

**PARTS, RELEASE DATES AND NUMBERS  
IN RELATION TO THE WINDLACE ATTACHMENT  
TO THE QUARTER LOCK PILLAR ASSEMBLY  
AS OF  
APRIL 8, 2006**

The following is a list of Ford releases and dates affecting the attachment of the windlace to the Quarter Lock Pillar Assembly on the 1928 Tudor and Coupes.

**A-46966-R: Quarter Lock Pillar Windlace Assembly  
"2 Req. Tudor; 2 req. Coupe and Business Coupe for repairs"**

A-51966-AR: Quarter Lock Pillar Windlace Assembly  
"2 req. Tudor & Coupes & Business Coupe (repairs only)"  
"2 req. Sport Coupe (Repairs only)"

DATE/PART NUMBER/RELEASE NUMBER

**08-30-27/A-46966-R/2248: New parts adopted.**

**11-04-27/A-46966-R/4381: Redesigned.**

11-19-27/A-51966-AR/4966: New part, adopted.

11-19-27/A-51966-AR/4990: New Number, adopted.

12-27-27/A-51966-AR/6112: Changed note, "Screw into lock pillar" to "Fasten to lock pillar with screw A-22587."

**12-29-27/A-46966-R/6193: Changed symbol number of cover from A-45395 to A-46968. Changed note to read "Cut off rubber tubing and fold cloth under. Fasten to Lock Pillar with Screw A-22587." Corrected view of screw head.**

**01-11-28/A-46966-R/6494: Changed Cover symbol number from A-46968 to A-45395. Added 1-3/16 overall dimension.**

01-11-28/A-51966-AR/6494: Added 1-3/16 overall dimension.

**01-30-28/A-46966-R/6900: Added "R" to symbol number denoting repairs. Added "R" to detail symbol number A-45395. Changed 3/4 dimension to 3/8. Brought to date with details and changed note. "Cut off Rubber Tubing and fold cloth under, fasten to lock pillar with screw A-22587" to "Cut off rubber tubing and tuck surplus cloth into end." Added note: Use striped body cloth M-5003-D and M-5003-E.**

01-30-28/A-51966-AR/6900: Added "A" to symbol number and specified same to be used with Checked Cloth M-5003-G.  
Added "A" to detail symbol number A-50395.  
Specified "Repairs only" on Sport Coupe and added Tudor and Coupe requirements.  
Added note, "Sample to be approved by Eng. Dept."  
Changed length from 44 to 43-5/8 (inches).  
Changed  $\frac{3}{4}$  dimension to  $\frac{3}{8}$  and note from "Cut off rubber tubing and fold cloth under and fasten to lock pillar with screw A-22587" to "Cut off rubber tubing and tuck cloth into the end".

**THOSE MYSTERIOUS HOLES**  
**A SHORT LIVED “EARLY” PRODUCTION FEATURE**  
**PART 2**  
**BY**  
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In the January/February 2006 issue of Model A News, I presented to the membership an early production feature which involved the positioning of the Quarter Lock Pillar Windlace Assembly to the Pillar (quarter lock) Assembly, RH/LH, with a sheet metal screw, A-22587, in early 1928 Tudors and Coupes . Coupes in this case were not defined until January 30, 1928.

Upon further investigation and viewing all the available Ford Releases pertaining to the assembly, the following has since been discovered. But first, what is a “release”? A Ford release is a statement designated by the Ford Engineering Department defining and describing, in so many words, a **change** in a particular part or assembly procedure of that part. These release statements can be found on most part information at the Ford Archives. In most cases, the release included a date, part number, release number and a separate from that, a schematic drawing, including release numbers and dates, of the part involved.

Individual notes came from two different part numbers in relation to the Quarter Lock Pillar Windlace Assembly, part numbers A-46966 and A-51966. The information contained on both numbers all said the same thing. Why the two different part numbers for the same item during the same period is unknown.

A word of caution when studying releases as a lot of them are somewhat vague. Understand what the notation is saying...read it well, understand key words and look for all possibilities contained in the wording itself. I hate to say this, but sometimes one must read between the lines to fully understand the meaning of the statement.

By November 19, 1927, the engineering department had indicated that both part assemblies, A-46966 and A-51966, had been designed and adopted for production on the Tudor Sedan and Coupes. By December 27, 1927, Release # 6112 (A-51966), indicated that the "note" (on the original documentation) be "changed" from "Screw (windlace) into lock pillar", to "Fasten (windlace) to lock pillar with screw A-22587". Two days later on December 29, 1927, Release # 6193 (A-46966), indicated, once again, that the "note" (on the original documentation) be "changed" to read "Cut off rubber tubing and fold cloth under. Fasten (windlace) to Lock Pillar with Screw A-22587".

By January 30, 1928, with Release # 6900 (A-46966 and A-51966), several changes were brought forth on both parts. With A-46966, an "R" was added to the symbol number denoting repairs, making it A-46966-R. There was also a change in dimension from  $\frac{3}{4}$  inch to  $\frac{3}{8}$  inch (not sure just what that means but might be referring to the size of the tubing forming the windlace assembly). And once again the previous "note" was changed from "Cut off Rubber Tubing and fold cloth under, fasten (windlace) to lock pillar with screw A-22587" to "Cut off rubber tubing and tuck surplus cloth into end". There was no mention of the attachment screw, A-22587.

With A-51966, an "A" was added to the symbol number and was specified for "Repairs only" which put an "R" after the "A" so the part number became A-51966-AR on Sport Coupe and adding Tudor and Coupe requirements. And as noted above, the dimension changed from  $\frac{3}{4}$  inch to  $\frac{3}{8}$  inch along with changing the "note" from "Cut off rubber tubing and fold cloth under and fasten (windlace) to lock pillar with screw A-22587" to "Cut off rubber tubing and tuck cloth into the end". Again, there was no mention of the attachment screw, A-22587. Could this have been to mean that the sheet metal screw was no longer needed in the production procedure on either assembly?

So, was this the end of the Quarter Lock Pillar Windlace Assembly, A-46966 and A-51966, being attached to the Pillar (quarter lock) Assembly with sheet metal screw A-22587? Unfortunately the release data does not confirm this fact. But one thing has been proven here and that is from the start of production up to the end of January, 1928, (more than likely even into March, 1928, as seen on Steve Ciccalone's March, 1928 original Tudor Sedan) the Quarter Lock Pillar Windlace Assembly was actually attached to the Pillar (quarter lock) Assembly with sheet metal screw A-22587. So much for "Those Mysterious Holes" and just what they were doing in the Pillar (quarter lock) Assembly, RH/LH, in early 1928 Tudor Sedans and Coupes in the first place!

Unfortunately and unlike the early 1928 Tudor Sedans, no original early 1928 Coupes have been noted with the windlace being attached to the Pillar (quarter lock) Assembly.

If you happen to know of an early, original, 1928 Tudor Sedan or Coupe that possess this feature, please contact me at Steve C. Plucker, 12650 Touchet North Rd., Touchet, Washington, 509-394-2831 or by Email at [steve@plucks329.org](mailto:steve@plucks329.org). You can also check out my website at [www.plucks329s.org](http://www.plucks329s.org).