July 2017 A Frame 5351 Chestnut Street New Orleans, LA 70115

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

President: Ken Falanga 1st Vice President: Phil Strevinsky 2nd Vice President: Ray Schaub Secretary: Noel Schoenfeld Treasurer: Hall Townsend Sergeant-at-Arms: Caroline Schaub Sunshine Lady: Toni Schaub Directors: Carl Hunter, Dianne Hunter, Marie Nicolich, John Maiorana Phone Committee: Carl Hunter, Angelo Ricca, Bob Sappington Newsletter: Mickey King **Monthly Meeting Fourth Wednesday**: We meet at Randazzo's at 6:30 pm for dinner and the meeting begins around 7:15 pm. Check coming events and photos on our web site: <u>www.nolamodelas.com</u>

### **Coming Events:**

July 22: Breakfast at the *Rivershack Tavern* on River Road.

**August 12**: Portside Restaurant on River Road for lunch. Meet at Lafitte's Landing at 1:30 pm to caravan to restaurant located at 11698 River Road, St. Rose.

### Model A Ford Speedometer Rebuilds

Will rebuild any Stewart Warner models from 1928 through 1931 oval or round for \$150 and guarantee show quality (shipping included). NOTE: I DO NOT REBUILD WALTHAM OR NORTH EAST SPEEDOMETERS AT THIS TIME. William Horswood, 4058 Rountree Road, Ayden, NC 28513-8751. Cell: 713-504-8904; email: <u>billhorswood1212@gmail.com</u>.

**Birthdays**: Mickey King (still accepting gifts!) Bill Pfaff

## Eating at Augie's Restaurant

Saturday the 18th of July we had a gathering at Augie's Restaurant. The following were there: John Maiorana, Bill Pfaff, Geoffrey Goodbee, Bob Sappington, Barbara & Hall Townsend all in their modern cars and two brave members whose cars can handle the rain, Angelo Ricca and Ken Falanga with Ms. Pearl! They get a special award (well, only a photo!). The food was very good and many are ready for a return visit. (Note rain on the roofs!)



Above are Ken's car on the left and Angelo's on the right.

## **Breakfast at the Rivershack**

Saturday 22 July found us eating breakfast at the Rivershack again. It was a nice sunny day four our River Road meeting and the following showed up: Bob Sappington, Angelo Ricca, Geoffrey Goodbee, Ken Falanga and Mrs. Pearl, Bill Pfaf, son Larry with wife Rhonda and children Larry & Anthony, John Maiorana, John Troendle and Lisa with their daughter Maddie,

The breakfast was simple but good: Bacon & scrambled eggs, cinnamon bread, biscuits, coffee, orange juice along with talk and some helpful Model A tips. Luckily we did not have to read a menu because it was so dark inside that it took me several minutes to see anything.



Glad to have good friends to help out when there is a problem!

Many thanks to Bill Pfaff for the tools and bailing wire and to son Larry for doing the work and noting that we needed to secure the brake rod clevis pin **and** reconnect the left brake rod to the cross shaf

### "Change the Condenser" by Tom Endy

On most any Model A tour one of the participating cars will likely drift to the side of the road inoperative. Soon after everyone gathers around someone in the crowd will surely yell out "change the condenser". This knee-jerk reaction has become ingrained in Model A folklore. The truth is that good quality condensers available today seldom ever fail.

Over the years I have seen countless numbers of condensers changed out, but I have only observed one that actually failed, and that was because the ground strap soldered onto the back of the condenser came loose due to an over-heated engine.

The common practice for checking a condenser is to use an ohm meter. It will tell you if it is shorted or open, but not what the actual capacitance value is.



A Honeytek A6013L Capacitor Tester (called a condenser in automotive jargon) is available through Amazon for about \$17. The tester will tell you not only if the condenser is good or bad, but the actual value in micro-farads.

What I have discovered with my new Honeytek tester is that the good quality condensers from Bratton's test out at a nominal .243 micro farads.

I have never seen any documentation that Henry ever recorded about how many farads (or portions thereof) are required of a condenser to properly operate a Model A Ford ignition system. It is difficult to describe what a farad is, especially when only a very small portion of one is used in a Model A condenser. A micro farad is but .000001 of one farad



The Honeytek tester is a unique thing to have along on a tour. You can easily test a condenser while it is still attached to a distributor installed in a Model A. Simply remove the car's fuse, and slip a business card between the points. The plus lead of the tester is clipped to the arm of the points; the negative lead is clipped to ground on the distributor.

There are still poor quality condensers being sold by some suppliers. They are easily identified by the ground strap being soldered to the end of the condenser. The good quality ones sold by Bratton's and a few other suppliers will show three little dots on the strap indicating they are stake welded on.



On the left is a good quality Bratton's condenser. On the right is a poor quality condenser still being sold by some suppliers.

# Ahooguh!

### by Tom Endy

The original Model A Ahooguh horn was designed to operate from a 6-volt electrical system. Today many Model A's on the road have been converted to a 12-volt electrical system. When doing this conversion some thought has to be given about how to accommodate the 6-volt Ahooguh horn. Quite often this is accomplished by installing a dropping resister in series with the horn.

The problem with a dropping resister is that it is resistive, unless wire wound, whereas the horn field windings are inductive. The value of the resistance and the power rating of the resistor have to be carefully chosen and many of the resisters on the market are not correct. If the power rating is not correct the resistor will overheat with repeated use and it changes the resistive value and the horn will refuse to Ahooguh.

Another approach, and one that is much better, is to rewind the field windings for 12-volt operation. The armature winding can remain the same. Rewinding the field windings is not that difficult.

### The original 6-volt horn:

(1)The field coils are wound in opposite directions.(2)The field coil wire is 20 gauge coated wire.

(3)There are 45 turns, 6 -7 turns per layer, not perfect is OK.

(4) After completion it was sprayed with varnish to insulate.

### **Rewind for 12-volts:**

- (1) Same as above.
- (2) Use 24 gauge coated wire.
- (3) 100 turns, 6-7 turns per layer, not perfect is OK.
- (4) Same as above.



Ahooguh

### Horn rewinding service:

For those who don't want to take on the task of rewinding, there are a number of people who offer the service. The one that has garnered excellent testimonials of Fordbarn is that of:

Steve Smith, P. O. Box 505 Morristown, IN 46161 Phone: 317-502-1697 (8AM-Noon central time)



Rewound field and armature by Steve Smith

- (1) Basic disassembly and cleaning \$40
- (2) Rewinding of both field coils \$30\*\*
- \*\* \$20 when included with (1)
- (3) Rewinding of armature \$45\*\*\*
- \*\*\* \$40 when included with (1)
- (4) Full repair including all of the above \$95
- (5) Most repairs are done within 7-10 days
- (6) Ship by USPS, they will hold for me to pick up

Any additional parts used will be charged at the current list price as found in Snyder's parts catalog. Any field or armature insulators that need to be replaced are included in the cost. All repairs are only to the motor section and are made on an as needed basis. No repainting or cosmetic repairs are made or provided.