MARC News

Official Publication of Model "A" Restorers Club

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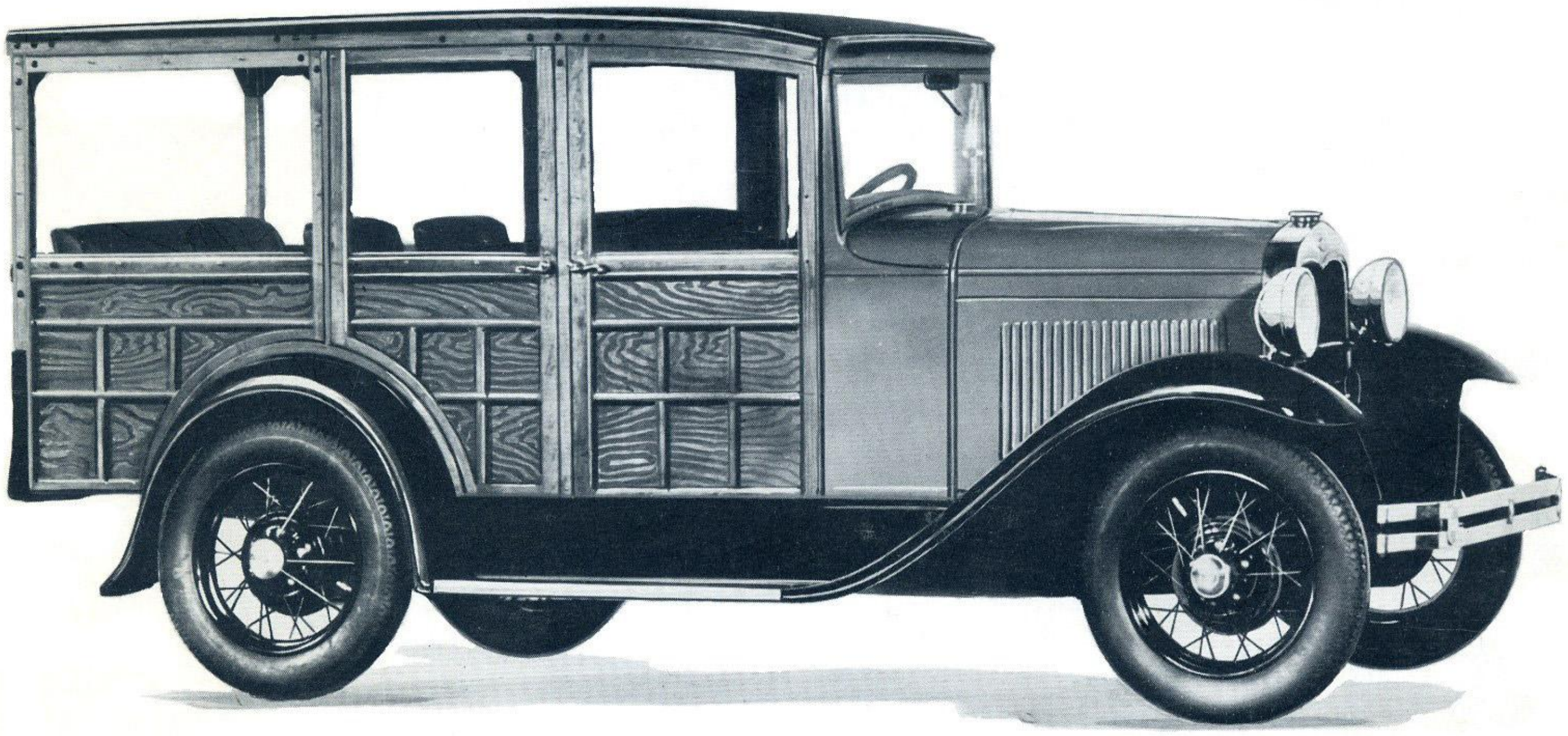

PUBLISHED BIMONTHLY BY THE MODEL "A" RESTORERS CLUB, INC.

MARC NEWS — Official Publication of Model "A" Restorers Club, Inc.

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

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MARC NEWS

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COVER

A 1930 Model "A" Station Wagon. Photograph may be obtained for $1.00 from Ford Photographic, American Road, Dearborn, Michigan. Negative #55272.

LETTERS TO THE EDITOR

QUESTIONS

Dear Editor:

I received my first copy of MARC News as a new member. Your article on the 1930 Roadster covers the car I am working on, a 1930 Deluxe 6-Wheel Roadster.

You mention in your article that the body colors are the same for both the standard and Deluxe Roadsters. I have already started my body painting. My color is Washington Blue. I obtained my information for the 1930 deluxe colors from the book "How to Restore the Model "A" Ford," published by Floyd Clymer. On page 104 the colors for Deluxe Roadsters and deluxe phaetons are listed.

Please advise me if Clymer's book is in error. I am enclosing a self-addressed stamped envelope for your reply.

Judson W. Foster
99 Butler Rd.
Sanquoit, N.Y.

Your information obtained from page 104 in Floyd Clymer's book, "How to Restore the Model A" is an exact reprint from the Ford Model A Restorer's Manual, prepared by the Ford Motor Archives in 1955. This manual was prepared under urgent conditions, and consequently included many errors. The Ford Motor Archives later re-investigated the paint specifications for the Model A and supplied this information to Polyprints, which they issued in their Historic Ford Production Colors book.

In checking the engineering records, they confirm the revised color

Dear Editor:

I am trying to restore a 1929 (Murray Body) Station Wagon which most of the wood has been taken off for one reason or another plus the back half being sawed down to the chassis in order to make a Stake Bed Truck, so you see that I am at a standstill unless some one has the original wood patterns. I must state that I am in need of all of them so you might say I am starting from the ground up. I am hoping in writing this letter than you or some of your members can supply the patterns or the address of some one that can.

Jerald A. Jensen
1311 Chestnut St.
Rockford, Illinois.

We are featuring the station wagon in this issue in the Authentically Speaking article. We cannot offer any help on the patterns. Perhaps one of our members can.

(Continued on Page 4)

(Continued from Page 3)

Dear Editor:

Can you possibly put me in touch with anyone who has restored a French assembled Model "A." It would assist me in my task.

David W. Mize
American Embassy
Algiers, Algeria
Dept. of State Mail Room
Washington 25, D.C.

Can any one help?

* * *

In the last issue Rodney Gott of California asked, "on the early Roadsters was a spring loaded anti-rattler used in the front door Pillars, to keep the door from rattling?"

Our technical chairman Paul Moller researched the item and gives the following answer:

As far as I can determine these would have been installed after the car was delivered.

First my research turns up no indication of Ford using a corrective item of this type.

Second checking with a Ford man whose exeperience covers many years; his comment was that Ford dealers handled the Champion line of accessories, which included anti-rattlers for doors and windows, along with many things to be added to the car after delivery. Apco was another line of this sort.

Third my early experiences with cars in the thirties tell me that many stores sold accessories of this type.

Fourth as Bill Friar commented, "Just because someone bought a car with only 10,000 miles on it and found that it was equipped with anti-rattlers and a couple of other items, should not be taken as proof that the car was built and delivered with them. Any owner might decide that they were desirable and want them added to the car."

(Continued on Page 18)

Maryville Meet

By Richard Byrom

"Maryville or Bust" was seen on a number of Model "A" caravans throughout the area for several days prior to the Meet. Approximately 324 cars participated in perhaps the largest Antique Car Meet ever held in the Smoky Mountain Area.

Throughout the course of this report, the writer will make frequent references to "approximately or possibly" since he didn't know until he got home that he would be called upon to report the Meet activities and, therefore, did not take the notes that a good reporter would.

Without a doubt, the most outstanding feature of this Meet was the hospitality extended by not only the local Meet Committee, but by all the folks of Maryville and the surrounding area. If you're one of those who believe that big numbers represent success, then this Meet must rank with the best of the year. It is my understanding that of the 324 registered vehicles, approximately 284 were our beloved "A." Typically, out-of-state Model "A's" began to appear in Maryville as much as two days prior to the Meet.

Fortunately, the weather was excellent, and the first thorough wash job after arriving was sufficient for the three-day activity. Registration Friday was punctuated with the usual exuberant cries of recognition greeting the arrival of each new group.

The one real shock came with the arrival of a heavy diesel tractor dragging a very large lowboy. Above the hammer of the exhaust and the ping of the injectors, the tractor operator asked for registration instructions. Finally someone inquired what he intended to register. To the relief of the registration committee, he indicated that he was hauling just about the nicest 1930 Model "A" Wrecker to be found anywhere. This Model "A" enthusiast had "pushed his rig" all night in order to be on the scene early Friday.

Evenings were taken up with attendance at the 12th Annual Hillbilly Homecoming which included a good slice of both local and professional talent. Don't for a minute think that the local talent was anything less than first class. To my mind there was little discernable difference between the professional and nonprofessional talent.

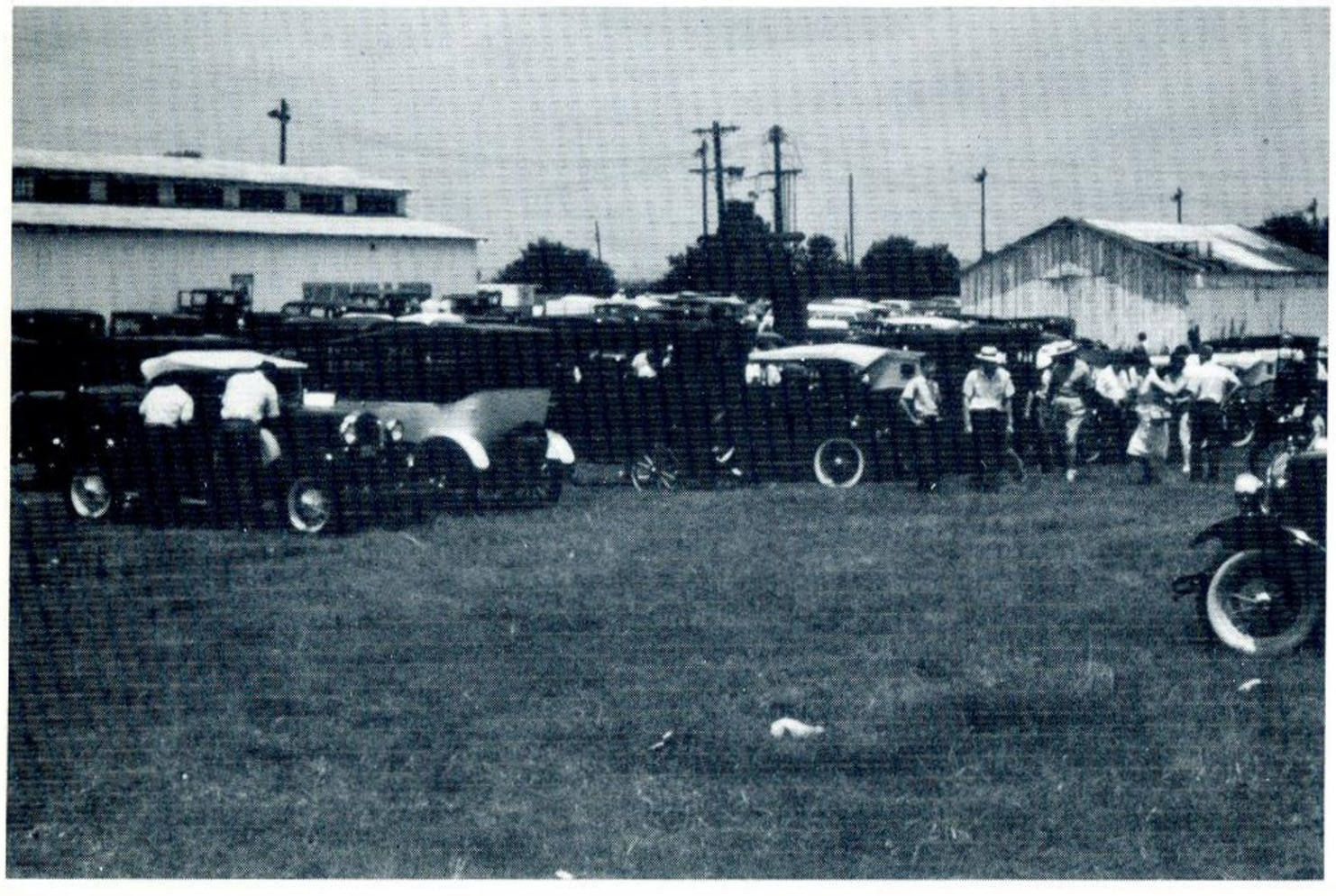
One very obvious character of the three-day Meet was the wanderlust demonstrated by the participants. You couldn't drive up a street in Maryville without encountering an "A" and its "owner family" going somewhere. I don't believe there ever was a time that all of them could be found on the field.

Saturday's morning swap session was enhanced by a display of the trophies to be awarded. I counted more than 50 "important" trophies. A "local boy" informed me unofficially that they represented more than $2,200! I was amused, and my wife a little chagrin, by the number of women participating in the swap activities and who more than held their own during the period of sharp trading. I didn't quite know how to react when I found something for my own '28 and was in the act of purchasing it, and the little old lady standing next to me "sweetly" pointed out that the item I had selected fit a '31 and was an inch too long for my '28.

More than just a few of the participants had elected to bring along their camping gear. Model "A's" could be seen in camp areas as far away as Gatlinburg, and that's a good 41 miles from the Meet area. This is not to indicate that adequate camping facilities were not locally available, but simply proves that Model "A's" still provide reliable transportation whether the trip be long or short.

There were a number of special guests, and leading the list was Les Henry, Curator of Transportation, Greenfield Village, who made the 600 mile trip in a '28 Phaeton. Charlie Adam's taxi cab stood out in the group as it always does. The local committee consisting of the Coulter brothers, Chuck and Ken, Lamar DeShane, Tom Vanriper, and others, were everywhere in the Meet area assisting the registrants in any manner possible.

It didn't prove necessary to operate a lost child activity, because if yours turned up missing, you could be assured that you'd find him at the watermelon concession.



The parade that has been an annual feature of Maryville Homecoming activities was an outstanding success. The more than 300 automobiles that participated were handicapped just a little by the fact that the parade roads were hilly. It's always fun to watch an antique car start on a grade as the operator attempts to work the clutch, brake, turn and release his handbrake all at the same time, while the car in front of him rolls backward menacingly. My how those "A" clutches c-h-a-t-t-e-r !

Sunday was the big day. For the first time, automobiles were parked according to year and type. I can't recall all the judges' names, but I know Bill Friar was there, because I heard his booming voice once or twice. I saw one trophy awarded to an owner with his "A" loaded with three kids and camping gear. How he was going to transport all that and a three-foot trophy, too, presented a real problem in logistics. (Want to bet he got the trophy home even if Mother had to catch a "Greyhound.")

In the way of general observation, I was surprised to note that, by far, the larger number of cars were of the closed type. Since the participants were generally from Tennessee, North Carolina, Georgia, Florida and Alabama, I had mistakenly expected to see more open cars.

Outstanding by their absence were the Victorias. Only one or two representatives of this fine body type were seen by this reporter. The two station wagons present were, as always, singled out for particular attention by the local townspeople inspecting the cars. Perhaps the most outstanding vehicle, if any one can be discernable as more oustanding than another, was a beautifully restored Town Car. That makes the third one that I have any knowledge of that exists anywhere. Dick Williams in Detroit has one, one was registered at Dearborn several years ago and is garaged on Long Island, and this one—all three fine examples of the restorer's art.

In reviewing the cars with some of the more experienced restorers present, I noted that in many instances they were not quite as sure about what should or should not be as they were perhaps two years ago. I personally feel that this lack of assurance is a good thing because it provides the restorer just a little more freedom than he might have thought he had just a short time ago.

The Meet was a success! If the effective work that went into its planning and the satisfaction gained by its participants is not reflected here, it is the fault of the reporter. All those who participated want, I'm sure, to thank those people who made this Meet possible, and who continued its planning and execution despite the fact that another major activity was scheduled for the same time in the general area.

Indiana Hosts Special Meeting

On Sunday, June 21st, 1964 a special meeting of MARC members was held in Alexandria, Indiana. More than one hundred people were in attendance, representing members from Indiana, Illinois, Ohio, Michigan and Wisconsin.

Following the usual formality of opening the meeting, reading of the minutes, etc., the secretary announced the results of the vote on the 50c refund to the regions for each member. The vote was one hundred and seventy six for changing the constitution to eliminate the refund and forty nine votes against. This means that starting with 1965 there will no longer be a refund from the national treasurer to the region treasurer. Each region will have to charge its own dues to each member.

A report from Leon Rice, constitution revision committee chairman, was read and a discussion followed.

Ed Breedon, Regional organizer, recommended that the requirement to form a new region be reduced from ten members to only five. The recommendation was approved.

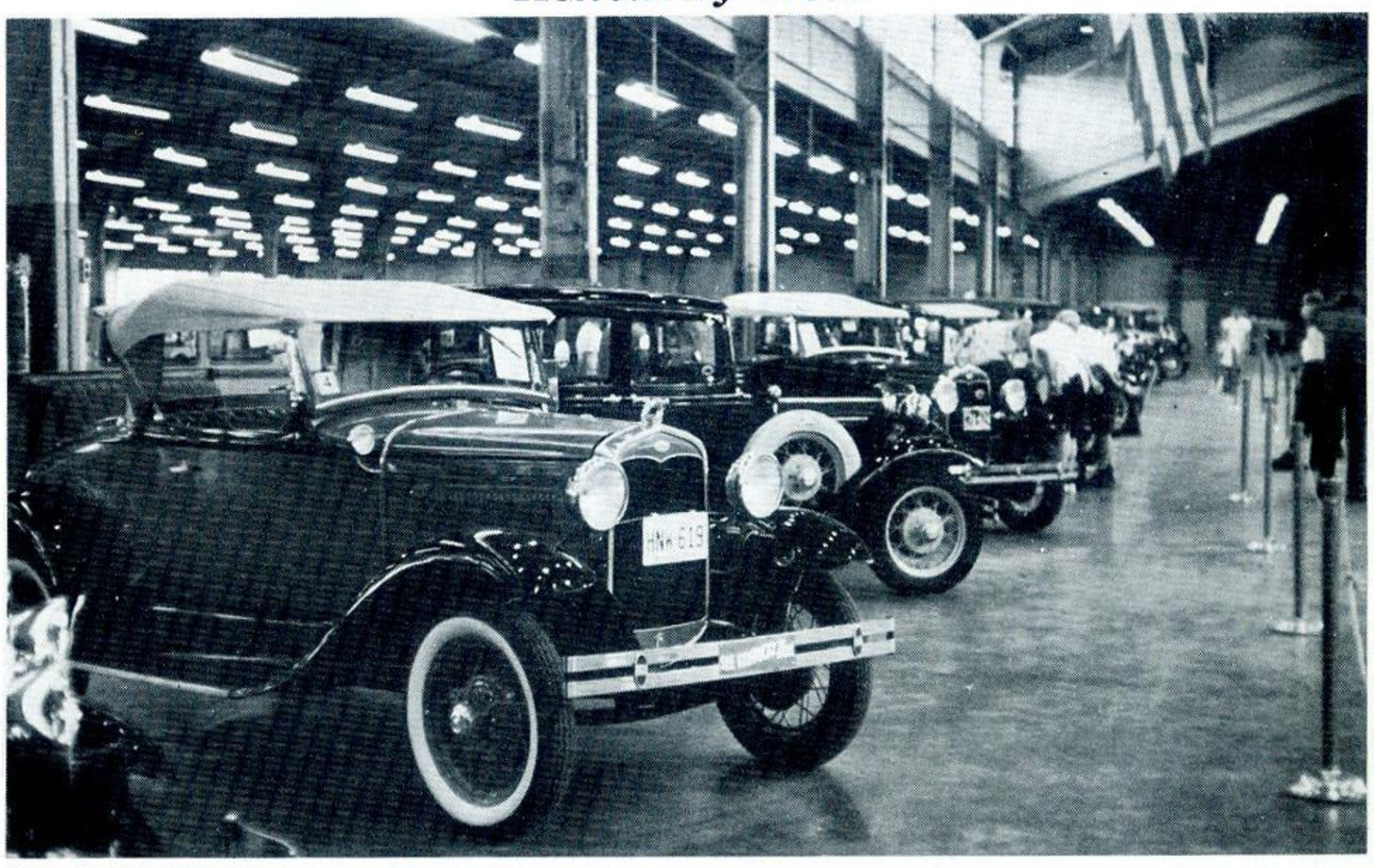
Herbert Walker of Illinois asked club president Stan Walz if any effort is being made to establish a national judging standard. Stan Walz outlined the progress that had been made in the past and assured everyone that a national judging standard will be presented to the members in the near future.

George De Angelis was asked why the membership application must be filled out in two parts. De Angelis explained that one part is required for the club treasurer record and the second is for the MARC News record. When the application is received at the club office, the two parts are separated and one is attached to the $5.00 dues and sent to Bill Friar, treasurer, and the second is sent to the club paid secretary who makes an addressing stencil. "This procedure," he said, "is a must even though a region treasurer may process the application before mailing it to the national office. In a sense we are asking each applicant to do part of our secretarial work."

After the meeting was closed everyone joined in the activities and entertainment provided by the White River Valley Chapter.

* * *

Kentucky Meet



Just a few of the 172 well-restored Model "A"s which were on display in the Exhibition Building at the Kentucky State Fair in Louisville. The three-day Model "A" Ford Club of America National Meet attracted 289 registrants from 33 states and Canada.

In addition to the usual variety of Sedans, Coupes, Roadsters and Phaetons, there was a 1931 Half-ton "U.S. Mail" Truck and a "AA" School Bus called "Huff and Puff." Joe Barnett was the owner of the truck and George Pope owned the bus. Both vehicles were motored from California.

In judging, first place trophies in the restored class were awarded as follows:

Open 28-29 — David Wheleckor, Ohio
Open 30-31 — G. Danegesiky, Calif.
Closed 28-29 — Dave Roener, New Jersey
Closed 30-31 — Kenneth Johnson, Nebraska
Commercial — Doc Clark, Tennessee

My Forty Years With Fords

by Murray Fahnestock, Mem. S.A.E.

Editor's Note: This is the final of a three-part series on the man who "hitched his typewriter to the Ford star"—Murray Fahnestock's own story of his forty years with Ford cars.

During his forty years as Technical Editor of the Ford Dealer and Service Field Magazine, Mr. Fahnestock wrote over five million words on the how, why, maintenance, and repair of Fords. From 1914 through the many years of the "T," the Model "A," the Lincoln, and all of the pre-World War II Fords, his articles provided one main source of technical information for the thousands of Ford mechanics around the world.

In contrast, today the Ford Motor Company retains over a dozen full-time technical writers to provide the necessary information to service its vehicles.

Even now in retirement, although as a hobby, Mr. Fahnestock spends many hours on his typewriter producing authoritive articles about our automotive pioneers and their early creations. One of his most recent articles about the Duryea brothers was published in the January-February issue of "Antique Automobile."

Mr. Henry Ford's first patent was No. 686,046 dated Nov. 5, 1901, and assigned to the Detroit Automobile Co. He eventually held several hundred patents, and the Ford Motor Company holds many more, using them as protection against lawsuits by imaginative "inventors."

The Fahnestocks were expert figure skaters. As a family (including their two daughters), they held more official medals than any other in Western Pennsylvania.

As a "reporter of things mechanical," I read each week, for many years, the husky volume of the Official Patent Office Gazette and clipped out all Ford patents during the Model "T" and Model "A" years. If memory serves me right, there were "several hundred" patents for *each* of such items as the Model "T" Ford timer, shock absorbers for Model "T," transmission bands for Model "T," electrical and mechanical starters, locking steering wheels, and other locks. Most of these requirements were fulfilled in the Model "A" Ford.

When I found the patents for Mr. Henry Ford's interesting X-type engine, I wrote a story about it . . . but did not put it in print (before the release of the Model "A" Ford) as I thought it might create confusion and do more harm than good. After the announcement of the Model "A," I published the story of the "X" engine.

In the fall of 1927, when the details of the new Model "A" were still a closely guarded secret, I was sent through the factory to see it being built. Guards seemed to spring from every corner to see who I was, but I was protected by a special guide who proudly said, "from Mr. Sorenson's office."

At the Detroit Hotel, I wrote the announcement of the Model "A" Ford which H. James Larkin sent by telegraph to Detroit where Ford Field printed it. Over 90,000 reprints of the article were sold.

A few years later, while waiting in the library of the Engineering Laboratory to see Mr. Henry Ford, I found a well-thumbed copy of the Automobile Industries magazine in which the 1920 Cadillac engines had been described in detail and evidently studied by the Ford engineers.

The Ford engineers wisely adopted the 90-degree angle for the cylinder blocks of the Ford V-8 of 1932. However, the Ford engineers so much "improved the design" of V-8 engines that they made the Cadillac design obsolete. So when Cadillac redesigned and modernized *its* V-8 engines in the 1930's, its design was so much like the Ford design that they became "sisters under their hoods." Turnabout is fair play and in the American spirit of free enterprise.

Some paper-and-orange crate airplanes were built and actually flown using Model "T" Ford engines. However, the do-it-yourself airplane builders made many more, using the Model "A" Ford engines for power. Many Model "A" engines were also used as marine engines for small boats. I had myself a very enjoyable ride over Henry Ford's home in Dearborn in an open cockpit airplane, powered by a Ford V-8 engine in 1947. I felt so safe, with such reliable power, I asked the pilot if he could stunt the plane . . . and sighed (for what?) when he said "no."

In 1935, the Ford Motor Company suddenly decided to enter the Memorial Day Speedway Races at Indianapolis. There wasn't much time, but Harry Miller was told to prepare 10 cars in a hurry, with Ford V-8 engines. They succeeded in "qualifying" five of the cars at over 110 miles per hour . . . some speed for those early years. So I went to Indianapolis for the week. There I met Ralph DePalma, Ted Horn and other racing drivers, easily identified by their powerful forearms necessary to steer for 500 miles at high speeds. But hasty preparation hadn't given time for adequate pre-race testing. So a last-minute addition of a bearing to the long steering column overheated and seized and the Ford cars were forced to drop out of the race . . . after over 300 miles at over 100 miles an hour!

Early Lincoln cars became part of my work when Mr. Henry Ford bought the bankrupt Lincoln Car Company—partly, in my opinion, out of his liking for Mr. Henry M. Leland, who had previously designed another good car—the Cadillac. But when Mr. Leland designed the Cadillac engine, he rightfully used a 90-degree angle between the two banks of cylinders (which was always used on Ford V-8 engines, the largest selling V-8 engines in the world).

When Mr. Leland designed the early, big Lincoln car engines, he did not want to repeat himself. So, to be different, he used the 75-degree angle between the cylinder blocks. As a result, the early Lincoln cars had an inherent unbalance, and the finest manufacturing processes were never able to triumph over poor engineering. So I wrote many articles on "servicing" Lincoln cars.

Mr. Ford was always thinking of new ideas. A story fits that Mr. Henry Ford tells of how he would think of ideas as he walked from the Engineering Laboratory to Fair Lane, his home. But when he reached home, Mrs. Ford would call "Come here, Henry, here are some people I wish you to meet." Idea gone. So—he summoned an employee and told him to install a telephone on the porto-cochere so that he could reach it before arriving at the porch. When the man started to install it, Mrs. Henry Ford noticed him and called, "Young man, what are you doing?" Mrs. Ford did not like the idea and told him to go back to Mr.

Ford. When he did, Mr. Ford chuckled and, looking through his desk calendar, said, "Mrs. Ford goes to Lansing on the 24th to a flower show. Install the telephone then." Mission accomplished.

Getting a flat tire and fixing it myself while driving to the New York World's Fair of 1939, I arrived rather dirty at the Ford dealer in Paoli, Pennsylvania. There I intended to write a nice story about the dealership, and modestly said, "I'm Murray Fahnestock." The Ford dealer who had just returned from the Ford Branch where he must have had a hard day (let's be charitable!) said, "So what?" "Goodbye," I said and we drove on to Philadelphia.

I refrain from the cliche about entertaining angels unaware as controversial. But I remember that when one Ford Branch Manager read my story about a Ford dealer, he remarked "Yes, he's a hard worker, and I think we'll have to give him a bigger dealership."

Thomas B. Martindale, the Ford dealer in Philadelphia was away, but his bright assistant gave me such good information that Mr. Martindale ordered 5,000 reprints of my six-page story when he saw it in print.

When married couples celebrate their 25-year Silver Anniversary, we rightly think "they must be nice people to live with!" So in the April, 1944, issue of the magazine, I thought it would be a bright idea to publish an "Honor Roll of Quarter Century Ford Dealers" who had been with the Company for 25 years or more, as evidence that the contracts between the Ford Motor Company and its dealers had been carried out by both sides with "honor, intelligence and high intent."

Not wishing to let anyone beat me to it, I wrote to individual Branch Managers for lists, but alert management in Detroit backed up the idea with hearty cooperation. Every few years I revised and modernized the list, bringing it up to date as a feature article for the magazine.

As of December, 1943, there were 772 Quarter Century dealers in my April, 1947, issue. We listed 969 Quarter Century dealers and in our March, 1953 article we listed 1,568 Quarter Century Ford dealers. Sad to relate, these lists have been widely copied by others . . . without any credit for me . . . Sob!

During World War II, when Ford ceased car production to go all out for materials of war, I continued with the magazine at a reduced salary, but worked two days each week as Engineering Director of the Leaf Spring Institute for 11 years (from 1942 to 1953). I wrote articles on automotive spring suspensions for nearly all automotive magazines, under various nom-de-plumes.

To conserve steel needed in the war, I wrote a booklet, "Secrets of Spring," of which 40,000 copies were sold at 25 cents each.

The International Correspondence Schools published, as part of its home-study course, a book on "Automotive Front Axles, Springs & Shock Absorbers." I wrote the part on "springs," but not the rest of the book.

Seems that the lessons of World War One were soon forgotten, because in the summer of 1940, transportation for our Army was still hamstrung by "political" laws, which specified that orders for each type of Army vehicle had to be split up among the larger manufacturers. That was bad enough for a peacetime Army, when 42 sizes of storage batteries had to be stocked, but intolerable for a wartime Army, far from its sources of supplies.

Being an independent national counselor in the S.A.E., I was able to raise my raucous voice in favor of allocating all orders for each size (such as half-ton, one-ton and 3-ton trucks) to one manufacturer for lower production costs, and far better interchangeability behind the front lines. As I spoke out, the high-ranking military men backed me up, so I didn't do it alone! This was my finest hour.

Space does not permit justice to the Ford 100% production of such varied equipment for World War II, as the airplanes at Willow Run, (the biggest building I ever saw) of ships and tanks, etc. Also, I believe Ford produced more jeeps than any other company and for which Ford has never received due credit.

The jeeps were invented by Carl Probst of American Bantam Co. of Butler, Pa., and 72 were built there. But Bantam could not build them fast enough so Ford and Willys took over the quantity production of jeeps.

When the Ford Motor Company brought out its Laboratory Test Set in 1947, for making electrical tests, there were many mechanics who still felt that electricity was mysterious. So we published a yellow, facricoid covered book on "Laboratory Tests for Ford Cars," in which I collaborated,

(Continued on Page 18)

Sez He: *"See how hydraulic brakes distribute pressure equally to all four wheels?"*

Sez She: *"See how a little leak causes all four brakes to fail!"*

From the article "Ford Direct Acting Mechanical Brakes vs. Indirect Hydraulic Brakes."

B-24s Coming off the Line.

Authentically Speaking

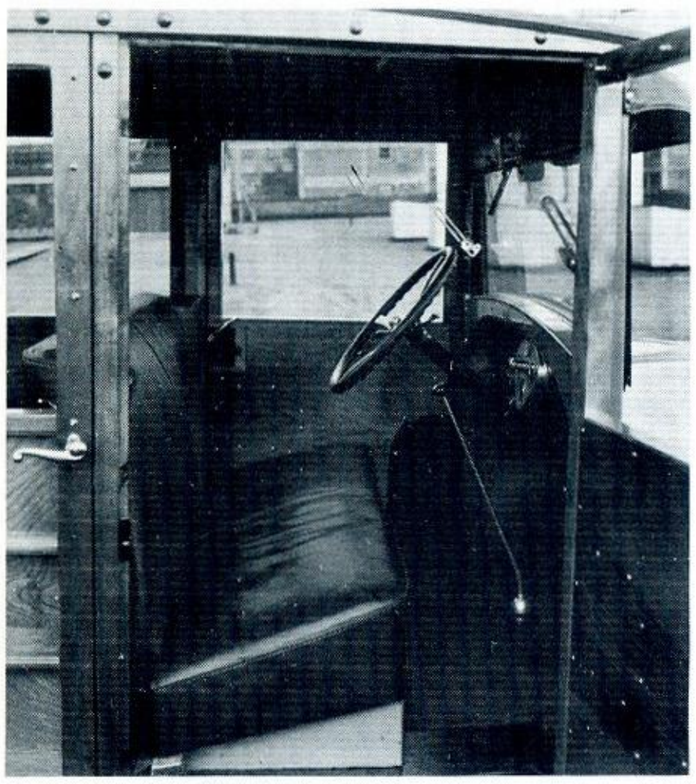
or

As Mr. Ford Built the "A"

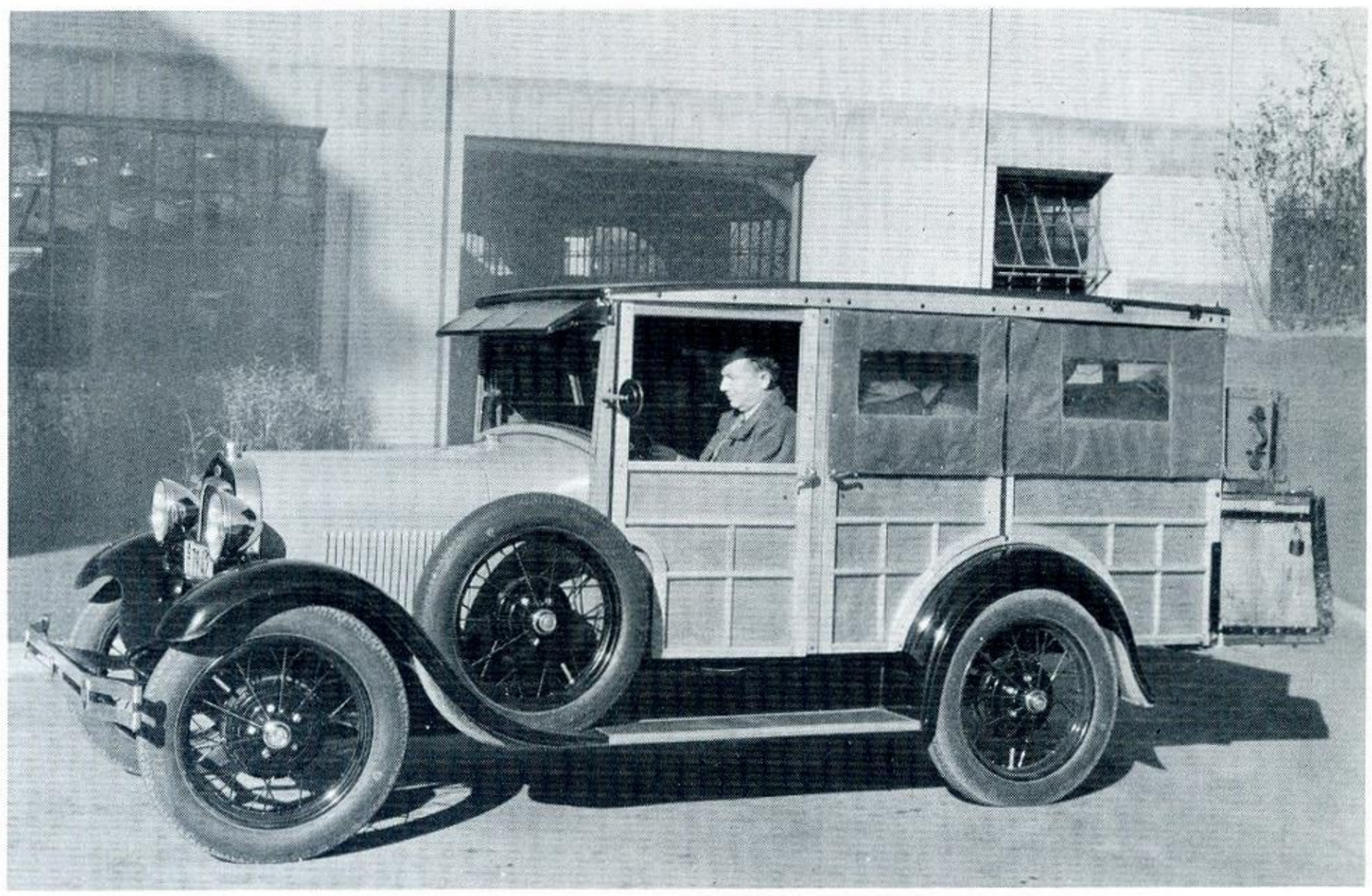
One of a series of articles describing the body colors, interior trim schemes and chassis changes that were incorporated in the Model "A" at the time of its production.

by Edward Francis

and George DeAngelis



MODEL "A" STATION WAGON



THE NEW FORD STATION WAGON MAKES A MOST VALUABLE ADDITION TO THE MOTOR VEHICLE EQUIPMENT OF ANY COUNTRY CLUB OR ESTATE.

In January, 1929, the Ford Motor Company introduced a new body style, the station wagon. Previously, station wagons had been produced by custom body shops on chassis purchased from the automobile manufacturers, so this marked the first time that an automobile manufacturer mass-produced a vehicle of this type on its own production line. Bodies were assembled at the Murray Body Company from wood subassemblies supplied by Ford's Iron Mountain plant.

The engineering of the station wagon was unique in that detail drawings of the wood parts were never made. Master subassemblies (doors, quarter panels, tailgates, etc.) were made in triplicate by engineering. One master was retained at engineering, one was sent to Iron Mountain, and the third was sent to Murray Body Company. The production wood parts were made and checked by using the masters as a guide. Murray assembled and shipped finished bodies to the Ford assembly plants for installation on chassis.

The news release in late December described the new station wagon as follows:

"The new Ford station wagon, used either as a passenger-carrying car or a delivery unit, makes a most valuable addition to the motor vehicle equipment of country clubs and estates because of its high utility value, added to its good appearance; as a passenger conveyance, it has comfortable seating accommodations for eight persons, with ample space for luggage on the lowered tailgate, should it be required. Rear seats are removed to convert the car into a haulage unit, providing a large loading space.

The body combines attractiveness with rugged construction; all structure features are of the highest class. It is finished in natural wood, hard maple being used with paneling well up all around.

A wide seat in the driver's compartment will accommodate three persons. In the rear compartment there are two single seats with a passageway between to a full-width seat, affording accommodations for five persons. All seats are deeply cushioned and upholstered in blue-gray artificial Spanish leather or colonial grain. Rubber floor mats are provided in both compartments.

Seats in the rear compartments are securely anchored in place, but may be easily removed when it is desired to use the car as a haulage unit.

Wide strong doors, hung on continuous hinges of the piano hinge pattern, are provided for both front and rear compartments. Door handles are of scroll design, fully nickled.

The roof, supported by hard maple uprights, is covered with heavy, black dock material.

Side curtains are of rubber interlined material, tan-gray in color to harmonize with the body finish, and have large window openings of heavy celluloid. A steel storage compartment for the curtains is placed under the car floor at the rear. Spare tire is carried forward in a fender well on the left side. Tool equipment is carried under the front seat.

The large tailgate is held in place with strong clamps, and when lowered is supported by heavy chains, leather covered."

In 1929, the tendency was to classify the station wagon as a passenger car, but in 1930-31, the advertisements listed the station wagon in the commercial line.

Specification required that wood for the framing and structure of the body be hard or soft maple, with no knot hearts permitted and a moisture content not to exceed 12%. The paneling was of cross-grained, exterior birch plywood, good both sides. The roof slats were made of basswood. A high-gloss spar varnish was applied on visible wood parts giving a natural finish. The body sheet metal, hood, cowl, and gas tank was finished in manila brown. Black paint was used on structural metal, brackets, rear wheelhousing, tailgate iron, door locks, fenders, etc. In 1931, some of the

more visible brackets were painted with manila brown to match the wood and to give a more esthetic appearance, although no engineering release can be found which verifies this change. The outside door handles were chrome plated for all model years.

The interior of the station wagon was trimmed in black, the seat in cobra, cross-grained, black artificial leather. The original design called for blue-gray artificial leather and a design prototype was built with this trim, but a change was made to black artificial leather before production started. The cowl cardboards and all seat cardboards were cobra, cross-grain, black artificial leather cardboard. In the 1930 and 1931 models, the left side cowl cardboard has a pocket for storage of maps and other small articles.

The floor mat was made of black rubber, with the front floor mat for the 1929 station wagon being the same as was used on the phaeton and roadster, while the 1930-31 had the same mat as the tudor. The rear mat was also black rubber, but instead of a sunburst pattern with a boarder produced by moulding, the rear mat was made of calendered, ribbed sheet stock. Two different profiles of the rubber were optional, both were 1/8-inch overall thickness with ribs being 1/32-inch high. One profile had ribs with slanted sides (40° angle), with 1/16-inch width on top and 5 ribs per inch. The other profile had vertical sides to the ribs with 3/8-inch-wide ribs and a 1/4-inch space between ribs.

The curtains for the station wagon in 1929 were made of tan roadster and phaeton top material with celluloid windows. The design was one thickness of material with the celluloid sewed in. Spring-loaded female fasteners on the curtains clipped to the male posts on the body. The door curtains snapped on fasteners located outside the body while the quarter and tailgate curtains snapped on fasteners located inside the body on the top and outside the body on the side and bottom.

Special Delivery—
Natural Wood (1931 only)

In 1930, the construction of the side curtains was changed completely. The construction consisted of two layers of tan, rubberized fabric sandwiching a cardboard filler approximately the same thickness as the celluloid. The method of fastening was also changed, by the use of spring-loaded male fasteners on the wood, and eyelets in the curtains. In 1930, all fasteners were located on the outside of the body. On the quarter and tailgate, this was accomplished by adding framing across the top of the quarter window and tailgate openings.

The main difference between a 1929 and a 1930-31 station wagon, from a distance, is the lack of a windshield visor on the 1930-31 models, and the addition of the curved roof over the front door from the rear door to the windshield header.

The picture of the front interior of a prototype Model "A" station wagon made in late November, 1928, shows many items which did not go into production. They are: ribbed front floor mat, blue-gray trim for seats and cowl cardboard, wood frame around door lock, window curtain post inside top of door, and unribbed scuff plate.

Model "A" station wagon production was 4,954 domestic units for 1929, with 5 units being made at Dearborn in late December, 1928. The top producing station wagon assembly plants in 1929 were: Kearny, New Jersey, with 1,545; Somerville, Massachusetts, with 880; Chester, Pennsylvania, with 429; Norfolk, Virginia, with 196; Los Angeles, California, with 116. Dearborn made only 83 station wagons in 1929. This shows that almost 2/3 of all the station wagons were assembled on the east coast in 1929.

During 1930, there were 3,510 station wagons made for domestic use. The top assembly plants were: Edgewater, New Jersey, with 1,321 (replacing Kearny); Somerville, Massachusetts, with 751; Chester, Pennsylvania, with 270; Norfolk, Virginia, with 155, Long Beach, California with 142 (replacing Los Angeles); Jacksonville, Florida, with 119; San Francisco, California, with 114. Dearborn only assembled 69 station wagons. Again, almost 3/4 of all station wagons produced in 1930 were made in east coast assembly plants.

In 1931, production dropped to 2,848 station wagons for domestic consumption. The leading assembly plants were: Edgewater, New Jersey, with 931; Somerville, Massachusetts, with 509; Richmond, Virginia, with 162 (first year of production); Chester, Pennsylvania, with 157; Norfolk, Virginia, with 187; Long Beach, California, with 88; San Francisco was out of production. Dearborn only made 30 in 1931. More than 2/3 of 1931 station wagon production was made in east coast assembly plants.

* * *

Model "A" Body Processes

By Herbert D. Allee

Part II

Production Practices in Building the Model "A" Bodies

Following is a reprint of Part II of Herbert D. Allee's speech given to the MARC Annual Meet in Dearborn. Mr. Allee is a Body Engineer, Ford Motor Company Engineering. He started in the automobile business with Studebaker Corporation in 1922, after graduating from Massachusetts Institute of Technology. He was with SKF Industries for 12 years before joining Ford Motor Company in 1946.

Having reviewed the History of Body Engineering and Body Building in Part I, we next come to the fabrication of the Model "A" body-in-white, which means all of the exterior metal panels, sills, pillars, braces, doors and decklids in place, ready for paint, but without any interior trim or final hardware. This would include door hinges and deck hinges, but without locks, latches or regulators. Unfortunately, there does not seem to be any photographs of the body-building operations during this period. This may be due to the competitive aspects of body building, even in this period.

Since we have neither photographs nor operation sheets covering the actual fabrication of the body-in-white, we will have to visualize it from illustrations which are available. The partial cutaway of the tudor sedan, Fig. 1, shows the elements which make up the so-called "body side." This shows the coupe pillar, the body sills, the lock pillar and the quarter pillar, together with the side roof rails and the quarter panels in place. Each of these side assemblies was built up individually in jigs.

Fig. 2, shows the back panel sub-assembly with the rear floor cross-member, the back panel framing, and the backlite window framing. This also was made up in a sub-assembly.

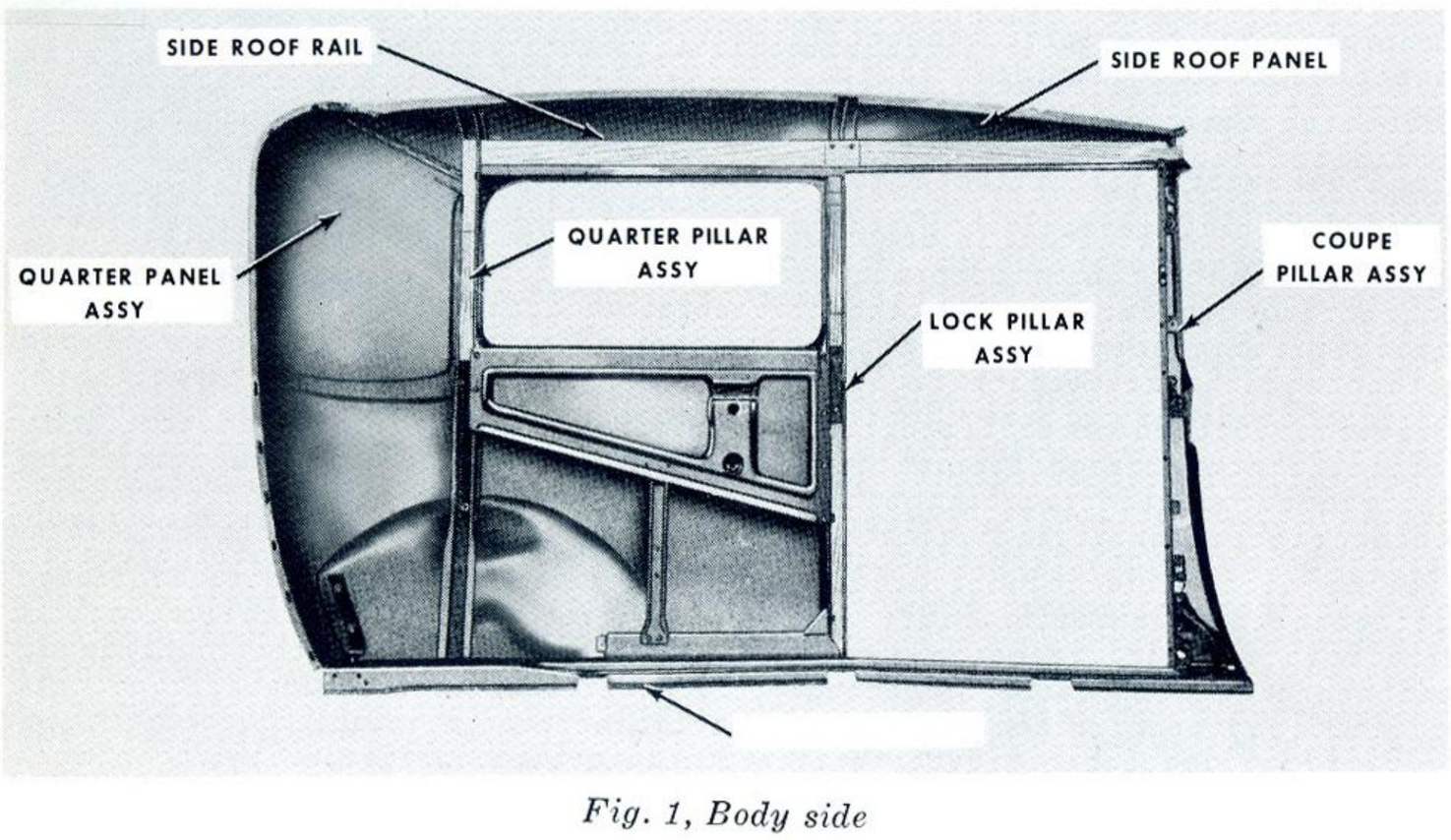


Fig. 1, Body side

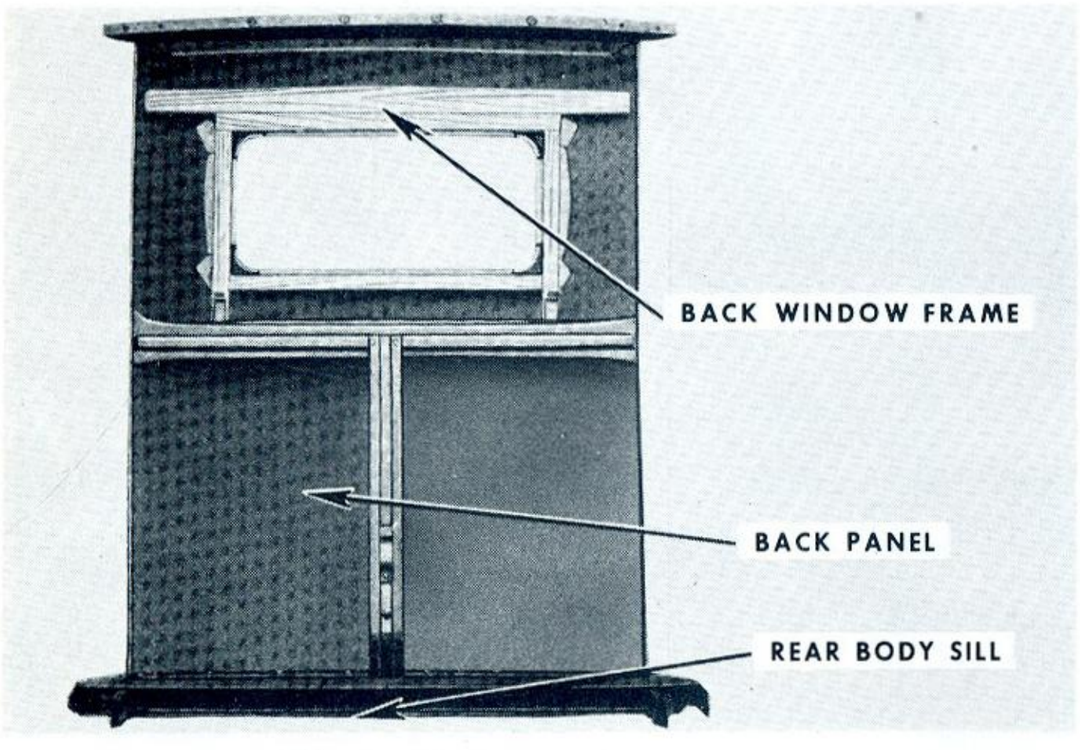


Fig. 2, Back Panel Sub-Assembly

The next illustration, Fig. 3, could have been the cowl sub-assembly with the cowl-type gas tank and the two cowl side panels together, with the toeboard, riser and cross brace.

Now we must assume that the cowl and the back panel sub-assembly are mounted on a jig in the proper relation to each other. Then the body side assemblies are swung into place from each side, where they can be welded or bolted to the back and cowl sub-assemblies. At this time, the rear seat floor pan assembly, the floor cross sills and the roof bows are installed and fastened, the doors are hung. These mental operations now give us the body-in-white.

The next step is that of painting. Here, again, we were unable to obtain any authentic photographs showing the painting process. I was fortunate in being able to contact some of the men who were responsible for establishing the painting processes, as well as solving the problems in the various assembly plants. Through them, I have been able to recreate the various steps in the process.

The illustrations pictorially represent the various steps but do not show the actual equipment used. The conveyor line proper went through the spray booths, through the ovens and across the sanding decks.

The first step after leaving the body-in-white line was the cleaning operation. This was done by brushing on phosphoric acid, followed by a water rinse and a dry wipe. This operation was required to remove any oil and contaminants from the previous processing operations. This covered the removal of draw compound in the stamping operations, rust preventative coatings, and the accumulation of dirt from handling and sub-assembly.

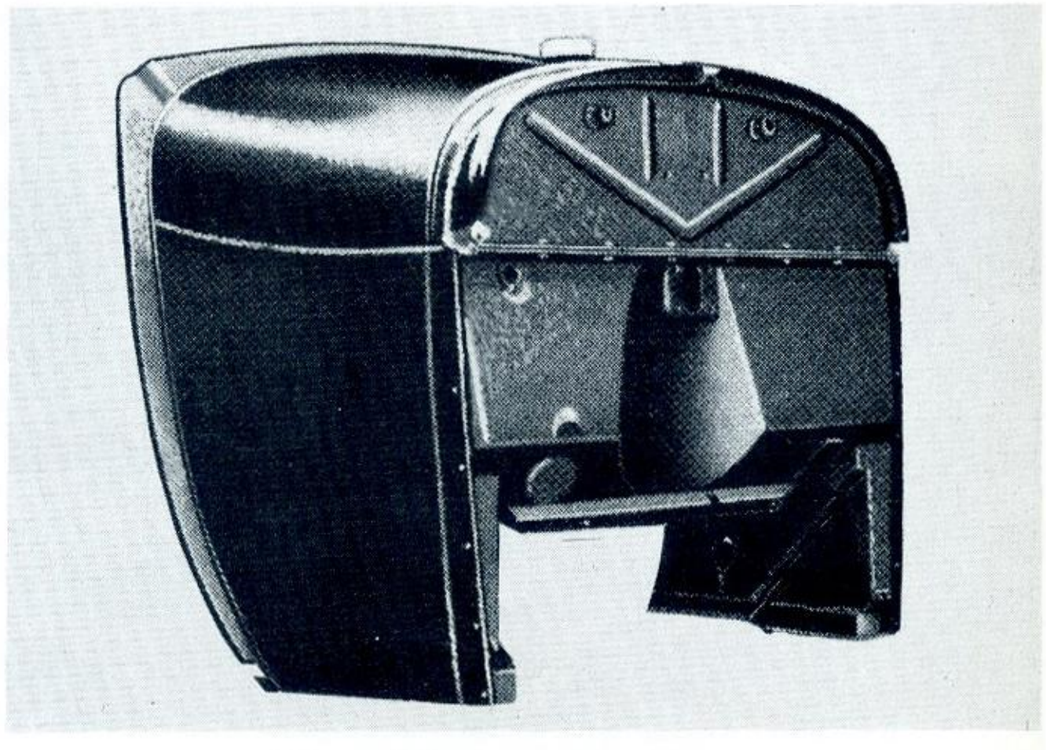


Fig. 3, Cowl Sub-Assembly

The second step was a drying operation through an oven for five minutes. This was to dry off the cleaning and water rinse, preparatory to the third step which was that of putty glaze. Material used was a pyroxylin glaze knifed on manually as a filler for low spots in the sheet metal surface. If too much glaze was required, the metal finishers were duly informed. Dings from handling also created a requirement for putty glaze.

The fourth step was the sanding of putty glaze, feathering it out to the surface of the basic metal. This was done on the moving line and insured that the metal surfaces were free of dings, scratches and low spots.

The fifth step was that of prime. The actual spray booth was in the form of a tunnel with an operator on each side, and the conveyor and the bodies ran through the booth.

The material used in this case was a red oxide primer, and two coats were sprayed on. In this operation and all succeeding operations, two coats means that the first coat was sprayed on horizontally over the entire surface. The second so-called coat was sprayed on vertically over the entire surface.

The next step was that of prime bake. Here the wet bodies ran along the conveyor through the prime bake oven. All of these ovens received their heat from steam pipes and ran at temperatures between 190-220° Fahrenheit. The speed through this oven was such that the body was subjected to this temperature for one hour. This was sufficient to set the prime to a hard surface.

In the next step, the conveyor moved across what is known as a "wet sand" deck. This was simply an area with drains so that the water with which the sandpaper was covered could be drained off. This was a manual sanding operation with the water acting to produce a smoother surface with less cutting action and, at the same time, to flow off the abrasive and the material removed. The "water sander" generally wore rubber boots, rubber aprons, and many wore long rubber gloves since they were subject to continual splash.

Step seven was that of inspection of the sanded prime. In many cases, repair was necessary. This repair was done by a pyroxylin touch-up prime spray having a fast-drying action so that the repaired spot could be sanded shortly after application farther down the line.

Step nine was the first color spray. This again was a spray booth operation with a conveyor line running through the tunnel-type booth and a spray operator on each side. Each of the operators picked up one of the spray guns hanging along the side of the booth with the color that this particular body was to receive. This was a two-coat operation—one horizontal and one vertical.

The body then moved out of the spray booth and it was allowed to air dry for five minutes. This was step ten.

As step eleven, it went through a second spray booth where two more coats of color, horizontal and vertical, were applied.

The conveyor in step twelve took the bodies through the first color bake oven for a period of twenty minutes.

Following step twelve, there was the masking operation for the two-tone jobs.

Steps thirteen through sixteen were a repeat operation of steps nine through twelve. That is, a third coat of paint, air dry for five minutes, a fourth coat of paint, and a second twenty-minute color bake.

Now the body was finish painted in color and ready for wet sanding. Step seventeen was where the conveyor went across another wet sand deck where the operators used "400 paper," dipping it into water either from a bucket or from a trough close to the line. This wet sanding with this fine paper gave the smooth finish required.

Step eighteen was a repeat of step eight and covered the inspection and touch-up of the color coat. In this case, the touch-up was the color pyroxylin with a fast-drying agent. Spot sanding was done if required.

At the next stage, the most highly skilled artisans took over. These were the stripers. Each body type and each color combination had its own standard striping location and color. The stripers worked right along with the moving body. The material they used in their small cups was a fast-drying striping lacquer, so that by the time they had finished, the body was ready for its final operation.

Step twenty was that of polish. A special lacquer polishing compound was applied over the body and the polishing wheels were covered with lambs wool. The polishers, Fig. 5, went over the entire painted surface producing the luster of which the pyroxylin or lacquer was capable. The polishing compound itself had some solvent action but no abrasive action. It brought out an even texture and removed any minute scratches resulting from the wet sanding operation.

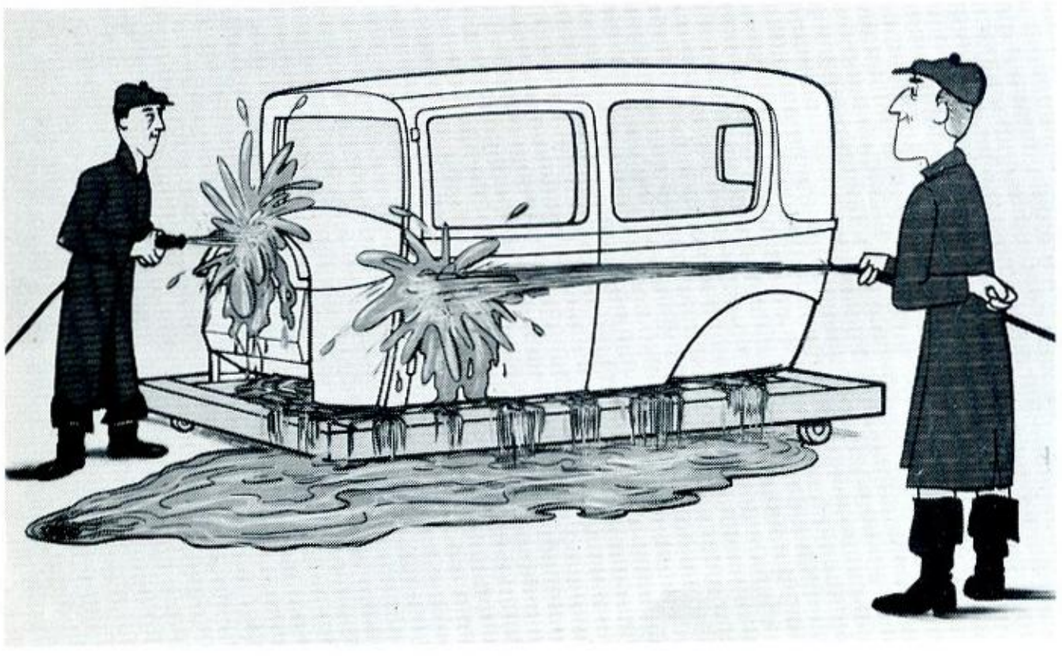
The completely painted body was now ready for the trim line. As the body progressed over the conveyor, it received the internal and exterior hardware and windshield glass, and the side trim was snapped in or tacked on to wooden members.

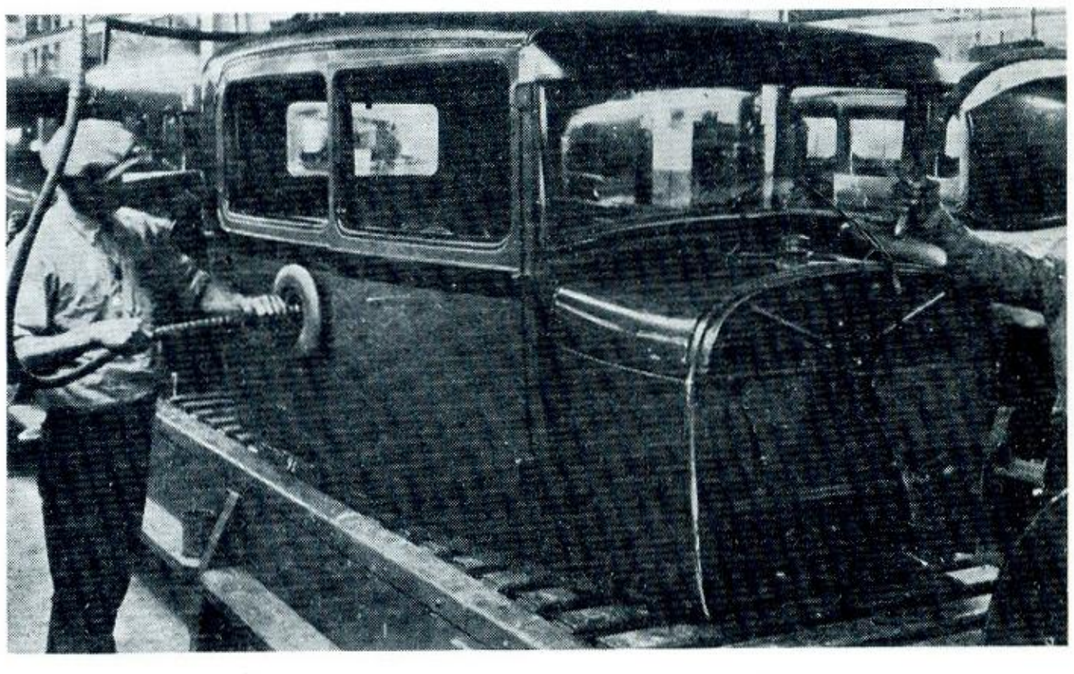
The cushions for the seats and backs were made up on their own frames. The seat cover material was pulled over the cotton pads and tacked directly to the seat frame. The seat cushion backs were made up similarly and for some models were tacked into place along the back and quarter window frames, and in other cases were dropped into supporting brackets as a complete assembly.

The soft trim, consisting of the trim along the sides, the seat and cushion back covers, the headlining, the back window and quarter window trim, was all made up in "so-called" trim sets. These trim sets were cut and sewed, ready for tacking or snapping into the body-in-white.

Soft trim sets were made up in certain of the assembly plants which had cut and sew operations of their own, and were also made up by outside vendors. The master patterns from which the material was cut, whether by assembly plant or vendors, were supplied by Body Engineering.

(Continued on Page 12)





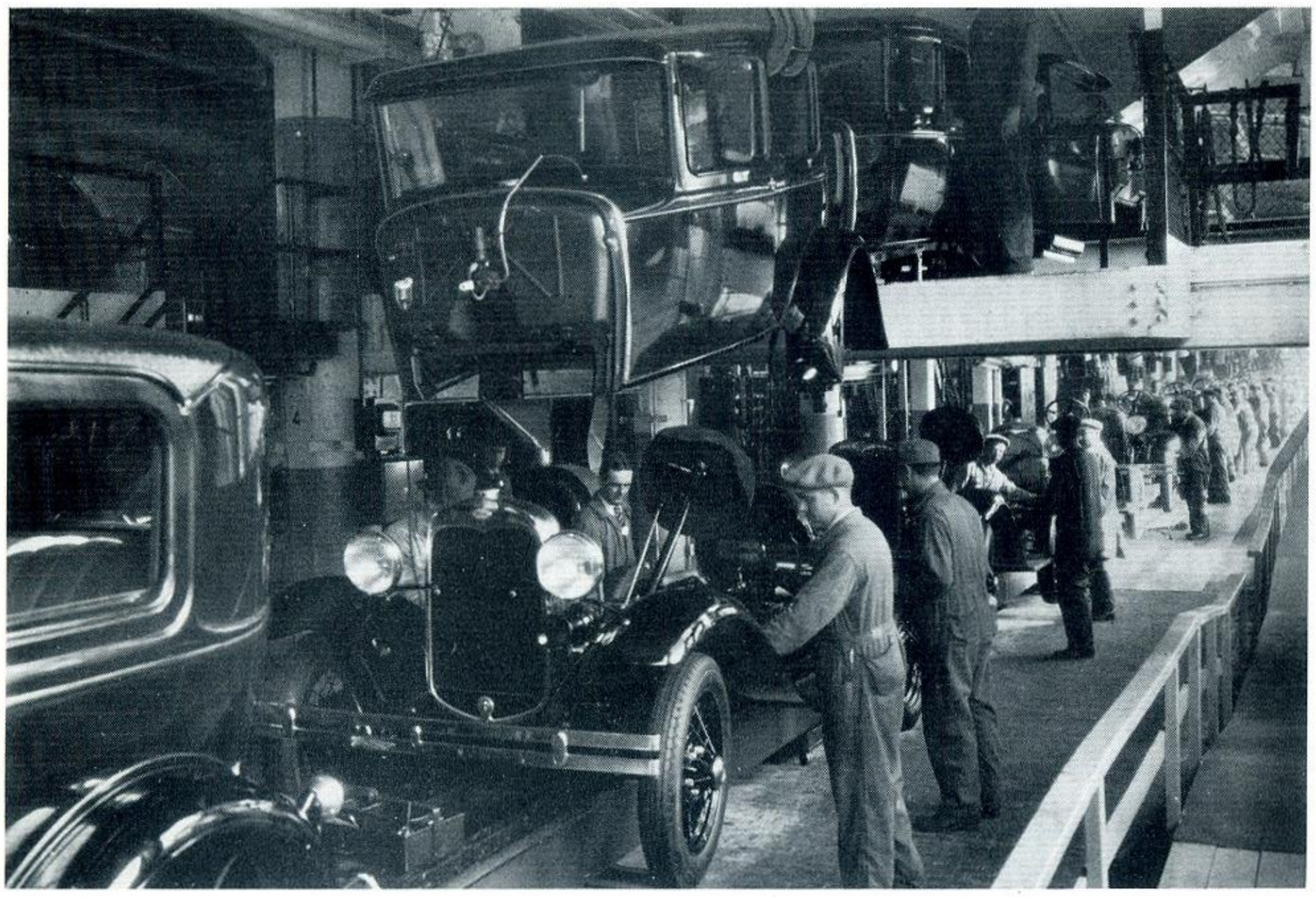


Fig. 6

(Continued from Page 11)

This is more or less the end of the body story as far as fabrication and assembly are concerned. At the time the body reached the body drop, Fig. 6, it was a complete entity. After mounting on the chassis, all it needed was floorboards and carpets or mats; then it was ready to go.

I have been told that the Model "A" Restorers are properly jealous of the authenticity of their restorations. In attempting to provide information for authentic colors, I have found a certain disparity in information. Certain of the Restorers' Publications have listed colors by combination and by "Munsell" Code. Ditzler has also prepared color chips for the same purpose. In some cases, for the 1928 model year, these did not agree with color advertising of that time. I am inclined to think that the two-toning which was prevalent in 1929-1930, did not take place in the 1928 models. The memory of those contacted seemed to substantiate this condition.

In reviewing the historical background, I was surprised to find how little detail there was available concerning the body fabrication and its paint. Color photography was at that time in its infancy and what few colored photographs there were, are not today, considered to be sufficiently accurate for current use.

Even though the following illustrations are reproduced in black and white, I will attempt to answer some of the questions which have been raised about the production operations and the painting in particular.

Fig. 7 is a phaeton with a Niagara Blue Dark and Dutchess Blue combination. In order to get the differential color between the "Niagara Blue," and the "Dutchess Blue," masking tape was applied below the belt and above the moulding from the cowl to the rear fender opening. It was also applied along the vertical moulding from the belt down toward the apron. Paper shields were taped to the masking tape for further protection. The spray operator simply picked a gun with the right color and concentrated on the local areas between the masked tape lines. The "French Gray" stripe in this case is very simple, so the striper simply used the top of the door and the pillars as a guide for his fingers. Similarly, he used the moulding protrusion of the basic sheet metal as a guide. Later on in the Model "A," machine striping was attempted and, in some instances, on a relatively straight line, was successfully employed.

The three-quarter view of a tudor sedan, Fig. 8, shows the body in "Dawn Gray." This color carries through both upper and lower and across the belt. This color also covered the window reveals which are the area of turnover of the door and quarter windows. There was a pair of "Straw" stripes along the belt, the upper stripe running up the rear of the molding and joining the upper stripe of the molding around the back panel. The soft top, over the chicken wire roof, was in this case a black top material, pyroxylin coated on the exterior with a rubber inner lining. The sun visor was also a pyroxylin coated fabric over a wire frame.

The high bake enamel fenders and aprons show very clearly in this photograph with their very high gloss.

The illustration of the coupe was selected to illustrate another series of the common paint combinations of the 1928 series. The body color was "Arabian Sand Dark," both upper and lower. The belt was "Copra Drab," with the reveals and the stripe in "French Gray." In this case, the quarter upper and back panel, being of steel, carried body color to the joint line with the soft roof. The roof itself was one of the dark pyroxylin coated materials with a pyroxylin coated visor to match.

This particular view was also selected to portray a question which had been raised. "How was the area between the rear fender and the rear wheelhouse treated?" Since the wheelhouse was painted with the body-in-

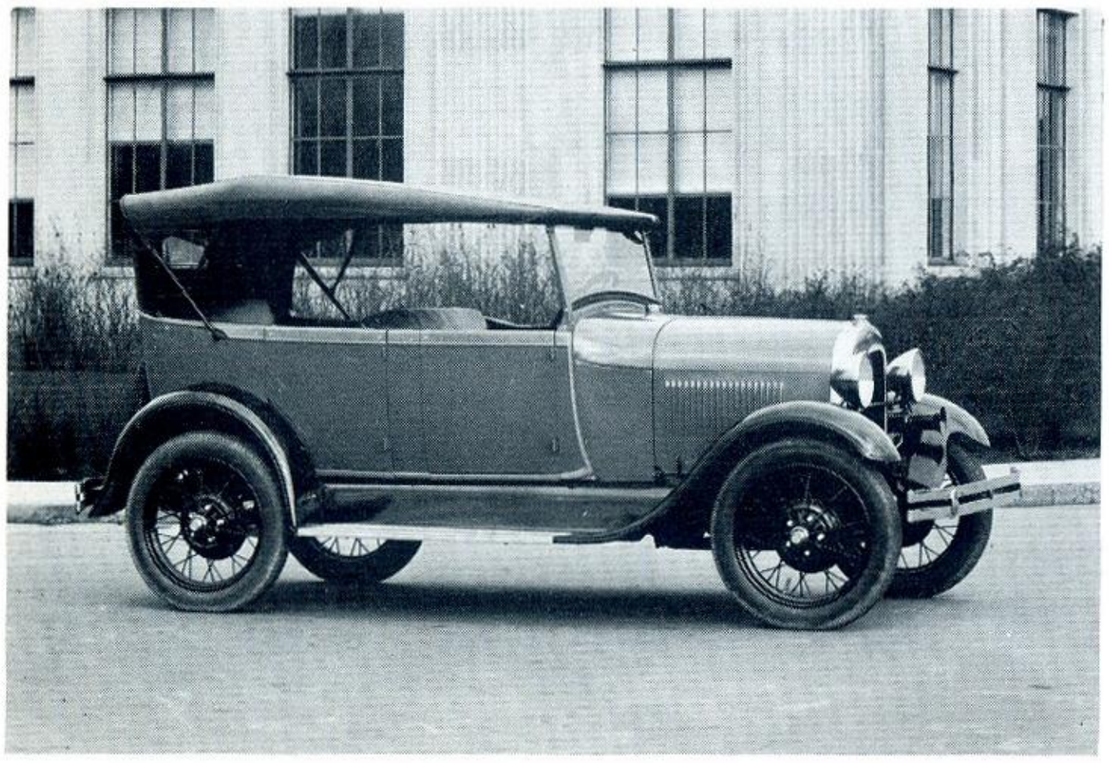


Fig. 7

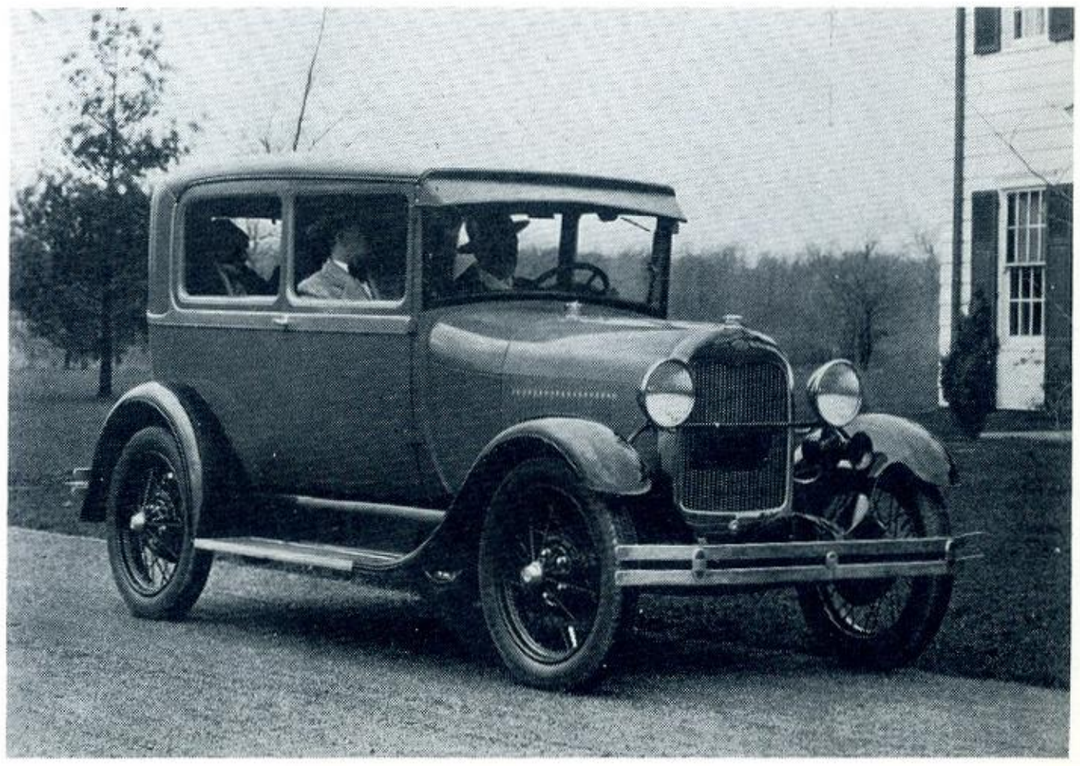


Fig. 8

white, it received body color. The rear fender flange did not cover the entire wheelhouse area, and the fender proper was, in all cases, black enamel; therefore, the wheelhouse area visible above the wheel or through it showed body color.

Possibly many of the restorers and probably a number of the dealers took exception to this appearance and recoated by "brushing in" the wheelhouse area in "black" as a better match with the fender. This was, however, not a process operation and was not done on the car as shipped.

The last illustration is of the fordor sedan. This was a Briggs design and, in most instances, was built complete, painted and trimmed by Briggs, and shipped to the assembly plants ready for body mounting. Murray Corporation also produced some complete bodies ready for the body drop.

This body type carried many unique features which were different from the other cars of the 1928 series. Some of these features were carried through to 1931.

Your attention is called to the fact that the striping in this case differs materially from the striping on the other body types. Here the stripe carries along the moulding of the hood from the radiator shell back to and along the bottom of the moulding section. There is no stripe along the moulding at the bottom.

I have been asked the question, "Which bodies were made by Ford, Briggs, Murray and Budd?" In attempting to get a factual answer, I have not been able to obtain any specific authentic records. The only point of agreement seems to be that the fordor sedans and the Town sedans were produced by Briggs as complete bodies, painted and trimmed. Some bodies were also made complete by Murray. Budd Manufacturing did not produce any completely painted and trimmed bodies, but did supply a number of panels and sub-assemblies for the Phaeton and Roadster.

In the foregoing, I have selected the 1928 Model "A" only, and have not considered the additional body types or modifications which were made in the model years of 1929, 1930 and 1931. During these years, there was constant development and change. Structurally, it was toward the elimination of wood and its replacement by metal sub-assemblies; trim-wise, it was in the expansion of different body cloths, combinations and internal improvements.

As you will know, the paint combinations increased many times, so that the deck of chips for the Model "A," 1928 to 1931 inclusive, includes some 50 colors.

In the preparation of this presentation, I have been most fortunate in being able to contact individuals who were actually in on the start-up of the Model "A." Through them I have been able to check most of the information presented.

* * *

MARC TEN YEARS AGO

By Richmond Bell

MASSACHUSETTS REGION

At this time ten years ago, the Eastern area members of MARC were preparing for the Hunter Field Trial Meet to be held at Avon Old Farms, Avon, Conn. Bear in mind that, at this time, the Club was still small, and had 225-250 members scattered about the entire United States. This Meet was to include judging of cars and, as the biggest Meet of the year, would draw participants from long distances. I will mention this Meet again in my column in the next issue of MARC News, but I recall the hours of preparation I put into making my 1930 coupe ready for the 400-mile round trip to my first Model "A" Meet. Although this car was an unrestored transporation vehicle, I shined it up, tuned it up, packed a few spare parts, tools, etc., several days in advance of the Meet. For many others who attended, it was also their "first," as this Meet was the forerunner of the annual large Model "A" Meets that are now held regionally and nationally.

In August of 1954, the magazine Car Life ran an article about a Model "A" Club composed of persons who had rebuilt Model "A" Fords and used them for commuting and transportation cars. This article left the impression that certain non-stock items pictured on these cars were authentic. The editors received a number of letters from MARC members and this resulted in a write up of MARC which was published soon after and brought in a large amount of new members for 1955.

In August of 1954, a member began remanufacturing wind wing brackets in a small production run, and possibly this was the first remanufacture of an accessory item for the Model "A."

As there are so very few members from the June 1954 Roster of MARC who are listed in the newly published 1964 Roster, I will mention the names of these "old timers." These are members who still live in the same state now as they did in 1954. As both rosters were alphabetical by states, I might miss someone who has moved from one state to another in my checking. California is represented by Malcolm Staley of Pleasant Hill and William White of Fallbrook; Illinois by Winthrop Robinson of Kenilworth; Iowa possibly by Jonathan Richards of Red Oak (maybe Mr. Richards can straighten me out if he is the same one as listed in 1954, as one shows Jonathan III); Massachusetts by Ed Wright of Springfield; Minnesota by James Wolfram of Minneapolis; Ohio by Milton Shank of Attica.

The Supplementary Roster of November 1, 1954 brought in additional names, some of whom are still with us. These "old timers" will be mentioned in the next column in a forthcoming issue. I, myself, hailing from Massachusetts, am a 10-year member, and I'm using my file of back issues of MARC News for this column.

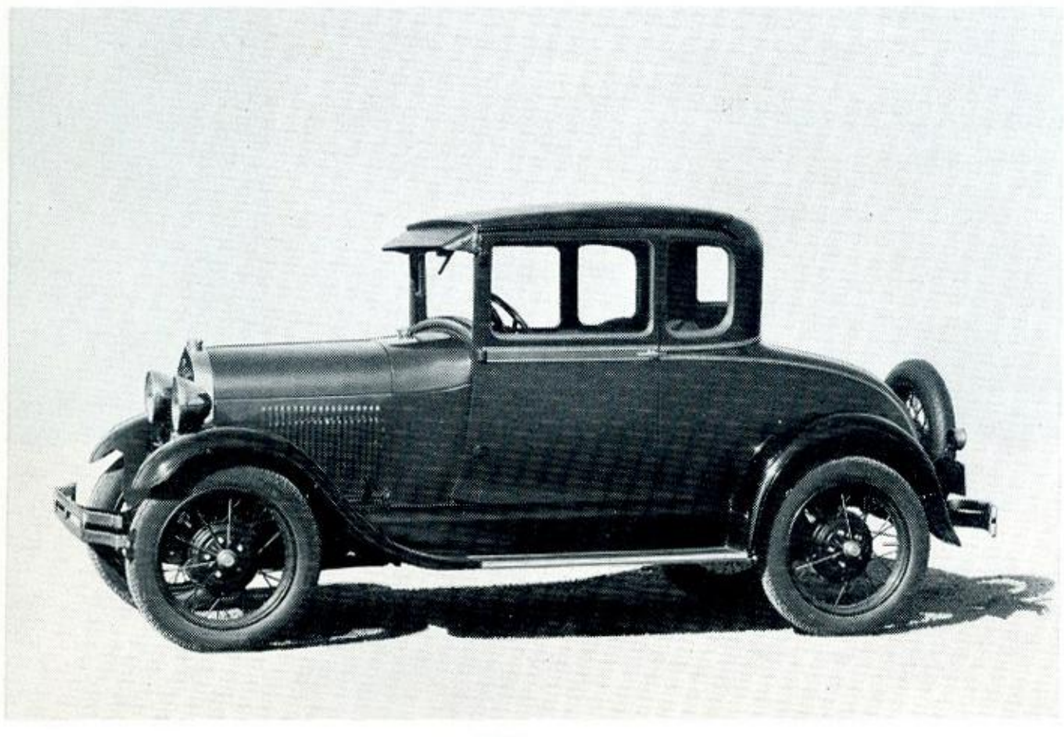


Fig. 9

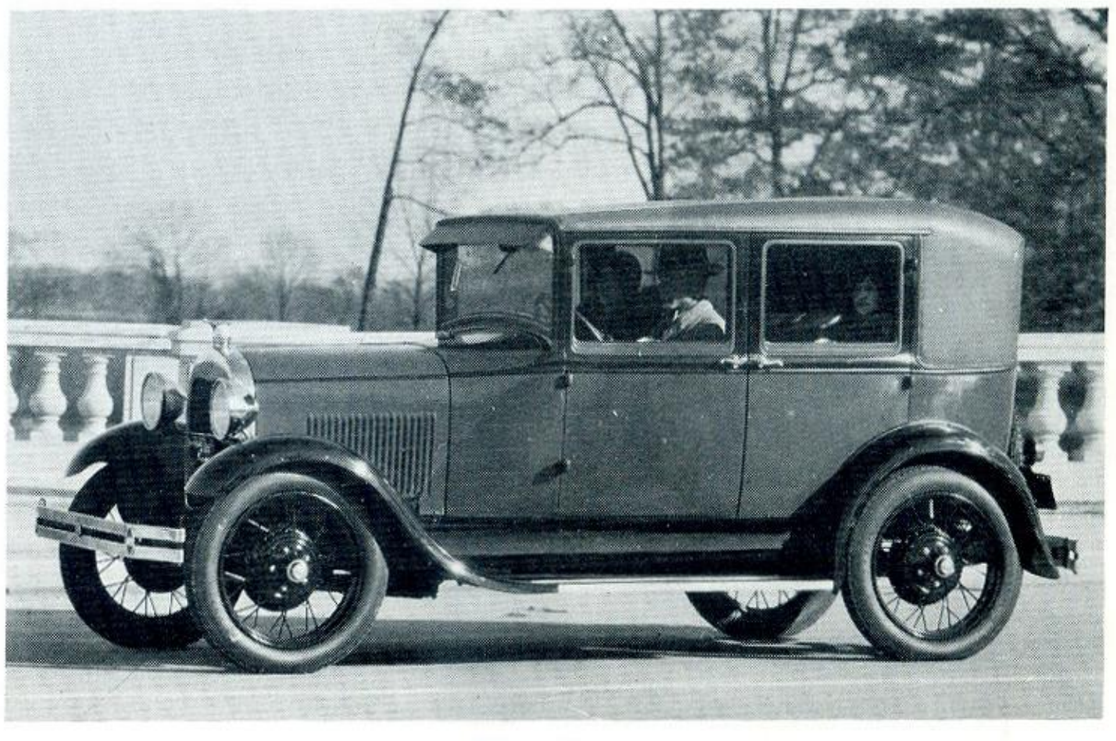
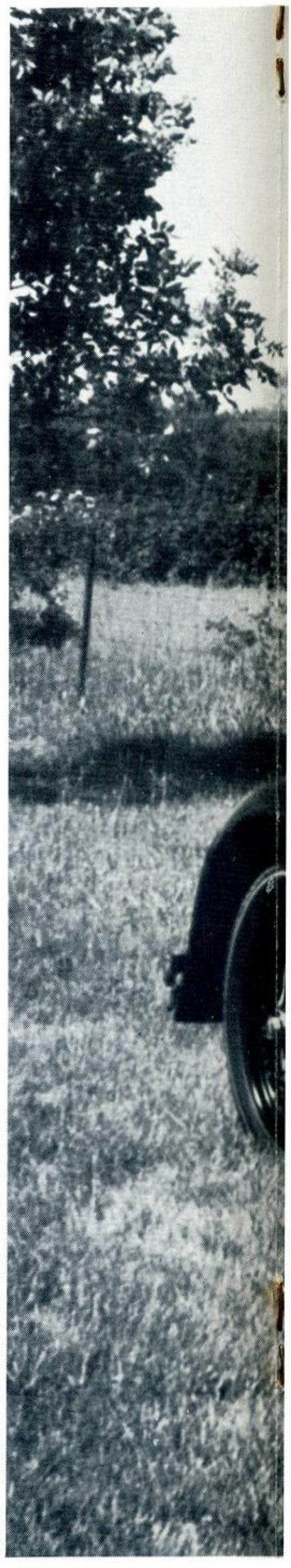


Fig. 10

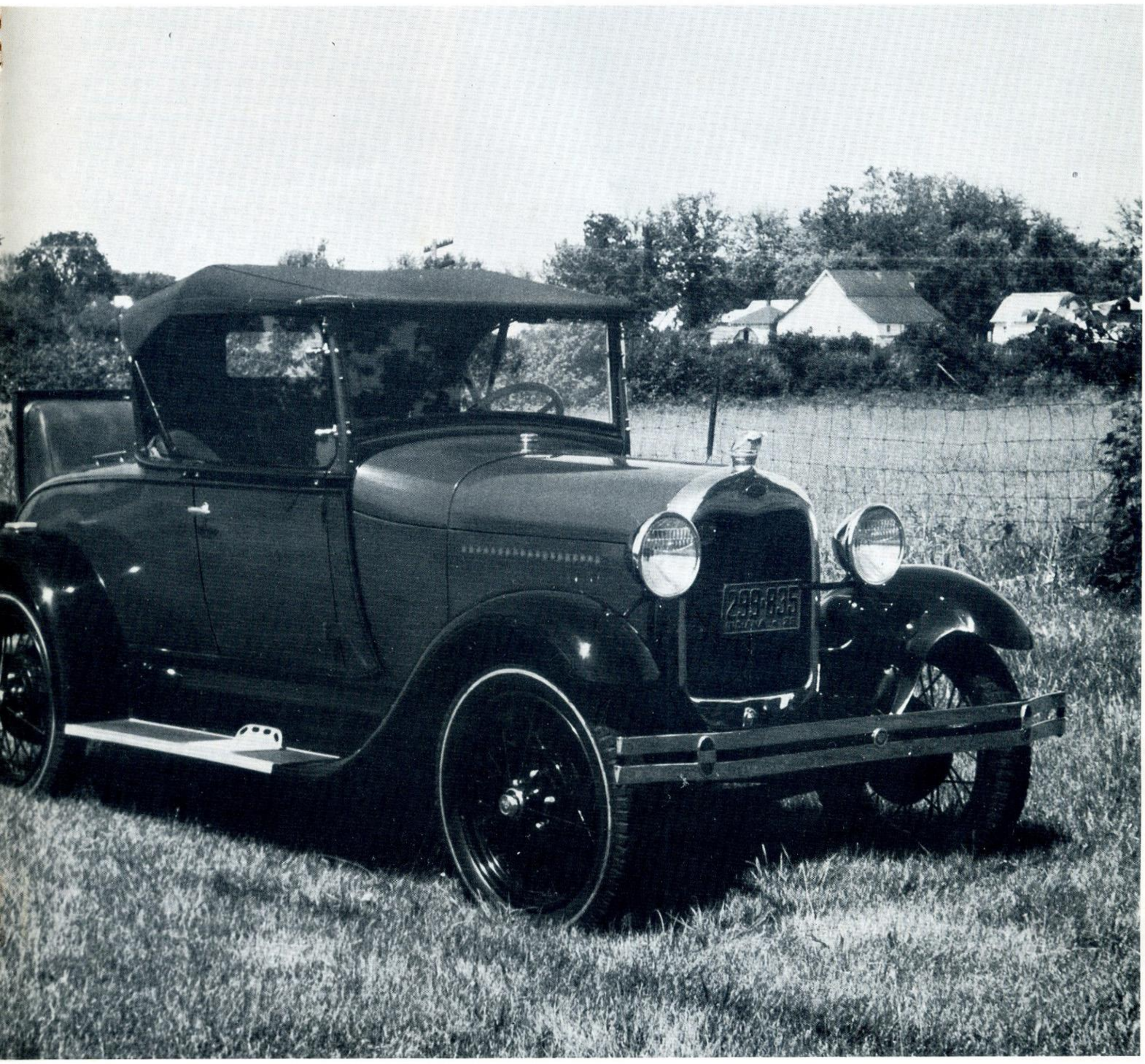
HERB WALKER joined MARC in July of 1959 after he and his wife, Jo Anne, attended their first Model "A" Meet. Herb has owned a 1930 Coupe and a 1931 Deluxe Roadster before he acquired this 1929 Roadster in January of 1959. Herb claims his greatest thrill is driving *a restored car.*

CAR OF THE MONTH

ABOUT THE CAR . . . It was purchased from John Flynn and Bob Wood of New Castle, Indiana for a 1931 Deluxe Roadster "plus some boot." The car had been painted and had a new top and upholstery. Herb drove the car to the National Meet held at Greenfield Village in 1959. Herb had been stockpiling parts for the car and started his restoration on December 23, 1960. In March of 1961 the car made its first appearance on the streets of Lake Forest, Illinois. His wife helped in the restoration and even made a set of side curtains. Herb and Jo Anne have a motto: Restore and enjoy!



RC SHOWCASE



How to Have Good Brakes on Your Model "A"

By Leon L. Rice, Jr.
NORTH CAROLINA REGION

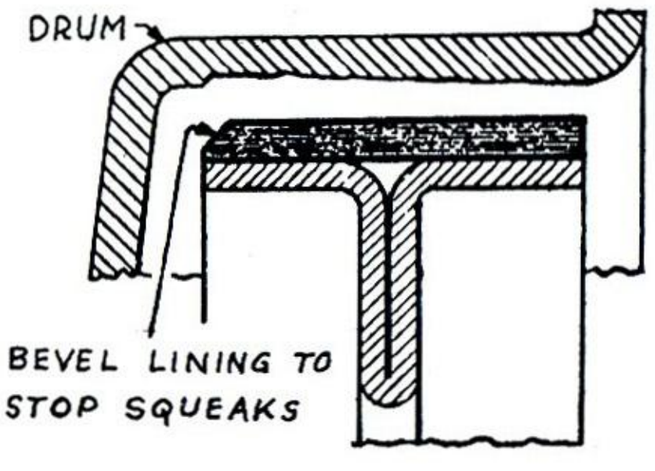
Do you feel safe in modern traffic with the brakes on your "A"? Are you tempted to install hydraulics? You can answer the first question in the affirmative and the second in the negative, if you will take the time and trouble and spend a little money in bringing your brakes back to what they were when your car was new.

This article comes out of experience in working over the brake systems on several Model "A's." Here's hoping the things I have learned by some reading and a lot of trial and error will be of help to the MARC members who are restoring or re-restoring their "A's."

Start with the drums. Typically, drums that have been used for many thousands of miles are ribbed and grooved. If you find yours in this condition, and if it will not make them too thin, have them turned to get a perfectly smooth inner surface. (I know the early books say not to do this, but instead get new drums. Since new ones are virtually unobtainable, I have resorted to machining with good results.) As to the thinness, you should get the advice of a professional brake man. It is not ordinarily necessary to turn the emergency brake surfaces.

Note: If drums are machined too thin, they will have a tendency to warp, which will only result in more trouble. Try to obtain drums that have not been machined. If this is not possible, a good suggestion is to have the drum surface rebuilt by the metal spray process. This is a process where hot metal is actually sprayed on the worn surface and the original thickness can be restored. The drums can then be machined to the original factory diameter. Shops that perform this operation are located in most large cities.

Check the shoes to see that the rollers are not out of round or appreciably worn and that the roller pins fit snugly. Replace any part that is bad or questionable. Also examine the pins that hold in place the brake adjusting shafts which operate against the adjusting wedge. The pins should be snug and the shafts should not have any play when they are in position against the wedge. *Use the original type woven linings.* This is important. The mechanical brakes of the Model "A" need the extra friction the woven linings provide.



Another suggestion by a brake expert, is to install a present-day molded lining on the reverse shoe (the back shoe) and the recommended woven lining on the forward shoe. This gives more rigidity to the system without reducing braking effect.

If your drums have been turned, it is a good idea to put some shims between the service brake lining and the shoe; I would say from 20 to 30 thousandths. If the brake shoe retracting springs are stretched so as not to provide strong tension, or if they are very rusty or defective in any way, replace them. Remember that the long spring goes between the drums just below the adjusting wedge.

The emergency brake linings should be replaced if needed. Adjust the length of the rods so that the brake operates evenly on both rear wheels and will slide them when pulled back 3 or 4 notches.

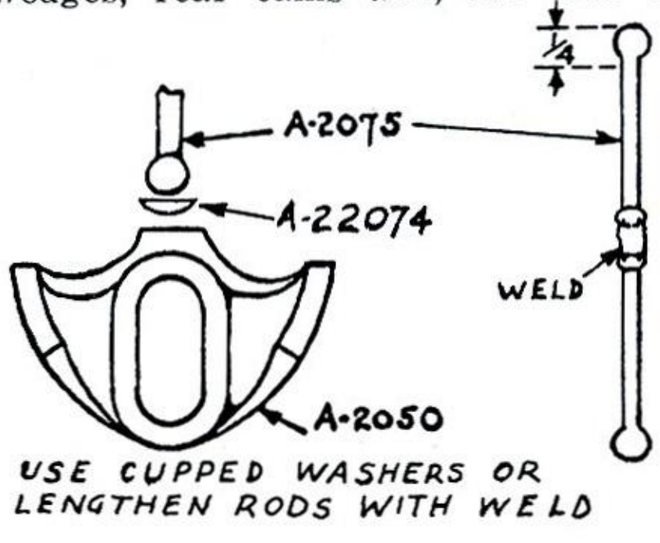
Other parts that deserve special attention include the front operating (triangular) wedge and the rear brake cam and cam shaft, which have to do with the all-important function of expanding the shoes against the drums. As to the front wedge, be sure it is not worn and that its raised portion fits snugly between the rollers. Here is another important tip: Put one or two "brake pills" (little round metal pieces with a concave surface) in the hole at the top of the front wedge, into which the front operating shaft (that comes down through the spindle bolt) fits. The purpose of these pills is to give a forward angle to the front brake levers. You'd be surprised how much more leverage this gives to the front brake mechanism.

The rear cam that works between the rollers on the shoes should not be worn and must work smoothly. This cam ought to move easily within the cam shaft, since it serves to equalize the pressure on each shoe. The cam is often frozen, a condition which can be corrected by removing it, sanding it a little, and covering it with a film of grease before inserting it back into the cam shaft. Don't get it reversed, but be sure it operates at the appropriate angle against the rollers.

In my opinion, one of the things badly needed on nearly all Model "A's" is to replace the rear cam shafts and bushings. The constant wear to which they are subjected, plus poor lubrication, means that the shaft operates with a lot of play. (The grease nipples on these shafts are quite often overlooked.) You can test for play by grasping the rear brake lever and pushing and pulling it vertically to the line of its usual travel. Chances are you will find a good deal of play, which causes sloppy brake action. It is quite a job to replace these cams and bushings. You have to take off the backing plates and the emergency brake levers. (These levers must come off before you can remove the plates.) Then take the backing plate and file off the bradded end of the pin that holds the cam shaft in its housing. You'll have to file this down all the way to the housing and then drive it out. You may find it necessary to drill through the pin to remove it. With the pin out, you can easily drive out the shaft, then the old bushings, or what remains of them. The new bushings are normally split and can be driven back into the housing with a hammer without too much trouble. (You can order cam shafts from several sources, including J. C. Whitney, Chicago, and Amsco Parts Mfg. Co., 149th St., Whitestone, N.Y. Amsco has the bushings for front brake shaft housings (B-2082) and for the rear (B-2227).) The rear bushings go into each end of the shaft housing, with a space between for the grease inlets. Use sandpaper on the inside of the bushings and on the shafts, if necessary, for free operation of the shafts.

Important for the front brakes is that the cam shaft fit snugly into the housing between the lever and the round knob at the top of the spindle bolt, and that the operating shaft (that goes through the spindle bolt) is not worn so as to have too much play. Check the front lever by trying to move it up and down; if play is found, replace the bushings. Likewise the operating shaft, if side play is discovered.

In assembling the brake mechanisms beneath the drums, I suggest that you use a smear of grease (perhaps wheel bearing lubricant) here and there on the operating metal parts. These include the rollers, front wedges, rear cams and, for ease of



adjustment, daub a little grease on the ends of the brake adjusting shafts that work against the adjusting wedge.

Let's assume you have completed the job at the wheels. Before replacing the drums, operate each lever by hand and see that it operates smoothly and evenly to spread the shoes. Make sure that the brake rods are straight. A great deal of power can be lost through bent rods. Check the clevices at the end of the rods and the pins that attach them to the levers. Undue play at these points will hamper good operation and cause rattles. Replace clevices and pins, if needed.

In replacing a drum, back off the adjusting wedge as far as it will go. This should enable you to slide the drum on without much difficulty. Sometimes it is necessary to do a little forcing, but you should be able to turn the drum by hand after the hub is on the axle. Next, put the wheel on, and turn the adjusting wedge clockwise until there is a fairly heavy drag on the drums. Then back off a couple of notches until the wheel operates more freely. *Important:* Model "A" brakes should be adjusted so that the linings are very close to the drums; in fact, with some drag at the high spots when linings are new. They will quickly wear down so that there is little or no drag.

With the foot brake all the way back, test the rods for proper length before connecting them to the levers at the backing plates. Do this by operating the lever by hand and connecting the rod at the point where the lever stops in the hand operation. Do not force either the lever or the rod, but see that they connect securely without forward or backward play. You may find it necessary to adjust the clevices at the ends of the rods, or even to saw off a portion of the threaded end of the rod to shorten it sufficiently. When adjusted in this way, the brake pedal should not go in more than an inch or two before it will operate to stop the car under normal conditions. A high pedal is essential to good brakes on a Model "A."

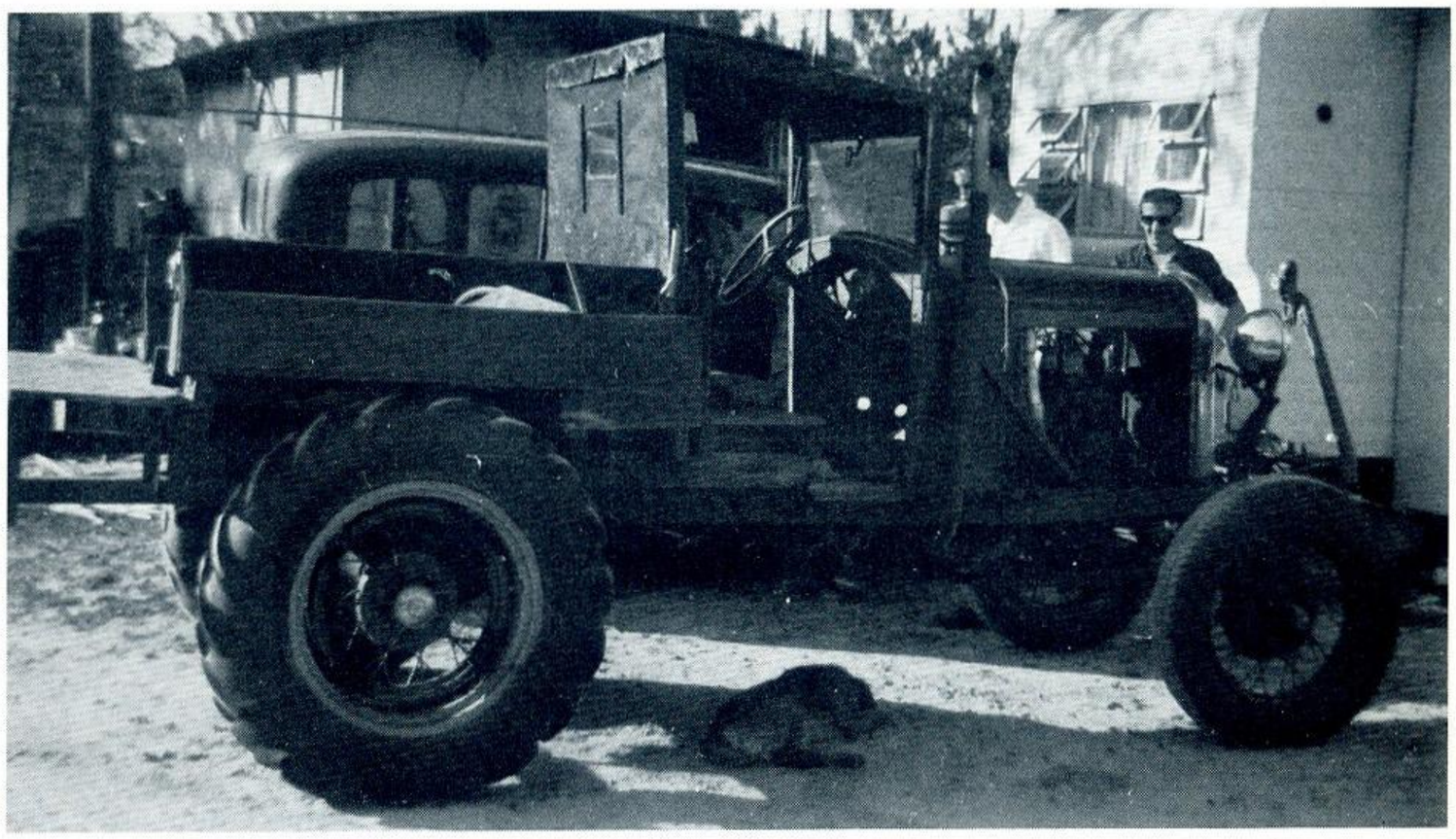
Further aspects of the brakes which should be examined and refurbished include worn brake pedal bushings and shaft. Replace as necessary to get the play out of the pedal. Also check the service brake cross shaft assembly to see that it is securely anchored to the frame at each end, operates smoothly on its rollers, and does not have excessive play. I like to lubricate the rollers by forcing in some transmission-type lubricant. Of course, you should know that the clevice pins throughout the system are in good shape and are securely fastened with new cotter pins.

Now you are ready for the road test of the brakes. When driving on pavement about 30 mph, apply the footbrake as hard as you can. Both the rear wheels should slide, and the front should bear down or dig in but not slide. The car should come to a halt without swerving. If one of the rear wheels slides and the other does not, *back off* a couple of notches on the sliding wheel. Then try again and adjust as required for both wheels to slide at the same time. If a front wheel slides, back off the adjusting wedge a few notches. It is a good idea to double check the brakes on each wheel by jacking it up, rotating the wheel by hand and having someone apply the brakes. Then test the wheel to see if you can move it by hand. Particularly in the case of a front wheel you may find that it is not holding, which usually means the rod is too long, play in the cam shaft, or the like.

If you do these things patiently and conscientiously, your "A" should satisfy all brake safety requirements, and you will be able to stop when the driver of the car in front applies his hydraulic power brakes — provided you have left a reasonable stopping distance between.

* * *

"A" GLOBETROTTING



SWAMP RIDING

by Don Taylor
MICHIGAN REGION

On a recent trip to Florida, I stopped overnight at a place called Cross City, which is in the Northwest corner of Florida.

While driving on one of the many dirt roads, I suddenly came upon a strange looking vehicle which somehow looked familiar. After closer examination, I decided it was a geared-down Model "A".

The man that built and owned the swamp buggy came out and introduced himself—his name was Hoyt Lamb, and he told me he used his "A" for hunting and joy riding on Sundays with other swamp buggy owners. He asked me if my brother and I would like to go for a ride back in the swamp and we readily accepted. We took off down the road, and after several miles, came to the edge of the swamp where we met a fellow with a four-wheel-drive jeep who followed us up the trail (which got muddier and muddier the further we went). The trail disappeared, and we were in water three feet deep. After about 500 feet in the water, we came back on land but it was far from solid. It looked as if you'd sink up to your neck if you got out of the "buggy," but it just kept chugging along over stumps and logs like a tank. The fellow with the jeep got stuck and, after miring himself deeper and deeper trying to get loose, we finally pulled him out, to my amazement. This was an experience that is almost indescribable and exceedingly exciting. Hoyt asked me if I'd like to go in a bigger swamp that he knew of, but I told him I'd seen enough.

His buggy was made up of an "A" frame, motor and truck cab. He had a four-speed "A" transmission, a two-speed kick-down transmission, and a two-speed rear end from a Model "T" truck. On the rear he had welded tractor rims over 19-inch "A" wheels. On the front he took a '36 front axle and cut the ends off and installed it upside down. On the ends he welded 2-inch blocks and below that the ends of the axle that hold the spindle. To this he added 21-inch wheels that he widened to take a 16-inch tire. He removed the original spokes and welded in 5/8 inch spokes for more strength.

Altogether, he had about a two-foot clearance and he needed it to clear the stumps! Last but not least he has a Model "T" horn!

* * *

(Continued from Page 7)

although I did not do the time-consuming work of making the many full-page drawings which showed the detailed connections for each test. This book added to the prestige of the magazine.

The competition between automobile builders in Detroit was so fierce that I always thought of it as "Man's Country." And when I would see Mr. Sorenson studying an operation, I would think of Shakespeare's words, "Aye! Every inch a king!"

Mr. Sorenson's book, "My Forty Years with Ford," is an excellent book, a minor error being that it refers to the Model "T" magneto as being direct current magneto. The title for these reminiscences I would have used, if Mr. Sorenson hadn't beaten me to it, and made it necessary for me to call them "My Forty Years with Fords." (Note the "s" referring to cars, as I only worked for the Ford Motor Company occasionally.)

As the Model "T" Ford won worldwide distribution, Ford magazines were established in several South American countries and in many European countries, also in India, Australia, China and Japan. Most interesting was the translation of my entire book "Know the Model 'A' Ford," as translated into French, which I keep on our living room table to impress visitors!

When Mr. Edsel Ford saw the need for hydraulic brakes, he had ten cars so equipped and asked Mr. Henry Ford to test them. Unfortunately, Mr. Henry Ford picked one that sprang a leak! His snap judgment caused Ford sales to be handicapped by mechanical brakes . . . for ten years after other makes were selling hydraulic brakes in order to sell cars.

So I wrote articles on the advantages of mechanical brakes as best I could. And, when Ford did finally switch to hydraulic brakes, the makers of hydraulic brakes wouldn't advertise with us because they said I had done them too much harm. It doesn't pay to be fickle!

I should be sad . . . as I look backward in this report and perceive how far from "infallible" I was! But during the adolescent years of the auto industry when more than 3,000 makes of autos originated in the U.S. and also perished, I had plenty of company. Even presidents of the U.S. have not always been infallible . . . except when campaigning for election.

When the Ford Field became a "dealer" magazine, I tried to help dealers to sell cars by explaining mechanical features in simple terms. I felt that if I could understand it, then everybody else also could. I was like the caddy who follows the golfer around and explains why it was a "good shot," even when the ball goes into the rough.

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Fifth, hanging doors on a roadster is not easy for an inexperienced man, as tightening body bolts will distort the alignment of the body. An expert would be able to do the job, the average man would probably wind up using anti-rattlers to solve the problem.

So I would be inclined to look upon them as something needed to correct a problem of door rattle, from an amateurs viewpoint. So judge accordingly.

.. .. ..

Dear Editor:

First of all, just a note to inform you of how happy I am to be a member of this great organization. The few issues I have received have prompted me to purchase every back issue that is for sale. The amount of technical information is prodigious, and extremely worthwhile in answering queries on this well-known, but at times, elusive automobile.

Something which has been bothering me is the serial number system for cars manufactured outside the United States. Other than the Oakville, Ontario plant, I would imagine that Ford has plants in South America and Europe, which turned out the "A" simultaneously with Detroit. But how were these cars numbered? Were they in sequence with the American numbers, or did they have numbers of their own? For example, my engine number on my '28 Sport Coupe is C23264. Does this mean that it is the 23,264th "A" manufactured, or the 23,264th *Canadian one?*

Jim Ernst
Mahone Bar
Nova Scotia

All Canadian engines were made in Canada and numbered by their system. Your engine would be the 23,264th built in Canada.

Dear Editor,

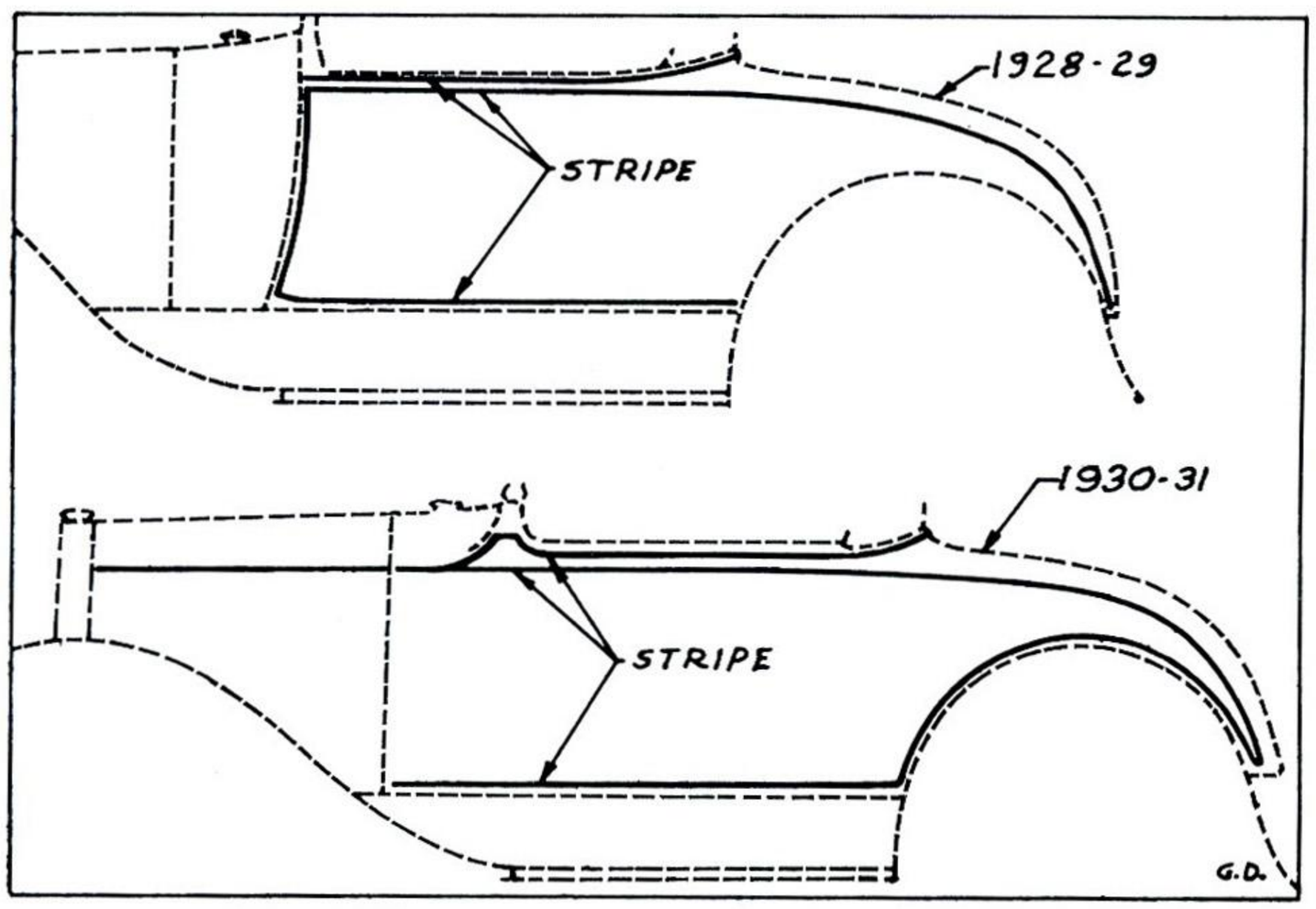
Have enjoyed MARC News very much for the past year. It has been very helpful to me in restoring my Model "A" Roadster.

I wonder if you can be of any help to me with the striping? I cannot seem to find out if the molding has a single or double stripe also if it continues around, under the rumble seat.

Angelo Paliogne
316 Dora St.
Pawtucket, R.I.

The 1928-29 Roadster had two stripes. One beginning at the coupe pillar near the top, or belt moulding, and going around the car to the other coupe pillar. The other stripe starts on the moulding at the bottom of the body at the rear fender and runs along the moulding to the coupe pillar then up the coupe pillar and along the bottom of the belt moulding and then down the rear deck moulding to the end of the moulding at the rear of the body.

The 1930-31 Roadster also had two stripes. One beginning at the radiator shell on the bolt moulding and running the length of the car going down the rear deck moulding and back over the moulding above the rear fender opening and along the moulding at the bottom of the body and door ending to the cowl band. The second stripe starts from the first stripe at the point where the belt moulding widens. It runs up into the windshield post and then drops down along the top edge of the belt moulding and follows around the seat to the other side of the car.



REGIONAL NEWS

INDIANA-OHIO REGION: The Indiana-Ohio Region meeting was held Sunday, June 21st, 1964, in the 4H building, in Alexandria, Indiana. Members of the White River Valley Chapter were hosts.

The weather on Saturday evening before had been turbulent. Sunday morning broke through the gloomy clouds, flaunting indications of another tempest. Upon realizing the Indiana-Ohio Region was determined to hold their meeting (''weather'' or no), the weather turned cheek and lent us a beautiful day.

Guests were soon to arrive and urns of good, hot coffee awaited them. Greetings were exchanged, picnic baskets unloaded, and all the kids threatened once more. Everyone was full of coffee and anticipation (or something) and the program for a busy day was under way.

One hundred and twenty-five people were registered and nineteen Model ''A's'' were present. The threatening weather had kept a few of our little darlings at home.

Lunch was served at 11:30 A.M. The aroma of lots of delicious food was overwhelming. Coffee and cold drinks were served to the guests and members.

At the designated hour the Indiana-Ohio Region meeting was brought to order. Director Robert Tomlinson extended a welcome to everyone. We were pleased to have had twenty-three visitors from other regions. They represented Model ''A'' clubs from Wisconsin, Illinois, Michigan, and Southern Ohio.

Upon registering and showing of membership cards, everyone was given a blue souvenir ribbon and a bright, red Trouble Light. We wish to thank our mother, the Ford Motor Co. in Dearborn, Michigan, for their generous gifts, the Trouble Lights.

Richard Benefiel offered the March 22nd Indiana-Ohio Region meeting minutes for Minnie Ellen Benefiel. They were accepted as read.

Paul Chew gave the treasurer's report, which was also accepted as given.

A line-up of "A's" at the White River Valley Chapter Meeting in Shirley, Indiana.

A popular ''unpopular'' subject was breached. It is possibly the touchiest, barely approachable, ''unapproachable'' topic in our circle these days (follow me?) – namely the JUDGING RULES.

The poor little 'ole Model ''A'' truck just doesn't know if it's a Commercial item or not.

Our hosts for this year's Trophy meeting had already ordered their merchandise; therefore, the Indiana-Ohio Region voted 31 over 11 to accept and use the rules drawn up and published in the April Sputter. The motion to take a vote on this measure was made by Merrit Miley and seconded by Charlie Currens. Next year the Region can expect to chew the same 'ole fat again – unless someone comes up with THE perfect set of rules in the meantime.

The prospect of a new region being formed in our midst was mentioned. We would have welcomed this group to become an active chapter in our Indiana-Ohio Region. Mr. Frank Fisher from Columbus, Indiana, was introduced. Mr. Fisher explained his and his friends situation and needs. Their geographical location was quite a deciding point. It was agreed that a second region would be more reasonable under the circumstances.

Merrit Miley, Glen Crawford, and Ed Breedon were strong leaders on the subject. Merrit suggested this Southern Ohio group be allowed to form their region – providing they keep their promise to promote and keep it going. A vote was taken (right hands only) and forty votes gave the new region a unanimous consent.

Mr. Frank Fisher's new region boasts twenty-five members already and has a long list of prospective candidates in their pocket. Our best regards go to our fellow ''A'' fanciers!

Right about here long John Johnson tossed in his nickels worth. Ladies and gentlemen, long John wants you to sharpen your noses for news. Something like this little gem:– Emmitt Davis is begging for soft wads of freshly chewed bubble gum. Emmitt is attempting to plug a bad leak in his radiator. He

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REGIONAL NEWS *(Continued from Page 19)*

needs lots of gum. Emmitt is screaming for HELP! Please send your help to Emmitt, Box 121, Wilkinson, Indiana.

Director, Robert Tomlinson, adjourned the Indiana-Ohio Region meeting.

The gavel was turned over to National MARC President, Stan Waltz. Mr. Waltz opened and presided over the National meeting.

Secretary, Frank Kinzinger, read the minutes from the March 22nd, 1964, National meeting in Dearborn, Michigan. His minutes were approved as read.

This story is amazing. Every paid up National MARC member was sent a ballot requesting his pleasure on the rebate question. Two hundred and twenty-five people were interested enough to vote. There were one hundred and seventy-six affirmative ballots and forty-nine contrary ones. Thusly, starting January 1st, 1965, the rebate to the numerous regions will cease. Each member had his chance to vote. When one refrains from voting his silence is considered consent. If one sits idle in the middle of the north 40 long enough he may find himself and his squatting plot plowed over.

Leon Rice and Chick Sale are busy on the amendments to the constitution. Frank Kinzinger mentioned the probability of all membership dues being declared due and final as of February 1st of each year. After February 1st the membership will be in default.

Mr. Stan Waltz is also endeavoring to standardize a set of judging rules acceptable for all Regional and National judging contests.

Ed Breedon, Regional Organizer, informed the group a new region can now be organized with only five members. Formerly the requirement was ten members.

National Director, Stan Waltz, called for adjournment. This motion was made by J. P. Johnson and seconded by Merrit Miley.

Harold Redinbo, Piqua, Ohio, displayed his beautiful "A." Herb and Joan Walker, Park Forest, Chicago, Illinois, won two suppers from the Jumbo Restaurant in Anderson, Indiana, for driving their "A" the farthest distance (160 miles).

Jim Bernard, White River Valley Chapter president, thanked everyone for coming and turned the program over to the entertainment committee.

The Fountain City Chapter has been having an active summer. There have been sumptuous pitch-in dinners and smoke flavored cook-outs. If the weather says "no cook-out" they just grab up everything and "cook-in." A group of their chapter is going to Maryville, Tennessee, the weekend of July 3, 4, 5, and 6. Come August 15th this bunch of nomads are making a weekend of it off into the far blue yonder.

Folks from the Artesian City Chapter like to eat also. Recently the Warren Prathers, Andy Rawsons, Lloyd Neals, Miss Theresa Schad and Marion Kehl had a cook-out in the Brown County State Park.

Mr. and Mrs. William Barnhart are moving away and will be missed. Consequently, Sarah created an officer's vacancy and Lloyd Neal was elected to complete her term as secretary-reporter.

Artesian City has lots to talk about. Some of their members bought several precious jewels ("A's") at a local auction. Lucky guys!

From all reports, the Trophy Meeting next September 13th, 1964, in Martinsville, Indiana, will be a swinger. Please send your reservation notice to Lloyd F. Neal, Hall, Indiana, by August 15th. If you are reading this NOW don't say you haven't been told! When a host asks for your reservations there surely is a definite reason. Remember – you, too, may be a host sometime and it will be your turn to count noses. Please drop Lloyd a card. He likes getting cards.

Haven't heard much from the Rock City Chapter. Since their big banquet April 25th they have slowed up. That is, if you call keeping company with A. J. Foyt (winner of the 500 mile race at Speedway) slowing up! The Chet Garners, Steve Carmacks, Carl Pickens, and Merrit Mileys escorted the fair haired boy into Wabash last June 3rd, 1964. A. J. came to town to pick up $1,000.00 worth of men's apparel (an annual gift for the winner from Dick's Men Wear). It's difficult living with this "slowed up" bunch now since they had their "pitcher tuck" with Mr. A. J. Foyt himself. Sheeesh!! Me jealous? Naaa-

The White River Valley Chapter will be coasting a smattering. The June 21st region meet spent a bit of everyone's energy. At the end of the day the bank was running low. July 12th Tony and Mary DiRuzza and Larry and Doris Burwell were hosts at Clear Water north of Alexandria, Ind. Several

members attended the Hamilton, Ohio, Tour July 25th. A few energetic members went to see what was going on at Maryville, Tennessee, July 3, 4, 5, and 6. I forgot the names of those going to the Louisville, Kentucky show July 2, 3, and 4.

Larry and Doris Burwell are all smiles and rightly so! A beautiful daughter, Jill Lynn, was born to them a few weeks ago. Congratulations!

Five new members were welcomed into White River Valley June 21st. They are:– Messrs. and Mesdames Jim Stumm, Gary Clark, Bill Johnson, Erwin Ashby, and Jack Burwell (Jill Lynn's grandpapa and grandmama).

Director Tomlinson is reminding every eager trophy seeker they are required to drive their Model "A" to their respective chapter meetings July and August before the September 13th Trophy meeting. The Chapter presidents are responsible for keeping this record and forwarding this information to Warren Prather before September 13th, 1964.

Oodles of thanks to Susy Balser, Gladys Davis, Wilmeth Zech, Martha Tomlinson (and her tape recorder), J. P. Johnson, Robert Tomlinson, and my everloving husband, Gene, for filling my secretary's position at the Indiana-Ohio Region meet. They jotted down every word and recorded every incident that happened that day. They, too, have found out what your line is!!

Thanks, everyone, for all your cards, letters, visits, and calls of cheer.---Minnie Ellen Benefiel.

SAN DIEGO REGION: It's happening again! The Model A Restorers' Club of San Diego (MARC of SD) film company is going on location! Once again club members of this local organization will delve into times past to rediscover an era with a glamour and enchantment characteristic of no other. Authentic era clothing and originally restored Ford automobiles from the years 1928 – 1931 will be included in the films agendum. Authenticity and quality are well expressed in the wearing apparel to be fashioned for the film.

In conjunction with a luncheon sponsored by the Upsilon Epsilon chapter of the Alpha Sigma sorority, and in co-operation with the management of the Hotel del Coronado, a large segment of the film was photographed May 2nd and 3rd on the Hotel grounds.

The MARC of SD film company, comprised only of club members, will be under the supervision of Frank Stephenson, veteran photographer and director, who also supervised and photographed the MARC of SD film company's last motion picture, "The Sunday Social." Co-ordinator of events, costumes, and scenes, Etta Francisco, has arranged an interesting and diversified line-up of fashionable wearing apparel. Included in the film will be men's and women's clothing and accessories, with such outstanding features as men's and women's sports and gym wear, afternoon and evening apparel, swim wear, and even lounging costumes from the Model A era.

Yes, this film promises to be an exciting, interesting and authentic view of Model A era fashions, which will stimulate your memory and encourage fond remembrances of the Model A era, the years 1928 – 1931.---Jolene F. Andersen.

FALLS CITY REGION: On the evening of April 30, 1964 five cars drove in the Derby Festival Parade.

Very early Saturday morning May 9, 1964 twelve cars, members and their families drove to Bowling Green, Kentucky for the two day Southern Kentucky Antique Auto Club Invitational Meet at Beech Bend Park. We made the trip in good time and with no trouble. Everyone enjoyed the weekend very much and the country ham and chicken banquet was delicious. The children had a gay time on the rides in the park and maybe a few grown ups too.

Trophy winners are as follows:
Carl W. Lutz, first place, Closed 30 Coupe
Thomas H. Jones, second place, Closed 30 Coupe
Willard P. Young, third place, Closed 30 Coupe
Shirley Baker, third place, Open 30 A400
Rodger Stephan won the most popular car trophy with his 29 Phaeton.

We all joined in a parade Sunday morning through town to the Western Hills Restaurant for breakfast. It was an ideal day for traveling home. We stopped at a roadside park for refreshments and arrived home before dark.

In between our trips we continued the busy task of making plans for our national show. On a Sunday afternoon we got together at the fair grounds to lay off the field events. The ladies set up a picnic lunch under a huge tree near the large lot where the planning and work was taking place.

Nine cars drove to Indianapolis, Indiana on Sunday, June 7th to join the Model A Ford Club of Indianapolis for a very exciting run around the Speedway Track. We all gathered for a parade with

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REGIONAL NEWS *(Continued from Page 21)*

escort and drove two laps around the track. It was quite a thrill we will always remember.---Carl and Margaret Lutz.

GEORGIA REGION: For the first time in the years that this correspondent has been an attendant of Georgia Region MARC events, Georgia Region was completely rained out. The rains of April nearly washed us away down here, and the scheduled monthly meeting, which was to be a big joint affair with the HCCA and AACA in these parts had to be postponed. What we missed in April was taken up in May, however.

May was a BUSY month with us. Only the first weekend, and the fifth one were without events for the "Model A Club." It rained the first weekend, causing another postponement of the April meeting, but on the second weekend we met out at Stone Mountain Auto Museum with the other old car clubs for a most enjoyable day There was picnicing on the Museum grounds, free admission to the Museum, a tour around the mountain, with a commemorative plaque being given for the hill climb; complete coverage by WSBTV News and a spot on television broadcasting the next day. After the hill climb, a vote was taken on the most popular car, which was won by Charlie Adams' Model A Taxi. Of the "old" cars present, about half the number were MARC members bright, shining A's. We had the pleasure of seeing a fine new restoration job in the form of Bob Andrews (Gainesville, Ga.) 1931 Deluxe Roadster. It sure looked good.

The third weekend in May (our regular May meeting day) we toured up to Mountain Park, Georgia, a trip of about 30 miles for a picnic. There were twenty Model A's in the tour. Another car that most of us had not seen before was there – that of member Don Warn of Rome, Georgia. This was the first time Don and his wife Queenie have been able to be with us, and we were surely glad to welcome them. Both our "long distance traveling" member, Wayne Monroe of Fort Valley and Billy Smith and family of Toccoa were there. It is really evidence of much interest in our mutual hobby when members consistently drive a hundred miles or more each month to attend our meetings. Such loyalty should be rewarded.

The fourth weekend in May, Georgia Region participated in the 11th Annual Indian Springs Weekend Tour, an affair with AACA and HCCA. Again, as in most events around here the Model A's were outstanding. In the judging event, Hugh Cooper's newly restored two door sedan won in the 30-31 class, and Wendell Townsend's touring won in the 28-29 class. Billy Smith drove his 31 Deluxe Roadster all the way from Toccoa, Georgia, a distance of about 180 miles. It is a beautiful car, and another one we had not seen before. Another member, who had not been able to attend one of our meets before, but who came to Indian Springs was Joe Luce of Fort Valley. All in all, the Indian Springs trip was a highly successful one and we are all looking forward to the tour next year.

June is birthday month down here in Georgia. We celebrated our eighth birthday on June 21, with a run up to the home of Charles and Jean MacFarland at Roswell, Georgia about 25 miles from Atlanta. Charles and Jean have spacious grounds, and true Southern hospitality. There was a big, beautiful three-tiered birthday cake, complete with roses and a Model A Roadster perched on top, and so much ice cream, it nearly ran out of our ears.

The weather has been so hot these past few weeks, we were afraid our crowd would be quite small, but we turned out with fourteen "old" cars (13 A's and 1 1925 Packard!) and three renegade

late model jobs in attendance. There were about sixty to sixty-five people there.

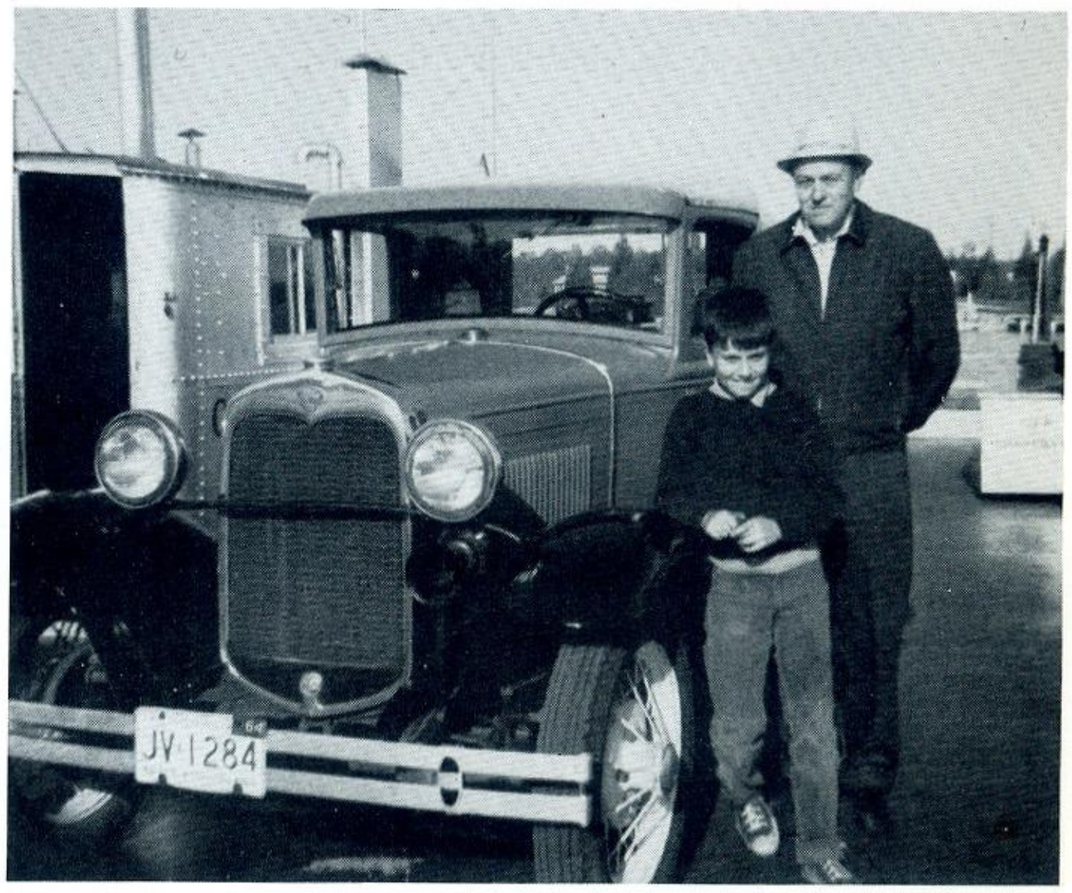
We were glad to give our new transfer member, Harold Dye, a chance to tell us about the "Greatest A Show on Earth" at Maryville, Tenn. There is a lot of enthusiasm in our club over this meet, and many of us are planning to make a big weekend of it up there July 4. With Harold was Elmer Long, of the Smoky Mountain Model A Club who has been securing the trophies for this meet and he promises there are lots of them.

Mr. J. B. Goss drove his latest restoration job down from Smyrna. His 1928 roadster is not quite finished but it surely looks good so far.

If you folks don't think Model A's are popular down here, listen to this – we have 71 paid members (not including associates) in our club, and of the 71, only two do not at this time own at least one Model A with nearly everyone having two. Since the outdoor season began, we have had seven newly restored or practically finished "new" Model A's at our meetings. Nearly every month someone comes up with another one. If the last six months of 1964 are as fruitful as the first six months have been, we will truly have a year to blow our ah-oo-ga horns about.

We hear that a 1930 Roadster pickup truck has come into the Atlanta area, but so far nobody knows who the new owner is. It should be getting out soon so all can admire it we hope.

MICHIGAN REGION: Charlevoix-Emmet Chapter – At our first outing May 17, we had a combination picnic-meet at a local park, Whiting Park, near Boyne City. This was our 3rd official meeting and hope the turnout is an indication of things to come. We have been sending out our newsletter and hope to get many more people to join. Thanks again to everybody for helping us get started.---Auda Patrie.



Bob Hooper, the spark plug of the newly formed Charlevoix-Emmet Chapter of the Michigan Region.

* * *

"A" FLEA MARKET . . . CLASSIFIED ADS

PROFESSIONAL PARTS SUPPLIERS

Cylinder Explosion Whistles—Ideally suited to the Model "A" engine. Authentic duplicate of the originals made in the "good old days," and so highly prized now. Just pull the string and the whistle shrieks each time the cylinder fires. Easily installed and no waiting 'til the next tour to use it. The whole family gets a kick out of it. Whistle $11.75, adaptor for Model "A" engine, $2.00. Postpaid except C.O.D. Satisfaction guaranteed. Stanley Lucas, Box 174-R, Culver City, Calif.

Highest Quality Performance Guaranteed! Your Model "A" parts Headquarters. 65 page Catalog, 50c. Antique Auto Parts, Inc. 9113 East Garvey Ave., Rosemead 3, Calif., ATlantic 8-2121, CUmberland 3-7468, Code 213.

FOR SALE

1930 "A" Tudor in good restorable condition - $150 or best offer. 1931 "A" Fordor disassembled, restoration started. Motor, front and rear end, brakes, etc., rebuilt. Some plating done. Frame blasted and primed. Over $185 invested in motor alone but will take $350.
Harold Metzger, 416 E. Mullan Ave., Waterloo, Iowa. 50703

1929 Sedan Delivery – Rare, complete car – unrestored. Solid with little rust. Excellent car to restore - $400 or best offer.
Claude Leitzsey, 2716 Cypress St., Columbia, S.C.

Restorable 1929 "A" Business Coupe and 1930 Parts Car and spare parts at 229 Main St., Salem Center, N. H. I moved and must sell. Best offer over $250 for the lot.
Glenn Gibbons, 74 Briggs Ave., Yonkers, N. Y.

1929 "A" Station Wagon: Perfect wood, new top, new paint, motor job, excellent condition - $1200. Also have many hard-to-get Ford parts, transmissions, springs, lights, etc.
Ernest F. Mrazz, RFD #1, St. Johnsville, N. Y. 13452

1941 Mercury Grille - $10, 1933/35 Chev. bird cap - $15, set 1940 Ford taillights - $5.
Chas. Lowery, Rt. 4, Harriman, Tenn.

1929 "A" Cabriolet - running but needs restoring - most parts there - $395. 1931 Standard Coupe, running - quite good - $395. 1942 Lincoln Continental Hardtop, Mercury conversion frozen but car is not too bad - $495.
M. L. Young, Route 1 Box 418, Schofield, Wisconsin. 54476. Phone: Area 715 - 359-3764

Brand-New Perfect Ford fenders: '28-'29 AA right rear with brace - $22.50; Pair '37 Sedan rear - $22 each; '41 left rear Station Wagon; '46-'47 left rear Deluxe Sedan Delivery - $16; Two '33-'34 front fender braces $3 each; '36 Ford Truck grille - good used - $12. Also many fibreglass Model "A" reproductions and a few V8's. Write for List. You pay postage on all items - satisfaction guaranteed.
Jim Ernst, Mahone Bay, Nova Scotia, Canada.

1928 "A" Touring: Rose beige and seal brown with side mount, trunk, and side curtains. Completely restored. Has won many trophies - $2200.
Larry Brichetto, 3729 N. Kostner, Chicago, Ill. Phone 312 - 282-0486

WANTED

For 1930 "A" Pickup: Good right front fender, instrument panel, right taillight bracket, and two 19" wheels. Good right front welled fender for sale.
Philip Mills, 3340 Wilmington Rd., New Castle, Pa.

For 1929 Tudor: Two headlights, left rear bumper, left rear fender, horn, new steering wheel, quail radiator cap, spare tire holder, and windshield wiper motor and arm.
Joseph R. Cascio, 2251 South Webster Ave., Scranton 5, Penna. 18505

For 1927 Lincoln: Front fenders, plain or welled; split rims for 20" buffalo wheels - no pits; trunk 20" x 20" x 34". Cash or will swap "A" goodies such as Sportlite.
Al Link, R.D. #2 Box 2172, Yorktown Heights, N.Y.

For '29 Station Wagon: Left rear door hinge, semicircular 36" dia. metal panels for under both rear fenders, both jump seats, rear seat, both rain gutters. All must be in good condition. Also need pair mint '29 welled front fenders and wheel brackets or left with well and right plain.
Bill Reeder, 610 North Rexford, Beverly Hills, Calif. Phone CR 1-7992

'28-'29 new mint original left welled front fender - your price within reason. 5 new original '29 hubcaps. 2 new original right engine splash pans. 4 original inside roadster door handles.
Craig Eisenhower, 614 Smith Ave., Lebanon, Pa. 17042

One pair of rear "A" shock arms, one new "A" exhaust manifold.
Francis Saunder, 706 - 10th Street, Brodhead, Wisconsin.

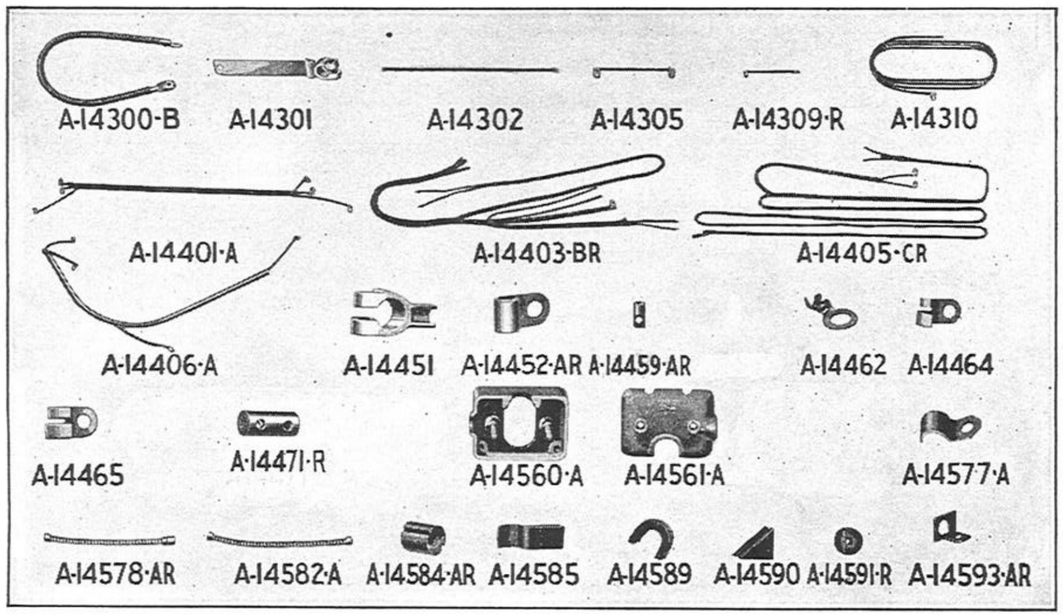
TRADE

Pair new, old stock, 1928 Truck headlamps, early ton truck hub caps for wire spoke rims, and 1917 "T" Touring body parts - used. Need AR hub caps and new 1928 car headlamps.
H. S. Kalinka, Rt. 4, Chilton, Wisconsin 53014

New '29 Coupe R.R. fender for '29 L.R. fender, or will buy outright new L.R. Coupe fender.
Thomas H. Jones, 1702 Dundee Road, Louisville 5, Ky.

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-13794	Dome lamp switch lever	1928-31	.....	$0 05	1
A-13799	Dome lamp bulb—15 c.p.	1928-31	$17 25	‡ 19	1
A-13802	Horn assembly	1928-31	.....	2 50	1
A-13805-B	Horn bracket	1928-31	.....	10	1
A-20412-S2	Bolt (horn flange) long	1928-31	1 00	02	2
A-20411-S2	Bolt (horn flange) short	1928-31	1 00	02	4
A-21636-S3	Nut	1928-31	.....	01	6
A-22139-S4	Washer	1928-31	20	05 dz.	2
B-13807	Horn projector assembly (was A-13807)	1928-31	.....	35	1
A-13809	Horn motor cover	1928-31	.....	15	1
A-20111-S7	Screw	1928-31	.....	01	1
A-22056	Washer	1928-31	20	01	1
A-13811	Horn diaphragm assembly	1928-31	.....	20	1
B-13812	Horn diaphragm gasket (was A-13812)	1928-31	.....	03	2
B-13817	Horn motor brush (was A-13817)	1928-31	.....	05	2
B-13818	Horn motor brush spring (was A-13818)	1928-31	.....	01	2
A-13985	Side lamp enclosing glass	1931	.....	50	
A-13987	Side lamp bulb	1931	.....	12	



WIRING

A-14300-AR	Battery to switch cable assembly	1928-29	.....	50	1
A-14300-B	Battery to switch cable assembly	1928-31	.....	45	1
A-21742	Nut	1928-31	.....	02	1
A-22451	Washer	1928-31	40	01	1
A-14301	Battery to ground connector assembly	1928-31	.....	20	1
A-20970-S8	Bolt (connector to frame)	1928-31	.....	02	1
A-21741-S8	Nut	1928-31	60	01	1
A-22245	Washer	1928-31	25	01	1
A-22259-S7	Plain washer	1930-31	30	01	1
A-14302	Coil to distributor wire assembly	1928-31	.....	07	1
A-14305	Ignition coil to terminal block wire assembly	1928-31	.....	05	1
A-14306	Terminal box to dome lamp wire assembly, 112"—130B	1930-31	.....	30	1
A-14309-R	Instrument panel lamp wire assembly	1928-30	.....	10	1
A-14310	Windshield wiper wire assembly	1928-30	.....	20	1
A-14312	Lighting switch to connector wire assembly—cars with fender or cowl lamps	1928-31	.....	04	1
A-14315-R	Terminal box to windshield wiper wire assembly, 67"—35A, 35B, 40A, 40B, 76A	1928-30	.....	18	1
A-14316-AR	Terminal box to windshield wiper wire assembly 60A, 60B, 140A, 170A, 155B, 165B	1928-29	.....	15	1
A-14316-B	Terminal box to body header wire assembly—155C, 165C	1930	.....	25	1
A-14317-R	Dome lamp switch to light wire assembly—A and AA Panel	1928-30	.....	05	1
A-14319-AR	Dome lamp to ground wire assembly—A and AA Panel	1928-29	.....	10	1
A-14319-B	Dome lamp to ground wire assembly—A and AA Panel	1930-31	.....	10	1

‡Special discount in assortments of 300 bulbs.

Part No.	Name of Part	Year	LIST PRICE Lots of 100 per lot	LIST PRICE Each	No. Req. per Car
A-13061-BR	Head lamp lens retainer	1928-29	.....	$4 01	6
B-13061	Head lamp lens retainer (was A-13061-C)	1930-31	.....	01	6
A-13065-R	Head lamp lens gasket assembly	1928-31	.....	03	2
A-13075-AR	Head lamp socket assembly (1 bulb)	1928-29	.....	25	2
A-13075-BR	Head lamp socket assembly (2 bulb)	1928-29	.....	35	2
A-13075-CR	Head lamp socket assembly (1 bulb)	1929	.....	25	2
A-13075-FR	Head lamp socket assembly (2 bulb)	1930-31	.....	30	2
A-13075-GR	Head lamp socket assembly (1 bulb)	1930-31	.....	25	2
B-13081	Lamp socket spring (was A-13081)	1928-31	.....	05	2
A-20525-S13R	Screw (head lamp focusing)	1928-29	.....	05	2
A-20255-S13	Screw (head lamp focusing)	1930-31	.....	05	2
A-13101-AR	Head lamp focusing screw spring	1928-29	.....	01	2
A-13101-B	Head lamp focusing screw spring	1930-31	.....	01	2
A-13114-AR	Head lamp support and tie rod assembly	1928-30	.....	2 25	1
A-20906-S1	Bolt (head lamp support)	1928-30	.....	02	4
A-13114-B	Head lamp support and tie rod assembly	1930-31	.....	2 50	1
A-20912-S1	Bolt—1" (head lamp support to fender brkt.)	1930	$1 00	02	4
A-20972-S1	Bolt—1¾" head lamp support to fender brkt.)	1930-31	.....	02	4
A-21740-S1	Nut	1928-31	50	01	4
A-22245	Lock washer	1928-31	25	01	4
A-13145	Front license clip—same as L-8597-D	1928-31	.....	02	4
A-20604-S4	Bolt	1928-31	.....	02	2
A-21668-S2	Nut	1928-31	50	01	2
A-22166-S8	Washer	1928-31	40	01	2
A-22151	Lock washer	1928-31	25	05 dz.	2

FENDER LAMP

A-13200	Fender lamp assembly—in carton	1928-31	.....	40	1
AF-13202-B	Fender lamp—R. H.	1928-31	.....	1 85	1
AF-13203-B	Fender lamp—L. H.	1928-31	.....	1 85	1
A-13335	Fender lamp switch	1928-31	.....	25	2
AF-13224	Fender lamp wire shield	1928-31	.....	05	2
A-21788-S8	Nut	1928-31	.....	03	1
A-22305	Lock washer	1928-31	50	01	2

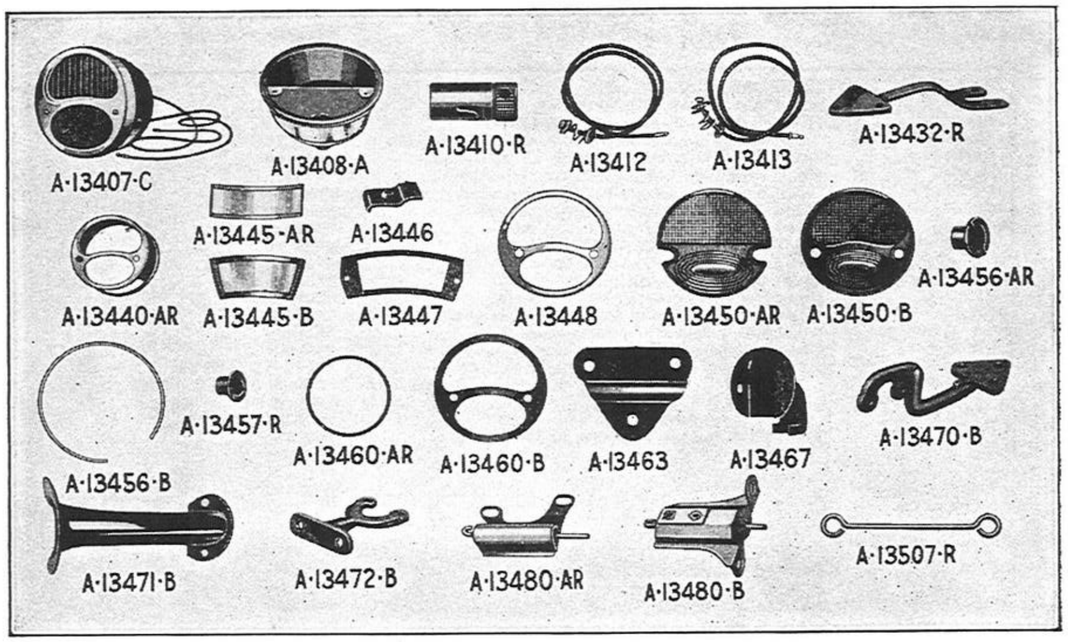
COWL LAMP

A-13300-AR	Cowl lamp assembly—in carton	1928-29	.....	6 50	1
A-13300-E	Cowl lamp assembly—in carton	1930-31	.....	5 50	1
A-13302-AR	Cowl lamp assembly	1928-29	.....	2 00	2
A-13302-E	Cowl lamp assembly	1930-31	.....	1 50	2
A-13466	Cowl lamp bulb	1928-31	9 00	10	2
A-13308-BR	Cowl lamp lens	1928-29	.....	10	2
A-13308-D	Cowl lamp lens	1930-31	.....	10	2
A-13309-AR	Cowl lamp lens gasket	1928-29	.....	02	2
A-13309-C	Cowl lamp lens gasket	1930-31	.....	02	2
A-13315-C	Cowl lamp reflector assembly	1930-31	.....	20	2
A-13316	Cowl lamp lens retainer	1930-31	.....	04	4
A-14341	Cowl lamp socket wire assembly	1930-31	.....	10	2
A-13319-R	Cowl lamp socket and wire assembly	1928-29	.....	30	2
A-13320-R	Cowl lamp bracket support—R. H.	1928-29	.....	15	1
A-13321-R	Cowl lamp bracket support—L. H.	1928-29	.....	15	1
A-20562-S2	Bolt	1928-29	.....	01	4
A-21668-S2	Nut	1928-29	50	01	4
A-22151	Washer	1928-29	25	05 dz.	4
A-13322-AR	Cowl lamp bracket—R. H.	1928-29	.....	90	1
A-13322-C	Cowl lamp bracket—R. H.	1930-31	.....	70	1
A-13323-AR	Cowl lamp bracket—L. H.	1928-29	.....	90	1
A-13323-C	Cowl lamp bracket—L. H.	1930-31	.....	70	1
A-21242	Screw	1928-31	.....	05	2
A-22341	Washer	1928-29	.....	01	2
A-22330	Lock washer	1928-31	50	01	2
A-20211-S6	Screw (lamp to bracket)	1928-29	65	01	6
A-20309-S6	Screw (lamp to bracket)	1930-31	.....	01	6
A-22075-S8	Washer	1930-31	40	01	9
A-13324-R	Cowl lamp bracket grommet	1928-29	.....	03	2
A-13325	Cowl lamp wire support	1929-31	.....	05	2
A-13335	Cowl lamp switch	1928-31	.....	25	1
A-20535-S1	Bolt (switch to cowl tank)	1928-31	60	01	1
A-20119-S13	Screw (cowl lamp shell to yoke)	1928-29	.....	05	2
A-20075-S6	Screw (cowl lamp door to body)	1930-31	.....	05 dz.	2
A-13081	Cowl lamp socket spring	1930-31	.....	03	2

REAR LAMP AND LICENSE BRACKET

B-13406-B	Rear license bracket (was A-13406-B)	1929-30	.....	10	1
A-13407-A	Rear lamp assembly	1929-30	.....	1 75	1
A-13407-C	Rear lamp assembly (black enamel)	1930-31	.....	1 50	1
A-13408-A	Rear lamp body assembly	1929-30	.....	75	1
A-13408-B	Rear lamp body assembly—black enamel	1930-31	.....	45	1
A-13410-R	Rear lamp socket assembly	1928-29	.....	20	1
A-20025	Screw (rear lamp socket)	1928-29	.....	01	1
B-13412	Rear lamp socket wire assembly (black) (was A-13412)	1929-30	.....	10	1
B-13413	Stop light socket wire assembly (green) (was A-13413)	1929-30	.....	10	1

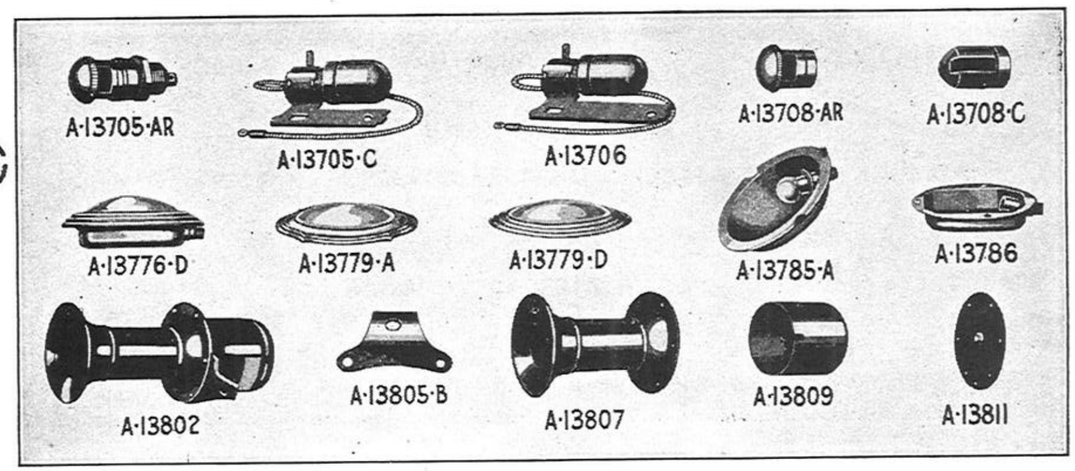
CUT ON DOTTED LINE



Part No.	Name of Part	Year	LIST PRICE Lots of 100 per lot	LIST PRICE Each	No. Req. per Car
A-13432	Rear lamp bracket—225A	1931	.....	$0 30	1
A-20657-S3	Bolt—225A	1931	.....	01	3
A-21668-S2	Nut—225A	1931	$0 50	01	3
A-22167-S7	Washer—225A	1931	.....	05 dz.	3
A-22151	Lock washer—225A	1931	25	05 dz.	3
A-13433	Rear lamp bracket pad—225A	1931	.....	02	1
A-13434	Rear lamp wire conduit—225A	1931	.....	08	1
A-13435	Rear lamp wire conduit grommet cover—225A	1931	.....	05	1
A-22647-S2	Rear lamp wire conduit grommet cover screw—225A	1931	50	01	2
A-13436	Rear lamp wire conduit grommet—225A	1931	.....	05	1
A-13439-R	Rear lamp body (black)	1928-29	.....	30	1
A-13440-AR	Rear lamp body (nickel)	1928-29	.....	30	1
A-20100-S13	Screw	1928-29	.....	04	2
A-13445-AR	Rear lamp white lens	1928-29	.....	05	1
A-13445-B	Rear lamp white lens	1929-30	.....	05	1
A-13446	White lens retainer	1928-31	.....	02	2
A-20058-S8	Screw	1929-30	35	01	2
A-13447	Rear lamp white lens gasket	1929-30	.....	01	1
A-13448-A	Rear lamp door	1929-30	.....	25	1
A-13450-AR	Red lens	1928-29	.....	10	1
A-13450-B	Rear lamp red lens	1929-30	.....	10	1
A-13456-AR	Red lens retainer—inner	1928-29	.....	01	2
B-13456	Rear lamp red lens retainer (was A-13456-B)	1929-30	.....	01	1
A-22239-R	Washer (metal)	1928-29	75	01	2
A-13457-R	Red lens retainer—outer	1928-29	.....	03	2
A-22216-R	Washer	1928-29	20	01	4
A-13459-A	Rear lamp bracket—295A	1931	.....	2 90	.....
A-13460-AR	Rear light body gasket	1928-29	.....	02	1
A-13460-B	Rear lamp door gasket—inner	1929-30	.....	01	1
A-20100-S13	Screw (rear lamp door to body)	1929	.....	04	2
B-13461	Rear lamp door gasket—outer (was A-13461)	1929-30	.....	01	1
A-13463	Rear lamp bracket fender reinforcement	1929-30	.....	10	1
A-13464	Rear lamp bracket to cross sill screw—130B, 229A	1930-31	.....	03	2
A-22215	Washer—229A	1931	20	01	.....
A-13465	Stop light bulb—same as T-3178-SX	1928-31	19 00	‡21	1
A-13466	Tail light bulb—same as T-6520-X	1928-31	9 00	‡10	1
B-13467	Rear lamp wire shield (was A-13467)	1929-30	.....	25	1
A-20705-S4	Bolt (rear lamp and license brkt. to support)	1928-29	75	01	2
A-21702-S2	Nut	1928-29	50	01	2
A-22217	Washer	1928-29	25	01	2
A-13468-R	Rear lamp and license bracket support—Fordor	1928	.....	60	1
A-13470-AR	Rear lamp and license bracket support—79A, 78A, AA chassis	1928-29	.....	25	1
B-13470	Rear lamp and stop light and license bracket support—AA chassis, except 85A-B, 195A and dump bodies (was A-13470-B)	1928-31	.....	25	1

‡Special discount in assortments of 300.

Part No.	Name of Part	Year	LIST PRICE Lots of 100 per lot	LIST PRICE Each	No. Req. per Car
A-13471-AR	Rear lamp and license bracket support—40A, 45A, 49, 50A, 54, 68A	1928-29	.....	$0 35	1
A-13471-B	Rear lamp bracket—on fender	1928-31	.....	35	1
A-21664-S2	Nut	1929-31	$0 60	01	3
A-22151	Washer	1929-31	25	05 dz.	3
A-20614-S4	Screw (rear lamp to bracket)	1929-31	75	01	2
A-22150-S1	Washer	1929-31	.....	03 dz.	2
A-13472-AR	Rear lamp and license bracket support—150A	1928-29	.....	35	1
A-13472-B	Rear lamp, stop light and license bracket support—79B, 85B, 150B, 130B, 195A, 229A	1928-31	.....	25	1
A-13473-AR	Rear lamp and license bracket support—35A, 55A, 135A, 130A	1928	.....	45	1
A-20763-S1	Bolt (support to body)	1928-29	.....	01	3
A-22217	Washer (support to body)	1928-31	25	01	3
A-13480-AR	Stop light switch assembly	1928-29	.....	35	1
A-13480-B	Stop light switch assembly	1929-31	.....	20	1
A-20562-S2	Bolt (switch to frame)	1928-31	.....	01	1
A-21663-S2	Nut	1929-31	50	01	1
A-22151	Washer	1929-31	25	05 dz.	1
A-13494-AR	Stop light switch terminal insulator (Old No. A-10863)	1928-29	.....	01	2
A-21545-S8	Nut (stop light switch terminal bolt)	1928-29	30	01	4
A-22056	Lock washer	1928-29	20	01	2
A-20116-S8	Screw (stop light switch terminal)	1929-31	25	01	2
A-22056	Washer	1929-31	20	01	2
A-13507-R	Stop light switch to brake pedal link	1928-29	.....	02	1
A-13624	Rear lamp ground contact plate—130B with drop floor, 225A	1931	.....	10	.....

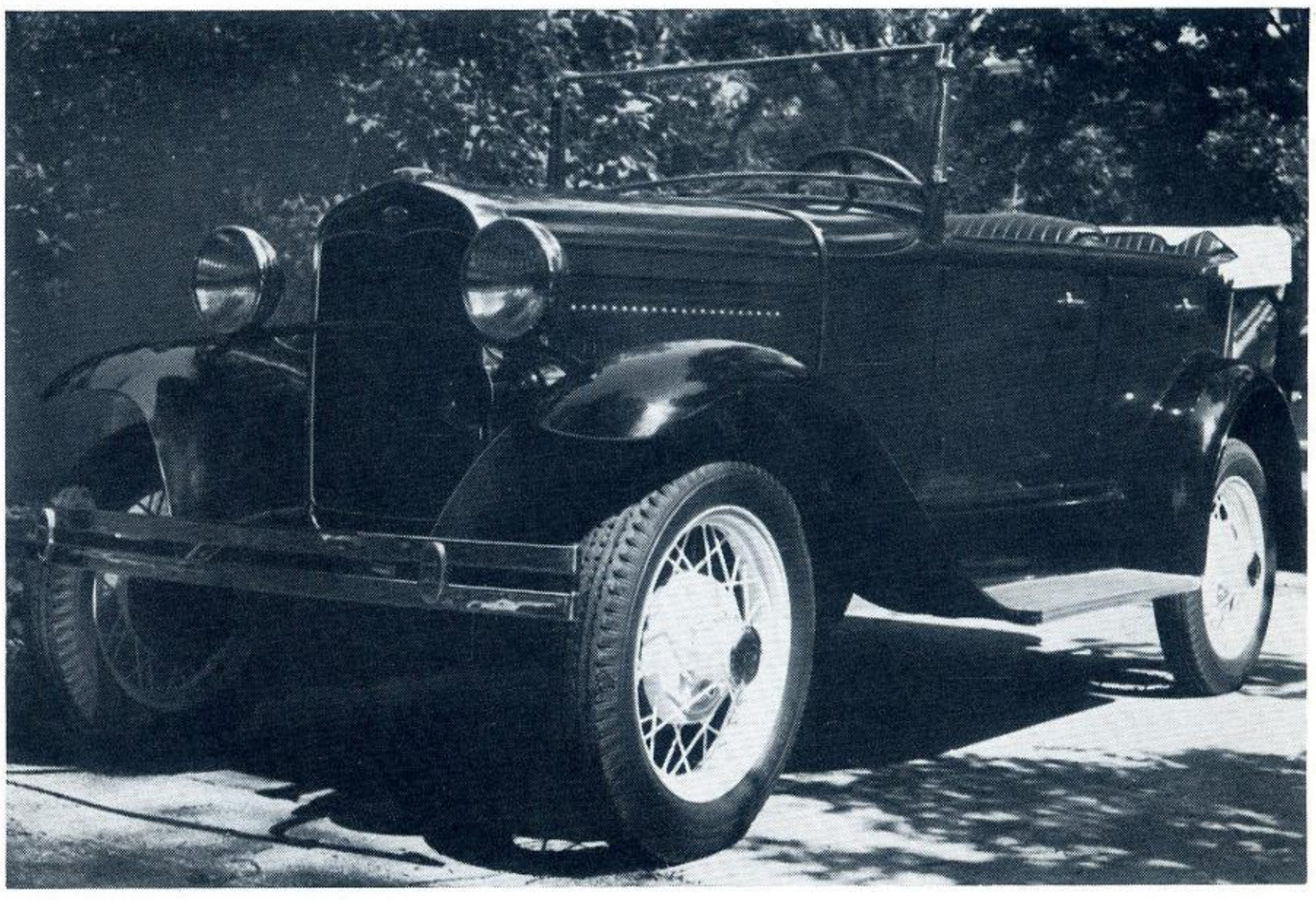


INSTRUMENT PANEL LAMP, DOME LAMP AND HORN

A-13705-AR	Instrument panel lamp assembly	1928-30	.....	45	1
A-13705-C	Instrument panel lamp assembly	1930-31	.....	30	1
A-13706	Instrument panel lamp assembly	1930-31	.....	30	1
A-20541-S6	Screw	1930-31	.....	02	1
A-21661	Nut	1930-31	35	01	1
A-22151	Lock washer	1930-31	25	05 dz.	1
A-35392	Instrument panel lamp anti-rattler	1930-31	.....	01	1
A-13708-AR	Instrument panel lamp cap	1928-30	.....	10	1
A-13466	Instrument panel lamp bulb	1928-31	9 00	10	1
A-13708-C	Instrument panel lamp cap	1930-31	.....	06	1
A-13752-BR	Dome lamp switch	1928-30	.....	20	1
A-13752-C	Dome lamp switch assembly—155C, 155D, 170B	1930-31	.....	10	1
A-13770-B	Dome lamp switch cover—60A, 60B, 130A, 135A	1928-30	.....	06	1
A-13770-DR	Dome lamp switch escutcheon—155A, 155B, 155C, 155D, 170B (DL), 140B for toggle type switch	1928-30	.....	05	1
A-13770-E	Dome light switch escutcheon—155C, 155D, 170B (DL) for slide type switch	1930-31	.....	05	1
A-13776-D	Dome lamp assembly—155C-D, 170B (DL)	.....	.....	90	.....
A-13777-B	Dome lamp assembly	.....	.....	65	.....
A-13779-BR	Dome lamp dome assembly—town car	1929-30	.....	45	1
A-13779-C	Dome lamp lens and rim assembly—140B, 155C, 155D, 170B (DL)	1929-30	.....	45	1
A-13779-D	Dome lamp lens and rim assy.—130A-B, 155C, 155D, 170B (DL)	1930-31	.....	45	1
A-13780	Dome lamp lens and rim assembly—135A (same as T-18902-B)	1928-31	.....	30	1
A-13785-A	Dome lamp reflector assy. (same as T-18901-B)	1928-31	.....	50	1
A-13466	Dome lamp bulb	1928-31	.....	12	1

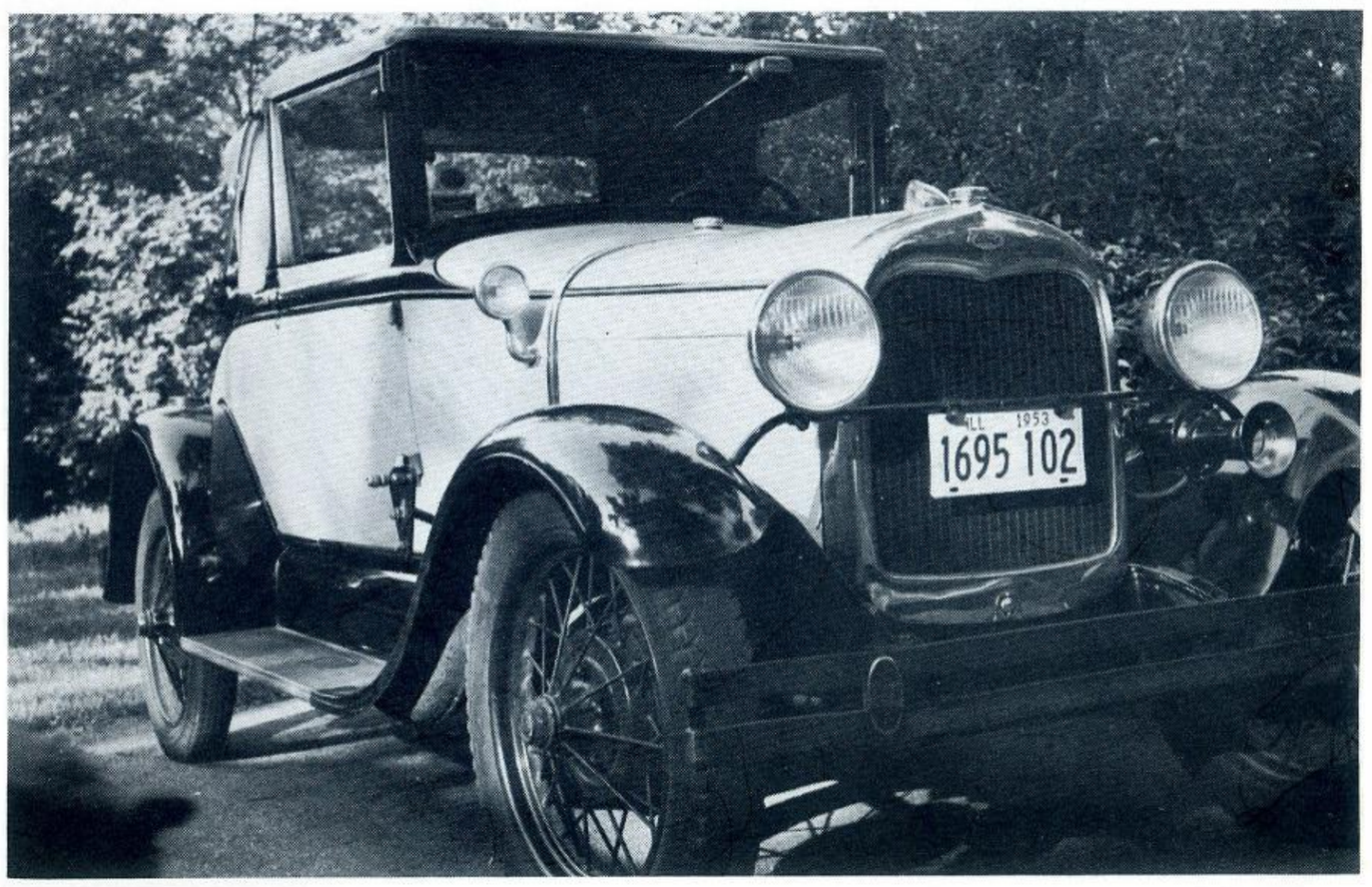
for SALE

If interested in any one of these cars write: W. M. Robinson, 149 Kenilworth Avenue, Kenilworth, Illinois.



1931 TOURING

Completely restored. New chrome, running boards, upholstering, new wheel bearings, new brakes, king pins, and three new fenders. Motor completely rebuilt. Aluminum pistons, and new clutch. Original side curtains and rear floor mat **$3,150.00**

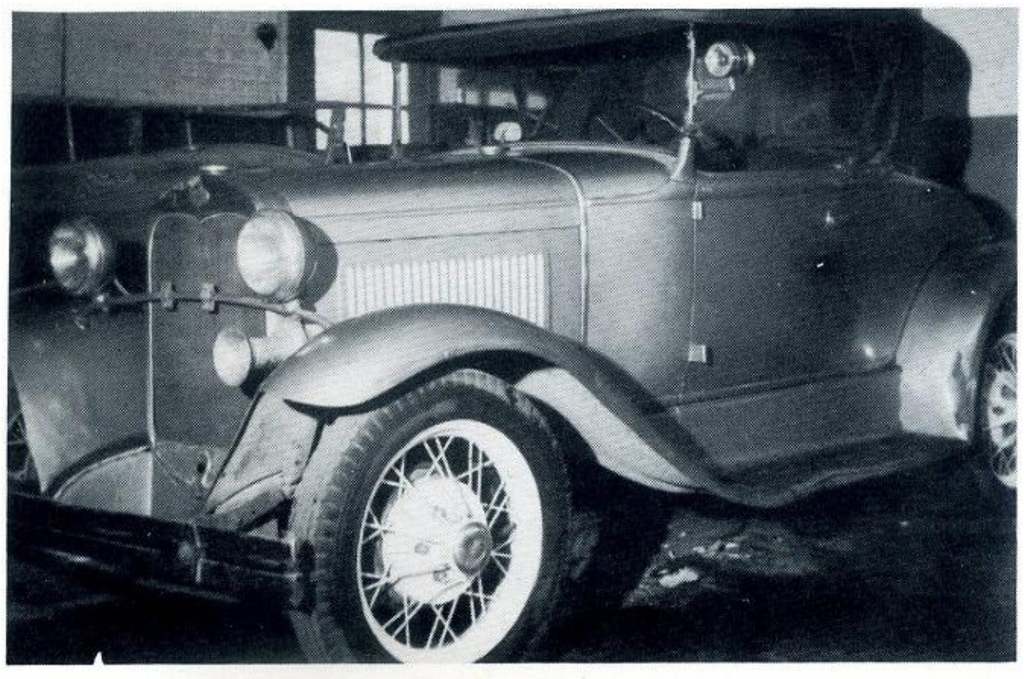


1929 CONVERTIBLE COUPE

A remarkably well preserved car. Purchased from original owner. In exact condition as shown in picture. Have since installed a new top. Has one sidemount on right. Has rare Lorraine spotlight operated from inside car. Top folds back. Windows crank down into doors. Can be driven all year round . . . **$1,500.00**

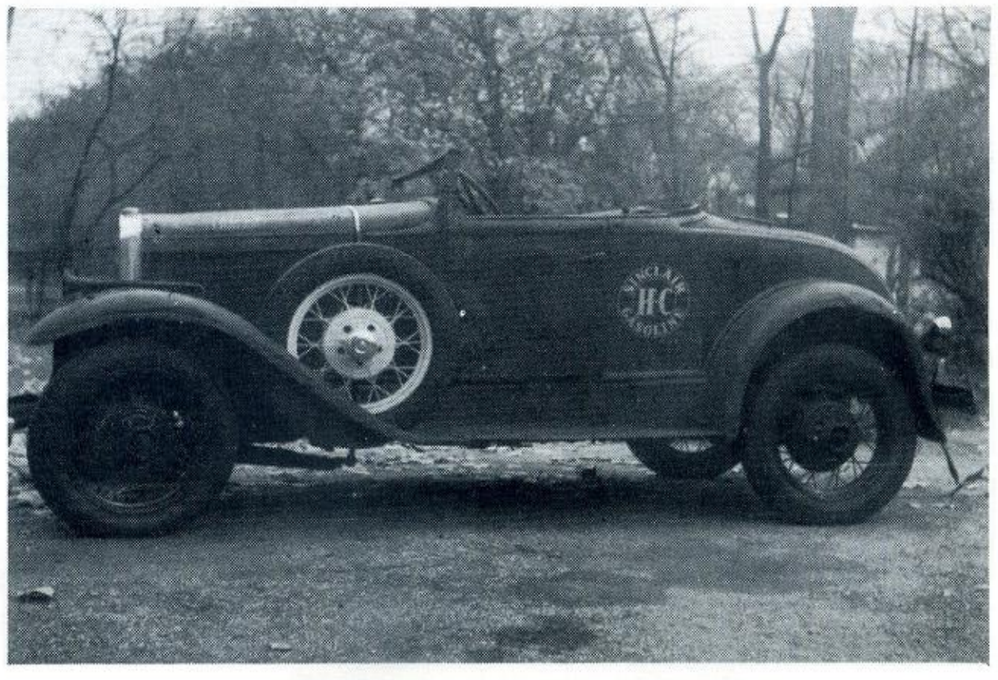
1930 ROADSTER

Was restored, then used for two summers. Light Green with white wheels. Has rumble seat, new top. Upholstering excellent. Needs new running boards and chrome work on front and rear bumpers. Front panels need metal work . . . **$500.00**



1930 ROADSTER

A real basket case. Needs body work, new running boards, upholstering. Bumpers are not Model "A". Have all top hardware but car has no top. Has side mounts and rumble seat with both cushions **$295.00**



Lengthening the Arm of the Law

THE substantial worth of the new Ford is reflected in its alert, capable performance and economy of operation and up-keep. Men and women everywhere have found it ideally suited to their business and social needs. Its many uses make it truly The Universal Car.

An interesting use of the Ford is by police departments for the detection and apprehension of criminals. In their ceaseless vigil, these cars are driven in all kinds of weather, virtually twenty-four hours a day.

A fleet of 42 Model A Fords in Louisville covered a total of 2,620,800 miles in twelve months, or the equivalent of 105 times around the world. Five new Fords on police duty in Niagara Falls have been driven more than 100,000 miles each. In Miami a police Ford has gone 120,000 miles.

The average for the eighteen Fords in Omaha is 35,000 miles per car for two years of police service. The superintendent of automotive equipment says the cost of repairs has been "very low."

The police departments of New York, Chicago, Philadelphia, Boston, Detroit, San Francisco and other large cities use hundreds of Ford cars and trucks. In New York, the total exceeds four hundred and fifty.

Large industrial companies operating large fleets of Ford cars and trucks report the same reliability and good service. Long, hard usage emphasizes the value of simplicity of design, high quality of materials and unusual care in manufacturing and assembling.

The first cost of the new Ford is low, and you can purchase it on convenient, economical terms through the Authorized Ford Finance Plans of the Universal Credit Company.

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