



THE KLAXON

April 2012



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The newsletter of the

Delaware Valley Model A Ford Club, Inc.

Who are we:

The Klaxon is the monthly newsletter of the Delaware Valley Model "A" Ford Club, Inc. and is circulated to all club members and other interested clubs. The club meets on the first Thursday of each month at 7:30pm at Daley's Service Center, 2749 Bristol Pike, Bensalem, PA 19020.

If you wish to contribute articles for publication in the Klaxon please do so by submitting them to the editor Steve Organ. Other pertinent information can be obtained from the officers.

Technical and historical questions are encouraged and we'll do our best to get the answers. Questions can be submitted via

E-Mail at: Sorgan@themaxwellgroup.org.

Club Officers

President – Stace Lechliter	215-962-9480
Vice President – Jim Maier	267-918-2078
Secretary – Don Fortune	215-698-1256
Treasurer – Don O'Hara	215-338-6368
Editor - Steve Organ	215-840-1259
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Activities/Parades – Ted Etling	215-802-8622

<http://www.dvmafc.org/>

President's Message



Greetings:

We had a good turn out again at our March meeting. Bob Russell gave a talk about using a magneto on Model A engines. Thanks, Bob, for an informative presentation. If anyone else has a tech topic to share, please feel free to talk about it at our meetings. On March 8th five members went for a two hour ride through Bucks County. The 70 degree weather was great. I would like to thank all of the guys that showed up to work on Don O'Hara's 1930 Model A roof. You know who you are ! It was an all day job, but they got it done and it turned out great. The car is now back home with Don. Thanks again, guys. We always need ideas for club activities, so let's start thinking of things to do. Summer will be here before you know it. I was sorry to hear that Billy Long's sister passed away. Billy, we are all thinking of you. Please continue to support our advertisers. See you all on April 5th.

Stace

Visit our web site at

www.dvmafc.org

Up Coming Events

4/5/2012—Monthly Meeting at Daley's Service Center

4/15/2012—Rails & Rods Show
320 Cramer Dr, Bensalem, PA
9am-2pm

5/3/2012—Monthly Meeting at Daley's Service Center

9/22/2012—Fifth Int'l Model A Ford Day

10/10-13, 2012 Annual AACA Eastern Region Meet at Hershey.

Get Well Wishes

Jay Fissel, Tom Boles' Brother Joe, Mary Jane Creelman, Lou Pfeiffer's Daughter Monica Remer and Charles Simon.

GET WELL SOON

Happy Birthday for March

If we missed your birthday please let the editor know

Jack Fritsch	4
Marcy Jones	14
Lorrie Smith	18
Peg LaForgia	19
Jim Maier	19
Barbara Joan Russell	29

100 Years Ago in Bucks

At a recent meeting of the directors of the Hatboro and Horsham Turnpike Company, The toll was raised on automobiles. The small cars of one seat need to pay two cents and the double cars four cents each way, now all cars are 5 cents each way. (Front page news item as published in the Newtown Enterprise of 1912)

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Rosie the Riveter -Women in the War

(From MotorCities National Heritage)

Due to the war of 1940s, many women began working at Ford, GM, and Chrysler factories. The name "Rosie the Riveter" became most closely associated with another real woman, Rose Will Monroe, who was born during 1920 in Pulaski County, Kentucky, who later moved to Michigan during World War II. She worked as a riveter building B-29 and B-24 bombers for the U.S. Army Air Forces at Willow Run Aircraft factory located in Ypsilanti, Michigan.

By 1944, Rosie the Riveter inspired a social movement that increased the number of American working women from 12 million to 20 million people, a 51% increase from 1940. Below is a woman Riveter working on the enormous wing surface of an Avenger aircraft for the U.S. Navy. This picture was taken at the Trenton plant of the Eastern Aircraft division of General Motors where the formidable planes had replaced automotive hardware on the assembly lines.



Some women were also assigned to the Aircraft Bombers parts assembly for routine working conditions making and assembling parts that were used for Bomber planes and other aircraft materials



Continued Next Page

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American women were some of those most affected by the need for women workers. Conditions were sometimes harsh and pay was not always equal. The average man working in a wartime plant was paid \$56.65 per week, compared to women who were paid about \$31.50. However, many women supported the war effort and it was the turning point for many women and their lives.

The wires and cable installment line was a huge responsibility for women workers. At the Hudson Motor car company located in Detroit, Michigan had lines available for women to set up and assemble wire harnesses for the Boeing B-29 superfortrees fuselage section and at the time, 30 miles of wires were needed to complete the task for the aircraft assembly line female workers.



Continued on next Page

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Mystery Person

This mystery person wasn't as well known as her husband and son, but she was the "glue" that held them together.

Who is this mystery person? (see page 9)



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A powerful new fighter plane, the P-63 KingCobra, was a product of Bell Aircraft Corporation of Buffalo which were built by the Hudson Motor Car company in Detroit, Michigan. The plane was named after a very venomous snake found in India and the Philippines. The KingCobra cabins were so small and compact that only one person could work inside them while they were being built.

Ms Ruth Ripley is operating the riveting gun while Ms Rita Sabatini holds the bucking bar in the photo above. The photo below was taken on the busy Hudson production line. Heavy bulletproof glass was placed in the windshield and roof of the cabin along the lines. Performing many operations formerly assigned to men, women were helping to resolve the manpower shortage in the production of aircraft engines.



Some women used burring tools for removing excess stock from parts which would flow from her bench assembly within the Pratt & Whitney Aircraft Engines Company. The DeSoto plant was able to utilize many female workers in the plants producing aircraft engines when wing units took shape. During the 1940's, more than 6% of the employees within the Chrysler Corporation, in Evansville Ordnance plant were African American women who took part in the Rosie the Riveter women in the war process were inserting .45 caliber bullets in cardboard cartons.



Whether you were black, white, a grandmother, mother, daughter, sister, or the woman next door, woman were a huge part of the culture change in this country. I believe women became more empowered not only with just themselves, but also encouraged women everywhere. Rosie the Riveter provided a valuable historical resource for our history and historians from all over the world.



Technical Issues with the Model A

Checking the Alternator. What's Right?

Dear Tech. Director:

The other day I saw a mechanic disconnect the battery lead on his Model A engine while running it at a fast idling speed. The engine was equipped with an alternator in place of a generator. When I asked the mechanic why he was doing it that way he explained:

"If the engine is running while the battery is disconnected, the alternator is producing the current for the ignition circuit and is therefore working properly". Is this an accurate way to test an alternator?

Bill DeWitt, Yankton, IA

Dear Bill:

No, that procedure does not prove that the alternator is in perfect shape. Most alternators have three sets of windings and three sets of rectifier diodes. If one of the windings or diodes has gone bad, the alternator would still produce enough current for the ignition circuit, but won't produce enough current to keep the battery fully charged. The most accurate way to test an alternator is with an ammeter, voltmeter and ohmmeter.

There is more to this. Suppose the alternator is in good condition. Disconnecting the battery lead may damage it. Allowing an alternator to operate without a battery lead can cause a rise in voltage that can cause stress on the alternator windings. Also when the battery lead is disconnected a high voltage spike is induced in the electrical system. This spike, which can reach 150 volts, may damage the diodes as well as the regulator. When the battery lead is reconnected, another spike is produced. Therefore, disconnecting the battery lead with the engine running is not a good idea.



Club Members Help Complete Don O'Hara's Car

On Monday, March 3rd club members got together at Daley's to complete the top on Don O'Hara's Canadian Model A.



The picture above has Bob Kehan, Don Fortune and Joe Weldon attaching the rain gutters. Don Fortune puts the dash back in the car. (Left Below)



Don Fortune, Bob Kehan and Jack Fritsch install the rain gutter. (Right Above)

Also helping were Don Mannherz, Dave Sadowl, John Korhonen, Steve Organ, John Daley (supervising) and Stace Leichtler. The project was finished at 5pm when they rolled it out to the parking lot—the first daylight the car has seen in a while. On Wednesday, Don drove the car home to clean up and get ready for this summer's parades.



This section is dedicated space for members who want to sell, buy, trade or just clean out their stuff. If you want a listing on this page contact the Editor 4 weeks before the next meeting for timely printing of your request.

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(File Photo)

Clara Ala Bryant, Mrs. Henry Ford (answer from page 4)



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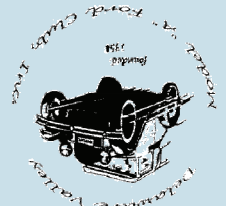
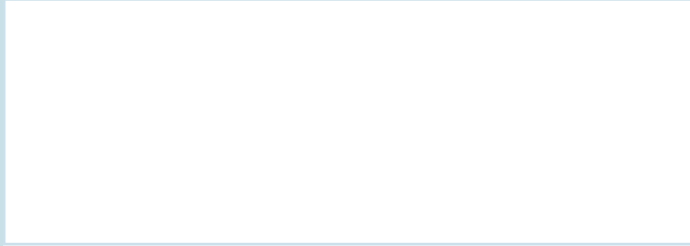
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Member's Spotlight



**Willy Long's
1930 Fordor**

Willy bought his Model A from his brother who was living in the Scranton area around 1980. It was rough and rumor had it that it was used to haul coal as the upholstery was shot and most of the seat springs were broken. Willy purchased the car for around \$800 with more spent on the car later.

It was a long (play on words) restoration. But with the help of members like Bill McCullough and Joe Donahue (now both deceased) they turned out a very nice vehicle.

When you see Willy and his car take a look and think of how many bags of coal the car could carry.

Great looking car!

