

July 2021 A Frame  
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## Coming Events:

June **Meeting:** Meet at **Saltgrass**, fourth Wednesday, Junly 28th at **6:00 pm** for dinner. Meeting starts at **7:00 pm**. Located at 4860 Veterans' Blvd. Hope to see everyone there — useful prizes will be awarded! Meetings through November will be at Saltgrass.

## Good News:

Glad to report that Paulo Casanova is now up and about after his surgery and looks fine. Still full of enthusiasm and working to help the club.

John Troendle just found his long sought after Model A — a rare two door phaeton restored and last owned by Ken Langone, the man who founded Home Depot. A beautiful car. Hope I get to ride in it soon!

# Lunch at Frenier Landing

Saturday July 17th the NOAs made a trip to Frenier Landing Restaurant for lunch. Below are some photos taken of the members there. You will recognize Vic & Bobbie Zaidain, Lynn Welsh and Gus, Anthony & Marie Nicolich, Barbara & Hall Townsend and Caroline, Tony & Ray Schaub along with several Northshore friends.



## MISCELLANY

The pandemic has put a crimp in all of our normal activities including our club activities. Here are some things that I have learned recently about a few of our members.

Gary Phillips bought his car from a museum in Arkansas. A really beautiful car. And now he is interested in another car owned by Bob Sappington and may soon own two Model As. Bob has several cars in his garage in Metairie.

Gary Phillips John Maiorana, Bill Pfaff, John Troendle, Bobby Burwell, John Hummel, Ray Schaub and Ray Fuenzalida have all helped me with the roof replacement on my Tudor. For sure it is wonderful to have friends who enthusiastically give their expertise, time and energy to help me. My sincere thanks to John Troendle who has let me keep my A under cover in his warehouse for many months!

John Hummel also repaired an old Seth Thomas clock for me which now keeps accurate time and the “tic-toe” sounds good too (another one of our many-talented members).

I did ride with Bill Pfaff in his huckster Harahan parade in Bill’s huckster. He treated the kids and adults to lots of good stuff with the most popular item being Ramen noodles.



# Jenny Rose

*by Frank Lynch, Florida*

We purchased Jenny Rose on April 20 of 2010. Jenny is our 1929 Model A Four Door Murray Sedan and for the next several years we did the regular maintenance, lubrication's, oil changes with nary a problem. The points are the old style and have never been replaced, over several years I only had one flat tire and one fan belt replacement - what a lucky Lady. I kept anticipating for something to fail or just quit. Well, IT FINALLY DID, AND, only after 10,160 miles!

On November 7, 2020 while in route to a Club meeting, Jenny decided to just STOP running, just like someone turned off the gas, no backfire, no nothing - just quit! Getting out and looking for Captain Obvious - nothing found. Called AAA and was informed that they can be at my location in approximately an hour and a half. Not too acceptable but what else to do? We sat at the side of the road for about 10 minutes and then decided to try and get restarted, and guess what? Jenny started and we made it halfway home until WE ran out of gas again. Waited another 10 minutes and restarted and drove home without any further problems.

Safely tucked in our garage at home, I proceeded to check the fuel system out. Gas tank screen OK - fuel bowl filter OK - disconnected the gas line at the carburetor and had a steady fuel flow to the carburetor. Could the carburetor float be stuck?

OK what's next? Check the ignition circuit - strong spark at the plugs, point gap good, Removed the old condenser and found half the condenser to be black and the remainder half silver. Did we have a possible bad condenser? Replaced the condenser and that seemed to FIX the problem, UNTIL January 30, 2021 SAME scenario, same problem, just quit again, but this time it only quit once and we made it back home, with other Club members that followed me back home. That evening - "Shotgun repair" - Replaced coil and ignition lead from coil to distributor. Runs great - no problem.

The next day, and ready to get to the bottom of this problem. Ignition switch - possible but not probable. Sitting in the front seat and pondering, I noticed the gas gauge reading empty - WHY?

Well, now my gas gauge is inoperative! Drained the gas tank that day and proceeded on the next day to disconnect the battery



and then remove the gas gauge - low and behold - looking in the gas gauge hole - there WAS my "out of GAS" stopping problem. The spray on gas tank coating(liner) was in a clump at the bottom of the gas tank.

Apparently if there was gas in the tank the loose lining kept floating around, but at some point, covered the gas tank fuel screen and Jenny just ran DRY, until the liner floated away again. I replaced the Gas gauge float, and with long mechanical fingers and a homemade plastic scraper, most of the old liner was removed, I will hope for the best. Filled the gas tank—no leaks noted and hopefully with most of the loose liner removed, we will wait and see. Thanks Jenny & me, Heart of Florida Model A Restorers Club.



# Quail Cap Story

by Jim Zellen,  
Michigan

When I was around eighteen years old, I was hired by a neighbor to mow his lawn. His name was Alfred Hards. After I finished mowing his lawn, he invited me into his enclosed patio to show me an award he had recently received. It was the Model A quail mounted on a piece of wood. He explained to me how he had worked for Ford Motor Company back in the 1920s. He had been a graduate of Cass Tech High School and went to work for Ford Motor Company in the art and design department that was headed by Irving Bacon, a renowned artist. Alfred Hards told me that he designed the artwork for the quail that was ultimately selected by Henry Ford.

Back in the 60s I was not enthralled with his story and the quail. Recently, I remembered that conversation with Mr. Hards. I set out to do some research and to verify the accuracy of his story. I did run into some dead ends, but I did find some interesting information from Alfred's great grandson.

When the Model A was designed it did not have a designed hood ornament. Many of the luxury automobiles of that era had hood ornaments. The Packard, Pierce Arrow, Marmon, Duesenberg, etc. all had distinct hood ornaments. Henry Ford went to his art



department that was headed by famous painter and artist, Irving Bacon. (As a side note, Irving Bacon had been commissioned by Henry Ford to do a painting. When Irving Bacon had completed the painting, Henry Ford was so impressed with his artwork he offered him a job to head his art department, which Irving accepted. Henry told Irving that he wanted a hood ornament for the Model A. Irving suggested a rabbit, but Henry rejected it. Henry wanted something that was fast.

Al Hards worked for Irving Bacon. He and several other employees were assigned the task of designing a unique and fast hood ornament. Hards went to work and did his research. He learned that Henry Ford liked to hunt, and he especially enjoyed quail hunting. With that in mind he started sketching pictures of quails. Hundreds of pictures were produced by the selected employees to design the hood ornament. After all of the sketches were reviewed, only three were selected for Henry Ford's final review. You guessed it, Alfred Hards' quail in flight was chosen by

Henry Ford as the hood ornament that would be placed on the radiator of the Ford Motor Company Model A. Henry is reported as saying "a quail flies like a firecracker going off."

The history books show that Irving Bacon received credit for the design, but it was his underling, Alfred Hards, who did the actual design that was selected by Henry Ford.

The hood ornaments were mass produced not by Ford, but by George Stant Machine Works a Cornersville, Indiana company.

In addition to the quail hood ornament, Alfred Hards is credited with designing the dash plate for the 1931 Model A.

**Photos - Quail Cap and Drawing**  
from the collections at the  
**Model A Ford Museum.**



