

February 2020 A Frame
5351 Chestnut Street
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Coming Events:

Monthly February 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).

February 29: Another outing for lunch at Portside Restaurant on River Road. Meet 1230 at Williams & Jefferson Highway for lunch about 1:15 pm at the restaurant.

March 21st: Spring Fiesta parade in French Quarter. Times TBA.

N.B.: Remember to check online at www.nolamodelas.com for the latest information on events. Thanks to John Troendle! John usually has the most current dates and times.

Dues Notice:

Your membership costs only \$50 annually, but it truly makes a difference. **If you are currently a MAFCA member**, please check to be sure that you have renewed your membership for 2020. To renew, you can go to this link: [RENEW!!](#) or call the national office in California (562-697-2712, 10am-4pm) or send your check for \$50 to: 250 South Cypress, La Habra CA 90631-5515; be sure to mention your membership number. **If you are not a MAFCA member**, you can go to this link: [JOIN!!](#) or call the national office.

Thanks, Hall

Harahan Christmas Parade



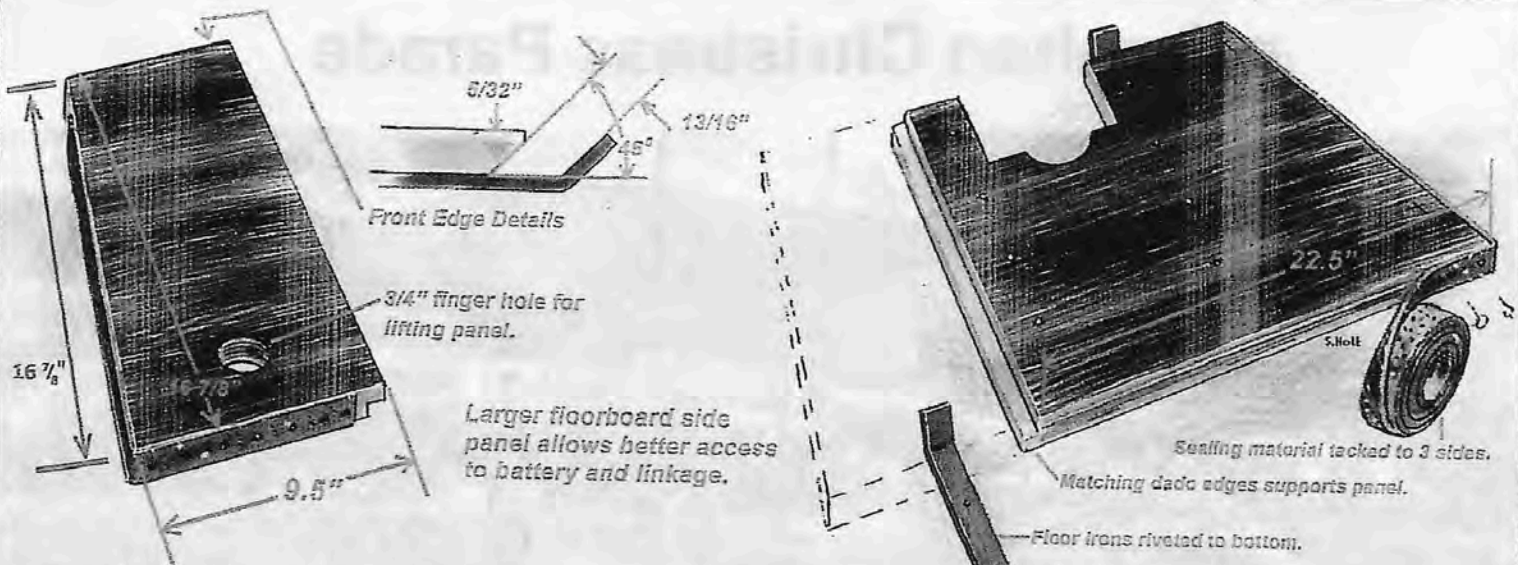
The club had a nice turnout for the parade with six cars present! From left to right: Bill Pfaff (30 Fordor), Paouo Cassanova (29 Phaeton), John Troendle (28 Speedster), John Troendle (29 Phaeton), Paulo Cassanova (30 Hotrod), Phil Strevinsky (30 Fordor).



Floorboard Modification for Battery Access

From Wayne Hughes, Blanchard, Idaho
Illustrated by Stephen Holt, Urbana, Illinois

Tiny Tips
From MAFCA Members



IF YOU'RE NOT A PURIST on originality and don't like having to remove the whole floorboard to service the battery — and you enjoy woodworking — here's a nice shortcut. A lift-out portion of the lower floorboard can be removed to access just about anything in relation to the battery or even most of the pedal linkage. I use $\frac{3}{4}$ " marine-grade plywood.

One method: Cut out the width of floorboard and an extra $\frac{1}{2}$ ". That allows $\frac{3}{8}$ " for dado and $\frac{1}{8}$ " for saw cut.

Another method: Make your dado cut first, tape both sections together, and lay out your pattern for the finished edges of the floorboard.

For accurate dimensions, I recommended tracing a good floorboard.

For quick removal, drill a $\frac{3}{4}$ " finger hole or tack on a piece of frame welt. ☹

All dimensions approximate.
Trace an existing floorboard for accurate sizes and locations of screw holes. Test fit with cardboard mock-up first.

If you have a helpful tip about Model A restoration or maintenance to share with MAFCA members, please send it to the MAFCA office:

250 S. Cypress St.,
La Habra, CA 90631

or email to: Restorer@mafca.com

Request:

Bob Maureau's son is asking for an old car to display at Bob's granddaughter's school event on Friday, March 13th (Friday the 13th!) from around 2000 to 2230. Basically, the car will just sit there parked, and the attendees will view it up close.

This shindig will take place on the premises of Sacred Heart Academy on St. Charles Avenue (close to Napoleon.) Have anyone who's interested call me at 889-2549, and I will put Robert, Jr. in touch with the volunteer.

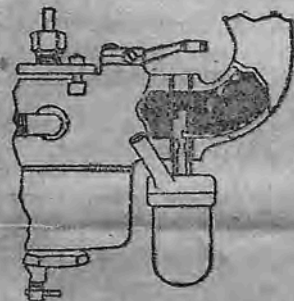
No \$\$ in their budget, but a free dinner and some expense reimbursement are possible.

The "SUPER" Gives Instant Starting and Complete Combustion

MORE POWER → MORE MILEAGE → QUICKER PICK-UP → GREATER FLEXIBILITY

To have this assurance should mean more than a passing glance at the headlines—it should cause you to investigate the merits of the SUPER and read every word we have to say about it.

No other carburetor firm in the world has made such rapid strides as the WEEKS Super Carburetor Co.—brought about by the hearty endorsements from thousands and thousands of satisfied SUPER users. No other carburetor in the world, regardless of its high selling price will compare with the SUPER as an outstanding gasoline-saver. The SUPER is the result of many years painstaking study and effort on the part of one of the Country's most noted Aviators and Inventors, Mr. E. O. Weeks. It is scientifically correct—noted engineers and famous inventors have been unable to improve upon it.



25 to 40 Per Cent. More Miles Per Gallon

The SUPER principle of forced carburetion which starts the motor instantly, under most trying conditions, completely shatters the gas particles in any temperature, winter or summer, which gives that quick snappy pick-up, more mileage and power, and great flexibility. Air is drawn into the SUPER and under high pressure forced into the usual waste gas, thereby converting waste gas into power.

Read the letters of endorsement from SUPER users—they tell you in their own words that the SUPER increases their mileage, and saves them money.

The average SUPER user gets from 25 to 28 miles per gallon on low-test gasoline, and from that on up to 35 and 40 miles per gallon.

The SUPER saves you 25 CENTS on every DOLLAR you spend for gas—this saving is yours—it means more miles of joy and pleasure at a lesser cost.

SAVES STARTER AND BATTERY

Thirty days of winter starting under ordinary carburetion will grind more life out of a starter and battery than six months of summer starting. The SUPER will save from \$10 to \$15 per year in Battery and Starter repairs, and you still have the satisfaction of KNOWING that your motor will start the first or second time over. On a Ford without a starter, it gives even greater satisfaction—you know, and can absolutely depend on your motor GOING with but two or three "lift-ups" on the crank—and ZERO weather makes no difference, for under all conditions the SUPER assures instant carburetion.

Each time motor is stopped condensed gasoline drains into SUPER chamber, where it remains ready, as a priming charge, which results in INSTANT STARTING in California or Alaska.

Tests Show Ford Can Run 60 Miles on Gallon of Gas

The amazing fact that a Ford can run 60 miles on one gallon of gasoline was recently brought to light through tests conducted by some of America's foremost engineers. Great strides have already been made in this direction—the SUPER carburetor comes nearest approaching this goal—it has made the astounding record of 41.4 miles on 1 gallon of low-test gasoline. SUPER users average from 25 to 35 miles per gallon under all conditions—a test on your own car will prove this statement for you. Read below what SUPER users say—they give you facts, and facts cannot be disputed.

100 Miles on 3½ Gallons.

Dear Sir—
The SUPER does everything that you claim for it, and I would not part with it for several times the cost if I could not get another. Recently I drove to Chicago—100 miles on 3½ gallons of low test gasoline.
H. RHODA, 594-34th St. Milwaukee, Wis.

26.6 Miles to the Gallon City Driving

Dear Sir—
This was made by an old FORD 1917 Model, the old car would hardly run until equipped with the SUPER CARBURETOR; then give it a good try out and got 26.6 miles to the gallon city driving. A first class Ford Mechanic made this test. He said nothing in the world would have convinced him, if he hadn't seen it himself. The old car would pick-up and get away just the same as the high priced cars. In fact, it made it run equal to a new Ford.
A. E. KING, Chicago, Ill.

Saves Three to Seven Dollars per Month.

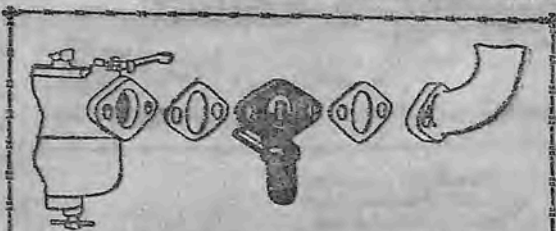
Dear Sir—
The best investment I ever made. The SUPER is saving me from three to seven dollars each month besides putting new life into my motor.
A. H. WORRA, Holmes, Iowa.

50% Greater Mileage.

Dear Sir—
Please enter our order for SUPERS for all our trucks. The SUPER has made a new car of my personal car. I can now make hills on high that I formerly took in low and I am getting 50% greater mileage. My crank case oil stays fresh and I have no more carbon or spark plug trouble.
MEYER TRANSFER CO., 752 12th St., Milwaukee, Wis.

Ford Runs Like a Haynes.

Dear Sir—
Since installing the Weeks SUPER Carburetor my Ford Coupe is as flexible as my Haynes. My Ford uses less gasoline, has a great deal more power and starts instantly, which means a great deal to a Doctor.
DR. HUGH C. RUSSELL, Milwaukee, Wis.



The SUPER is installed in ten minutes by simply inserting between the Ford carburetor and intake manifold. Longer bolts and extra gaskets are furnished.

Prevents Dilution of Oil

By transforming the kerosene body of gasoline into a highly explosive dry gas. Winter motoring is especially dangerous, as the ordinary Ford carburetor will not handle the gas properly, and diluted crank case oil is the result.

The SUPER eliminates, to a large extent an excessive amount of carbon, oil pumping in the front cylinder, fouled spark plugs, etc. Numerous tests have shown SUPER equipped Fords to run 15,000 miles and more without removing carbon or changing spark plugs.

The action of SUPER carburetion, converts all minute particles of waste fuel into highly explosive dry gas—thus stepping up the efficiency of the motor and thereby resulting in a smoother running motor, giving more power and more speed.

The SUPER is the scientific invention of a professional Aviator. Twelve years experience as a Manufacturer and Pilot of Aeroplanes, with numerous smashups, due to motor failure, led the development of the SUPER. Mr. Weeks has personally designed and manufactured the Aeroplanes in which he has flown, therefore, it is only reasonable to assume that his efforts on the SUPER were carried on in the same efficient manner and of like magnitude.

The photograph shows Mr. Weeks testing out the SUPER principle on his aircraft—with this aeroplane Mr. Weeks established a world's record in 1912 by delivering the first newspapers by aeroplane from Scranton, Pa. to Carbondale, Pa.



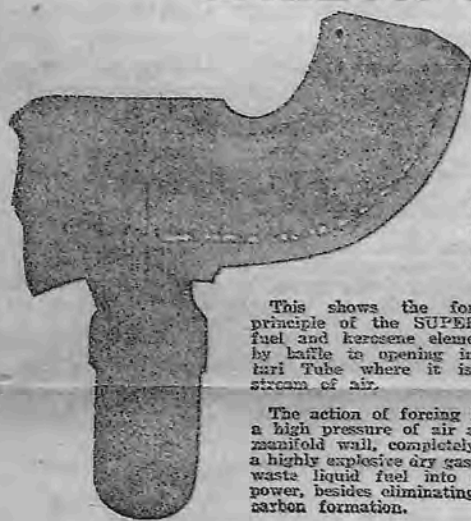
FOR SALE BY

Ford Coupe Runs 41.4 Miles on One GALLON OF LOW TEST GASOLINE

THAT'S WHAT A. C. WINTERBURN DID!

Here's what he says:—"Yesterday, accompanied by three persons, I drove a Ford Coupe 41.4 MILES on one gallon of low grade gasoline with one of your SUPERS. That was some demonstration."

This record is but little less than remarkable—an accomplishment which is bound to make every Ford owner in the country sit up and take notice—cold, unqualified facts that should burn deep in your memory and which no one can dispute.



This shows the forced carburation principle of the SUPER. Unvaporized fuel and kerosene elements are directed by baffle to opening in Metering Venturi Tube where it is drawn into a stream of air.

The action of forcing liquid fuel under a high pressure of air against the inner manifold wall, completely shatters it into a highly explosive dry gas—thus converting waste liquid fuel into extra miles and power, besides eliminating oil dilution and carbon formation.

The "SUPER" Pays Daily Dividends

THE tremendous increase in numbers of motor driven vehicles, has caused refiners of motor fuel to use more of the kerosene fractions of petroleum than formerly. Engineers of higher priced cars have kept pace with this kerosene dilution of gasoline, by building into their intake manifolds various devices and atomizers that assist greatly in breaking up the heavier elements. Thus, many of the larger and heavier six cylinder cars get a greater mileage than the Ford, whose intake manifold is the same today as when designed in 1908.

Complete combustion is accomplished by the Week's SUPER Carburetor. It is so designed that it takes advantage of all the good points of the present Ford carburetor, which is capable of properly atomizing the lighter elements of the fuel. The SUPER picks up the heavier elements and by means of the Patented Metering Venturi Tube, it is atomized under a high pressure of air, thereby converting every atom of gasoline and kerosene into power and preventing liquid fuel from passing into the cylinders to form carbon and dilute the crank-case oil. Users of the SUPER say: "The SUPER does everything for the FORD that the Fuelizer does for the Packard."

HERE'S WHAT MR. L. E. RALL, NOTED CARBURETOR AUTHORITY, FORMERLY WITH THE STROMBERG CARBURETOR COMPANY SAYS:

Proper carburation of present day motor fuel is a vital question. Not so much for the economy of increased mileage, but by eliminating the internal wear of cylinders, pistons and bearings caused by the destructive of the lubricating qualities of diluted oil. I have found that the SUPER gives a decided increase in mileage besides eliminating dilution and it is fortunate for the Ford owner that the cost has been brought within the reach of all.

FORMER ENGINEER AND DESIGNER FOR WALLIS TRACTOR CO. PRAISES THE SUPER.

Dear Sir—

The SUPER is the greatest improvement in years for the Ford motor. It immediately steps it up to the big car efficiency. My mileage increased 40%. I have more power and the motor runs like a six cylinder. I have saved many times the price of the SUPER in gasoline, but the biggest saving in my estimation, is in preventing internal wear of motor by keeping the lubricating oil free from kerosene. I can truthfully say that the Weeks SUPER Carburetor is as great an advantage to the Ford car as the Fuelizer is to the Packard.

G. A. COLLENDER, M. E. Milwaukee, Wis.

120 Miles on 4 Gallons

D. H. McKeever of Illinois writes us as follows:—"My son-in-law, who is a traveling man, made 120 miles on 4 gallons of gas last Friday on his regular trip and we have plenty of hills around here. Rush my order as I need the SUPERS very bad".

Saved \$72.00 With "SUPER"

Listen to D. E. Peck, Salesman, Wis.:—"Traveling in Iowa and Illinois over good roads and bad, in all kinds of weather, I have made some 15,000 miles this summer, consuming approximately 577 gallons of gasoline. This gives me an average of over 26 miles to the gallon of gas, and before attaching the SUPER I only made about 16 miles to the gallon. I can safely say that I saved over 360 gallons of gas which, figured at 20c per gallon shows a saving of \$72.00. It really is a most profitable investment for a Ford owner."

At a cost of \$4.00 this man saved \$72.00 in just one year's time—he nearly doubled his mileage at a very small cost. Every Ford owner in the country can do the same—it's an investment you dare not pass by. Every gallon of gas you buy, will take you from 3 to 15 miles further, and that means money saved.

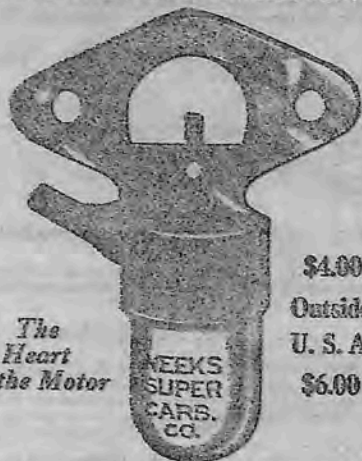
SUPER Weeks CARBURETOR
INSTANT STARTING COMPLETE COMBUSTION

The Quickest Starting Carburetor in the World

Starting a Ford car in cold or zero weather is something every Ford owner dreads—and it's hard on the starter and battery. Thousands of Ford cars are "laid-up" during the winter on this account. This obstacle has been overcome—the SUPER positively starts a Ford car in the coldest weather INSTANTLY.

The SUPER is no trick affair—it combines all the scientific principles of carburetors costing \$20 to \$35 each. It does away with the idea of discarding the original Ford carburetor. The SUPER simply adds on what is lacking—that phase which gives INSTANT STARTING and COMPLETE COMBUSTION.

The SUPER is just as essential on the Ford as other instant carbureting devices on Packards, Cadillacs and other high priced cars—and the same principle of purpose is applied. The SUPER is recommended by some of the highest authorities in the motor world and is the latest invention which has completely overcome all handicaps of starting the motor in ZERO weather.



\$4.00
Outside
U. S. A.
\$6.00

Weeks Super Carburetor Co.,

426 Eleventh St.,

MILWAUKEE, WIS.

Dealers and Salesmen write to Dept. 8 for Special selling material