



Creston's

A-Frame

New Orleans Model A Club Newsletter

June 2025

A-Frame

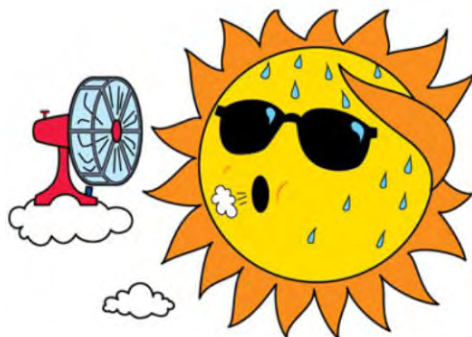
President: Paulo Casanova
1st Vice President: Brian T. Veade
2nd Vice President: Ray Schaub
Secretary: Brad Persons
Treasurer: Bobby Burwell
Sergeant-at-Arms: Caroline Schaub
Sunshine Lady / Welcome: Toni Schaub
Phone Committee: Ken Falanga
Parliamentarian: Jim Kepper
Newsletter: Roger Casanova
Webmaster / Communication / Banquet: John Troendle
Club Liaison / Judging: Ray Fuenzalida



Creston's

A-Frame

New Orleans Model A Club Newsletter



Coming Events:

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



Creston's



A-Frame

New Orleans Model A Club Newsletter



*Our Model A clinic crew
"The Elmwood A's"
restoring more classics.
Almost there!!!!*



A-Frame

New Orleans Model A Club Newsletter

MOTOR MOUNTS

ORIGINAL vs FLOAT-A-MOTOR

The question always arises as to which motor mounts provide the best vibration dampening for the Model A's four cylinder engine.

ORIGINAL MOTOR MOUNTS

The original Ford motor mounts were designed to cushion some of the engines vibrations by using rubber pads on both sides of the frame. See Figure 1.

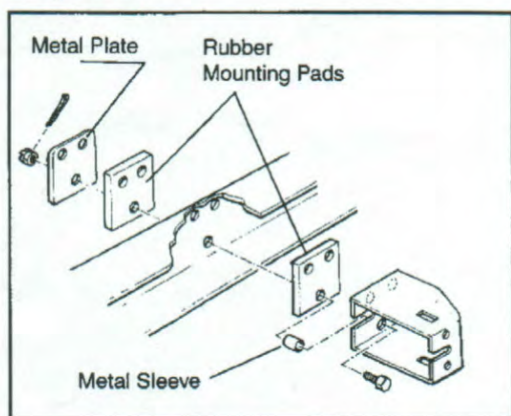


Figure 1. Original Motor Mount Assembly

The three mounting holes in the frame are much larger than the frame mounting bolts. Steel sleeves were inserted through the three frame holes and the two rubber pads on each side of the frame. The frame mounting bolts were then inserted from the inside of the motor mount, through the sleeves and the outside mounting plate. The sleeves stopped just short of protruding from the outside of the rubber pads. This allowed the mounting bolts to be tightened until the outside metal plate and the motor mount bottomed against the bolt sleeves. The nuts were tightened until the sleeves in the rubber pads bottomed against the motor mount on one side and the outside metal plate on the other side. This provided a full floating motor mount to the frame.

The reproduction rubber pads and metal sleeves that are being made today will not allow correct assembly for a full floating motor mount. The rubber pads are molded with a shoulder around the three holes. The intent was that the shoulders around the holes would push into the holes in the frame and hold the pads in place. Both rubber pads are made with this shoulder around the hole. The problem is:

- The holes in the frame are only thick enough to accommodate a shoulder from one rubber pad.
- The holes in the rubber pad, along with the shoulder, are too small to accept the steel sleeves.
- The holes and rubber shoulders on the rubber pads are way out of alignment with the holes in the frame.



Figure 2. Original Motor Mount Installed

To make use of the rubber pads, the shoulder must be cut off both pads. The holes must be enlarged and repositioned to accept the steel sleeve. The bottom angle on the inside rubber pad must also be removed to allow the bolt holes in the rubber pad to align with the frame. The steel sleeves are made too long to allow the motor mount and outside metal plate to be tightened correctly against the rubber pads.



Creston's



A-Frame

New Orleans Model A Club Newsletter

Robert Healslip's Cabriolet for sale

Please contact Robert Healslip for more info





Creston's



A-Frame

New Orleans Model A Club Newsletter

Bill Pfaff is selling his 1930 Huckster

Rebuilt Richard LeBlanc engine

Transition recently rebuilt

FSI electronic ignition

\$13,000.





Creston's



A-Frame

New Orleans Model A Club Newsletter

Looking for other things to do with your Model A? Check Out

<http://www.customcruiser.net/calendarofevents.htm>

Pam Larter posts most of the cruise nights and car shows on her website above in the Metropolitan New Orleans Area. Also check the out Nola Model A's Facebook page for events members post. Share your interesting Model A Memories on our Facebook site. Link Below.

<https://www.facebook.com/groups/neworleansas>



May 2025 NOLA Model A's Official Minutes

New Orleans A's - General Meeting: 5/28/25

Brought to order: 7:04pm

Attendees: 22

Model A's Cars Present: 0: (rain)

Location: Saltgrass Restaurant, Metairie, LA

Meeting led by: Paulo Casanova

Pledge of Allegiance/Prayer: Prayer by Bob Sappington.

New Members voted in: Keith and Christel Juneau

Guests: 2 Stock and Jeff. Has a 31 Model A.

Minutes of the last meeting: The minutes of the April meeting were previously distributed by email and made available in hard-copy format at this meeting; John Hummel moved to accept the minutes and Ray F. seconded, members approved.

Treasurer's Report: Bobby Burwell provided the report; balance at 5/27/25 = \$6,459.56

Paulo talked about next year's All Club Picnic at Pontiff Playground. We had fewer attendees than last year, possibly due to the rainy weather. The shelter cannot be reserved until January, so the date is not yet firm.

Ray Fuenzalita said that there will be a car show on the Northshore on October 18... Details to follow.

Film Shown: Paul Shinn visits California Auto Museum and talks about the 1903 Model A vs. the 1927-31 Model A.

Birthdays: Jerry Kennedy was the only birthday, so he selected a door prize.

John T. updated us about work being done to several member's cars. Keith and Christel Juneau's car issues and Gary Phillips 1937 car.

Bobby Burwell donated some Restorer magazines – take one if you want.

Bill Pfaff is selling his 1930 Huckster with rebuilt Richard LeBlanc engine, recently rebuilt transmission, and FSI electronic ignition. He is asking \$12,000.

Upcoming Events:

Sat 6/28 – Model A Swap Meet in Pensacola FL.



Door Prize numbers picked: #4 Ray F., #12 Bobby, #18 Brad, #8 Chip Miller.

50/50 Ticket Picked: #1313 John Troendle won \$55.00

Move to Adjourn: at 7:50pm – Brian Veade moved, Bill Pfaff seconded.

Respectfully Submitted,
Brad Persons, Secretary