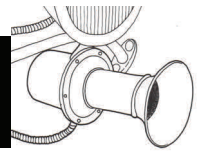
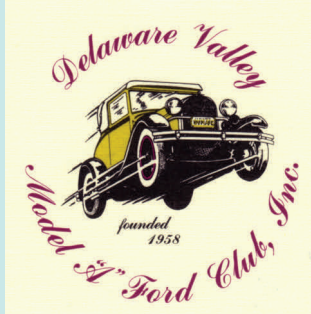




THE KLAXON



April 2013



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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.

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THE KLAXON

President's Message



Greetings: Now that we are in day-light savings time and the weather is a bit warmer, let's start bringing our cars to the meetings. If you haven't driven your antique car over the winter, be sure to check it over before taking it out.

I have purchased a copy of the Model A Ford Judging Standards per the clubs vote at the February meeting. This book will be the first in the new DVMAFC Library which will be located in our cabinet in the meeting room. If anyone has any unwanted books on the subject of the Model A Ford, donations to the library would be most graciously accepted. Please let me know of all donations. A book inventory list will be made along with a sign out sheet for members who wish to borrow a book.

For those who missed the last meeting, Bob Russell did a very informative presentation on the various tire pumps used with the Model A Fords. Immediately following that, Steve Organ ran a great video on the proper way to adjust the brakes on the Model A Ford. Thank you Bob and Steve!

Our April meeting will have a short presentation on the different generators used on the Model A as well as another video. Don't miss it!

See you on the 4th!

Jim

<http://www.dvmafc.org>

Up Coming Events

4/4/2013—Monthly Meeting at Daley's Service Center

5/2/2013—Monthly Meeting at Daley's Service Center

See Insert for More Up-Coming Events

Happy Birthday for April 2013

If we missed your birthday please let the editor know

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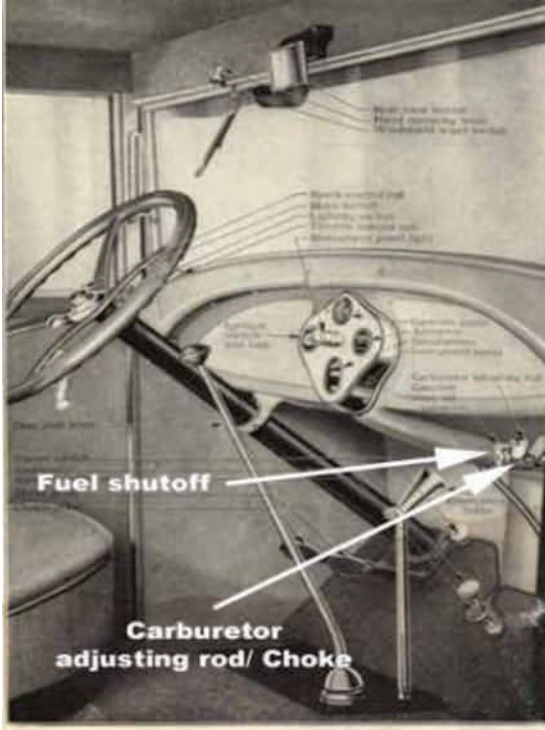
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A Maintenance and Operations overview and primer. To your Model A

(Taken from the Model A Ford Club of America Website)

BASIC AREAS OF YOUR CAR:

1. THE CHASSIS OR FRAME:

The supporting frame of a structure (as an automobile or television); also: the frame and working parts (as of an automobile or electronic device) exclusive of the body or housing. The Chassis, it all starts with the Ford Chassis, all components for your car are attached to the chassis or the frame of the car.

2. THE MOTOR, ENGINE OR

POWER PLANT: Your Model A engine is a four-cylinder in line engine known as an "L Block". It uses 4 spark plugs that explode in a combustion chamber to power the engine. The engine is oiled by a circulating splash system, which while delivering oil to the valve chamber allows the oil by gravity to flow to each of the main bearings of the engine. The lower part of the engine or the crankcase has troughs for the oil that allow the oil to "splash" from oil dippers to the other parts of the engine that need lubricating...

3. THE TRANSMISSION OR DRIVE TRAIN: This is what makes the car go forward and back. The Ford Model A use a sliding pinion type of gear or sometimes just called a sliding gear transmission, it has 3 forward gears and 1 reverse. Speed is obtained through the transmission by changing gears by depressing the clutch pedal and shifting into the next higher gear. The power of the engine rotates sending power to the rear axel by means of an enclosed propeller shaft with a ball joint. In the rear axel are radius rods that work a gears and help turn the wheels that move the car.

4. BRAKES: There are two separate brake systems on the Model A, the four wheel service brakes and the emergency brake. The wheel is attached to the Brake Drum, which inside are what is called brake shoes. When you press the brake pedal the brake shoes expands outward, this in turn presses the fabric on the brake shoes against the drum and there by slows and stops the car. The brakes are controlled by rods that connect the front and rear wheels, giving you the basic braking system. The second brake system is the emergency brake controlled by a handle in the car, when this handle is pulled it expands a separate set of brake bands and therefore hold the rear wheels from moving.

(Continued on Page 5)

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5.COOLING SYSTEM: Your radiator. The Model A uses a centrifugal water pump mounted in the cylinder head of the engine and works with the engine fan. Your Model a engine will work with regular water to cool the engine, anti freeze as in regular cars is NOT recommended as your radiator in your model a is NOT a pressurized system, the radiator works by circulating cool water into the engine, as the water becomes heated it is forced out through the upper radiator hose into the radiator and as it cools drops to the bottom and is flows into the engine again. The process works entirely automatically.

6.CARBURETOR: The carburetor is the process where gasoline and air mix to form a vapor that is ignited into the engine to create the combustion to cause power. It is important to be sure the mix of air and gasoline is right or to make sure it is not too rich or too weak which is what regulates the explosion and in turn the power that is applied to the piston, which in turn gives you power. Your fuel mix is controlled by the choke rod inside your car in front of the passenger seat. The choke rod turned clockwise or counter clockwise to regulate the mixture.

7.MODEL A FUEL SYSTEM: Your fuel tank is located above your feet in the car forming the upper portion of the cowl, or where you dash is. Under the fuel tank in most Model A's except for May 1931 and later there is a fuel shut-off. The Fuel system is a gravity fed system to the carburetor. When the valve is turned horizontal it is shut off and fuel will not flow to the Carb. After May 1931 Ford moved the fuel shut off inside the engine compartment on the firewall and indented it. This was done for safety measures. Depending on what model you have your tank will hold 10-11 gallons of gasoline. You may use regular un-leaded gasoline in your car today.

8.IGNITION AND ELECTRICAL SYSTEM: The Ford Model A is powered by a 6-volt positive ground system. The positive lead is connected to the frame of the car and the negative lead is connected to the starter. Your 6 volt battery sends current to the starter when the pedal inside your car is pressed. With the ignition key turned on, the coil is energized which helps to send the current to the distributor which help spark the engine via the spark plugs and when timed correctly starts the engine. Once your engine is turning, the generator located on the drivers side front of the engine, it is turned by the fan belt, which is also attached to the crankshaft pulley on the front of the engine. The generator helps to generate electricity to power your lights, horn and other accessories. The Ammeter monitors your generator and shows charge and discharge of the battery. It is on the instrument panel of your cars interior.

9.DISTRIBUTOR: Located on the top right hand side of the engine, it consists of a cam, rotor, contact points and electrodes. The ignitions coil sends a low tension current of sufficient voltage to the distributor to jump between the points if the spark plugs. The distributor breaker points interrupt the flow of current while the rotor inside spins and sends the high tension current to each spark plug in the proper firing order.

10.SPRINGS AND SHOCKS: The springs of the Model A are know as leave springs, they are transverse semi-elliptic in shape. Each spring is built up of different thin leaves to give the proper amount of flexibility for the particular body style. They are made of fine steel that has a spring action to it. The hydraulic shocks control the movement up or down and on the Model A are adjustable as well as making the car safer. The shock absorber connects to a shock absorber link tube, then to the front spring, which is lubricated through a fitting by you during your 500-mile check-ups.

11.STEERING: The Model A steering is known as worm and sector type, roller bearing known as thrust bearings work in conjunction with the worm gears. This is all enclosed in the steering gear assembly with is located in the steering column. In addition to this down the steering columns are also wires for your lights, and horn as well as your spark and throttle levers. At the base of the steering column is the switch assembly. This is where the wires for your horn, lights, and cowl lights are connected and branch out. They are all controlled from your steering wheel.

Remembering Harvey Firestone

By: Robert Tate



On December 20, 1868, Mr. Harvey S. Firestone was born within the family farm home of Benjamin and Catherine Firestone located in Columbiana, Ohio. Throughout the years of young adulthood, Harvey made rubber tires for carriages through the Columbus Buggy Company located in Columbus, Ohio. By 1890, Mr. Harvey Firestone started his own company and by 1895 he married former Idabelle Smith of Jackson, Michigan. Together, they had five sons and one daughter.

Mr. Firestone was very involved with employees, for example, he supported educational and recreational undertakings for his workers along with medical attention, improved housing, saving plans, and many other enterprises that would further help his employees. During the war of 1917, Mr. Firestone started to help many war efforts by organizing the Rubber division of the war industries Board and making available one large plant for the manufacture of balloons. After the war, Mr. Harvey Firestone assisted the railroad system since many became disorganized and still operated under government supervision.

At the time, the motor truck was very new to the consumer market but it could perform the task and provided effectively transportation. Mr. Firestone organized the ship by truck movement which started to help the country with its transportation crisis. For the first time in history the shipper and the truck man were brought together to help resolved the railroad problem which worked by movement of goods by trucks for business and consumer markets. Mr. Firestone felt that selling tires was a mighty difficult undertaking at that particular time when the business became very slow.

Despite the trend of events, tire prices had remained where they were in sales. Mr. Firestone spent \$100,000 for advertising within the first week using banners appearing in windows of dealer and garage walls announcing that Firestone prices had been reduced and now was the time to purchase. The public caught on and Firestone tires began to move increasing sales. Week after week, the campaign gained increasing results. Within two months, sales amounted to \$18,000,000 creating a positive movement within the Firestone Company.

From 1919-21, construction started on a plant at Hamilton, Ontario, Canada, and in Singapore rubber preparation and a shipping plant was created for overseas markets. Other pioneering achievements included the mechanically fastened straight-side tire, non-skid treads, low pressure balloon tires, gum- dipping to insulate tire cords against internal heat, truck and farm tractor tires were also produced for the consumer market.



The Firestone history is a memorable story of tradition, quality, and progress. Mr. Harvey S. Firestone received the honorary degree of doctor of laws at the 106th commencement from Dr. William Foster Pierce, President of Kenyon College. On February 7, 1938, Mr. Firestone passed away at 69 years old. The farmhouse where Firestone was born is now located in Greenfield Village, a historical site founded by Mr. Henry Ford, located in Dearborn, Michigan.



Officers examine a car that has wrapped itself around a tree, spilling its interiors onto the street in Boston in 1933. I think the tree won?

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The company started because of Mr. Firestone's determination to build a genuinely product and now it is a worldwide organization that has helped employ millions of workers to put America on wheels. Harvey Firestone once said, "The whole structure of business is making and doing useful things for others. The great needs of this world of ours are faith and more real service on the part of each of us".



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Submitted by a Member—HISTORICAL TRIVIA (Facts not checked but they sound good anyway)

1. Did you know the saying "God willing and the Creek don't rise" was in reference to the Creek Indians and not a body of water? It was written by Benjamin Hawkins in the late 18th century. He was a politician and Indian diplomat. While in the south, Hawkins was requested by the President of the U.S. to return to Washington. In his response, he was said to write, "God willing and the Creek don't rise." Because he capitalized the word "Creek" it is deduced that he was referring to the Creek Indian tribe and not a body of water.

2. In George Washington's days, there were no cameras. One's image was either sculpted or painted. Some paintings of George Washington showed him standing behind a desk with one arm behind his back while others showed both legs and both arms. Prices charged by painters were not based on how many people were to be painted, but by how many limbs were to be painted. Arms and legs are 'limbs,' therefore painting them would cost the buyer more. Hence the expression, 'Okay, but it'll cost you an arm and a leg.' (Artists know hands and arms are more difficult to paint.)

3. As incredible as it sounds, men and women took baths only twice a year (May and October) Women kept their hair covered, while men shaved their heads (because of lice and bugs) and wore wigs. Wealthy men could afford good wigs made from wool. They couldn't wash the wigs, so to clean them they would carve out a loaf of bread, put the wig in the shell, and bake it for 30 minutes. The heat would make the wig big and fluffy, hence the term 'big wig...' Today we often use the term 'here comes the Big Wig' because someone appears to be or is powerful and wealthy.

Continue on Page 11

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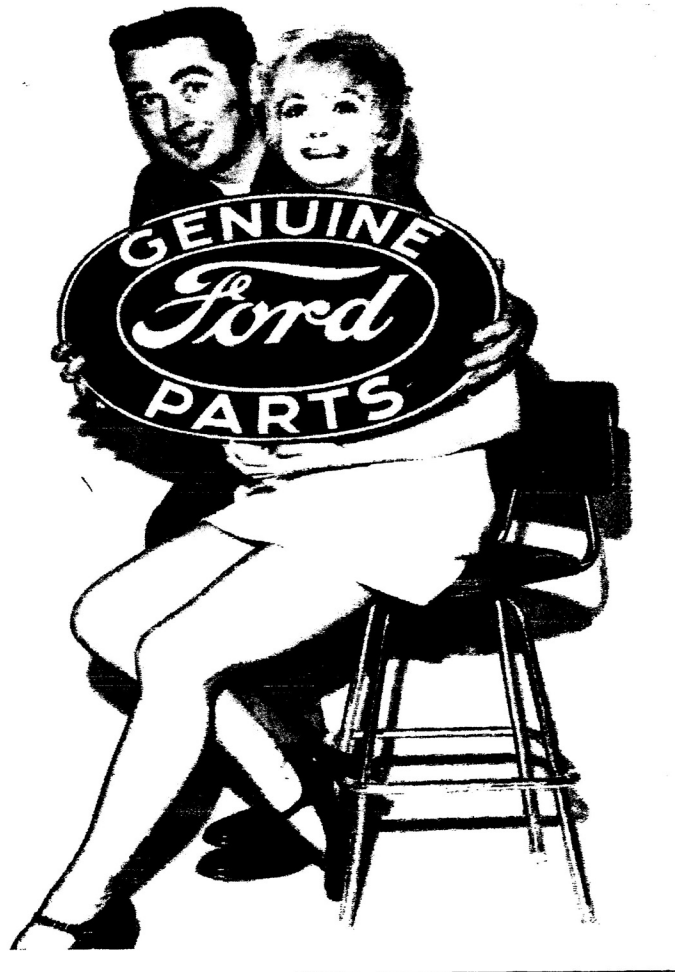
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Restorer—Sept/Oct 1970—Where did the years go? Jack always gets the pretty girls

Delaware Valley Chapter—Philadelphia, Pennsylvania

May "A" Day, an annual event of the Delaware Valley Chapter, was held this year on May 17. The day was completely overcast with much rain but it failed to dampen the spirits of club members who showed up with their cars and made the day a success. Even the flea market went on as scheduled. The only thing the rain ruined was the taking of pictures with "Miss May A Day" presenting the trophies. However, Past President Jack Fritsch managed to find a dry place to pose with her and a familiar but thought-provoking sign (below).



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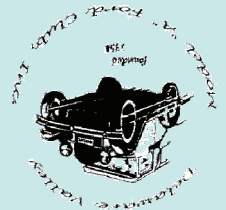
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4. Early politicians required feedback from the public to determine what the people considered important. Since there were no telephones, TV's or radios, the politicians sent their assistants to local taverns, pubs, and bars. They were told to 'go sip some Ale and listen to people's conversations and political concerns'. Many assistants were dispatched at different times. 'You go sip here' and 'You go sip there.' The two words 'go sip' were eventually combined when referring to the local opinion and, thus we have the term 'gossip.'

5. In the heyday of sailing ships, all war ships and many freighters carried iron cannons. Those cannons fired round iron cannon balls. It was necessary to keep a good supply near the cannon. However, how to prevent them from rolling about the deck? The best storage method devised was a square-based pyramid with one ball on top, resting on four resting on nine, which rested on sixteen. Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon. There was only one problem....how to prevent the bottom layer from sliding or rolling from under the others. The solution was a metal plate called a 'Monkey' with 16 round indentations. However, if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make 'Brass Monkeys.' Few landlubbers realize that brass contracts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannonballs would come right off the monkey; Thus, it was quite literally, 'Cold enough to freeze the balls off a brass monkey.' (All this time, you thought that was an improper expression, didn't you.)



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Member's Spotlight



Mike and Marcy Jones'
1930 Roadster

Here's a picture of our 1930 Model A Roadster. We purchased a 1931 Model A Murray Body Town Sedan in 1982 and joined the DVMAFC in 1984 to get help restoring it. After doing a frame-off restoration we got the "Roadster" bug and bought this well restored AACA Junior Model A from a friend in Norristown in 1999. Next to our 1913 Buick Touring, It is our very favorite and most used vehicle in the garage.

Our Model A was used several times as our "Christmas Card" with all six of our grand children.

