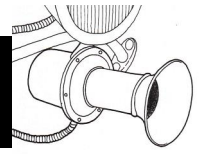
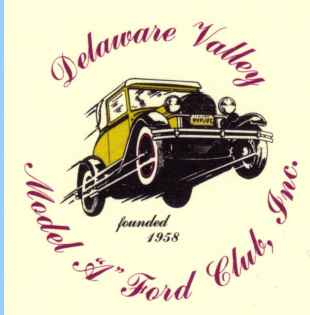




THE KLAXON



November 2015



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And much more in this issue.....



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 Jim Maier. 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: M2116x6@comcast.net.

Club Officers

President - Ted Kulesza	215-901-4305
Vice President - Joe Chamberlain	215-385-4989
Secretary - Don Fortune	215-698-1256
Treasurer - Don O'Hara	215-338-6368
Editor - Jim Maier	267-918-2078
National Director - Mike Etling	610-505-4504
Activities/Parades - Ted Etling	215-802-8622

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

President's Message



Greetings:

Greetings. Well you know fall is here with the cold mornings and dew and sometimes frost on our cars.

Good time was had at Hershey with great weather.

At the Tony's place car show we had a light turnout.

This month we had some sadness with the passing of Ron Emery, a good friend and a fun guy to be around. I was very proud of our club members at Ron's funeral at Washington Crossing National Cemetery, it was a great tribute.

At our meeting on Thursday November 5th we will have nominations and election of our officers. Please try and make this important meeting.

All the best,

Ted

Editor's Message

Hello everyone:



This year the weather was perfect for Hershey. It was a great show. With the excessive amount of walking to see the show, it takes a few days to recover but it is worth it. Nowhere else can you see such a wide assortment of unique cars and parts.

Sadly, we lost another member last month. Ron Emery passed away on October 8th. His obituary is on page 7 of this issue.

Nominations / elections for club office positions will be taken at our next club meeting. Have you considered running for an office? Now is a great time to volunteer.

During our next meeting we also need to discuss our holiday party. If you have any ideas, bring them to the meeting.

See you on the 5th!

Jim

Up Coming Events

11/5/2015 Monthly Meeting at Daley's Service Center

Happy Birthdays for

November 2015!

If we missed your birthday please let the editor know

Jane Pfeiffer	2
Graham Smith	4
Bob Verrall	12
Rosa Miller	14
Anthony Zampirri	18
Nancy Brown	19
Beth Ann Etling	22
George Skrot	29
Lois Conway	30



UPCOMING LOCAL AUTO RELATED EVENTS

From Hemmings Motor News and other sources

See enclosed club event listing for our club events

Car Fun Rally

November 08, 2015 1:00 PM

St. Gregory's Church is sponsoring it's fourth annual car fun rally. Sign in is in at 1:00 PM at 5 Church St., Glen Gardner, NJ and first car off is at 2:00 PM. This is a fun rally with a simple route. No special equipment or skills needed, you can use your GPS. Requires at least one navigator. You have to answer questions about things you see along the route. Three trophies per class and is open to collector cars, hot rods, antiques and modern cars. Entry is \$20 per car and includes coffee and cake for driver and as many navigators as can fit. A fun Sunday afternoon drive for the family. This a driving event, NOT A SHOW.

Sponsor: St Gregory Church

When: November 08, 2015 1:00 PM

Location:

5 Church St
Glen Gardner NJ, 08826

Cost: \$20 per car load

To Register: call Jan Eyerman at 973-584-8476

Auto Mania

Jan 15-17, 2016

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Adult Admission charged

Gate Times: TBD

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For more than two decades, Auto Mania has been Pennsylvania's biggest indoor heated swap meet and the tradition continues this year with support from Carlisle Events. The 59,000 square foot facility that is Agricultural Hall at the Allentown PA Fairgrounds plays host to a wide array of vendors and attendees annually. This event is a great opportunity to interact with likeminded enthusiasts in a family friendly atmosphere and is the perfect setting to buy, sell and trade all things automotive. Auto Mania not only has a swap meet, there is a car corral too. There's a great array of parts, literature, services and more. Best of all, you're less than two hours from New York City, Philadelphia and Scranton with major roads like I-78, the Pennsylvania Turnpike and Route 22 all nearby. This event takes place no matter the weather and won't cancel, be postponed or rescheduled under any circumstance. Consider spending your weekend with Carlisle Events in Allentown for Auto Mania and jumpstart the New Year with great automotive excitement.

- See more at: <http://www.carlisleevents.com/carlisle-events/automania/default.aspx#sthash.KlRejcJu.dpuf>

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Have a good topic for an article? Why not jot it down and send it to the editorial staff for publication? Feel free to send it via snail mail, email, carrier pigeon or telegram.

We are also looking for members to do short tech talks at our meetings on various topics related to Model A Fords. If you are interested, please contact one of our officers to schedule a time.

Once again this year Joan Ferris is selling calendars to benefit the Viet Nam Veteran's.

The calendar will contain a PA Lottery Number for the evening drawing.

The cost is \$40.00

Contact Joan directly at:

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In Memoriam

EMERY RONALD W., age 83, October 8, 2015. Mr. Emery died peacefully in his sleep after a long illness. Survived by Maria Wickham (Clayton E.); grandson, Clayton R., 7 nieces and nephews; 27 great nieces and nephews. Longtime companion of Sandy Funari. Ronald was a member of Delaware Valley Model A Ford Club and a veteran of U.S. Army special forces. On Friday October 16th Ronald was buried at Washington Crossing National Cemetery, 830 Highland Rd., Newtown PA 18940. In lieu of flowers, donations in his memory to Wounded Warriors Project, 1120 G Street NW, Suite 700, Washington, D.C., 20005, would be appreciated.

Wanted

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Decorated Vehicles

For the next month or two, it would be nice to publish some photos of our cars decorated up for the holidays. Please submit your photos to the editorial staff for publication. Originals can be scanned and returned. Email files also accepted at m2116x6@comcast.net



MODEL A FORD CARBURETORS

By PAUL MOLLER

This is intended for the restorer of trophy-winning cars and for those simply interested in the various styles of Model A Ford carburetors used during the four production years of 1928 through 1931.

We are primarily concerned here only with external appearance. In other words: (1) what does a particular model carburetor look like, (2) when was it used on the Ford, and (3) how do they differ as we follow the succession of eight models used in those four years from 1928 to 1931. That's right, there were eight models.

The first model, a Zenith double venturi, was seen in September of 1927 on the first 1928 vehicles. Few of these are currently seen as they were only made for a few months. The name "Zenith" is seen on the bowl of the lower body while a letter "Z" is found on the throat of the upper body. All external fittings were made of brass. External fittings include the choke driver, the filter screen hex nut, the drain plug, air adjusting screw and cover, throttle lever, and the short choke lever. The gas adjusting needle housing is brass for all models. The bolt for the cast iron upper and lower bodies is steel along with the spring for the idle air adjusting screw and the idle speed adjusting screw.

Holley took over as a major supplier of carburetors for the Model A early in 1928. This the second model (Photo No. 2) continued until September 1928, duplicating the Zenith double venturi. Zenith markings changed to a letter "H" on the throat of the upper body and a letter "H" on the throat of the lower body.

The third model, also by Holley, retained the outer styling with a steel choke driver and internal changes made for single venturi operation. As the major changes are internal it may pass for the earlier double venturi model. However, the double venturi carburetor has a noisier rush of air as it enters the air horn of the carburetor. Experienced ears can detect the difference between the single and double venturi carburetors.

Our fourth model is identical to the Holly single venturi except for the marking "Zenith-1" on the side of the bowl and the letter "Z" on the throat of the upper body. These single venturi carburetors continued in use until May 1930. Zenith-1 is seen frequently because a great number were produced. It seems to be an excellent carburetor when properly restored.

1930 found Zenith-1 continued as the fifth model in the series of eight. While a few internal changes were made, the external appearance was changed by the use of steel (cadmium plated) external fittings in

place of former brass fittings. The idle speed adjusting screw was increased in length from $\frac{1}{2}$ to $\frac{5}{8}$ of an inch, finishing the year 1930.

1931 brought Zenith-2 as the sixth model. Design remained the same as Zenith-1 with some internal change. The bowl of the lower body carried the "Zenith-2" marking while the letter "Z" remained on the throat of the upper body.

The seventh model is also marked "Zenith-2" but is only used on vehicles with the indented firewall to mount the gas shut-off valve inside the engine compartment. All earlier A's had the gas shut-off valve inside the car under the gas tank and the gas filter-sediment trap mounted on the firewall inside the engine compartment. This second model of Zenith-2 had the upper body modified to mount the gas filter-sediment trap outside the upper body, eliminating the separate filter screen found inside earlier carburetors.

The last and eighth model is the Zenith-3. This carburetor duplicates Zenith-2 except for the marking "Zenith-3" along with thinner castings for the upper and lower bodies. It is not known if this final model was used for cars in production or simply sold as a Ford replacement part.

A study of the changes in carburetors as the various models appeared must lead to speculation that many changes were made due to a cost factor while some were aimed at improving performance.

This data is presented to help identify the proper model carburetor for use on your particular year Model A Ford. All the cast iron upper and lower bodies are painted black. The first four models used brass fittings except for the few steel items noted. About December 1928 a lower leg was added to the choke lever for a wire to be attached extending to the radiator, making it possible to operate the choke while cranking the engine by hand.

The last four models used cadmium plated steel external fittings. None of these fittings were painted and no carburetor should be considered as correct for judging at a trophy meet if brass and steel fittings are mixed; as would be the case with, say, a brass throttle lever and a steel choke lever or steel plug and brass filter screen hex nut. All carburetors use a steel bolt for the upper and lower bodies, a steel idle speed adjusting screw and a steel spring for the idle air adjusting screw. Except for very early models, a steel choke driver is used.

While many internal changes were made, only the external appearance has been considered here. Zenith and Holley carburetors are the only models which should be acceptable for judging purposes. ●

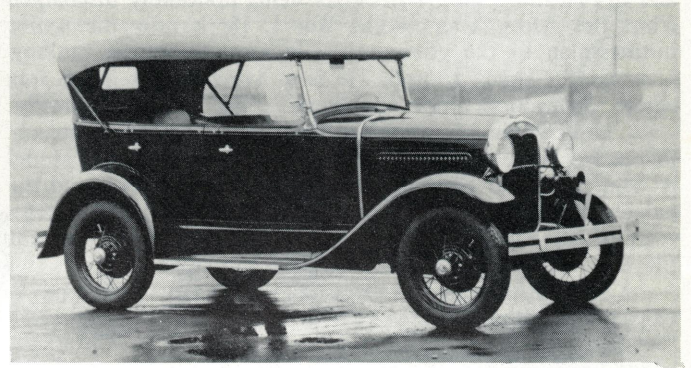
naming the species

DEFINITIONS OF BODY STYLES AND HOW THE S.A.E. INFLUENCED OUR FORD PHRASEOLOGY

While Henry Ford was considered a 'loner' with regard to regulatory agencies and associations within the automobile industry, his son Edsel was quite active. It was Edsel's membership in the Society of Automobile Engineers (S.A.E.) which led to the adoption of most body style descriptions from the S.A.E.'s Standards Committee by 1928. The definitions here are from the respected trade journal *The Automobile Trimmer and Painter* for April, 1930, giving the current status of body type descriptions since they were first established by the S.A.E. in 1922. The Model A photos have been added for illustration.



EDSEL FORD (1893-1943)

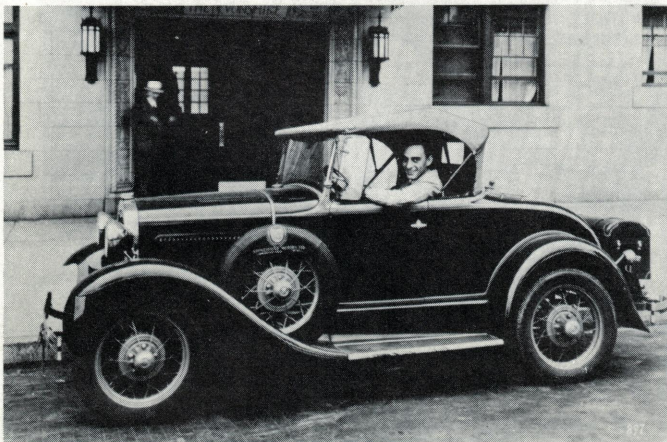


1930 Ford Phaeton

Phaeton—An open type body with two cross seats, usually accommodating five passengers. Folding-type windshield and folding weatherproof fabric top, with removable side curtains, are usual equipment. The seven-passenger phaeton is generally the same, except the additional length necessary for the auxiliary seats in the tonneau.

Sport and Imperial Phaeton—Similar to the Phaeton in general type, with various refinements or extra equipment. Wire wheels, trunk rack and ultra-modish finish are common attributes of this type. The Imperial type is accepted to indicate a tonneau windshield.

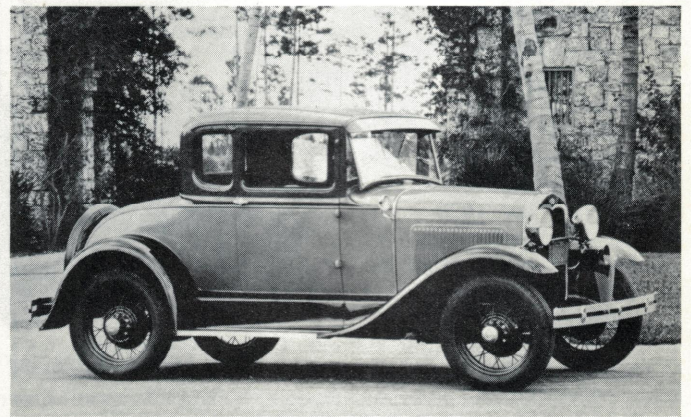
Touring Car—Generally lower bodies than the Phaeton, permitting the use of auxiliary seats in the tonneau, for the accommodation of additional passengers. In other respects similar to the Phaeton.



1930 Ford Roadster

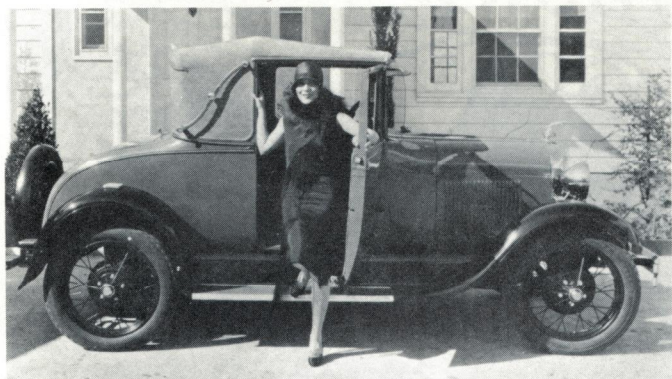
Roadster—An open type body, having one cross seat. A compartment in the rear deck accommodates business equipment or luggage. The top is of weatherproof fabric and may be folded. Equipment includes removable side curtains, and provision is usually made for folding the windshield.

Sport Roadster—The rear deck is provided with a rumble seat accommodating additional passengers. Equipment frequently includes golf locker in the rear deck. In other respects this type is similar to the Roadster.



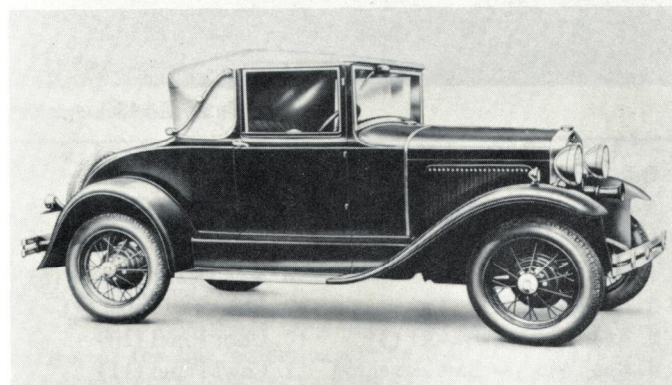
1930 Ford Coupe

Coupe—An enclosed single-compartment body. Passenger capacity varies with arrangement of seats or the length of wheelbase. Two doors are provided; back panels and top are permanent and the rear deck accommodates a luggage compartment. Small coupes have a single cross seat accommodating two or three passengers, while the large coupes frequently provide a staggered seating arrangement which, with an auxiliary seat beside the driver, may accommodate as many as five passengers. The large types are also generally provided with quarter windows.



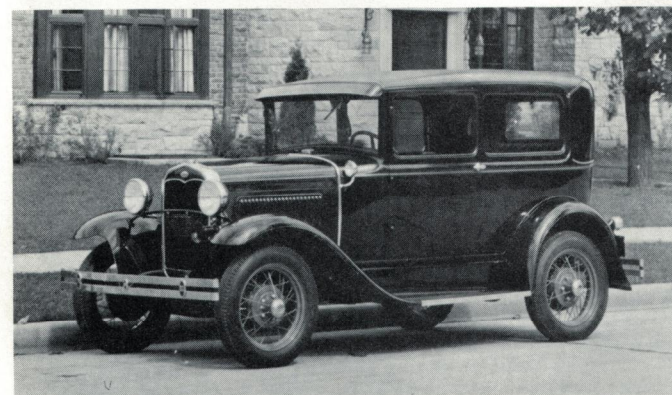
1928 Ford Sport Coupe

Sport Coupe—A coupe especially adapted for sport use, with fixed top, frequently of fabric material with landau joints. The rear deck is usually provided with a rumble seat accommodating additional passengers. Various refinements or extra equipment are frequently provided such as ultra-modish finish, wire wheels and golf-club locker in rear deck. In other respects this type is similar to the Coupe.



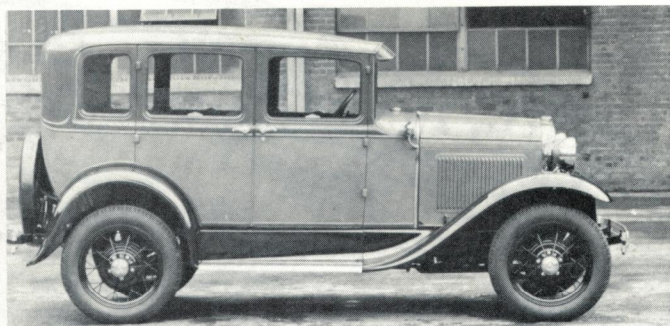
1930 Ford Cabriolet (English)

Cabriolet or Convertible Coupe—Similar to the Sport Coupe, with provision for converting to an open type. The rumble seat and fender wells are usual, but not restrictive features of this type.



1931 Ford Tudor Sedan

Coach—An enclosed two-door type body, with permanent back panels and top. A full-width cross seat in the tonneau accommodates three passengers. Two separate seats in the front accommodate the driver and an additional passenger, and by folding down allow unobstructed exit or entrance to rear-seat passengers. Fender wells and trunk racks are frequently provided, but are not inherent features of this type.



1930 Ford Fordor Sedan

Sedan—An enclosed four-door type of body with permanent back panels and top. A full-width cross seat in front and rear. Passenger capacity from five to seven, according to wheelbase or body design. Auxiliary folding seats in rear for accommodation of extra passengers in the larger types. May or may not be provided with windows in the rear quarter. Variations from the standard Sedan type may be variously designated as: Two-Window Sedan, Three-Window Sedan, Club Sedan, Close-Coupled Sedan, Landaulet Sedan, etc., but there is not sufficient uniformity in these variations to justify specific standardization.

Landau—A closed type body, with provision for opening or folding the rear quarter by the use of landau joints. This usually precludes the use of quarter windows.

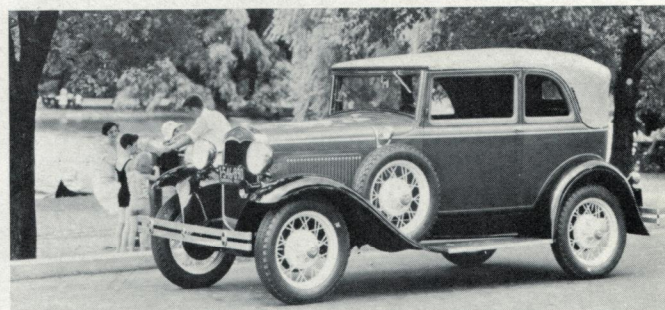
Landaulet Sedan—Similar to the Landau Sedan in appearance, but made with a stationary rear quarter. Landau joints are mounted on the rear quarter, but are non-operative.

Imperial Sedan—A drop or sliding glass partition between the driver's compartment and the tonneau is the distinguishing feature between this type and the Sedan, which it resembles in all other essential respects.



1928 Ford Town Car

Town Car—Same as Imperial Sedan, with or without rear-quarter windows, and without a fixed roof over front compartment. A folding or removable weatherproof fabric top over the front compartment is a usual, but not restrictive feature of this type.



1931 Ford Convertible Sedan

Convertible Sedan—Similar to Sedan type, with provisions for converting to an open-type car. Both the all-weather feature and the top are convertible.

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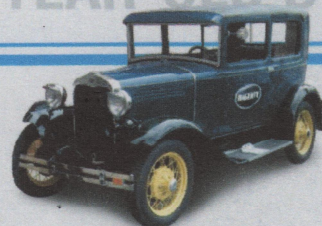
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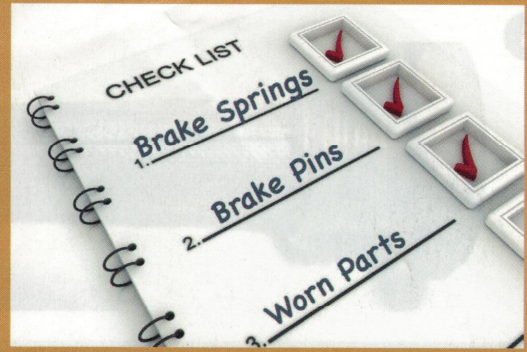
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A Simple Brake Check



By Lynn Sondenaar, Sandy, Oregon

I recently worked on a Model A that the owner had just purchased. It was advertised as "total ground up restoration." The brakes on this car did not function properly, and adjustment did not seem to work. When I removed one front brake drum and one rear brake drum, the problem was very clear.

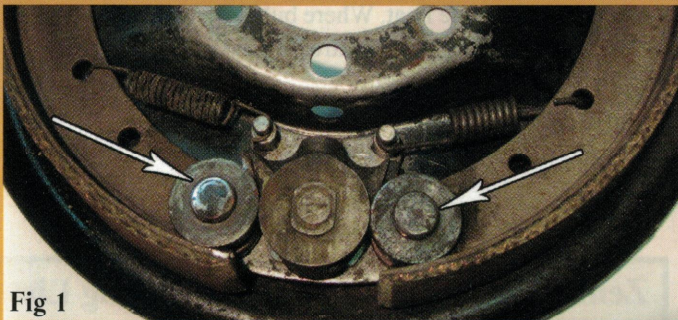


Fig 1

The brake springs were installed incorrectly, and one of the short front brake springs was actually an emergency brake spring. Also, the brake adjusting shaft pins and roller pins were installed so that the cotter keys were facing the brake backing plate. (Fig. 1)

I don't know how the roller pins even worked on the roller tracks, because the cotter keys were binding on the brake roller track. All of the pins were removed and installed correctly with the cotter pins facing out. The brakes started working fine after some slight adjustments.

Figure 2 shows the brake springs, the brake adjusting shaft pins, and the roller pins installed correctly. The roller pins are different than the adjusting shaft pins. The roller pins have a larger head that rides on the roller track.

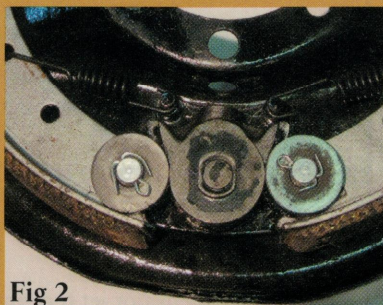


Fig 2

Figure 3 shows the correct roller pin on the left hand side of the brake track. You can see that it is larger in diameter than the pin on the right side. Also, note that the moving parts are lubricated with high temperature grease that will not melt and foul the brake linings.



Fig 3

Brake Notes

- Brakes should always be adjusted when they are cold. When the brakes are used, the friction created causes the drums to heat up and expand. If they are adjusted warm or hot, the brakes will drag due to the fact that the brake drums contract when cooling. This will cause the brake drag.
- When brake linings are replaced, always do both sides of the Model A. For example, if the rear linings are fine and only one side of the front is bad, replace both sides of the front. That will produce equal braking.
- Why use cast-iron brake drums? Cast iron has a higher coefficient of friction than steel, so it will dissipate the heat faster. They are also thicker than steel drums.
- Early aftermarket non-cast iron (steel) brake drum wall thickness is .145 and can be turned to a wall thickness of .110 or turned .035. Note that these are the brake drums that were produced in the 1940's, 1950's and 1960's.
- Original Ford steel brake drums were rolled and not meant to be turned. See Ford Service Bulletin page 514 from November 1930.
- Present day reproduction cast iron brake drum wall thickness is .255 and can be turned .060 oversized for a wall thickness of .195.
- It is a good idea when using original or non-cast iron brake drums to install reinforcing band sets (A-1127). These press onto the brake drum and give support to keep the drum round. They also help to dissipate heat and prevent brake chatter.

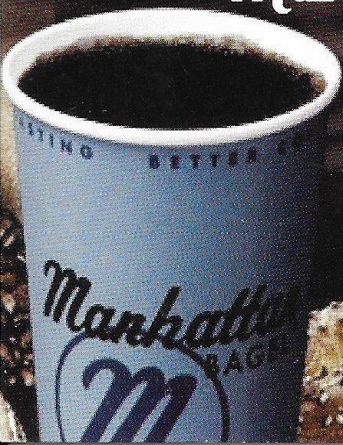
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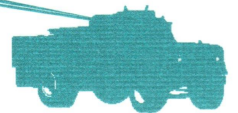
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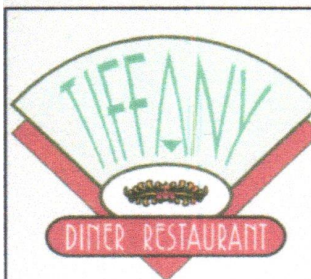
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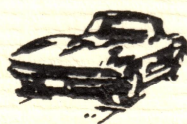
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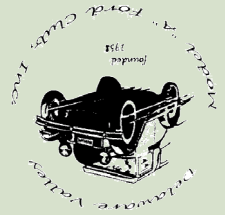
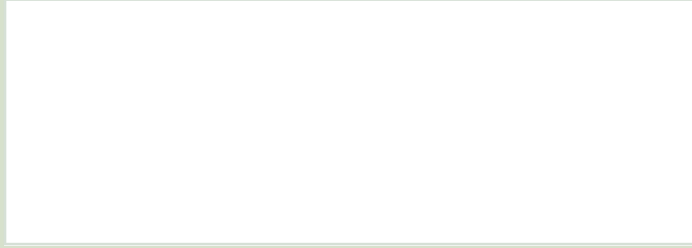


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