

May 2016 A Frame
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**Officers of New Orleans A's Chapter
Model A Ford Club of America**

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COMING EVENTS

Monthly Meeting: Fourth Wednesday, May 25th. Meet us at Randazzo's at 6:30 pm for dinner. Meeting at 7:30.

May 26: Lunch at Ormond Plantation! Depart about 1030 from parking lot on William's Boulevard in your Model A. Details at monthly meeting.

For Sale (all old stuff): Frank Culotta selling his 1929 Roadster. Call him at 504-512-0972 for details.

1929 Tudor Sedan, no rust, very nice older restoration. New model B engine, 12 volt system, turn signals, new carpet, etc. and many upgrades. Louisiana title. Price \$19,500 negotiable. Russell Stevens: stevens43@bellsouth.net; 318-540-6182.

Model A Wagon: Earned awards of excellence in fine-point judging from both MAFCA and MARC at the 2008 joint world meet in Dallas. Since then I've converted to 12 volts and added a Mitchell Overdrive for easy cruising. \$38,500, negotiable. Tom Torge, ttorget@gmail.com. 830-257-8966, Kerrville, TX.

1931 PickUp: Restored back to the original dark green w/black fenders as it was when it came off the production line. The bed is natural oak & there are quite a few new parts. Nick Maniscalco, (985) 230-8015.

Engine & Parts: Rebuilt Model A engine for sale or trade plus spare parts. Call Bob Maureau: (504) 246-4326

STUFF

Glad to see Charley Persigo at April meeting —stay healthy Charley!

And Linda Maniscalco is doing better too. According to the North Lake A's newsletter she is "enjoying her newfound freedom".

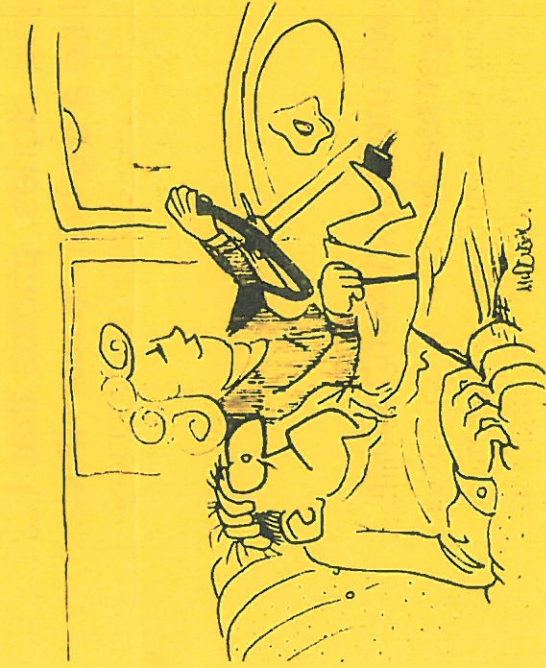
Still need to get everyone's birthday so we can post yours in the A Frame. Who knows, you might get some presents!

Please send me **any** possible news items, stories, photos that I can use in coming newsletters. That will be a big help to me. It is difficult to manufacture stories.

Future Events:

September 10th is Model A Day and we will meet with North Lake A's and Red Stick club in Ponchatoula so get ready.

Dedicated to the Distaff . . . Model A Ford was, once upon a time, a masculine piece of machinery. Although affectionate owners often endeared the vehicle with feminine terms such as “she” or “old girl,” there was never much doubt about it being a man’s car. It was hard to steer, hard to stop, sometimes hard to start. Women were further discouraged from driving by the limited seat adjustment and awkward pitch of the steering wheel. Ladylike posture was impossible, they thought. Besides, in 1928 women were still passive enough to let the master of the house dictate the direction and do all driving of the family automobile. But that was in 1928. . . Today’s capri-panted housewife has no qualms whatever about jumping into her Model A and kicking it in the old starter. If it balks, she grabs the crank and twists the stubbornness right out of it. She adjusts the spark as if she knows what she’s doing (she does), stomps the clutch pedal to the floor, slaps the stick into gear, plants a firm foot on the accelerator and leaps out of the driveway like a thoroughbred leaving the starting gate. . . . And



there is not a man alive that would deny she looks like a lady, awkward steering wheel and seat adjustment be damned! . . . Women have taken to the Model A as if it came from Paris. It is now fashionable for Mrs. Enthusiast to use that “cute little car” for shopping trips, for family taxi service, even for socializing. She volunteers to drive her less fortunate friends (those without a 35 year old Ford) to the afternoon bridge party—and of course Mrs. Jones has to keep up with Mrs. Enthusiast so she talks Mr. Jones into buying her a Model A.

First thing you know, that bridge club is petitioning for a chapter charter. . . . Women now comprise almost ten percent of the MAFCA membership, and it is a strong, active, enthusiastic, vitally important hard-core ten percent that would be sorely missed should we ever lose it. . . . Perhaps in some cases this new-found enthusiasm on the part of women was a matter of “don’t fight it, join it” or maybe grease and gasoline have become ammunition in the battle of the sexes. But whatever the reason, we are glad to see it. . . . So to let the women know we are aware of what they are doing, that we approve, that we appreciate it, that we encourage it, we are dedicating this issue of THE RESTORER to them. . . **Cherchez la femme!**

The latest advancements in aftermarket batteries.

Today's automotive batteries are better than ever. They have to be.

Ten years ago you had a clock radio in your vehicle," notes Matt Ingram, sales & Marketing manager for battery-charger company CTEK, Twinsburg, Ohio. "Now you have touch screen just about everything. That entire parasitic load discharges the battery while your car is just sitting."

So much so that "in a week or two the battery could be depleted to a point where it is doing damage to itself".

Or at the very least, to a point where your car won't start.

OK, Matt was at the SEMA show and they are talking about all the latest and greatest toys being added to late model cars. Has nothing to do with the Model A you say? Well yes, and no. If you are like most people you don't lift the carpet or floor mat and check the battery like you should. People think that lead-acid batteries are the same as they've always been. While in fact lead-acid technology has evolved tremendously along with the rest of the automotive industry.

Interstate offers reproduction batters for vehicles dating back to 1928—so it should know. Back then, battery grids were mostly lead-antimony. The subsequent switch, in battery manufacture, to lead-calcium reduced water loss by 80 percent.

From 1930 to 1960, as the automakers focused on larger and more powerful engines, battery suppliers emphasized cold cranking amps. As the automotive manufacturers added more accessories the battery makers had to respond. Absorbed Glass Mat (AGM) batteries, which first appeared in military aircrafts in the mid-1980s, use fiberglass mat to immobilize the acid while keeping it in chemical contact with the plates. According to Scottie Johnson, president of SX Power in Knoxville, TN, "a good quality of AGM battery can help to handle larger loads and can more easily withstand deep discharges that would typically kill the conventional flooded type battery.

"AGM batteries typically provide 30- to 40 percent more power during the first five seconds that a similar flooded battery." Roy Hellmund, engineering & tech specialist for Interstate Batteries in Dallas. He adds. "While this is not an official battery rating, it is significant because most vehicles will start within a 3-second window. Another big advantage of an AGM-style batter is that it won't gas during normal charging, avoiding corrosion of the terminals, cables and battery tray."

Several battery manufacturers are promoting Thin Plate Pure Lead (TPPL) technology, "to maximize surface area tend conductivity" says John Catalano, product manager for the Stringer Electronics Division of AAMP.

Odyssey batteries (we used this one on the sedan project) also use TPPL technology to deliver "the highest CCA and true deep cycle support," says Bruce Esig Odyssey National Program Manager for EnerSys in Reading, PA. So enthusiasts can choose smaller, lighter cells for space and weight savings, with no loss of power; or larger cells for higher output demands.

Maybe you have moved to the AGM style batter like Optima, this is a good start. But we felt you should be aware of the advancements available to you. With any extra power drain the battery becomes when you are going to get ready for the touring season!

Several years ago we reviewed the 6 volt original battery with the Ford script on the side. This is an excellent product if you intend to show your Model A. We are installing this battery in the phaeton. Our plan is to show it at the Model A Ford Club of America National Convention next year in Loveland CO.



Here are a few of the amp draws that you might experience on your car.

Amperes

Ignition.....	2-9
Radio.....	0.5-5
Windshield Wipers.....	7.5
Headlamps (Low Beam, Dim).....	17-18
Headlamps (High Beam, Bright).....	19-20
Parking Lights.....	4-10
Fog Lamps.....	8
Brake Lights.....	6-11
Interior Lights.....	2-4
Hood Light.....	0.5-1.0
Horn.....	4
Power Window (one window).....	5
ABS Brakes.....	14 max
Trunk Light.....	0.5-1.0
Blower (Heater, Air Conditioner).....	10-14
Heated Rear Window Defogger.....	13-28
Heated Seat.....	4-5
Power Seat Motor.....	10-13
Summer Starting (Gas).....	150-200
(Diesel).....	450-550
Winter Starting (Gas).....	250-350
(Diesel).....	700-800

Average Vehicle Ignition Off-Drain

