

May 2022 A Frame  
5351 Chestnut Street  
New Orleans, LA 70115

President: Paulo Casanova  
1st Vice President: Jim Kepper  
2nd Vice President: Ray Schaub  
Secretary: Brad Persons  
Treasurer: Hall Townsend  
Sergeant-at-Arms: Caroline Schaub  
Parliamentarian: Marie Nicolich  
Sunshine Lady: Toni Schaub  
Directors: Carl Hunter, Anthony Nicolich  
Phone Committee: Carl Hunter, Lynn Welsh, Monique Gardner  
Newsletter: Mickey King

## Coming Events:

**Monthly Meeting:** We will meet on the fourth Wednesday, May 25th at Saltgrass Steakhouse on Veteran's Blvd. at six pm (1800) with meeting beginning at 7:00 pm (1900). See you there!

**May 21:** St. Mary Magdalen Car & Truck Show. Entry fee \$20 by May 15 or \$25 at gate. Show unschools backfield. Gate opens at 10:00 am. 6425 West Metairie Avenue, Metairie 70003.





## All Clubs Car Picnic

Saturday May 7th was the picnic at Wall Pontiff Playground. Your club generously donated money to the event to keep it going. We had some eighteen cars at the picnic — a really excellent showing! People getting their cars running and having fun with them. Present were: Jerry Kennedy, Ray Fuenzalida, Bobby Sappington, Ray Schaub, Bill Pfaff, Danny Veade, Harry Ricca, Paulo Casanova and son Paulo III, Owen, Bobby Burwell, John Troendle, John Maiorana, Phil Strevinsky, Frank Culotta, Ken Falanga and Geoffrey Goodbee!





## Saturday at the Warehouse

Saturday May 14 Owen brought his orange “Tree A” to the warehouse and the crew began the work to remove the engine from his car! Time was about 00940 and by 1145 the engine and transmission were out and on a wood pallet. Bobby, John T., John H., Owen, Bill, Danny and others all contributed. These guys are fast! Owen says he wants to clean up the engine and get things in good condition.

Roger Casanova was working on his engine, Paulo on his brakes with help from Danny Veade and others and Nick and friend were there with a car just purchased which was not running but the guys got it going before lunch too. This is definitely the place to come if you need some expert advice and HELP.



Engine removal

Nick's car





It's not all work on Saturday, it's fun helping each other work through a problem and we all end up learning a bit about fixing our cars. The group usually breaks for lunch around noon and many times they go to Kim Anh's Noodle House on Jefferson highway. Below is a photo of a recent meal there.



## Ignition Problems & Tips

Sounds like you have a problem in the ignition circuit. Here are the checks to make:

- Yellow wire connected from post on starter switch to terminal box post (post on passenger side of terminal box).
- Ammeter (-) side connects to passenger side post on terminal box.
- Ammeter (+) side connects to driver side post on terminal box.
- Black wire connects from driver side post on terminal box to coil (-) terminal.
- Red wire connects from coil (+) terminal to ignition switch.
- Yellow/Black wire also connects from driver side terminal box post to the cut out terminal. That completes the ignition wiring except for the ignition cable and distributor plate.
- Here is a voltage check of the circuit:
- Connect the (+) side of your volt meter to a good ground point on the engine or frame.
- Touch the (-) probe to the passenger side terminal box wing nut. Read 6 volts.
- Touch the probe to the driver side terminal box wing nut. Read 6 volts. Touch the probe to the (-) terminal on coil. Read 6 volts.
- Touch the probe to the (+) terminal on coil. Read 6 volts.
- Place a piece of paper between the point contacts.



- NOW TURN IGNITION KEY ON.
- Touch the probe to the end of the points arm, read 6 volts.
- Remove paper between points. Open and close points and look for spark each time points open, (no spark means bad condenser, replace condenser).
- If points are sparking then disconnect the coil center (high tension wire) from the distributor cap (leave connected at distributor end). Place the free end of the coil wire about 1/8" from one of the engine head nuts. Crank the engine over with the ignition key on. There should be a bright blue arc from the coil wire to the nut (ground point). No arc means bad coil.

Having said all of that, there are several things to check for. New condensers can go bad and new coils can go bad. But I would first look for something that may be shorting the circuit or causing an open in the circuit. Some of the other things to check are: Bad Ammeter. If ammeter has open circuit, all voltage is lost to the coil. You probably burned the wiring up because of loose connections on the back of the ammeter, or missing rubber grommet through center of terminal box, causing the ignition cable to short against terminal box posts, causing large current draw to burn wires. Do not screw ignition cable into the distributor too far. It can short out if screwed in too far. Make sure all nuts on the terminal box posts are tight. Also the two rivets on the bottom distributor plate sometimes get loose (especially on the reproduction plate) and short out the bracket it attaches. - **Les Andrews**, 1998 Technical Directo