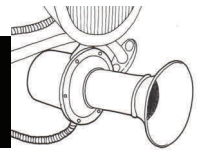




# THE KLAXON



April 2014



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And much more in this issue.....

HAPPY SPRING



The Newsletter of the

## Delaware Valley Model A Ford Club, Inc.

Founded in 1958

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](mailto:Sorgan@themaxwellgroup.org).

### Club Officers

President – Jim Maier	267-918-2078
Vice President – Ted Kulesza	215-901-4305
Secretary – Don Fortune	215-698-1256
Treasurer – Don O'Hara	215-338-6368
Editor - Steve Organ	215-840-1259
National Director – Mike Etling	610-505-4504
Activities/Parades – Ted Etling	215-802-8622

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## President's Message



**Greetings:** It was nice to see everyone again at the March meeting. With the weather improving now, let's try to bring our cars to the April meeting. Mark your calendars for a new event on Saturday, April 26<sup>th</sup>. The Hellertown Model A Ford Day at Grist Mill Park on West Walnut

Street in Hellertown, PA. 9am to 3pm, rain or shine. There will be a vehicle display, swap meet, flea market and tech sessions. This should be a very good event. Other local chapters will be attending.

For those who couldn't make the meeting, Bob Russell did an excellent program on the Gordon Smith Model A Ford Air Compressors. He explained in detail the parts used to convert a standard Model A Ford engine into a compressor. These parts were available in kit form or you could purchase a complete compressor built by Gordon Smith. After the program I walked into the back room to see the club owned Smith compressor. With Bob's explanation of the parts, I could look at the compressor and now understand the function of each of the parts now.

While looking to see if the Smith Model A Compressor region had a website, I came across a website called "Contractortalk.com". On one of the forums someone wrote in with questions regarding a Smith Model A Ford Compressor. One of the answers received came from David Smith, the grandson of Gordon Smith. In his reply he stated that his grandfather started the company in 1932 building compressors. The business left the family hands in 1993. They are now a division of Boss Industries, Inc.

Per our discussion at the March meeting, I have signed up our club as a member of the Smith Model A Compressor chapter and registered our club owned compressor on their serial number registry.

See you on the 3<sup>rd</sup>! *Jim*

## Editor's Message



**Hi All:** It's finally here! SPRING. It's time to get the cars out, clean them up and start driving. We have suffered through a long winter with the second most snow in history for Philly and the surrounding area.

Please make sure your cars are in good running AND STOPPING order. Even though we know Henry made the cars to go we do need to stop. You might want to consider putting turn signals on your cars. Michael Etling has been showing a couple of systems that he has been installing on cars. Safety First.

It was great to see 35 members out at the last meeting. I'm sure there will be more at the next meeting. It's now time to think about bringing your cars to the meetings. Weather permitting I will start bringing my car to the next meeting.

My best goes out to Dave Sadowl and Al Kubis who are recovering from some set-backs. Hope to see them soon at the meetings!

Hope to see you there. *Steve*

## Up Coming Events

**4/3/2014 Monthly Meeting at Daley's Service Center**

**5/1/2014 Monthly Meeting at Daley's Service Center**

## Happy Birthday for April 2014

**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
Jim Gray	26
Barbara Joan Russell	29



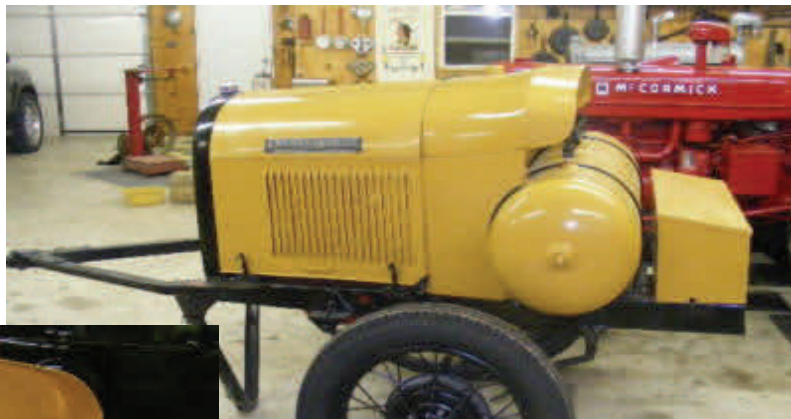
## Bob Russell presents Technical Session on the Smith Compressor

Page 3



Bob Russell presented a technical session on the Smith Compressor at our March Meeting. This was the first meeting in 3 months because of the bad winter we have been having. It was great to get together with everyone. He owns a couple of them along with parts probably to build several more (It he only had the space!). The club also owns a Smith Compressor that we will need a workgroup to work on it in the Spring. Next meeting we will be looking for volunteers to start getting our compressor in good working order.

Thanks Bob, the session was enjoyed by all!



## Model A Club presents Klaxon Editor with "Best Member Award for Outstanding Service".

Pictured right—Jim Maier, Club President and Steve Organ, Klaxon Editor



As a total surprise, Jack Fritsch along with the club presented Steve Organ with a beautiful drawing and plaque honoring his service to the club. Steve was totally taken by surprise and appreciated the club for giving him the plaque. It will hang proudly in his home office where the Klaxon is published.

"Thanks to all. I will miss you when we move up north".

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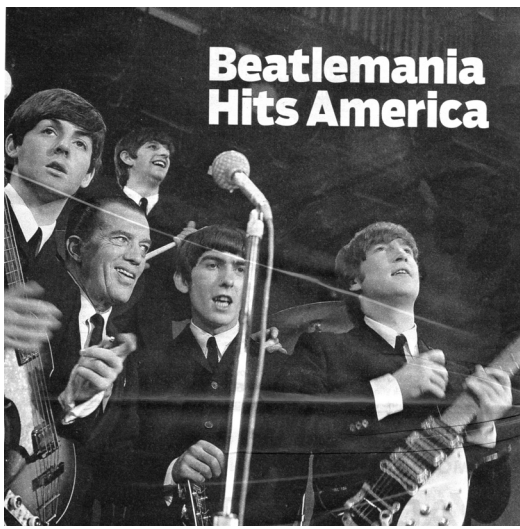
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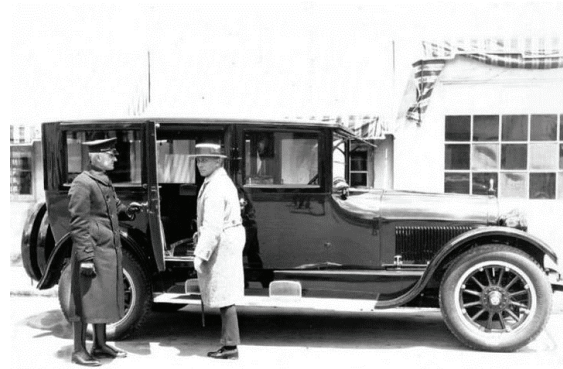
## Take the Beatles Quiz and see how you do.

1. What did the Beatles receive for performing three times on the *Ed Sullivan Show*?  
a. \$100,000   b. \$50,000   c. \$10,000   d. \$5,000
2. What was the No. 1 song on Billboard's charts on Feb. 1, 1964, a week before the Beatles appeared on *Ed Sullivan*? a. "I Want to Hold Your Hand"   b. "She Loves You"   c. "Love Me Do"  
d. "I Get Around"
3. What was the first song that the Beatles performed for an audience in America?  
— A. "I Want to Hold Your Hand"   b. "All My Loving"   c. "Help"   d. "Can't buy me love"
4. Who sent a congratulatory telegram to the Beatles before that first performance?  
a. President Lyndon B. Johnson   b. Queen Elizabeth II   c. Bob Dylan   d. Elvis Presley
5. How much did a front-row ticket to their first concert in America cost?  
a. \$4   b. \$6   c. \$8.50   d. \$12.50
6. What item was stolen from Ringo while in New York for their first concert there in August?  
a. His Passport   b. His St. Christopher medal   c. His drumsticks   d. His autographed photo of Ed Sullivan
7. The Beatles performed a regular set of songs (give or take a few) while on their North American tour. In the summer of 1964. Which of the following was not in the set?  
A, "A Hard Day's Night"   b. "Roll Over Beethoven":   c. "Yesterday"   d. "If I Fell"
8. Their North American tour set a record as they zigzagged 22,621 miles across the continent in a little over a month. Roughly how many people saw the Beatles on that Tour?  
a. 25,000   b. 59,000   c. 209,000   d. 454,000

# Stars and Their Cars



FATTY ARBUCKLE AND HIS 1919 PIERCE ARROW



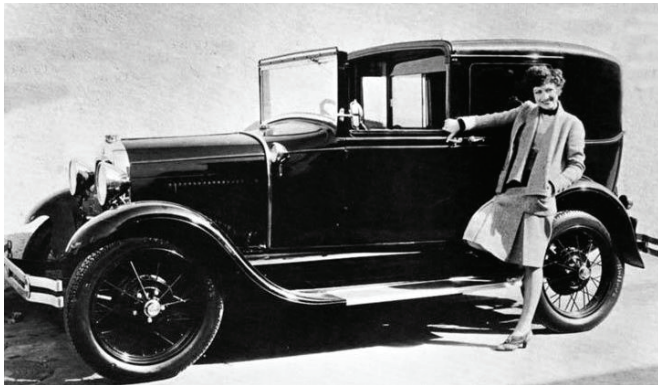
ERICH VON STROHEIM AND HIS CADILLAC



HAROLD LLOYD AND WIFE MILDRED DAVIS  
WITH THEIR BUICK



LINCOLN THEODORE MONROE ANDREW PERRY,  
AKA STEPIN FETCHIT, WITH HIS CADILLAC PHAETON



JOAN CRAWFORD WITH HER 1929 FORD TOWN CAR



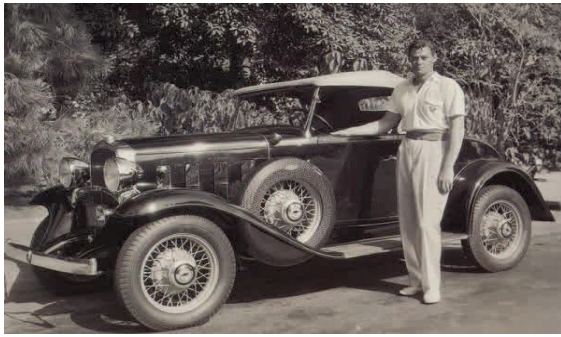
LILLIAN HARVEY AND HER MERCEDES



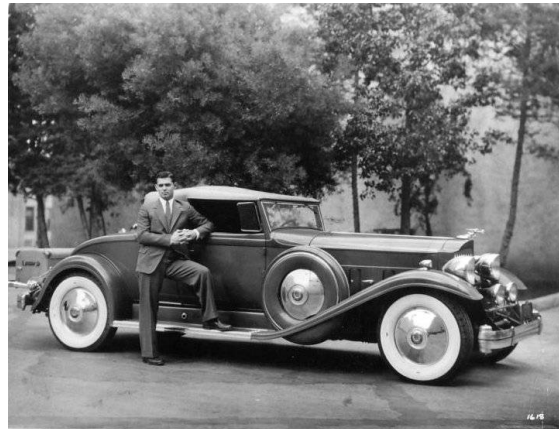
BABE RUTH RECEIVING A 1926 AUBURN  
ROADSTER AS A GIFT

**Continued on page 7**

## *Stars and Their Cars Part 2*



JOHNNY WEISSMULLER WITH HIS  
1932 CHEVROLET



CLARK GABLE WITH HIS 1932 PACKARD



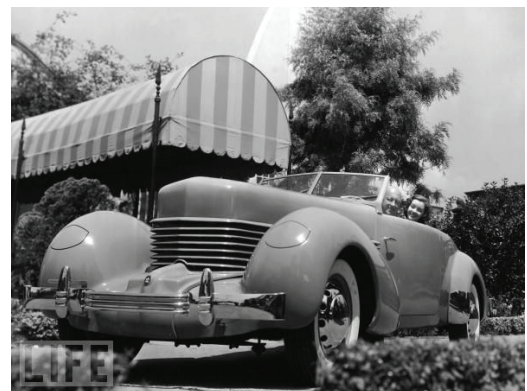
LAUREL AND HARDY IN THEIR BUICK



TYRONE POWER WITH HIS DUESENBERG



JAMES "JIMMY" STEWART WITH HIS PLYMOUTH



CECIL B. DE MILLE WITH HIS 1937 CORD



BING CROSBY GIVING RIDES AROUND THE STUDIO  
LOT IN HIS 1939 OLDS COUPE CONVERTIBLE

**Thanks to club member  
Shelly Rosen for sending  
in these pictures**

# DON'T DO IT



Tickling a carburetor is a way of manually priming a carburetor by displacing the float by hand, to allow gasoline to overflow the float bowl. This poor man is looking for trouble because of the way he's holding the crank. A Hutchinson fracture, an isolated fracture of the radial styloid, also referred to as "chauffeur's fracture" or "backfire fracture," happened to individuals struck by the hand crank when the engine suddenly backfired during starting.

In 1908, Byron Carter, founder of Cartercar, came across a stalled motorist on Belle Isle in the middle of the Detroit River. He gallantly offered to crank the car for the stranded driver. When she forgot to retard the spark, the crank kicked back. Carter's jaw ended up being broken. Complications developed and Carter later died of pneumonia. When Cadillac chief Henry Leland heard the news, he was distraught. Byron Carter was a friend; the car that kicked back was a Cadillac. "The Cadillac car will kill no more men if we can help it," he told his staff. Leland's engineers were able to build an electric self-starter but not one small enough to be practical.

Charles Kettering and the engineers at Delco worked around the clock to get the job done by February 1911. Kettering's key insight lay in devising an electrical system that performed the three purposes it continues to serve in modern cars: starter (as generator), producer of spark for ignition, and current for lighting. Leland approved the product for his 1912 model and placed an order for 12,000 self-starters. Delco had to quickly learn the business of production. To this day, the Kettering Award is one of the most valued among GM engineers.



# How exactly does road salt cause cars to rust?



We here in the northern states get exactly two things from combining cars and winter: good wintertime driving stories and rust. Both come courtesy of snow, but not directly; the former involve driving skills (or lack thereof) as a catalyst, while the latter involves road salt as a catalyst. The fact that road salt causes vehicles to rust out – sometimes after just a couple of winters – is something everybody knows, but the exact process isn't quite as simple as steel plus salt equals rust. Without dredging up too much of our long-forgotten high school chemistry classes, rust is the result of an electrochemical reaction combining iron and oxygen to form iron oxide. Iron and oxygen really like to get together in chemical reactions: The former readily gives up its electrons while the latter will take on electrons all day long. That's why you rarely see naturally occurring pure iron – the oxygen in air will eventually latch on to it and cause it to corrode, even in the driest of climates. When water enters the picture, it merely steps up the process, in part by bringing more oxygen and carbon dioxide in contact with the metal, and in part by acting as an electrolyte – that is, an agent for electrolysis. However, pure water – straight H<sub>2</sub>O – doesn't function all that well as an electrolyte; it just doesn't have that many ions floating around in it to facilitate electrolysis (which is why you should use distilled water rather than tap water in your engine's cooling system). What water really needs to get the iron oxide party started are some impurities, especially some with a few free-floating ions. Enter road salt. Municipalities spread both salt and sand on the roads during the winter for different reasons: Sand provides traction, while salt both melts the ice and snow and prevents it from refreezing. Sodium chloride, the most common form of road salt, does so by dissolving into its constituent parts – one atom of sodium for every atom of chlorine, or, actually, one ion of sodium and one ion of chloride. The free floating ions work to reduce the freezing point of water – in sodium chloride's case, down to about 15 degrees Fahrenheit in real-world conditions. So when road salt does its job, it's introducing a lot of free floating ions into melting water on the road, just waiting for your tires to come along and kick up some ion-filled road spray into your wheel wells and other moisture-trapping crevices. As a side note, sodium chloride isn't the only road salt available, nor is it the most effective; it's simply one of the cheapest. Other road salts, like calcium chloride and magnesium chloride, involve more complex molecules that distribute more ions when they dissolve in water, further lowering the freezing point of water. In turn, they'd also create more effective electrolytes than sodium chloride and thus prove even more devastating to your vehicle's sheet metal. -

A few other things happen along the way. Even without the salt-dissolved ions helping things along, the hydrogen set free in the initial rusting process actually creates a mild acid, which dissolves in the water and attacks the metal. Stray battery currents – as well as dissimilar metals – help along the electrolysis process, and plenty of other contaminants and impurities get into the salt slurry to further acidify it. Then once the rust starts, it works quickly. Iron oxide molecules take up more space than iron atoms, so they start to expand. Carbon dioxide in the water combines with the iron to create iron hydroxide, another form of rust that easily separates from the base metal. None of these processes stop unless all the corrosion is removed and the base metal is protected by some form of barrier. So, in a way, we can look at driving on salted roads as akin to repeatedly bashing your head against a brick wall. Sure, we're all going to die anyway, but some behaviors will certainly accelerate that process. -



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### Take the Beatles Quiz and see how you do Answers:

1. C.- \$10,000
2. A- "I Want to Hold Your Hand"
3. B. - "All My Loving", on the Ed Sullivan Show, 2/9/1964
4. D. Elvis. The telegram was also signed by his manager, Col. Tom Parker
5. A.—\$4
6. B. His St. Christopher medal was torn from his neck by Angie McGowan, a 16-year-old fan. After Ringo made pleas for it during radio interviews, McGowan returned it, and met Ringo in the process.
7. C. -"Yesterday". It wasn't written yet. Paul wrote it for the *Help!* Album, produced in 1965.
8. D.— 453,950 tickets were sold to be exact.

Quiz taken from AARP Bulletin, Jan-Feb 2014 Vol. 55, No. 1



Dan Marseglia  
President

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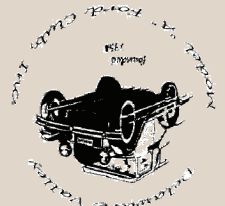
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What do you suggest? Wait for Spring?