

June 2021 A Frame
5351 Chestnut Street
New Orleans, LA 70115

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Phone Committee: Carl Hunter, Lynn Welsh, Monique Gardner
Newsletter: Mickey King:

Coming Events:

June Meeting: Meet at **Saltgrass**, fourth Wednesday, June 23rd 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

July 17th: Going to Frenier Landing on Peavine Road for lunch with the Red Stick club. Details at June meeting.

Getting there on time for the Harahan parade means lots of time standing around waiting for the parade to actually start!



HARAHAN PARADE

The club had some 18 cars show up loaded with throws (many so filled with throws that only the driver could fit in the front). Cars assembled at the warehouse and drove to the assembly area for the parade start. There were lots of people and children begging for throws and in addition to the Model As there were double decker floats as well as marching groups, MGs, Harleys, etc. Things went well until at the end Bobby's phaeton acts up and was pulled by John Maiorana in the speedster until it too protected and they both pulled off the road. John Troendle brought the trailer to save them.



Waiting for the parade to start. Yes, it was a beautiful but warm day.

The brunch at the Peppermill Restaurant was well attended (14 members) and Lydia Maureau was there and looked fantastic!

Sad News: Charley Persigo has died . Charley had been feeling tired and the doctor thought he should check for blockages in the arteries and was proceeding to get Charley ready for the tests when he died. He was a fine gentleman, a good friend of all. Below is Charley at the Lydia Moreau's house. Charley drove his Tudor to Events as well as his modern pickup truck which he sometimes took in order to help others with car problems



MODEL A FORD BODY MODEL NUMBERS

35-A	Standard Phaeton	28-29
35-B	Standard Phaeton	30-31
40-A	Standard Roadster	28-29
40-B (Std)	Standard Roadster	30-31
40-B (DL)	De Luxe Roadster	30-31
45-A	Standard Coupe	28-29
45-B (Std)	Standard Coupe	30-31
45-B (DL)	De Luxe Coupe	30-31
49-A	Special Coupe	28-29
50-A	Sport Coupe	28-29
50-B	Sport Coupe	30-31
54-A	Business Coupe	28-29
55-A	Tudor Sedan	28-29
55-B	Tudor Sedan	30-31
60-A	Fordor (Briggs, brn top)	28-29
60-B	Fordor (Briggs, blk top)	29
60-C	Fordor (Briggs, stl back)	29
68-A	Cabriolet	29
68-B	Cabriolet	30-31
68-C	Cabriolet	31
135-A	Taxi-Cab	28-29
140-A	Town Car	28-29
140-B	Town Car	30
150-A	Station Wagon	28-29
150-B	Station Wagon	30-31
155-A	Town Sedan (Murray)	29
155-B	Town Sedan (Briggs)	29
155-C	Town Sedan (Murray)	30-31
155-D	Town Sedan (Briggs)	30-31
160-A	Standard Fordor Sedan	31
160-B	Town Sedan	31
160-C	De Luxe Fordor Sedan	31
165-A	Std. Fordor (Murray)	29
165-B	Std. Fordor (Briggs)	29
165-C	Std. Fordor (Murray)	30-31
165-D	Std. Fordor (Briggs)	30-31
170-A	Std. Fordor (2-window)	29
170-B (Std)	Std. Fordor (Briggs)	29-30
170-B (DL)	De Luxe Fordor (Briggs)	30-31
180-A	De Luxe Phaeton	30-31
190-A	Victoria Coupe	30-31
400-A	Convertible Sedan	31

Parts Secretary Ed Whisler recommends the Carter Plating Shop in Burbank for any custom chrome or nickel. Ten percent off to '57 card-holders. Quality guaranteed:

Carter Plating Company
3211-13 Winona Avenue
Burbank, California
THornwall-2-1325

BOOK REVIEW

By DON BLACK

SERVICE BULLETINS FOR MODEL A
NOW AVAILABLE IN BOOK FORM

MODEL A FORD SERVICE BULLETINS COMPLETE, 320 pages, over 800 photographs and line illustrations, \$5, postpaid to any address. Now available from the publisher: Post Motor Books, 125 South First Avenue, Arcadia, California.

We are fortunate in having Dan Post, who is the publisher of a line of automobile books known all over the world, as a member of our Southern California MARC. Not long ago, when he acquired his first Model A Ford, Mr. Post really became enthusiastic and the publication of this most-wanted of all Model A literature is the direct result.

For anyone not familiar with this rich fountainhead of Model A Ford information, there is everything from fitting pistons to windwing installation. Specification changes, authorized accessories, brake adjustment, Victoria top recovering, transmission and shock absorber overhaul, and window glass dimensions are only a few of the many articles to be found in this all-inclusive bible for Ford mechanics.

The Foreword states, "The material in this book originally was furnished Authorized Ford Dealers in monthly installments, as adjustment and maintenance advice became indicated, specification changes were brought about, and new parts and accessories were made available..."

Beginning in January 1928 and accumulating month-by-month till late 1931, when an index was issued for the whole Model A period, you can just imagine the intensity of detailed coverage encompassed. It has been as much pleasure for me to review this very remarkable material, now in book form for the first time, as it is going to be for you to embrace it for permanent reference.



Repairing Light Switch Handle

By FRANK BOWMAN

The light switch rod is removed from the steering column in the following manner: First, you must remove the light switch and contact assembly from the bottom of the steering column. This is held on by a wire bail that is pushed down and the unit will pull out. After this unit is removed you notice a two-prong spider on the end of the light switch rod. This spider is removed by pushing up on it and removing the U shaped lock washer that holds it in place on the bottom of the light switch rod. The spider and the spring behind it will then drop off the rod and the light switch rod can be removed from the column.

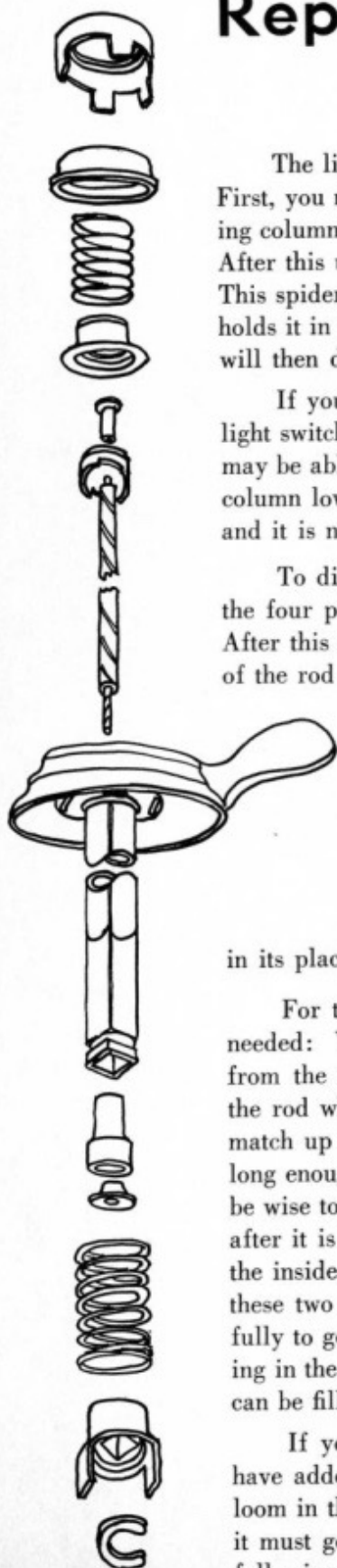
If you have a closed car the steering assembly should be removed from the car as the light switch rod is too long to come out of the steering column before it hits the top. You may be able to loosen the two bolts that hold the steering box to the frame and drop the column low enough in some cars to get the rod out. In any event the rod must be removed and it is not wise to bend it when removing it from the steering column.

To dis-assemble the light switch rod the steps are as follows: First, carefully pry up the four prongs underneath the switch head so you can remove the horn button assembly. After this is removed the next step is to remove the wire loom. The solder on the bottom of the rod will have to be melted and as you do this you will see the end of the wire which is usually bent over. Bend this end wire straight and carefully remove the brass metal cup that sits on the small plastic cup. Next remove the small plastic (tip) and then remove the wire loom from the top of the assembly. Check this wire carefully and if worn repair or replace.

If your trouble has been a short you can now assemble the light switch assembly by reversing the steps already taken. If the small plastic tip on the end of the rod is damaged or gone you will have to adapt something in its place or your rod will short out.

For those that need a shorter or longer rod the following will give you the length needed: With a tube cutter or saw cut the light switch assembly about a foot from the top. Before cutting scratch a straight line 8 or 10 inches long along the rod where you plan your splice or use the seam on the tubing. You can use these to match up when you put your rod back together. Next cut a length of 5/16-inch tubing long enough to insert inside of the light switch rod to hold the two pieces together. It would be wise to have at least two inches of the 5/16-inch tube on each end that is not exposed after it is inserted in the switch rod so it may have strength after the repair is made. Clean the inside of the light switch rod where it has been cut and clean the 5/16 splice tube. Tin these two pieces to be soldered and after inserting the 5/16 tubing splice, measure carefully to get the correct length needed. Line up the scratch marks or seams and heat the tubing in the area that has been covered with solder to set the repair. The indentation at the cut can be filled with solder or a 3/8 piece of tubing of the same length.

If you have shortened the rod you will not have this indentation. Remember if you have added two inches to the light switch rod you will have to add two inches to the wire loom in the rod. In adding wire be sure to solder it together and make the splice small as it must go through the 5/16-inch tubing splice inside of the light switch rod. Assemble following the same procedure and you will have a good serviceable light switch rod ●



Drawing by HARRY HOCKER