

March 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
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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).

March 23: Portside Restaurant. Meet at parking lot corner of Williams and Jefferson Highway at 12:30 for caravan.

April 6: Spring Fiesta Parade. Meet at Armstrong Park and line up about 3:30 pm for parade at 4:30 pm.

April 13th: Crawfish boil at Diane & Carl Hunter's home on 133 Moss Lane.

May 4th: Meet in parking lot at M. A. Green for trip to Bobbie & Vic Zaidain's place in LaPlace for our annual picnic.

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

Happy Birthday to **Ken Falanga!**

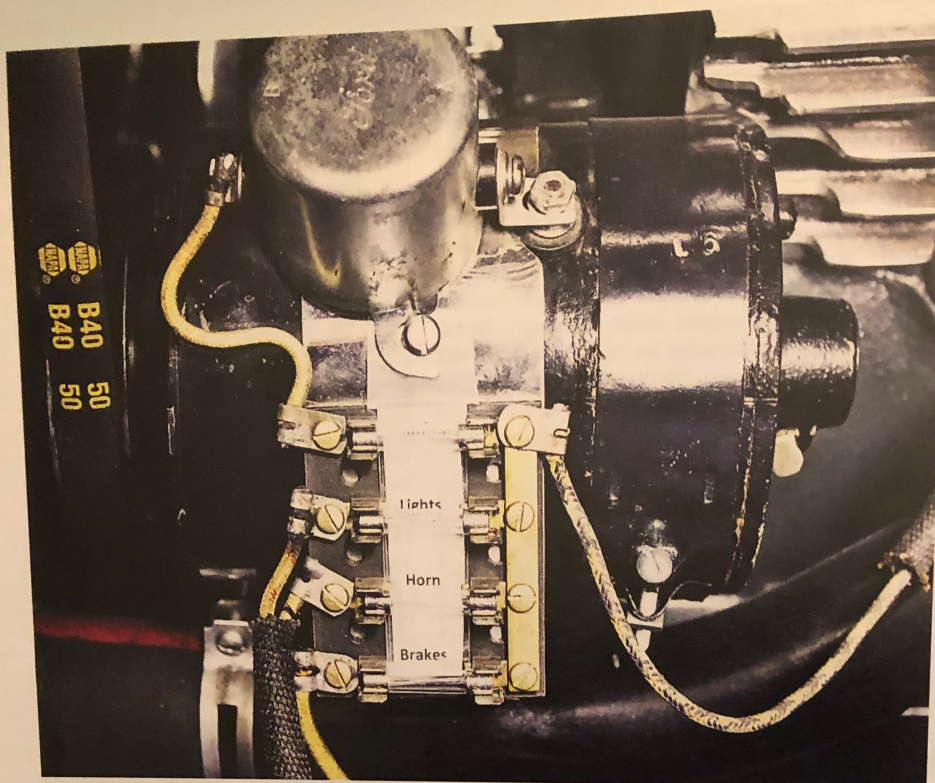
Outing in As to *Hummus & More* Restaurant

Sunday March 10 we too the Model As to the restaurant *Hummus & More* on Severn Avenue. It was a beautiful sunny day and there were four Model As and one Gardner! The cars attracted some attention. Monique & Warren Gardner brought their super nice phaeton, Brad Persons in his phaeton, Toni, Ray and Caroline in their limo, Anthony & Marie in their sport coupé as were Dianne & Carl Hunter in their sport coupé. Lynn Welsh, Evelyn Hawkins, Scott Nicolich, Mr. & Mrs. Falterman & son Brian, and Lori Schaub were there. A big group for us!

The meal was good and we were given complimentary desserts of Baked Alaska and Baclava. The desserts were all made there and were outstanding.

Monique & Warren below in their Gardiner





My Fuse Block for the Model A

by Howard Denker - Omaha, Nebraska

I agree with John Costenbader, the author of the November-December MARC Model A News Tech Article "To Fuse or Not to Fuse". Especially if your more into driving your Model A. Blue Ribbon Car owners are not going to want to modify their cars due to loss of points. However, about 10 years ago I came up with a way to add fuses as described in the article, plus protect brake lights while still looking more period correct and it can also quickly be reversible to the original wiring look. It takes only about 10 minutes to remove the updated fuse protection and reverse to the original wiring layout.

I used a fuse block for AGC fuses, which all measure 1 1/4 inch long and a diameter of 1/4 inch no matter what the amperage the fuse. Back when I did this I got my fuse block from Radio Shack. They no longer exist, at least in our part of the country. I have found the fuse blocks at three national part suppliers and they are listed at the end of the article. I mounted the four fuse- fuse block on a piece of thin S/S metal, (but you could use a painted steel piece) and mounted it on top of the generator using the two screws that hold down the generator cutout. It is easy to trace a pattern for the plate with a piece of paper placed on top of the generator, and then use the pattern to cut out the plate and drill the holes for the cutout screws. Just make sure that you cut around the out-put terminal. I also put a piece of gasket material between the fuse block and the plate just to make sure I did not get a short there. See the enclosed photo.

I ran a new 14 gauge cloth insulated wire from the battery side of the cutout to the left side of the fuse block at the first fuse position. I then separated the three wires that were originally connected to the battery side of the cutout, the wire placement and function are described as follows; #1 wire takes generator current to the

firewall junction box and to the battery, (this is a yellow with black tracer cloth insulated wire). I attach it to the first fuse on the right side, which is also the side with the buss bar that provides power to the other accessories. #2 wire provides power to the light switch on the end of the steering column (this is a yellow cloth insulated wire), I attached it to the second fuse position on the left. #3 wire provides power to the horn (this is also a yellow cloth insulated wire), I attached it to the third fuse position on the left. At the 4th left fuse position I connected a cloth insulated wire that I ran down to the light switch on the end of the steering column. Inside the light switch I connected it to the green wire on the light switch which provided power to the brake lights. The wires on the light switch have spade connections that can easily be disconnected from the bottom of the phenolic plate of the light switch and then connected to the new wire from the fuse block with an insulated spade connector. This puts the brake light

on a separate fuse from the lights and prevents a short in the brake switch or brake light circuit from disabling all the lights.

The fuse block will protect the lights, horn and brake lights, plus provide continuous to power them from the battery should the generator blow its fuse. Thus will allowing the car to continue to function on the battery.

The four fuses are in addition to the fuse block mounted on the starter switch. All of the above fuses should be lower amperage then the one mounted on the starter so that they burn out first, thus protecting the remaining circuits and allowing the rest of the car circuits to continue to function. The fuse on the starter is still needed to protect the wiring up to the junction box, thru the amp meter, back to the junction box and out to the generator. Plus it will help protect any accessories that the owner may have put on his Model A and powered off of the junction box.

Part number M-414-01 made by Cole Heree is exactly like what I used. It is listed on NAPA web site, O'Reilly Auto Parts web site, and also on Amazon Prime. I ordered one from each company to make sure they were available. Now several days later NAPA has said that they cannot get it because the company is no longer one of their suppliers, and then, Amazon moved their shipping date from two days to over two months. Since I know the manufacturer name, I contacted their in country representative only to find out that the company has discontinued manufacturing this item. I was able to order a similar product made in Canada but it has 6 fuses. I have been assured that the fuse block can be easily cut down to 4 fuses. I ordered one to ensure that it can be cut down to 4 fuses. The supplier is elecDirect, part number 762132, cost \$26.09, www.elecdirect.com, phone 800-701-0975.

HOT WEATHER TIPS

Many of you are aware that a Gates 700 fan belt will fit a Model A. However, most auto parts stores have discontinued handling Gates products and have switched to Days belts. The dayco equivalent listed in their belt cross-reference chart is too small. The next size larger belt, Dayco #22425 will fit perfectly and should last longer since it is a heavy duty belt.

(Copied from "*Tiny Tips*")

Model A's and the Gardner at restaurant



FAN BLADE BALANCING

To balance your fan and stop the vibration from an unbalanced fan first remove the fan blade. Then using an old shaft with the impeller still on it, put the fan blade on the shaft. Place a piece of flat, clean glass on a flat surface. Place your fan/shaft combination on the glass with the fan blade just hanging over the edge of the glass. The glass surface is almost frictionless and if one blade is heavy, the fan will rotate until the heavy blade is at the bottom. Now just remove a bit of the heavy blade and retest until the fan will remain at rest with the blades in any position.

I have tried this and it works but it is a lot of trouble to remove the fan blade and find an old shaft with an impeller on it! Maybe just try a snug fitting wooden dowel?