

# DIABLO A's MODEL OF THE MONTH SEPTEMBER 2021

## DICK & DEBBIE ARNOLD'S 1928 Tudor Sedan



Dick grew up in the suburbs of Chicago, IL. In the spring of 1966, shortly after receiving his driver's license, he bought a 1928 Tudor Sedan from the estate of the gentleman who had purchased it in August 1928 from a Chicago Ford dealer. The Tudor was manufactured at Ford's Chicago plant in July 1928.

The original owner was extremely fond of his Tudor as it had been the only vehicle he ever owned. Even after he quit driving, he put the car on blocks in his garage where it was stored for about 20 years. When the Tudor was offered for sale, Dick found that the sedan was in all original condition. After inspecting the Model A and agreeing upon a purchase price, Dick and his father installed a new battery that was acquired at a local Sears store and poured two gallons of gas into the tank. Since neither of us knew anything about the mechanical workings of a Model A at that time, we could only hope that the car would start. Remarkably, the engine started and Dick learned how to shift gears using a manual transmission during his drive home.

Unfortunately, the Midwestern winter weather had been very rough on the sedan's original paint scheme and the body had some rust, especially under the rear fenders. Since Dick had spent his savings to purchase the car, an economical solution was a \$39.99 paint job at a local Earl Scheib shop that changed the color scheme of the body to all black. Dick painted the wheels green. The attached photo shows Dick and his Model A with its new paint job prior to the July 4<sup>th</sup> parade in 1966.



The Tudor Sedan served as Dick's everyday car throughout high school and visits to home during college and graduate school. He drove it to several MARC national meets held in the Midwest during the late 1960's and early 1970's. During the MARC national meet in Indianapolis, time trials for the Model A's in attendance were held at the Indianapolis Speedway. Dick was clocked at 72 mph, but unfortunately threw a rod. A replacement short block engine was purchased from Mal's A Sales of Pacheco, CA, whose owner, Mal Staley, coincidentally was one of the founding members of the Diablo A's.

After we married and relocated to California in 1975, for the next 20 years Dick intermittently worked on the restoration of his Model A when he returned to Illinois to visit family. In 1995, the Model A was brought to California. However, because restoration progress was painfully slow, he eventually enlisted the assistance of former Diablo A's member, Charlie McKeown of Rusty A Restoration in Placerville, CA. All body parts and the frame were sandblasted, repaired, primed, and repainted. The engine and drive train were rebuilt as were most other mechanical components. A Le Baron Bonney interior was installed along with a new roof. The restoration was done to original specifications except for the electrical system, which was converted to 12 volts with an alternator and disconnect switch. Turn signals, a second taillight, a supplemental LED brake light, an oil filter, and an oil pressure gauge were also installed.

This car has a history of sitting idle for lengthy periods of time, thus new issues frequently arise that need attention. Fortunately, Diablo A's members Herb Neumann, Doug Freeman, and Bob Grady have generously helped with various fixes since the restoration was completed and we greatly appreciate their assistance to prepare our Model A for the road. Terry Freeman kindly gave me a Marvel carburetor that I plan to use once it is rebuilt. Debbie and I look forward to finally being able to drive our Tudor Sedan on future Diablo A's tours.



