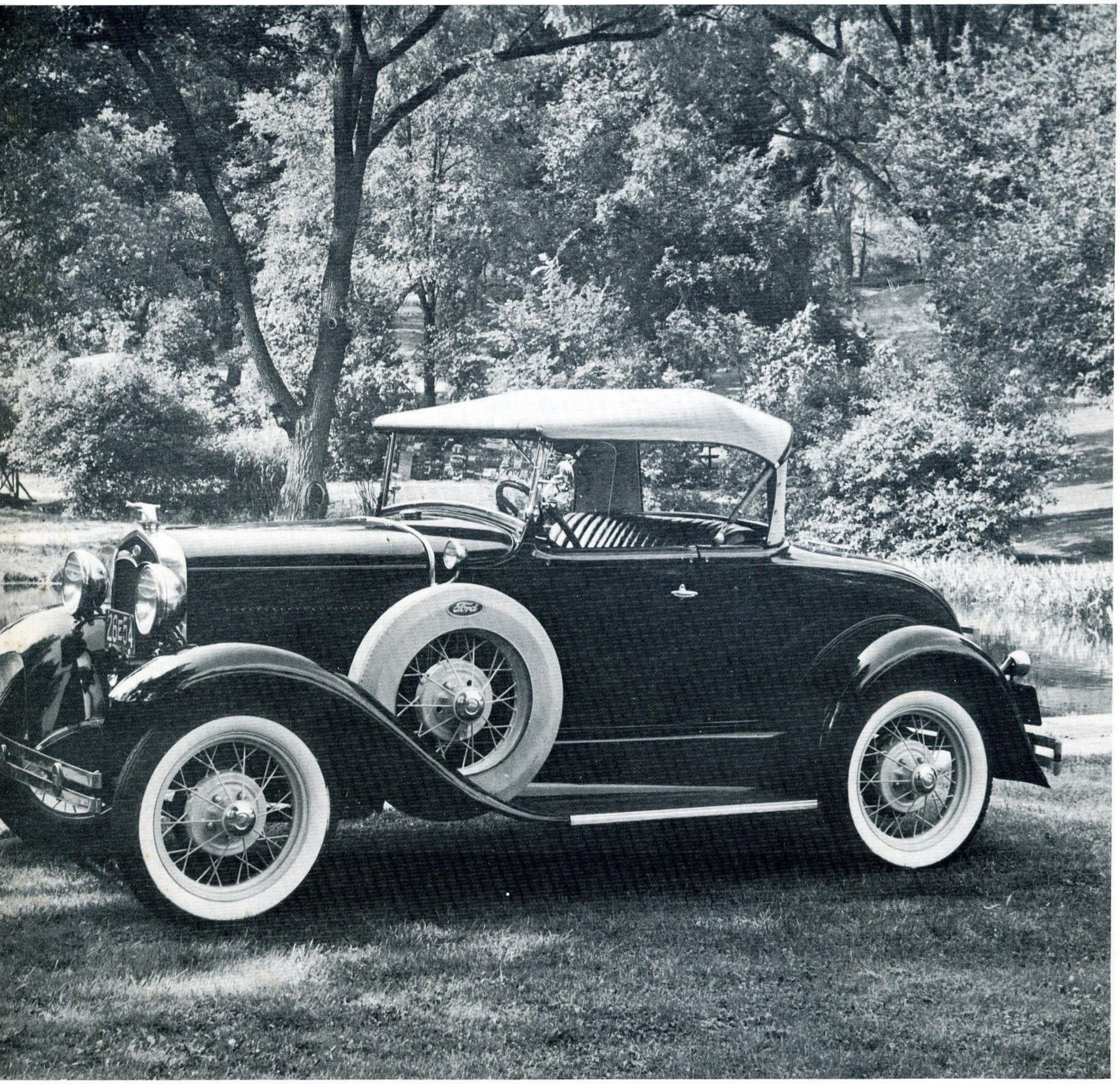
(Continued on Page 14)

OWNER GEORGE SANTMYER, a MARC member since 1958, is one of the charter members of the 3 Rivers Region. He operates an automobile garage in Scottdale, Penna. where he also owns a 1931 Coupe, 1931 Pickup and is presently working on a 1930 Standard Roadster. He does all of his own work on his cars. Photos are by Barney Kemter, Hudson, Ohio.

CAR OF THE MONTH

THIS ROADSTER . . . was being used to carry mail on a rural mail route in New Bern, West Virginia, when George Santmyer found it in March of 1959. The under carriage was "completely worn out" but George managed to drive it 160 miles to his garage. It was 14 months later before the car rolled back out of the garage with that "just restored" look. Since then George has driven the car 20,000 miles, including a 560 mile trip to the 1961 National Meet in Chicago where it received a trophy for the cleanest engine compartment. The car is painted Maroon with Tacoma Cream wheels.

MARC SHOWCASE



(Continued from Page 11)

Labelle, where the trout fishing was good. This lake was 22 miles back in the bush. The guide walked around the car, he asked "You have chains?" I did have chains under the back seat. "O.K.", son of a gun, we go!"

We again checked in at the gate, only this time they wanted to know exactly when we would be back. They didn't have much confidence in my Model "A." It is felt that they thought we would get lost. Later, the guide told me that if we weren't back at the time planned, a plane would come in after us. (That plane would look funny with parts of a Model "A" sticking out of it.) Canada is very strict on the use of matches, especially in the wooded reserves. With this in mind, I decided that if I became lost I would build a litle fire — about a hundred acres.

The first five miles of the trip was again all cobble stones and layers of rock. In some areas the left front wheel had to be maneuvered so that the car would have clearance. The first good slip pulled the muffler loose from the manifold. A small piece of wire was used to keep it from dragging. It made so much noise that we did not see any game. Only the huge print of a moose could be seen in the soft sanded areas.

One eight-foot high bridge was navigated with directions from the guide on foot. I missed one large hole in the bridge by riding the left front wheel and rear wheel on a log that bordered the decayed bridge.

The ever present problem of beavers flooding the road was again seen. The last mile was mostly all swamp. In one place it was almost decided to put on the chains. Luckily, old reliable navigated the hazard before the wheels became mired from spinning. It wouldn't have been much fun jacking up the rear and putting on chains in knee-deep swampy mud.

We finally reached the moose hunting shack where we left old reliable and entered a canoe and paddled another five miles. The last three miles we packed on foot. It had taken us all day to cover the 22 miles to camp, and eight hours of it was done in the Ford. Again, the fishing was good and we kept 29 trout for my freezer. The last couple of days I spent fishing with a group of Canadians from Montreal.

One day we were out in the boat fishing when one of them asked me if I had any trouble getting parts for the Model "A." The answer was in the negative. He said, "Would you like to have a set of points?" I thought he was as crazy as the two in the shack who predicted the weather. He then reached into his pocket and gave me an original Ford set.

That next morning we left for the trip back. We made better time as some of it was downhill and once you travel a road like that you don't forget where the holes and hazards are.

Ten miles from the barrier we found three Canadians walking along the road. They had been up another valley with a Jeep and the steering gear had snapped. They had walked 15 miles and were happy to see us. We moved the packs from the back to the hood and loaded the Frenchmen in. We made the trip without any trouble, left the Frenchmen at their hotel and drove to our own lodge. All the trout that had been caught spoiled from the heat of the motor.

The next day was the start of a 400 mile trip to the states. Every junk yard that was passed, a mental note was made. This was done all the way to Poughkeepsie. A stop was made in Montreal where luckily I picked up an off duty bus driver who guided us through the greater part of Montreal. Quite a commotion was caused when shopping in Montreal. The crowd would ask, "Did you drive that all the way up here?" I would answer, "Yes, and I'm driving it back."

About ten miles from the Canadian Customs I remembered that the car permit had stayed with the 1961 Dodge and that I was traveling without any papers. I decided that exactly as it happened it would be told to the agents. As we approached the gate, the agent opened the door and asked, "What do you have besides fish?" The story unraveled, he believed me, and Poughkeepsie was reached that night.

The only trouble that was experienced on the whole trip was near Plattsburg when the car started to skip. After driving 35 miles on three cylinders I got enough courage to open the hood. It was discovered that one of the spark plug wires was off. May they run forever.

Since then I have been back and have a camp in Minerve near Labelle. I am contemplating building an "A" to use up there, going through the woods from lake to lake and with a canoe carrier on top. It is very beautiful country and very much on the wild side.

* * *

68C Cabriolet Owners

Rodney Gott, 1626 Harding St., Long Beach 5, California has compiled an extensive list of slant windshield Cabriolet owners. He would like to have all owners of such a car to contact him and send him a black and white photo of your car.

MARC
National Banquet Held at French Lick, Indiana

Indiana - Ohio Region was host to the National Banquet and meeting held Saturday evening, June 1, 1963 at the French Lick Sheraton Hotel.

Everyone arrived early and got together for Model "A" talk and renewing old acquaintances.

The cocktail hour was held from 6:00 to 7:00 and at 7:00 o'clock the banquet was served in the Roast Room. A most delicious meal of steak, baked potatoes, asparagus, onion soup, fresh fruit cocktail and rainbow parfait was enjoyed by all.

After dinner Charlie G. Currens welcomed all who had driven the long distance to take part in the National Affair. Mr. Currens then introduced all of his region officers who were in attendance, Mr. Richard Benefiel who is assistant director and Mrs. Currens, Region Secretary. Mr. Currens, then introduced our National President, Mr. Edward Breedon, who thanked the Indiana - Ohio Region for hosting the 1963 National MARC Banquet and stated; it was one of the best meals he had ever tasted at a Banquet.

Mr. Breedon then conducted the business meeting. The printing of the MARC News was discussed and also the cost of printing. Everyone was advised to send in change of address if you know ahead of time so you will not miss your issue, and it will save the club 8c by not having the magazine returned.

After a lengthy discussion of the National Meet to be held in San Diego, in July, Mr. Breedon then introduced our Editor, Mr. George De Angelis, who showed pictures of his replica of the first Ford Car. This was most interesting.

Mr. Breedon then turned the meeting back over to Director Currens, who then handed out door prizes to all in attendance.

At this time, Mr. Currens, thanked all the members of Indiana - Ohio Region who helped make this National banquet a success.

"Garden State Model "A" Region of AACA cordially invites all MARC members to participate in their 6th Annual Fort Dix Meet to be held at Fort Dix, New Jersey in the Arena next to the Post Locator Building on Sunday, October 13. Pre-registration by mail $2.00, $2.50 at the gate. Judging to begin at 12:30 p.m. Brass placques. Trophies for six classes. Flea Market. PX at field for food and beverages."

(Continued from Page 7)
they were three of the proudest parents seen in a long time. A consolation prize was given to Bill Dell. His attempt to assemble the miniature ended with it looking like most of our jewels did when they were found under a hay stack, in an old orchard, or just laying around a junk yard.

About this time, Mr. Zollars made the announcement that the San Diego Region would show its film "The Sunday Social." When he noticed nothing was being done about it, Jack asked everyone to turn around. There beside the projector, sat our own Frank Stephenson, who had not moved from the projector since setting it up. His eyes were closed, but not for long for the spotlight was turned on him. After the 15 minute comedy, the Trophies were handed to the winners.

This was what everyone had waited for, planned for. In order to keep the suspense at a high pitch, the third place winners were presented with their trophies, then the second place winners. Both Mr. Hocker and Mr. Breeden alternated in the presentation.

The commotion or undercurrent of activity began to be felt just about the time the last 2nd place trophy had been awarded.

As a First Place winning car was brought through the door from the street, into the Banquet Room, the name of the winner was announced, the trophy was presented and a picture was taken. There were many soaked hankies that night, for 9 cars made the entrance and 9 happy restorers gathered into the winner's circle.

As the climax hit its peak, the suspense was over for another National Meet. Everyone gathered around the winning cars and their proud owners. The banquet was over, the awards were given out, but there was yet lots of conversation to be held, so most everyone went to the headquarters suite for a farewell toast, good-byes, for the morning would see most of the Model "A"ers on their homeward trip.

The meet was a success. It was fun. The San Diego area enjoyed being hosts to such a wonderful group of hobbyists. It is San Diego's wish that you enjoyed your visit.

THE NATIONAL MEET COMMITTEE

Chairman ..... Lambert C. Dial
Secretary ..... Ada K. Felske
Treasurer ..... Reta Zollars
Registration ..... Carmen Dial
Fasbions and Entertainment .. Etta Francisco
Publicity ..... Ellyne Bain
Concessions ..... Paul George
Trophies ..... Joseph Bridwell
Souvenir Program ..... Ruth Hanson
Master of Ceremonies ..... Jack Zollars
Field Committee ..... C. G. Francisco

TROPHY WINNERS

SWEEPSTAKE
Davor Sorich
San Jose, Calif. — 1930 DeLuxe Coupe

STATION WAGONS
1st Place
J. D. Lucas
Arcadia, Calif. — 1931 Station Wagon

1928-29 OPEN CLASS
1st Place
Joe Crum
Oceanside, Calif. — 1928 Phaeton
2nd Place
Robert Mosher
Encino, Calif. — 1928 Roadster
3rd Place
Robert Blaydes
San Gabriel, Calif. — 1929 Phaeton

1928-29 CLOSED CLASS
1st Place
Ed Ingram
Glendale, Calif. — 1929 Sedan
2nd Place
Jim Ryner
Long Beach, Calif. — 1929 Coupe
3rd Place
Douglas Newberry
San Diego, Calif. — 1929 Coupe

1930-31 OPEN CLASS
1st Place
William Dell
Hayward, Calif. — 1931 DeLuxe Roadster
2nd Place
Bert Haynes
Phoenix, Ariz. — 1931 Roadster
3rd Place
Joe Lokey
Downey, Calif. — 1931 Roadster

1930-31 CLOSED CLASS
1st Place
Rodney Gott
Long Beach, Calif. — 1931 Cabriolet
2nd Place
Harry Hocker
Sherman Oaks, Calif. — 1931 Coupe
3rd Place
Robert Krueger
Sacramento, Calif. — 1931 A-400

COMMERCIAL
1st Place
William Friar
Riverside, Ill. — 1931 Pickup (Flower Car)
2nd Place
Floyd Ahrend
Fallbrook, Calif. — 1929 Pickup
3rd Place
John R. Hoop, Jr.
Temple City, Calif. — 1929 Roadster Pickup

MODIFIED
1st Place
Lindy Dial
San Diego, Calif. — 1930 Coupe
2nd Place
John Appleby
Pomona, Calif. — 1929 Roadster Pickup
3rd Place
David Treichel
South Gate, Calif. — 1931 Pickup

ORIGINAL UNRESTORED
1st Place
Chuck Dimon
San Diego, Calif. — 1929 Sport Coupe
2nd Place
Paul J. A. Bauer
Long Beach, Calif. — 1930 Cabriolet
3rd Place
Cecilia Untersee
Alhambra, Calif. — 1931 Standard Coupe

SPECIAL AWARDS
Most Newsworthy
Joe Barnett
Long Beach, Calif. — 1930 Mail Truck
Longest Distance
Fitz Stevens, Jr.
Cochituate, Mass. — 1931 Roadster
Most Passenger Miles
Fitz Stevens, Jr.
Cochituate, Mass. — 1931 Roadster
Roughest Car
Louis McNairy
Pacific Palisades, Calif. — 1928 Sedan
Hard Luck
Jack Larson, Jr.
Stafford Springs, Conn. — 1929 Business Coupe
Wagonmaster
William Friar
Riverside, Ill. — 1931 Pickup
Senior Participant
Arthur Grant
Los Altos, Calif. — 1929 Coupe
Foreign Entry
William A. Jenkins
Toronto, Ontario, Can. — 1931 Roadster Pickup
Old Faithful
Fitz Stevens, Jr.
Cochituate, Mass. — 1931 Roadster
(Attended All MARC Meets)

COSTUME AWARDS

Most Unusual Costume
1st Place
James Sadler
Albany, Calif.
2nd Place
Joe Barnett
Long Beach, Calif.

Ladies Daytime Wear
1st Place
Mickey & Mae Sadler
Albany, Calif.
2nd Place
Helen Cortez
Baldwin Park, Calif.

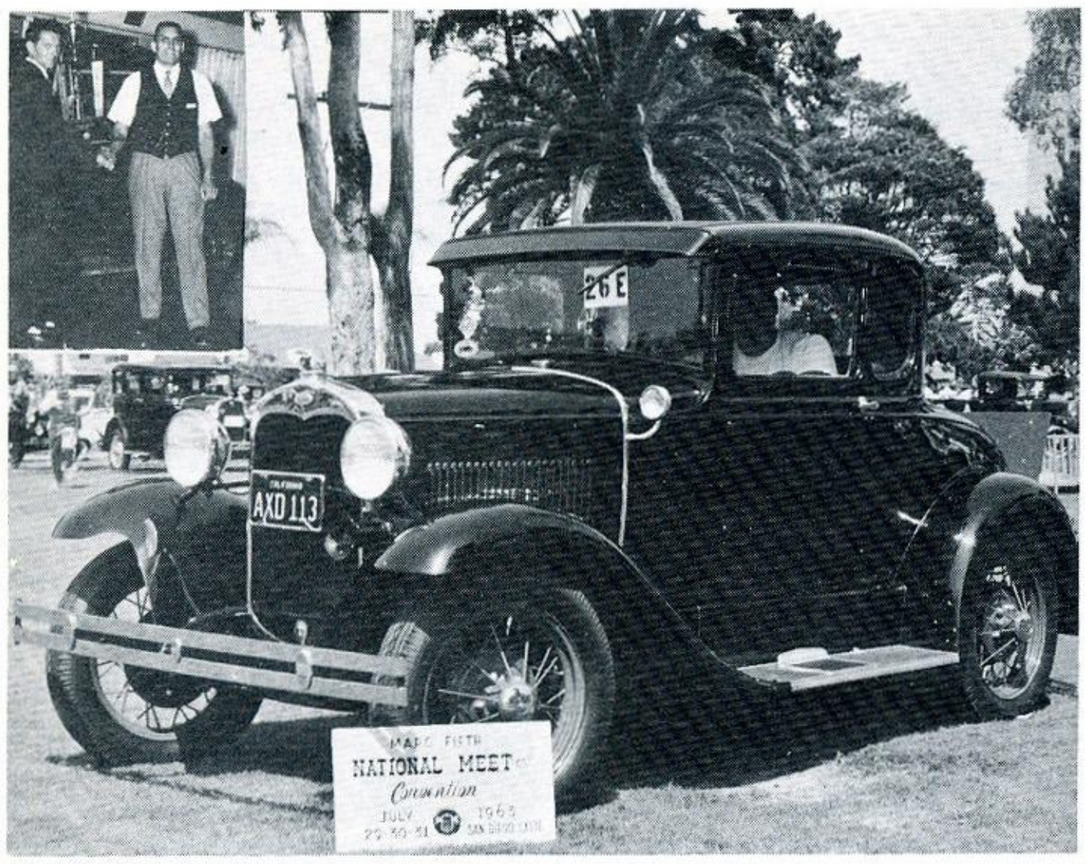
Ladies Afternoon
1st Place
Barbara Breeden
Hudson, Ohio
2nd Place
Reta Zollars
San Diego, Calif.

Men's Sports Wear
1st Place
Edward A. Breeden
Hudson, Ohio
2nd Place
Walter Andersen
San Diego, Calif.

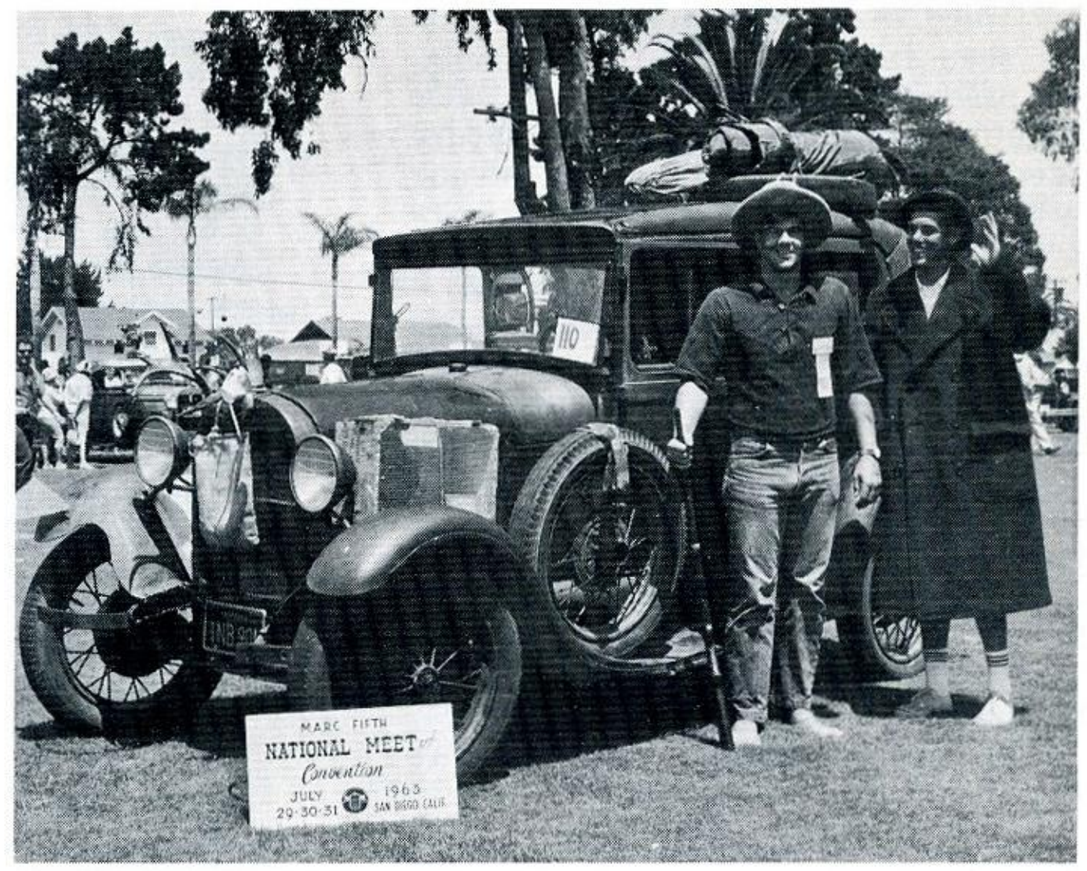
Men's Dress Wear
1st Place
Jack Zollars
San Diego, Calif.
2nd Place
Ed Ingram
Glendale, Calif.

BEST MINIATURE MODEL-A

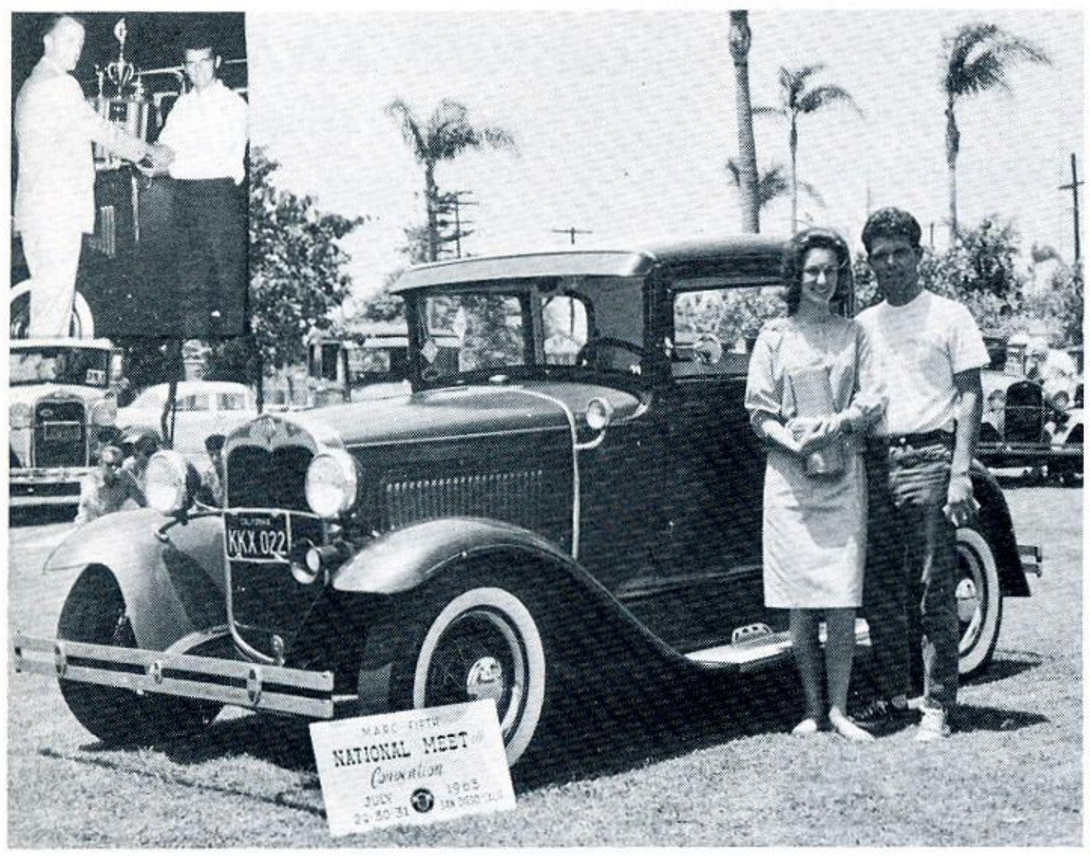
1st Place
Billy Sallard
El Monte, Calif.
2nd Place
Bill Hanson
San Diego, Calif.
3rd Place
Gary Francisco
San Diego, Calif.



SWEEPSTAKES — Davor Sorich with his 1930 Deluxe Coupe from San Jose, Calif.

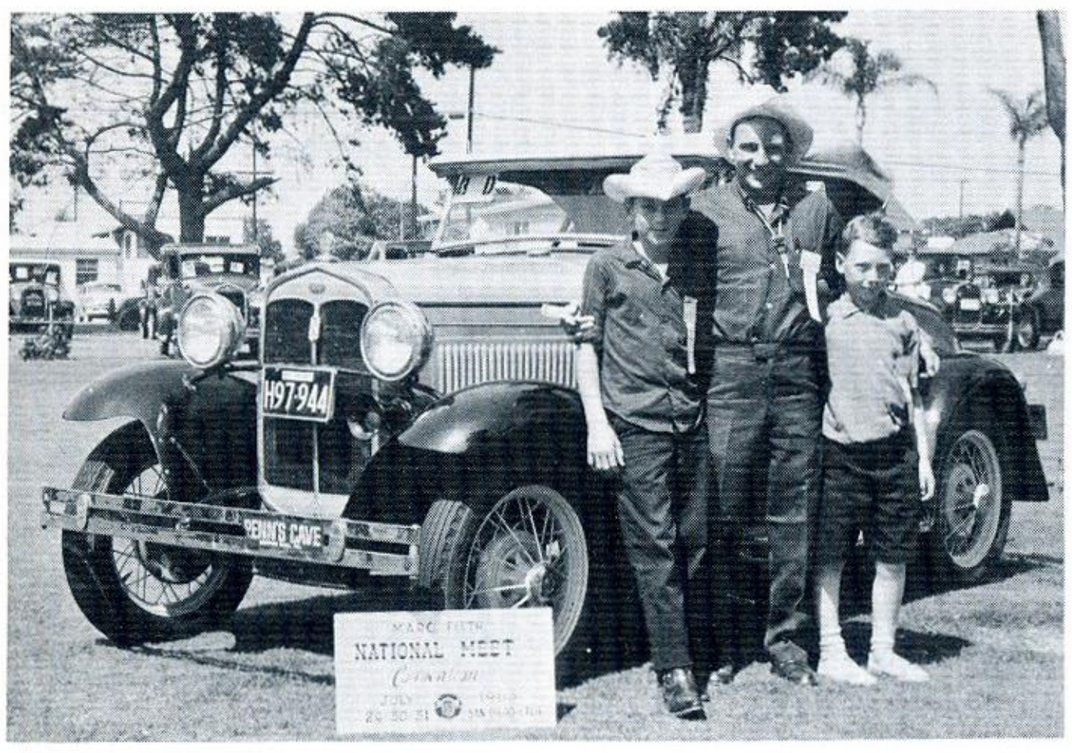


ROUGHEST CAR. Louis McNairy and friend from Pacific Palisades, California.



1ST PLACE — MODIFIED. Lindy Dial of San Diego, California.

MOST NEWSWORTHY. Joe Barnett and his Mail Truck. Joe had delivered the Special Delivery letter to the El Cortez Hotel on Monday. He now has a mail sack full of the July issue of "Ford Times" ready to distribute.



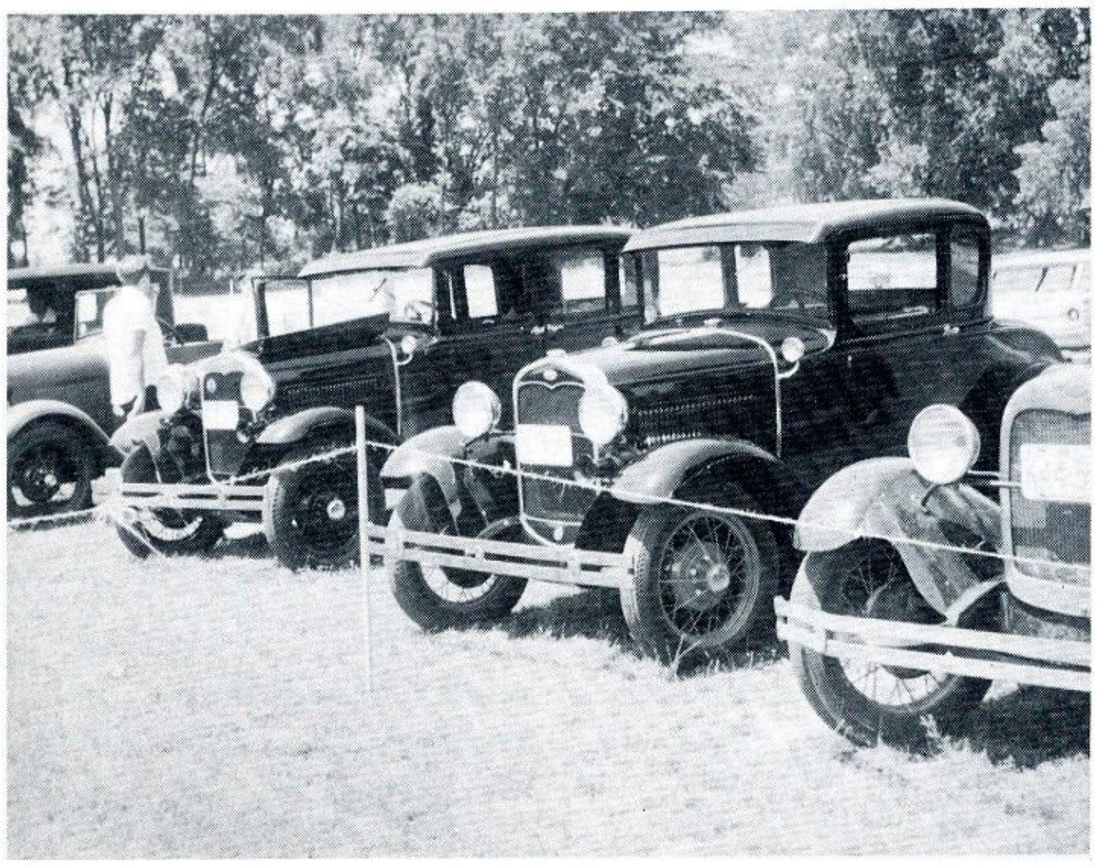
MOST PASSENGER MILES, LONGEST DISTANCE AND OLD FAITHFUL AWARDS went to Fitz Stevens of Cochituate, Massachusetts and his 1931 Roadster.

Margaret "Hot Rod" O'Brien, the Sweetheart of MARC enjoys herself like no one else we know.

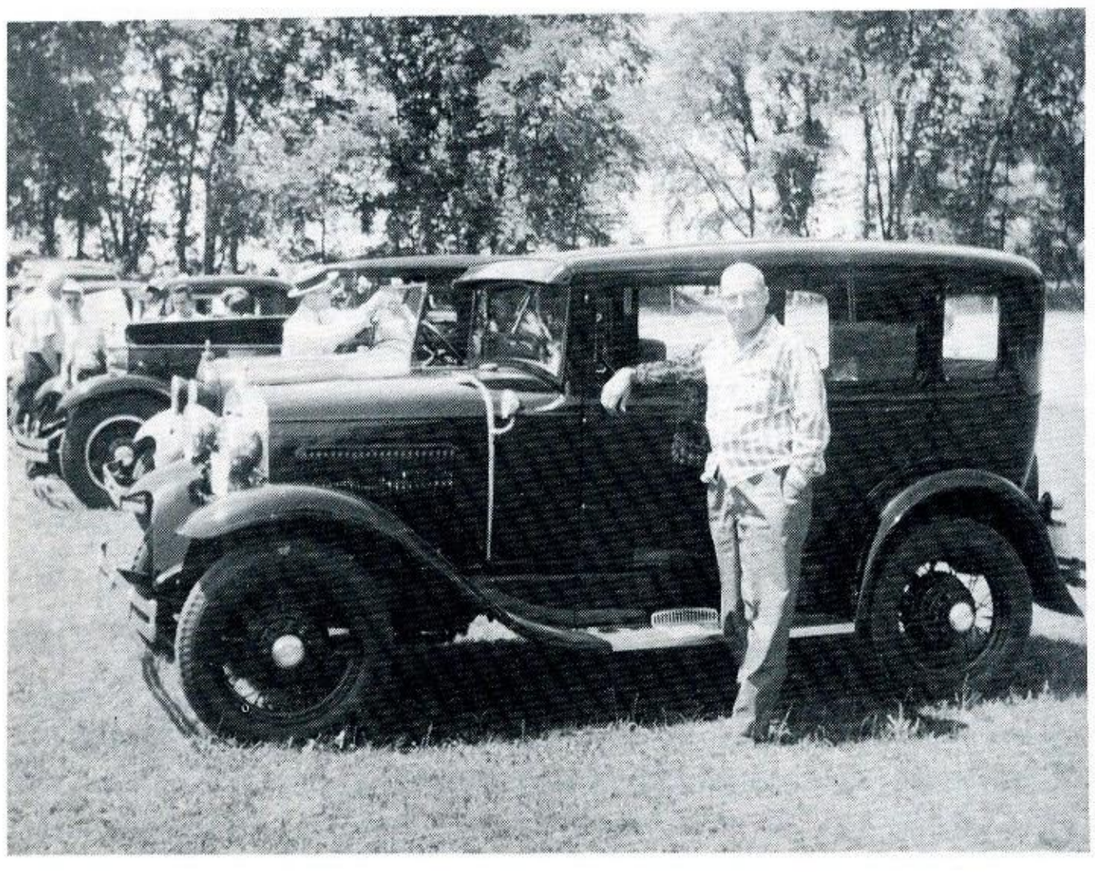
REGIONAL NEWS

WISCONSIN REGION: On June 23 the "Nickel A" Chapter sponsored a rally in Madison, Wisconsin. Some thirty "A's" were registered as well as some assorted "T's", Rolls Royce, a 1936 V-8 and even a '30 Chevy.

Led by Don Chandler, assisted by Stan Waltz, the MARC VP, the field events started promptly after lunch. When the dust had cleared, Stan Walz won the best costume award. His 1929 pick up, driven by Gordon Cairns, won the cranking contest and the gym khana. Col. Frank Allen won the slow race. Winner of the field events was Gordon Cairns. Greatest distance winner was Roland Becker of Green Bay, Wisconsin, Col. Frank Allen, Jr.----Franklin S. Allen, Jr., Colonel, USAF.



Just a few of the "A's". The coupe in the foreground belongs to Clete Brown of Madison.



AL RUEF, Darlington, Wisconsin, recently completed this A-1 '30 4-Door. He should look proud; he has professional mohair upholstery throughout. Stan Walz, MARC V.P., is seen giving his open top pick-up the once over.

THE HUDSON VALLEY REGION has been enjoying a very lively season. We have been averaging two meets per month. Our last meet was the Annual Tri-State Meet which is an invitational meet extended to all Model "A" clubs within the Greater New York Area. There were more than one hundred cars in attendance, from New York, New Jersey and Connecticut. Forty one trophies were awarded including awards for customes, and driving ability. Plaques were given to every car that registered, the design, similar to the plaque given last year, only this year the background was maroon Ford with the symbolic Model "A" instrument panel in the center.

Elections were held at our last meeting, George Wilkinson, President, Jim Hart, Vice President, Arlene Borrell, Secretary, and Carlton Fitchett, Treasurer. Roy Munao, Bob Hedinger, and Howard Etts are our editors for our monthly publication. The Flying Quail.

Through the efforts of our most capable treasurer, and legal advisor, Mr. Carlton Fitchett, The Hudson Valley Region Model "A" Restorers Club is now incorporated in the state of New York.

There are numerous restorations under way at the present time and we hope that by this time next year The Hudson Valley will have at least fifteen award winning cars.

We welcome any correspondence from any of the MARC clubs.----Johnny X.

SMOKY MOUNTAIN REGION. Something new was tried with the Smoky Mountain Region for the August event. It was a Model "A" Ford Rally and I think that it went over big. For the benefit of those who couldn't come or wouldn't come, here is the way it was set up. A Route was laid out which begin at the Broadway Shopping Center and went out through Norris, thru Clinton, then thru Heiskell and then up to Sharps Ridge, a round trip of 47 miles. Each driver was given this route with the mileage to each turning off point when he left the Shopping Center. He was suppose to average as close to 30 mph. as possible, obeying all traffic laws. There were five check points along the way. The men at these check points had the exact time each car was supposed to be there. Each car lost one point for each minute early and two points for each minute late. There were contests at each of these check points to test the driver's knowledge of the Model "A" and one to check the car. The test at the first check point consisted of ten questions, such as what was the capacity of the cooling system; the crankcase; was the battery positive or negative ground; what was the firing order of the engine and questions in general that a Model "A" enthusiast should know. Each correct answer was worth one point. The second check point was a parts identification contest for the driver. It has some toughies such as a gear shift spring keeper and gas tank clamps. Some of the drivers identified all of the parts but no one answered all of the question right at the first check point. Each part correctly identified added one more point to his score. The third check point was strictly for laughs. The passenger was handed a balloon. He or she was told to blow it up and then burst it by sitting on it. One point was deducted for each second it took. The fourth check point was a parts identification for the passenger. These were not too hard and I might say that the women are getting pretty sharp about Model "A's". The last check point was at the entrance to

(Continued on Page 18)

Sharps Ridge Park. It was perhaps the most important test of them all. It was a safety check of the car. The headlights, tail lights, stop lights, windshield wiper and horn was checked. Points were lost for all that didn't work and rightly so because it is our responsibility to see that our cars are as safe as possible. Bad lights or no brake lights or windshield wiper could cause an accident and this we want to avoid because that would be the worst kind of publicity our club could get.

At the park everyone enjoyed a wiener roast at the expense of the club. The points were counted and three very nice engraved bronze dash plaques were awarded to the three highest scorers which were R. B. Burnette, Troy Baldwin and Brook Johnson in that order.

Many thanks should be given to Walter Cowden for his efforts in setting up this event. It takes a lot of time to plan a thing like this. Many more thanks should be given to our wives, Martha & Shirley for preparing the food. That is a good sized job too.

To those of you who don't attend these meets, let me ask you one question, why? I mean why don't you attend. Are you ashamed of your car? You shouldn't be. I'm not ashamed of mine and it is as rough as anybody's. If you don't have an "A", come anyway. You must be interested in "A's" or you wouldn't belong to the club. If you are interested in "A's" why not get to know other people better who have the same interests as you. Support the club with your presence and I am sure that you will be glad to be a part of our club. We have about 54 members at this writing and I am going to expect at least 40 members at the next meeting. I will be there, will you?---Charles Reardon.

INDIANA-OHIO REGION: The June Region Meet was held at Jerry Alderman's Ford Agency, Indianapolis, June 23, 1963.

The meeting was called to order by Director Charlie Currens. The Secretary's report was read and approved, there was no Treasurer's report as our Treasurer, Jack Sandifar, resigned his position as of May 31, 1963.

Our Director asked for some one to volunteer to finish out the year as Treasurer. Not a peep was heard from anyone. Minnie Ellen Benefiel suggested that Glen Crawford take and finish out the year. He accepted this job most graciously.

The Director then asked if anyone would volunteer to have the homecoming. No one volunteered, so once again it will be held at Winchester, Indiana in October.

White River Valley Chapter: Lloyd Whobrey, at the June meeting, announced an invitation extended by the Falls City Region. Our Region is invited to hold a joint meeting with them annually. We were pleased to have them as our guests and join us in our run around the 500 mile track.

July 7th, the Jay Delarand Chapter was host to an open meeting to the Region at the Muncie Water Bowl. The Jay Delarand Chapter will host the September Region and Trophy meet September 15th, at 1:00 P.M., also at the Water Bowl. There will be a pitch in dinner.

Hamburgers and wieners sizzled over charcoals and complimented the noon pitch in dinner. Gladys Davis and Minnie Ellen Benefiel displayed their talent with Shish Kabobs.

Several authorities said the rain would by pass us---but it didn't! Lunch was gobbled and picnic trappings were hastily slapped into picnic baskets. Such a scattering for shelter ensued.

Shortly, one by one, the water soaked group emerged from their "A's" and splashed through quarter size rain drops to reach the shelter house. With kleenex and napkins a table was spot cleaned. Newspaper slipcovers adorned the benches.

The meeting like to never convened. Jim Bowen, Ernie Clashman, and Francis Balser went window shopping. "Turk" Ashby went to find them. Of course, Gene Benefiel wanted to go find them all, but the group knew he probably would get lost too and pulled his leash in.

Ben Yeager asked everyone to attend their open meeting to be held July 14, 1963 at the Water Bowl in Muncie. The trophy meet on September 15, 1963 will also be held there.

The meeting was then adjourned so all could get to the "A's" for the trip through town and around the 500 Track as the police were waiting. There were 300 people in 80 Model "A's" present.

We were very happy to have 19 cars and 44 people in our midst from Falls City Chapter of Louisville, Kentucky. Very glad you came and do come back.

After a race around the track and lots of picture taking everyone departed for home.----Donna Currens.

Jay Delarand Chapter: The Chapter met June 3, 1963 at Hazens Park in Portland.

Coming events are June 18 a parade in Redkey, meet at James Brosher's at 6:00 and parade 6:30. June 23 Region Meet at Indianapolis - meeting at Jerry Alderman's Ford Sales. July 7 Jay Delarand Chapter will meet at Water Bowl north of Muncie. All other chapters are invited. September 15 Trophy Meet - Mr. Catron will see if the Water Bowl is available. Door Prizes about 15 to 20. See if some one will donate some of them with their name tags. Cards to be sent out to Chapter Presidents to make sure all entries were at the July and August Chapter Meet with their "A". Prize for 1. Junior Division - open, closed, commercial - 1st and 2nd place. 2. Senior - 1st, 2nd, and 3rd places 3. Distance 4. Hard Luck.

Capitol City Chapter: It is with deep regret that the Capitol City Chapter reports the death of Gerald Hughbanks. Jerry was a very active Model "A" enthusiast, never missing a meeting or event if he could possibly help it. We will miss him very much and extend our deepest sympathy to his family.

Fountain City Chapter: The Chapter enjoyed a picnic dinner Sunday, July 28 at the home of Charles and Donna Currens in Richmond, Indiana.

A short business meeting was held and plans were made to hold a Rummage Sale on August 16 and 17. A rummage sale last summer proved quite successful. We are hoping for another successful sale.

A tour through Richmond proved once again the excitement felt at seeing these "Beautiful "A's".

Returning to the Curren's home, home made ice cream was enjoyed by all.

We are looking forward to more home made ice cream in August at the home of John Winchester in New Castle.

Don't forget to make sure your insurance is brought up to date or you won't get you car judged in September.

The children's Sunday School party, sharing the shelter house, proved to be too much competition for the secretary. They were actually louder.

By now the rain had slackened. We picked up our gear and paddled back to our picnic tables. Again we swabbed and dried tables and benches.

Believe it or not--the secretary's minutes were jotted down on Nancy Clashman's best "night napkin".

President Tomlinson confessed he is fiddling around with $1.10 petty cash belonging to the club.

(Continued on Page 20)

"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

Rumble hinges - $14.50, rear '30-31 bumperettes - $10.00 pair, pair '30-31 headlight lens- $2.50, "A" block #79,654 - $10.00, set Rev. Hicks Almanacs, 1911-1916 & 1918 - $5.00.
Jerry Dickman, 6545 Darlington Rd., Pittsburgh 17, Penna.

1914 Ford Brass Touring - $925, 1926 Ford Touring - $475, 1939 Ford 2-Dr. 31,000 miles, mint $395, 1923 Overland Touring - $750. All unrestored. S.A.E. Please.
Harold C. Angel, 2754 Fairmont Ave., Dayton 19, Ohio, Phone AX. 3-4007, days only.

1920 Model "T" Touring - unrestored - $600. 1949 Willys Jeepster, very nice condition - $765.
John F. Wagner, 8533 Garden Rd., Maumee, Ohio.

1929 Sport-Coupe with rumble seat in excellent restorable condition, first $495 takes it.
Bob Ray, 3531 Kershaw, Toledo, Ohio.

Two Model "A" engines completely rebuilt - $180 each. Original "A" instruction books - $1.10 each, long distributor shafts - $1.10 each, plus postage.
H. D. McKinney, 5160 Montgomery, Norwood 12, Ohio.

New "A" Parts: Original Accessory" dual tire extension lugs to carry extra wheel & tire to meets & tours. Set of 3 - $8.50, P.P., horn bug screen - $.75, original spring type front motor mounts - $1.50.
Clifford E. Moebius, 84 Stanley Ave., Nutley 10, N. J.

Open car rear window frame with good glass - 20-5/8" x 9-1/2" - $10, pair 1930-31 running boards - $10, 1930 Sedan trunk - $10, "T" Roadster windshield frame - $12, "T" aluminum transmission cover with letter padels - $15, the following for 1928-29 "A": Left & right side mounts - $16, radiator splash shield - $7.50, left & right rear pick-up fenders (need some work) - $30 pair, right side Landau iron, one knob and spacer - $4, rear hood bracket - $1.50, left & right front fenders - $12 each, hood - $8, plus $3 crating charge, touring or roadster windshield frame - $12, new rear fenders - send measurements - $15 each, left & right, new inside window cranks - $1.50.
Ronald Kuhlman, 322 S. Hartwell, Gilman, Illinois.

First quality black sweat shirts with 8" club emblem on front. State MARC or Restorer & size wanted. Small to X Large. $3 each plus $.75 P.P. & handling in U.S.A., $1 outside. A nice accesstory.
Fred P. Fabell, Battle Lake, Minnesota.

One piece manifold heater with Model "A" cast in - repaired $15, late 1931 Zenith Carb. w/filter - $10, one extra filter - $5. New original 1929-32 curved taillite glass - 2/$2.00. Front shackle sets - $2.75 all F.O.B. No C.O.D.'s.
Ed. Wright, 16 Carnarvon Circle, Springfield, Mass.

WANTED

Complete set of four new fenders for 1930-31 with splash shields and running boards. Will trade a complete 1931 Deluxe Roadster for above items.
John F. Wagner, 8533 Garden Rd., Maumee, Ohio.

1931 Rumble Seat Coupe Deluxe, Cabriolet or Roadster in good condition within 150 miles.
Thomas Rogel, 2801 Market St., Peru, Illinois.

Please Help! Need 1929 steering wheel, new or like new with no cracks. Will buy or trade lots of new & used "A" & "T" parts.
Herman M. Miller, 17 N. 1st St., Miamisburg, Ohio, Phone UN. 6-4012.

Rumble deck lid for 1930 coupe. Must be in mint condition - no rust.
William H. Lucarelli, 8 Laurel Ave., Wheeling, W. Va. Phone 242-7428.

Need new address for Tim Flower formerly of 802 Barton Dr., Ann Arbor, Mich.
Ken Hill, 11809 Otsego St., North Hollywood, Calif. 91607.

For 1931 Deluxe Tudor: Driver's seat adjusting handle, rear arm rests, door post assist straps with brackets, right cowl lamp bracket, hardware for bottom of passenger seat, 1931 license plates, prefer Texas. Will buy & or swap. Send description, price or deal.
Ronald C. Lyons, Box 195, Groves, Texas.

For 1930 "A": Lock cylinder for band type spare tire lock.
Vernon C. Hammel, R.R. 3, Box 36, Woukon, Iowa.

1928 drum style tail light to satisfy local police with Australian made R.H. Drive Tourer. Also overhead valve set up for "A" & contact with party going to Australia or New Zealand.
Ken Hill, 11809 Otsego St., North Hollywood, Calif. 91607.

REGIONAL NEWS

(Continued from Page 18)

J. P. Johnson made Herman Netherton a cup of good, strong coffee---and Herman says STRONG!

We were happy to see Herman. A few weeks ago had an eye operation and is recovering splendidly.

The Xmas meeting was discussed. Oh, boy!

The natives are restless again! We get an itch and we are going to hit the road and see the world---at least a beautiful section of it. We'll send you cards.

In spite of the rain there were thirteen "A's", twenty one members, four children, and two guests present.

At the conclusion of the afternoon, J. P. Johnson and Gene Benefiel led the tour into the country. We wound our way to the home of Orval and Bessie Samuels. A few weeks ago Bessie and step ladder tried to play "pretzel". While hanging drapes Bessie fell from the ladder and injured her left knee. Surgery was required and now she is doing nicely.

Jim and Barbara Bowen will host the August meeting.----Minnie Ellen Benefiel.

Ed Breedon, MARC President, presents a trophy to Mr. Edmunds of Ford Motor Company as George De Angelis, MARC News Editor, looks on. The trophy was donated by "Red" Grow of California to Mr. Edmunds in appreciation for his endeavors in behalf of the Model "A" Ford Clubs.

Things Must Be Tough

Lancaster, Cal. (AP) — You think things are bad? The Antelope Valley Press ran this want ad:

" '29 model A Ford. Take over payments."

MODEL "A" COMPETITION

The Hubley Manufacturing Company has just released a new model kit, a 1932 Chevrolet Phaeton.

The hood lifts off revealing a detailed motor. The top also lifts off and the steering actually works.

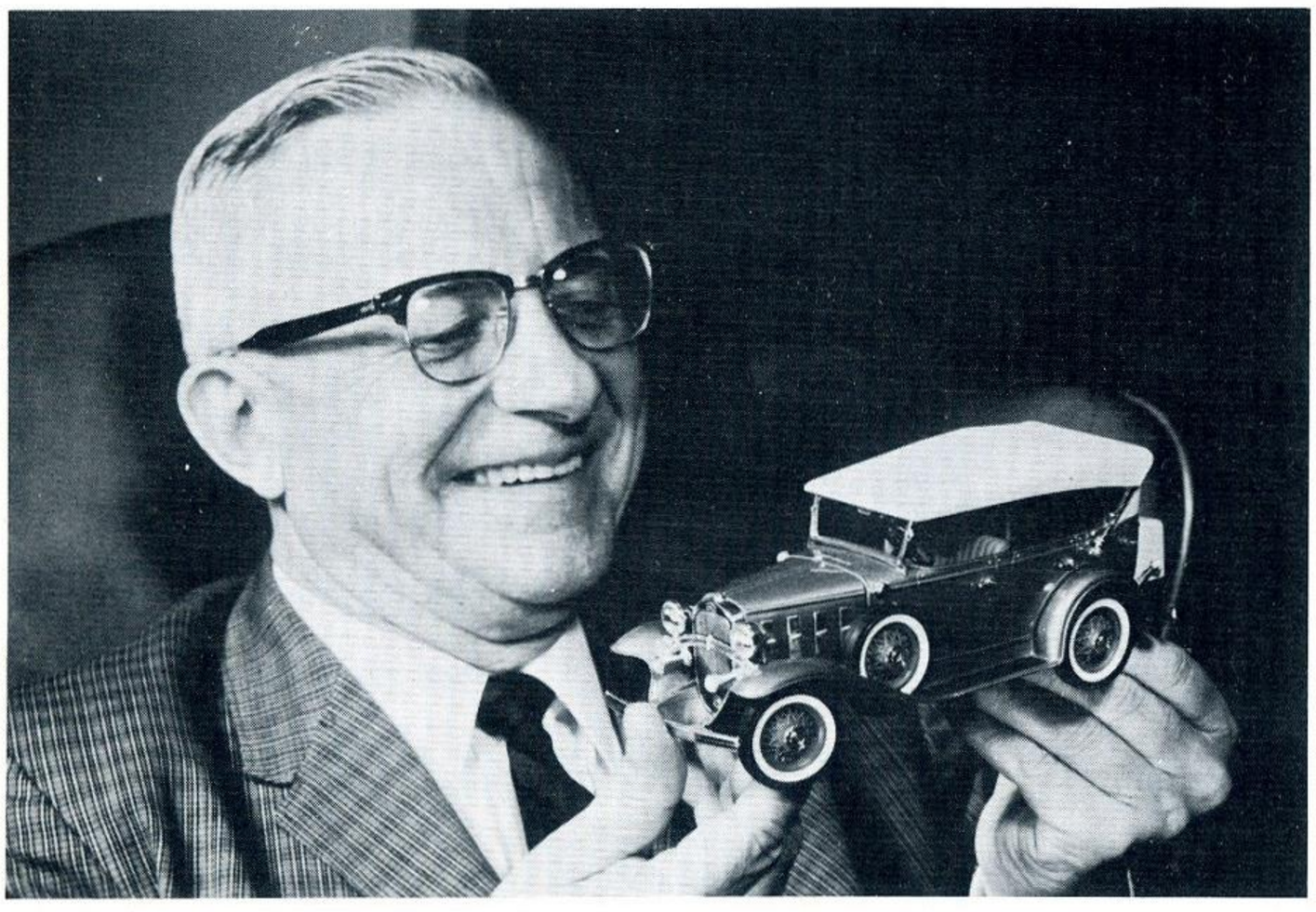
SOUVENIR PACKET OF NATIONAL MEET AVAILABLE

Packet includes: program, Bridge Set of 4 souvenir Ash Trays, Name Tag and Convention Ribbon, Centennial Windshield Decal, Dash Placque.

Limited number for sale. $5.00 ea.

Mail request and check to:

NATIONAL MEET COMMITTEE
4475 Myrtle Avenue
San Diego 5, Calif.



Third Annual Model "A" Day, to be held in Fallbrook, California on Sunday, Oct. 6.

The show is open to *all* Model "A" Fords in the state of California.

Sponsored by the Palomar Model "A" Club, in cooperation with the Fallbrook Chamber of Commerce, the show, which atracted more than 75 cars last year, is open to members of the Model "A" Restorers Club, Model "A" Ford Club of America, and all independent clubs, and to owners who do not belong to any club.

Some 20 trophies will be awarded in the following categories: MODEL "A" FORDS, restored, unrestored, modified, and commercial cars. There will be two additional categories — one for station wagons, and one for commercial Model AA trucks. ANTIQUES & CLASSICS, Best Antique, Best Model "T" Ford, Best Classic, Best Special Interest car.

PARTS LIST

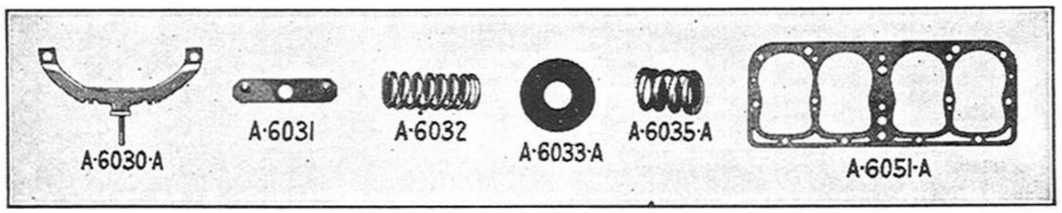
This is the fourth in a series of pages from the model "A" parts list. Just cut it out on the dotted line and insert in a three-ring binder. Additional pages will be printed in each issue until the entire list is complete.

CUT ON DOTTED LINE

Part No.	Name of Part	Year	LIST PRICE Lots of 100 per lot	LIST PRICE Each	No. Req. per Car
A-5347-R	Cross member reinforcement	1930-31	.....	$0 30	1
B-5455-AR	Front spring clip (was A-5455-B)	1928-31	.....	18	1
B-5455-B	Front spring clip—with A-5310-B (was A-5455-C)	1930-31	.....	20	2
A-5455-DR	Front spring clip—with A-5310-B and A-5347-R	1930-31	.....	25	2
A-5458	Front spring clip bar	1928-31	.....	35	1
A-21839-S1	Nut	1928-31	$2 50	03	4
A-23531	Cotter	1928-31	20 gr. 50 M	03 dz.	4
B-5461	Starting crank bearing (was A-5461-B)	1928-31	.....	15	1
A-5465	Front spring hanger	1928-31	.....	35	2
A-21794	Nut	1928-31	.....	02	4
A-23531	Cotter	1928-31	20 gr. 50 M	03	4
A-5468	Front spring hanger bar—same as T-3841	1928-31	.....	06	2
A-24404-S7	Front spring lubricator fitting	1928-31	.....	* 10	4

REAR SPRING

Part No.	Name of Part	Year	LIST PRICE Lots of 100 per lot	LIST PRICE Each	No. Req. per Car
A-5560-A	Rear spring assembly—55A, 55B, 130A, 140, 295A	1928-31	.....	6 00	1
A-5560-B	Rear spring assembly—35A-B, 45A-B, 49A, 50A-B, 54A, 68A-B, 190A	1928-31	.....	5 50	1
A-5560-C	Rear spring assembly—40A, 40B	1928-31	.....	5 25	1
A-5560-D	Rear spring assembly—10 leaf—60A-B-C, 130A-B, 155A-B-C-D, 165A-B-C-D, 170A-B, 255A	1930-31	.....	6 25	1
A-5560-E	Rear spring assembly—76A-B, 78A, 79A-B, 82A-B, 85A-B, 150A-B, 225A	1928-31	.....	6 00	1
A-5563-A	Rear spring leaf No. 1—with A-5560-A-B-C	1928-31	.....	1 20	1
A-5563-B	Rear spring leaf No. 1—with A-5560-D-E	1928-31	.....	1 30	1
A-5565-A	Rear spring leaf No. 2—with A-5560-A-B-C-D	1928-31	.....	80	1
A-5565-B	Rear spring leaf No. 2—with A-5560-E	1928-31	.....	85	1
A-5566	Rear spring leaf No. 3—with A-5560-A-B-C-D-E	1928-31	.....	70	1
A-5567-A	Rear spring leaf No. 4—with A-5560-A-B-D-E	1928-31	.....	60	1
A-5567-B	Rear spring leaf No. 4—with A-5560-C	1928-31	.....	55	1
A-5568-A	Rear spring leaf No. 5—with A-5560-A-B-C	1928-31	.....	45	1
A-5568-B	Rear spring leaf No. 5—with A-5560-D-E	1928-31	.....	55	1
A-5569-A	Rear spring leaf No. 6—with A-5560-A-B-C	1928-31	.....	40	1
A-5569-B	Rear spring leaf No. 6—with A-5560-D-E	1928-31	.....	45	1
A-5570-A	Rear spring leaf No. 7—with A-5560-A-D	1928-31	.....	35	1
A-5570-B	Rear spring leaf No. 7—with A-5560-C	1928-31	.....	30	1
A-5570-C	Rear spring leaf No. 7—with A-5560-E	1928-31	.....	35	1
A-5571	Rear spring leaf No. 7—with A-5560-B	1928-31	.....	30	1
A-5571	Rear spring leaf No. 8—with A-5560-A-D-E	1928-31	.....	30	1
A-5573	Rear spring leaf No. 8—with A-5560-B	1928-31	.....	25	1
A-5572	Rear spring leaf No. 9—with A-5560-A-D-E	1928-31	.....	25	1
A-5573	Rear spring leaf No. 10—with A-5560-A-D-E	1928-31	.....	25	1
A-5585	Rear spring dummy leaf—with A-5560-C	1928-31	.....	20	1
A-4020	Rear spring bushing	1928-31	.....	05	2
A-20927	Rear spring tie bolt—with A-5560-B-C	1928-31	2 00	03	1
A-20942	Rear spring tie bolt—with A-5560-D-E	1928-31	2 00	03	1
A-20920	Rear spring tie bolt—with A-5560-A	1928-31	.....	03	1
A-21749-S1	Nut	1928-31	.....	01	1
B-5705-A	Rear spring clip (was A-5705)	1928-31	.....	25	1
A-21876	Nut	1928-31	3 00	04	4
A-23550	Cotter	1928-31	20 gr. 50 M	03 dz.	4
A-5708	Rear spring clip bar—$\frac{27}{32}$" thick	1928-31	.....	15	2
A-5709	Rear spring clip bar—$\frac{11}{32}$" thick	1928-31	.....	20	1
B-5710	Rear spring clip bar—$\frac{11}{16}$" thick (was A-5710)	1928-31	.....	15	
A-5715	Rear spring hanger	1928-31	.....	40	2
A-21794	Nut	1928-31	.....	02	4
A-23531	Cotter	1928-31	20 gr. 50 M	03 dz.	4
A-5468	Rear spring hanger bar	1928-31	.....	05	2
A-24404-S7	Rear spring lubricator fitting	1928-31	.....	* 10	4
B-5724	Rear spring clamp—with A-5560-C (was A-5724-A)	1928-31	.....	05	2
A-5724-E	Spring clamp—with A-5560-A-B-D and E	1928-31	.....	05	2
A-20546-R	Bolt	1928-31	.....	01	2
A-21663-S2	Nut	1928-31	50	01	2



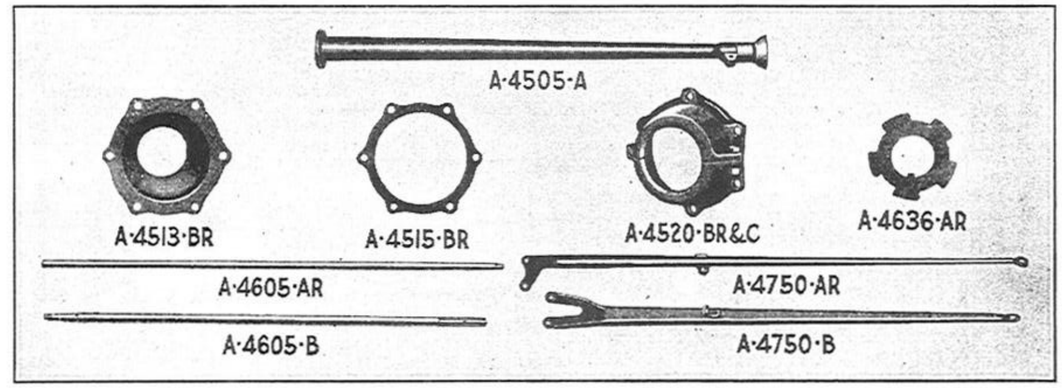
ENGINE

CYLINDER

Part No.	Name of Part	Year	LIST PRICE Lots of 100 per lot	LIST PRICE Each	No. Req. per Car
A-6005	Engine assembly less clutch and transmission	1928-31	.....	*120 00	1
A-6010	Cylinder	1928-31	.....	*22 50	1
A-24455	Cylinder oil hole plug	1928-31	.....	02	1
A-24052	Cylinder head stud—5$\frac{23}{32}$"	1928-31	.....	05	2
A-24051-AR	Cylinder head stud—4$\frac{7}{16}$"	1928-29	.....	05	3

*Not subject to regular discount.

Part No.	Name of Part	Year	LIST PRICE Lots of 100 per lot	LIST PRICE Each	No. Req. per Car
††A-3616-CR	Lighting switch handle and horn switch assy.	1929	.....	$1 35	1
A-3616-FR	Lighting switch handle and horn switch assy.	1930	.....	1 30	1
A-3616-GR	Lighting switch handle and horn switch assy.	1930	.....	1 30	1
A-3616-H	Lighting switch handle and horn switch assy.	1930-31	.....	1 30	1
A-22267-S7	Lighting switch handle washer	1928-29	.....	05 dz.	1
B-3639	Horn wire terminal insulator—lower (was A-3639)	1928-31	.....	05	1
B-3642	Lighting switch operating spider spring (was A-3642)	1928-31	.....	02	1
B-3643	Lighting switch operating spider (was A-3643)	1928-31	.....	10	1
B-3644	Lighting switch operating spider retainer (was A-3644)	1928-31	.....	01	1
††A-3647-BR	Steering gear lighting switch bail	1928-30	.....	05	1
B-3647	Steering gear lighting switch bail (was A-3647-C)	1930-31	.....	05	1



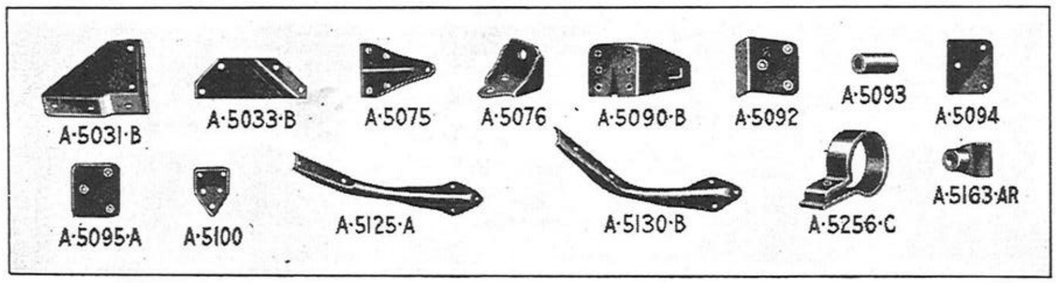
REAR AXLE

Part No.	Name of Part	Year	LIST PRICE Lots of 100 per lot	LIST PRICE Each	No. Req. per Car
A-4000-B	Rear axle and drive shaft assembly (9:34)	1928-31	.....	65 00	1
A-4000-C	Rear axle and drive shaft assembly (9:37)	1928-31	.....	65 00	1
A-4010-B	Axle shaft housing	1928-31	.....	8 25	2
A-24405	Lubricator fitting	1928-31	.....	** 12	2
BB-4020	Rear axle spring perch bushing (was A-4020)	1928-31	.....	05	2
A-4024	Rear spring perch ball	1930-31	.....	10	2
B-4025	Rear axle differential housing (was A-4025-A)	1928-31	.....	5 00	1
A-20929	Screw	1928-31	.....	02	20
A-24457	Filler plug	1928-31	$4 00	05	1
A-24457	Drain plug	1928-31	4 00	05	1
B-4035-A	Rear axle housing gasket—.009" (was A-4035-A)	1928-31	.....	05	2
B-4035-B	Rear axle housing gasket—.004" (was A-4035-B)	1928-31	.....	05	2
B-4205-B	Differential gear case—L. (was A-4205-B)	1928-31	.....	1 50	2
B-4206	Differential gear case—R. (was A-4206)	1928-31	.....	1 35	1
A-20908-R	Bolt	1928-29	.....	04	9
A-20952	Bolt	1928-31	.....	05	9
A-21745	Nut	1928-31	1 25	02	9
‡A-4209-AR	Differential driving gear and driving pinion (matched) 9-34	1928	.....	8 00	1
A-4209-B	Differential driving gear and driving pinion (matched) 9-34	1928-31	.....	8 00	1
B-4209	Differential driving gear and driving pinion (matched) 9-37 (was A-4209-C)	1928-31	.....	8 00	1
B-4211	Differential spider (was A-4211)	1928-31	.....	1 40	1
B-4215	Differential pinion (same as T-2524-C) (was A-4215)	1928-31	.....	50	2
B-4221	Differential bearing cone assembly (was A-4221)	1928-31	.....	1 20	2
B-4222	Differential bearing cup (was A-4222)	1928-31	.....	70	2
B-4235	Rear axle shaft and gear (was A-4235)	1928-31	.....	3 60	3
A-21892	Nut	1928-31	.....	05	2
A-23550	Cotter	1928-31	20 gr. 50 M	03 dz.	2
B-4243	Rear axle shaft key (Same as T-2816-B) (was A-4243)	1928-31	.....	05	2
B-4245	Rear axle shaft grease retainer assembly (was A-4245-A)	1928-31	.....	25	2
A-4505-A	Torque tube	1928-31	.....	7 65	1
A-20900	Screw (torque tube to differential housing)	1928-31	.....	02	6
†A-4513-A	Universal joint housing cap—inner (Old No. AA-4513)	1928-31	.....	40	1
*A-4513-BR	Universal joint housing cap—inner	1928-29	.....	40	1
†A-4515-A	Universal joint housing gasket (Old No. AA-4515)	1928-31	.....	02	2
*A-4515-BR	Universal joint housing gasket	1928-29	.....	02	2
B-4516	Universal joint housing cap felt (was A-4516)	1928-31	.....	02	1
*A-4520-BR	Universal joint housing cap—outer assembly	1928-29	.....	1 65	1

**Not subject to regular discount. ††Used only with 2 tooth sector steering gear.
‡Pinion not threaded for bearing lock nut.
*Holes unequally spaced. †Holes equally spaced.

CUT ON DOTTED LINE

Part No.	Name of Part	Year	LIST PRICE Lots of 100 per lot	LIST PRICE Each	No. Req. per Car
†A-4520-C	Universal joint housing cap—outer assembly (Old No. AA-4520)	1928-31		$1 25	1
A-20905	Bolt	1928-31	$1 50	02	2
A-21741-S8	Nut	1928-31	60	01	2
A-22245	Lock washer	1928-31	25	01	2
§A-20953	Bolt (cap to transmission)	1928-31		03	6
A-21745	Nut	1928-31	1 25	02	6
A-23534	Cotter	1928-31	20 gr. 50 M	03 dz.	6
A-4605-AR	Drive shaft	1928-29		3 50	1
A-4605-B	Drive shaft	1928-31		3 65	1
B-4243	Driving pinion key (was A-4243)	1928-31		05	1
A-21891	Driving pinion nut	1928-31		05	1
A-23533	Cotter	1928-31	20 gr. 50 M	03 dz.	1
B-4221	Driving pinion bearing cone assembly (was A-4221)	1928-31		1 20	2
B-4616	Driving pinion bearing cup (was A-4616)	1928-31		1 50	1
A-21950-AR	Driving pinion bearing lock nut	1928-29		15	2
A-21950-B	Driving pinion bearing lock nut	1928-31		15	2
A-4636-AR	Drive pinion bearing nut lock washer	1928		03	1
B-4636	Driving pinion bearing nut lock washer (was A-4636-B)	1928-31		03	1
B-4637	Driving pinion bearing thrust washer (was A-4637)	1928-31		03	1
B-4645	Drive shaft bearing (was A-4645-B)	1928-31		55	1
B-4655	Drive shaft bearing sleeve (was A-4655)	1928-31		15	1
B-4245	Drive shaft grease retainer assembly (was A-4245-A)	1928-31		25	1
A-4750-AR	Rear radius rod assembly—R. H.	1928-29		2 85	1
A-4750-B	Rear radius rod assembly—R. H.	1928-31		1 80	1
A-4751-AR	Rear radius rod assembly—L. H.	1928-29		2 85	1
A-4751-B	Rear radius rod assembly—L. H.	1928-31		1 80	1
A-21275	Bolt—front	1928-31		08	1
A-21875	Nut	1928-31		04	1
A-23550	Cotter	1928-31	20 gr. 50 M	03 dz.	1
A-21210-R	Bolt—rear	1928		05	4
A-21152-S1	Bolt—rear	1928-31		05	4
A-21791-S3	Nut	1928		03	4
A-21801	Nut	1929-31		03	4
A-23531	Cotter	1928-29	20 gr. 50 M	03 dz.	4



FRAME

A-5005-C	Frame assembly	1928-31		15 00	1
A-5015-B	Frame side member—R. H.	1928-31		3 00	1
A-5016-B	Frame side member—L. H.	1928-31		3 00	1
A-5020-B	Frame front cross member	1928-31		1 25	1
A-5025	Frame center cross member	1928-31		1 25	1
A-5030-B	Frame rear cross member	1928-31		1 50	1
A-5031-B	Frame rear corner bracket—upper R. H.	1928-31		10	1
A-5032-B	Frame rear corner bracket—upper L. H.	1928-31		10	1
A-5033-B	Frame rear corner bracket—lower	1928-31		06	2
A-5075	Body bracket on frame—front	1928-31		10	2
A-5076	Frame body bracket No. 6 body bolt—190A, 160A-B-C	1930-31		15	2
A-5090-B	Engine rear support bracket on frame	1928-31		45	2
A-5092	Engine rear support cushion—inner	1928-31		20	2
A-5093	Engine rear support spacer	1928-31		01	6
A-5094	Engine rear support cushion—outer	1928-31		10	2
A-5095-A	Engine rear support plate	1928-31		20	2
A-20740-S2	Bolt (engine rear support)	1928-31		04	6
A-21701-S2	Nut	1928-31	70	01	6
A-23515	Cotter	1928-31	20 gr. 20 M	03 dz.	6
A-5100	Hood clip bracket—on frame	1928-31		05	2
A-5125-A	Running board to frame bracket—No. 1	1928-31		35	2
A-5130-B	Running board to frame bracket—rear R. H.	1928-31		35	1
A-5131-A	Running board to frame bracket—rear L. H.	1928-31		35	1
A-2504	Brake rod spring bracket—front	1928-31		03	2

FRAME RIVETS

A-23262	¼ x ¾ round head rivet		25	05 dz.
A-23291	¼ x 1 1/16 round head rivet		30	05 dz.

§When used to replace bolt 1 5/32" long also use 1 A-22257-S2. †Holes equally spaced.

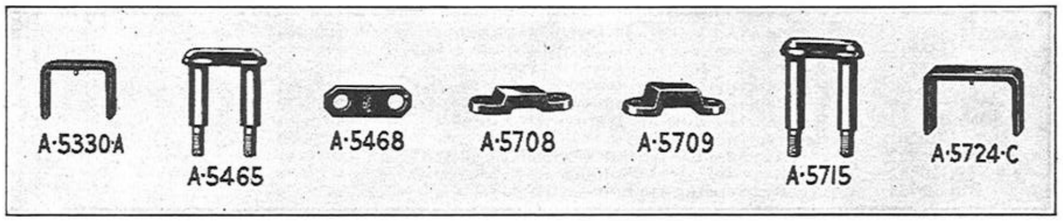
Part No.	Name of Part	Year	LIST PRICE Lots of 100 per lot	LIST PRICE Each	No. Req. per Car
A-23292	¼ x ⅞ round head rivet		$0 25	$0 05 dz.	
A-23372	5/16 x 1 1/16 button head rivet		45	01	
A-23385	5/16 x 11/16 button head rivet		45	01	
A-23371	5/16 x 15/16 button head rivet		60	01	

BATTERY SUPPORT

A-5151	Battery support assembly	1928-31		70	1
A-20705-S4	Bolt (suport to frame)	1928-31	75	01	2
A-21702-S2	Nut	1928-31	50	01	2
A-22217	Washer	1928-31	25	01	2
A-21741-S8	Battery support rear nut	1930-31	60	01	1
A-22245	Washer (support to frame screw)—rear	1930-31	25	01	1
A-24050	Battery support bracket stud	1928-31		05	2
A-5154	Battery support stud	1928-31		05	1
A-5155	Battery support bolt	1928-31	3 00	04	1
A-5163-AR	Battery clamp	1928		15	2
B-5163	Battery clamp (was A-5163-B)	1930-31		15	2
A-21761-S7	Nut	1930-31		02	2
A-5166-AR	Battery cover	1928		50	1
A-5166-B	Battery cover	1928-30		25	1
A-21740-S1	Nut	1928-29	50	01	2
A-21741-S8	Nut	1930	60	01	2

MUFFLER

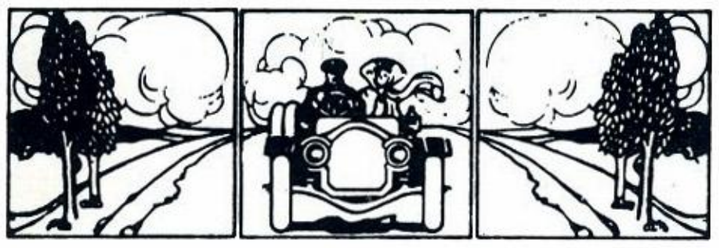
†A-5230	Muffler assembly	1928-31		3 50	1
B-5251	Muffler inlet pipe clamp (was A-5251)	1928-31		15	2
A-20955	Bolt	1928-31	2 00	03	2
A-21752	Nut	1928-31		03	2
A-5255-B	Muffler outlet pipe—79-B, 150-B, 225-A	1931		1 30	1
A-5256-C	Muffler outlet pipe bracket	1928-31		15	1
A-5260	Muffler outlet pipe clamp—79-B, 150-B, 255-A	1931		06	1
A-20953	Bolt	1928-31		03	1
A-21745	Nut	1928-31	1 25	02	1
A-23534	Cotter	1928-31	20 gr. 50 M	03 dz.	1



FRONT SPRING

A-5310-A	Front spring assembly—10 leaf	1928-31		3 25	1
A-5310-B	Front spring assembly—12 leaf	1930-31		3 75	1
A-5313	Front spring leaf No. 1 assembly	1928-31		65	1
A-5315	Front spring leaf No. 2	1928-31		40	1
A-5316	Front spring leaf No. 3	1928-31		35	1
A-5317	Front spring leaf No. 4—with A-5310-A	1928-31		30	1
A-5318	Front spring leaf No. 5—with A-5310-A	1928-31		25	1
A-5319	Front spring leaf No. 6—with A-5310-A	1928-31		20	1
A-5320	Front spring leaf No. 7—with A-5310-A	1928-31		20	1
A-5321	Front spring leaf No. 8—with A-5310-A	1928-31		15	1
A-5322	Front spring leaf No. 9—with A-5310-A	1928-31		15	1
A-5323	Front spring leaf No. 10—with A-5310-A	1928-31		15	1
A-5318	Front spring leaf No. 6—with A-5310-B	1930-31		25	1
A-5319	Front spring leaf No. 7—with A-5310-B	1930-31		20	1
A-5320	Front spring leaf No. 8—with A-5310-B	1930-31		20	1
A-5321	Front spring leaf No. 9—with A-5310-B	1930-31		15	1
A-5322	Front spring leaf No. 10—with A-5310-B	1930-31		15	1
A-5322	Front spring leaf No. 11—with A-5310-B	1930-31		15	1
A-5323	Front spring leaf No. 12—with A-5310-B	1930-31		15	1
A-5326	Front spring leaf No. 4—with A-5310-B	1930-31		30	1
A-5327	Front spring leaf No. 5—with A-5310-B	1930-31		25	1
A-3034	Front spring bushing	1928-31		03	2
B-5330	Front spring clamp (was A-5330-A)	1928-31		05	2
A-20545	Bolt	1928-31		01	2
A-21663-S2	Nut	1928-31	50	01	2
A-5330-B	Front spring clamp (Old No. AA-5330-AR) with A-5310-B	1930-31		05	2
A-5346-R	Front spring tie bolt	1928-29		05	1
A-20847	Front spring tie bolt—with A-5310-B	1930-31		03	1
A-20717	Front spring tie bolt—with A-5310-A	1928-31		02	1
A-20869	Front spring tie bolt—with A-5310-B and A-5347-R	1930-31		03	1
A-21706	Nut	1928-31		01	1

†For models 79B, 150B and 255A see AA-5230.



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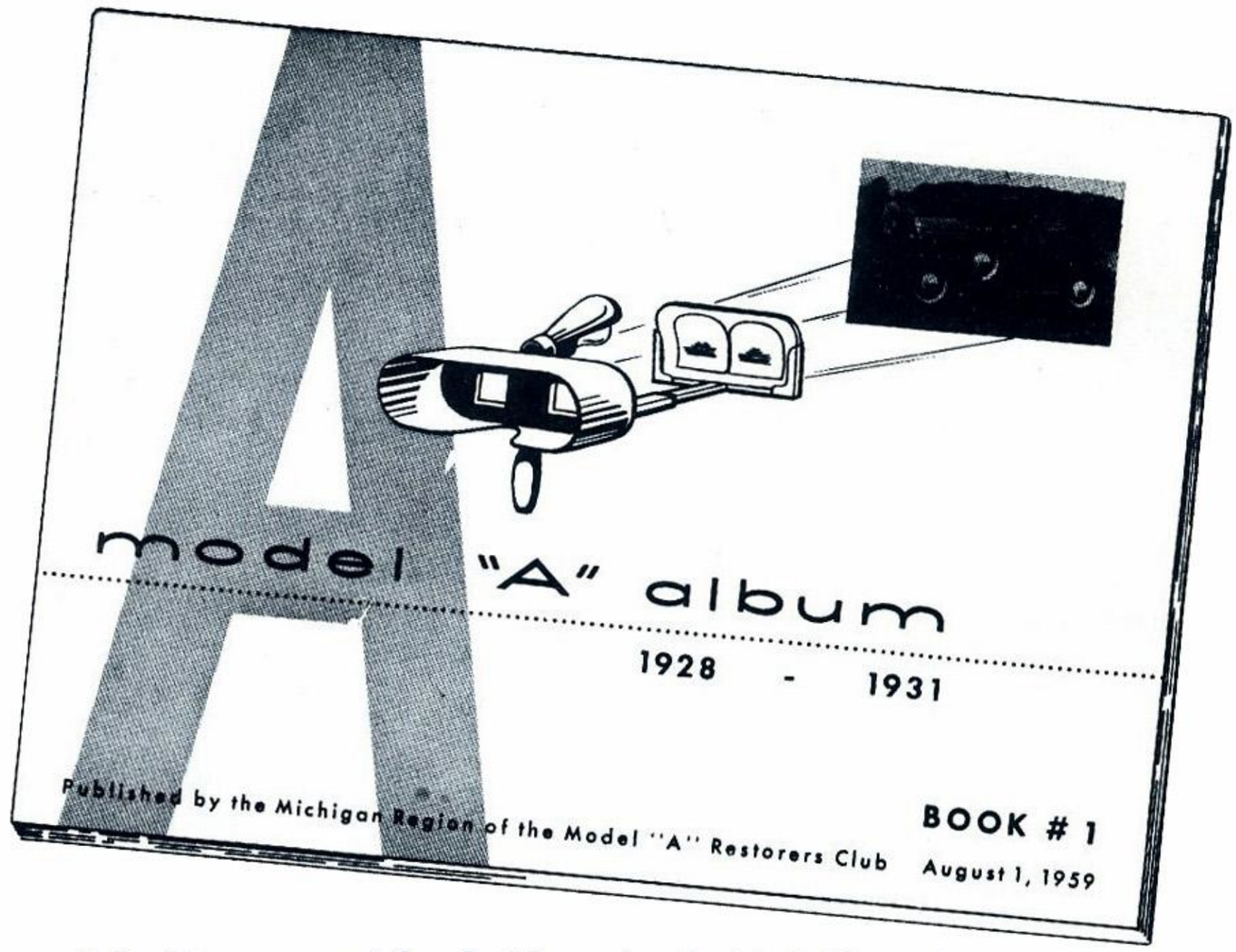

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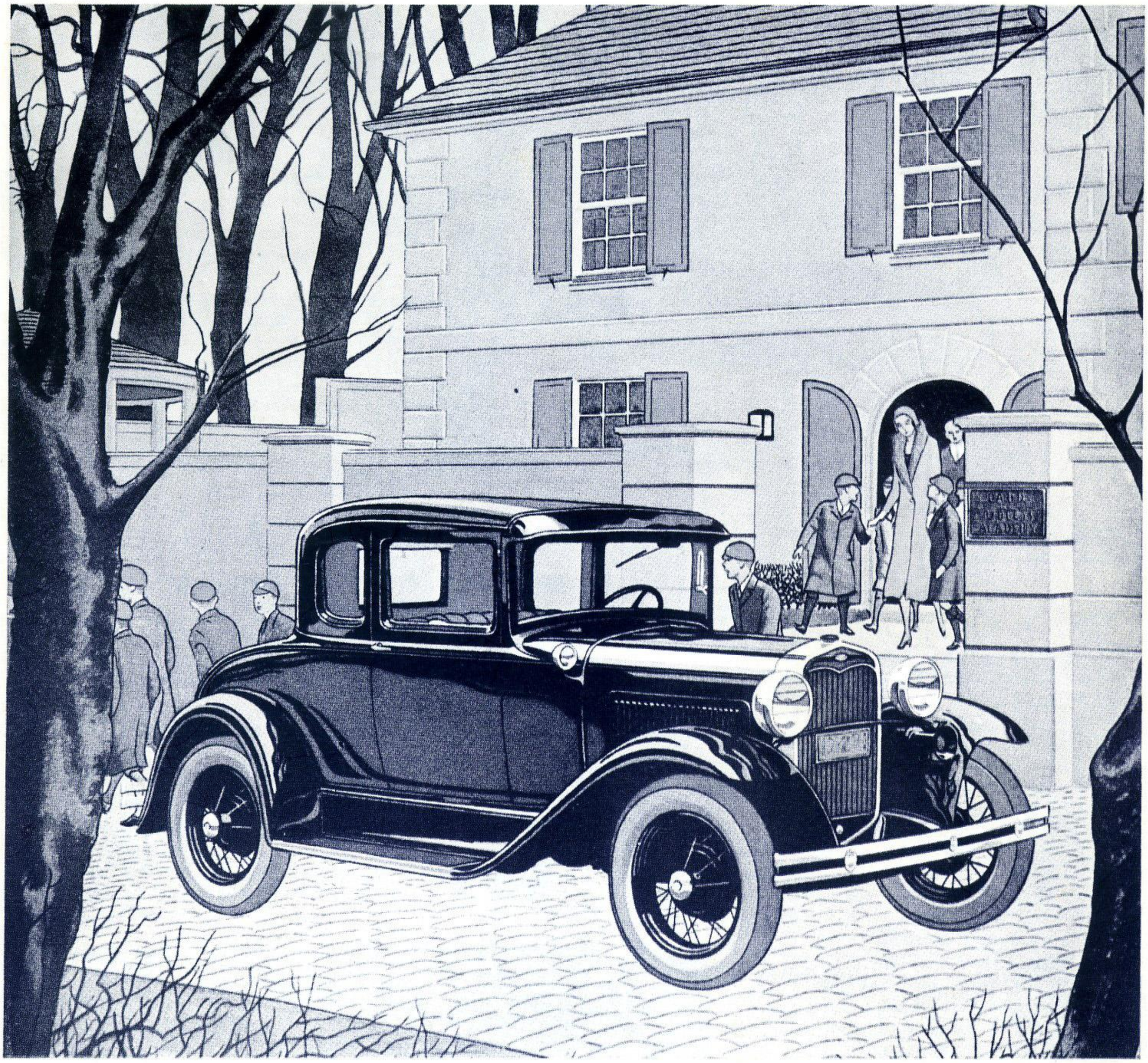

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