MODEL A RESTORERS CLUB
FOUNDED 1952

MARC News

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Site of Annual Meeting
March 21, 1964

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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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Business Office: Box 261
Dearborn, Mich.

STAFF

Publication Director . . . . . George DeAngelis
Printing Coordinator . . . . . Lloyd Van Meter
Technical Research . . . . . Edward Francis
Distribution Chairman . . . . . Dick Byrom
Fashion Editor . . . . . Etta Francisco
3827 Winona Ave.
San Diego 5, Calif.
Regional News Editor . . . . . Ray Matthews
Box 53, R D 4,
Finleyville, Pa.
Classified Advertising . . . . . Stewart A. Murray
12069 Ashton Ave.,
Detroit 28, Michigan

CLUB OFFICERS

President — Edward A. Breedon
2643 E. Streetsboro Rd.
Hudson, Ohio

Vice-President — Stanley C. Walz
4414 Oak Court
Madison 14, Wisconsin

Secretary — Stewart A. Murray
12069 Ashton Ave.
Detroit 28, Michigan

Treasurer — Clifford J. Collins, Jr.
P.O. Box 1204
Berkley, Michigan

COMMITTEES

Technical Chairman — Glen Crawford
1424 S. 14th St.
Richmond, Indiana

New Member Inquiry — Stanley C. Walz
4414 Oak Court
Madison 14, Wisconsin

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REGIONAL DIRECTORY

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Jack Keller
1001 Simmons Circle
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Calumet
John Minsberg
8332 Kraay Ave.
Munster, Ind.

Chesapeake Bay
Harry Metcalf
946 Skyline Dr.
Lancaster, Penna.

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1300 Indian Ridge Road
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Falls City
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8409 Linda Rd.
Louisville 19, Ky.

New Florida
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P.O. Box 382
Lakeland, Florida

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Norman Turnipseed
1966 Maywood Pl. N.W.
Atlanta, Ga. 30318

Harbor Area (Calif.)
Bob Bates
6007 Arbor
Lakewood, Calif.

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Region MARC Club
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577 Ganndry
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Nickle A Region
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Chilton, Wisc. 53014

North Carolina
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Ashville, N.C.

Oklahoma
Henry Nichols
809 NW 41st
Oklahoma City, Okla.

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Smoky Mt.
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Torontario
William LeNoury
717 Brimley Rd.
Scarboro, Ontario, Canada

Upstate N.Y.
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1583 Central Ave.
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Western Massachusetts
Roger E. Beaudoin
60 Easthampton Rd.
Holyoke, Mass.

West Virginia
Jack Rorrer
P.O. Box 63
Pratt, W. Va.

Wisconsin
Everett Good
907 Second St.
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COVER

The Ford Airport was built by Henry Ford in 1924 and for the first time in history a hotel, the Dearborn Inn, was designed and built for the air traveler. The cover photo was taken in 1929.

The airport is now the Ford Motor Company test track and the Dearborn Inn is owned and operated by the Henry Ford Museum. Proceeds from the Inn help to support the museum.

LETTERS TO THE EDITOR

QUESTIONS

Dear Editor:

I am in need of some advice. The fenders on the Model "A" I am restoring are in very poor condition. What I want to know is, are the fiberglass fenders that are being advertised in all the Model "A" Parts Catalogues being accepted by the Model "A" authorities as suitable replacements?

Edward (Jerry) Charlton
R.R. 8
Springfield, Ill.

Authenticity is of course desirable, but this is a personal preference and we cannot take a position of "authority."

Dear Editor:

I have found a Model "A" I think is fairly unusual. It is a 1928 Tudor Sedan with a center parking brake lever. It has a welted left fender and stamped rear luggage rack. The unusual part is that it has cowl lights. There is a piece of chrome or stainless trim on each side of the cowl which the lights are fastened to. There is also a piece of trim on top. The lights are not shaped like 30-31 lights, they are pointed in the back like '29 headlights. I would appreciate some information on these lights and if they are Ford parts.

Jim Schild

These cowl lights were sold through dealers as an accessory and were not Ford Motor Company design. The Ford designed cowl lights were released in 1929.

Dear Editor:

I have recently purchased two Model "A"s. I have questions about each of them. The first is a '30 or '31 Tudor. I can't tell which because it had both '30 and '31 front fenders and a '31 instrument panel. I found a number stamped on the body crossmember that the bucket seats are hinged on. The number is NK 11469. Can you tell me what year for sure the car is? And which factory assembled it?

The other Model "A" is an A-400. The wood former at the rear of the body (at the top of the body metal) is gone! Where can I obtain photos, blueprints or dimensions of this wood member, how it is fastened, what is fastened to it, what wood it is made of, etc?

Any guidance or information will be greatly appreciated.

Herman L. Reheis

We would require more information in order to make positive identification, however, refer to the story on

(Continued on Page 4)

(Continued from Page 3)

page 7 of the May-June isue of 1963, you may find your answer.

There is no way for us to determine where your car was originally assembled, nor are we able to supply any blueprints for your A-400. We suggest you try to locate another A-400 owner.

Dear Editor:

What do we have here? Model "A" Ford 1930 or 31? Town Sedan or three-window Fordor? The motor number is 4091848 (last of Oct. 1930). Body number is 164-21276 — Briggs Mfg. Co.

The above body number is not listed in any publication I have. This is the original body plate. Inspection shows this plate has never been removed or replaced. The interior is made of Deluxe upholstery, Bedford Cord seats and has carpet in both front and rear. There are shades on the rear windows and has small side windows. There are hand-hold straps and has Robe Rope one the back of the front seat. There is a dome light over the rear window, has a 1931 instrument panel and grained garnish molding. There is an arm rest on the side, a center pull-down arm rest in the rear seat, has a 1931 radiator shell, a one-piece running board and splash pan.

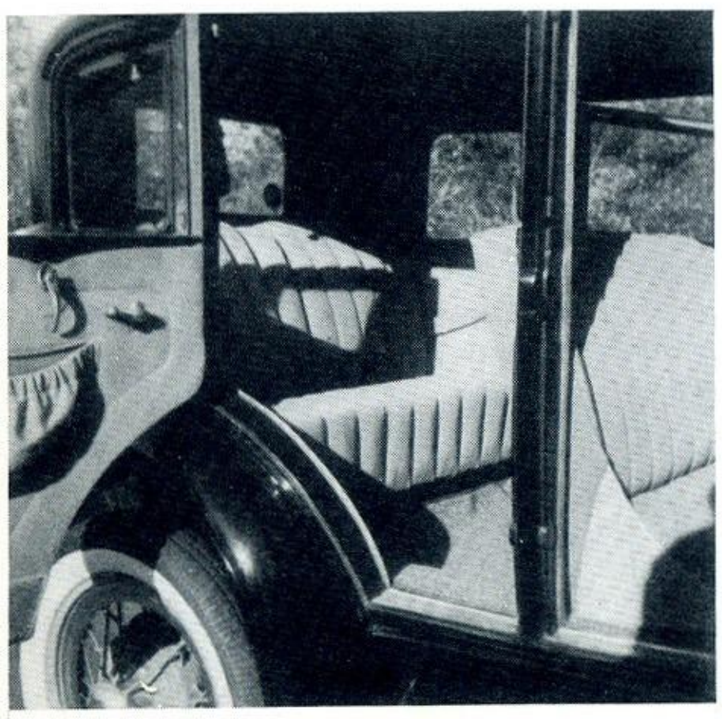
See the pictures I have enclosed to show most of the above items.

This car was purchased new in 1930 and was registered in the State of Florida on December 18, 1930. I have the original motor vehicle certificate of title that came with the car from the original owner. The title is made out in the following manner:

Name and make:	Ford
Type:	Town Sedan
Model:	A
Year of make:	1930
Engine number:	A 4092848

This shows that the engine has not been changed. Certificate of title has this car listed as a Town Sedan.

Note the pictures enclosed show the window to be square like a three-window Fordor Sedan, not like a Town Sedan that has windows smaller in front or a slight slant.



The number on the speedometer cable housing at the drive shaft connection is 9 19 34, does this give what speed of rear end this car has?

John P. Roberts
1008 Cedar Avenue
East Point, Georgia

Your description and photos identify this car as a 1931 Briggs body Town Sedan, manufacutred in late 1930 and probably sold in December of 1930. Dealers at that time were identifying the year of cars by the sale date and not by design as is being done now. All Briggs bodies had the square type windows and the Murray bodies had bowed type. Refer to "Authentically Speaking" in this issue for further information comparing Briggs and Murray bodies.

Dear Editor:

On page 7 of the September-October issue of MARC News there is a picture of the first place winner in commercial class at the San Diego National Meet. The engine hood on this 1931 Pick-up does not appear to be Model "A". Is this type of hood standard equipment on the Flower Car? Is this hood an accessory for 1931 trucks?

Thank you for a very informative and interesting magazine. Keep up the very good work. I would also like to exchange letters with other members who are or have restored 1931 trucks.

R. L. Long
2818 N.E. 12th Street
Gainsville, Florida

This truck, which is mistakenly called a Flower Car, is actually a Pick-up Truck Deluxe, body model 66A. The hood is an accessory item which was available at the dealers but not manufactured by Ford.

Dear Editor:

I just purchased a 1930 Sport Coupe which does not have Landau irons and I cannot find any place where they were ever attached. I was under the impression that all Sport Coupes came with Landau irons as standard equipment. Could you straighten me out on this?

In the article on 1930-1931 Coupes in the last issue, would most of this information also pertain to Sport Coupes?

Keep up the good work. The magazine gets better with every issue.

Robert Delaney
1707 14th Ave.
Green Bay, Wisconsin

The 1930 Sport Coupe did have the Landau irons as standard equipment but you will have to look at another car to locate the exact placement.

Most of the information in the 1930-31 Coupe "Authentically Speaking" story, does not apply to the Sport Coupe. We hope to have an article on the Sport Coupe in the future.

Dearborn Selected as Home of MARC

On December 15, 1963 the MARC board of directors held its fall meet in Toledo, Ohio. The most significant result of that meeting was the selection of Dearborn as the permanent home office of MARC. Box 261, which has been in use by MARC News, will now be the club office address. Starting with January, all correspondence relative to membership should be addressed to this office. A part-time secretary will be engaged to handle all incoming mail. The addressograph plates, which are in Cleveland, will be moved to Dearborn sometime in February.

Another important item that was proposed to the board was a constitutional amendment relative to the 50c per member rebate to each region. It was sought to eliminate this rebate since it presents a problem for the club treasurer, in that many members do not indicate to which region they belong. There was opposition to the change from several regions and the proposal was tabled. It will be brought up again at the annual meeting in March.

The Motor Cities Chapter of the Michigan Region was selected as host for this year's annual dinner. The meeting is tentatively scheduled for March, at the Dearborn Inn in Dearborn, Michigan. This will be the first time the meet has been held in Michigan.

President Ed Breeden announced that the club roster of members is ready for the printer and should be in the mail to members early in February.

The MARC News 1963 budget was also discussed and the proposed budget for 1964 was accepted by the board. Efforts are being made to streamline some operations without reducing the magazine quality.

Other topics of discussion were life membership and honorary membership.

* * *

HATS OFF

Hats off to our president Ed Breeden for his excellent letter to the Editor published in the December issue of Antique Automobile.

The "A" Mechanic Who Never Was

"Who was Thomas Howe?" If you were to ask this question of many "A" enthusiasts, they would probably answer something like this: "Howe? Why, he was a writer . . . a technical writer. Probably knew more about the early Fords than anyone, except maybe Murray Fahnestock. Yeah, I used to read articles of his in the Ford Dealer Service Field. Yes sir; Thomas Howe really knew Fords."

Really a famous man. But the truth of the matter is that Thomas Howe never wrote a technical article; in fact, Thomas Howe was never born.

All this rather unusual information came to light after MARC News recently reprinted a Thomas Howe article from the Ford Dealer and Service Field. The next week, our editor received this letter:

"Who was Thomas Howe?" Thomas Howe was one of the non-de-plumes I most frequently used when I had too many articles in the same magazine. If you reprint any other articles by Thomas Howe, please use my name instead." And the letter was signed "Murray Fahnestock."

This letter was the germ of an idea; since most MARC News readers are familiar with the authoritative writings of Murray Fahnestock, what could be more natural than to learn how this literary technologist first became associated with the automotive world and, more important, with Ford; what other elements of interest there are in the history of a man whose life so closely parallels the development of the automobile.

The result of this idea begins in the next issue of MARC News. A three part series on the man who "hitched his typewriter to the Ford Star," the product of Murray Fahnestock's own inimitable creation, "My Forty Years With Fords."

The article will retrace his early years with the automobile, his first Ford car, his experiences as a Ford mechanic and how this job eventually led him to writing the equivalent of a 300-page novel each year for many years.

If anyone living today, anyone at all, aside from Henry Ford, Jr. himself, of course, can be called "Mr. Ford" by reason of historical and technical knowledge of the Ford automobiles — all Fords, back through the many "T" years and the "A" early V8s, etc. — then it is Murray Fahnestock.

His book, "Know Your Model 'A' Ford," published in 1930, was recently reissued by Post Motor Books of California. It's a complete analysis of engineering and leading features of the Model "A" and questions and answers on Ford Service.

When a group gathers to talk automobiles the name Fahnestock will be almost sure to be mentioned. Murray Fahnestock grew up with the automobile industry. Born in 1885, he was recognized, and still is today, as the country's foremost independent Ford expert when the Model "A" was the new Ford.

Long before writing about Model "A"s, Fahnestock was known and respected for his authoritative works on Model "T" Ford construction, repair, maintenance, and hopping up, having served as Technical Editor of the Ford Dealer and Service Field Magazine continuously from 1914 to 1955 when he retired. The magazine since has been absorbed into another publication.

Selections of these authoritative articles came to be assembled in book form. Two titles were published, each complementing the other, and both immediately became practical reference "bibles" among car salesmen, mechanics and private owners alike. Nothing written before or since ever proved so comprehensive; the value of these two books to the Model "A" Ford owner will never diminish.

Murray Fahnestock through his books and writings on automotive topics, has compiled expert history on early cars — history that will live and be referred to for generations to come.

About his book just reissued he says; "It looks better than the original, while the author looks much older. Oh, to be a book!" But lest the younger generation look with diminishing respect at this "expert of a bygone era," we should make a vivid point here that Murray Fahnestock is

(Continued on Page 15)

ASK ME ANOTHER

One of the many articles by Murray Fahnestock published in Ford Dealer and Service Field.

ENGINE SPEEDS

In the Chart of Mechanical Specifications, you give the speed of the Model T Ford engine as only 1,600 revolutions per minute. Yet we have a 1927 Ford Model T Ford Coupe with cast iron pistons, geared 4-to-one, which has made 55 miles an hour on a slight down grade. This would give an engine speed of 2640 R.P.M.

After reading one of your articles on Gear Ratios, several months ago, we removed the 3-to-one gears that we had installed and installed 4-to-one gears (although the car was equipped with Ruckstell axle.) The results obtained have been very satisfactory, and far more than expected.

The 1,600 revolutions per minute, which we gave in our Specifications Chart, is the "normal" speed of the Ford engine at which it develops its greatest power. The maximum speed of a gasoline engine is far higher than the normal speed. We have heard of Model T Ford engines having a maximum speed of 3,330 revolutions per minute!

The normal speed of the Model A Ford engine is given as 2,200 revolutions per minute. But we all know that the new Model A Ford car is capable of speeds from 60 to over 70 miles an hour. Even at only 60 miles an hour, the Model A Ford engine is making 2,486 revolutions per minute, which is well in excess of the normal speed.

BRAKE BINDS ON CURVES

When turning to the right, the left front wheel brake of a Model A Tudor grabs. Have adjusted brakes several times, but same condition still exists.

When turning to left, both front brakes operate smoothly. Also when going ahead, both front brakes operate smoothly.

Mechanics have checked for "high spots" on drums, but report all O.K. in brake mechanism. When pushing car, we notice that the last inch or two the car moves, a sound that seems to indicate that the brake is being set. This observation being made with brakes entirely released and car being pushed by hand. Sound only comes

(Continued on Page 15)

Authentically Speaking

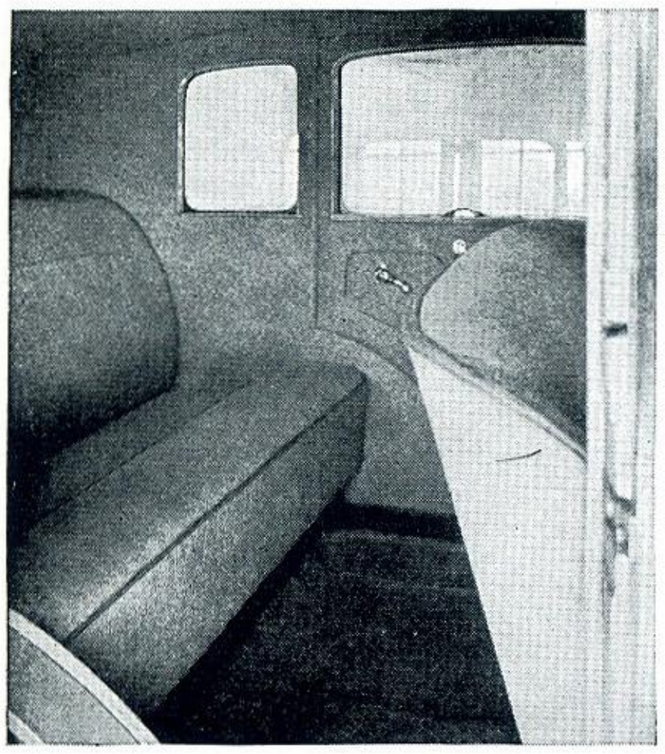
or

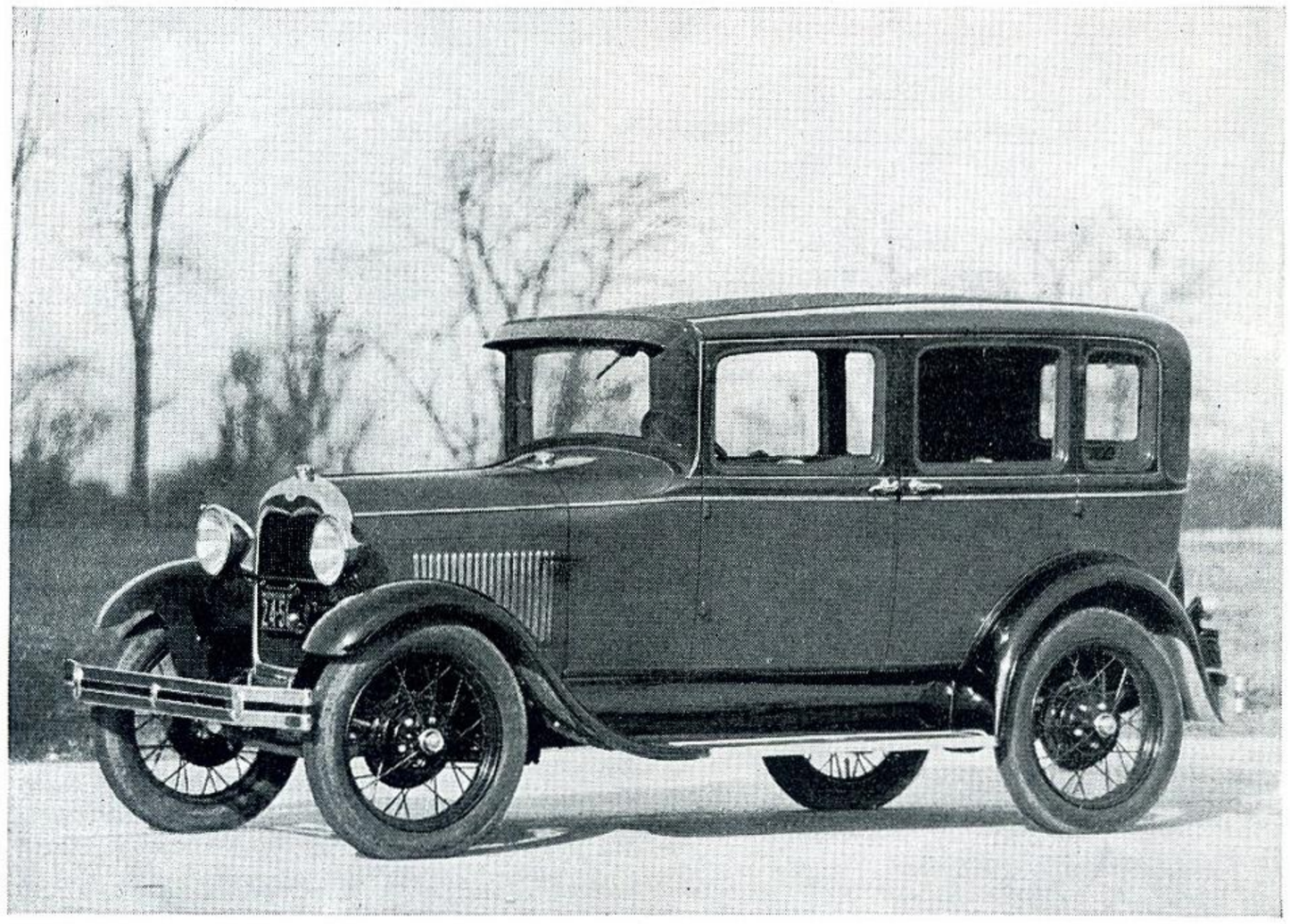
As Mr. Ford Built the "A"

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





THE THREE-WINDOW FORDOR SEDAN

A CAR of quiet, conservative lines, yet unmistakably modern in every detail. Offered in a choice of rich and beautiful colors. Full comfort is provided for all five passengers. The deeply-cushioned seats, front and rear, are finished in the fashionable lounge style. The driver's seat may be adjusted to your convenience.

1929 FORDOR SEDAN (three-window)

In the November-December issue of MARC News, we covered the features of the 1928-29 two-window Fordor which was introduced in May of 1928 and continued to the end of 1929. With the introduction of the new cars in January of 1929, the three-window was added to the Fordor models. The two-window body style had been built only by Briggs, but with the introduction of the new style, Ford Motor Company also contracted Murray to manufacture the Fordor body.

An often asked question is, "How can you tell a Murray built body from a Briggs?" The chassis, of course, is the same on both bodies and so is the hood. From that point on, however, there are a number of differences, with the shape of the windows being the most notable.

In appearance, the Briggs bodies have square looking windows, whereas, the Murray bodies have an arch appearance to their windows. A close inspection of the interior will reveal that the garnish mouldings of a Briggs body have square corners while the Murray mouldings are round at the corners. In addition, the door pull grips on the Murray body are zinc die-cast and fastened to the garnish mouldings with screws, while on the Briggs body they are sheet metal stampings and fastened by spot-weld.

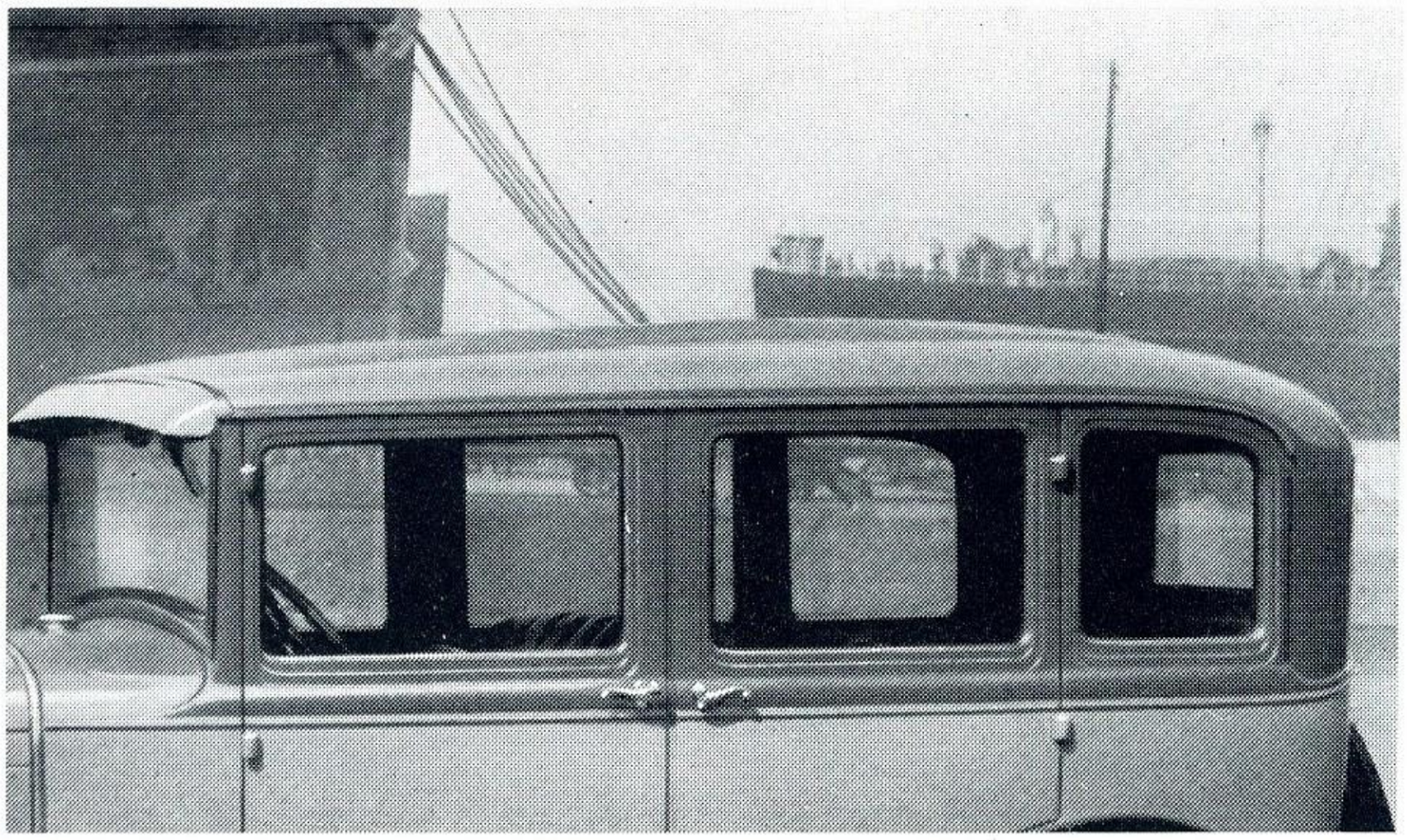
Both manufacturers designed the body to the same basic package dimension provided by Ford Motor Company, but there are major differences in door openings. The doors of the Murray bodies have the same over-all width, but on the Briggs bodies the front doors are approximately one inch wider than the rear doors.

In introducing the Fordor, Ford Motor Company departed from the coupe pillar designs by gracefully blending the sides of the body with the hood and combining the fuel tank with the top of the cowl. Not only did this design set the pattern for all the body styles of the 1930-31 models, but the very Fordor body that was introduced in 1929 was the same body carried over into 1930 and 1931 (except the slant windshield models introduced in late 1931). For example, the doors of the 1929 Briggs Fordor can be interchanged with the 1929 Town Sedan, the 1930-31 Town Sedan, the 1930-31 Standard Fordor Sedan and the two-window Fordor of 1929-30 and 31. Likewise, the 1929 doors of the Murray bodies were the same as the 1930-31 Town Sedan and 1930-31 Standard Fordor Sedan. Many other items are also interchangeable between models of 1929 through 1931. However, none of these items on the Briggs bodies are interchangeable with the Murray bodies.

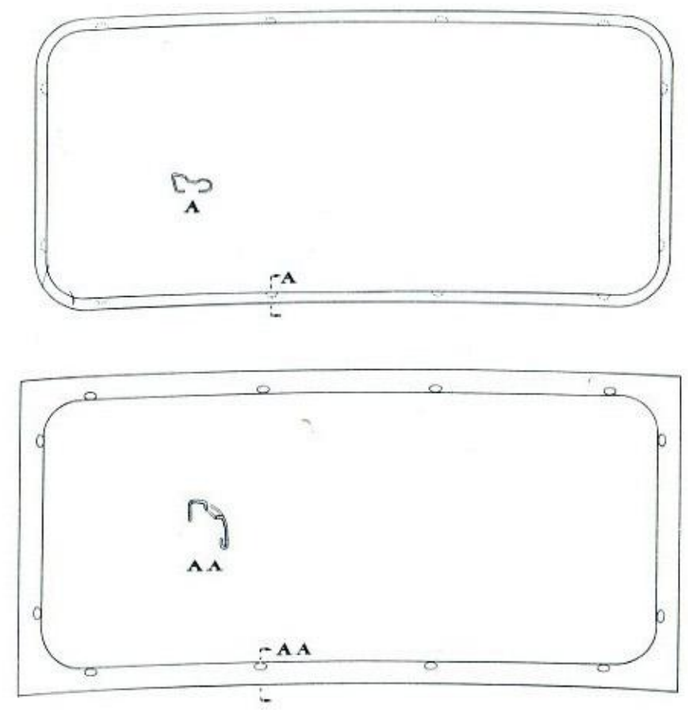
In 1929 the three-window Fordor was available as a Standard or Deluxe model, known as the Town Sedan. The Town Sedan differed from the Standard in that it had the Deluxe interior trim and cowl lights. The cowl light brackets of the Briggs body were made of brass castings while on the Murray body they were zinc die castings.

Interior trim on the Standard Fordor Sedan was available in two schemes, a Brown check and Brown hairline stripe. However, the Brown hairline stripe was used only on the Briggs built cars. The seats were trimmed in the fabric for which the trim scheme was named. The side walls and back of the front seat was trimmed in plain Brown wool body cloth. The Murray bodies had Mocha Brown garnish moulding and Briggs bodies had Mocha Brown or Gray garnish mouldings.

The Town Sedan was trimmed in three trim schemes, Gray check, Brown mohair and Green mohair with side arm rest, robe cord, and a center pull-down arm rest in the rear seat back cushion. The Gray check was only



Typical of the Briggs body window design



Comparison of Murray (top) and Briggs back window finish strip.

1929 FORDOR BODY COLORS

Body	Upper, Belt and Molding	Reveals	Stripe
Bonnie Gray	Chelsea Blue	Bonnie Gray	Straw
Vagabond Green	Rock Moss Green	Vagabond Green	Straw
Rose Beige	Seal Brown	Rose Beige	Straw
Andalusite Blue	Andalusite Blue	Niagara Blue Light	French Gray

TOWN SEDAN INTERIOR TRIM SCHEMES

Interior Trim Scheme	#Quarter Back, Door and Front Seat Back	Seat	Windlace	Headlining	Cowl Cardboard	Floor & Lower Doors & Quarter	Garnish Mouldings	Curtain Rear & Quarter	Robe Cord
*Gray Check	Plain Gray Wool Body Cloth	Gray Check Wool Body Cloth	Gray Worsted Pattern	Gray Napped Cotton Headlining	Dash Grain Two Tone Gray	Gray Carpet	Mahogany or Walnut or Light Buff	Gray Silk with Gray Braided Cord	Gray Twisted Cord
@Brown Mohair	Brown Mohair	Brown Mohair	Brown Worsted Pattern	Brown Napped Cotton Headlining	Dash Grain Two Tone Brown	Brown Carpet	Mahogany or *Walnut or *Light Buff	Brown Silk with Brown Braided Cord	Brown Twisted Cord
@Green Mohair	Green Mohair	Green Mohair	Green Worsted Pattern	Green Napped Cotton Headlining	Dash Grain Two Tone Green	Green Carpet	Mahogany or *Walnut or *Light Buff	Green Silk with Green Braided Cord	Green Twisted Cord

@ Used on Briggs and Murray Built Cars Only
* Used on Murray Built Cars Only
# Including; Windshield Header, Hinge Pillar and Roof Side Rail

STANDARD FORDOR SEDAN INTERIOR TRIM SCHEMES

Interior Trim Scheme	# Quarter Back Door & Front Seat Back	Seat	Windlace	Headlining	Cowl Cardboard	Front Floor	Rear Floor	Garnish Mouldings	Curtain Back Window Only
@Brown Check	Plain Brown Wool Body Cloth	Brown Check Body Cloth	Brown Worsted Cloth	Brown Napped Cotton Headlining	Dash Grain Two Tone Brown	Black Rubber	Brown Carpet	Mocha Brown *Gray	Brown Silk with Brown Braided Cord
*Brown Hairline Stripe	Plain Brown Wool Body Cloth	Brown Hairline Stripe Body Cloth	Brown Worsted Cloth	Brown Napped Cotton Headlining	Dash Grain Two Tone Brown	Black Rubber	Brown Carpet	Mocha Brown *Gray	Brown Silk with Brown Braided Cord

@ Used on Briggs and Murray built cars
* Used on Briggs built cars only
# Including windshield header, hinge pillar and roof side rail

available on Murray bodies. The garnish moulding was generally Mahogany. But on Murray bodies, a Walnut or light buff was available as an option finish.

The Standard Fordor Sedan and Town Sedan was available in the same exterior color schemes. There were four regular production optional color schemes, Bonnie Gray body and reveals with Chelsea Blue upper, belt and moulding with Straw stripe; Vagabond Green body and reveals with Rock Moss Green upper, belt and moulding with Straw stripe; Rose Beige body and reveals with Seal Brown upper, belt and moulding with Straw stripe; Andalusite Blue body, upper, belt and moulding with Niagara light Blue reveals with French Gray stripe.

Fenders and wheels came from the factory painted Black, but most dealers would paint the wheels to match the stripe.

There were 53,941 Standard Fordor Sedans and 84,970 Town Sedans manufactured in 1929 for domestic consumption.

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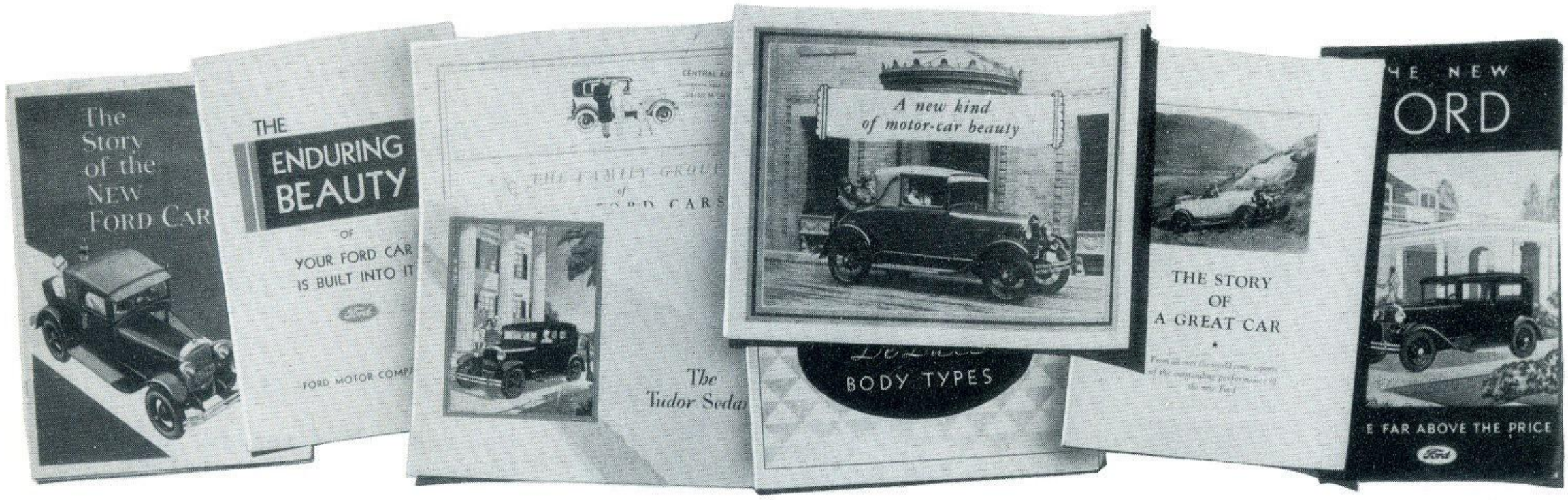


Collecting Model "A" Literature

WHAT'S AVAILABLE AND WHERE TO FIND IT

by Frank Kinzinger

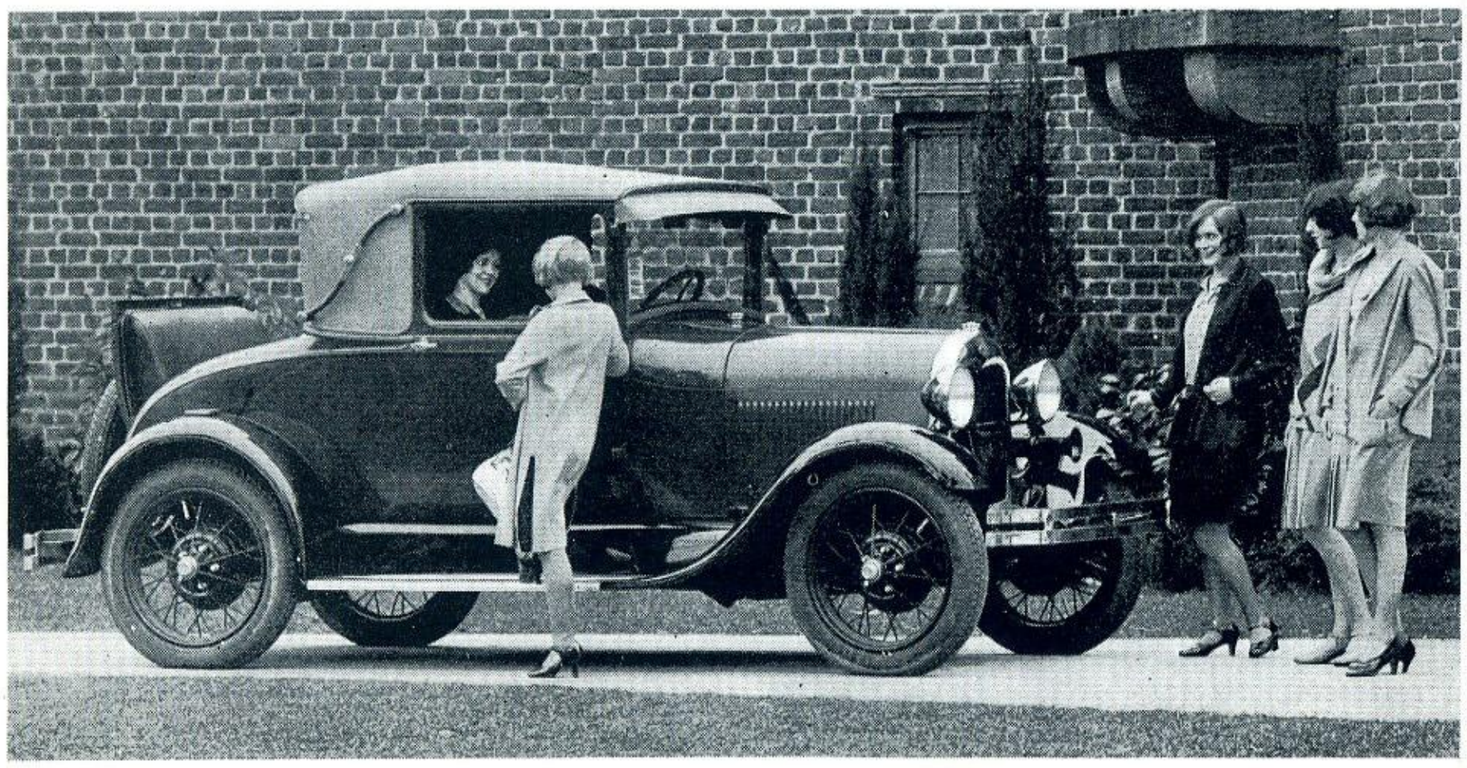
The average Model "A" restorer collects literature without realizing it, undoubtedly he has an instruction book and usually a parts or service book, either original or reprints. These books are just one iota of the multitude of Ford literature available, which includes color magazine ads, monthly magazines about the "A", showroom pamphlets, 20 x 24 color pictures that hung on the dealers walls, sales-aid books, labor schedules, accessory catalogues, and many other items. Collecting literature about the Model "A" is "doing what comes naturally" for every "A" lover, since literature can aid in restoration and provide historical background, advice on repairs or rebuilding, color schemes etc. Literature can also provide some misinformation that promotes heated discussion among "expert A" parlor mechanics.

In starting a collection, the instruction book is usually acquired first. These are easy to find and reasonable to purchase. Such a book was the first item in my collection which now numbers over two hundred different Ford pieces from 1927 through 1931.

My first real literature prize was the complete unabridged "Ford Service Bulletins," 8½ by 11 size, with a hard cover binder. This was before reprints were available. Of course I was happy to exchange a Marmon door handle for the bulletins! These bulletins which contained a wealth of information made me aware that other items would also be interesting and I began to search for more pieces. The most logical place to look was Ford garages; within a short time I had acquired parts lists, Fordex (salesmen's reference book), dealer brochures and original color chips. It became readily apparent that I had a storage problem, so a legal size filing cabinet was purchased for $4.00. This did very well until I found some full page magazine advertisements, that were too large for the filing cabinet; and even if they would have fitted it would not have been practical to stand them on end. These ads then went in the bottom of my dresser drawer, resulting in a rather disagreeable side effect, since most of the magazines had been found in basements or barns and had a pronounced musty or mildew odor which transferred to my clothes. This problem was solved when I found an old sheet music cabinet at an auction, and after spirited bidding I paid the auctioneer 75 cents and carted it home. It worked perfectly; the ads and even complete magazines fitted on the shelves and there was a shelf for each year.

As of now, the collection is divided into nine categories and ten subdivisions;

1. Passenger cars
   a. Domestic
   b. Foreign
2. Commercial
3. Magazine and newspaper advertisements
4. Complete magazines and periodicals
   a. Ford publications
   b. Non-Ford publications
5. Accessory catalogues
   a. Ford catalogues only
   b. All other car catalogues
6. Technical publications
   a. Ford publications
   b. Non-Ford publications
7. Books
   a. Historical
   b. Technical
8. Dealer Advertising
9. Reprints and current material



Passenger car advertising consists of pamphlets and brochures which were originally obtained from dealers' showrooms or were mailed to prospective customers. Some illustrate all body styles; some, just one body style. Others are in the nature of testimonials by owners or exploit an achievement or use. Most items in this category were printed in only two colors.

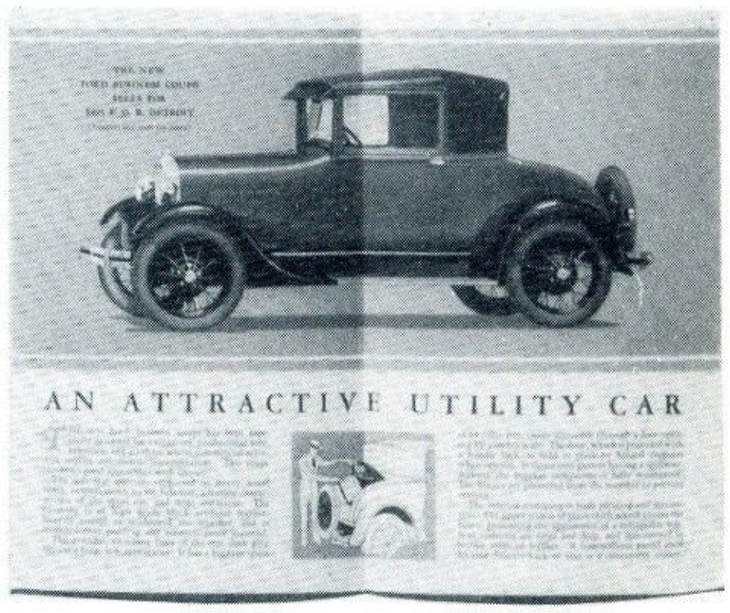
The earliest brochure I have was printed in 1927 probably prior to production, and the six body styles were illustrated in the four available colors. This particular pamphlet is a good illustration that advertising cannot be taken as gospel. The fordor sedan is shown as having three windows on each side and has the coupe pillars.

Other brochures contain photographs which show the clothing of the era and also illustrate interiors. Ford Motor Company made a play for the woman driver and one ad featured "Milady and her Car." The early 1931 color pamphlet showed the radiator shell with the insert only at the bottom.

The foreign catalogues are similar to the domestic, except for indicating that a sun roof was available for the five passenger closed cars and fender lights instead of cowl lights.

The commercial category is similar in type to the passenger car except that the single or similar body type pamphlets were used more and quite often the testimonial type advertising is included with the body style ad. The range is from station wagons through funeral coaches to school busses.

Magazine advertisements are very intriguing. They were usually in color, were full pages and sometimes even two page spreads. A typical one appears on the back cover of MARC News. The magazines ranged from the

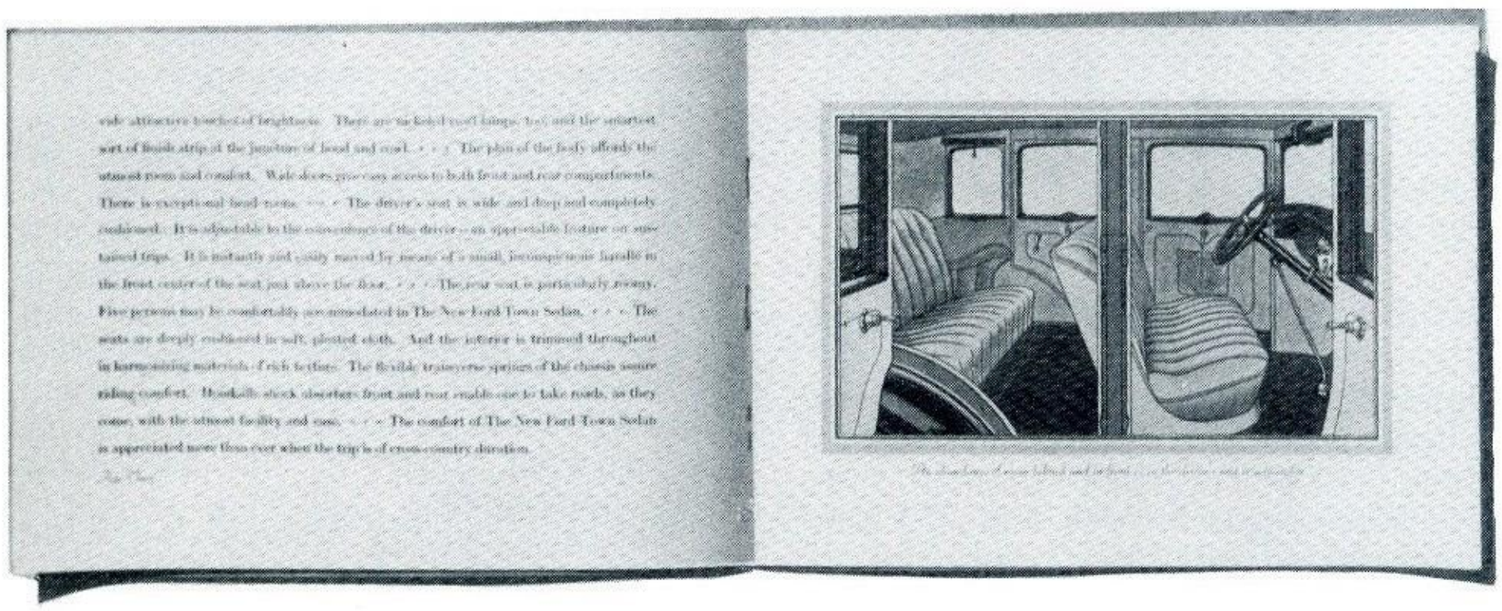


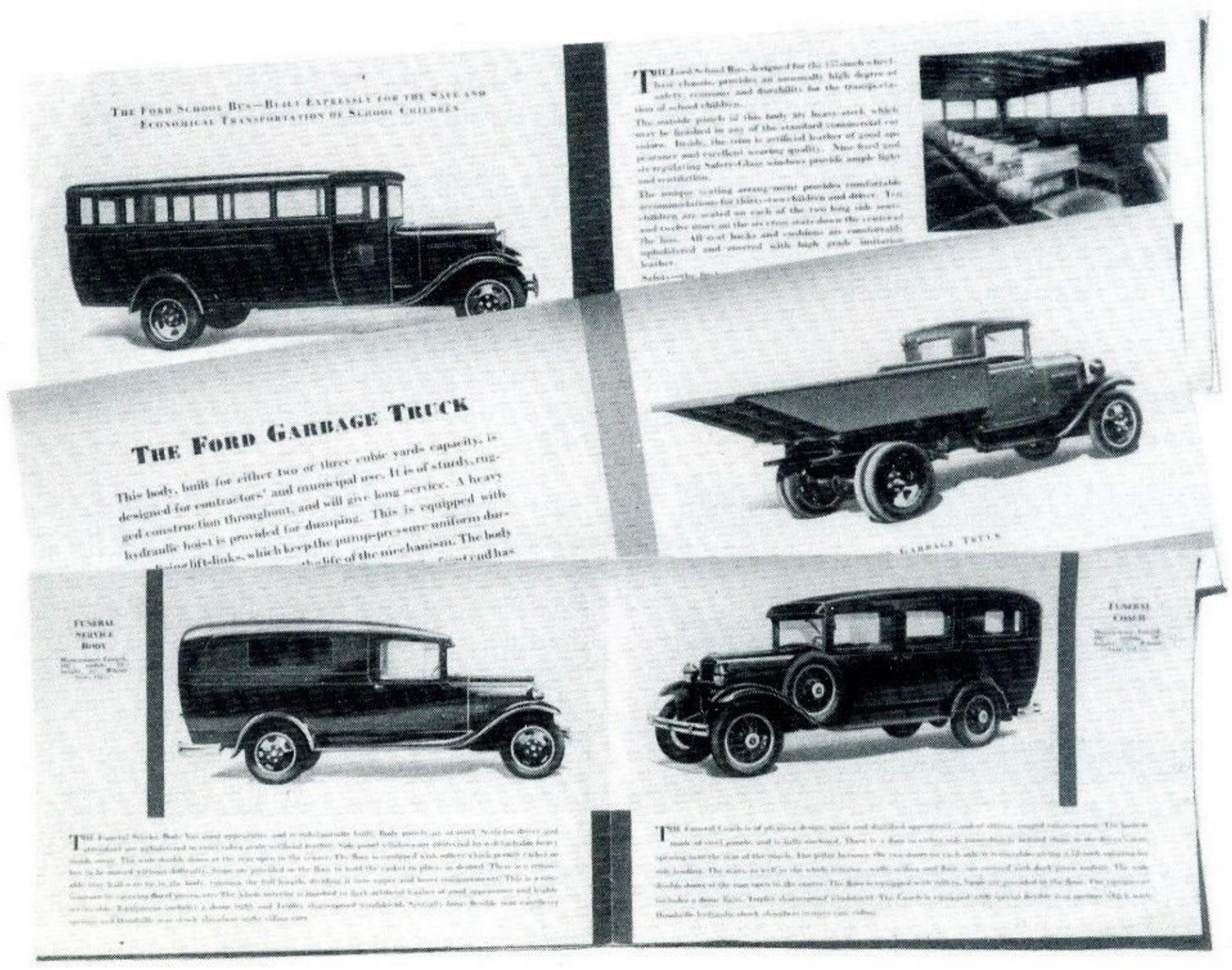
high class society type to farm magazines. The backgrounds were usually quite ritzy with boatwells, airplanes, etc. shown. The '28-'29 ads often had a large picture of a car and then a small picture of an interior or another body style which was sometimes from another ad that featured this body style. Information as to color, clothing and stripling can be obtained from this category.

Ford Motor published several periodicals: "The Ford Times" was for the customer and "The Ford News" was for the dealer. "Ford Dealer and Service Field" was an excellent independent monthly publication. Murray Fahnestock was the technical editor. This facet of the collection is probably the most interesting and contains practically all the information found in the other categories, such as technical advice, accessory ads, historical data, new body styles, testimonials, achievements, changes as they occurred, and comparisons with the competitive cars.

Accessory catalogues were printed by independent companies for the most part, although Ford did publish some accessory pamphlets. Some companies printed catalogues for the Ford cars only, while others such as Sears and Western Auto had a Ford section in

(Continued on Page 15)





That Finishing Touch

BY JIM SCHILD

When Ford Motor Company brought out their new car in 1927, they demonstrated one example of how a low priced automobile can still be low priced while it had a good finish. The Model "A" was finished in pyroxylin lacquer. This is a finish made from pyroxylin which is a product of cellulose treated with nitric acid, with nitration carried less far than in guncotton. It is soluble in methyl alcohol, ether alcohol solution or amyl acid. This may not seem important, but it should be kept in mind when adding anti-freeze to your radiator this winter, be careful not to spill any on your original Model "A" paint job.

The durability of this pyroxylin finish is shown by the fact that many Model "A's" still have a pretty good original color and shine after 33 years. I think that most restorers would like to equal this original paint, but some of you may not be able to afford it. You do not have to spend a small fortune to have a fine finish on your restored car. If you do it yourself with the right planning, a very fine job can be had at a nominal cost.

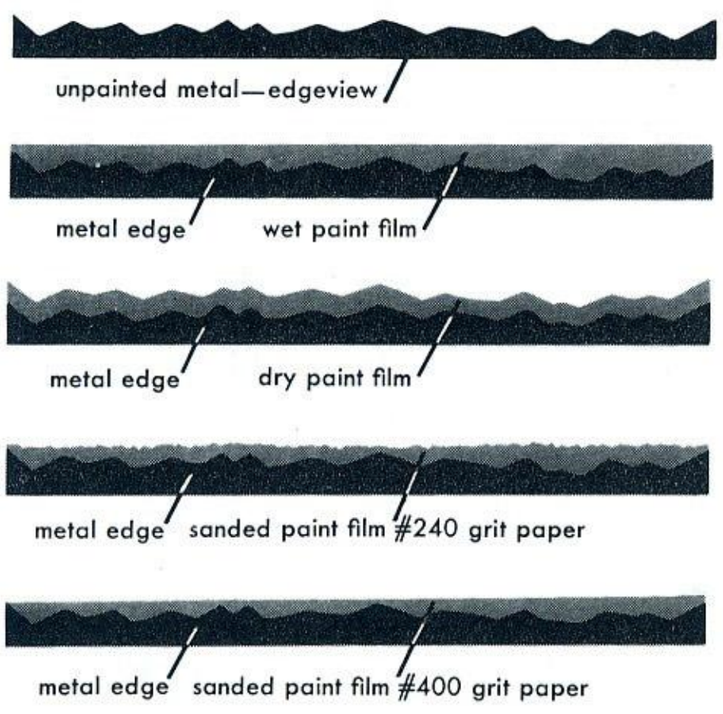
First, we must cover the ways in which automobile finishing is done. There is the lazy man's way, which consists mainly of smoothing the old chipped places with sandpaper and brushing on some cheap enamel. There have been some fair results obtained by this method, but the odds against it make it very undesirable for your restored Model "A".

The next method is enamel spraying. This can produce a good job if done right, but takes very careful preparation and spraying. As in all fine painting, the old finish should be completely removed. This can be accomplished with a good paint remover. The remover should be brushed on with parallel strokes. (Be careful not to get any on your skin and especially in your eyes, as it burns the skin badly). After setting for about five minutes, the old paint should be scraped off with a paint scraper or a putty knife. This may have to be repeated if there are many coats of paint on the car. Be certain whether the remover is the type which, after using, the surface can be wiped off and used, or the kind which, after using, the surface must be gone over with a good paint thinner or turpentine. After using either one, the surface should be sanded with a medium grit sandpaper using a rubber or

wooden block. At this point, be absolutely sure all rust is removed from the body and all pits filled with body putty. If the car is badly rusted, it should be sandblasted. If all the rust is not removed, it could come through later and ruin the finish.

Now the body should be sprayed with a thin coat of zinc chromate primer. This should be allowed to dry 24 hours; then apply a heavy coat of primer-surfacer. When this is dry, block sand using a block and 220 grit sandpaper. After carefully sanding all body surfaces, apply another thin coat of primer-surfacer and allow a day or two to dry, then use 320 sandpaper and water, going through same procedure; prime again and then finish off with 400 grit sandpaper. Now carefully prepare the body in a garage which is clean and dust free. This can be accomplished by spraying the floor with water. This is important in an enamel job as the finish takes a long time to dry and can easily pick up dust or bugs.

When spraying, make sweeping back and forth strokes, releasing the trigger at the end of each stroke to avoid piling up the sprayed material at the edges of the area being covered. Don't use zigzag or circular strokes except possibly where it is necessary to cover small irregular objects. Most importantly, do not spray on too heavy a coat as this will run and ruin the finish. Another thing, always wear an approved respirator when working indoors. When using enamel, after spraying, the car should not be moved for 48 hours.



For a lacquer job, a little more work is required but the results are far more pleasing. The procedure is the same as in enamel up to the point where the primer-surfacer has been applied. First, make sure the primer-surfacer to be allied is for a lacquer type finish. If a lacquer is sprayed over a non-lacquer primer, the results could be very distressing. After the primer has dried and been sanded, the lacquer should be properly thinned, then sprayed on with a thin coat in the desired color. As lacquer dries very quickly, the next color coat can be applied within a few minutes. After two or three coats have been applied, the surface should be gone over with 600 grit wet sandpaper. The spraying and sanding can be repeated for a better finish, or right then you can go on to the next step, which is hand rubbing with a good rubbing compound such as DuPont #7; then gloss-rub with white finishing compound and finish off with a good wax.

To summarize; a lacquer job gives a fine, high-gloss, smooth finish but requires much sanding and hand rubbing. A lacquer finish will last a long time and a chip-repair can be sanded smooth and then rubbed out to match the rest of the body. Lacquer is also fairly expensive, about $10.95 a gallon.

Enamel, if applied well can give a fairly smooth and glossy finish but no enamel can ever equal a lacquer finish, so don't expect too much. Enamel requires only one or two coats, while lacquer must have at least three or four. Enamel is a softer finish and cannot be sanded. Repair of an enameled area seldom equals the original finish. Enamel takes a few hours to dry to the touch and a couple of weeks to dry completely. That's about it except for saying; "In painting it's what's underneath that counts." Good luck.

Safety Rules

Especially during the winter time of the year when garage doors are generally closed and heaters are in use, safety rules are apt to be overlooked. Be safe — don't be sorry — follow these rules at all times:

Provide a good ventilation system to remove fumes.

"No Smoking" in and around the spray area.

Place fire extinguishers and equipment in handy spots.

Never drive a car in or out of the spray booth . . . push it by hand.

Comply with safety codes on electrical equipment and never use "temporary" electrical setups.

Regularly check all electrically driven equipment. Be sure ground wires are intact to avoid static electricity.

Keep the area, including the floors, clean. Avoid fires from spontaneous combustoin by disposing of dirty rags and papers —at least daily, preferably just before quitting time.

1964 Annual Meeting

Saturday, March 21, 1964 has been selected as the date for the annual meeting. The location will be Dearborn Inn in Dearborn, Michigan which is located just a short distance from Henry Ford Museum and Greenfield and across the street from the old Ford Airport, now the Ford Motor Company's test track.

Tentatively, the meeting is scheduled to start with a Restoration Hour (cocktails) at 6:00 p.m. and dinner at 7:00 p.m. The meeting will start after the dinner at which time the election results will be announced and the new officers will be installed. This will be followed with entertainment and conclude with a dance.

For those who wish to arrive early in the day, arrangements are being made for a visit to Henry Ford Museum and Greenfield Village.

Complete information and reservation forms will be mailed out to all members in mid-February.

NOMINATING COMMITTEE

1964 is election year for MARC national officers. At the recent meeting in Ohio, the board of directors appointed a nominating committee consisting of the following members: *Lambert Dial* of California, *Ray Matthews* of Pennsylvania, *Don Mede* of Illinois, *Francis Saunders* of Wisconsin and *William Vicary* of Michigan. Any members having suggestions relative to possible candidates should contact Ray Matthews, Box 53, RD. 4, Finleyville, Pennsylvania who is the committee chairman.

The club constitution provides that the committee will make the nominations of the elective officers. Other nominations may be submitted to the secretary by a petition signed by ten active members in good standing.

TIPS FOR A SUCCESSFUL PAINT JOB

Here are a few tips suggested by one of the leading paint manufacturers.

RULE No. 1
CLEAN THE SURFACE

A thoroughly clean surface for paint to grip or adhere to is absolutely essential. All dirt, oil, grease, wax, silicone, moisture, and rust must be removed. Any of these can quickly destroy the durability and appearance of the final finish.

The whole area should always be washed first with plain water.

The surface can be then washed with solvent type cleaner *made for this purpose.* It will dissolve the various invisible films on the metal or paint. *Gasoline, turpentine, lacquer thinner, etc., are never recommended for this purpose.*

RULE No. 2
CORRECT SANDING TECHNIQUE

Sand scratches are no problem! Use fine grit papers—#320 or finer is always recommended. Equally important is the sanding technique. Bearing down on the paper only introduces sand scratches. Light pressure on the sandpaper, allowing the paper to do the work, is the correct way.

Bare metal areas should then be treated with a phosphoric acid type cleaner which will remove rust. The metal will be etched or "roughened" so that the paint can get a good grip. Later rust creepage will be greatly reduced.

RULE No. 3
TOP QUALITY THINNER

You cannot economize on thinner! You may be able to save a few cents on the gallon, but you will pay out dollars in time and effort, in order to make up for the shortcomings of a cheap thinner. Top quality jobs go hand-in-hand with top quality thinners.

RULE No. 4
CORRECT AMOUNT OF THINNER

Never under-reduce a gallon of paint! Better to use a *little more thinner* than too little. And again, use a top quality thinner. Never try to increase film build by cutting back on the amount of thinner. You are asking for all kinds of paint troubles!

RULE No. 5
STIR THOROUGHLY

Regardless of who manufactures the paint, what kind of paint it is . . . lacquer, enamel, undercoat, etc. . . . STIR THE PAINT THOROUGHLY.

RULE NO. 6
LOW ATOMIZING PRESSURE

Why be wasteful or cause yourself work by blowing paint all over the shop. When properly reduced, paint can be perfectly atomized at low pressures (40-45 pounds is a good range for most purposes).

RULE No. 7
CORRECT PAINTING PROCEDURE

Keep the gun perpendicular to your work and 6 to 8 inches from the surface. Spray fan should be 5 to 6 inches wide. Carefully watch your timing between coats, especially when applying air-dry enamel; delay in applying the second coat can seriously upset the correct drying process, and in some types of material, leads to lifting or wrinkling.

RULE No. 8
GOOD VENTILATION

See that plenty of fresh air in the 65-95°F. range is available, especially during the drying stage. Lacquers generally require at least 2 or 3 hours, enamels 18 hours, for *complete* drying. *Never* allow the finish to dry in a small closed booth or room.

THE INGRAM FAMILY, Nancy, Ed, Pegijean, Patrick, Peniruth and Peter of Glendale, California, restored this 1929 Tudor in the record time of only 14 weeks. The job was rushed to participate in the 1962 San Francisco National Meet. The Ingram's are now working on a 1929 Briggs Fordor Sedan.

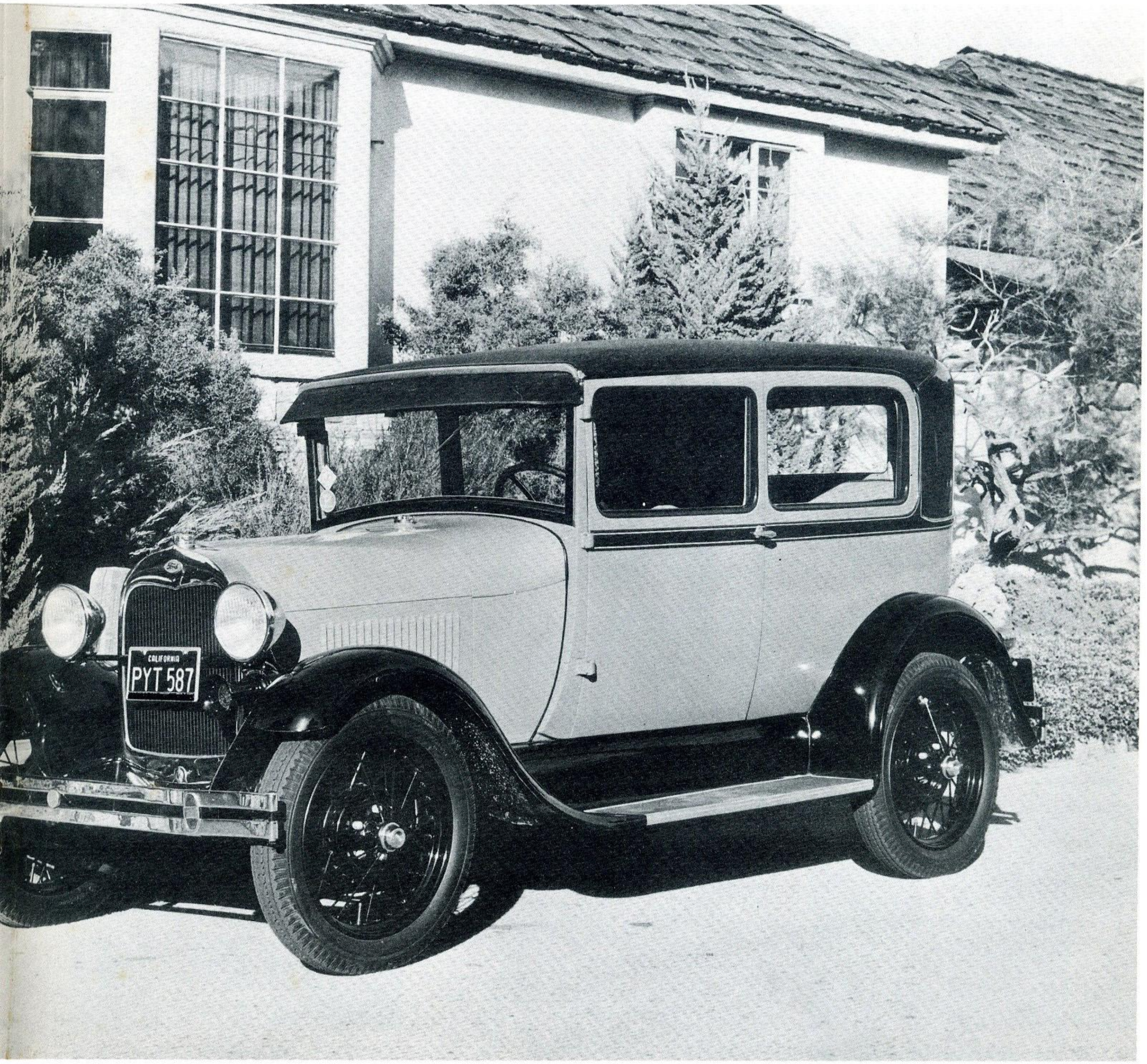
MA

CAR OF THE MONTH

A FIRST PLACE WINNER AT THE 1964 NATIONAL MEET

ABOUT THE CAR . . . It had a few noteworthy original points when it was acquired. There was a crease down the back of the cab, a ballpeen textured fender on the driver's side, an original pop-out switch and rear floor mat. The speedometer registered 85,000 miles and the engine had never been torn down. The car is painted Bonnie Grey and Chelsea Blue, has been driven 5,500 miles, has won 9 trophies and is driven about every day as the family's second car.

RC SHOWCASE



Sensational Winter Race Won by Model "A"

Recent headlines boasting of Ford's accomplishments in stock car races sounds new, but many of the old timers can remember that the Model "A", in its days, was a record breaker all over the world. One such event took place in Sweden on March 6-8, 1931. The Ford Times carried this account.

The course covered a distance of 1,020 miles, from Stockholm right across Sweden to Gothenburg on the West Coast, and from there northward through the mountainous counties of Dalsland, Varmland and Dalarna, back to Stockholm.

All along the road were control-stations which had to be passed at previously fixed times, calculated according to an average speed of 50 kilometers per hour. Thus the race resolved itself into a test of reliability.

On account of the state of the Swedish roads at this time of the year, the cars participating were subject to extraordinary strains, which caused seven American cars to retire before the end of the race.

In the light of this, it is truly remarkable that all the fourteen Ford cars participating, not only completed the race, but were practically leading throughout.

The participants were divided into three groups, A, B and C, group A comprising the more experienced drivers, B the competitors who had not previously taken part in events of this kind, and group C being that of the ladies.

In group A, fifteen cars started, of which seven were Fords. They secured the first, second, fourth, sixth, seventh and ninth places. In group B, Ford cars finished first, second and third; and in group C, the ladies' class, the three Fords starting were the only cars concluding the race. No wonder the entire Swedish press were eloquent in their praise of the Ford participants and their cars.

The victorious Ford driver in group A, Mr. C. G. Johansson, a Ford dealer of Karlskoga, concluded the drive (officially) eight minutes beyond schedule time. Of these eight minutes, four were lost when helping another competitor out of a ditch. Thus in reality Mr. Johansson actually only lost four minutes over a stretch of over one thousand miles of ice-coated, snowy, hilly and winding roads. It should be remarked that once a driver had lost points, he was not allowed to recover them at a later stage of the race.

In the hilly parts of central Sweden, the roads were often a mass of ice, but still Mr. Johansson kept his car going.

Mr. Thure Johansson, a brother of "C. G.", who finished second, (having lost only eighteen minutes on the long run) achieved a performance which almost equalled that of his brother.

The participants started at five-minute intervals. Mr. Thure Johansson started second, but on account of the first man getting behind time, after the first 300 miles, he had to plough the way through the snowdrifts during the worst part of the course. At one place he encountered a drift more than two hundred yards long, one which entirely covered the road, one through which he had literally to dig the car! On long stretches the roads were covered by a deep layer of snow, which made ordinary driving impossible. In such cases Mr. Johansson placed his two mechanics on the rear fenders, to move the weight from the front to the rear wheels, thus obtaining more powerful traction. Driving like this, Mr. Johansson had at times to get near the 110 kilometers mark to keep to his time-table.

In group B — the members of which must have found such an event very trying — Ford cars finished first, second and third.

Last, but not least, the Ladies' Race! In this group, three Ford cars, driven by Miss Karin Thunberg, Mrs. Greta Molander and Miss Astrid Laurin, started and, in addition, three American cars were competing.

Before long, all the other cars had to give up, and the three Ford drivers had the field to themselves, capturing the Ladies' Trophy and all other prizes.

Needless to say, the victory of "the three dangerous Ford girls" (as they were called in the Stockholm papers) turned out a highly popular event, and when they reached the finishing point they were greeted by a tumultuous ovation from the crowd of several thousand people who had assembled to see the finish.

Doubtless the most trying and difficult race so far in winter, this event once more proved the strength, sturdiness and dependablity of the Model A Ford. The results can be no better expressed than by citing one of the leading Stockholm papers: "The race turned out to be a great and justified triumph for Ford."

Mr. C. G. Johansson, concluding his 1,020 mile drive, in Stockholm

Miss Karin Thunberg, the winner in the ladies' group, in her cabriolet

(Continued from Page 5)

from left front brake, which is the one that has caused the trouble. Have jacked up wheel and, when so elevated, wheel runs free.

The Ford front wheel brake mechanism is designed, we believe, to apply the same effort to the brakes whether the front wheels are in the straight ahead position, or turned to one side. (This is different from the Lincoln, where turning the wheels to one side tends to slightly release the brake.)

Since the wheel runs freely when jacked up, it is possible that there is some looseness in the wheel bearings or in the spindle body bearings, which allows the weight of the car to change the position of the wheel with relation to the brake drum.

We would be glad to hear from other mechanics who have experienced this difficulty.

Would like some explanation of the so-called "high spots" in Model "A" front wheel brakes. If drums and brake shoes are true, where does it come from?

As there is only .011 inch clearance between the drums and shoes of the new Model A Ford, it does not take much roughness to cause apparent high spots or rubbing places. Yet the Ford Motor Company says: "A slight drag in one or two spots will do no harm, as the brake will soon free up when the car is driven a short distance and the brake drum expands slightly due to the heat generated. For this reason, brakes should *not* be adjusted with the drums hot, as when the drum contracts upon cooling, this would cause the brakes to drag."

MODEL "A" MECH.

(Continued from Page 5)

not over the hill. His typewriter, slower perhaps, is not gathering dust by any means. In younger years he and Mrs. Fahnestock were expert figure skaters and he is still an Honorary Member of the Pittsburgh Figure Skating Club. Even though he is in his eightieth year, we can readily believe that this man will never become "old." Indeed, as we will see in his articles, many of our "contemporary" writers are quickly put to shame by Murray Fahnestock's sharp wit, his easy to understand style, his homey philosophy and his profound simplicity in explanations. One can easily see why he has long been considered *the* ultimate authority on Ford cars, and why, as one of the old-timers so aptly said, "reading one of Mr. Fahnestock's articles is better than talking with a mechanic!"

Look for his story in the next issue of MARC News.

their catalogues. The variety of accessories was amazing and almost everything available on the car of today was made for the model "A" in its day — automatic transmission, reclining seats, starter on the dash and many others. Prices ranged from the ridiculously low to the other extreme.

The technical publications can be a collection in themselves. This category contains parts and service manuals, Service Bulletins, trim catalogues, color chips, labor schedules, Fordex, instruction books and many others. Non-Ford publications like Dykes and "Motor" magazine printed excerpts on the care and repair of the "A." Useful and accurate information can be found in this group.

Books about the "A", the Ford Motor Company, and Henry Ford are important in order to have a complete collection of "A" data. Both Murray Fahnestock and Victor Page wrote books about the care, upkeep and repair of our almost indestructible pride and joy. Books about Henry Ford and the Ford Motor Company are numerous and range from blatant eulogies to libelous yellow journalism. Both technical and historical information can be obtained from this facet of collecting.

Actually, dealer showroom material, such as the pictures that hung on the wall, are not, I suppose, strictly literature but again having been lucky enough to obtain some of the pictures, I have included these items in my collection. I also picked up some of the glass slides that the dealer used in the local movie and vaudeville palaces. These slides also extoll the virtue of buying from a local merchant.

The category of reprints and current articles or books is being enlarged almost every day. In addition to reprints of material of the model "A" era, many magazines are printing articles about collecting and restoring, and of course "MARC NEWS" is a fountain of information and is an integral part of the collection.

Whenever someone sees my literature for the first time, the question is always the same: "Where did you find all this stuff?" Sources are varied — auctions, flea markets, barns, other collectors, basements and attics, antique shops and garages are all places where literature can be found. Let everyone know that you collect literature; do not say you collect only one type or one car items because quite often you can trade what you do not collect for something you want. About four years ago a friend called me and said that he had found the estate of a man who had collected literature for more than forty years and there was so much stuff that you could not even move around in the room that it was in. To get the Ford items I purchased the entire six hundred pieces including antique airplane literature. Within six months I sold enough of the non-Ford items to pay back my original investment, and I still had plenty of trading material.

In searching for literature I would run across other automotive items so I also collect toy cars and "A" accessories.

This article has been quite general in its approach to the subject. If interest warrants, each category could be discussed in greater detail in subsequent articles.

* * *

FORT DIX MEET

The Garden State Model "A" Region, A.A.C.A. held it's Sixth Annual Fort Dix Meet on October 13th at Fort Dix, N.J.

The results were as follows:
Best of show —Robert Ries
1931 Deluxe Pick-up
Senior class — Harold Slamp
1931 Deluxe Roadster

In the closed car class:

1928 - 29

1st — William H. Roemer
1929 Town sedan
2nd — Walter Bruner — 1929 Tudor
3rd — Jack Seidof — 1929 Tudor

1930 - 31

1st — John Sullivan — 1930 coupe
2nd — Mrs. Laurent Angevine
1930 tudor
3rd — John Johnson — 1930 coupe

In the open car class:

1928 - 29

1st — Roland P. Statton, M.D.
1928 roadster
2nd — Roland P. Stratton, M.D.
1929 roadster
3rd — none

1930 - 31

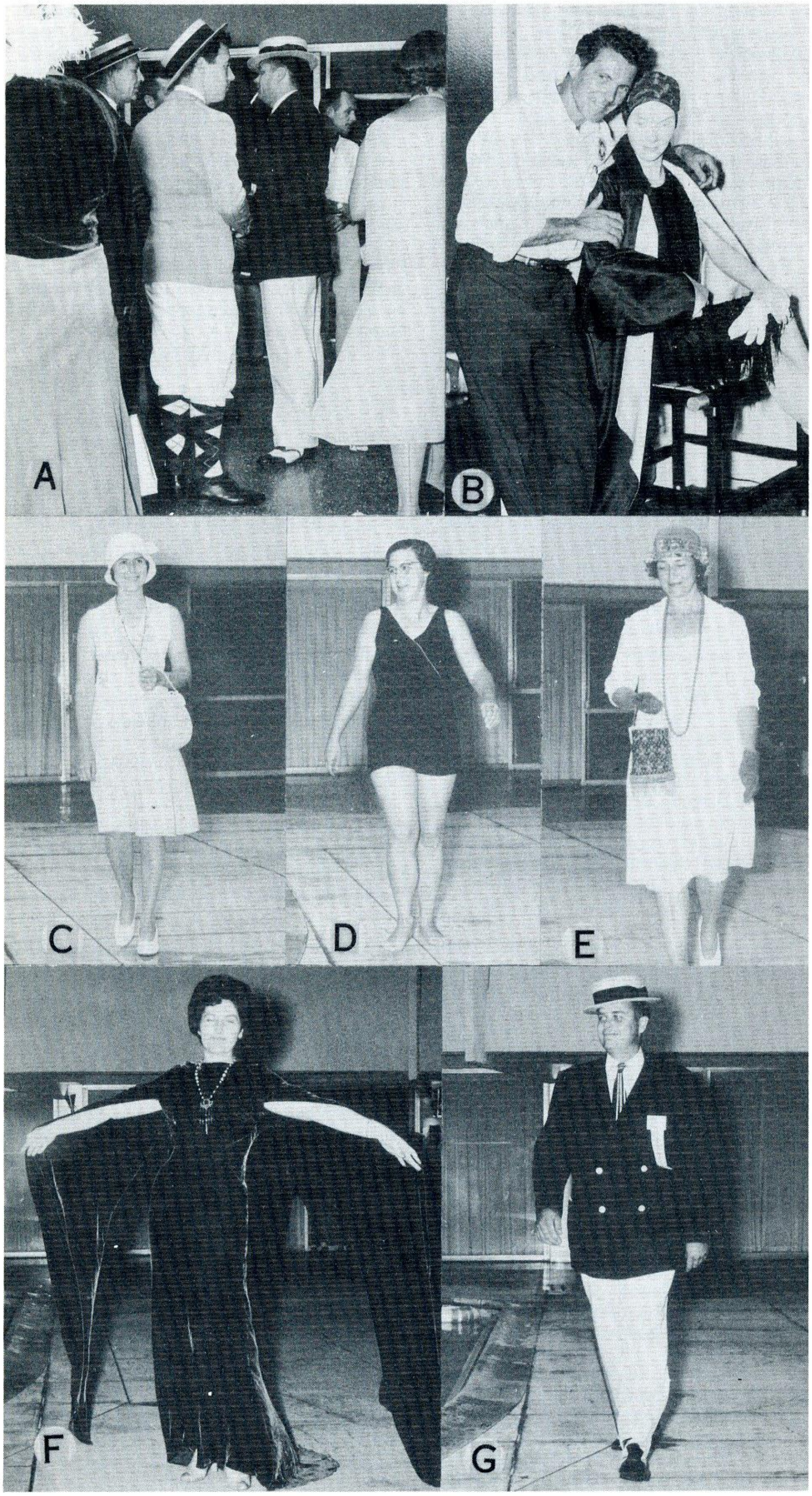
1st — George A. Engelhart, Jr.
1931 A-400
2nd — Walter O'Neill—1931 roadster
3rd — Ray Cloud — 1931 roadster

Commercial

1st — Robert Reis
1931 Deluxe pick-up
2nd — Walter Updike
1930 roadster pick-up
3rd — Harry Askey
1929 roadster pick-up

Etta's Cetera

by Etta Francisco



A Fashion Show

San Diego's Four-seasons Fashion Show began many months before the National Meet. The first plans were made on paper (with plenty of room for changes.)

Mrs. Charles Dimon and I met at the El Cortez Hotel poolside to check dressing room facilities, to time the walk around the route the models would take and to familiarize ourselves with the area. We met again and chose the most dependable models available in our Region. That was one of the easiest jobs we had.

Our next meeting was with all the models. We asked each to bring all of her era clothing and accessories for a try-on and choosing. This was held at the Francisco residence. Each woman appeared with a suitcase and an armload of clothing. The neighbors did not raise their eyebrows at what appeared to be about ten women moving in on this household.

The hours flew by as we picked the right hat, purse, gloves or shoes from anyone's collection to make an ensemble complete. Many costumes that sounded good on paper looked terrible on the person but by evening's end the needed changes were made. As each departed, we tried to reassure each other that we thought we had accomplished much.

We simplified the men's part in the show by allowing them to model only one costume.

Last of all, the style show had to be written up in readable descriptive form. Mrs. Dimon and I spent an afternoon using up all of our available adjectives. If you want to use up your supply, try describing thirty-five complete outfits.

The finished product of all our combined efforts was presented in just under fifty minutes at our National Meet.

A. Paul George in white duck knickers, light green action-back jacket and straw hat. The other two gentlemen in straw hats are Frank Stephenson and Jack Jollars.

B. Lambert Dial and Josephine the model.

C. Etta Francisco in white wool skirt and knitted top with tiny embroidery — crochet purse.

D. Barbara George in a bathing suit of 1930.

E. Lois Newman in white long-waisted dress of pongee, with red gloves, red straw hat, long red beads and a beaded purse.

F. Reta Jollars in an elegant plum-red evening gown of 1930-31 era.

G. Jack Jollars in white flannel ice cream pants, blue double-breasted jacket and straw hat.

REGIONAL NEWS

SAN DIEGO REGION: Our annual desert campout was held November oth and 10th at Little Clair Valley in the Borrego desert, as it is strictly a primitive area all food and water had to be taken along. A hilarious time was had by all but the comforts of home were most welcome Sunday night.

The annual Fall Social was held Nov. 17th at the new home of Paul and Barbara George. A pot luck dinner was served, color slides of various Model "A" events were again enjoyed by all.

San Diego Region presented Lambert Dial with a life membership in MARC National for his chairmanship of the 1963 MARC National Meet hosted by the San Diego in July. Presentation was made at the National Meet Committee dinner November 2nd.

Preparations are underway for the many December events; election of 1964 officers, installation of officers and annual Christmas party, participation of all Model "A's" in the annual San Diego "Old Town Parade" being held December 14th. We are gathering our gifts for our "Christmas Family." Each year we obtain the name of a needy family from the Salvation Army and adopt them as our "Christmas Family." We try to obtain a family with many children, last year there were 9 and Jim Bains' panel truck was loaded Christmas eve with food, toys and clothing for "our" family.----Ada Felske

CHESAPEAKE BAY REGION: Will hold their annual Business Meeting Sunday, January 12, 1964 at 1:00 P.M. in the City Line Banquet Room, located at 20th and Paxton Sts., Harrisburg, Pa. Meals are available for those who wish to come early and have dinner first. All Model "A" owners are welcome, this is an important meeting so plan to attend, also movies will be shown by Marlin Lory.

We've had a most successful year here in CBR for all our meets, have had some very interesting tours to historic spots in the area. The coming year we will have more and hope to see you and your family with us. Watch for the date in MARC News.----O. S. Ebersole

INDIANA-OHIO REGION: The White River Valley Chapter was host Sunday, December 1st, 1963, to the Indiana-Ohio Region meeting, dinner, and party at Linders On The Point, Anderson, Indiana.

Dinner was served at 1:00 o'clock with one hundred and thirty four people eager to consume the "beautiful" smorgasbord fare. Paul Chew returned thanks proceeding the dinner. Robert Harris, a new White River Valley Chapter member, came later for the meeting.

Linders spacious banquet hall was seasonally decorated. Silver and red tinsel streamers swung across the ceiling--focusing on three large, red, Christmas bells. An illuminated and decorated evergreen stood in the corner. A life size Santa Claus (ever so jolly and rotund), dapper in his elegant, red velvet suit--boasting his gorgeous, silken, white beard--stood near the speaker's table and presided over the Christmas festivity.

The host president, Robert Tomlinsen, extended a welcome to the guests and promptly turned the business meeting over to Director, Charlie Currens. Mr. Currens led the group in observing a moment of silent prayer in memory of the late president, John Fitzgerald Kennedy.

Secretary, Donna Currens, read her minutes and acting treasurer, Glen Crawford, offered his monetary report. Both reports were accepted.

A large number of 1964 Region membership dues are reported coming in.

(Continued on Page 18)

Mrs. C. G. Francisco, San Diego, Mrs. Ed Breedon, Hudson, Ohio and Mrs. Jack Zollars, San Diego at the National Meet, San Diego, California

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REGIONAL NEWS

(Continued from Page 17)

An election of Region officers was held. The 1964 officers are:-

Director: Robert Tomlinson, R. R. 2 - Box 138, Anderson, Ind.

Assistant Director: Richard E. Benefiel, 216 E. 54th St., Anderson, Ind.

Secretary: Minnie Ellen Benefiel, 216 E. 54th St., Anderson, Ind.

Treasurer: Paul Chew, R. R. 1, Straughn, Ind.,

Ernest and Jane Clashman (R.R. 1 - Box 123 A, Middletown, Ind., Ph. through Mechanicsburg information), announced the 1963 Point System returns. It appears some of our members are seldom home but off somewhere visiting other chapters and auto shows. The first prize ($7.50) went to Emmitt Davis, Wilkinson, Ind. A tie for second place was shared by Richard E. Benefiel and Robert Tomlinson (splitting the $5.00 gift for $2.50 each) both of Anderson, Ind. Larry Burwell, Elwood, Ind., boasted third place for $2.50. By happenstance all the 1963 winners were from the White River Valley Chapter.

Mr. J. P. Johnson, P.O. Box 1066, Anderson, Indiana, is receiving news items for the "Sputter"--our little newspaper.

Hosts for 1964 Indiana-Ohio Region meetings are:-

March - Fountain City Chapter (business meeting)

June - White River Valley Chapter (tom-foolery Meeting)

September - Artesian City Chapter (our very newest group of wonderful and energetic people) (the Trophy meeting)

December - Rock City Chapter (Christmas dinner, party, and election of officers).

The spring banquet and other affairs are pending.

Late in the afternoon a real for sure Santa burst into the room! The "littest" hearts fluttered the "biggest"! 'Ole Santa had a pretty package for every little girl and boy and a peppermint cane to top it all. Each adult received a Christmas package, too; however, the little ones with their big, wide, wondering eyes and happy hearts made it really Christmas.

Door prizes were won by several guests and soon 'twas time to be homeward bound.

White River Valley was delighted to have had all their friends in for Christmas dinner. You all come see us again soon!----Minnie Ellen Benefiel

GEORGIA REGION MARC held it's annual banquet on Nov. 16, 1963. We had good attendance; not what we wanted or expected, but what our crowd lacked in quantity (only sixty-one were present), was made up in quality. There were six members who drove their "A's" and two hardy ladies who rode in a rumble seat about 15 miles on a cold November night to get there. Wayne and Madeline Monroe from Ft. Valley, Georgia came the longest distance. Fort Valley is a little over 100 miles from Atlanta and we were certainly pleased that they came.

After a pre-Thanksgiving turkey dinner, the group enjoyed an informal time wherein a bit of "cranking" took place, and our outgoing Director, Jimmy Nixon, was presented a gavel plaque in appreciation of his two years service. All those in attendance were presented a white ball-point pen which had a replica of the MARC decal, and the words "Model "A" Restorers Club, Georgia Region" imprinted on it in blue.

New officers were elected in a short business session. They are: Norman Turnipseed, Director; Paul White, Vice-director; John Roberts, Secretary-Treasurer; George Rinker, Corresponding Secretary. With this slate of fine Model "A" enthusiasts as officers, we are looking forward to big things and good times here in the Georgia Region.

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NIAGARA FALLS REGION: As the members of our Region look back at the activities of this past year we take pride in the growth of our Region and the interesting program it offered. In February our annual banquet and election of officers was held. Our thanks to these officers, Jim Dawson, president, Noland Smith, secretary-treasurer, other officers and all members for making this year TOPS.

During the winter monthly meetings were held with discussions, movies and slides.

In the summer months variety was our aim. Our club had cars in three parades. Many members enjoyed participation in Sattlers Grand-Prix Rally. The Toronto Club sponsored a delightful joint meet at Port Dalhouise with games and fun for all. Thank you Toronto. Few parts were swapped, the rains came, but nothing dampened the spirits of "A" members as they attended the "Swap Meet and Picnic" at Mitch and Fran Banas's. Indian Falls provided the setting for another picnic and all members must confess that they even left their "A's" for a ride on a model steam engine. In Sept. the cars gobled on the "Goble Run" carrying occupants to Clarence for a turkey dinner. The Autumn color tour took place at Chestnut Ridge Park.

A most sincere welcome is offered to our many new members. Let's all stand behind our club to make '64 an even better year.----Glenna Radmore

MICHIGAN REGION: The National MARC Banquet is sponsored by the Michigan Region this year, and will be at Dearborn Inn March 21, 1964. The banquet is a social gathering and the new national officers are announced and the first meeting of the Board of Directors will also be held the same date. Bill Vicary is chairman of the committee and there will be a cocktail party, entertainment, and a good time for all. The success of an affair of this kind depends upon the attendance of the members of the local region. There will be members from all over the country attending and we as the host region should be on hand in full strength to welcome them. The Michigan Region always puts on excellent meets due to our hard working committee and our hard playing members. So come on out and play and enjoy yourselves March 21st.

Motor Cities Chapter - The Annual Christmas Party this year was changed into a Past Christmas Party and was held on January 11, 1964. The response was terrific - 105 dinners were served and dancing continued till 1:30 A.M. Even though Christmas was passed we still had the usual exchange of presents - white elephant model "A" parts for the men and household items for the ladies.

ORIGINAL

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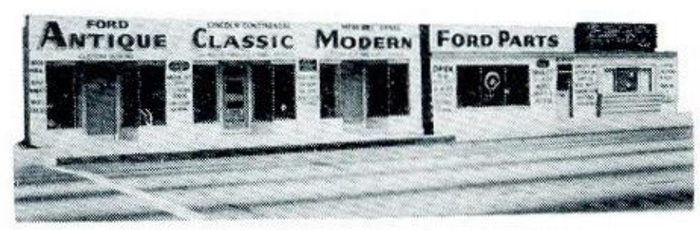
As a result of the attendance I think the next year's party will also be a "Past Christmas".

Oak Leaf Chapter - Walt Tipton had a houseful for the Annual Christmas Party sponsored by Oak Leaf Chapter. Manymembers of motor cities Chapter enjoyed the evening as well. Bill Vicary outgoing President and Jack Richardson incoming President for the Motor Cities Chapter were talking about "Used Cars" Model "A" Joe, Jack Lynn, Nick Timon, and Gene Janiga were huddled in one corner discussing naturally Model "A's".

Walt Tipton was blasting off on his P.A. system, but square dance calling is just a little out of his line especially with limbo music. The girls seemd to enjoy themselves discussing Christmas shopping, decorations, Elephant jokes, and kids!

1908 1948

FORD PARTS HEADQUARTERS



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29-31 Complete — 2 tooth type	22.50
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Complete Kits include every item necessary to rebuild your steering gear.

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Stanley Lucas, Box 158, Clements, Calif.

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FOR SALE

1931 Chevrolet Coupe, original & Mint upholstery. Paint condition fair. Has twin sidemounts, stone guard, luggage rack, Eagle radiator cap, & wind-wings.
W. L. Belanger, 121 Guindon Blvd., Fond Du Lac, Wisc.

"Boyce" steering post motometer, clamp missing - $10.00. Original Autolite Heater shell - $12.00. A-400 top frame assembly - $95.00. Good-right side convertible nickeled top-iron frame - $17.50. New-original '29-'32 curved tailite glass - 2/$2.00. New 1930 short aprons - $7.50. All F.O.B.
Ed Wright, 16 Carnarvon Circle, Springfield, Mass.

1929 Phaeton rear seat cushions, new & original, no covering, $30.00 the pair. 1929 Cowl light arms only, ready to install with wire loom, complete, $18.00. 1929-'31 cut-out to Junction box wire loom, ready to install, $1.75. 1929-'31 instrument to Junction box wire loom, 3-wire, $1.80. 1929 running board end strips, set of 4, $2.95. 1930 running board end strips, set of 4, $2.95.
William Friar, 8011 Edgewater Rd., Riverside, Ill.

1929 1-Ton Stake Body Truck, short wheel base, professionally rebuilt engine & radiator. Body in very good restorable shape. Now licensed but does need brakes. Always garaged until now. Reasonable offer accepted.
Robert S. Brown, 320 North Pleasant St., Amherst, Mass.

1931 Standard Sedan, 67,000 original miles, original upholstering & engine, excellent condition. Best offer.
W. R. (Bob) White, 430 N. Main St., Fallbrook, California.

1931 Victoria, original radio, manifold heater, wind wings, motormeter, spare tire guard. Nice condition throughout. $800.
Bill Smith, 9075 Heyden, Detroit, Mich. 48228. Phone BR. 2-1886.

1932 Model "B" Pickup Truck. Motor cracked but repairable, less radiator core - $150.00. 1935 Ford Tudor $175.00. 10 new 5.50 x 18 tubes $2.00 each., 2-1935-'36 Ford spare tire wheel covers, $3.00 each.
Francis Frazier, Albany, Indiana.

Genuine Ford parts, new-old stock from "T" through 1952. 1935 fenders front - $45.00, rear - $30.00 each. Others at reasonable prices. No "A" or "T" fenders. #48-5230-B mufflers - $10.00 each.
George Nilles, Bagdad, Ky. Phone 747-8485.

Four new balls installed on Model "A" Pitman and Spindle arms for $16.00 or $4.50 per ball. One week service. Also complete line of "A" parts. You pay postage. Send your want list.
Furman M. Teston, Jr., 4707 Oakview Dr., Savannah, Ga.

1931 Ford Truck Transmission; pair 1931 headlight shells, one complete; '30-'31 Coupe roll-down rear glass assembly. '30-'31 original rumble seat lid. Hinges.
Jim Schild, Rt. 1, Box 224, Dittmer, Mo.

1933-1936 Ford tail light door - new - with screws & gasket - $3.00. 1932 Ford tail light lens - New - $3.00. Original Chevrolet Sportlight - excellent & complete - closed car 1928 to 1931 - $15.00.
Edward Dye, 2110 S.O.M. Center Road, Cleveland, Ohio

1936 Chevrolet Standard Coach. Completely rebuilt mechanically, repainted & rechromed. Fair original upholstery. Over $800 invested. Sacrifice $550.00.
David Royal, 205 W. McCurdy Blvd., S., Ocala, Fla.

SELL OR TRADE

Two 1942 Ford heads, carburetor, manifold, & fuel pump for set of 19" or 21" "A" wheels. Also need pattern for 1929 3-window Murray Body Sedan, back door glass.
Ernie Pyle, Jr., 914 Home, Independence, Mo.

WANTED

For 1929 Coupe: New Speedo Cable & Housing, new steering column shaft with 7-tooth worm, new clutch & brake pedals, good rear spare tire mount perfect original trunk handle. All replies answered.
Charles A. Butler, R. D. #1, Wheaton Ave., Fishkill, New York, 12524.

Literature: Any catalogues, maintenance manuals or informative advertisements on the Rapid Motor Vehicles dating from 1900 to 1913.
Henry B. Harper, Wauconda Auto Antiques, c/o Wauconda Tool & Engineering Co., Inc., Huntley Road, Algonquin, Illinois.

The attention of those interested; the February, 1964 issue of "Rod & Custom" Magazine will contain a feature article about my 1931 two-door Deluxe Phaeton.
Harold E. Redinbo, 1139 Covington Ave., Piqua, Ohio.

Left & right 1931 Roadster doors in good condition. Will pay cash or trade parts.
Joe Cuzelis, 20724 Fairview Dr., Dearborn, Mich.

1930-'31 Model "A" Deluxe Pickup Truck.
Bill Cryan, 32 Pinevale Court, Cheektowaga, Buffalo 25, N. Y.

1931 Model "A" Deluxe Roadster or 2-Door Phaeton. Restored or unrestored. Body must be in mint cond
L. D. McEntire, Sweetwater, Oklahoma.

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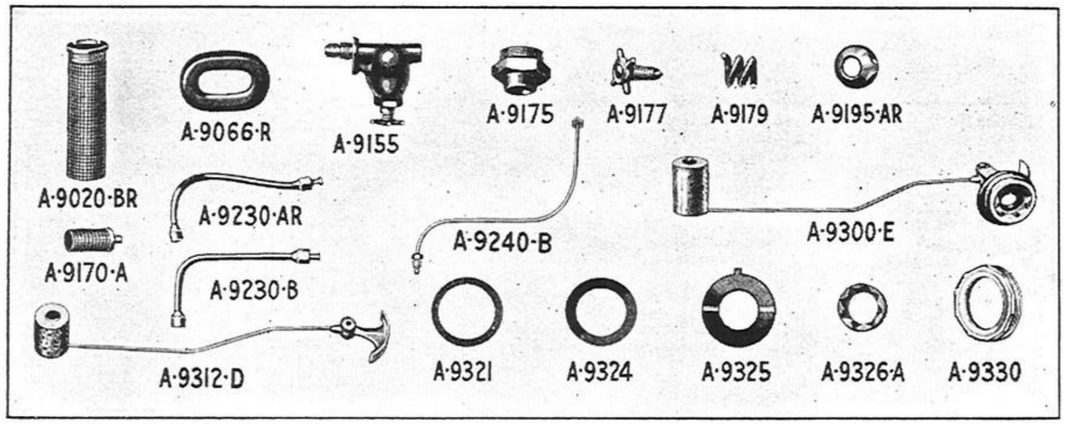
CUT ON DOTTED LINE

Part No.	Name of Part	Year	LIST PRICE Lots of 100 per lot	LIST PRICE Each	No. Req. per Car
B-8520	Water pump rear bushing (was A-8520-A)	1928-31	.....	$0 35	1
A-8520-BR	Water pump rear bushing assembly—oil-less	1929-30	.....	35	1
B-8523	Water pump bushing nut (was A-8523-A)	1928-31	.....	10	1
B-8524	Water pump bushing packing (was A-8524-A)	1928-31	.....	07	1
A-8529-R	Water pump front bushing	1929-30	.....	15	1
B-8530	Water pump shaft roller bearing assembly (was A-8530-A)	1928-31	.....	25	1
B-8535	Water pump shaft roller bearing sleeve (was A-8535)	1928-31	.....	10	1
A-22373	Water pump bearing felt retainer washer	1928-31	.....	01	1
A-8540	Water pump bearing felt retainer	1928-31	.....	02	2
B-8542	Water pump bearing felt (was A-8542)	1928-31	.....	01	2
A-24406	Lubricator fitting	1928-31	.....	* 22	1
B-8600	Fan assembly (was A-8600)	1928-31	.....	1 25	1
A-23902	Key	1928-31	$0 50	01	1
A-21791-S3	Nut	1928-31	.....	03	1
A-23531	Cotter	1928-31	20 gr. 50 M	03 dz.	1
A-24405	Lubricator fitting	1928-31	.....	* 12	1
B-8620	Fan belt (was A-8620-A)	1928-31	.....	50	1

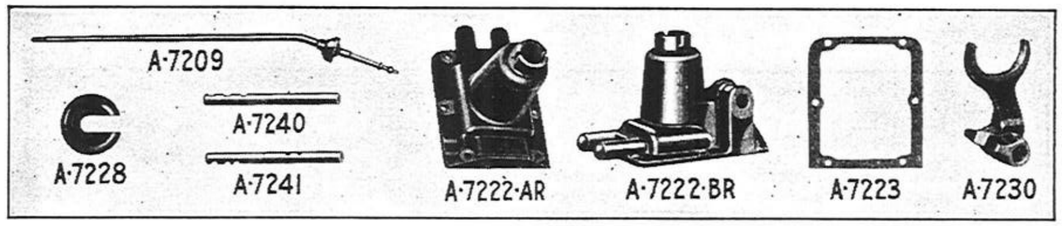


FUEL SYSTEM

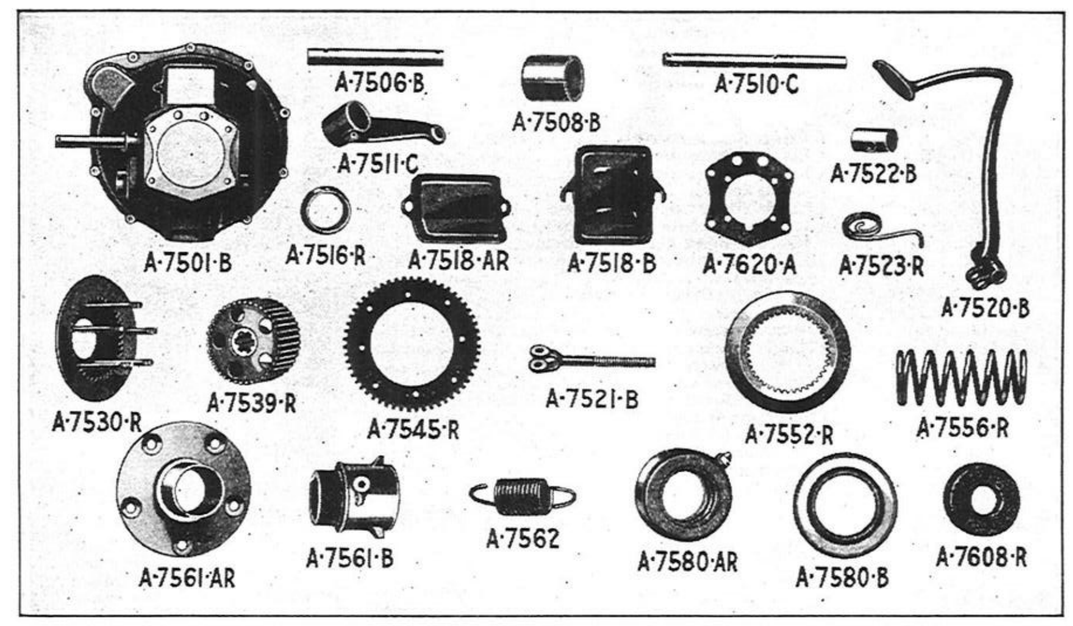
COWL

Part No.	Name of Part	Year	Lots of 100 per lot	Each	No. Req. per Car
‡A-9002-AR	Cowl tank assembly	1928-29	.....	*17 00	1
A-9002-BR	Cowl tank assembly	1930	.....	*17 00	1
A-9002-C	Cowl tank assembly	1930-31	.....	*17 00	1
A-9002-E	Cowl tank assembly	1931	.....	*17 00	1
A-9020-A	Cowl tank filler screen	1928-31	.....	30	1
A-9020-BR	Cowl tank filler screen	1930-31	.....	25	1
A-9030-AR	Cowl tank cap	1928-29	.....	40	1
A-9030-C	Cowl tank cap	1930-31	.....	45	1
A-9035-AR	Cowl tank cap gasket	1928-29	.....	05	1
A-9035-B	Cowl tank cap gasket	1930-31	.....	05	1
A-9066-R	Cowl tank speedometer cable support grommet	1928-29	.....	04	1
A-35266-AR	Cowl tank clamp	1928-29	.....	03	10
A-20566-S8	Bolt	1928-29	.....	01	10
A-21668-S2	Nut	1928-29	50	01	10
A-22151	Washer	1928-29	25	05 dz.	10
A-9155	Sediment bulb assembly	1928-31	.....	1 20	1
A-21923	Nut (sediment bulb to dash)	1928-31	.....	03	1
A-22392R	Lock washer	1928-31	.....	01	1
A-9161	Gasoline filter bowl	1931	.....	25	1
A-22384	Washer	1931	60	01	1
A-22333	Washer	1931	60	01	1
A-9170-A	Sediment bulb screen assembly—same as S-194	1928-31	.....	08	1
A-9175	Sediment bulb screen retainer	1928-31	.....	15	1
A-22422	Sediment bulb screen retainer gasket	1928-31	.....	01	1
A-9176	Gasoline filter screen	1931	.....	04	1
A-9177	Sediment bulb drain plug and handle assembly	1928-31	.....	15	1
A-9179	Sediment bulb drain plug spring	1928-31•	.....	01	
A-9181	Gasoline filter plug	1931	.....	10	1
B-9182	Gas filter drain screw spring (was A-9182)	1931	.....	01	1
B-9185	Gasoline filter bowl drain plug assembly (was A-9185)	1931	.....	05	1
BB-9189	Gasoline valve assembly (was A-9189-AR)	1928-31	.....	55	1
A-9189-B	Gasoline valve assembly	1931	.....	45	1
BB-9191	Gasoline valve handle (was A-9191)	1928-31	.....	05	1
A-9193-AR	Gasoline valve packing—same as S-196	1928-29	.....	03	1
BB-9193	Gasoline valve packing (was A-9193-B)	1930-31	.....	03	1
A-22289	Gasoline valve washer	1928-31	20	05 dz.	2

‡When used to replace tank with easy-on type cap, also supply A-9020-A and A-9030-AR.
*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
GEAR SHIFT					
A-7209	Gear shift lever assembly	1928-31	.....	$1 25	1
B-7213	Gear shift lever ball (was A-7213)	1928-31	.....	15	1
A-7222-AR	Gear shift housing (hand brake on side of car)	1928	.....	1 65	1
A-7222-BR	Gear shift housing (hand brake on front of housing)	1928-29	.....	1 65	1
A-7222-C	Gear shift housing (hand brake on side of housing)	1929-30	.....	1 25	1
A-20718	Screw—short	1928-31	$0 75	01	4
A-20720	Screw—long	1928-31	.....	02	2
A-22217	Lock washer	1928-31	25	01	6
A-24451	Gear shift housing plug	1928-31	.....	02	1
A-7223	Gear shift housing gasket	1928-31	.....	01	1
A-7227	Gear shift lever spring	1928-31	.....	06	1
A-7228	Gear shift lever spring seat	1928-31	.....	02	1
A-7229-R	Gear shift housing bushing	1928-29	.....	10	1
A-7230	Gear shifter fork	1928-31	.....	40	2
A-23731	Pin	1928-31	.....	03	2
A-7233-A	Gear shifter shaft lock plunger	1928-31	.....	05	2
A-7234	Shifter shaft lock plunger spring	1928-31	.....	01	1
A-7240	Shifter shaft—low and reverse	1928-31	.....	30	1
A-7241	Shifter shaft—high and intermediate	1928-31	.....	30	1



CLUTCH

Part No.	Name of Part	Year	Lots of 100 per lot	Each	No. Req. per Car
†A-7501-AR	Clutch housing assy.	1928	.....	5 65	1
A-7501-B	Clutch housing assembly	1928-31	.....	4 65	1
A-20904	Screw (housing to flywheel housing)	1928-31	1 50	03	11
A-22245	Lock washer	1928-31	25	01	11
A-21117	Screw (housing to transmission case)	1928-31	.....	03	4
A-22300	Lock washer	1928-31	50	01	4
†A-7506-AR	Clutch and brake pedal shaft	1928	.....	30	1
A-7506-B	Clutch and brake pedal shaft	1928-31	.....	30	1
A-23288	Pin	1928-31•	.....	01	1
A-23791	Pin	1928-31	.....	03	1

†Use with multiple disc clutch.

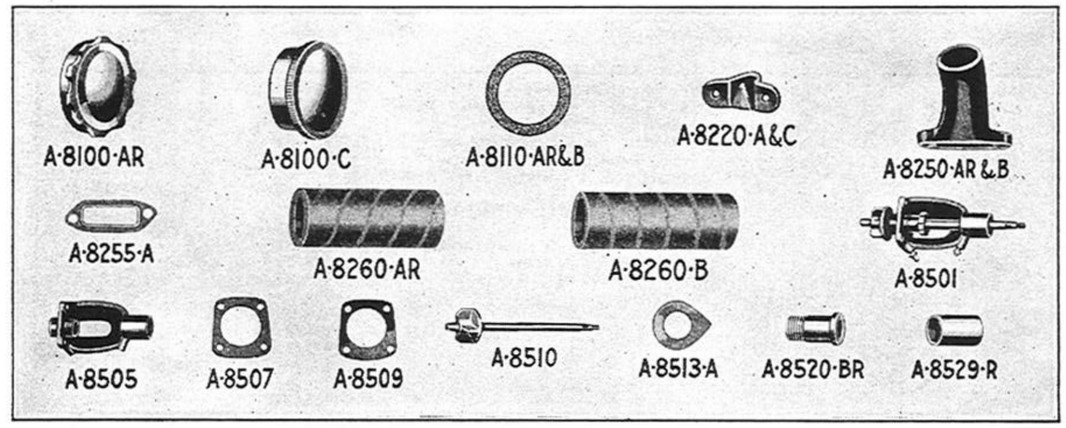
CUT ON DOTTED LINE

Part No.	Name of Part	Year	LIST PRICE Lots of 100 per lot	LIST PRICE Each	No. Req. per Car
†A-7507-AR	Pedal shaft collar	1928	.....	$0 40	1
B-7507	Pedal shaft collar (was A-7507-B)	1928-31	.....	15	1
†A-23781	Pin	1928	.....	04	1
A-23789	Pin	1928-31	.....	04	1
A-23530	Cotter	1928-31	20 gr. $ 50 M	03 dz.	1
A-7508-AR	Clutch release shaft bushing	1928-29	.....	40	2
‡B-7508	Clutch release shaft bushing (was A-7508-B)	1928-31	.....	05	2
†A-7510-AR	Clutch release shaft	1928	.....	60	1
A-7510-C	Clutch release shaft	1928-31	.....	30	1
†A-24404-S7	Lubricator fitting	1928	.....	* 10	2
†A-7511-AR	Clutch release shaft arm	1928	.....	70	1
A-7511-C	Clutch release shaft arm	1929-31	.....	25	1
A-23734	Pin	1928-29	30	01	1
A-23830	Pin	1928-31	2 00	03	1
A-23901	Key	1928-29	.....	02	1
A-7512	Clutch and brake pedal shaft spring washer	1929-31	.....	03	1
†A-7515-AR	Clutch release shaft fork	1929	.....	1 00	1
B-7515	Clutch release shaft fork (was A-7515-C)	1929-31	.....	55	1
A-23732	Pin	1928-29	.....	03	1
A-23830	Pin	1928-31	2 00	03	1
A-23901	Key	1928-29	.....	02	1
†A-7516-R	Clutch release shaft collar	1928	.....	15	1
†A-23732	Pin	1928	.....	03	1
†A-7518-AR	Clutch housing hand hole cover	1928	.....	05	1
A-7518-B	Clutch housing handle hole cover	1929-31	.....	08	1
A-20707	Screw	1928-31	.....	01	2
†A-7520-AR	Clutch pedal	1928	.....	2 00	1
A-7520-B	Clutch pedal	1929-31	.....	1 55	1
A-24404-S7	Lubricator fitting	1928-31	.....	* 10	1
A-7508-B	Clutch pedal bushing	1929-31	.....	05	2
†A-7521-AR	Clutch pedal to release shaft arm rod	1928	.....	25	1
A-7521-B	Clutch pedal to release arm rod	1929-31	.....	20	1
†A-7522-AR	Clutch pedal to release shaft arm trunnion	1928	.....	10	1
A-7522-B	Clutch pedal to release shaft arm rod trunnion	1929-31	.....	08	1
A-23820	Pin	1928-31	.....	04	1
A-23555	Cotter	1928-31	20 gr. 50 M	03 dz.	1
†A-7523-R	Clutch pedal spring	1928	.....	15	1
†A-7530-R	Clutch driven disc and stud assembly	1928	.....	1 50	1
†A-21700	Nut	1928	.....	01	5
†A-22217	Lock washer	1928	25	01	5
†A-7539-R	Clutch disc drum assembly	1928	.....	00	1
†A-7545-R	Clutch disc and lining assembly	1928	.....	75	3
†A-7546-R	Clutch disc and lining assembly—rear	1928	.....	75	1
B-7549	Clutch disc facing (was A-7549-B)	1929-31	.....	35	2
A-22993	Rivet	1929-31	35	01	12
B-7550	Clutch disc assembly (was A-7550)	1929-31	.....	2 25	1
†A-7551-AR	Clutch driven disc	1928	.....	25	3
†A-7552-R	Clutch driven disc—rear	1928	.....	45	1
†A-7556-R	Clutch spring	1928	.....	1 30	1
†A-7561-AR	Clutch thrust bearing hub	1928	.....	1 80	1
A-7561-B	Clutch release bearing hub	1929-31	.....	50	1
A-7562	Clutch release bearing spring	1929-31	.....	04	1
B-7563	Clutch pressure plate and cover assembly (was A-7563)	1928-31	.....	5 00	1
A-20718	Screw (cover to flywheel)	1928-31	75	01	12
A-22217	Washer	1928-31	25	01	12
†A-7580-AR	Clutch thrust bearing assembly	1928	.....	1 25	1
A-7580-B	Clutch release bearing assembly	1928-31	.....	1 00	1
A-24405	Lubricator fitting	1928-31	.....	* 12	1
†A-7045-AR	Clutch thrust bearing snap ring	1928-29	.....	02	1
B-7600	Clutch pilot bearing (was A-7600-A)	1928-31	.....	85	1
†A-7608-R	Clutch pilot bearing felt	1928	.....	02	1
†A-7609-AR	Clutch pilot bearing felt retainer	1928	.....	07	1
B-7609	Flywheel dowel retainer (was A-7609-B)	1928-31	.....	03	1
A-7620-A	Clutch housing gasket	1928-31	.....	01	1
**A-7620-B	Clutch housing gasket	1928-31	.....	01	1

RADIATOR COOLING SYSTEM

Part No.	Name of Part	Year	LIST PRICE Lots of 100 per lot	LIST PRICE Each	No. Req. per Car
A-8005-AR	Radiator (less shell)	1928-29	.....	16 00	1
A-8005-B	Radiator (less shell)	1930-31	.....	15 25	1
A-8100-AR	Radiator cap	1928-29	.....	40	1
A-8100-C	Radiator cap	1930-31	.....	50	1
A-8110-AR	Radiator cap gasket	1928-29	.....	04	1
A-8110-B	Radiator cap gasket	1930-31	.....	04	1
B-8115	Radiator drain cock—same as T-1515 (was A-8115)	1928-31	.....	15	1
B-8125	Radiator support pad (was A-8125)	1928-31	.....	03	2
††A-8126-R	Radiator support shim	1929-30	.....	03	4
‡A-20984	Bolt—2⅛" (radiator to frame)	1929-30	.....	04	2
A-20975	Bolt—2" (radiator to frame)	1928-31	.....	03	2
A-20916	Bolt—1⅞" (radiator to frame)	1928-30	.....	03	2
A-21745	Nut	1928-31	1 25	02	2
A-23534	Cotter	1928-31	20 gr. 50 M	03 dz.	2

†Use with multiple disc clutch. **When used to replace A-7620-A also use A-7051.
*Not subject to regular discount. ‡When used to replace 13/16" bushing drill hole for lubrication.
††Use with A-5005-C Frame.

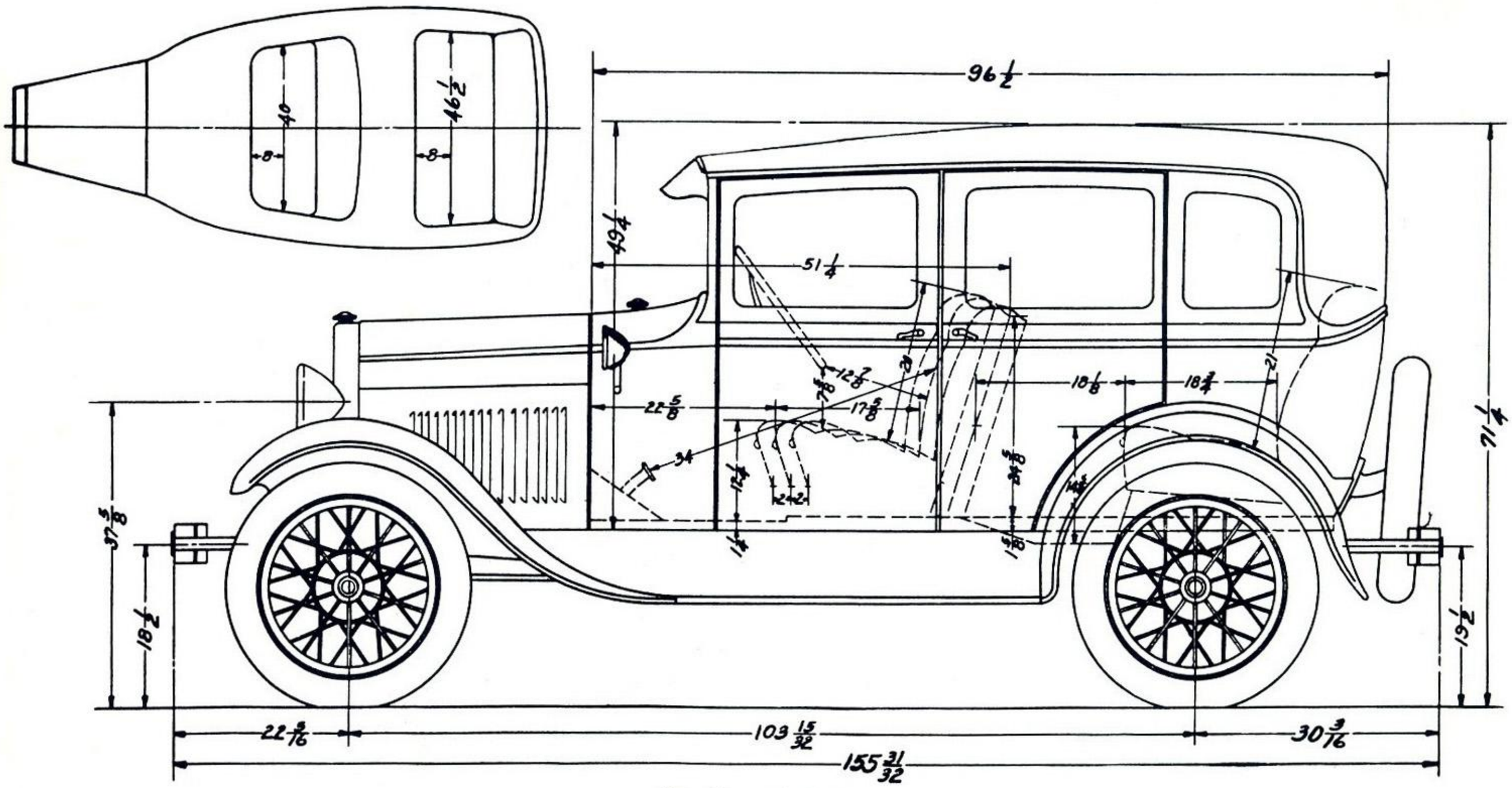


Part No.	Name of Part	Year	LIST PRICE Lots of 100 per lot	LIST PRICE Each	No. Req. per Car
§B-8130	Radiator bolt spring (was A-8130-B)	1928-31	.....	$0 03	2
A-8133-AR	Radiator rod	1928-31	.....	15	2
A-8133-B	Radiator rod (25⅝")	1930-31	.....	15	2
A-21793-S1	Nut—rear	1928-30	.....	01	2
A-21741-S2	Nut—rear	1928-31	$0 60	01	2
A-22257-S2	Lock washer	1928-31	35	01	2
A-22305	Lock washer	1928-30	50	01	2
A-21702-S2	Nut—front	1928-31	50	01	4
A-22337	Cup washer	1928-31	.....	01	2
A-22217	Washer	1928-31	25	01	4
A-8200-AR	Radiator shell assembly (nickel)	1928-29	.....	9 50	1
A-8200-C	Radiator shell assembly	1930-31	.....	12 00	1
A-8200-D	Radiator shell assembly (black)	1930-31	.....	5 00	1
A-8201-R	Radiator shell assembly (black)	1928-29	.....	5 00	1
A-20401-S2	Bolt	1928-31	50	01	4
A-21632-S7	Nut	1928-31	40	01	4
A-22139-S3	Washer	1928-31	20	05 dz.	4
A-8212-B	Radiator name plate	1930-31	.....	45	1
A-8212-C	Radiator name plate (black background) (use with A-8200-D, AA-8200-D)	1931	.....	25	1
A-8216-A	Starting crank hole cover	1928-31	.....	12	1
A-22885-S6	Rivet	1928-31	20	01	1
A-22047-S2	Lock washer	1928-31	20	01	1
A-22038-S7	Plain washer	1928-31	50	01	1
†A-8220-A	Hood hinge retainer on radiator shell (Same as T-4002-B)	1928-31	.....	06	1
A-8220-C	Hood hinge rod retainer	1928-31	.....	15	1
A-23033	Rivet	1928-31	20	01	2
A-8222-B	Hood pad on radiator	1928-31	.....	07	2
A-22900-S4	Rivet	1928-31	25	05 dz.	24
A-8250-AR	Cylinder head outlet connection	1928-29	.....	65	1
A-8250-B	Cylinder head outlet connection	1930-31	.....	60	1
A-24052	Stud	1928-31	.....	05	2
A-21788-S8	Nut	1928-31	.....	03	2
A-8255-A	Cylinder head outlet connection gasket	1928-31	.....	05	1
A-8260-AR	Radiator inlet hose	1928-29	.....	15	1
A-8260-B	Cylinder head outlet hose	1930-31	.....	20	1
B-8261	Radiator inlet hose clip assy. (Same as T-3007) (was A-8261-A)	1928-31	.....	05	2
B-8275-A	Cylinder water inlet connection (was A-8275)	1928-31	.....	45	1
A-21120-S2	Bolt	1928-31	.....	03	2
A-22300	Washer	1928-31	50	01	2
A-8280	Cylinder inlet connection gasket (Same as T-3018)	1928-31	.....	03	1
A-8286	Radiator outlet hose	1928-31	.....	07	2
A-8287-A	Radiator outlet hose clip assy. (Same as T-3945)	1928-31	.....	03	4
B-8291-A	Radiator outlet pipe (was A-8291-B)	1928-31	.....	30	1

WATER PUMP AND FAN

Part No.	Name of Part	Year	LIST PRICE Lots of 100 per lot	LIST PRICE Each	No. Req. per Car
A-8501	Water pump assembly	1928-31	.....	2 80	1
A-24406	Lubricator fitting	1928-31	.....	* 22	1
A-8505	Water pump cover assembly	1928-31	.....	1 25	1
A-24025	Stud	1928-31	.....	03	4
A-21741-S8	Nut	1928-31	60	01	4
A-22245	Lock washer	1928-31	25	01	4
A-8507	Water pump cover gasket	1928-31	.....	04	1
A-8509	Water pump cover shim	1928-31	.....	03	‡
A-8510	Water pump shaft assembly	1928-31	.....	75	1
A-8513-A	Water pump impeller washer	1928-31	.....	04	1

†Use on black enamel radiator shells. *Net price.
§When replacing previous type also use A-20975.



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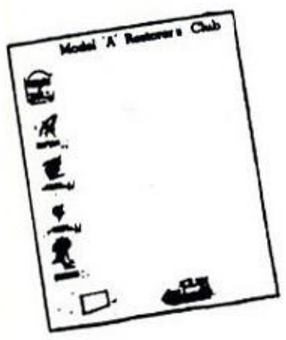

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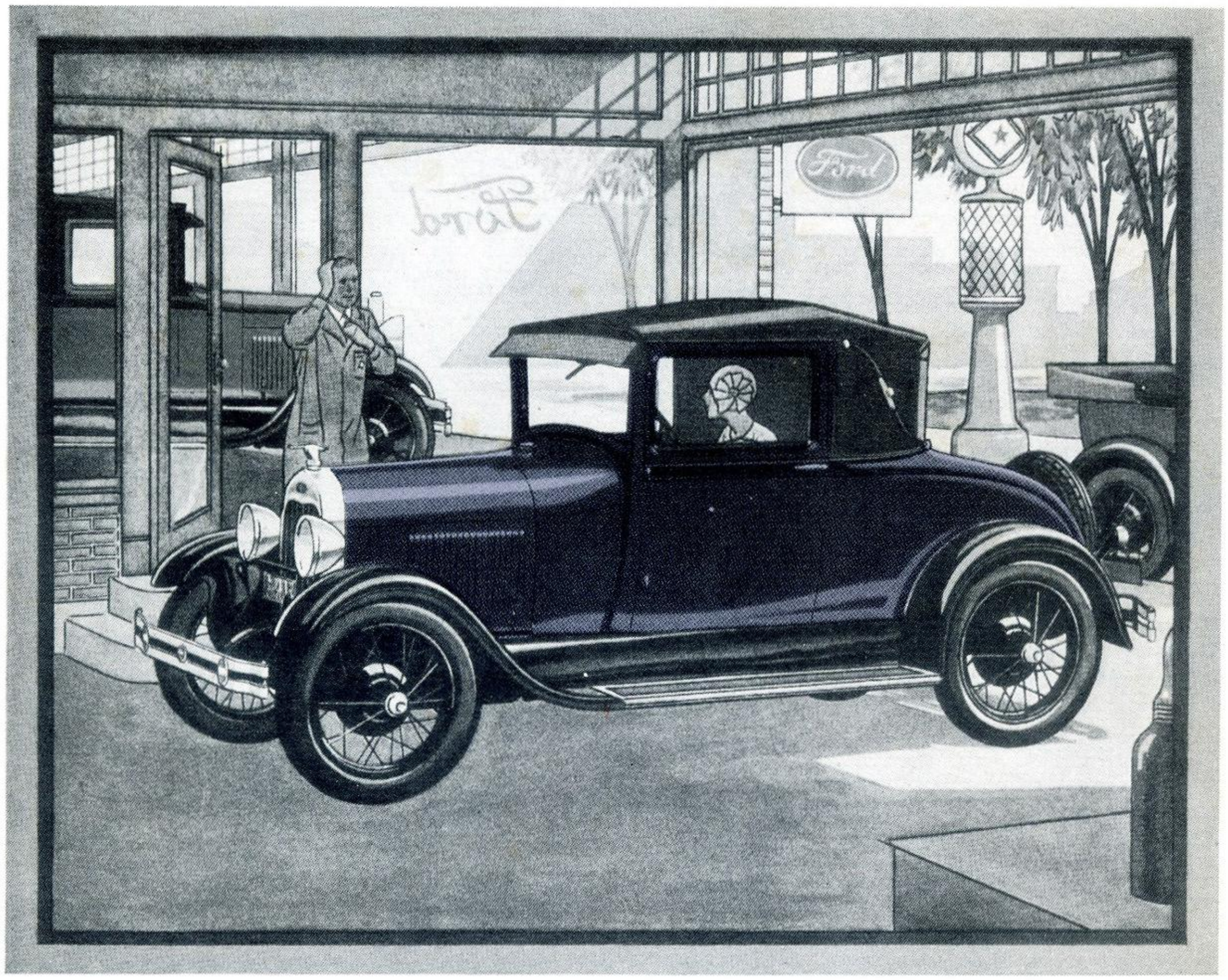

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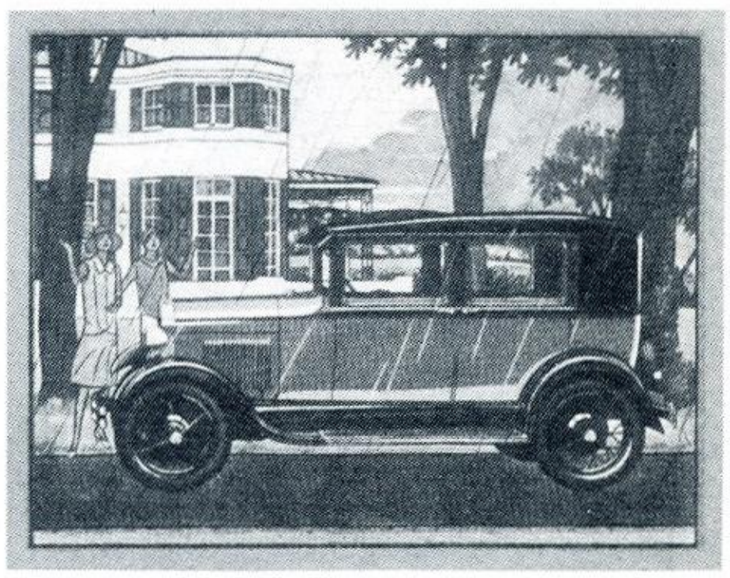

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