



This sloppy stencil adds greatly to the value of the O.E.M. and N.O.R.S. fender it marks. It indicates Ford stamped the replacement fender in August, 1934.

New, Old ... or Both?

When you hear "N.O.S." or "O.E.M." at a swap meet or read it in a Model A News classified ad, you probably wonder whether the other guy has the same definition you do. These terms are a long-standing source of misunderstanding ... and frustration.

Generally, "new old stock" means a replacement part that was manufactured "back in the day." You might consider that to include Model A Ford items manufactured from 1928 – 1931. You might even accept a 1951- or even 1960-manufactured part that has never been installed on a car to be N.O.S. It might be from a Ford plant or from a supplier using Ford dies, in which case the more accurate jargon would be "new old replacement stock" or "NORS."

"Original Equipment Manufacture" is a tad more restrictive. It means the item came from one of Henry's plants – back in the day. That's not to be confused with "official licensed product" or "factory

authorized," which is legal lingo for a brand-new Ford piece you might order from Mike's or Bratton's. Parts that feature the Ford logo are often reproduced under the FoMoCo license.

Of course "O" for "old" conveys the idea among fellow old car restorers that the chunk of Ford under consideration has been around for a while and probably was bolted to the car 60-or-even-77 years ago! The hope is that an *old* part will be exactly correct according to the Judging Standards. But you must be sure that you have the right old part! sometimes there's really no practical difference; an excellent *old* headlight bucket might be indistinguishable from a good repo (reproduction) part of contemporary manufacture. The relative value of each would be debatable!

"Used" parts, sometimes shorthanded as "U" in ads, might not be antiques. You might see a used Model A tire cover or used Champion spark plugs at a swap. While they might have been in service for decades, it is also possible they were installed just last spring!

True O.E.M. and N.O.S. items, like the never-used replacement fender in the picture accompanying this lecture, are more and more rare – and are growing in value every time one is used in a restoration. Unfortunately, when an N.O.S. item is installed, it immediately loses its exceptionality – and its relative high value. Who can tell used from N.O.S. after a talented body man covers the imperfections – and the maker's mark – with a high build undercoat and an exceptional paint job?

So, don't be fooled into paying incredible prices for great O.E.M. pieces. The economics are not favorable ... and even worse, you will be responsible for the destruction of a non-renewable resource.



Sunny Side UP!

Model A enthusiasts really like a short ride to breakfast – even if it is too cold and snowy to take the cover off of the old Ford. The Fox Valley MARC Chapter has rallied twice so far in 2007 – in relatively nasty weather – to clink coffee mugs with other Club members.

In January, a stalwart gang found its way to Big Rock's Country Cafe, where Swedish pancakes are the rage. Then, in February when *global warming* was raging most fiercely, a veritable troop of four-banger fanciers congregated at Harner's Bakery in Aurora. It is a safe bet that the next breakfast klatch will involve driving your Model A!



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The March meeting will begin at 6 PM on the 16th in the conference Room on the lower level of the Park National Bank, 404 West Main Street in Geneva. **It's going to be a BIG pizza party !!**