

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

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

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## **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).

**August 10:** Eat lunch at Felix's Restaurant on lakefront.

**October 12:** Planned Garage Tour with the Model As. This will be fun if we get participation.

## **A Thought:**

Based on members having trouble with their cars, I suggest that we (several of us) meet at the home of the car with problems and work on fixing the problems so that at the next outing the car will make the event. If members will let me know what problems their car is having, then we can schedule a time to come and work on the car. All of us have some knowledge and tools and it will be fun to see how we can do!

Now many will have other ideas, so let me know an alternate solution. I am desperate for ideas for the club. Thanks!

# Why Did They Stop Making Model A?

By RUSS LEADABRAND

Reprinted from the PASADENA INDEPENDENT

Recently I got into a conversation with an older type, a chap who owned a Model A Ford when they first came out and in spite of the great gulf in our ages — 15 years — we agreed that there was never a car like the Model A Ford and that the Ford Motor Car Co. was out of its mind when it stopped making it.

What do today's cars have that the Model A did not have? Let me name a few things:

- Two-tone paint jobs.
- Air conditioning.
- Turn indicators.
- Power steering.
- Power window closures.
- Speedometers that go up to 140 miles per hour.
- Wraparound windshields.
- Tachometer.
- Four barrel carburetors.
- Six tail lights.

Those are some of the things that the new cars have. A pretty impressive list.

Yet a Model A Ford, with its higher clearance, could go on just about any road in the United States without getting stuck. If it did get stuck the car didn't weigh as much as a young tank, and you could push it out of its trouble with a little help.

It got good gasoline consumption with its single, primitive carburetor. It did not cost a fortune to repair a dented fender because it didn't mean removing the entire side panel of the car. Anyone with a modicum of mechanical ability could keep the thing running. You didn't have to have electronic equipment to keep it in electronic trim.

You could change a tire and patch a tube yourself inside of an hour without special factory equipment. You could get in and out of the car without taking off your hat, ducking and turning sideways. The Model A was comfortable, high enough to give good vision, never scraped its tailpipe going

into a slanting driveway.

I've conducted a one-man poll. Everyone I have asked admitted that he would buy a new Model A in a flash if Ford would reissue the popular model. Some of them, people who own gaily-painted vehicles with wrap-around windshields, even said they would prefer a Model T Ford to their present car.

How can you blame them?

Time Magazine came out last week with a preview of the new cars. The new Fords, they said, will be wider, longer, lower than before. Why?

I have a new car. It is longer, lower and wider than the year before. It is so much longer and wider than my old car that I cannot drive on some of my favorite mountain roads. Two weeks ago I was in Kings County National Park. We turned onto a side road that leads to a favorite picnic spot. The car wouldn't clear the high center in the dirt road. The old car had made the drive without a speck of trouble.

New cars are made to be driven on pavement. Period. You have no business driving on dirt roads of any kind in the new cars.

Not so with the Model A.

With a Model A you were not committed to pavement driving. The world was your oyster. The horizon was unlimited. Every man was a Columbus, a Davy Crockett, a Daniel Boone, a Bill Sublette. You could follow any road or make your own.

It was a happier world because of that •

## REMEMBER WHEN?



THIS OLD PRINT of a Model A school bus making its rounds during the early Thirties should bring back memories to at least a few readers. The picture was sent in by Robert Flock of Stanford, California, who explained that he borrowed it from the family album of Otto Kiertzner, a gentleman who recently sold Robert a 1931 Victoria. The nostalgic scene is in El Monte, California and shows the Kiertzner children boarding the bus.



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"Acceptable brands are Peak, Peak's HD Product "Sierra," and Zerex Original Green in the white container. If any of the OAT, H-OAT, or N-OAT products are in your car the cooling system should promptly be drained—radiator and block—the system flushed thoroughly, and IAT antifreeze installed."



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