

THOSE MYSTERIOUS HOLES
A SHORT LIVED "EARLY" PRODUCTION FEATURE...

MAYBE---MAYBE NOT

BY

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AS OF:

JANUARY 19, 2006

Throughout the Model A/AA Ford production years of 1928-1931, there were many things that Ford did for which we are still in question today. One of those items which appear on all 1928-1929 Standard Tudors, and Coupes, is a little 1/8 inch hole which is at the bottom of the Pillar (quarter lock) Assembly, right and left, within the door cavity of each body style on both sides of the body. The Pillar (quarter lock) Assembly, right and left, is that assembly which is attached the dovetail and cavity to lock the door.

When I bought my 1929 Standard Coupe in September of 1966, the first thing I did when I got it home was to look it over real good (the one thing I did not do was leaving it as is or was). One thing I noticed was a small hole at the bottom of the Pillar (quarter lock) Assembly, right and left, where the assembly is riveted to each side of the Floor Side Sill Assembly.

PICTURE AND LOCATION OF HOLES ON THE CAR

Over the years I had asked many Model A'ers just what those holes were for. Either no one knew for sure or no one really cared. I thought that Ford may have drilled the holes to allow for some sort of pressure relief to prevent splitting of the Pillar (quarter lock) Assembly within this area, sounded good to me.

It wasn't until I was at my friend, Mr. Fred Gooding's place in Wilder, Idaho looking over his early, original, unrestored 1928 Tudor Sedan in May, 2005, when I saw something of interest. At the bottom of the long, vertical, original windlace, which was positioned along the edge of the Pillar (quarter lock) Assembly, was a flat (pan) head, slotted, sheet metal screw on both sides of the Tudor Sedan body. This Tudor Sedan is A2157. The engine was stamped at The Rouge Plant in Dearborn, Michigan on December 14, 1927. The engine, along with all the other chassis and body parts to assemble this car, were then shipped to the Kearny, New Jersey assembly plant to be assembled. The body possesses the assembly plant code and number of KY20, which is stamped on the upper part of the body cross sill just below the front seat.

With this in mind, I put a question on the Fordbarn and Ahooga websites asking for information on this feature. I was contacted by Mr. Steve Ciccalone of Fitzwilliam, New Hampshire, who also has an early, original, unrestored 1928 Tudor Sedan. Mr. Ciccalone informed me that his car also possessed the same feature. This Tudor Sedan is A38131. The engine was stamped at The Rouge Plant on March 2, 1928. The engine, along with all of the other chassis and body parts to assemble this car, were sent to the Columbus, Ohio assembly plant to be assembled. The body possesses the assembly plant code and number of G2130, which is stamped on the upper part of the cross sill just below the front seat.

Two other early Tudor bodies were also looked at and both of these still had the flat (pan) head sheet metal screws within the holes themselves.

PICTURE OF THE WINDLACE ATTACHED TO THE PILLAR (QUARTER LOCK) ASSEMBLY

The size of the screws, which were on both cars, is 5/8" inch long (shank) and has an 11/32" inch diameter flat (pan) head with coarse threads and is definitely a sheet metal screw.

PICTURE OF THE SCREW

A thought as to just why Ford did this, if in fact he really did, came from my friend Mr. Ron Rude of Quincy, California. Ron related that "During the early production of the Model A, the Ford engineers must have thought that people entering the rear of the Tudor Sedan might strike the windlace with their foot thus knocking it loose so they provided the hole in question to secure the windlace. It was later decided that there was no problem so the sheet metal screw was eliminated. However the production of the Pillar (quarter lock) Assembly apparently was not changed to eliminate the hole as it remained through the 1929 production year".

Another thought I had was this a carry-over from the Model T era? One 1927 Tudor in Walla Walla, Washington was looked at and sure enough, not only were the holes at the bottom of the Pillar (quarter lock) Assembly (a little to the left within the door cavity on the 1927 Model T Tudor) but the same flat (pan head) sheet metal screws were also in the holes. Three other 1927 Model T Tudors were also looked at in Boise, Idaho and it was also confirmed that this must have been a Model T feature as well. However, when three 1926 Model T Tudors were viewed, not one of them possessed the holes for the windlace attachment.

The hole size, which is in the Pillar (quarter lock) Assembly, is 1/8" inch and may go up to 5/32" inch.. I therefore decided to do some experimentation with the original screw which Mr. Gooding had sent me. I drilled a 1/8" hole into some sheet metal and when I screwed the screw into the sheet metal and out again, the hole size did not change that much. If it did change at all, it would have gone from 1/8" inch to 9/64" inch in size due to the original size of the screw itself. However, this does not mean that all hole sizes of 9/64" inch had the screw attached to the windlace and inserted into the holes.

Some other questions which come to mind are: 1) Was this feature just an assembly plant thing?; 2) If this was originally a production feature, just when, if at all, did Ford discontinue the attachment of the screw to the Pillar (quarter lock) Assembly?; 3) Is this feature just specific to early Tudor Sedans or should all vertical windlace on the Pillar (quarter lock) Assemblies, on cars which possess these holes, have the windlace attached with a sheet metal screw at the bottom?;

There may be some information on this early feature at the archives but due to logistics I was unable to go there and do the research that is truly needed to justify that this feature was actually used in the production process. However, we do have two original cars that possess this feature. Are there others? Do you know of or have you seen this feature on other early, original cars? If so, would you please contact me with your findings at: Steve Plucker...12650 Touchet North Rd...Touchet, Washington 99360...E-mail: steve@plucks329s.org.

I would like to thank Mr. Fred Gooding, Mr. Steve Ciccalone, and Mr. Ron Rude for their input on this study. I would also like to thank Mr. Dave Sturges, Mr. Todd Smith, Mr. David Lopes, Mr. Jim Morris, Mr. George Wale, and Tom Umholtz for information on their cars.

PARTS INVOLVED

- 1) A-51966-BR: Windlace (quarter lock pillar) assembly...brown cloth...45-A, 49-A, 50-A, 55-A
- 2) A-51966-AR: Windlace (quarter lock pillar) assembly...blue cloth...50-A, 55-A
- 3) A-46966-R: Windlace (quarter lock pillar) assembly...use with gray cloth...45-A, 54-A
- 4) A-51966-CR: Windlace (lock pillar) assembly...leather...54-A
- 5) A-46680-AR: Pillar (quarter lock) assembly...R.H....45-A, 49-A
- 6) A-46681-AR: Pillar (quarter lock) assembly...L.H....45-A, 49-A
- 7) A-51680-AR: Pillar (quarter lock) assembly...R.H....50-A, 54-A
- 8) A-51681-AR: Pillar (quarter lock) assembly...L. H....50-A, 54-A
- 9) A-56674-AR: Pillar (quarter lock) assembly...R.H....55-A
- 10) A-56675-AR: Pillar (quarter lock) assembly...L.H....55-A

NOTE: Data came from the Ford Body Parts List (FPPL) for April 1, 1932 (No screws mentioned). One way to be certain if in fact there was once a sheet metal screw in the holes to attach the windlace, is to check the diameter of each hole.

If the hole is 1/8"-9/64" (0.125-0.1406) inch diameter, then more than likely there was **"no screw"** in the hole originally thus the windlace ended at the inside floor of the car. **However, if screws were in fact in the holes at one time, but not there now, then the hole size should be about 9/64"- 5/32" (0.1406-0.1562) inch diameter, due to the screw size, and, more than likely, the windlace protruded down into the riveted area of the Floor Side Sill Assembly and was attached to the Quarter Lock Pillar Assembly with one sheet metal screw on each side. As of this date, this feature may only be related to early Tudor Sedans.**

THE OBJECTIVE OF THIS STUDY IS TO SEE JUST WHEN FORD STOPPED THE PRACTICE OF ATTACHING THE WINDLACE TO THE QUARTER LOCK PILLAR ASSEMBLY WITH A FLAT PAN HEAD SLOTTED SHEET METAL SCREW (FPHSSMS)!

ENGINE NUMBER	STAMP DATE	VEHICLE TYPE	ASSEMBLY PLANT CODE	SCREW TYPE	SCREW SIZE	HOLE SIZE
0000354(1)	11/04/27	Spt. Coupe	Unknown	No Screw	No Screw	1/8"
0000566(7)	11/15/27	Spt. Coupe	AS 8166	No Hole	No Hole	No Hole
0002157(1)	12/14/27	Tudor	KY 20	FPHSSMS	5/8"x11/32"	5/32"
0002339(1)	12/15/27	Tudor	AF 1355	FPHSSMS	5/8"x11/32"	5/32"
0008228(10)	01/12/28	Tudor	AF 2517	FPHSSMS	5/8"x11/32"	5/32"
0038131(2)	03/02/28	Tudor	G 2130	FPHSSMS	5/8"x11/32"	9/64"
0149431(9)	05/23/28	Tudor	AS 822	No Screw*	No Screw*	9/64"
0211730(4)	06/25/28	Spc. Coupe	DO 00313	No Screw	No Screw	9/64"
0298349(7)	08/01/28	Tudor	SFA 3740	No Screw	No Screw	1/8"
0304789(6)	08/03/28	Spc. Coupe	DO 04330	No Screw	No Screw	1/8"
0434991(8)	09/18/28	Spc. Coupe	DO 15077	No Screw	No Screw	1/8"
0435819(10)	09/00/28	Tudor	?? 7455	No Screw	No Screw	1/8"
1228831(3)	03/19/29	Spc. Coupe	SFA 5631	No Screw	No Screw	1/8"
1494017(7)	05/03/29	Tudor	AS 8675	No Screw	No Screw	1/8"
2158954(5)	08/17/29	Std. Coupe	Unknown	No Screw	No Screw	1/8"
2278004(3)	09/09/29	Std. Coupe	SFA 12751	No Screw	No Screw	1/8"

"*" means that the original screw would not fit the hole in the Pillar Assembly

CODE

1. **FRED GOODING**
2. **STEVE CICCALONE**
3. **STEVE PLUCKER**
4. **DAVE STRUGES**
5. **TODD SMITH**
6. **DAVE LOPES**
7. **RON RUDE**
8. **JIM MORRIS**
9. **GEORGE WALE**
10. **TOM UMHOLTZ**

If you can provide any additional information on this feature, please contact me.

Thank You.

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