



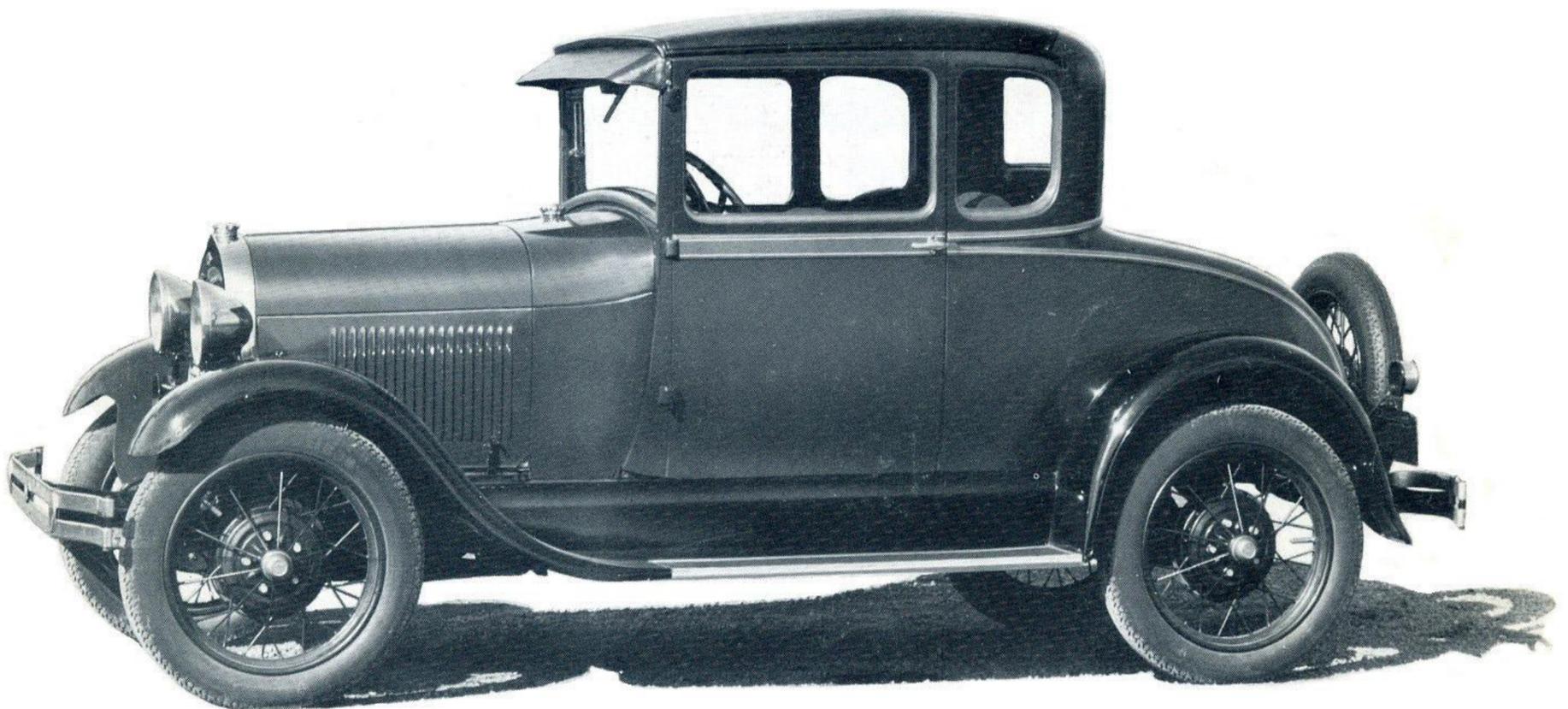
MARCS News

Official Publication of Model "A" Restorers Club

Vol. XI, No. 3

Dearborn, Michigan

May-June, 1964



PUBLISHED BIMONTHLY BY THE 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.

Membership \$5.00 per year Printed by Aronsson Prtg. Co.

Business Address: P.O. Box 1930-A
Dearborn, Michigan

STAFF

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

CLUB OFFICERS

President — Stanley C. Walz
 4414 Oak Court
 Monona, Wisconsin 53716
Vice-President — Charles Adams
 Box 345
 East Point, Georgia
Secretary — Frank Kinzinger, Jr.
 12108 Longacre
 Detroit, Michigan 48227
Treasurer — William C. Friar
 8011 Edgewater Road
 Riverside, Illinois 60545

COMMITTEES

Activities Chairman — Norbert C. Hodgson
 100 Helen Street
 Library, Pennsylvania
Technical Chairman — Paul Moller
 2024 W. Marquette Road
 Chicago, Illinois 60636
Regional Organizer — Edward A. Breedon
 2643 E. Streetsboro Road
 Hudson, Ohio
New Membership Inquiry — Charles Adams
 Box 345
 East Point, Georgia

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REGIONAL DIRECTORY

Alabama
 Jack Keller
 1001 Simmons Circle
 Birmingham 14, Alabama

New Florida
 Brad Leonard
 Route 1, Box 334
 Ocala, Florida

Calumet Region
 Joseph Vondrash
 4526 Harvey
 Western Springs, Illinois

Niagara Falls
 Noland E. Smith
 62 Whiting Street
 North Tonawanda, New York

Chesapeake Bay
 William E. McCullough
 124 Manchester Street
 Glen Rock, Penna.

Nickle A Region
 H. S. Kalinka, DVM
 Route 4
 Chilton, Wisc. 53014

East Tennessee
 Harry Whitaker
 1300 Indian Ridge Road
 Johnson City, Tennessee

North Carolina
 Chick Sale
 Route 3, Box 410
 Asheville, N.C.

Falls City
 Thomas H. Jones
 1702 Dundee Road
 Louisville 5, Kentucky

Rebel Region
 E. Earl Shade
 R.F.D. #1
 Winchester, Virginia

Georgia Region
 Norman Turnipseed
 1050 Gun Club Dr. N.W.
 Atlanta, Ga. 30318

San Diego Region
 Walter A. Anderson
 2124 Frankfort St.
 San Diego, Calif. 92110

Harbor Area
 Dean M. Salazar
 2033 W. 231st St.
 Torrance, Calif.

San Gabriel Valley
 Bill McMullen
 3285 Frazier Street
 Baldwin Park, California

Hudson Valley
 Region MARC Club
 George Wilkinson
 55 Henmond Blvd.
 Poughkeepsie, N.Y.

Smoky Mt.
 Lamar R. DeShane
 2915 E. Fifth Ave. N.E.
 Knoxville, Tenn. 37914

Illinois
 Don Engelmann
 1430 Diversey Pkwy
 Chicago 14, Illinois

Southern Indiana Region
 Frank H. Fisher
 3233 Woodland Pkwy.
 Columbus, Indiana

Indiana-Ohio
 Robert H. Tomlinson
 RR 2 Box 138
 Anderson, Indiana

Southwest (Ariz.)
 Bert Haynes
 2949 E. Cholla St.
 Phoenix, Ariz. 85028

Kentucky
 David Marton, Jr.
 382 Sheridan Dr.
 Lexington, Kentucky

3 River Region
 Robert Fawcett
 1115 Long Run Road
 McKeesport, Pa.

Michigan
 Robert Grandy
 21473 Clarita
 Detroit 19, Mich.

Torontario
 William LeNoury
 717 Brimley Rd.
 Scarborough, Ontario, Canada

Mount Vernon
 Richard Lebkicker
 813 Chowan Ave.
 Alexandria, Virginia

Western Massachusetts
 Roger E. Beaudoin
 60 Easthampton Rd.
 Holyoke, Mass.

Neb. - Iowa
 Wendall K. Johnson
 502 South 5th Street
 Plattsmouth, Neb.

Wisconsin
 Everett Good
 907 Second St.
 Baraboo, Wisc.



MARC NEWS

LETTERS TO THE EDITOR

QUESTIONS

Dear Editor:

I found your article "Collecting Model 'A' Literature" most interesting, particularly the commercial photos. I am presently rebuilding a 1926 hearse-ambulance, body by Henney on a Velie (?) chassis. But I'm still looking for a Model "A". Does any reader know if one exists?

Blaine Atchley _____
Atchley Funeral Home
Sevierville, Tennessee

Can anyone help?

Dear Editor:

Just had to write and let you know that the last issue of MARC News is really terrific. I have been waiting a long time for a good article, complete with pictures, on the '30-'31 roadster. This is a fine job.

I also want to take this opportunity to order the back issues which are advertised in the March-April, 1964, MARC News. I am enclosing a separate sheet of paper with a list of the back issues that I am interested in, also, a check for _____ to cover the cost of these back issues.

I am a recent member, having joined the end of 1963, so would like to get my hands on as many old issues as possible while they are still available.

Robert Drew
4403 N. Larkin Drive
Covina, California

Dear Editor:

My son and I are restoring a '30 "A" tudor. MARC News is very helpful, especially the pages from the parts book.

Our car is completely stripped; we have sandblasted and are refinishing frame and running gear. We are uncertain as to degree of gloss the black paint should have. We are using a DuPont black enamel normally used for final finish on bodies. We believe this may be too glossy and are fearful we may lose points on this score in close judging for authenticity. What can you advise?

R. V. Huffman
1502 E. Pettit Avenue
Ft. Wayne, Indiana 46806

The Model "A" frame, fenders and running gear were dipped or spray painted with glossy enamel, so do not be fearful.

Dear Editor:

Please help me! I am at that young age which is a disadvantage. I don't know what a Model "A" 1930 coupe looked like new. I have been informed that my Model "A" is painted Elkpoint and Kewanee green and black. I also found the papers on it proving it is a 1930 coupe (standard).

I would like to know *all* about the 1930 standard coupe and how to begin to paint and restore my "A".

Thank you so very much for whatever help you can give me.

Mike Jameson
816 Colorado
Ft. Collins, Colorado

A complete article on the 1930-31 coupe was printed in the September-October, 1963, issue of MARC News.

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May-June, 1964

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COVER

Typical of the 1929 Standard Coupe. Photograph may be obtained for \$1.00 from Ford Photographic, American Road, Dearborn, Michigan. Neg. #51171



A Message From The President

By Stan Walz

In behalf of the newly elected officers I wish to thank you, the members, for your votes of support. For those of you who voted for other very capable candidates we seek your acceptance of our ability to do the job well in the two years ahead. You will be happy to learn that several of these outstanding leaders have been given responsible jobs within MARC which will further enhance its business-like operation. Norb Hodgson, a dedicated and sincere Pennsylvania leader has been appointed as your activities chairman and is already busy laying the groundwork for your 1965 banquet and competition meet. Another very friendly and helpful man, Paul Moller of Illinois, comes to you as technical chairman to serve you well. He is scholarly in his search for "A" truth and enjoys writing. We hope he becomes one of your most helpful technical correspondents.

You will be pleased to know that your past president, Ed Breedon, has accepted a very responsible job as Regional Organizer. With his outstanding leadership record in your club he will provide you with resources in expanding your regional and chapter strength.

Charlie Adams, your Vice-President, has taken over the new membership inquiry responsibilities. Many of our high caliber members have joined MARC via this publicity program. You too, the members, must get out and become public relations men and sell our MARC. Load yourselves with recent issues of MARC NEWS and become your club's salesmen; let's all pitch in and help Ed's goal to make MARC the biggest and best one-club in existence come true. Through the unceasing efforts of George DeAngelis and the motor city chapter members we now have, in fact, the best "A" publication. Compare them and see for yourself. It has been gratifying to see MARC NEWS grow during these past years into a publication which is truly representative of all its members.

Our constitution, which has needed revision, is now being studied by Chairman Leon Rice and Co-Chairman Chick Sale, both of North Carolina. These revisions will be presented to you on the 21st of June at a special members' meeting at Alexandria, Indiana.

A new venture of your officers is to put out a "Directors' Newsletter" with Earl Sallander of our Madison Chapter as editor. This newsletter will be printed on a quarterly basis for a release to the national officers, committeemen and the directors of your

regions. The purpose of this newsletter is to keep the lines of communication open between your leaders and thus provide you with even better leadership. Get behind your regional directors with your full cooperation in building the finest "A" club we have ever known—the Model "A" Restorer's Club.

How are your plans progressing in having your club take in the "Greatest 'A' Show on Earth?" We encourage your support of one of your club's regional activities. Les Henry will be there with his candid insights into the Model-A. Along with your A's you will have a chance to see some of the finest Fords in the country. Join the MARC boys at Maryville, Tennessee, and enjoy some of the finest southern hospitality.

The remaining comments are among those which you have heard before but do need your careful consideration: (1) Make use of your free advertising in MARC NEWS and the MARC Bulletin. Your use of this media will enhance your publications even more and should bring buyer and seller together. (2) Encourage your regional news coordinator to flood the MARC NEWS office, P.O. Box 1930-A, Dearborn, Michigan, with good quality pictures with stories, regional news, technical hints and other articles of interest to our membership. The more material George and his staff has to work with in making selections, the greater MARC NEWS will become. (3) Most of all, let's hear from you. We shall do our best to be of help to you.

We trust that you are as encouraged in the growth of MARC as we are. The years ahead should prove fruitful and pleasant. I am especially grateful to Ed Breedon, George and Sid DeAngelis for their true MARC spirit. Some of our greatest treats come from working with some of the finest people we know—you, the members of the Model "A" Restorer's Club.

MEET YOUR PRESIDENT

Stan Walz, age 41, and his wife, Lynn, joined the Model "A" Restorer's Club in 1957 while living in Hawaii. They became interested in the then numerous "A's" on the island and helped spark the formation of the Hawaii Region. Their first real taste of MARC hospitality came when Dale and Alice Kilbourne of Long Beach, California, greeted them on their arrival from Hawaii enroute to their home state of Wisconsin.

In Wisconsin Stan served as Regional Director for three years building up a strong membership and helped conceive the regional newsletter, the Badger's "A". Since then he has served as technical chairman. He is the past vice-president who handled the New Membership Inquiries.

Lynn and Stan's first "A" love was the 1931 4-door touring which they restored in Hawaii. They have fond memories of their trek from California to Wisconsin; regrettably they sold that "A" to a local auto museum. Stan is now completing a restoration of his 1929 open cab pickup, which is to be their fun car for meets and camping trips.

By profession Stan is a science teacher in a junior high school in the Madison area and is an active leader in their local education association. He has just been awarded a National Science Foundation Grant to participate in a Field Biology Institute for the next three summers.

NOTICE

Starting with this issue we will list the dates of invitational meets that are scheduled around the country. Send us information about yours.

Motor Cities Chapter Hosts Annual Meeting

Two hundred and two MARC members attended the Annual Membership Meeting and Banquet at the Dearborn Inn, on March 21, 1964. In addition to the business meeting, the day's program featured a restoration hour cocktail party, dinner, and dancing.

Early arrivals visited Henry Ford Museum and Greenfield Village as guests of the Museum, while others decided to drive to downtown Dearborn and stroll through Eurichs' General Store.

At the dinner, as a added feature, it was announced that the Ford Motor Company, who hosted the cocktail hour, would mail each MARC registrant a plastic model of the recently introduced Ford Mustang.

Everyone enjoyed the after dinner speaker Herbert D. Allee, of Ford's Metal Stamping Division, who presented slides and gave a talk on how the Model "A" was engineered and manufactured. A copy of his speech is printed in this issue.

Dick Byrom, of the Motor Cities Chapter, was outstanding as M.C. He had every one rolling on the floor with laughter as he related some of his mechanical ingenuity with the Model "A". Bill Vicary and his committee are to be congratulated for the good work in planning the meet.

At the annual business meeting, which opened at 4:00 P.M., the new officers were introduced. They are:

President—*Stan Walz, of Monona, Wisconsin*

Vice-Pres.—*Charles Adams, of East Point, Georgia*

Secretary—*Frank Kinzinger, Jr., of Detroit, Michigan*

Treasurer—*William C. Friar, of Riverside, Illinois*

The next order of business was a proposal to amend the constitution, so as to eliminate the 50c rebate to the

regions for each member. Outgoing president Ed Breedon gave an outline of the clubs income and expense, and it was pointed out that the clubs' general expenses, maintaining the present quality of MARC News and this year's printing of the membership roster would seriously drain the club's budget. He further stated that MARC is the only National Antique Automobile Club which gives its members six issues of a first class magazine and an in-between bulletin supplement for only \$5.00 annual dues, and of this, 50c per member is returned to the regions. He suggested that the members consider one of several alternatives; increase the national dues, reduce the club publication or eliminate the 50c per member to each region.

Following a suggestion to drop the publication of the bulletin, it was revealed that the six issues of the bulletin represents a cost of a little over \$1,000.00, and that the bulletin was

important in keeping the members informed of the latest club activities, and in addition aided in keeping the want ads current.

After a lengthy discussion the majority of the members present favored maintaining the present quality of the MARC News and bulletin, and were opposed to any increase in club dues. Therefore the only alternative was the elimination of the 50c refund.

Later in the evening, at a meeting of the board of directors, a petition requesting a change in the constitution, to rescind the 50c rebate, was submitted. The board voted to submit the amendment to the club membership by ballot, and set the date of June 21, 1964, for a special meeting of the club, in Alexandria, Indiana, for the purpose of counting the ballots. The meeting will start at 12 noon, in the 4-H Building in Beaula Park. White River Valley will host the meet. All members are welcome.



Ed Breedon congratulates the new officers. Stan Walz, Charlie Adams, Frank Kinzinger and Bill Friar.



My Forty Years With Fords

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

Note: This is the second of a three-part series on the man who "hitched his typewriter to the Ford Star," the product of Murray Fahnestock's own inimitable creation, "MY Forty Years With Fords."

In 1921, I joined the Society of Automotive Engineers. At that time, Pittsburgh was included in the Pennsylvania Section, but all meetings were held in Philadelphia. So, single-handedly, I tried to form a Pittsburgh Section. After spending \$2.00 on postage, I decided the idea was born too soon and left it to germinate.

Later, in 1929, with the help of a couple of large fleet operators (who bought supplies . . . after first talking S.A.E. to visiting callers), the Pittsburgh Section did make a successful start. I became Chairman of that Section in 1931, and a member of the National Council in 1941 and 1942. I was also Field Editor for the S.A.E. Journal for many years.

Mr. Henry Ford was one of the founders of the Society of Automotive Engineers and was its first Vice-President. When I discovered that, back in January, 1907, he had been scheduled to present a paper on "Simplicity," I asked the Society to try and locate the paper for me. The Society did its best, but without success, so I published a story about the "Lost Manuscript" in 1927. Years later, I showed the article to Mr. Henry Ford II, who in turn instructed the Ford Archives to try to locate it.

In 1954, Mr. Henry Edmunds of the Archives solved the whole problem by finding a letter from C. B. Hayward, (Secretary of the S.A.E. in 1908) who wrote that while Mr. Ford had been asked to give such a paper,

he had apparently never gotten around to it. The Society's records in those early years were rather sketchy.

Another nearly "lost manuscript" was "Study a Masterpiece," which I could not find when writing this story, and so considered it much better than it really was. (Like the fish that got away!) Unfortunately, I found it later, and it now seems a poor fish. Because I thought the item all out in church (while inwardly grumbling that I could write a better sermon than the preacher.) I thought it should be good.

Carl E. Johansson of Sweden, who is often called the "father of accuracy," which was so essential to the mass production of good automobiles, was the man of whom I wrote, "He sold a millionth of an inch to Henry Ford and both profited."

At one of our Pittsburgh S.A.E. meetings, I secured Mr. Johansson as speaker along with Dr. Frank Jordan, an astronomer. I explained that Dr. Frank Jordan would talk on the "infinitely large" and Mr. Johansson would talk on the "infinitely small" and that, as Chairman of the Section, I had modestly elected to "fill the spaces in between."

My story of the meeting not only filled four pages in the Ford Field but was reprinted in the English "Ford Times" magazine. It pays to report your own speeches!

Once, stopping at a Ford branch and peeping in at a big meeting that was going on, the speaker saw me and, with a sense of humor, said, "Fellows, the only French I learned during the war is unprintable, but I've a special treat for you. I am going to introduce a man who wrote a whole book in

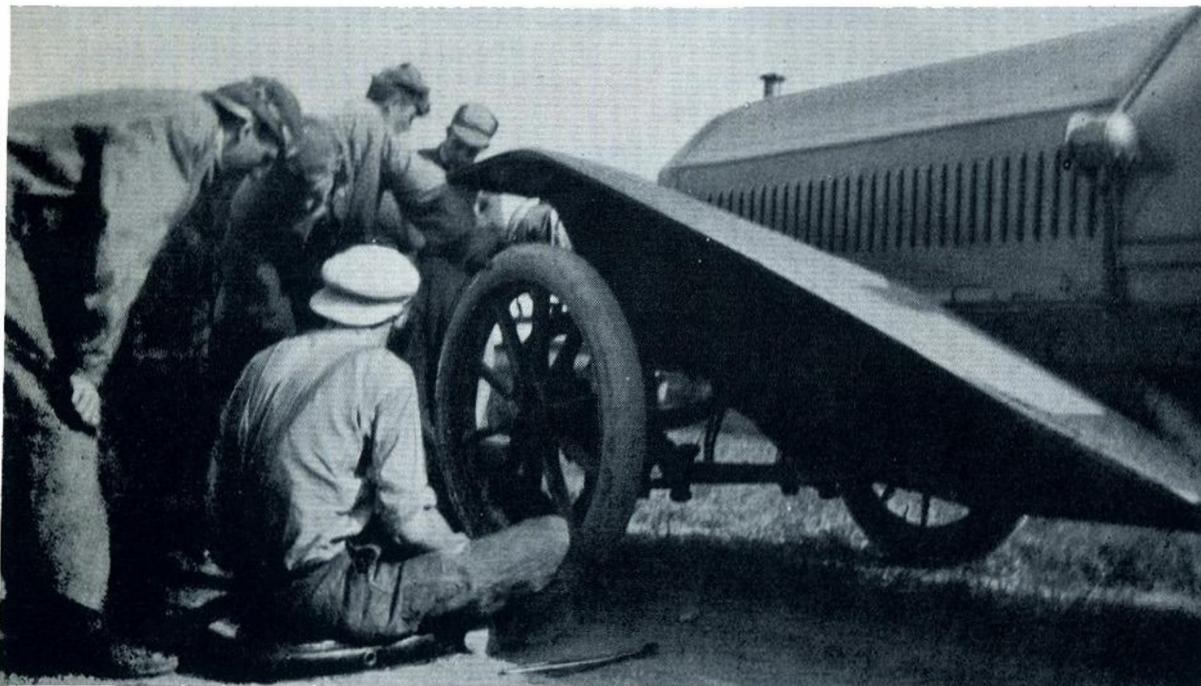
French, called "L'Auto Ford." Murray, come up on the platform." How could I refuse . . . when I really didn't wish to? As I chattered . . . time marched on. Outside, my mother who had been riding with me in my Ford, grew impatient, and sent in a messenger, Bill Cook. Choking with emotion, he said, "Mr. Fahnestock, excuse me for interrupting you, but your mama wants you." And I had thought him a friend! I left immediately. Pride before a fall.

In 1922, when Mr. Henry Ford was as difficult to interview as the Emperor of Tibet, I asked my friend, W. J. Cameron if he could arrange an interview for me. (Mr. Cameron was the speaker on the Ford Sunday Evening Hour). Mr. Cameron asked, "What do you wish to talk with him about?" I said, "About the Model 'T' Ford." Mr. Cameron replied, "He just might." As a result, I talked with Mr. Henry Ford for about an hour, and Mr. Ford and I made sketches on the floor to explain my ideas. Among other things, I suggested putting a plug in the transmission cover which would permit the removal of the lint worn from band linings that was clogging an oil feed line. Mr. Ford listened patiently and finally said, "When we make a change, it will be a big one." So even then he was planning the Model "A."

I reported this interview in my story of the "Master Builder"—a title from Ibsen's play of the architect who built "houses for people to live in." But Mr. Henry Ford modernized this with "houses to run about in," and changed our world.

I never had the occasion to visit Mr. Henry Ford in his own office, but I discovered that Mr. Ford had a habit of dropping in at Mr. Cameron's office about 11 a.m. each day. Whenever I wanted to see Mr. Ford, I made a point to be there at the same time. One morning I ate an early lunch before dropping in, and Mr. Cameron invited me to lunch. I was most happy to accept. Two lunches in a single day are better than one. Mr. Cameron was amused and told it on the Ford Evening Hour.

On another program, he told about the time during the depression when I carried \$500.00 in cash to the bank and my wife kept telling me to "Drive carefully (although I certainly intended to) because you are carrying the money." Yet, if we considered ourselves as "capital" and our earnings as "dividends," the average American earnings of \$6,000 a year makes him worth \$100,000. But we are so careful with cash, and so careless of ourselves, that "safe driving" means as little as "be good."



Murray Fahnestock (sitting) as a young man was already displaying his mechanical ability on the tire of a Pittsburgh Six. He explained that in those days tires were only good for about 1000 miles.

One of the articles we ran in the Ford Field was a "Guess What" corner with sketches of small, unusual Ford parts which had been sent in for identification. We had accumulated a handful of them and one of these parts was an unusual washer that had been found in the combustion chamber and which several good mechanics had been unable to identify. I took them to Dearborn and showed them to Mr. Henry Ford. He was able to name all of them, except the weird washer and he said his engineers sometimes experimented with special equipment, and returned them to me. A modest man, Mr. Ford was always as quick to say, "I don't know"—as I am myself!

A Detroit reporter heard of this and wrote that Mr. Ford had been angered and had "tossed the parts out of the window." Completely untrue . . . as Mr. Henry Ford was always a calm gentleman every time I talked with him. Later I found that the washer had been sucked up from the Kingston Carburetor.

The Ford patented "steel spoke" wheels, introduced by Ford in 1927, were definitely *not* "wire wheels" as so often incorrectly called. Wire wheels, (following bicycle practice) have one end hooked into the hub, and a nut on the end protruding through the rim. Consequently, the steel spoke is used "only in tension" and the axle is carried only by the spokes in the upper half of the wheel.

On the other hand, in the Ford steel spoke wheel, the sturdy steel spokes are electrically welded to both rim and hub and so use the full strength of the steel in *both* tension and compression.

A Ford salesman, who had just been hired, said he read my story of the Ford steel spoke wheels and sold his first customer on the wheels alone. These sturdy wheels have been an important factor on the many Model "A" Fords still in use.

As I always considered the Ford branch managers very important men, I went to the Carnegie Library and asked for "Who's Who" in America, expecting to find them listed in it. Disappointed, I returned the book to the desk saying "It's no good. I'm not in it."

The young librarian looked at me, then giggled and whispered to the other girls and they all laughed; while I smiled weakly through my tears. But it was a bitter insult, hardly to be borne, since we have several men in our neighborhood who are in it.

I compiled a list of several men, such as W. J. Cameron and the president of the 25,000 member Society of Automotive Engineers and several others and took the list to Chicago where I asked for Mr. A. N. Marquis. He was away and I talked with the secretary of the A. M. Marquis Company who said that he had much to do with the "ins and outs."

Noticing my bashful manner, the

secretary told me that most of those in "Who's Who" were in as a result of their own initiative. I had hoped that my name could "slip in with the crowd," but he put in all the other names I suggested in the next "Who's Who". . . except mine. He put me in "Who's Who in the East" as a "second rater." That's why I'm not stuck up. Mr. Cameron was ready to scalp me when he suspected I had put him in "Who's Who!"

As Mr. William Yule was an outstanding Branch Manager, I thought he would be able to write a good article. And he did—called "Demonstrate to Sell." I asked his permission to use his name as author, since it would give the story more prestige.

A year later, I asked the Branch Manager in another city for his ideas. He said, "Yes, provided you don't use my name in connection with it. I heard that Bill Yule was called on the carpet for that article . . ." I thought it better to say nothing. He continued ". . . However, I know Bill Yule said he had given you permission to use his name (Bill Yule never let anyone down) and I wouldn't be talking with you now if you had double-crossed him." Honesty is the best policy . . . except, perhaps, in married life.

The Buffalo Branch was on a dock, leading out into Lake Erie. When Bill Yule was telling me about the improvements in the mechanical brakes, he said, "Come on, I'll show you. Brace yourself, for I'm going to drive out fast to the end of the dock and then tramp hard on the brakes and we'll stop." Piously, I said, "I hope so." We didn't get dunked.

When Bill Yule and I went for a "before breakfast" swim in Van Buren Bay, a yacht was anchored out in the harbor. He said, "Can you swim that far?" And I said, "I don't know, can

you?" He said, "Neither do I. Let's try." And we did!

A couple of years later, Mr. Yule, while Manager of the Kansas City Branch, had his car hit by a tractor trailer. He must have been moving fast, for his wrist watch was flung 150 feet from his body.

K. R. Wilson was an important factor in the "servicing" of Model "T" Fords. And later his tools were used in servicing Model "A" Fords. (The company has now discontinued the manufacture of tools for Model "A" Fords and no catalogs are available.)

K. R. Wilson's transmission drum bushing reaming tool, invented in 1916, was a "must" for Ford dealers, since it was the only way to ream the bushing in alignment with the surface of the drum. His combination machine was also in general use for reboring Model "T" engines and reaming the rear bearing of the transmission in alignment with the three crankshaft bearings. Misalignment caused breakage of the flange at the rear of the crankshaft. These tools were a real service to the industry and they made him a millionaire.

When Mr. Henry Ford designed the Model "T" Ford, his ideas were "revolutionary and years ahead of the times." So when the Model "T" began to lose sales on account of the paved roads and the Model "A" had to be brought into being, Mr. Henry Ford planned another "revolutionary engine". . . the Model "X" engine which was certainly a "whizzer" based on aviation practice. However, it was too far in advance of its time, and it was fortunate that Mr. Edsel Ford (one of the nicest gentlemen who ever lived) sponsored the more "Evolutionary" Model "A" Ford . . . even the design of the radiator being patented under his name.



As technical editor of the Ford publications Murray Fahnestock was kept so busy hustling around gathering information to write about, that he hardly had time to open his car door. This practice was very good for prolonging the life of the door but not recommended for the seats. As a result of this kind of rushing habit he was labeled "Johnny Jump-Up."

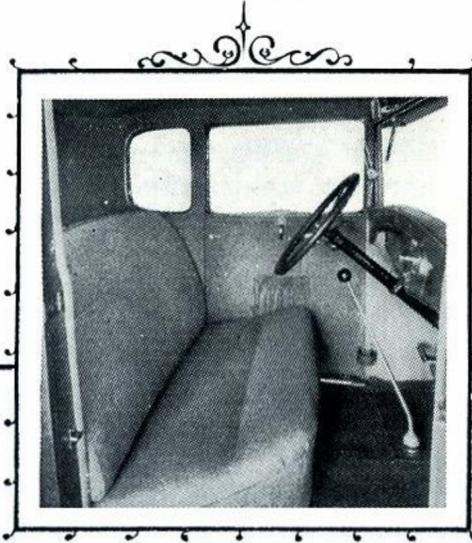
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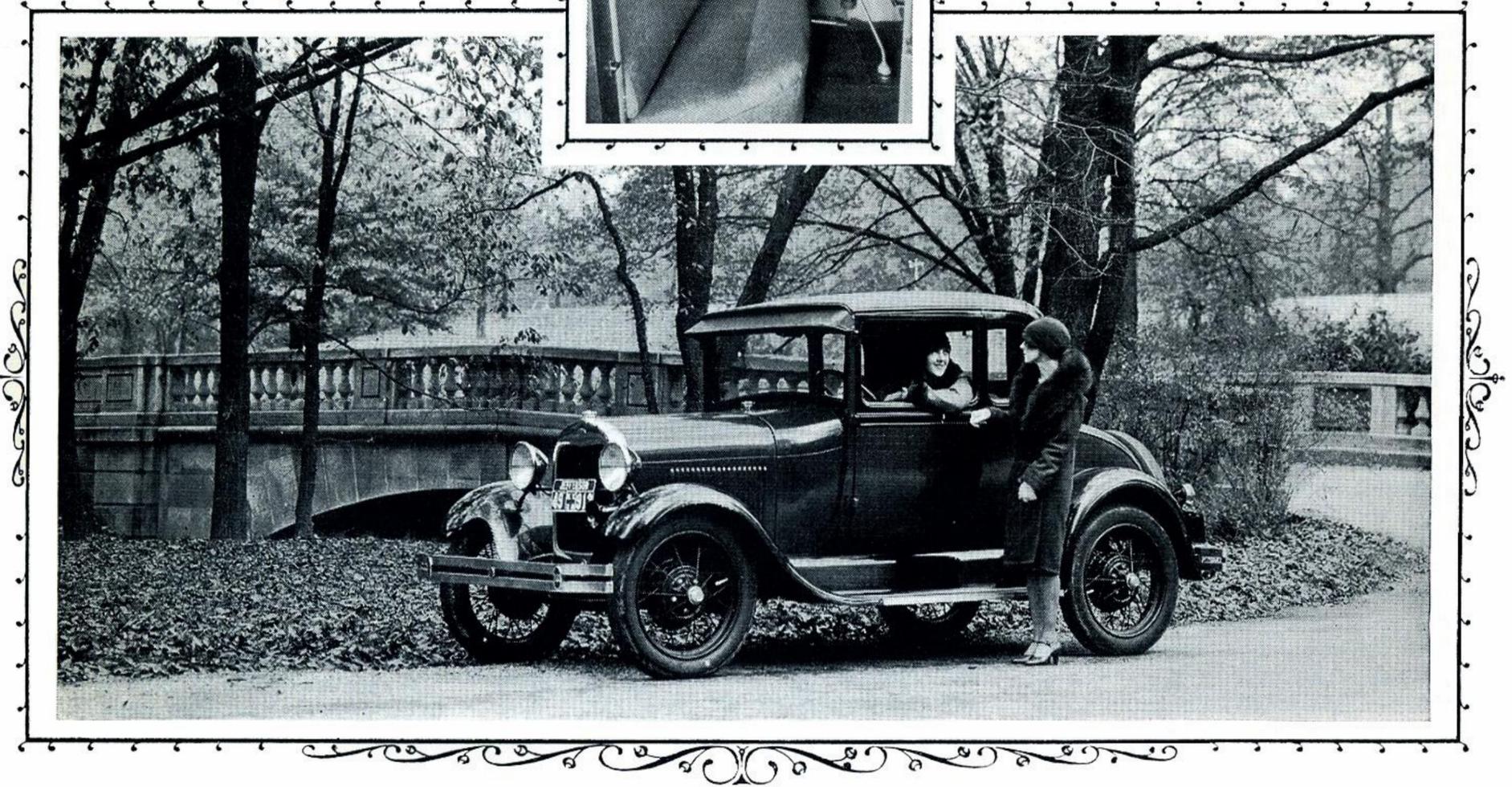
As Mr. Ford Built the "A"

by Edward Francis

and George DeAngelis



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.



1928-29 COUPE

The miles that stretch ahead from here to there are swift and pleasant miles in the new Ford coupe, because of its eager flow of speed and unusual riding comfort.

On long trips particularly, you will like the way it carries you along smoothly and evenly without hard jolts or bumps or the exaggerated bouncing which is the cause of most motor-ing fatigue.

By its performance you will know that there is nothing quite like it any-where in design, quality and price.

The coupe was one of the original six body styles offered at the introduction of the Model "A". It sold for \$495 and the standard equipment included five steel-spoke wheels, four 30 x 4.50 balloon tires, windshield wiper (motor operated), speedometer, gasoline gauge on instrument panel, dashlight, mirror, combination stop and tail light, oil measuring rod, complete tool equipment, theft-proof co-incident lock, pressure grease gun lubrication, and a Ford-Triplex shat-ter-proof glass windshield.

Some of the other fine features that

were listed in advertising brochures were 40 horsepower engine (more than two times that of the "T"), perfected cooling with a centrifugal water pump, unique oiling system with a combina-tion of pump, splash and gravity feed, hydraulic shock absorbers, new four wheel brakes with quick and easy ad-justment, and a standard, selective sliding gear transmission which was a big departure from the 25-year-old, "three on the floor" planetary gear system.

For some reason that we fail to understand the coupe, more than any other body style, was advertised as the *Splendid Car for the Busy Mother and Daughter*. Seems that in those days mothers did not have more than two children.

The coupe was also a car par ex-celence for personal and business use. Its interior was roomy, the seat was large with coil springs and heavy cotton pads, and there was a large parcel shelf behind the seat and a large commodious luggage space be-neath the rear deck.

Production of the coupe started at the Rouge in Dearborn on October 21, 1927, and by the end of that year 629

were produced. Only one interior trim combination, gray, was available for those early production models. Start-ing with the 1928 production models the brown check became available.

The gray trim was gray cloth with a blue hairline stripe and the brown trim was brown check for the seats and plain brown cloth on the seat sides. Headlining was either gray or brown napped cotton. If a rumble seat was ordered, it was trimmed with Spanish brown artificial leather.

At introduction and carrying through all of the 1928 production year, five exterior color combinations were of-fered. It should be noted that even though two-tone combinations are listed, the lower body and upper body was painted the same color. The sec-ond color was only applied on the belt, moulding and reveals. The windshield frame was painted body color and so was the welting material between the body and gas tank. The military-type sun visor, however, was painted black, to harmonize with the top material.

The controversial area of the body which is visible below the rear fender was painted body color according to engineering specifications. However,

this was visually objectionable and some assembly plants sprayed it black, so either black or body color should be accepted as correct for this area.

In mid 1928 a special coupe was introduced and was carried to the end of 1929. It differed from the standard coupe by having the top material extended down the rear quarter to the belt line. This was the first approach to a deluxe. The cowl lights which became available in 1929 were only installed upon request and at added cost.

Production figures show that from October, 1927, to the end of 1929, a total of 250,395 coupes were manufactured. Of these 70,784 were built in 1928 and 178,982 were built in 1929.

During the early production of the Model "A" there were many changes, especially on the chassis. These changes were covered in the *Authentically Speaking, 1928-29 Roadster article (July-August 1963)*. Following are some of those major changes.

JANUARY 1928

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

JUNE 1928

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

NOVEMBER 1928

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

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

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

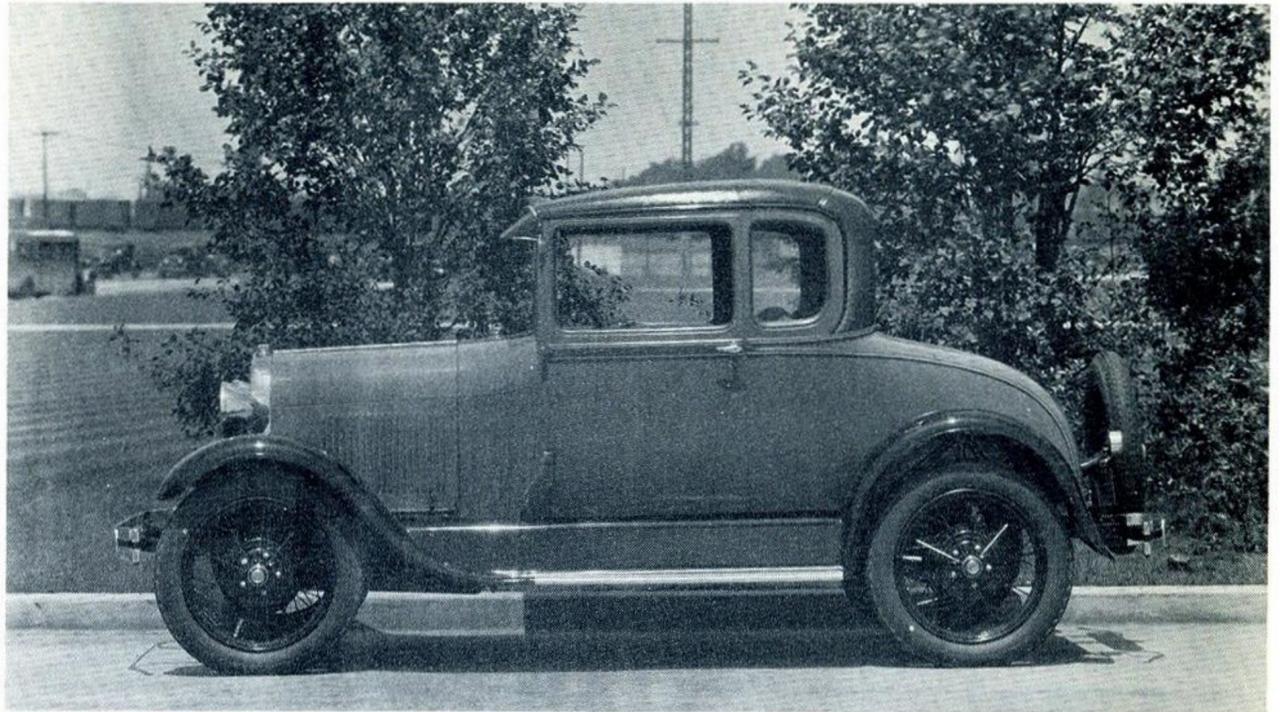
With the new brake cross shaft adustable brake rods were introduced.

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

FEBRUARY 1929

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

Two lite headlamps were introduced in two types — a two bulb type for



SPECIAL COUPE

cars without cowl lamps and a single bulb type for cars with cowl lamps.

them to increase water flow through cylinder head.

OCTOBER 1929

Cylinder head and gasket were redesigned adding an elongated hole in

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

INTERIOR TRIM SCHEMES — 1928-29 COUPE

| Interior Trim Scheme | Back, Qtr., Seat Back Door and Seat | Headlining | Windlace | Cowl Cardboard | Garnish Mouldings | Deck Seat Back Cardboard | Rumble Seat * | Curtain | Cord | Package Tray Roof Rail Windshield Header |
|----------------------|--------------------------------------|---------------------|------------------|-------------------------------|-------------------|--------------------------|----------------------------------|------------|---------------|--|
| Gray | Gray Cloth with Blue Hairline Stripe | Gray Napped Cotton | Gray Body Cloth | Gray Colonial Grain Cardboard | Gray | Spanish Brown Cardboard | Spanish Brown Artificial Leather | Blue Silk | Blue Braided | Gray Cloth |
| Brown Check | Brown Check Cloth | Brown Napped Cotton | Brown Body Cloth | Spanish Brown Cardboard | Buff | Spanish Brown Cardboard | Spanish Brown Artificial Leather | Brown Silk | Brown Braided | Brown Cloth |

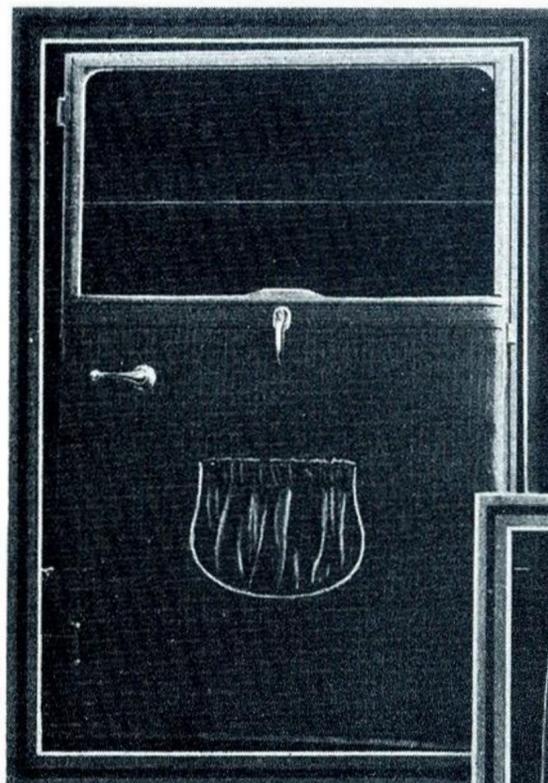
Floor Covers - Brown carpet in 1928 and black rubber in 1929
* Rumble seat floor was black rubber

1928 COUPE EXTERIOR BODY COLORS

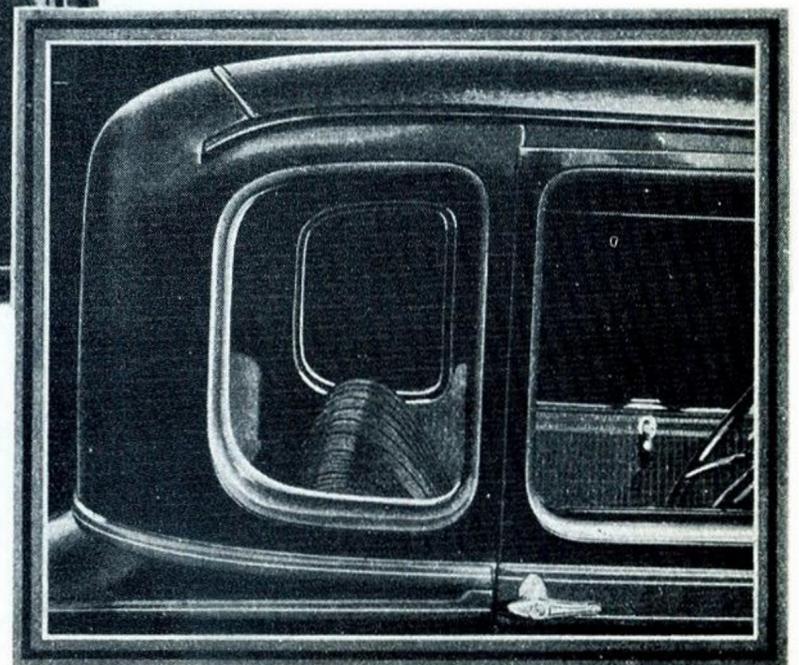
| Body, Upper & Lower | Belt & Mouldings | Reveals | Stripe |
|---------------------|------------------|--------------|-------------|
| Niagara Blue Light | Duchess Blue | Duchess Blue | French Gray |
| Arabian, Dark | Copra Drab | French Gray | French Gray |
| Dawn Gray | Dawn Gray | Dawn Gray | Straw |
| Niagara Blue | Niagara Lt. | Duchess Blue | French Gray |
| Gunmetal Blue | Black | French Gray | French Gray |

1929 COUPE EXTERIOR BODY COLORS

| Body, Upper & Lower | Belt & Mouldings | Reveals | Stripe |
|---------------------|------------------|------------------|-------------|
| Bonnie Gray | Chelsea Blue | Chelsea Blue | Straw |
| Vagabond Green | Rock Moss Green | Rock Moss Green | Straw |
| Rose Beige | Seal Brown | Seal Brown | Orange |
| Andalusite Blue | Black | Niagara Blue Lt. | French Gray |



Showing inside of coupe door with lace trim, gathered pocket, revolving window lift and remote control for door lock. Window glass lowers flush with sill.



A pleasing feature of the new Ford Coupe is the crown roof with bald head effect at rear corners. This new Ford Coupe also has the new military-type sun visor.

Model "A" Body Processes

By Herbert D. Allee

Part I

History of Body Engineering and Body Building

Following is a re-print of Herbert D. Allee's speech given to the MARC Annual Meet in Dearborn. It contains excerpts from an address given by Mr. R. L. Logue, Chief Body Engineer, Ford Motor Company, to the Society of Automotive Engineers.

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.

Body building at the outset and up to the transition period between 1930 and the end of World War II was actually an "art." Since it was an "art" and not a "science," the knowledge and practices used were the result of individual skill and experience. Body building for passenger cars was a natural evolution from carriage bodies. In the early days of automobiles and up to the middle teens of the nineteenth century, all closed passenger car bodies were produced by individual body builders. These in turn were "ex" carriage builders.

When the carriage evolved from the box of the farm wagon, appearance was the motivation for the creation of the carriage. Artists could paint

or draw their conception of a better looking box. Appearance demanded the use of curved surfaces which the artist could easily portray. It remained for the craftsman, the carriage builder, to create the artist's conception in wood, fabric and metal.

Body building for passenger cars was a natural evolution from carriage bodies. When the carriage builders were employed to supply bodies for automobile chassis, the art was already both highly skilled and highly competitive. These carriage builders or body builders were both "jealous" and "zealous" of their abilities, practices, processes and product. There was no universal interchange of ideas except through the occasional movement of skilled personnel. Because of their jealous guarding of their individual practices, there is very little historical reference available of early "body building."

The progress of the art and science of Body Engineering has developed and expanded from the "hand made" to the "machine made" age under the stimulus of advancements in sheet metal forming and the pressure of styling configurations. Today, we are in the enviable position of being able to look back and see how we have advanced and why. The era of the Model-T, 1908-1927, spanned the transition from the "hand made" to the "machine made." During the early part of this period, the forming of surface sheet metal on a volume basis was first introduced. Fabrication of these volume parts was very simple, mainly "bending" without "drawing." Some will recall that the hood, fenders, cowl panels, door skins and tonneau skins of this period had very little shape and offered little, if any,

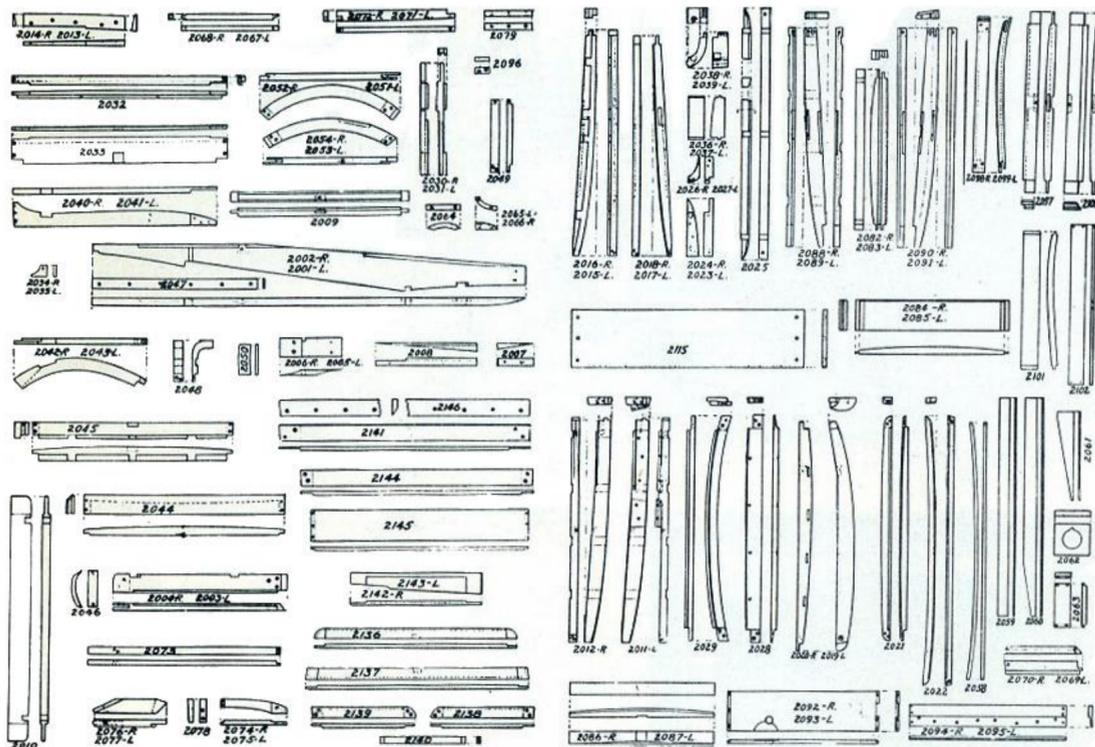


Fig. 1 — Wood set for a typical early Roadster



Fig. 2 — Even fifty years ago the emphasis was being put on horsepower

contribution to body structure. The load carrying members, consisting of sills, door frames, tonneau frames, dash board, floor board, and running boards, were generally wood, milled to shape and assembled with screws and glue.

In the early teens, the art of drawing sheet metal became feasible. Presses having more capacity became available. The art of die making was advancing and the metallurgy of sheet metal was developed to provide steel with deep drawing characteristics. The size of the dies in use in 1913 is well indicated in Fig. 2. Even fifty years ago the emphasis was being put on horsepower.

The original Dodge in 1914 departed from the traditional carriage construction with respect to structure and, while the exterior panels had very little shape, the framing was principally steel sections with some drawn parts.

Most of us are inclined to think that fixtures for welded assemblies are a rather modern manufacturing technique. Fig. 3 shows a welding fixture used in 1916, which carries all of the current features of transformers, hand guns, clamps and locating points. The open cars had relatively little contour to the outer skin, and the body, as such, provided little structural rigidity to the total vehicle. It was merely "going along for the ride." The wood framing, which was used universally, did have some shape of its own. The manner in which these shapes of wood parts were established marked the beginning of Body Engineering and the transition from the hand-made carriage days to the machine-made automobile days.

With the increased demand for enclosed automobile bodies, the entire picture of Body Engineering changed. As the ability to draw sheet metal progressed, more structural steel parts were utilized. The first drawn structural parts were such items as the roof side rails, windshield and backlite headers, and the sedan windshield posts.

The advances, then, in arc and spot welding helped to promote such assemblies as these, but wood structure was still used in many cases below the belt and in most instances for door framing. With the advent of more shape to the closed car roof, the body engineer became a definite necessity. The compound surfaces of the headers and roof rails created the need for more definite surface developments. Wood was becoming costly, both to obtain and to shape. Volumes were increasing and drawn metal parts were the logical answer.

By this time (the early twenties), the Keller Machine had been developed and perfected. This machine, Fig. 4, provided the first accurate means of sinking complicated dies for compound surfaces. Each operation was dependent upon the die model. In the

photograph, the die model is the plaster duplicate in the upper part of the picture. The die being made is directly below it, and the similarity of surfaces between the model and the dies is very evident. The die model follower is shown in the balloon at the top. This device controlled the movement of the cutter in the balloon below.

The art of creating patterns for soft trim, cut and sew components, is still as prominent a part of trim engineering as it was back in the carriage days. In fact, in the early days, the trimmers actually came out of the Upholstery section of the Furniture Industry. The materials and the padding were again of the furniture trade, consisting of seat frames, seat back frames, coil springs, cotton padding covered with the upholstery fabric. Leather had been replaced by artificial leather, either of the pyroxylin or enamel coated materials. The body cloths, seat and side trim, consisted entirely of natural fibers—wool, cotton, and combinations of the two. The synthetic fibers with which practically all upholstery material is made today was

not used in the trim materials for the Model "A."

In the Model "T" era, most of the vehicles produced were open passenger cars in which the body sat on the chassis and the passengers in turn sat on the body. The top, if any, at that time was placed over the passengers like an umbrella and was just about as effective. When closed cars were first considered, the package was automatically created. Original blackboard drawings carried a silhouette showing the seated passenger in relation to the floor, dash, roof and back. Seat cushions and back deflections were not considered.

In general terms, the body of this stage was developed from the inside out.

Seating comfort has been a controversial subject since man first applied a stone wheel to a unitized log cart. Each individual person has his own problem of shape and load distribution. This, then, was and still is one of the problems of the body designer and body engineer.

(Continued on Page 12)



Fig. 3 — Dodge was one of the first to depart from the traditional carriage construction with respect to structure

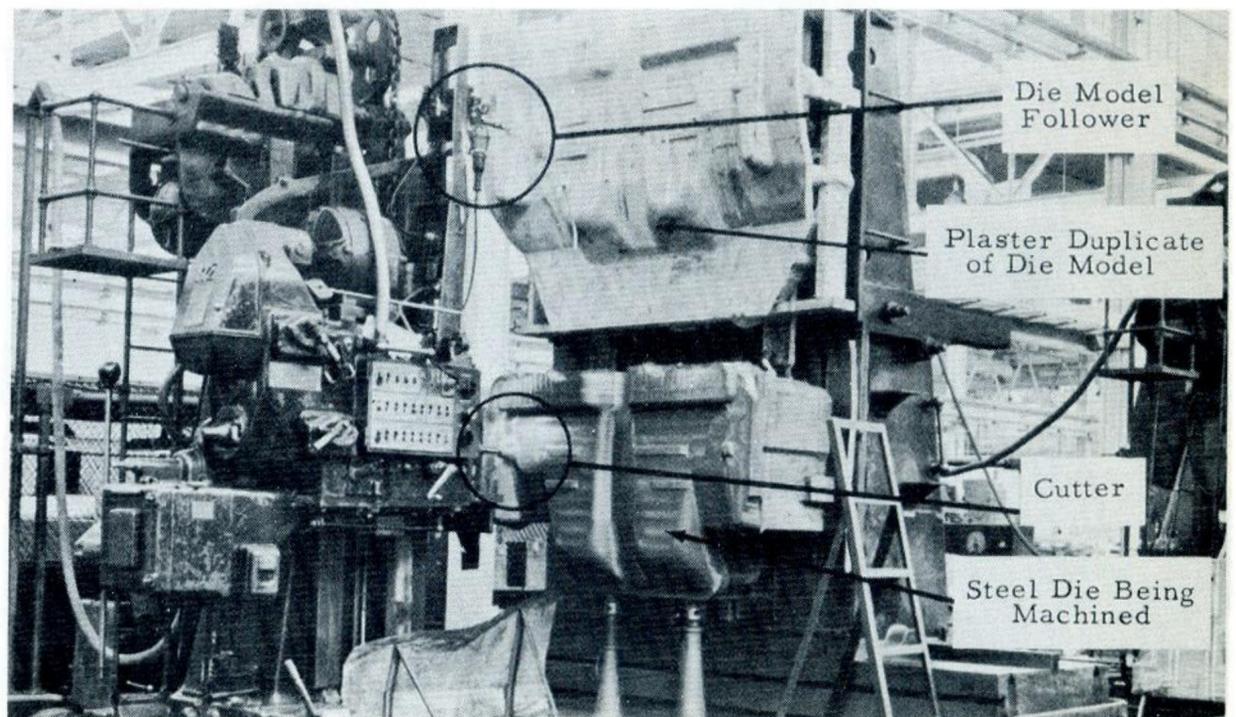


Fig. 4 — Typical Keller machine

(Continued from Page 11)

This part of the historical background brings us to the "Production Practices" in building the Model "A" bodies.

The first step then as now is a "blackboard" type drawing. One body type is always taken to be the base car and the base body. For the Model "A", the base car was the "Phaeton."

The illustration in Fig. 6, carried a date of 11-22-26 and is probably one of the first blackboard sketches of the concept which later led to the Model "A". Your attention is directed to both the date and certain of the Model "T" pictures shown. The steering wheel is, of course, a typical Model "T". The flywheel section with the wishbone attachment still shows; although, the contours of the body proper depart from the "T" and show the "A" trend. The cowl gas tank, integral bumpers, rear mounted tire and wire wheels indicate that these features had already been determined.

A revised drawing, Fig. 7, dated 12-16-26, less than a month later, shows significant changes over the preceding drawing. The Coupe pillar now carries a definite form, and you will note a similarity on this blackboard to the ultimate Coupe pillar used on the Coupes and Tudor Sedans. The steering wheel has lost its reversed effect of the "T" and was more conventional. The moulding treatment along the top of the doors indicates a different treatment and this later showed up in the production type of the Fordor Sedan.



Fig. 5

Two questions often asked about engineering the Model "A" are: How many body draftsmen (engineers) were employed in the creation of the Model "A" body and how long did it take?

A check of the old personnel list indicated that there were 36 individuals involved in the Model "A" body program. If we add approximately 100 personnel for the wood and metal shop, we would have a total of some 135 engaged in the production design and prototype build of the Model "A".

This quantity is not a complete answer. This headcount produced only the base body and the dimensions and constructions for the other body types. They did not produce the designs or the details for the rest of the 1928 car line. This information was supplied to other body builders who created necessary details.

How long did it take this small force to produce a running prototype from the accepted blackboard drawing? The answer is approximately nine months. Due to the fact that the blackboard itself, the body layout men, detail draftsmen, die model makers, pattern makers, and metal workers were all employed under the same roof and never more than 1,000 feet away from each other, it was possible for this to be accomplished in this span of time.

The outside vendor engineering services who produced the other body types constituted a considerably greater force and the time spans for the other body types extended over a span of close to one year.

The tudor sedan with its increased use of steel was the base closed car. The entire front end assembly consisting of dash, cowl (with integral gas tank), front body pillar, windshield header and toe board risers were all steel. Practically all of the structure for the rear seat, side sills and back panels below the belt were steel. The lock pillar was wood as were the roof rails, roof bows and rear window framing. A view of the tudor door, fig. 8, shows that it is made up of a multiplicity of pieces for the inner panel. This is contrary to present practice of a one-piece inner and welded upper frames. Many of the details of the assembly are riveted rather than welded

although there is some welding.

The multiplicity of holes in the pillars and lower panel are for snapping in the door trim in a single unit. This practice again following that previously worked out for the all steel doors on the Model "T" and Model "A" open cars.

As part of the transition from wood to steel, the high volume body types used steel for their differential parts. The low volume used wood. The suppliers facilities also largely affected the construction and use of materials.

During this period, the Ford Motor Company owned Timberland and Mills in the upper peninsula and it was there that all of the wood parts used on any and all of the Ford bodies were milled in sets and shipped to the various assembly locations including vendor plants.

Having reviewed the various materials and construction practices, we next come to the fabrication of the body-in-white. This term means all of the exterior metal panels, sills, pillars, braces, doors, 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.

A later date photograph, fig. 10, does show the manner in which bodies progressed along roller conveyors during the final trim operations. It is, therefore, indicative of the manner in which the body moved through all of its assembly stages from Body-in-white fabrication through paint and final trim.

Bodies were fabricated in each of the Assembly Plants and in some of the vendor plants, such as, Briggs, Murray and Budd.

Since we have neither photographs nor operation sheets covering the actual fabrication of the body-in-white, we will have to visualize it from the cut away illustrations which are available.

In Part II we will cover the actual assembly of a Tudor Sedan.

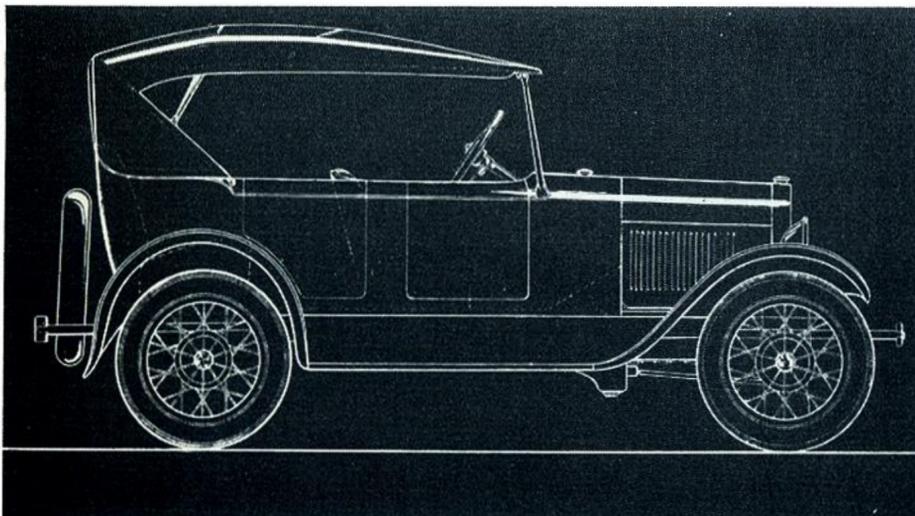


Fig. 6 — Early Model "A" blackboard drawing, date: 11/22/26

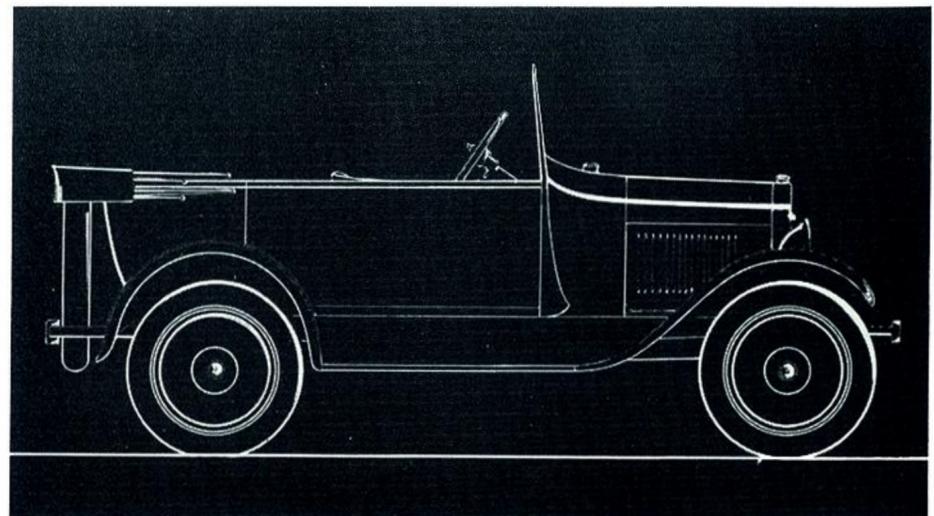


Fig. 7 — Revised blackboard drawing, date: 12/16/26

MARC TEN YEARS AGO

By Richmond Bell

At the request of George DeAngelis, Publications Director of MARC News, I am going to bring you information on the Club as it was ten years ago.

The MARC Roster of June, 1954 listed 182 members located in 29 states and one lone Canadian member. A supplementary roster was issued in November, 1954, bringing the total membership to 246. The headquarters of the Club was located in West Hartford, Connecticut and the Connecticut area was the scene of the few Meets that were held. There were no Regions in existence at the time. However, the membership was not confined to New England, and California, for example, had 12 members in 1954.

In 1960 I checked those 246 names of November 1954 members against the 1960 roster and found only 23 still listed. Probably today in 1964 the total number of "old timers" will be considerably less.

August 1954 saw Club Secretary William Schaminsky resign and the election of Warren Dion to replace him. At this date the members decided that at Meets, cars would be judged in two groups: Restored or Stock Model A's, and Modified or Unrestored Model A's. The sum of \$90 was voted to buy a mimeograph machine. A Meet held in August 1954 saw 18 Model A's attending, from 7 different states. Even then, the slow backup race had been invented, and was one of the important events at the Meet.

The Classified Ads of that month showed such items as "horn in good condition to swap for dash panel, or sell for \$5.00." Another ad listed a "Model A 1931 soft top pickup in excellent condition, new radiator, top, two tires and upholstery. Very little to complete restoration. Price \$150." There is no need to comment further on that one! Another fellow had an ad listing many genuine Ford parts for sale, with examples being "head-light rims \$1.00 each, complete wire harness \$2.50." These were new genuine Ford items he was selling! Under the Wanted classified section in August 1954 appeared the following ad "Will pay \$5.00 for flying goose radiator cap for the 1931 Model A." No doubt the advertiser was looking for the always popular quail cap, but at that time the name of the bird was certainly not common knowledge.

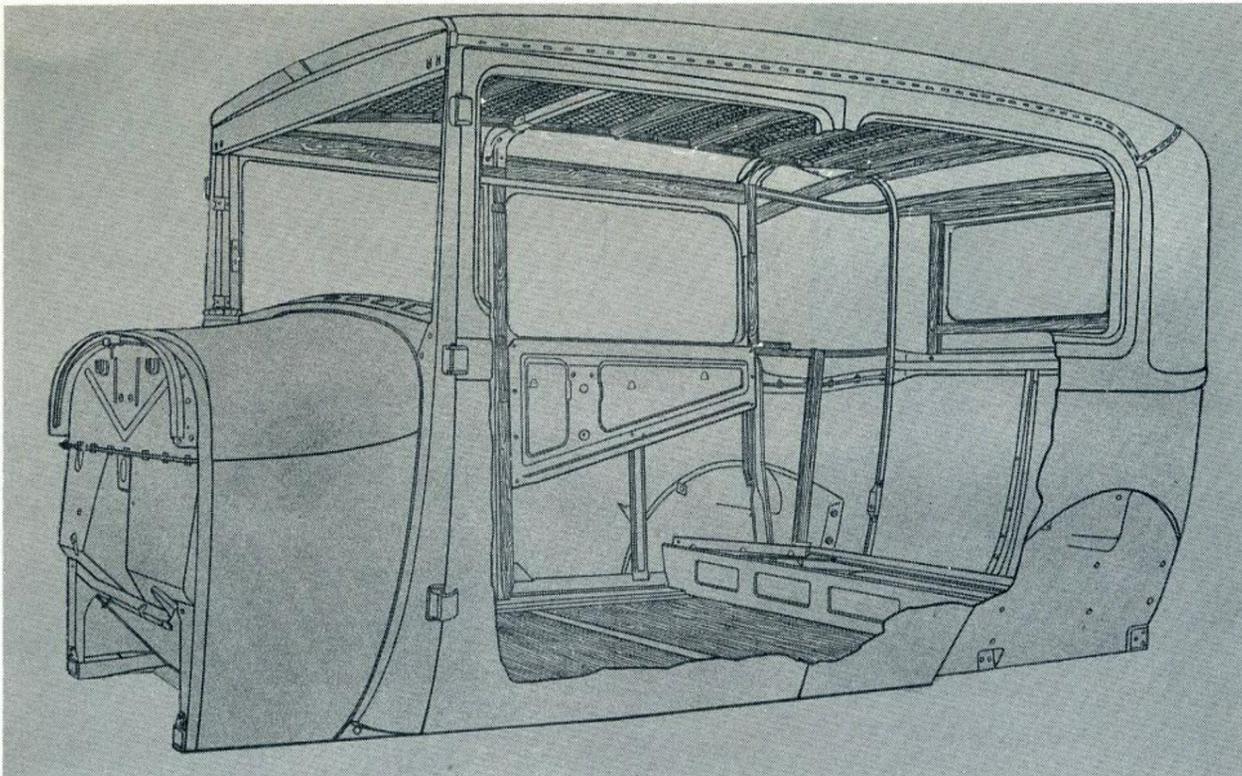


Fig. 8 — Cutaway of Tudor Sedan

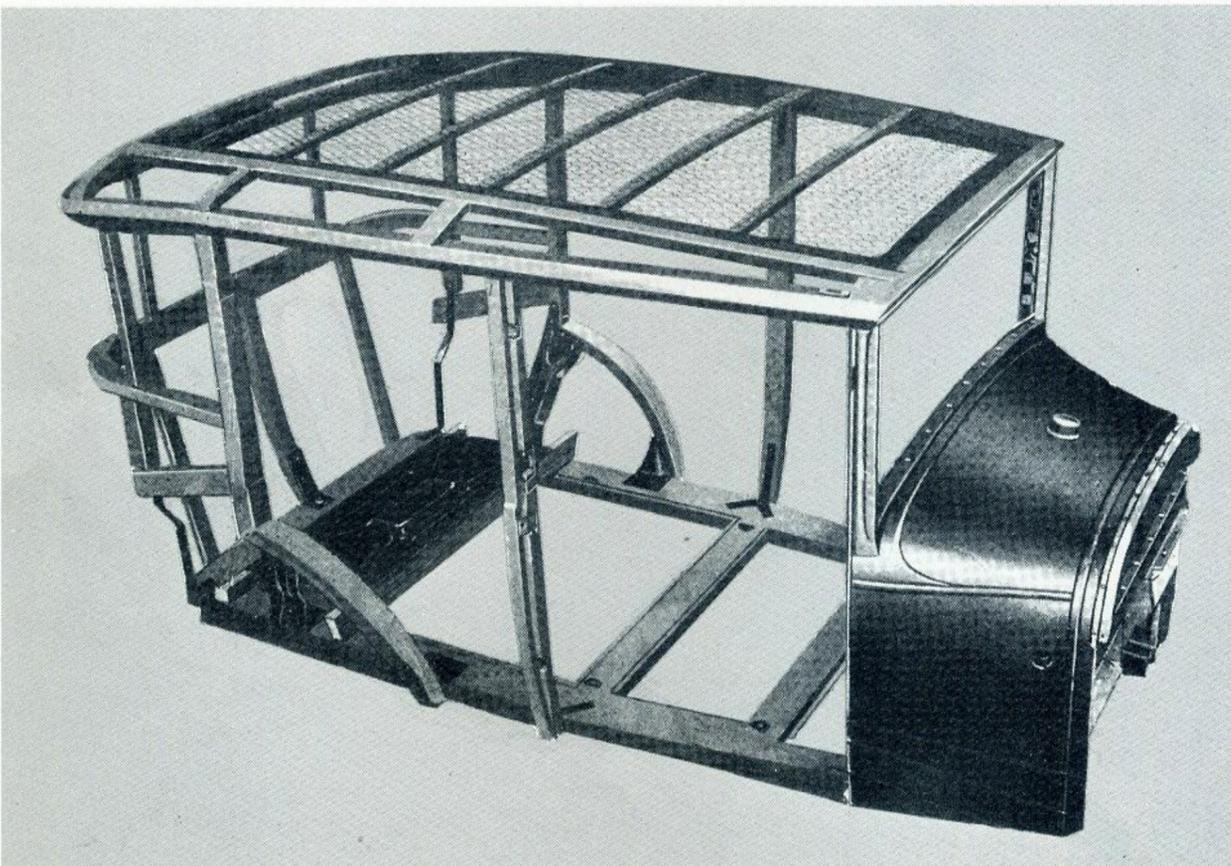


Fig. 9 — Town Sedan frame structure



Fig. 10 — Typical body conveyor



AL AND HEADY RUEF, of 708 Ohio Street, Darlington, Wisconsin, have been members of the Model "A" Restorers Club since 1960. Al served as treasurer for the Wisconsin Region in 1961. They have hosted many MARC meets, and add real color to the Wisconsin area activities.

CAR OF THE MONTH

ABOUT THE CAR . . . This beautiful Andalusite Blue 1930 Tudor is one of the nicest cars one could hope to own. When Al acquired the car it had less than 6,000 original miles on it. However, he still repainted, replated and reupholstered the fine "gem." His efforts have been rewarded many times as the car has been an outstanding trophy winner at numerous MARC and Old-car meets in this area.



RC SHOWCASE

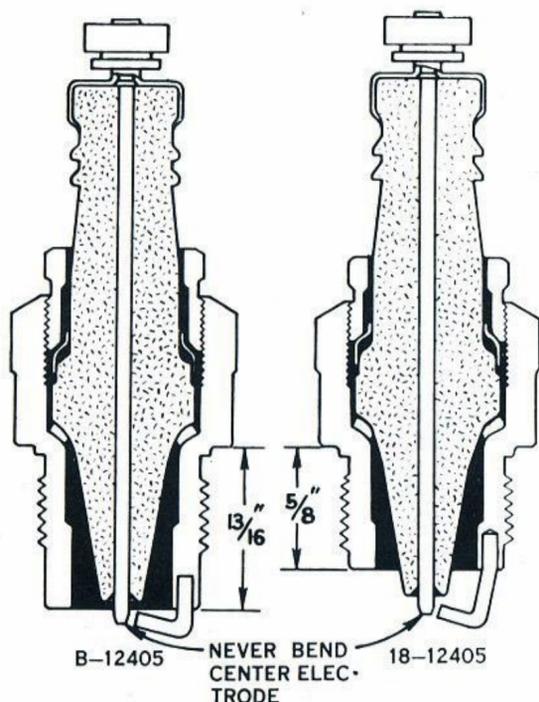


Engine Electrical System

You have heard the story of the Indians of our frontier days who could put an ear to the ground and hear the hoof beats of some distant horse. Well, anyone who has been a model "A" enthusiast very long has developed just as keen an ear when it comes to detecting that "miss" in an idling model "A". It seems like everyone takes real pride in trying to adjust his "A" to idle so slow that you can read the part number on the fan belt without it missing a lick. Needless to say, the ignition system plays an important part in achieving this goal.

Those of us who have not been around quite as long as an "A", have a hard time determining which parts were used originally, and when we do discover which were correct we also discover that these parts are no longer available. So, what parts are a good substitute?

In trying to obtain the best information relative to substitute engine electrical items MARC News contacted a very reliable automobile electrical engineer and we would like to pass on this information.



The correct number for the "A" spark plug listed in the parts book is "A-12405", which, experts tell us, was a champion plug marked 3-X. Not many will be fortunate in locating a set of original stock 3-X plugs. The

model "A" is considered a cool running engine (combustion chamber temperature and not water temperature) and, therefore, should use a "hot" plug. A "hot" plug is so designed so that it cannot get rid of its heat quickly and runs hot during normal engine operation. Using a cool plug in a model "A" will cause spark plug fouling.

The model "B" also used a hot plug but the hotter running V-8 used a cooler plug. Many have often used the champion V-8 plugs which closely resemble the 3-X but have a shorter stem.

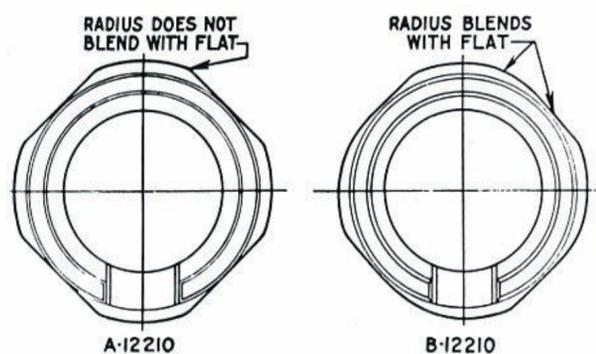
A good substitute hot plug equivalent to the 3-X is Champion W-18-3 com. or Autolite TT-10. Both are hot plugs. The often used Champion C-4 is slightly cooler but also acceptable. The recommended gap setting should be .035 to .040 unless you have converted to a high compression head in which case it is best to make the setting .030.

Probably the most important item effecting good engine performance is a good coil. Three coils that are presently available as replacements for the model "A" were tested and all were found to be poor, especially at low engine speed. An outstanding substitute coil can be bought at Ford dealers. It is listed as stock number FAC 12029-A. It gives exceptional performance at very low engine RPM and you can start your engine by hand cranking when a battery is almost completely dead. Since the model "A" is primarily a low RPM engine the coil's high range far exceeds the model "A" requirement at top speed.

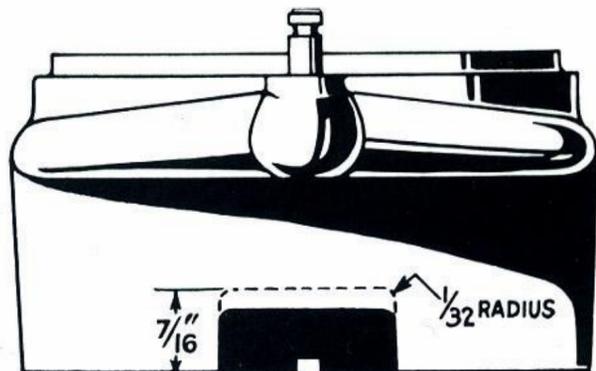
The coil, however, is wound for a negative ground electrical system and since the model "A" has positive ground a change in hook-up is recommended. For best performance, fasten the distributor wire to the battery terminal of the coil and the battery wire to the distributor terminal of the coil.

In physical appearance, the coil is just a little shorter than the original "A" coil, so if you are a hard trophy

seeker you had better carry a spare "A" coil to slip in place just before the judges arrive. Also, the coil body may have the marking "12 volt system." It is, however, a six volt coil and a resistor is used when installed on an automobile with the modern 12 volt system.



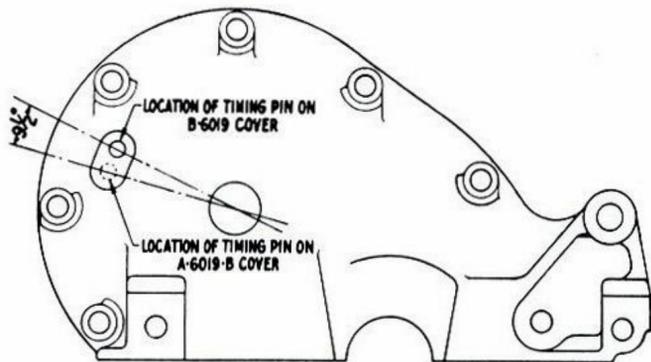
Another problem area is an overly worn distributor cam. Cams are still available. The model "A" and "B" cams are interchangeable and if you have a choice the model "B" is recommended. The blending radius on the back side of the "B" cam will lengthen the life of the fiber of the distributor breaker arm and will also reduce the possibility of "breaker points bounce."



The model "B" distributor body, B-12105, is another item which can be substituted on the "A" engine. However, it will be necessary to increase the height of the breaker arm slot from $\frac{5}{16}$ to $\frac{7}{16}$ with a mill file to provide clearance for the manually controlled breaker arm. See sketch.

Another item which, at a glance, appeared to be interchangeable from the "B" to the "A" is the timing gear front cover, A-6019-B. Both are made from the same casting, but the difference is in the location of the timing pin hole. The timing pin hole on the "A" cover is at the lower end of the

boss and when timing the engine with the timing pin in the recess in the cam gear, the number one piston is on exactly top dead center.



On the "B" cover the timing pin hole is at the upper end of this boss to coincide with a change in the design of the "B" camshaft. If a "B" cover is used on an "A" block with an "A" camshaft, when the timing pin is dropped into the recess in the cam gear the number one piston will be 19 degrees $2 \times 9\frac{1}{2}^\circ$ before top dead center. For best results use an "A" cover with an "A" camshaft and a "B" cover with a "B" camshaft or plug the existing hole and drill and tap a new hole.

When rewiring the Model "A" ignition circuit, it is recommended that you be well versed with the wiring diagram. The early models were wired so that the ignition current passing through the coil did not register on the discharge side of the ammeter. To place the ammeter in the ignition circuit, lead the wire from the "BAT" post of the coil to the right hand terminal (as you face the car from the front) of the junction box. The other wire from the "DIS" post of the coil leads to the ignition switch.

In this manner, when the switch is turned on, the ignition current passing through the coil will register on the discharge side of the ammeter when the engine is being cranked or is slowly idling. In other words, in addition to registering the amount of current drawn by the lights, the ammeter also registers the amount of current drawn by the ignition when that circuit is closed.

From a service standpoint this change has several advantages in that any short in the primary circuit of the ignition system would register on the ammeter.

I'm sure that many of you have had an experience while restoring a Model "A" that would be very helpful to many MARC members.

If you do have any information that we could use in the "Clutch Chatter" article, please send it in to: MARC News, Box 1930-A, Dearborn, Michigan.

Editor

Etta's Cetera

by Etta Francisco

The 1959 January issue of M A R C News carried the first fashion article. It was very well done by Carol Smith of the Harbor Area Region. Look back if you are fortunate enough to have that issue, it is well worth the time.

The past articles have been varied and good. The 1928-29 styles have been more popular. Each member of the family has been represented with appropriate pictures of styles and modes. Each member except little boys or maybe I should call them young men. (Here in San Diego my own two are known as "the brats.") Boys, we must bring you up-to-date. Here is a picture out of a 1928 Redbook of papa taking his sons to see Babe Ruth pitch. One boy has on a pin-striped shirt and the other has on a very pretty sweater. In fact, you could have a very good game of checkers on his sweater. And those cap bills were a necessary shade for the ball park.

A picture of two fine young gentlemen. The older brother is in the ever-popular knickers, long-sleeved sport shirt and a striped necktie. Little brother has on a short sailor suit with knee socks and oxfords.

The San Diego Region is in the process of filming a color fashion show which will be available to other regions for a slight donation. This film will be as authentic as is possible and will feature every type of costume available in our region.



(Continued from Page 3)

Dear Editor:

I have a 1930 Roadster Pick up truck. I would like some information about this vehicle such as: Color of top, color of cab and body, color of the mouldings and stripe (if there is one), kind and color of the upholstery, did they have one or two tail lights, were the stanchion posts stainless steel or black, was the wood in the bed painted black or finished natural.

I took the Patent Data Plate off the firewall and the paint underneath was a medium blue and I can not find out anything about this color.

Bob White
2016 Finchley Dr.
Charlotte, N.C.

The 1930 Roadster Pickup had a black top and the standard body color was rock moss green with French gray stripe. Two tone was not available. Many commercial vehicles, however, were ordered as fleets and were painted to the desires of the fleet owners.

The seat upholstery was cobra cross grain artificial leather with matching interior trim. Only one tail light was available from the factory. The stanchions were black and the wood was finished with spar varnish.

Since the color underneath the patent plate was medium blue chances are that this was a special paint job for a fleet of trucks.

Dear Editor:

Our Harbor Area Region is conducting a judging seminar, which we feel will help our judges, when we are asked to judge cars for other regions. We have come up with a few controversial points which we would like letters from directors of other regions, sending their opinions.

Questions for this month—

1. Under the rear fenders, was this black or body color?
2. Should Cabriolet and A-400 be judged as open or closed?
3. On the early Roadsters were spring loaded anti-rattlers used in front door Pillars, to keep door from rattling?

Rodney Gott
1626 Harding St.
Long Beach, Calif.

(1) *The body area under the rear fender was painted body color as specified by engineering, but some assembly plants and dealers did not like this appearance and painted the area black. Any model "A" today should be considered original either way.*

(2) *The cabriolet and A-400 should be judged as open cars since their tops can be lowered.*

(3) *We can find no listing of a front door pillar spring loaded anti-rattlers. We are forwarding your letter to our technical chairman Paul Moller.*

Dear Editor:

Do you have any information on restoring a complete 1929 Station Wagon body? My station wagon body is too far gone to get any dimensions for restoring it to original specifications. Or could you give me information on whereabouts I can get dimensions. Some MARC member perhaps? I sure would appreciate it.

Joseph Niksich
4862 Royalwood Rd.
N. Royalton, Ohio

We are presently preparing material on the 1929 Station Wagon and it will appear in the July-August issue of MARC News. We cannot obtain any blue prints from Ford Motor Co., but perhaps some MARC member near you can offer some help. In the mean time if you have any questions on some specific item, write us again.

Dear Editor:

I recently purchased a '29-A closed cab pickup, which has a rather wild assortment of equipment, i.e., '30-'31 style gas filler opening, '30 wheels and bumpers, and spotlight switch on frame. All the sheetmetal is '29.

What would be the correct way to restore this truck—as is or all '29? (Two of my friends have pickups identically equipped.)

Terry W. Johnson
414 McNabb Ave.
Knoxville, Tenn.

Changes did not affect the truck as much as the passenger cars. Usually if there were any obsolete parts left over on the passenger car line they were dumped over on the truck line. So it is not unusual to find a 1929 body which was assembled in 1930 with both 1929 and 1930 items. From your description it appears that your truck was built in early 1930, but before the 1929 bodies ran out.

Dear Editor:

I have been a member of MARC since 1960 and I enjoy reading every issue of the MARC News. I would like to congratulate the entire staff for their outstanding job. I have seen many changes in the magazine in the last few which have been noticeable improvements. Let's keep up the good work.

I have one suggestion to make. I would like to see the M A R C sponsor a project to obtain binders in which to keep back issues of the MARC News. The binders could be similar to the ones the MAFCA have for their publication, The Restorer. Maybe you could put the idea to a vote through the MARC News. I am sure that the rest of our fellow members would be as enthusiastic about the idea as I am. The binders make an excellent means of keeping back issues neat and orderly for future reference.

Leroy L. Markman
627-B W. California St.
Ontario, California, 91761

Your suggestion is a good one and we started inquiring immediately. We shall have some complete information in our next issue.

Dear Editor:

Congratulations to the person responsible for printing this dues application form on the MARC News envelope. It is a good reminder, particularly for a member who is now working hours which prevent him from attending regular meetings. This is a great convenience. I'm living for the day when I can attend regularly again and also have the time to complete the restoration of my 1931 DeLuxe Roadster.

Eric McDonnell
2412 Glenview Drive
Royal Oak, Michigan

We thought it was a good idea too. It was suggested by Dick Byrom, our MARC News Distribution Chairman. Each member now have an opportunity to promote a new member every other month.

Meets "A"round the Country

May 30-31

Cherokee Meet

Boundary Tree Motor Court
Cherokee, North Carolina
Swap, contests, awards

June 14

All-California Model "A" Meet

At Fallbrook High School Field
Fallbrook, San Diego County, Calif.
Swap, trophies and fun

Write to: Model "A" Day
430 N. Main
Fallbrook, Calif.

June 14

*Third Annual Guardsmen Concours
d'Elegance*

At Polo Field in San Francisco's
Golden Gate Park
Antique cars, steam cars, vintage
cars and electric
Classic, custom cars and sports
cars

Write to: Sports Car Club of America
1201 Van Ness Avenue
San Francisco, Calif.

July 2, 3, 4

*Model "A" Ford Club of America
National Meet*

At Kentucky State Fair Coliseum
Louisville, Kentucky
Judging—Banquet—Awards

Write to: Robert E. Johnson
8409 Linda Road
Louisville 19, Ky.

July 3, 4, 5, 6

Greatest "A" Show on Earth

At American Legion Fairground
Maryville, Tennessee
Swap—Entertainment—Judging—
Awards

Write to: Greatest "A" Show
P.O. Box 6002
Knoxville, Tennessee

July 19

Williams Grove Trophy Meet

Chesapeake Bay Region at
Williams Grove Park
Five miles south off Route 15
near Gettysburg Interchange.

Write to: N. J. Miller
134 North 32nd Street
Camp Hill, Penna.

THAT'S MY BOY

By Mrs. Jack B. Anglin

MICHIGAN REGION

Several years ago I gave MARC News to my son for a christmas present, and even though he has never been an ardent reader, he has never missed reading each publication in its entirety. Now it has become a favorite of the whole family.

We first learned about the magazine and the National Organization when we went to the Meet held at Dearborn. We were told we could locate parts and learn restoration tips through the magazine, which we did.

Shortly before this my husband, who is a contractor, gave our 14 year old son an old obsolete Bulldozer to repair. This was to be his start in the business world. However when a neighbor across the street towed an "A" home from Kansas, his eager eyes and longing to hit the road overcame all desire to go into business. Soon the Model A stood where the Bulldozer was and the neighbor became the business man.

Greatly enthused he proudly showed us his trade and explained how it could be restored to its original. My first look was one of shock and horror. It looked like a hopeless job to me who had never done anything like this.

After the shock wore off, and his great enthusiasm to get it on the road overcame my horror, the restoration began. Many trips were made and much time spent. Piece by piece the missing parts were found, new wood sawed and carved to fit, coat after coat of paint was applied. Slowly the interior was fitted in place, seats re-built and covered. A new roof installed. The motor was worked on and what a thrill when it made its first Model "A" sound.

Can You Match This?

By Norb Hodgson

Five years ago while attending the AACA national meet in Hershey, Pa., I purchased a 1929 license plate. Two factors prompted me to pay a \$3.00 asking price for this plate — the first was its condition and second the fact that it was such a low number. #169 is by standard for Penna. plates of that vintage very low.

Never in my wildest dream did I ever expect or think what would next happen to me. I displayed '29 plate on the front of my '29 Ford town sedan. The following year while again attending the Hershey meet I was sitting in front of our motel talking with some of our group when in drove a Model T Ford owned by Frank Page. As he backed the car into a space, I

All this time he had no desire to go anywhere; and all allowances went faithfully to the restoration.

A year and a half later a great day arrived; Birthday #16; drivers training completed; we hurried to the police station and passed that greatest of all tests. (Drivers License).

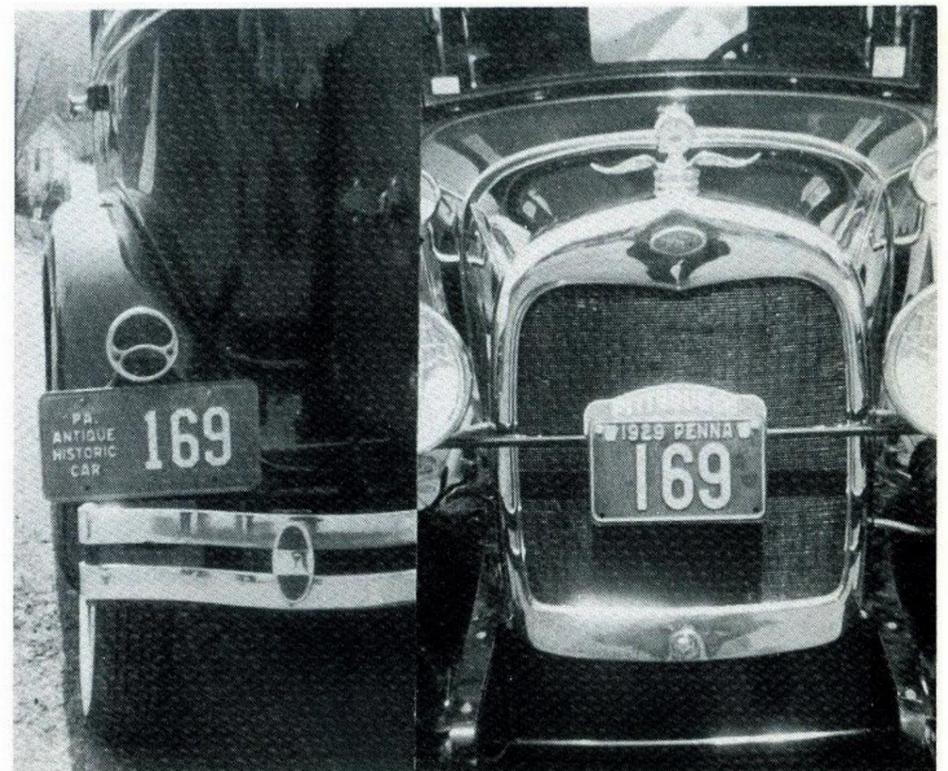
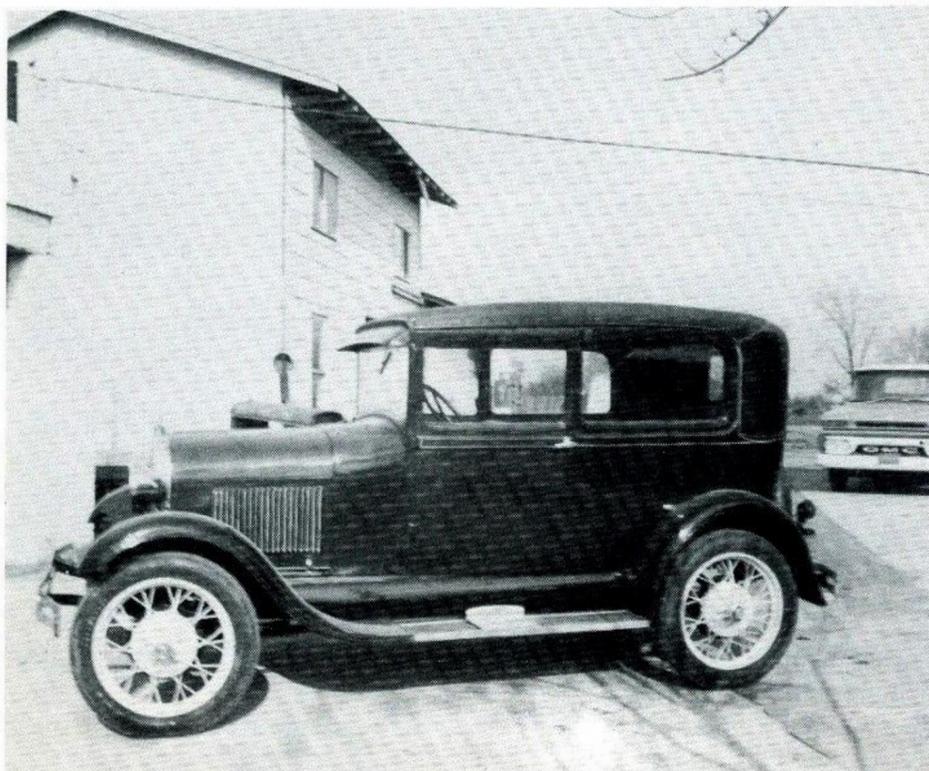
Two weeks later, our Model "A" restored, took its first trip in the Independence Day Parade.

How proud I was, standing on the side lines, seeing it pass by, knowing that he and I alone had done what seemed an impossible job. And I was even more proud when he invited me to take that first ride, but I preferred to stand with his father who made it all possible, and my place was taken by a young lady, dressed in the style of "A" days, and kid brother was allowed to ride in the back seat.

noticed the Penna. antique license plate No. 169. I called it to the attention of our group and at the same time made up my mind I wanted to get that plate. (In Penna. we are issued an antique plate for a sum of \$12.50. This plate is yours to transfer if you purchase a different car provided you register the change and pay your fee. It may also be passed to another person; again, he must pay the fee and send a written request to make the change).

I found out that Frank Page and I had a mutual friend, Ray Matthews. Through him we met and I immediately asked if I could purchase the plate. Because of the low number and possibly other reasons, Frank said that he was not interested in parting with it. I was disappointed but fully understood his stand. Deep down I still had the desire to own the plate.

Several years passed and at the 1963 AACA Hershey meet I looked for Frank and the plate. Ray Matthews told me that he would not attend this meet due to illness at home and also told me that he had moved to Baltimore, Md. My brain lit up — the plate, he can no longer use it. I secured his new address and wrote him. Several letters later and just in time for Christmas came the plate and a letter turning it over to me. During our correspondence, I had offered to buy the plate; however, being a true enthusiast and gentleman Frank gave me the plate and I would say it was one of the nicest Christmas gifts received. My grateful thanks to Mr. Frank Page for giving me something a little different for my Ford.



REGIONAL NEWS

WISCONSIN REGION: April 11, was the big night at Bill and Doris Bredler's. This was a preview of fashions you will be seeing at our Model "A" Club meets this summer.

Due to unexpected circumstances, I was unable to attend, but will do my best to describe the gowns. From comments I have heard, these lovely ladies did a terrific job with their "Fashions For Fun."

Pat Moehrke modeled a beautiful 1903 creation of grey lace with intricate crochet applique. Later she appeared in a peach color Crepe-De-Chine flapper dress, sleeveless and completely covered with alternate tiers of pleated crepe and beige lace. Her final ensemble was a late "30" flowered afternoon dress with a matching jacket.

Lonnie Klimek appeared in an early 1900 beige party dress. It had a bib effect of ivory satin, and elbow length sleeves with beige lace oversleeves. The satin cumberbund accented the fitted waistline and the lace panels fell gracefully over the satin skirt. Lonnie also modeled a blue and white 1926 flapper dress, a 1928 orange and brown silk crepe afternoon dress and a white linen suit complimented with maroon hat, shoes, and gloves. This was the rage of 1934.

Mildred Moehrke's first creation was a bridal gown of 1915. It was white net with a loose fitted lace bodice and puffed sleeves. A slim soft net skirt covered with a full lace trimmed overskirt. Next she donned a feminine black chiffon flapper dress with yellow organdy trim and beads.

Margo Chandler patiently awaits the arrival of her big moment, "Don". She wore a mint green satin evening gown of the late 1930's. The bodice

has a shawl effect with a satin bow for accent. The gored full skirt gave the gown an elegant, graceful air. This was followed by a 1915 white eyelet embroidered blouse, with an ankle length printed skirt. Next she appeared in a 1927 black dress with round neck, and a chiffon bodice with bands of heavy beads and black chiffon strips, which fell gracefully to the hemline.

Lorraine Good modeled a beautiful 1928 afternoon dress of blue chiffon and lace with long sleeves with lace at the wrists.

The hostess, Doris Brendler, walked down the steps very demurely in a pink crepe chiffon evening dress with a lovely wide circular collar. It also had pink bows which accentuated the full skirt. It dated back to the early 1930's.

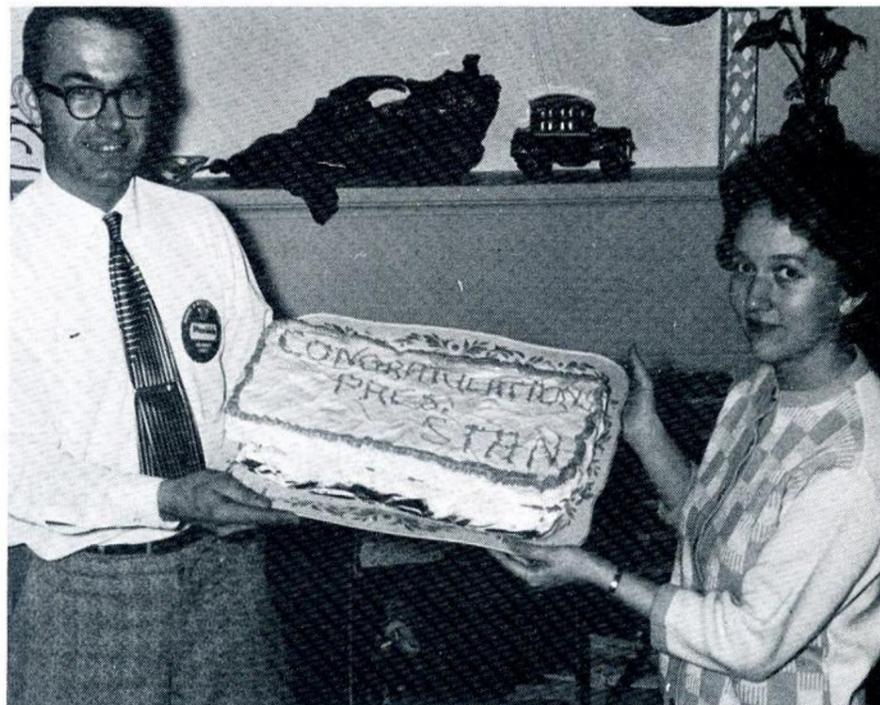
To these ladies who worked hours planning and getting the gowns in readiness, we thank them for their interest and contributions. To you other ladies that have "goodies" or have leads on any, I would appreciate hearing from you.--Evelyn P Brown, Fashion Editor.

SMOKY MOUNTAIN REGION: The Smoky Mountain Model "A" Ford Club held our first tour of the season in the month of April. It was a sunny Sunday afternoon and quite a few of new "A's" showed up. Terry Johnson tried out his recently acquired '29 Pickup and David and Patti Anderson showed up in their '29 Pickup even though it had no doors on it. Kyle McCloud showed up in his '30 Tudor Sedan although he complained about vibration. "At 40 mph you need seat belts to stay in it," he said. Everyone enjoyed themselves very much.

A short business meeting was held before the



Women of the Madison Model "A" Club sponsored a style show at a recent meet. Pictured left to right: Pat Moehrke, Millie Moehrke, Doris Brendler, Margo Chandler, Lonnie Klemmer, Lorain Good and seated is Amy Due.



Stan Walz is presented with a congratulatory cake at a Madison Model "A" Club meet by Lonnie Klemek. Photo by D. Chandler.

REGIONAL NEWS

eating started. Director DeShane made a good speech on club spirit and I hope it sank in. The Cherokee Meet was discussed and everyone is eagerly awaiting it. The Greatest "A" Show on Earth was discussed and more plans were made. Finally the meeting adjourned a mad dash was on for the food.

After everyone was filled, we had a balloon blowing contest. A pot of seven dollars was made up for the women. Mrs. Rodgers huffed and puffed and won it. I won't comment on that, but we found out who was the windiest of the men. The prize was a set of woven brake lining donated by Director DeShane. Who do you think was the first to blow up his balloon 'till it burst? You guessed it. It was LaMarr DeShane.---Charles Reardon.

**COME TO
THE GREATEST "A" SHOW
ON EARTH
JULY 3, 4, 5, 6, 1964
AMERICAN LEGION FAIRGROUND
MARYVILLE, TENN.**

Here is a brief outline of the festivities planned for the meet:

Friday, July 3 . . . ARRIVAL

Saturday, July 4 . . . MORNING: Swap and sell with individuals and National Parts suppliers. AFTERNOON: Annual Hillbilly Homecoming Antique Auto Parade through downtown Maryville. NITE: Stage show by nationally known entertainers.

Sunday, July 5 . . . MORNING: Judging; AFTER-NOON: Awards.

Monday, July 6 . . . FAREWELL.

SPECIAL FEATURES: 1. Trophies for every year model and body style, longest distance, hard luck, best in show costumes, etc. 2. Judging by competent Model "A" judges with National Judging Forms. 3. Greatest "A" Show on Earth plaque for each car registered. Hillbilly Homecoming plaque for each car in parade. 4. Nationally known parts vendors. 5. Southern hospitality second to none, in the foothills of the Great Smoky Mountains. Plan your vacation with us the week of July 4th.

Y'all Come!

For Information Write:

The Greatest "A" Show on Earth
P.O. Box 6002
Knoxville, Tenn. 37914

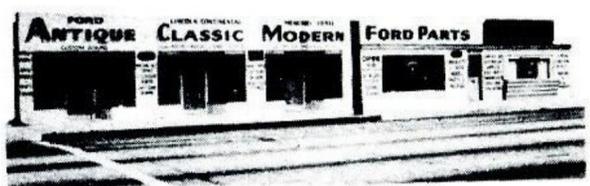
3 RIVER REGION: The 3 River Region Contest was held at the North Perry Village Shopping Center on Sunday, April 19th. In spite of rain and heavy laden skies 35 members and two guests from the Classic Car Club of America turned out for the meet. Twenty two Model "A's" took part in all the events.

Four events were completed; Javelin, Ball Balancing, Steering and Slo-Driving.

(Continued on Page 22)

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*THIS AD MUST ACCOMPANY ORDER

REGIONAL NEWS

(Continued from Page 21)

Some of the events ended in ties and had to be rerun and then three trophies were awarded to the following: Sonny Eichner, First place, Nevin Dougherty, Second place, and Norb Hodgson, Third place winner. A ham was awarded to Ray Matthews as the Fourth place winner. (Matthies says you can't eat those trophies!)

Our thanks to Dave Moore and his wife, Ginny, for a well planned and conducted meet.

Let's see some more members with their Model "A's" at the Candlestick Tour on May 24. Those "A's" should all be out of the moth balls now.--- Sue Lewis.

SAN DIEGO REGION: "TOUR MORE IN '64" is the slogan adopted and being followed by Tour Chairwoman Reta Zollars of San Diego. And tour we have: beginning in January, our Region followed our quails to South Gate Park near Los Angeles to join Harbor Area Region in their 9th Annual Trophy Meet held January 19. February found the San Diego Region at the "Bowlero" in Mission Valley. Teams were formed and the afternoon of

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February 9th was spent determining the bowling champion team as well as individual championships such as "gutter-ball champ" and high point scorer. Awards and refreshments were served at the Zollars' home.

The Salton Sea Campout was held on the weekend of February 22 and 23. The Salton Sea is a below-sea-level area in the desert, and is really a lake, the water having a high salt content. Saturday was a beautiful day and was spent setting up camp, playing horseshoes, Model "A" talk, and preparing a large one-pot stew for the evening meal. During the night the wind rose and by morning the group was glad to pack up and retreat to Blair Valley, a desert area closer to home which is protected by low mountains.

Another weekend campout was held the 21st and 22nd of March, this time to Black Canyon, a mountainous area about 40 miles from San Diego. To reach Black Canyon, several miles of winding dirt road had to be driven; a task that was made to order for the Model "A's". Saturday was spent getting organized, exploring the little stream that runs through the canyon and the deep holes it has carved through granite boulders over the centuries. Some of these larger holes make excellent swimming areas during the warmer months. Toward evening our group gathered for a gigantic fish-fry, the fish being donated by Harry Watkins. Rain and hail on Sunday brought the weekend to a rather abrupt halt.

On April 5th we toured to Lake Santee which is within 25 miles of San Diego. This spot is a favorite with the children, as it is equipped with an island, a raft on a rope which serves for ferry-duty, several row boats, sail boats, paddle boats, several ducks, and trees to climb on the island. This is a combination which is hard to beat—ask any of our kids. The Model "A's" arrived, complete with picnic lunches, fishing poles and kids, and the rest of the day will long be remembered.

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REGIONAL NEWS

"Tour More in '64" is an understatement-- on April 11 and 12 we are looking forward to the Annual Yuma tour in Arizona, and on May 16 and 17 we tour to O'Neill Park for the Annual Campout with Harbor Area, and incidentally, our baseball team is expecting to whip their team again this year! Better practice, Harbor!

Other happenings of '64: Our meeting place has been changed to the Silvergate Savings and Loan Bldg. on El Cajon Blvd.; Margaret O'Brien brought this about. It is centrally located, the price is right, and it is a beautiful new building. Ted Gooding has been doing an excellent job as ways-and-means chairman; we now have a large "A" door prize every month and several "A" items for raffle. A new and quite large movie screen has been purchased for showing monthly "A" movie. Incidentally, our film, "The Sunday Social" is still available for renting.---Ruth Hanson.

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MOULDED PRODUCTS COMPANY
9107 East Garvey Ave. Rosemead 5, California

MICHIGAN REGION: The new season started with a breakfast and swap session at Ted's. If you were there then you know that about 50 cars turned out of which 35 were "A". Everybody ate too much, and the men ran around from trunk to trunk looking, buying and swapping. Some cars that we have not seen turned up. Howard Anderson drove his new find a Tudor, Nick Timon brought his Packard, Dick Byrom drove a horse (a Mustang), Dr. Thompson tooled over his latest buy a slant windshield Fordor that he purchased from Way Witt and Jerry Daugherty.

If you wondered why the April issue of the MARC bulletin was late, it was because our editor George De Angelis was New York, driving around in Central Park with one of his replicas of Henry Ford's (1896) Quadricycle. De Angelis built a second replica of the Quadricycle for the Ford exhibit at the New York World's Fair. From what we hear, George had a ball driving the antique "go-cart" in New York traffic without police escort. Wife Sid was along to keep an eye on him.



Goggle-Eyed George De Angelis and Cathleen Lyons modeling 1896 attire leave Central Park with Ford's latest dream car, the Aurora, close behind. Both were in route to the World's Fair.

"A" FLEA MARKET . . . CLASSIFIED ADS

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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

New Ford Parts: 1928-'29 left front welled fender - \$75.00, '28-'29 left front plain fender - \$50.00, '28-'29, rear bumperettes - \$25.00 pair, '33-'34 Sedan rear fenders - \$20.00 each, '33 Grille - \$15.00. Lynne's Auto Restoration, 7535 Xenia Pike, Dayton, Ohio. 45432

New "A" Parts: Horn Bug Screen - \$.75, Dual Wheel and tire extension lugs, set of 3 (carry an extra spare to meets and tours) - \$7.50, original spring type front motor mounts - \$1.50 set. Clifford E. Moebius, 84 Stanley Avenue, Nutley 10, New Jersey.

Where to get antique cars, parts, services, books, etc. - \$2.00. 1964 antique car price guide - high - low - average prices. 1835 models - 235 makes - \$2.00. Details free.

Bill McKallip, East Hampton 2, New York.

1931 Pickup - good running condition. Motor and running gear rebuilt including radiator. 19 inch wheels. Left side mount spare. Good stainless headlamps, cowl trim & radiator shell. Chrome bumpers. Good starting point for complete restoration.

Robert A. Smith, 1124 W. Carson St., Torrance, California. KA 01273

1931 Deluxe Sedan Delivery - one door in rear. Complete - good one to restore. Has horn, motometer, etc. - \$400.00. Will trade it for Roadster in same condition within 200 miles of Maine.

Ernest Mrazz, R-1, St. Johnsville, New York.

New original: Right steering arm, A-3130 - \$5.95. 1929-'32 license plate light lens - 2/\$2.00. Early 1928 brass spark plug strips - 4/\$1.00. Used late '31 Zenith carburetor - \$8.50. Exact copy, folding 2-pc. trunk rack - \$37.50. All F.O.B. Ed Wright, 16 Carnavon Circle, Springfield, Mass.

1928 "A" Tudor Sedan - restored, rechromed, new paint and upholstery, etc. - \$1250.00.

Chester R. Lewis, R.D. #1, Box 131, Lincoln University, Pennsylvania. Phone 215-869-2679

1930 Tudor Deluxe Sedan - completely restored, First Place Winner at 1963 Indiana-Ohio Region Meet. Third Place Winner at the 1963 Hamilton, Ohio Car Show - \$850.00.

Paul Chew, R.R. #1, Straughn, Indiana. Phone New Lisbon TW. 1-2161

1929 "A" Fordor Town Sedan, very good condition. Plus extra motor - \$750.00

Walter Druzik, 8222 So. Anthony Ave., Chicago 17, Illinois. SO-8-8370

Running Boards - new copy - rib matting. Ready to install on your Model "A", '28-'29-'30-'31. Specify year - \$25.00. New balls installed on your Pitman & spindle arms - \$4.50 per ball. You pay postage.

Furman M. Teston, Jr., 4707 Oakview Dr., Savannah, Georgia.

1931 "A" Coupe body, good condition, sanded & primed - \$50.00. Pair of good '30-'31 single bulb headlamps - \$12.00. 1929 Gas tank assembly - \$8.00. Several finned exhaust manifolds for heater installations - \$7.50 each. 1929 right front fender - \$7.50. Good 1929 Hood - \$10.00. Other "A" parts. Enclose 10¢ and self-addressed stamped envelope for list.

Norman R. Miller, 1422 N. Lincoln Ave., Davenport, Iowa.

WANTED

1930 or '31 "A" Roadster Body & Bows.

W. L. Belanger, 121 Guindon Blvd., Fond du Lac, Wisconsin.

1931 Deluxe Roadster or Deluxe Coupe with rumble seat. Doesn't have to be restored, but must be in good condition.

Roy Aguilar, 244 E. Brentwood Ave., Orange, California. Phone 714-637-2116

"A" Coupe or Fordor in running condition at a reasonable price.

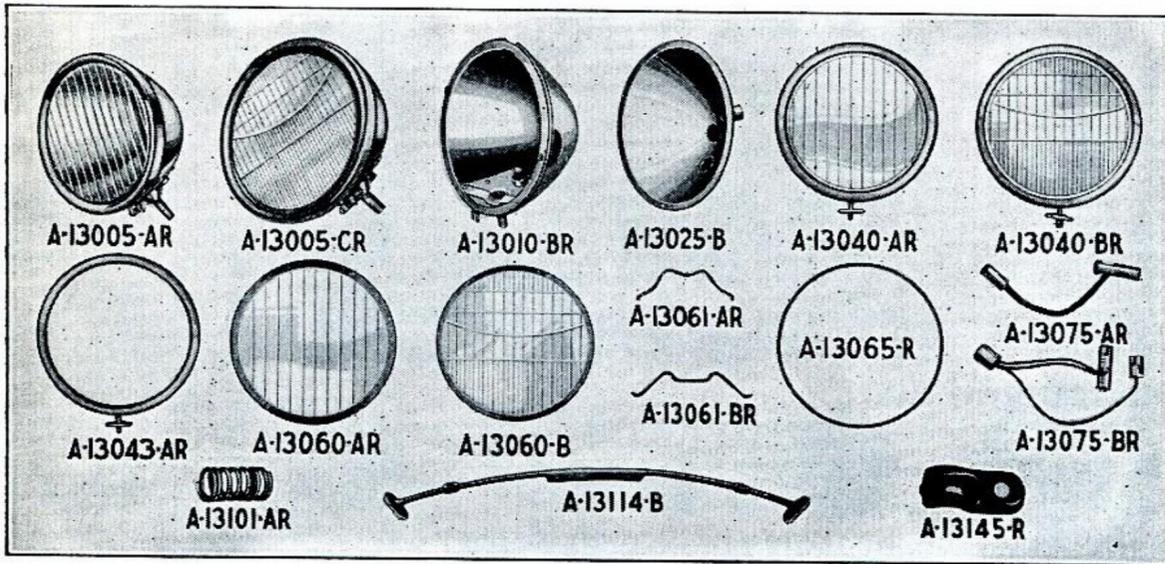
Joseph Bortz, 6710 N. Ashland, Chicago 26, Ill.

TRADE

New right rear '30-'31 Coupe - Roadster fender for a new '28-'29 right rear Pickup fender.

Stan Walz, 4414 Oak Court, Monona, Wisconsin 53716

| Part No. | Name of Part | Year | LIST PRICE | | No. Req. per Car |
|------------|--|---------|---------------------|--------|------------------|
| | | | Lots of 100 per lot | Each | |
| A-12178 | Distributor cam shaft | 1928-31 | | \$4 25 | 1 |
| A-22331 | Washer (distributor cam shaft thrust) | 1928-31 | \$0 60 | 01 | 1 |
| B-12195 | Distributor cam shaft sleeve (was A-12195) | 1928-31 | | 10 | 1 |
| A-23670 | Pin | 1928-31 | | 05 dz. | 1 |
| A-12200 | Distributor rotor assembly | 1928-31 | | 15 | 1 |
| A-12210 | Distributor cam | 1928-31 | | 55 | 1 |
| A-20744-S7 | Screw | 1928-31 | | 04 | 1 |
| A-22222-S7 | Washer | 1928-31 | 25 | 01 | 1 |
| A-22236 | Lock washer | 1928-31 | 35 | 01 | 1 |
| B-12249 | Distributor coupling shaft (was A-12249) | 1928-31 | | 15 | 1 |
| A-12275 | Distributor to spark plug connector | 1928-31 | | 01 | 4 |
| A-12300 | Condenser assembly | 1928-31 | | 35 | 1 |
| A-20106-S7 | Screw (condenser ground connection) | 1928-31 | 20 | 01 | 1 |
| A-22056 | Washer | 1928-31 | 20 | 01 | 1 |
| A-20223-S5 | Screw (condenser to bus bar) | 1928-31 | 40 | 01 | 1 |
| B-12405 | Spark plug (was A-12405) | 1928-31 | *45 00 | * 75 | 4 |
| A-22424 | Spark plug gasket | 1928-31 | 65 | 01 | 4 |
| A-12407 | Spark plug porcelain | 1928-31 | *25 00 | * 40 | 4 |
| B-12409 | Spark plug terminal nut (was A-12409) | 1928-31 | | 03 | 4 |

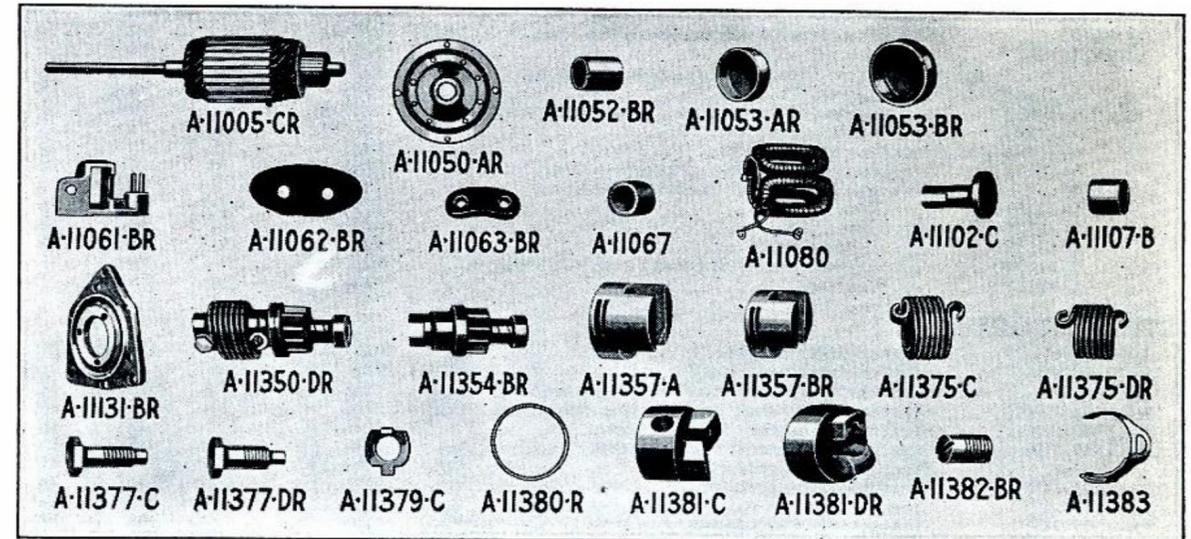


HEAD LAMP

| | | | | |
|------------|---|---------|-------|---|
| A-13004-AR | Head lamp assembly (black) | 1928-29 | 3 50 | 2 |
| A-13004-CR | Head lamp assembly (2 bulb) (black) | 1929 | 3 75 | 2 |
| A-13005-AR | Head lamp assembly (nickel) | 1928-29 | 3 75 | 2 |
| A-13005-CR | Head lamp assembly (2 bulb) (nickel plate) | 1929 | 4 25 | 2 |
| A-13005-DR | Head lamp assembly (1 bulb) (nickel plate) | 1929 | 4 00 | 2 |
| A-13005-F | Head lamp assembly (2 bulb) | 1930-31 | 4 75 | 2 |
| A-13005-G | Head lamp assembly (1 bulb) | 1930-31 | 4 50 | 2 |
| A-13005-K | Head lamp assembly (2 bulb) (black) | 1930-31 | 3 50 | 2 |
| A-13007-AR | Head lamp bulb—same as T-6572-H. | 1928-29 | 23 75 | 2 |
| B-13007 | Head lamp bulb (21-21 C.P.) (was A-13007-C) | 1929-31 | 19 75 | 2 |
| A-13007-D | Head lamp bulb (32-21 C.P.) | 1929-31 | 32 00 | 2 |
| A-13466 | Head lamp parking bulb | 1929-31 | 9 00 | 2 |
| A-13007-E | Headlamp bulb (32-32 C.P.) | 1929-31 | 21 50 | 2 |
| A-13009-AR | Headlamp case and support assembly (black) | 1928-29 | 90 | 2 |
| A-13009-BR | Head lamp case and support assembly (black) | 1929 | 80 | 2 |
| A-13009-D | Head lamp case and support assembly (black) | 1930-31 | 1 00 | 2 |
| A-13010-AR | Head lamp case and support assembly (nickel) | 1928-29 | 1 35 | 2 |
| A-13010-BR | Head lamp case and support assy. (nickel plate) | 1929 | 1 35 | 2 |
| A-13010-D | Head lamp case and support assembly | 1930-31 | 2 15 | 2 |
| A-21845-S2 | Nut (head lamp swivel bolt) | 1930-31 | 1 25 | 2 |
| A-22330-S1 | Lock washer | 1930-31 | 01 | 2 |
| B-13017 | Head lamp door spring (was A-13017-B) | 1928-31 | 02 | 2 |
| A-13025-AR | Head lamp reflector assembly | 1928-29 | 60 | 2 |
| A-13025-B | Head lamp reflector assembly (2 bulb) | 1928-31 | 55 | 2 |
| A-13025-C | Head lamp reflector assembly (1 bulb) | 1929-31 | 55 | 2 |
| A-13040-AR | Head lamp door and lens assembly | 1928-29 | 1 00 | 2 |
| A-13040-BR | Head lamp door and lens assembly | 1929 | 1 00 | 2 |
| A-13040-C | Head lamp door and lens assembly | 1930-31 | 1 00 | 2 |
| A-13043-AR | Head lamp door assembly | 1928-29 | 75 | 2 |
| A-13043-B | Head lamp door assembly | 1930-31 | 90 | 2 |
| A-13060-AR | Head lamp lens | 1928-29 | 25 | 2 |
| A-13060-B | Head lamp lens | 1929-30 | 25 | 2 |
| A-13061-AR | Head lamp lens retainer | 1928 | 01 | 6 |

†Special discount in assortments of 300. *Net price

| Part No. | Name of Part | Year | LIST PRICE | | No. Req. per Car |
|----------------|---|---------|---------------------|------|------------------|
| | | | Lots of 100 per lot | Each | |
| B-10715 | Battery cell connector (same as T-5177) (was A-10715) | 1928-31 | \$0 10 | 2 | |
| B-10720 | Battery filler plug (same as T-5184-C) (was A-10720) | 1928-31 | 05 | 3 | |
| A-22446-R | Battery filler plug gasket | 1928-31 | 01 | 3 | |
| AMMETER | | | | | |
| A-10850 | Ammeter assembly (same as T-5016B) | 1928-31 | 45 | 1 | |
| A-10865 | Ammeter lens (same as T-5017-C) | 1928-31 | 02 | 1 | |
| A-21550 | Nut—insulated (ammeter terminal) | 1928-31 | 03 | 2 | |
| A-21549 | Nut (ammeter terminal) | 1928-31 | \$0 50 | 4 | |
| A-22056 | Lock washer | 1928-31 | 20 | 01 | |



STARTER MOTOR

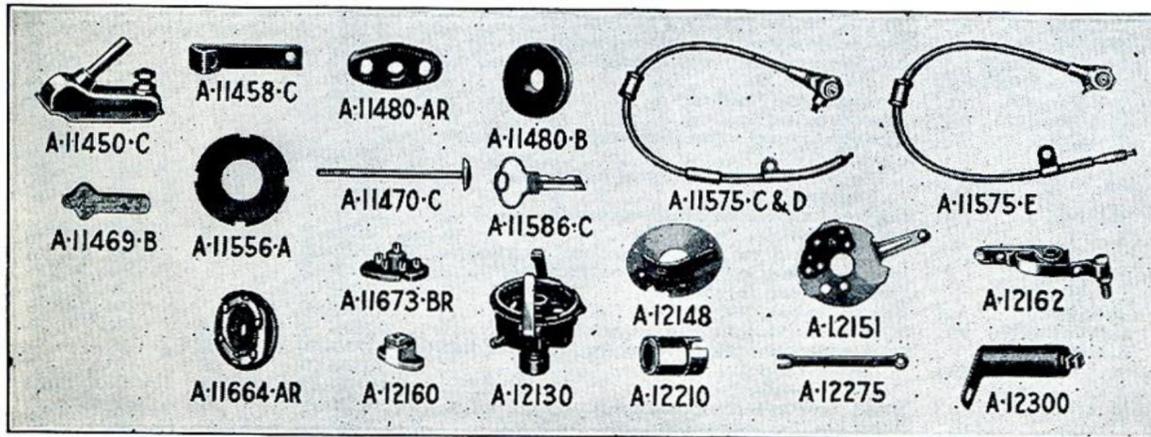
| | | | | |
|-------------|--|---------|-------|--------|
| A-11002-C | Starter assembly | 1928-31 | 12 00 | 1 |
| †A-11002-DR | Starter assembly | 1928 | 12 00 | 1 |
| †A-11005-CR | Starter armature assembly | 1928 | 5 00 | 1 |
| B-11005 | Starter armature assembly (was A-11005-D) | 1928-31 | 3 75 | 1 |
| A-22372 | Starter armature thrust washer—front | 1928-31 | 40 | 01 |
| B-11049 | Starter brush end plate and bushing assembly (was A-11049) | 1928-31 | 35 | 1 |
| A-11050-AR | Starter brush end bracket assembly | 1928 | 80 | 1 |
| A-11052-BR | Starter brush end bracket bushing | 1928 | 05 | 1 |
| A-20254 | Screw (brush end bracket to yoke) | 1928 | 50 | 01 |
| A-22088 | Washer | 1928 | 30 | 01 |
| A-11053-AR | Starter brush end cap | 1928 | 05 | 1 |
| A-11053-BR | Starter brush end cap | 1928-29 | 02 | 1 |
| B-11054 | Starter brush assembly—insulated—long (was A-11054) | 1928-31 | 10 | 2 |
| A-20208 | Screw (starter brush to holder) | 1928 | 75 | 01 |
| A-22088 | Washer | 1928 | 30 | 01 |
| B-11056 | Starter brush assembly—grounded (was A-11056-B) | 1928-31 | 10 | 2 |
| A-20224 | Bolt (starter brush terminal to yoke) | 1928-31 | 40 | 01 |
| B-11059 | Starter brush spring (was A-11059-BR) | 1928-31 | 04 | 1 |
| A-11061-BR | Starter brush holder | 1928 | 10 | 4 |
| B-11061 | Starter brush holder (was A-11061-C) | 1928-31 | 03 | 2 |
| A-11062-BR | Starter brush holder insulator | 1928 | 50 | 01 |
| C-11062 | Starter brush holder insulator (was A-11062-C) | 1928-31 | 50 | 01 |
| A-22909-S8 | Rivet—long | 1928-31 | 25 | 05 dz. |
| A-22889 | Rivet—short | 1928-31 | 30 | 01 |
| A-11063-BR | Brush holder screw insulator | 1928 | 50 | 01 |
| A-11067 | Brush holder screw insulator bushing | 1928 | 03 | 4 |
| A-20254 | Screw (starter insulated brush holder to end bracket) | 1928 | 50 | 01 |
| A-20249-R | Screw (starter grounded brush holder to end bracket) | 1928 | 25 | 01 |
| A-22057 | Washer | 1928 | 30 | 01 |
| A-11080 | Starter field coil assembly | 1928 | 2 10 | 1 |
| B-11082 | Starter field coil No. 1 (was A-11082-B) | 1928-31 | 30 | 1 |
| B-11083 | Starter field coil No. 2 (was A-11083-B) | 1928-31 | 50 | 1 |
| B-11084 | Starter field coil No. 3 (was A-11084-B) | 1928-31 | 50 | 1 |
| B-11085 | Starter field coil No. 4 (was A-11085-B) | 1928-31 | 30 | 1 |
| B-11087 | Starter field coil end insulator (was A-11087-B) | 1929-31 | 30 | 01 |

†Use with A-11350-DR.

| Part No. | Name of Part | Year | LIST PRICE | | No. Req. per Car |
|------------|---|---------|---------------------|--------|------------------|
| | | | Lots of 100 per lot | Each | |
| A-11090-AR | Starter field coil to yoke insulator (Same as T-2066-X) | 1928-29 | \$0 30 | \$0 01 | 1 |
| A-22041 | Insulator—small (starter field coil rivet) | 1928-29 | 20 | 01 | 8 |
| A-22040 | Insulator—large (starter field coil rivet) | 1928-29 | 25 | 01 | 4 |
| A-11102-C | Starter field contactor (use with A-11450-C) | 1928-31 | | 05 | 1 |
| A-22258 | Washer | 1928-29 | 65 | 01 | 2 |
| A-11107-B | Starter field contactor bushing | 1928-31 | | 03 | 1 |
| A-22334 | Washer | 1928-31 | 65 | 01 | 1 |
| A-11125-AR | Starter cover band assembly | 1928 | | 10 | 1 |
| A-20277-S1 | Bolt | 1928 | 50 | 01 | 1 |
| A-21572 | Nut | 1928 | 25 | 01 | 2 |
| B-11125 | Starter cover band assembly (was A-11125-B) | 1928-31 | | 05 | 1 |
| A-20310 | Bolt | 1928-31 | 50 | 01 | 1 |
| A-21578 | Nut | 1928-31 | 30 | 01 | 1 |
| A-11130-AR | Starter rear end plate assembly | 1928 | | 1 00 | 1 |
| B-11130 | Starter rear end plate assembly (was A-11130-D) | 1928-31 | | 70 | 1 |
| A-11131-BR | Starter end plate | 1928 | | 1 00 | 1 |
| A-20248-R | Screw (starter end plate to yoke) | 1928 | 45 | 10 | 6 |
| A-22088 | Washer | 1928 | 30 | 01 | 6 |
| A-20904 | Screw (end plate to flywheel housing) | 1928-31 | | 02 | 3 |
| A-22245 | Washer | 1928-31 | 25 | 01 | 3 |
| A-10093-AR | Starter rear bearing | 1928 | | 1 35 | 1 |
| A-18495 | Starter rear bearing retainer—outer | 1928* | | 05 | 1 |
| A-11134 | Starter rear bearing retainer—inner | 1928* | | 05 | 1 |
| A-20251-R | Bolt | 1928 | 07 | 01 | 3 |
| A-21579-R | Nut | 1928 | 30 | 01 | 3 |
| A-22057 | Lock washer | 1928 | 30 | 01 | 3 |
| B-11079 | Screw (starter frame) (was A-20590) | 1928-31 | | 04 | 1 |
| A-22151 | Washer | 1928-31 | 25 | 05 dz. | 2 |

STARTER DRIVE

| | | | | | |
|-------------|---|---------|------|----|---|
| A-11350-C | Starter drive assembly | 1928-31 | 4 25 | 1 | |
| †A-11350-DR | Starter drive assembly | 1928 | 4 25 | 1 | |
| A-11354-A | Starter drive shaft and pinion assembly | 1928-31 | 3 50 | 1 | |
| †A-11354-BR | Starter drive shaft and pinion assembly | 1928 | 3 50 | 1 | |
| A-11357-A | Starter drive screw shaft sleeve | 1928-31 | 25 | 1 | |
| †A-11357-BR | Starter drive screw shaft sleeve | 1928 | 25 | 1 | |
| A-11375-C | Starter drive spring | 1928-31 | 50 | 1 | |
| †A-11375-DR | Starter drive spring | 1928 | 40 | 1 | |
| A-11377-C | Starter drive head spring screw | 1928-31 | 05 | 1 | |
| †A-11377-DR | Starter drive head spring screw | 1928 | 05 | 1 | |
| A-11379-C | Starter drive spring screw lock washer (Same as T-5025) | 1928-31 | | 01 | 1 |
| †A-11380-R | Starter drive shaft spring lock ring | 1928 | 01 | 1 | |
| A-11381-C | Starter drive head | 1928-31 | 40 | 1 | |
| †A-11381-DR | Starter drive head | 1928 | 40 | 1 | |
| A-11382-A | Starter drive shaft spring screw | 1928-31 | 05 | 1 | |
| †A-11382-BR | Starter drive shaft spring screw | 1928 | 05 | 1 | |
| A-11383 | Starter drive spring clip | 1928-31 | 06 | 1 | |
| A-23908 | Key (starter drive) | 1928-31 | 01 | 1 | |



STARTER SWITCH

| | | | | |
|------------|-------------------------------------|---------|----|----|
| A-11450-C | Starter switch assembly | 1928-31 | 35 | 1 |
| A-20217-S2 | Screw (starter switch to motor) | 1928-31 | 40 | 01 |
| A-22088 | Lock washer | 1928-31 | 30 | 01 |
| A-11458-C | Starter switch contactor | 1928-31 | 15 | 1 |
| A-11469-B | Starter switch plunger button | 1929-31 | 03 | 1 |
| A-11470-C | Starter switch push rod | 1928-31 | 07 | 1 |
| A-11480-AR | Starter switch rod grommet | 1928-31 | 02 | 1 |
| A-21742 | Nut (starter switch terminal screw) | 1928-31 | 02 | 2 |

†Special service starter drive.

| Part No. | Name of Part | Year | LIST PRICE | | No. Req. per Car |
|-------------|---|---------------------|---------------------|--------|------------------|
| | | | Lots of 100 per lot | Each | |
| A-22286 | Washer (starter switch terminal insulating) | 1928-31 | \$2 01 | 1 | |
| A-22259-S7 | Washer (starter switch terminal steel) | 1928-31 | \$0 30 | 01 | |
| A-22451 | Lock washer (starter switch terminal) | 1928-31 | 40 | 01 | |
| A-23550 | Cotter | 1928-29 20 gr. 50 M | | 03 dz. | |
| A-11480-B | Starter switch rod grommet | 1930-31 | | 02 | |
| A-11480-C | Starter switch push rod grommet | 1930-31 | | 01 | |
| A-11481-A | Starter switch push rod grommet cover | 1930-31 | | 03 | |
| A-20427-S2 | Bolt (cover to dash) | 1928-31 | | 01 | |
| A-22139-S4 | Washer | 1928-31 | 20 | 01 dz. | |
| A-22976-S3 | Rivet | 1930-31 | 35 | 05 dz. | |
| †A-11481-BR | Starter switch push rod grommet cover | 1928-30 | | 03 | |
| †A-21639 | Nut | 1928-30 | 25 | 01 | |

IGNITION AND LIGHTING SWITCHES

| | | | | | |
|-------------|---|---------|----|------|---|
| A-11556 | Ignition switch plate | 1928-31 | | 03 | 1 |
| A-11557-A | Ignition switch plate ring | 1928-31 | | 06 | 1 |
| A-11575-C | Ignition switch assembly | 1928-31 | | 2 60 | 1 |
| A-11575-D | Ignition switch assembly | 1928-31 | | 2 10 | 1 |
| A-11575-E | Ignition switch assembly | 1928-31 | | 2 00 | 1 |
| A-20058-S8 | Screw (switch to instrument panel) | 1928-31 | 35 | 01 | 2 |
| A-22047-S2 | Lock washer | 1928-31 | 20 | 01 | 3 |
| A-11581 | Ignition switch body to collar screw | 1930-31 | | 01 | 2 |
| †A-11582-AR | Ignition lock cylinder assembly | 1928-30 | | 75 | 1 |
| A-20245-S7 | Screw (ignition lock cylinder guide) | 1928-30 | | 01 | 1 |
| A-22057 | Lock washer | 1928-30 | 30 | 01 | 1 |
| †A-11582-B | Ignition lock cylinder assembly | 1930* | | 75 | 1 |
| †A-11582-C | Ignition lock cylinder assembly | 1931 | | 75 | 1 |
| A-11586-AR | Ignition switch key—specify serial number | 1928-30 | | 25 | 2 |
| A-11586-C | Ignition switch key—specify serial number | 1931 | | 25 | 1 |
| A-11587-AR | Ignition lock cylinder spring | 1928-30 | | 02 | 1 |
| A-11587-B | Ignition lock cylinder spring | 1931 | | 02 | 1 |
| B-11654 | Lighting switch assembly (was A-11654-B) | 1928-31 | | 65 | 1 |
| *B-11655 | Lighting switch cover—lower (was A-11655-C) | 1928-31 | | 10 | 1 |
| B-11657 | Lighting switch body and contact assembly (was A-11657-B) | 1928-31 | | 25 | 1 |
| A-11664-AR | Lighting switch contact support block assembly | 1928-29 | | 15 | 1 |
| A-11673-BR | Lighting switch plate assembly | 1928-29 | | 20 | 1 |
| B-11673 | Lighting switch plate assembly (was A-11673-C) | 1928-31 | | 25 | 1 |

INSTRUMENT PANEL

| | | | | | |
|------------|--|---------|----|------|---|
| A-11805-AR | Instrument panel assembly | 1928-30 | | 75 | 1 |
| A-20211-S6 | Screw (panel mounting) | 1928-30 | 65 | 01 | 4 |
| A-11805-E | Instrument panel | 1930-31 | | 1 25 | 1 |
| A-20221-S6 | Screw (panel to speedometer cable support) | 1930-31 | 45 | 01 | 2 |
| A-11818 | Instrument panel to gas gauge screw | 1930-31 | | 02 | 2 |

IGNITION COIL, DISTRIBUTOR AND CONDENSER

| | | | | | |
|------------|--|---------|----|------|---|
| B-12000 | Ignition coil assembly (was A-12000) | 1928-31 | | 00 | 1 |
| A-20535-S1 | Bolt (ignition coil to dash) | 1928-31 | 60 | 01 | 1 |
| A-22150 | Washer | 1928-31 | 25 | 01 | 2 |
| A-21577-S2 | Nut (ignition coil terminal) outer | 1928-31 | 35 | 01 | 2 |
| A-22150 | Lock washer | 1928-31 | 25 | 01 | 1 |
| A-22104-S7 | Plain washer | 1928-31 | 15 | 01 | 2 |
| A-12100 | Distributor assembly | 1928-31 | | 4 50 | 2 |
| A-20928-S8 | Screw (distributor set) | 1928-31 | | 02 | 1 |
| A-21750-S8 | Nut | 1928-31 | 65 | 01 | 2 |
| B-12105 | Distributor body (was A-12105) | 1928-31 | | 60 | 1 |
| A-12115 | Distributor cap assembly | 1928-31 | | 15 | 1 |
| A-12130 | Distributor base assembly | 1928-31 | | 1 15 | 1 |
| A-22094 | Washer (distributor base insulation) | 1928-31 | | 01 | 1 |
| A-12132 | Distributor base bushing | 1928-31 | | 05 | 2 |
| B-12135 | Distributor base oiler (was A-12135) | 1928-31 | | 07 | 2 |
| A-12137 | Distributor breaker plate friction spring | 1928-31 | | 05 | 1 |
| B-12144 | Distributor cap clamp (was A-12144) | 1928-31 | | 05 | 2 |
| A-22902 | Rivet | 1928-31 | 50 | 01 | 2 |
| A-12148 | Distributor bus bar support assembly | 1928-31 | | 20 | 1 |
| A-20106-S7 | Screw | 1928-31 | 20 | 01 | 2 |
| A-22056 | Washer | 1928-31 | 20 | 01 | 2 |
| A-12151 | Distributor breaker plate and insulator assembly | 1928-31 | | 35 | 1 |
| A-21547-S7 | Nut (distributor breaker arm spring stud) | 1928-31 | 30 | 01 | 1 |
| A-22072-S6 | Washer | 1928-31 | 60 | 01 | 2 |
| A-22056 | Lock washer | 1928-31 | 20 | 01 | 1 |
| A-12160 | Distributor contact screw bracket | 1928-31 | | 15 | 1 |
| A-20116-S8 | Screw (bracket to plate) | 1928-31 | 25 | 01 | 2 |
| A-22056 | Lock washer | 1928-31 | 20 | 01 | 2 |
| A-22071-S7 | Washer | 1928-31 | 25 | 01 | 1 |
| A-12162 | Distributor breaker arm assembly | 1928-31 | | 35 | 1 |
| B-12172 | Distributor breaker contact screw assembly (was A-12172) | 1928-31 | | 15 | 1 |
| A-20107-S7 | Screw (distributor breaker contact lock) | 1928 | | 01 | 1 |
| A-20067-S7 | Screw (distributor breaker contact lock) | 1928-31 | 40 | 01 | 1 |
| A-22056 | Washer | 1928 | 20 | 01 | 1 |
| A-22047 | Washer | 1928-31 | 20 | 01 | 1 |

*When replacing previous type also supply B-3647. †Includes keys. ‡Use with A-11480-AR grommet.

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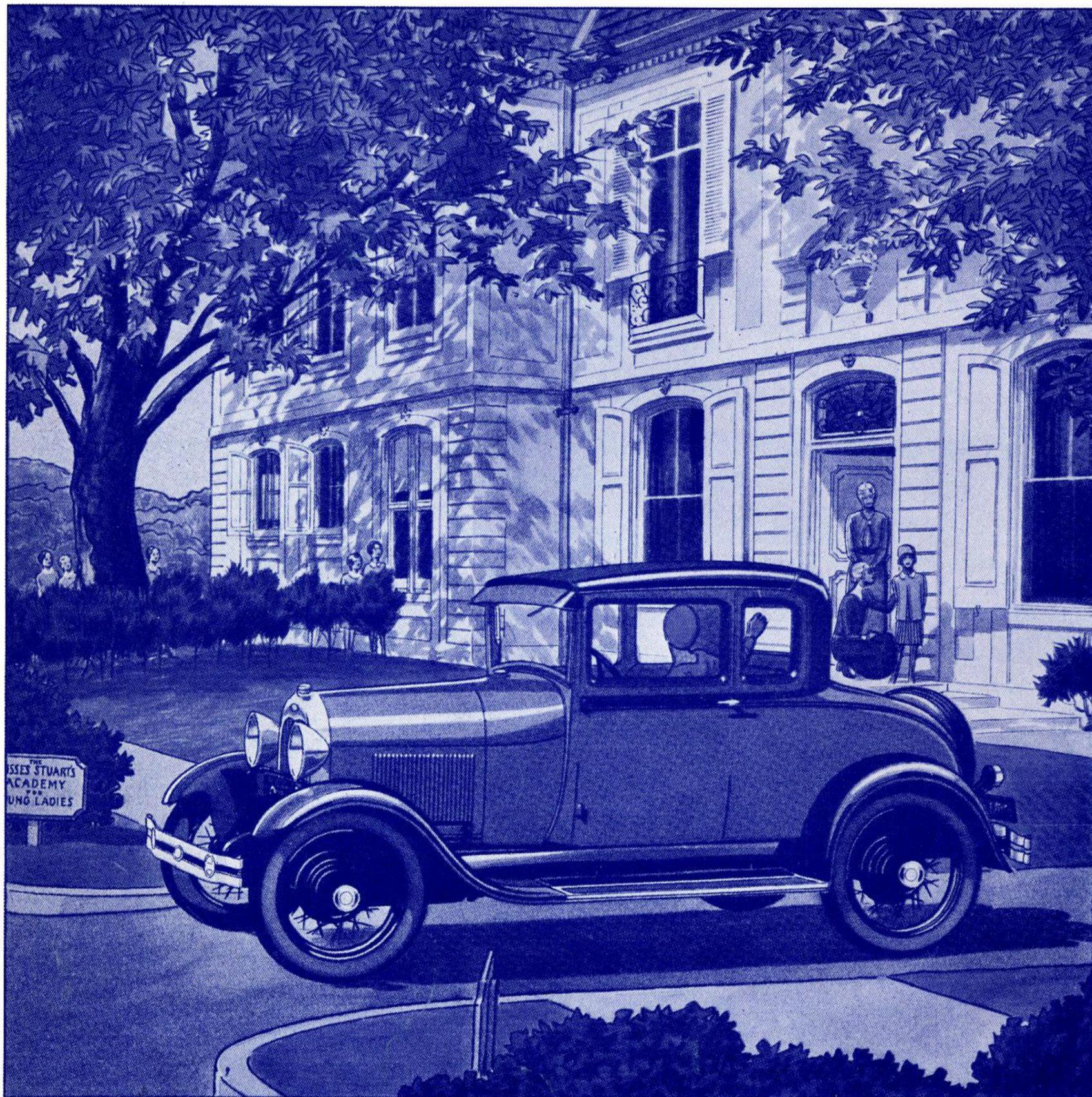
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