



THE KLAXON

January 2012



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 you the answers. Questions can be submitted via

E-Mail at: Sorgan@themaxwellgroup.org.

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**President's Message**

Greetings to Our Members

Welcome to the New Year! I think you will notice a new layout to our newsletter. We spent the Fall working on the new layout when Carol and Tom Boles had finally decided, after over 11 years to turn the Newsletter over to someone else. Steve Organ has agreed to be the Temporary Editor and work on the redesign until we can find a permanent Editor.

Thanks to Carol and Tom for all of their hard work during the many years they worked on the Klaxon. I know as we redesign the Klaxon we can call on them for advice.

Now that we are in the middle of the winter I hope you have all winterized your cars. There is a reprint on Winterizing your Antique Car in this issue.

Also we have a new feature spot lighting a member's car each month. If you would like to see your car in this feature please contact Steve and he will make the arrangements.

As we start 2012 I would like to thank John & Donna Daley for their support of the car hobby and for hosting us in this great club house. We can never thank you enough!

We hope to see you all at the first meeting of the New Year on January 5, 2012.

Steve

Up Coming Events

1/5/2012—Monthly Meeting at Daley's Service Center.

2/2/2012—Monthly Meeting at Daley's Service Center

2/9-11, 2012 AACA Annual Meeting in Philadelphia

2/24-26,2012—Atlantic City Car Show

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

Happy Birthday

Vicki Penn— January 10th

If we missed your birthday please let the editor know

Get Well Wishes

Jay Fissel, Tom Bole's Brother Joe, Mary Jane Creelman, Lou Pfeiffer's Daughter Monica Remer, Charles Simon, Paul Molz.

MAY THEY ALL GET WELL SOON

Time to pay your dues!

Dues are now payable. Mail a check to Don O'Hara, 8717 Stardust Lane, Philadelphia, PA 19136 \$15.00

FORDISM

"Every time I reduce the price of the car by one dollar I get one thousand new buyers"

Henry Ford

They are still out there....Stace just found this T in Bucks County.



Winterizing your Classic/Vintage Car

Ok, it is that time of year again. Time to think about putting up your beauty for the winter. The summer really flew by, didn't it?

Here are some tips. Take the time to do it right this year. Keep your baby safe!!

Every year, as winter approaches, owners of classic, antique and vintage cars ponder how they can best protect their prized possessions while they are stored until the following spring. Even for new cars, taking them off the road and letting them sit for three months or longer allows the effects of oxygen, gravity, and trace corrosive residues in the fuel, coolant and lubricants to more rapidly rust, oxidize, corrode, pit, crack and weaken vital external and internal surfaces. Any measures that the owners of these vehicles take must remove corrosives from the cooling, fuel and lubricating systems and apply protective or rejuvenating products to areas likely to undergo rusting or oxidation.

1. As gasoline burns, some of the products of combustion combine to form highly corrosive sulfuric acid which condenses on internal engine surfaces and is a common cause of exhaust valve pitting. Draining the oil from the vehicle after it has warmed up and replacing it will effectively remove corrosives that have accumulated.
2. Fill the gas tank to decrease the amount of water that condenses in the tank.
3. Replace other fluids such as coolant, brake and transmission fluids to replenish the anti-corrosive properties they offer.
4. Disconnect or remove the battery and store in a cool, dry place. Preserve the battery by connecting it to a trickle charger, preventing self-discharge.
5. Wash and then wax the car with Meguiar's NXT Tech Wax to add a fresh layer of protection. Thoroughly vacuum and shampoo the interior to remove any food crumbs and debris that might attract wayward rodents. Allow the interior to dry thoroughly before storing the car with all windows closed tightly. Convertibles should be stored with the roof up to prevent permanent wrinkles in the fabric.
6. Apply Meguiar's Hot Shine Tire Spray to tires and use their Quik Interior Detailer to interior surfaces to reduce drying and cracking. Consider mounting the vehicle on jack stands to preserve shocks and tires. Disengage the brake and slightly over inflate the tires.
7. Cover the car with a breathable car cover to allow dry air to circulate and discourage mold.
8. Store the car in a completely dry, enclosed, lockable garage and remove any valuables. Many classic cars are driven infrequently and qualify for cheap insurance rate, especially if they are stored securely.
9. Dampness and mold can invade your vintage car from the ground up through a damp garage floor. To prevent moisture from condensing on the undercarriage, lay down tar paper or a plastic drop sheet on the ground and park on top of it.

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Technical Issues with the Model A

Gas and Oil

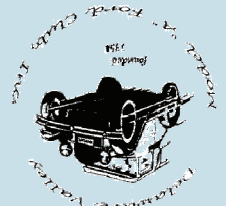
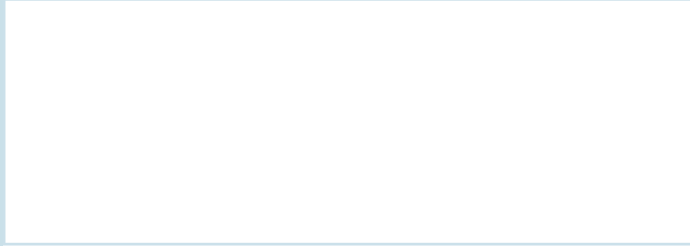
Question: I've a couple of simple questions concerning my 1931 "A" roadster deluxe: Is it better to run the engine on leaded or unleaded gas? What happens if I use motor oil with detergent without cleaning anything before? -

Answer: Unleaded gas will not harm the Model A engine. Originally lead was added to gasoline as a lubricant to cool the exhaust valve seats. Over the many years of use, the seats in the block have absorbed much of the lead deposits. Even without lead additive, there is very little chance of burning the valves with this low compression engine. Some people have hardened valve seats installed when their engine is rebuilt. It is questionable whether this is necessary.

. If your engine has been using a non-detergent oil, you may have a build-up of oil deposits and sludge in the engine. The detergent oil will in time clean all (or most) of the deposits and sludge from the engine and you will end up with a much cleaner engine. The detergent oil will suspend the deposits and sludge in the oil. When the oil is drained, the deposits and sludge are drained with the oil. Non-detergent oil works the opposite way. Sludge and other deposits are not suspended in the oil and settle to the bottom of the pan and collect around the rings. When the oil is drained there still remains oil sludge in the pan and around the rings.

The effect of using detergent oil in a dirty engine will give you a much cleaner engine after a couple of oil changes. It will also clean the deposits around the rings. If the engine has a lot of wear, the deposits are probably taking up a lot of the wear space. When the deposits are cleaned away with the detergent oil, you may start using or burning more oil because of the added clearances obtained from a cleaned engine. When using detergent oil, the oil should be changed every 500 miles. Since the Model A has no air or oil filters, the engine absorb a lot of contaminates. It is recommend that using detergent oil and changing it every 500 miles which will give you a cleaner engine that will not wear the engine parts as quickly. (Reprinted from MARC Technical Forum)

- ♦ **Henry Ford was born July 30, 1863.**
- ♦ **In 1893 he became Chief Engineer at the Edison Illuminating Company in Detroit.**
- ♦ **It was on June 16, 1903 that Henry Ford incorporated the Ford Motor Company.**
- ♦ **Ford was one of Florida's first snowbirds, wintering in Fort Myers next door to Thomas Edison.**
- ♦ **He opposed labor unions and was the last automobile manufacturer to have a unionized work force.**
- ♦ **He ran for the US Senate in 1918, and lost.**
- ♦ **The 'PEANUTS' (comic strip) characters were first animated in a Ford Fairlane commercial.**
- ♦ **The GT40 Mark 1 (first GT40) used a 4.2L Ford Fairlane engine.**
- ♦ **-At one point in the early 60's, Henry Ford II tried to buy Ferrari, but negotiations didn't fall in Ford's favor.**
- ♦ **QUOTE: "Money is like an arm or a leg; use it or lose it" - Henry Ford**
- ♦ **The champagne spraying at the end of races was started after the GT40's placed 1-2-3 at Le Mans in 1966.**
- ♦ **The Ford Thunderbird debuted on October 22, 1954.**
- ♦ **Just after being named the president of Ford, Robert McNamara was asked by JFK to serve as his SECRETARY OF DEFENSE.**
- ♦ **Henry Ford resigned once and allowed his son, Edsel Ford to take over. When Edsel died in 1943, Henry Ford took over Ford again for 2 more years before letting Henry Ford II take over company president.**



903 Woodvale Avenue
Langhorne, PA 19047

Members Car Spotlight



**Don Fortune's 1929
Leatherback Fodor Sedan**

Don and his wife Betty have been members of the DVMAFC since 1987 (25 years) and purchased his Model A from a club member shortly after joining. Fred Reese and Ted Etling helped Don out. What ever they did worked since Don drives the same car today. He has done a new interior and had the car painted from the blue it was painted when he bought it.

Don has always been active in the club serving as President more than once. He currently serves as Secretary and he does deliver entertaining minutes at the meetings Don is always available to participate in all of the parades or the shows that the club runs. A BIG Thank You from the Club to Don!

