

April 2019 A Frame  
5351 Chestnut Street  
New Orleans, LA 70115-3054

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

President: Carl Hunter  
1st Vice President: Toni Schaub  
2nd Vice President: Phil Strevinsky  
Secretary: Brad Persons  
Treasurer: Hall Townsend  
Sergeant-at-Arms: Caroline Schaub  
Sunshine Lady: Toni Schaub  
Directors: Carl Hunter, Angelo Ricca, Anthony Nicolich  
Phone Committee: Carl Hunter, Lynn Welsh, Anthony Nicolich  
Newsletter: Mickey King

## Coming Events:

**Monthly Meeting** is held on the 4th Wednesday of the month at Randazzo's Family Restaurant, 4462 Wabash Street at 6:30 pm for dinner (meeting begins about 7:15 pm).

**April 27:** Crawfish boil party at Dianne & Carl Hunter's new home at 133 Moss Lane, River Ridge, LA.

**May 4th:** Meet in parking lot at M. A. Green at 11:00 am for trip to Bobbie & Vic Zaidain's place in LaPlace for our noon annual picnic under the spreading oak trees.

**June 9:** Trip to Barataria and lunch at *Des Families Restaurant*.

Happy Birthday Jim Pierce!

*"ModelA Times"* has an article recommending the use of a graphite paint EZ-SLIDE on your springs. It is a graphite alkyd lubrication paint that bonds quickly to clean metal surfaces. Of course,

you have to take the springs apart and clean them and then apply the graphite! Available in quart or gallon size.

## Spring Fiesta Parade

The As were at the Spring Fiesta Parade on Saturday April 7th in the French Quarter. There was a good turnout of six cars: Dianne and Carl Hunter, Phil Strevinsky, Toni, Ray & Caroline Schaub, John Troendle, Anthony Nicolich & Scott, and Brad Persons, John Maiorana and Bill Pfaff. Brad led the parade with a lady in the Spring Fiesta. Note the phaeton loaded with flowers to hand out along the parade route!

Bobbie and Vic Zaidain watched the parade in front of Fleur de Paris on Royal St. in the Quarter. The Model A's Club led the parade and the drivers and passengers passed out flowers to the many bystanders watching the parade pass. We watched the carriages follow the cars down Royal St. Next year Bobbie and Vic expect to be in the parade.









## The Station Wagon 90 years old

---

In January 1929, the Ford Motor Co. introduced the Model A Station wagon. Previously, station wagons had been produced by custom body shops on chassis purchased from the automobile manufacturer, so this marked the first time that an automobile manufacturer mass-produced a vehicle of this type on its own production line. Bodies were assembled at the Murray Body Company from wood subassemblies supplied by Ford's Iron Mountain plant.

The engineering of the station wagon was unique in that detail drawings of the wood parts were never made. Master subassemblies (doors, quarter panels, tailgates, etc.) were made in triplicate by Engineering. One master was retained at Engineering, one was sent to Iron Mountain, and the third was sent to Murray Body Company. The production wood parts were made and checked by using the masters as a guide. Murray assembled and shipped finished bodies to the Ford assembly plants for installation on the chassis. The Ford Station wagon could be used either as a passenger-carrying car or a delivery unit. As a passenger conveyance, it had seating accommodations for eight persons, with space for luggage on the lowered tailgate, should it be required.

In the rear compartment were two single seats, with a passageway between to a full-width rear seat affording accommodations for five persons. These seats were anchored in place, but could be removed when it was desired to use the car as a haulage unit.

Doors for both the front and rear compartments were hung on continuous hinges of the piano hinge pattern. Door handles were of scroll design, chrome plated.

The body was finished in natural hard maple with birch paneling. The roof was supported by hard maple uprights and covered with heavy black long short grain top material. Side curtains were of rubber-interlined material, tan-gray in color to harmonize with the body finish, and had large window opening of heavy celluloid. A steel storage compartment for the curtains was located under the car floor at the rear. The spare tire was carried forward in a fender well on the left side. Tool equipment was carried under the front seat.

The tailgate was held in place with clamps. When lowered, it was supported by heavy, leather covered chains.

Specifications required that wood for the framing and structure of the body be hard or soft maple, with no knot hearts, and a moisture content not to exceed 12%. The paneling was of cross-grained, exterior birch plywood, good on both sides. The roof slits were made of basswood. A high gloss spar varnish was applied on visible wood parts, giving a natural finish.

The body sheet metal, hood, cowl, and gas tank were finished in manila brown. Black paint was used on structural metal, brackets, rear wheel housing, tailgate irons, door locks, fenders, etc.

The interior trim was black. The seats were cobra cross-grained black artificial leather. Originally, it was to be blue-gray



## The Station Wagon 90 years old

---

In January 1929, the Ford Motor Co. introduced the Model A Station wagon. Previously, station wagons had been produced by custom body shops on chassis purchased from the automobile manufacturer, so this marked the first time that an automobile manufacturer mass-produced a vehicle of this type on its own production line. Bodies were assembled at the Murray Body Company from wood subassemblies supplied by Ford's Iron Mountain plant.

The engineering of the station wagon was unique in that detail drawings of the wood parts were never made. Master subassemblies (doors, quarter panels, tailgates, etc.) were made in triplicate by Engineering. One master was retained at Engineering, one was sent to Iron Mountain, and the third was sent to Murray Body Company. The production wood parts were made and checked by using the masters as a guide. Murray assembled and shipped finished bodies to the Ford assembly plants for installation on the chassis. The Ford Station wagon could be used either as a passenger-carrying car or a delivery unit. As a passenger conveyance, it had seating accommodations for eight persons, with space for luggage on the lowered tailgate, should it be required.

In the rear compartment were two single seats, with a passageway between to a full-width rear seat affording accommodations for five persons. These seats were anchored in place, but could be removed when it was desired to use the car as a haulage unit.

Doors for both the front and rear compartments were hung on continuous hinges of the piano hinge pattern. Door handles were of scroll design, chrome plated.

The body was finished in natural hard maple with birch paneling. The roof was supported by hard maple uprights and covered with heavy black long short grain top material. Side curtains were of rubber-interlined material, tan-gray in color to harmonize with the body finish, and had large window opening of heavy celluloid. A steel storage compartment for the curtains was located under the car floor at the rear. The spare tire was carried forward in a fender well on the left side. Tool equipment was carried under the front seat.

The tailgate was held in place with clamps. When lowered, it was supported by heavy, leather covered chains.

Specifications required that wood for the framing and structure of the body be hard or soft maple, with no known hearts, and a moisture content not to exceed 12%. The paneling was of cross-grained, exterior birch plywood, good on both sides. The roof slits were made of basswood. A high gloss spar varnish was applied on visible wood parts, giving a natural finish.

The body sheet metal, hood, cowl, and gas tank were finished in manila brown. Black paint was used on structural metal, brackets, rear wheel housing, tailgate irons, door locks, fenders, etc.

The interior trim was black. The seats were cobra cross-grained black artificial leather. Originally, it was to be blue-gray