

October 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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Phone Committee: Carl Hunter, Lynn Welsh, Monique Gardner
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).

October 12: Meet at Rivertown at 1230 for caravan to Portside Restaurant on River Road.

October 26: Garage Tour with Model As.

November 10: Destrehan Craft Fair. We will go on Sunday in a Caravan leaving from Rivertown parking lot.

December 7: Christmas party at Ormond Plantation. Should park cars in back by the tea room.

December 14: Harahan Christmas Parade. Meet about 1100 and wait for parade to start.

The club received a nice note from Linda Maniscalco thanking us for our kindness and sympathy. A very hard time for her.

Remember to check online at www.nolamodelas.com for the latest information on events. Thanks to John Troendle!

Lunch at Portside Restaurant

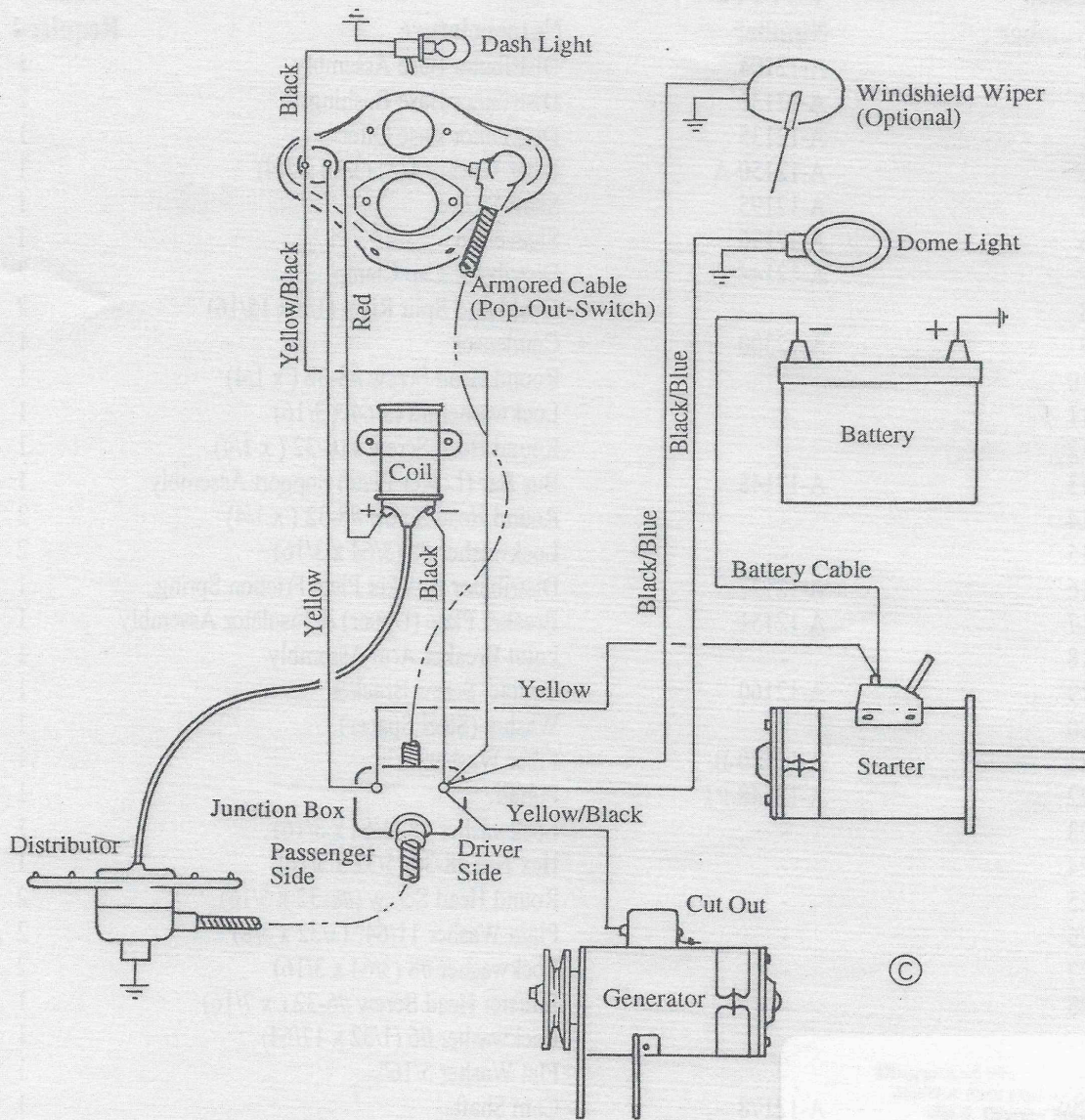
Saturday was a fine day, one of the cooler outings we have had in along time. Despite a large show of hands as to who would be coming in their cars at the last meeting, only four cars were there. Ken in his sport coupe brought Angelo who had trouble getting several of his cars to run in the morning, Geoff rode in the rumble seat with Ken and Angelo, Mickey had his Tudor, Ray, Toni and Caroline were in the loong stretch limo and Dianne & Carl Hunter in their sport coupe. Others attending were Marie & Anthony Nicolich, Lynn Welsh, Jim Pierce, Bobbie & Vic Zaidain in his T-bird.

We took up a large table at the end of the restaurant and were welcomed by the owners, glad to see us back once again. And Carl's friend Curt from the Jimmy Club stopped by to say hello and welcomed us to visit the club afterwards. On the way home it was a bit warmer with bright sunshine. A nice way to end a pleasant time on the road for a few miles with the cars.

Ken & Geoff check out the farmer's market by Rivertown



Model A Ford ENGINE WIRING 1928-1931



Notes

The "L" shaped generator post connector to the cutout terminal was located on the cut out near the generator pulley during October 1928 thru April 1930. After April 1930, the configuration was reversed.

In late 1930 the black coil wire was moved from the "passenger side" to the "driver side" of the coil.

Is Modern Antifreeze OK for Vintage Cars?

My local Model A car club has recently forwarded the following message they received from a national club newsletter.

I always take these warning with a grain of salt and like to get a second or third opinion before I rush off and take action with my fleet of five Model A cars that are 90 years old. I recall the hysteria that surrounded the introduction of unleaded gas and the doom and gloom predicted that it would destroy our older cars' valve seats. Now, having used it for over 40 years, at least for me, none of these predictions have borne out.

The same seems to be true for certain gear oils that were reported to "eat" away at brass or bronze gear components. And then there was the 10% ethanol gasoline that was incompatible with our older cars. In my case none of these things have happened.

And now we have the antifreeze warnings. It has been reported that the wrong type will attack gasket material and a local radiator shop says it will eat away at traditional copper radiator solder joints. So what is the truth here? Below is the message my club sent out.

"Under no circumstances should an "Extended Life" antifreeze—which utilizes Organic Additive Technology (OAT, H-OAT, or N-OAT) as one of its chemicals—ever be used in our cars over 10 years old.



The first thing to check if your car is overheating is the radiator cap. Is it the correct pressure for your system? Is its rubber seal flexible and intact?



If you add air conditioning to a car that didn't come with it, you will be adding a heat load to the cooling system that will have to be dealt with.



With earlier cars that have cast iron blocks that were made for water only, don't add coolant. Instead, fill them with water and a can of rust inhibitor.

Is Modern Antifreeze OK for Vintage Cars?

It attacks the gaskets and gasket cements in our cars, causing major leaks, forcing ultra-expensive repairs. The "Silver Ghost Association" Rolls-Royce people have documented massive cooling system failures apparently caused by these antifreeze products.

"The antifreeze that can be used safely in our cars uses an older fashioned inorganic Additiv4 Technology (IAT) additive. You cannot tell by the color of the antifreeze it it's safe to use. Also, the product may be labeled "Safe for Older Cars"—meaning 10 years old at most. Brands to be avoided are all Prestone lines and Zerex's G-05 in the Gold container, Avoid any "extended life" antifreeze. None of us wants to pull and rebuild our cars' engines.

"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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