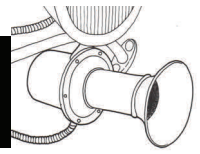




THE KLAXON



October 2013



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And much more in this issue.....

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.

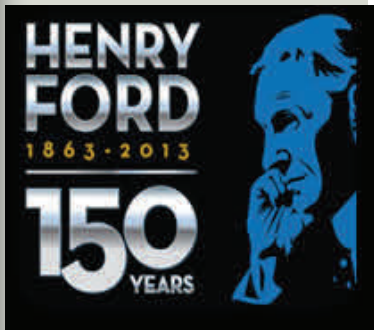
If you wish to contribute articles for publication in the Klaxon please do so by submitting them to the editor Steve Organ. Other pertinent information can be obtained from the officers.

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

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Secretary – Don Fortune	215-698-1256
Treasurer – Don O'Hara	215-338-6368
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THE KLAXON

President's Message



Greetings:

Our display at Solara looked great from the picture that I've seen. 18 cars attended and a great time for all. Pictures are in this issue of the Klaxon. Thanks to all who attended! Unfortunately I couldn't attend due to work.

The chill in the air these last few nights is a sure sign that fall is right around the corner. This is my favorite season. Partially because is time for the Hershey Car Show again.

An email just received from MARC is inviting members and guests to stop by their tent in the Chocolate Field at Hershey, spaces C4O 6-7-8-9 and C4P 6-7-8-9. Stop by and rest your weary bones. They have scheduled a 4:00 Q&A Seminar on Wednesday, Thursday and Friday for all members and guests! Thursday they are also having a Chili Fest around 12:30.

The recent news of a stolen Model A in Lancaster should be a wake up call to all of us. We should all make sure that our cars are as secure as can be and that we have sufficient insurance coverage.

At our next meeting we will have a video of a tour that Don Mannherz recently participated in. A short tech talk would be nice for the November meeting. Would anyone like to volunteer? If so, please contact Ted or myself prior to the meeting.

Drive those Model A's often!

See you on the 3rd!

Jim

Up Coming Events

10/3/2013 Monthly Meeting at Daley's Service Center

See Insert for More Up-Coming Events

Happy Birthday for October 2013

If we missed your birthday please let the editor know

Delores Kubis	1
Al Kubis	2
Tony Zampirri	6
Richard Winans	11
Joe Chamberlain	12
Sonny Sciarretta	12
Pam Foltz	20
Kathy Korhoner	15
Bernard Brzoza	22
Donna Daley	25
Bob Stankiewicz	26
Pam Foltz	26
Len Davidson	31


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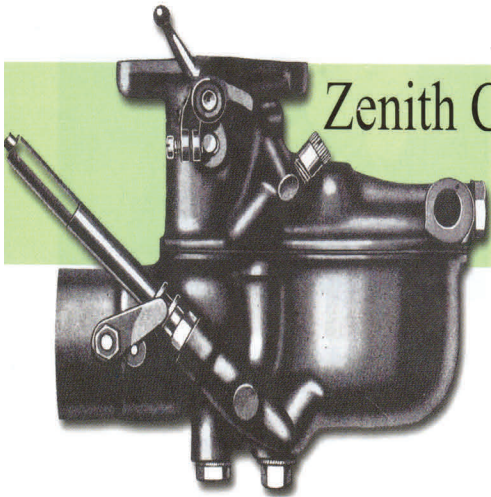
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The Floor in our Meeting Room





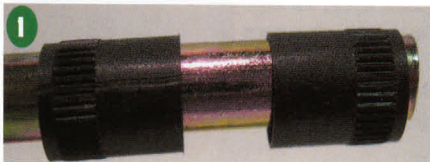
Zenith Carburetor Information

Plus A Trouble Shooting List

By Lynn Sondenaar, Sandy, Oregon

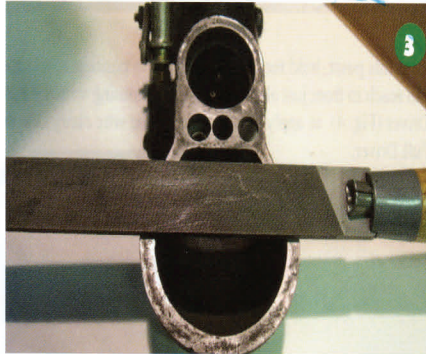
A famous quote from Henry Ford: "Keep the carburetor clean and don't tinker with it." The carburetor gets a lot of blame for problems when it is actually electrical or ignition problems. If the problems in these areas have been eliminated, here are some carburetor items to check, along with some valuable information.

- Paint the carburetor, sediment bulb, and engine splash pans with lacquer paint. It is more resistant to gasoline and is less likely to dissolve. Do not use enamel as gasoline will easily remove it from metal surfaces.
- An old time remedy to stop gasoline leaks is to coat the leak with shellac.
- The diameter of carburetor jets can easily be checked using number twist drill bits or pin hole gages.
- Jet sizes: main: 63 or 64 cap: 62 or 63 compensator: 65 idle: 75
- Jet threads are 5mm 75 pitch



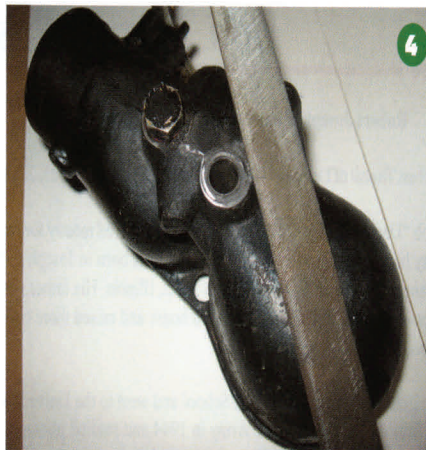
• A worn throttle shaft or casting will cause rough idle due to a vacuum leak. (Fig. 1)

• An incorrect throttle shutter plate angle will also cause a rough idle. (Fig. 2) This is due to air leakage.



Fuel leaks between the upper carburetor body and lower carburetor bowl are caused by the following problems:

- Non-parallel surfaces
 - draw file using a single cut mill bastard file. (Fig. 3)
- Bad gasket
- Float level set too high



• Drain plug leaks are due to the following:

1. Bolt head gasket seat is not smooth. Use a single cut mill bastard file. (Fig. 4)
2. A loose bolt can cause a leak. Don't over tighten and strip threads.
3. Bad gasket

• Irregular fuel flow can be caused by the following items:

1. Fuel tank valve screen partially clogged.
2. Sediment bulb filter partially clogged.
3. Fuel strainer on carburetor partially clogged.
4. Using a micro-filter screen

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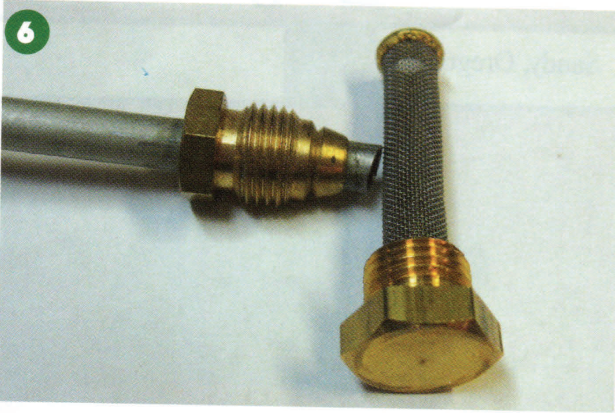
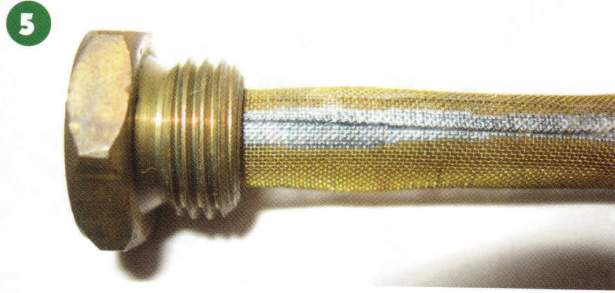
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- Two areas to check on the fuel strainer (A-9559) of the carburetor are:
 1. Too much solder on the screen. (Fig. 5)
 2. Fuel line not cut at a 15 degree angle causing a slight blockage. (Fig. 6)



The adjustment needle and idle mixture screw must seat properly. Check for the following problems. (Fig. 7)

1. Bent needle
 2. Scored needle
 3. Flat spots on needle
- A fuel leak at the gas line to carburetor is usually caused by a rough seat area inside the carburetor housing. This is repaired by using a small hone to smooth the seat. (Fig. 8)



- With the float, it is a good idea to test for leaks by submerging in very hot water to see if there are holes or cracks causing leaks. If there are leaks present in the float, bubbles will appear in the water coming from the float. Where bubbles appear that is where the leaks are. The leaks are repaired by soldering.

Zenith Carburetor Trouble Shooting List

Rough Idle

- Compensator jet too large
- Compensator jet clogged
- Vacuum leak at intake manifold

Engine Stalls

- Low idle speed
- Low float level
- Sticking float needle valve
- Vacuum leak
- Incorrect choke adjustment

Loss of Power or Speed

- Main jet size too small
- Main jet partially clogged
- Low float level
- Fuel mixture too lean

Engine Missing

- Main jet too large
- Compensator jet too small
- Fuel restriction

Engine Speed Surges

- Clogged fuel filter at sediment bowl
- Clogged fuel filter at carburetor fuel strainer
- Dirty air filter (Only if one is being used)

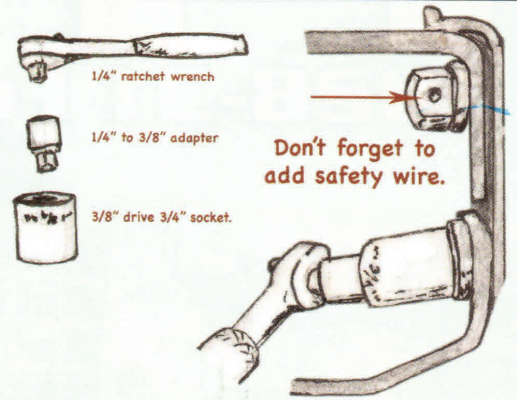
Tiny Tips

From MAFCA Members

From Dick Przywitowski, LaFayette, Colorado
Illustrated by Norm Ellis, Rochester, New Hampshire

Rear Engine Mounting Bolt – Help

When taking out or replacing the Model A engine, getting the rear mounting bolts in or out sometimes is a little challenge. Many times the bolts go smoothly with the fingers and then there are times when each turn is a struggle. I have found that using a 1/4" ratchet wrench here helped me get the job done more easily. All you need is a 1/4" ratchet wrench, a 1/4" to 3/8" adapter and finally a 3/8" drive 3/4" socket. With this combination, you can bring the bolt in or out easily. Of course, when first loosening the rear engine bolts, a sturdy 3/4" open end wrench should be used to break the bolts loose and conversely when doing the final tightening also.



When re-installing the rear engine mounting bolts, be sure to safety wire these bolts!

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Club Members Display at Solara Care Home

On Friday, September 6th (Edsel Ford's Birthday) the club held a display at Solara Care for the residents. Even though the cars were from the Model A Club the residents loved John Shaffer's 1958 Edsel. How fitting on Edsel's Birthday.



Thanks to the following members for displaying their cars at the show: Don Fortune, Ted Kulesza, Ted Etling, Dave Miller, Lin Bethman, Steve Organ, Don Mannherz, Joe Chamberlain, Al Kubis, Bob Kehan, Stace Leichliter, Ron Kerr, Willie Long, John Sheaffer, Joe Weldon, Jack Fritsch (and Roxanne) and Joe Staehly along with Ann Harvey.

PAPER PUSHER

WALTER MILLER'S AUTO LIT

WHEN IT comes to automotive literature, Walter Miller's AutoLit.com is about the biggest source. Like so many people in the auto "paper" business, Miller has been collecting his whole life. In addition to the stock for the business, Miller has his own private literature collection and has been gathering automobilia for years, including more than 1,000 pieces of automotive styling art.

By the time he was in college in the

early 1970s, Miller was selling literature as a side business, though the ".com" part came a lot later. Upon finishing his graduate work in 1976, he took his business full time. "I've never actually had a job," he admits.

Although AutoLit.com is a business, it's also a rich historical resource. At any given time, Miller reckons he has more than 2 million pieces of literature, including ads, brochures, paint charts and more "filling 300 file drawers" in his retail space and packing two other buildings. And that doesn't count the 300,000 historical photos he's amassed. The website provides valuable research information, and customers visiting the Syracuse, New York, premises are welcome to browse, because, as Miller acknowledges, "I know people sometimes use us as a library."



PHOTO: WALTER MILLER

About 66 percent of his business is for domestic car literature, although trucks make up another 15 percent. Import cars, boats and snowmobiles make up the balance. **For specific literature needs or just to browse, go to autolit.com.** //

NINE UNUSUAL STATES

There's something special about the name's of these nine states: Maine, Vermont, New York, Iowa, Florida, Texas, Utah, Idaho, and Wyoming. What do they have in common? And here's a hint: you don't have to think twice to know that Mississippi and Alabama are not eligible to be on the list.

See page 10 for the answer



Pin-Ups still needed!! Please submit a short write-up on your car along with a picture (if it is not on the club website) to be added to our Member's Spotlight

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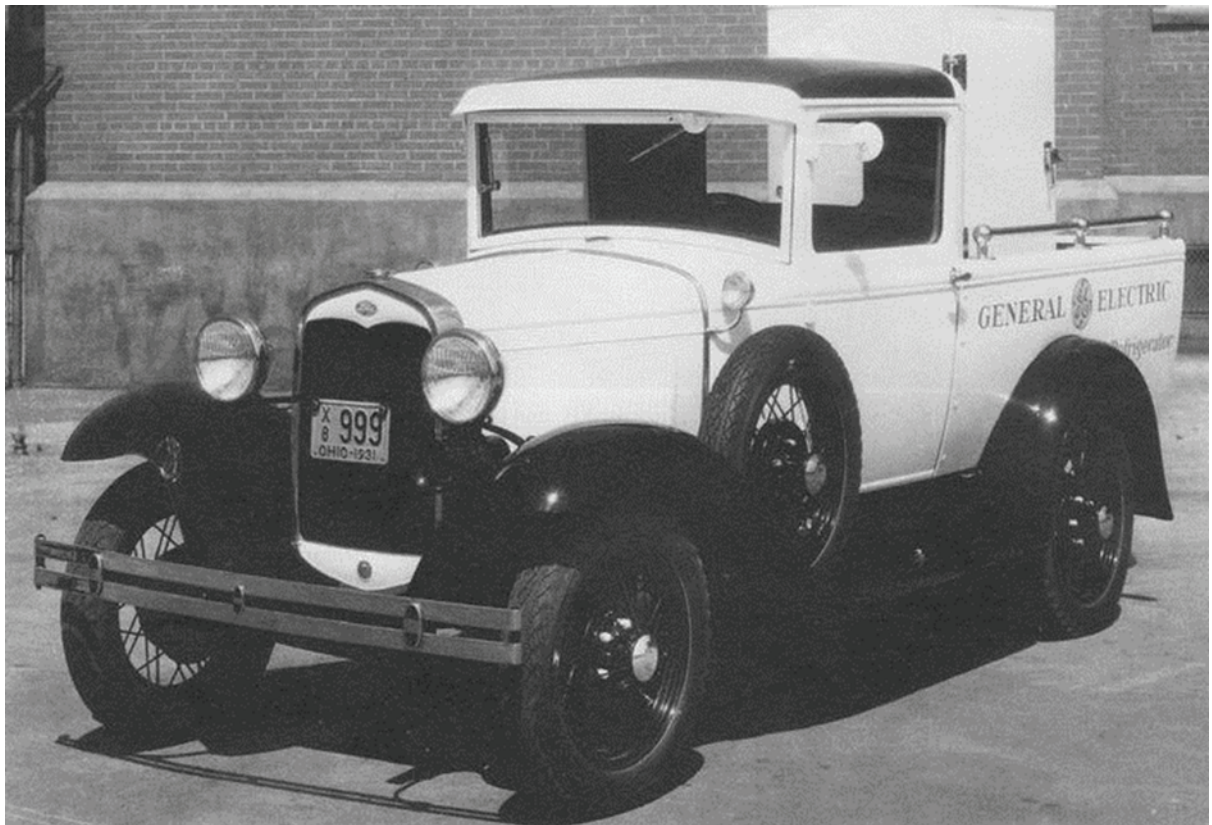
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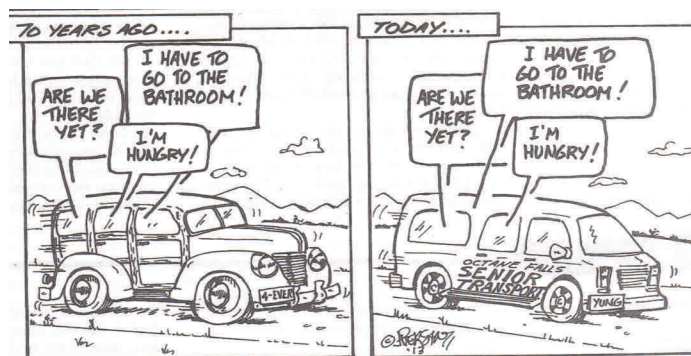


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The Ranchero's Granddad: 1931 Model A Ford Deluxe Pickup



At first glance, it looks like one of the many trucks converted from sedans and luxury cars that garages used during the Depression, but Ford actually built (make that Briggs built for Ford) a number of slab-sided cab-integral-with-bed pickups in 1931 that it called Deluxe Pickups. That number wasn't all that high, however, and surely many of the pickups lived hard lives, which is likely why not too many people recognize them today as the rarities they are. ([Hemming's Electronic Edition August 27, 2013](#))



Answer from page 8—Nine Unusual States—What makes these states unusual is that they're **ISOGRAMMATIC** Words—Words in which no letter is repeated.

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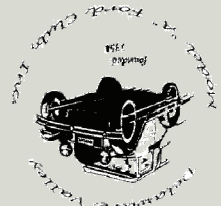
Courier Times photo by E. James Pitrone

Model A suit

Robert Rueter, vice president of the Delaware Valley Model A Ford Club, is dressed for the occasion as he snaps a picture of some of the vin-

tage cars in yesterday's annual Antique Auto Show on Mill Street in Bristol Borough.

31 years ago—Do you have a piece of club history? Submit it so we can share it with newer members. Contact Steve Organ, Editor of the Klaxon—Sorgan@themaxwellgroup.org or 215-840-1259



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Member's Spotlight



**Ted Kulesza's
1930 Cabriolet**

When I was a young man, my dad spoke to me about and showed me pictures of his Model A. It was love at first sight. But as the years flew by raising a family, I

had forgotten all about the car. But when my dad passed away, it brought back the memories he shared with me. My dream was to own a Model A myself. So I added it to my "Bucket List". In Early March of last year, I purchased my first 1930 Model A

Cabriolet from an owner in Phoenix, Arizona—Sight unseen. It's been a labor of love ever since. Ted has had the top and interior redone already. The car looks great and we all wish him many happy miles driving his A.

(Reprinted from last year)

