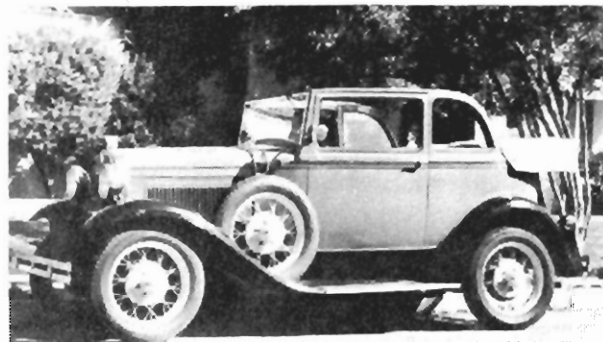


The A-400 Group

734 W. MARIPOSA ST. - ALTADENA, CA 91001



February 1975

HI A-400 OWNER!

This newsletter and list of owners is being sent to all persons confirmed to own a 1931 Model A Ford convertible sedan (400-A) . . . the A-400 Group.

THE A-400 GROUP CHAPTER -

Some of us felt that affiliation with the Model A Ford Club of America would help reach some A-400 owners and give us a media for technical articles. A charter was approved and we are now a "chapter-at-large". The purposes are:

- 1) To maintain a list of A-400 owners
- 2) To collect and publish information about this unique model
- 3) To foster communication between A-400 owners

Membership is open to owners and admirers of the 1931 convertible sedan. Being a chapter member is not required to be on the list of A-400 owners. All confirmed owners will receive a copy of the list.

Those who wish to support the efforts of the Group are asked to send \$2. (check or stamps) to the chapter address. This will be used for printing and postage. You are also urged to maintain membership in the national MAFCA since we intend to publish some of our technical material in The Restorer. Send national dues (\$8/yr) directly to the Model A Ford Club of America, Box 1791, Whittier, CA 90603.

More important, you may support the A-400 Group by assisting as one of these:

- 1) Regional Rep. - find new, old and reported owners in your area
- 2) Technical consultant - collect information and answers for restorers
- 3) Part sources - coordinate location or reproduction of A-400 parts
- 4) Other (send your ideas)

What would you like to be the primary goals of the A-400 Group for 1975-76?

- a) Revise and publish the A-400 manual by Ed Rossig
- b) Establish a source for ashtray replacements
- c) Maintain a central directory of available parts
- d) Organize a national meet for A-400 owners
- e) Complete the updating of the A-400 owners list
- f) Prepare technical articles for publication in the Restorer or ??
- g) Publish a pictorial album of owner's cars
- h) Other (again, your ideas. . .)

If you haven't already received and returned the form on page 11, please do so.



TECHNICAL SECTION -

There are more questions than answers in this part. We invite anyone who has researched these items (especially owners of original cars) to answer one or more of the questions. Please indicate the basis for the answer being considered authentic (original car, Ford Archives picture, other records...personal opinion):

A. TOP STRUCTURE (frame, material, hardware, etc.)

1. How was the top material or pads attached to the metal top bows?
2. Were there rubber cushions on the top body rail (above the doors)? Shape?
3. What type of supports were there for the 4th bow in "down" position? (Please sketch) What sort of holddown straps? Attachment?
4. Was the original covering of the wood bows "tan drab rubberized top material" or tan napped fabric?
5. How was the rear window supported when the top was down? (On the rear body moulding and 4th bow, on the top boot, or just hanging?)
6. What sort of covering was on the inside of the front header?
7. Did the "Hide'm" welt match or contrast with the top material?
8. What is the shape of the rubber seal between front header and the body?
9. Does your car have the top frame hinge thumb screws? Describe.

B. INTERIOR (seats, hardware, trim, etc.)

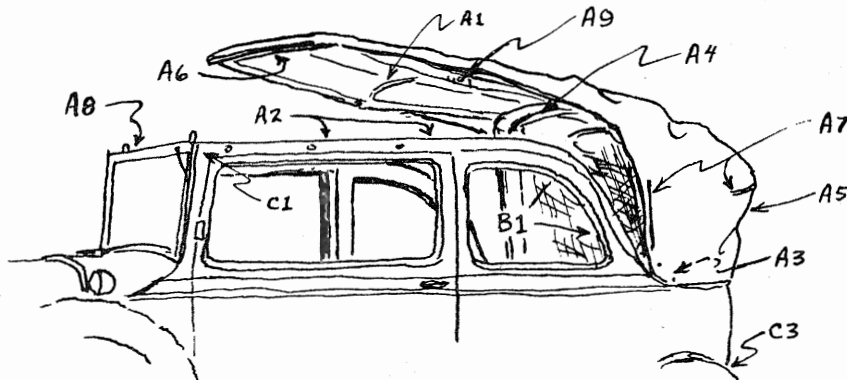
1. Was the wood behind the rear seat covered?
2. What color is the exposed metal of the front seats?
3. Was the garnish trim attached to the door/body structure?
4. Is the rim of the ashtray face plated? knob? inner ash box? Nickel?
5. Are the rear window screws nickel, chrome, or walnut finish?

C. EXTERIOR

1. Do you have cracks where the front pillar joins the top rail of body?
2. Do you have any solutions to the problem in C-1?
3. Is there welt material between the rear splash apron and the fenders?
4. Is there a brace between the rear bumper brackets?
5. What is the correct length of front and rear bumpers?

D. GENERAL

1. What parts (other than engine and chassis) have you found to be interchangeable with other models?
2. Did your A-400 originally have a right side-mounted spare? Right taillight?
3. What parts (unique to the A-400) have you had made? By whom?
4. Will the A-400 body fit other Model A chassis without modification?
5. Have you determined the original colors and paint pattern of your car? (see next page) Does it differ from any of those shown?



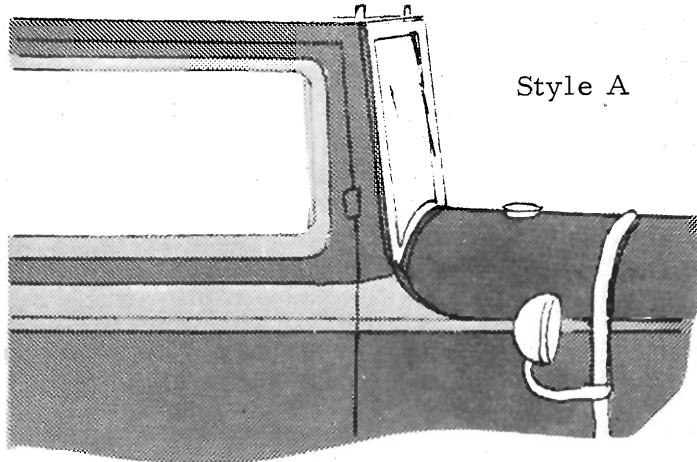
REWARD (for all replies): A sorted list of all known body numbers with owner.

Two-Color Paint Patterns: Many A-400 restorers are familiar with the colors and combinations used on the 400-A. Here is a logical and partially authenticated review of when certain patterns were used. Note references are to issues of the Restorer and to Ford Archives pictures. Striping not shown in illustrations.

Style A:

normally used with low contrast colors, i.e. Chicle/Copra Drab, Wash./Riviera Blue. Color #1: lower body, hood, cowl, upper body. Color #2: moulding, belt, reveal.

See 13-2 cover; 18-6, p.19; #56379-5, #56380-1; see also 19-2, p.5 in which top rail is possibly color #2.



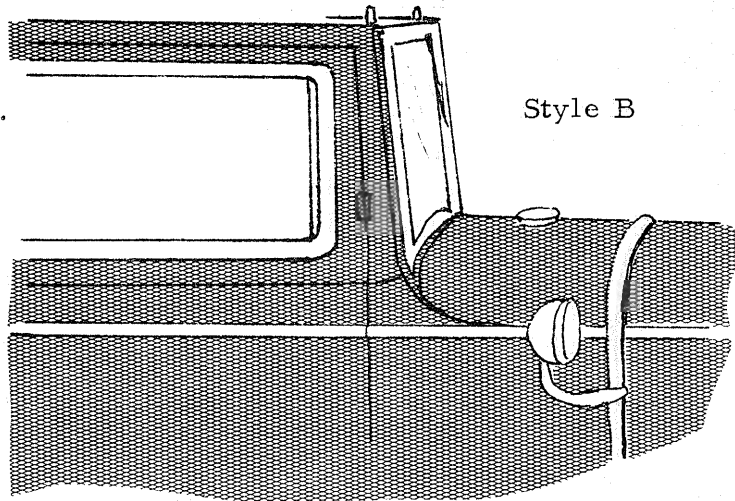
Style A

Style B:

probably used with medium contrast colors like black/green, Brewster Green Med./Tampa red. Color #1: lower and upper body, hood, cowl, and belt. Color #2: moulding and reveal.

See 11-1, p.21; 19-4, p.20

Striping same as Style A.



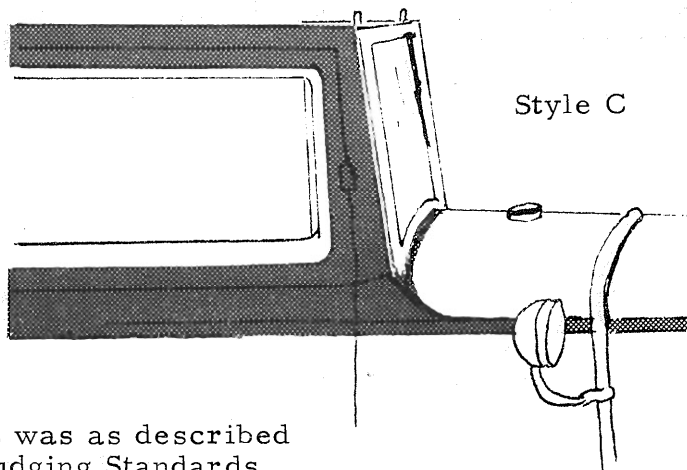
Style B

Style C:

probably used on high contrast colors like Bronson yellow/Seal brown, Arabian sand/Moleskin brown. Color #1: lower body, hood, cowl and reveal. Color #2: moulding, belt and upper body.

See 11-2, p.24 and 19-3, p.27 and back cover.

Striping same as Style A.



Style C

Note: Striping for two-color styles was as described in note #2 of the MAFCA-MARC Judging Standards.

Closing thought: Model A color schemes were usually subdued. They may have sometimes been sporty, but never outlandish. This page is mostly personal opinion.

ABOUT THE A-400 OWNERS LIST:

Bill Berger (Calif.) compiled the "Hi, A-400 Owner !" lists in the mid-50s. The first list included 19 cars. Several revisions later, Ed Rossig (then in New Jersey, now in Maryland) took on the task. Ed published the original A-400 manual and supplement, as well as tracing A-400 owners. By the time he published the 1967 list, it had grown to 165 confirmed owners.

The Group was somewhat inactive in the early 1970s when Bert Benninger (Penn.) advertised in various old car publications to collect names for a new list. He heard from 43 owners, many of whom told him of the earlier efforts. Using a combined list, Bert and Phil Allin (Calif.) set up a display at the MAFCA convention in Long Beach to see what the delegates could add or correct. This effort more than doubled the amount of updated information. A similar effort was carried out at the AACA Hershey meet by Gerald Greenfield (Penn.) and others.

Phil Allin took over the correspondence chores and began writing to reported owners and recent contacts to trace the names from the old list. Several hundred letters have been sent and received. There are many interesting stories to tell.

The list published in this newsletter includes 250 cars. Some may be duplications of the same car, but 169 are identified by body number and several others are known to be non-duplicated.

Please check the information listed for your car to see that it is correct. Next, check to see that the former owner isn't also listed. Look over the names of owners in your area to see if there are changes we have missed. Check the list of "lost" A-400s at the end. These are numbered cars reported sold with no information about the new owner.

Each listing includes the following information:

Status Code - the year of our last contact or report, followed by:

- A= direct contact or letter from owner
- B= reported by someone who knows the owner
- C= old listing (prior to 1970)
- D= problem listing (name or address unknown)
- * = written to; no reply to date

Sample:

| <u>Name</u> | <u>Address</u> | <u>Zip Code</u> |
|---------------|------------------------|-----------------|
| 74B Doe, J.R. | 1234 Flower St, Weston | 65432 2642 U3 + |

Body Number "--" = not reported
"none" = has no number

Notes - codes of reported condition:

- R = restored
- U = unrestored, being restored
- O = original
- 1 = excellent
- 2 = good
- 3 = fair
- 4 = poor

- += has owned this A-400 for over 10 years
- ++ = has owned this A-400 for over 20 years
- Δ = owner still in possession from 1957 list

Apologies to owners who have had their A-400s for many years who are not identified correctly.

= signers of the chapter charter petition