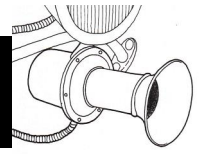
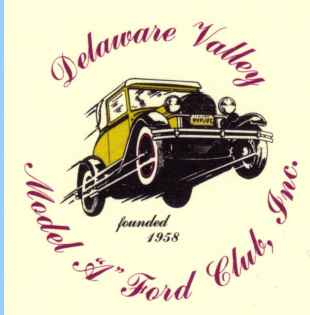




# THE KLAXON



September 2015



## Inside this Month:

President's message	2
Birthday's	2
Local Events	3
Banquet Form	5
Restorers Guide	8
Garnish Molding Colors	9
Zenith Carburetors	12

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](mailto: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:

August has been a quiet month for our club. Except for an ice cream run at C & C Ice Cream Stand on Bustleton Pike in Feasterville, and our meeting on August 6th. Remember, Model A Day and our club picnic is set for Saturday September 19th at Dave and Shirley Sadowl's. Our Club banquet will be held at the Irish Rover Station House on Sunday 27th of September 12 to 4 p.m. don't miss out on a great time. Also keep in mind September 18<sup>th</sup>. It's the 38th annual Days of the Past Washington Crossing State Park Titusville New Jersey. See you on September 3rd at our club meeting.

All the best,  
*Ted*

## Editor's Message



### Hello everyone:

We have received some RSVP's for the Banquet and are still looking for more. If you haven't already replied, you can bring the form to the upcoming meeting. In this issue you will find the RSVP form. Please send one in even if you are not going. If you do not wish to tear this out of your newsletter, there will be copies available at our meetings. In addition, if you contact me I will email a copy of the RSVP form to you.

On September 19th at 1PM we will be gathering at Dave and Shirley Sadowl's to celebrate International Model A Ford Day. 314 Hulmeville Road Langhorne, PA. Please contact Dave or Shirley to RSVP and leave them know what food item you are able to bring.

See you on the 3rd!

*Jim*

## Up Coming Events

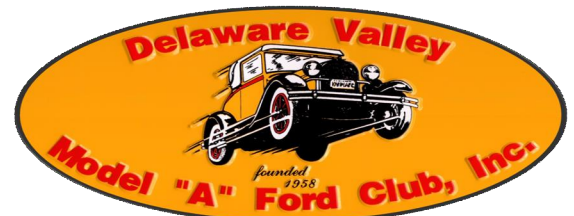
**9/3/2015 Monthly Meeting at Daley's Service Center**

**10/1/2015 Monthly Meeting at Daley's Service Center**

## Happy Birthdays for September 2015!

Jeanne Kulesza	1
Lisa Derrickson	7
Bill Miller	9
Don Mannherz	10
Rich Brown	11
Mary Bethman	12
Ann Harvey	16
Brian Tonner	16
Sandy Klopfenstein	23
Steve Organ	25
John Fritsch	26
Ruth Ann Nash	27

**DVMAFC ANNUAL BANQUET**  
**Sunday September 27th 2015**  
**Irish Rover Station House Inn**  
**1033 S. Bellevue Ave.**  
**Langhorne, PA. 19047**  
**Details on page 5**



# UPCOMING LOCAL AUTO RELATED EVENTS

## From Hemmings Motor News and other sources

See enclosed club event listing for our club events

### 50th Annual Duryea Day

Sat September 5, 2015 9:00 AM to 4pm

50th Annual Duryea Day: Annual antique & classic car, truck & motorcycle show and flea market in Boyertown Community Park, 419 South Madison Street, Boyertown, PA. All makes, models & years welcome. Food vendors, two live bands, face painting, kids activities, free trolley & admission to Boyertown Museum. Spectators: \$5 adults, \$2 children, ages 5 & under are free. Info: call **610-367-2090**

### 2nd Annual Nirvana Family Fitness Center Car Show

September 06, 2015 9am-3pm

Sunday Sept. 6th 2nd Annual Nirvana Family Fitness Car Show from 9am-3pm, rain date Sunday September 27th, \$15.00 Day Of Show Only Nirvana Family Fitness 1222 New Rodgers Road Rt. 413 one light south of I-95 interchange Bristol Pa 19007. All years, makes, & models welcome including Rat Rods. Top 40 Trophies plus specialty awards. Sponsored by Nirvana Family Fitness & Movin' On KruZers Car Club. Hosted & Judged by Movin' On KruZers. Food Available. Vendors, Giveaways, Indoor Bathroom Facilities, Music by: Tom E Tunes Spectators Free. Vendors or more info please call, Bob 215-752-0484, C 215-820-3276 or [www.movinonkruzers.com](http://www.movinonkruzers.com) Partial proceeds benefit local charities. Registration Closes At 12 Noon

**Sponsor:** Nirvana Family Fitness & Movin' On KruZers      **When:** September 06, 2015 9am-3pm

**Location:**

1222 New Rodgers Rd rt413  
Bristol PA, 19007

**Cost:** \$15.00 Day Of show Only      **To Register:** call Bobbi at 215-752-0484

### Morrisville Labor Day Picnic Car Show

September 07, 2015 10am - 2pm

Rain Date September 12, 2015 10am-2pm \$15.00 Day of Show. Spectators are Free. Williamson Park North Delmor Avenue. All Cars, Trucks and Motorcycles - All Makes & Models. Fun for the Whole Family. Plaques, Music, Food, Vendors, Activities for Children. Hosted by Delaware Valley Road Runners Car Club

**When:** September 07, 2015 10am - 2pm

**Location:** Williamson Park North Delmore Ave. Morrisville PA, 19067

**Cost:** \$15.00 to show - Spectators are Free

**To Register:** call Len Pribish at 215-510-6629 or call Joe Pajrowski at 215-356-6449

(Continued on page 4)

(Continued from page 3)

## **Demo Day at The Simeone Museum**

**September 12, 2015 12 Noon**

Demo Day: After the Great War: The Emergence of Great Cars in the 1920's From 1915 to 1920 the concept of a sports car was submerged by the rigors of a great world war. Coming out of this tragedy a few car companies early on made a true sports car where speed and sport supervene over practicality. A British, an Italian, and an American example of this early reversion to performance will be demonstrated. 1921 Vauxhall 30/98E Velox Tourer 1924 Lancia Lambda Third Series Tourer 1922 Paige 6-66 Daytona Speedster

**When:** September 12, 2015 12 Noon

**Location:** 6825 Norwitch Drive Philadelphia PA, 19153

**Cost:** \$12.00 **To Register:** call Christopher at 215-365-7233

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## **3rd Annual Mayfair Maaco Car Show**

**September 13, 2015 9a.m. - 3p.m.**

3rd Annual Mayfair Maaco Car Show. 7673 Frankford Ave, Philadelphia, PA 19136 Sunday, September 13th, 2015 Three Blocks of Frankford Avenue to be Closed. Rain Date Sunday, September 20th. 2015 100 Plus Trophies - Best of Show +\$50, Club Participation +\$50, Paint +\$25, Interior +\$25, Engine +\$25, Modified +\$25 Car Competition \$20 Music - Food - Vendors - Games. Partial Proceeds Children's Miracle Network

**Sponsor:** Maaco

**When:** September 13, 2015 9a.m. - 3p.m.

**Location:** 7673 Frankford Ave. Philadelphia PA, 19136

**Cost:** \$20 DOS **To Register:** call Eddie Flores at 267-259-6409

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## **18TH ANNUAL FREEHOLD FORD CAR SHOW**

**September 13, 2015 10am - 3pm**

Hosted by the New Jersey Region - Shelby American Automobile Club. Show Address: Freehold Ford, 3572 US Highway Route 9 South, Freehold, NJ. Open to ALL FORD powered vehicles of ALL years. Over 30 show car classes with awards for 1st, 2nd & 3rd in each class. Raffle prizes Dash plaques Live entertainment Food vendors. Rain date Sunday September 20th, 2015

**Sponsor:** Freehold Ford **When:** September 13, 2015 10am - 3pm

**Location:** Freehold Ford, 3572 US Highway Route 9 South, Freehold, NJ 07728

**Cost:** \$15 per show car - spectators are free **To Register:** call Bob Barranger at 908.451.5801





## **DELAWARE VALLEY MODEL A FORD CLUB, INC. ANNUAL BANQUET**

**Where:** Irish Rover Station House Inn 1033 S. Bellevue Ave. Langhorne, PA. 19047

**When:** Sunday, September 27, 2015 from noon to 4pm.

**Menu:** Buffett with menu choices as follows;

- Baked Flounder with White Wine Sauce
- Roast Beef
- Chicken Parmigianino

All meals will include Salad, Entrée, Dessert and Beverages (Coffee, Tea or Soda). There will be a cash bar available.

There will be a secure area to park your Model A. Weather permitting, please bring your car.

**Cost:** \$10.00 per member and \$10.00 for member's first guest. \$25.00 for each non-member.

-----  
**Please tear off and mail your RSVP and check made payable to DVMAFC to:  
Ted Kulesza 6023 Hulmeville Road Bensalem, PA. 19020**

Member Name: \_\_\_\_\_

I WILL be attending: \_\_\_\_\_ Number attending: \_\_\_\_\_ I will NOT be attending: \_\_\_\_\_

**Cut-off date for returning the RSVP is September 14<sup>th</sup>, 2015**

**Please RSVP even if you are not attending**

**Editor's Note: If you do not wish to tear this out of your newsletter, there will be copies available at our meetings. In addition, if you contact me I will email a copy of the RSVP form to you.**



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**ULTIMO EYEWEAR**

**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.**

## **A Restorers Guide #1**

1. If anything can go wrong it will.
2. Any tool dropped while working on a car will roll to the geographical center of the car.
3. Interchangeable parts won't.
4. The probability of a car not starting is in direct relation to the number of people standing nearby.
5. Any wire cut to length will be too short.
6. The likelihood of paint running is increased by the obviousness of its location on the finished car.
7. Availability of a part is inversely proportional to your need for it.
8. A tire will go flat only when the jack has been left home.
9. Tolerances will accumulate unidirectionally towards maximum difficulty of assembly.
10. If a starter motor works fine on the workbench, it will not work when installed.
11. After a part has been completely assembled, extra components will be found on the bench.
12. When you double-check everything prior to a tour, you stand a greater chance of running out of gas.
13. Components that must not and cannot be assembled incorrectly will be.
14. No matter what fails on a car, there will always be someone who knew it would.
15. All constants are variable.
16. Carrying an extra set of points, an extra condenser and an extra fan belt will cause the lower radiator hose to burst.
17. The most logical way to assemble a part will be the wrong way.
18. The later a tour runs, the greater the chance of your light switch not working.
19. When you have been told where you can find a part, or have seen it advertised, you will find they do not have it. Many times they will be looking for the same part.
20. The possibility of a fender being scratched is directly proportional to the number of hours spent polishing it.



# FORD FACTS

By George DeAngelis

## Model "A" Garnish Moulding Colors

When looking up colors on the Model A interior trim charts, we often see "garnish mouldings." What are garnish mouldings? The term is really a catch-all name for all the interior metal items around the windshield, side windows and back windows. It includes the front belt rail panel, windshield pillar strip, front door garnish trim panel, rear door garnish trim panel, front door window finish strip, rear door finish strip, quarter window finish strip, and back window finish strip. All these items were

painted the same color, to harmonize with the upholstery material in the car. The colors used were Gray, Light Buff, Mocha Brown, and Maroon on the standard models, and Mahogany and Walnut Grain on the deluxe models.

The correct combination of upholstery materials available for each body style should be obtained from the Model A interior trim charts. Following is a list of the various upholstery materials with the corresponding gar-

nish moulding colors.

**1928-29 Coupes and Tudors:** Gray garnish moulding color was used with Gray cloth, Blue Hairline Stripe and Blue Check; Light Buff garnish moulding color was used with Brown Check, Brown Hairline Stripe, and Spanish Brown colonial grain artificial leather.

**1928-29 Standard Fordor Sedan:** Gray or Mocha Brown garnish moulding color was used with either Brown Hairline Stripe or Brown Check.

**1929 Town Sedan:** Mahogany or walnut grain was used with either Gray Check, Brown mohair or Green mohair.

**1929 Cabriolet:** Mocha Brown garnish moulding color with Gray Check.

**1930-31 Coupes and Standard Tudor:** Maroon garnish moulding color was used with Brown Check, Brown Hairline Stripe, Blue Stripe and Deep Brown shark grain artificial leather; Gray was used with Gray Check and Black Cobra cross-grain artificial leather.

**1930-31 Standard Fordor Sedan:** There was a choice of either Maroon, Mocha Brown, or Gray garnish moulding color for use with Brown Check or Gray Check upholstery.

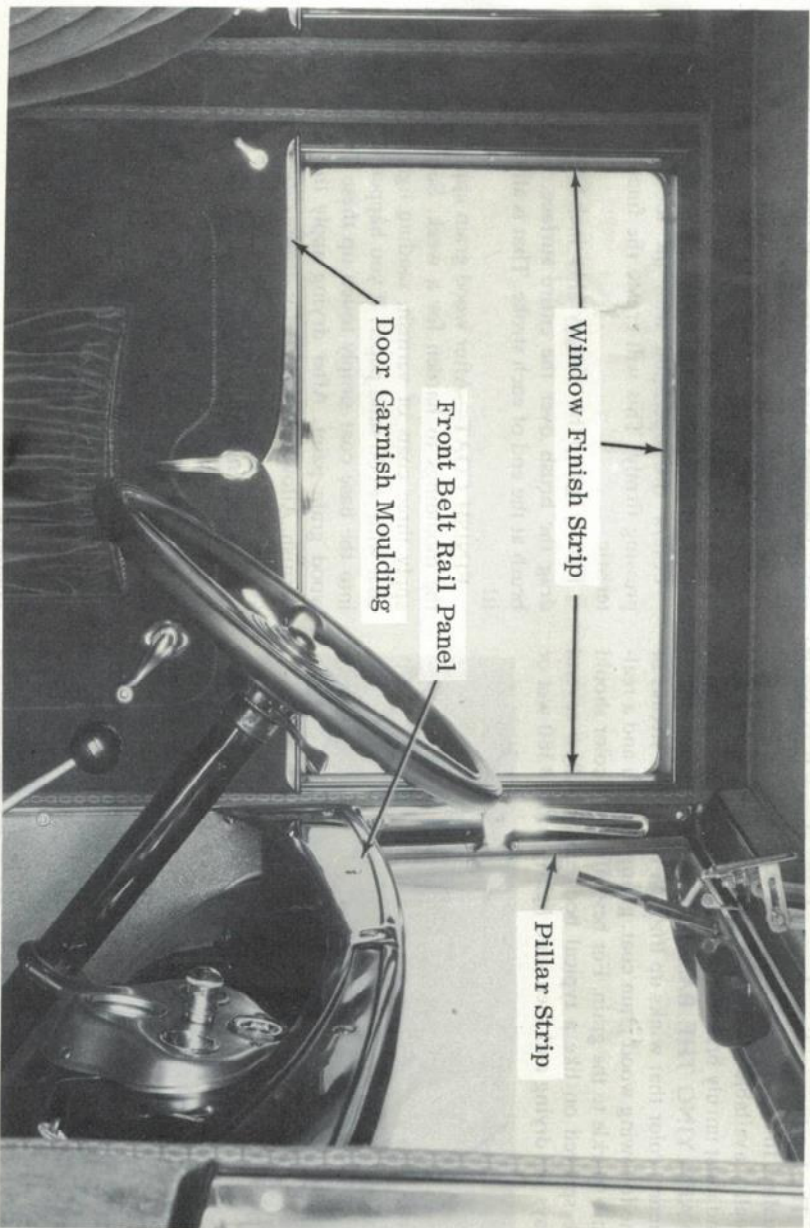
**1930-31 Town Sedan, Victoria, Deluxe Coupe, Deluxe Tudor and Deluxe Fordor (2W):** Mahogany grain garnish moulding was used with Brown mohair, Green mohair, Brown Bedford Cord and Tan broadcloth.

**1930-31 Cabriolet:** Mahogany grain garnish moulding was used with Gray Check cloth, Tan Bedford Cord and Brown Bedford Cord; Mahogany or Black walnut grained garnish moulding was used with Brown crushed grain leather.

**1929-1931 Station Wagon and 1931 Special Delivery:** Manila Brown garnish moulding color was used on all vehicles.

**Commercial Vehicles, All Years:** Black garnish moulding color.

None of the paint formulas for these garnish moulding





colors has been located among the existing Ford records. The Ford Maroon color is available from the Ditzler Automotive Paint stores and Ditzler formula DA L-22335 is a good match for the Light Buff. The only suggestion I can make on the other solid colors is to try and locate another restorer who was able to match the original color from an unrestored car. (Any one who has been successful in matching these colors, please write me.)

Reproducing the mahogany and walnut imitation wood grain is another story. While appearing authentic and professionally rendered, its effect is actually deceptively easy to accomplish. All items used, including a 39 cent paint brush, should amount to about five dollars. Since it is practically impossible to buy only the meager amount of paint for one car, the mixture will be sufficient to do about five cars.

The art of imitating wood grain started around the 18th century when artists actually painted over cheap wood furniture to give it the illusion of expensive wood. By the 20th century imitation wood grain application had advanced from the hand to the machine, and from furniture to the automobile.

Imitation wood grain is a layered strata of specially applied paints over metal with a transparent protective coating on top, their total effect being the appearance of wood. Starting with bare metal, the layers in order are: prime coat, base coat, wood grain coat and finish coat.

Even though the factory method of application is no

longer available to the average restorer, a professional effect can still be achieved. You may want to purchase an antiquing kit at a paint store, or follow the procedure outlined below.

The materials required are as follows:

**BASE COAT**—one pint of Burnt Sienna automotive enamel with drier. Rinsed-Mason and Ditzler have excellent quality. The Ditzler code is DME 113.

**WOOD GRAIN COAT**—one pint of good furniture varnish, one tube of Burnt Umber artist oil color, a small bottle of linseed oil, equal amount of pure gum of turpentine and a small bottle of Cobalt Siccative Linolate drier. These items should be purchased from an artist supply store to insure that they are of the best quality.

**TOOLS**—a 1/2 inch round or flat brush, a 1 1/2 or 2 inch flat brush, a discarded tooth brush, a tablespoon size measuring spoon, a 4 1/2 ounce bottle with a screw on cap (a used baby food bottle is excellent) and a rag.

The brushes need not be any better than "dime-store" quality. In fact the larger brush should be of the cheapest quality available and select one which has the shaggiest and most unruly bristles.

**APPLYING THE BASE COAT**—This is the Burnt Sienna color that winks up through the darker streaks of the following wood grain coat, giving warmth and a realistic sparkle to the grain. For best effect this color should be sprayed on like a typical body color. Allow several days for drying and then sand lightly with #360 wet or

dry sand paper.

**APPLYING THE WOOD GRAIN COAT**—The application and handling of this coat is probably the most crucial, most challenging, but also, surprisingly, the most enjoyable step of the entire operation. Like any artistic or creative work, it calls for boldness.

Pour three tablespoons of linseed oil and three tablespoons of turpentine into the 4 1/2 ounce bottle. Add the entire contents of the Burnt Umber oil color and five drops of the Cobalt Siccative Linolate drier. The addition of the drier is a must, otherwise the oil color will stay soft for months. Place the cap on the bottle securely and shake well until the oil color is completely dissolved.

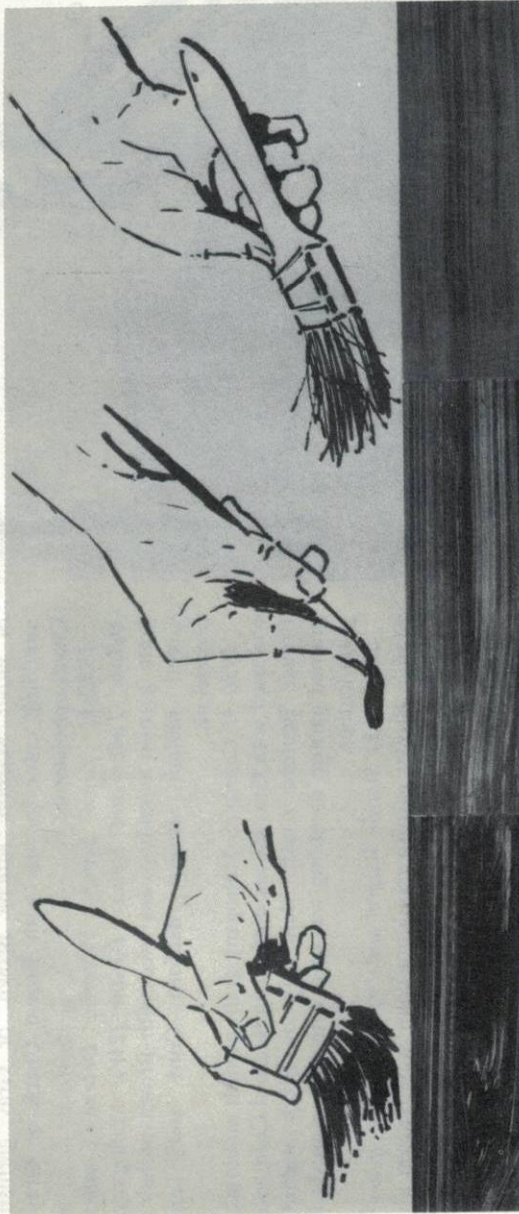
Apply the wood grain coat with the 1/2 inch brush, laying on barely enough paint to cover. After the entire surface has been completed wipe the brush clean on a rag. It is not necessary to wash it clean. Now, grasp the brush close to the bristles with the thumb and forefinger, make long and hard strokes as if you were trying to remove the paint. These strokes should be as long as the entire piece and approximately 3/4 inches apart. Wipe the brush dry after each stroke. The result will be the thick and thin wood grain effect (see illustration).

Follow this operation with the tooth brush, again pressing firmly. This will create the finer grain characteristic.

Finally, grasp the "shaggy" 1 1/2 inch brush and lightly drag the brush over the entire surface, wiping off the brush at the end of each stroke. That is all that there is to it!

**FINISH COAT**—After wood grain application, allow the mouldings to harden for a week. Sand lightly and apply three coats of varnish, sanding lightly after each coat with #600 sand paper. If you happen to sand down into the base coat simply touch up these areas with the wood grain paint. After drying apply the next coat of varnish. Allow several days for drying time after the third coat.

After the varnish is dry and hard, wet-sand again to remove any surface dust and follow with a hand rub. Rottenstone, available at most hardware stores, is ideal for this purpose. Use it like rubbing compound and apply it with a soft cheesecloth dampened in linseed oil and rub vigorously. Rub until varnish shines again. Wipe off the residue with turpentine and with a water damaged cheesecloth. Apply a coat of wax and the job is complete.





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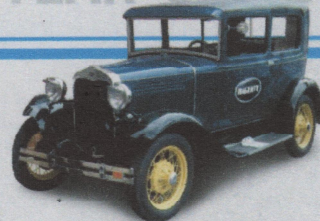
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## The Model "A" Zenith Carburetor - 1, 2, or 3

The cast-iron Zenith carburetor was the original carburetor installed on the Model "A". It has long been thought by "A" enthusiasts that the numbers 1, 2, and 3 cast on the side of the bowl identified a series of progressive improvements. Recent information uncovered by one of our club members, Edward Francis, indicates that the numbers identify the manufacturer for the purpose of servicing the carburetor.

When Ford abandoned the Model "T" and gave orders for a new car, the task of developing a new engine was given to Laurence Sheldrick, one of the Ford engi-

neers. A four-cylinder engine with 3-7/8-inch bore by a 4-1/4-inch stroke, patterned after the Model "T", was immediately chosen. Henry Ford set several other ground rules; low rpm to keep engine vibration down, fuel economy high, and to insure a long life, at least 40 hp at 2200 rpm to propel the new car at 50 to 60 miles per hour.

After many long work hours, most objectives were accomplished, but the first engine to reach the test stage produced only 22 hp, just barely more than the "T" engine. At this point, Harold Hicks, Ford's

tri-motor airplane engineer, was called in to help. By redesigning the intake and exhaust manifolds to provide better breathing, improving the water passage around the exhaust valve, and installing a Zenith carburetor, Hicks solved the problem.

Holley Carburetor Company had been the major supplier of carburetors for the Model "T," and when Henry Ford saw the Zenith carburetor on the test engine, he rejected it. However, with time as a factor, he was swayed to accept it. When the Zenith representative came in to work out the production agreement, Ford told him his carburetor had too many screws holding it together. Several days later, the Zenith representative proudly returned with a new design, held together with only two bolts, Ford said, "One bolt too many." As a result, the Zenith carburetor, with one bolt holding the upper and lower halves together, was developed.

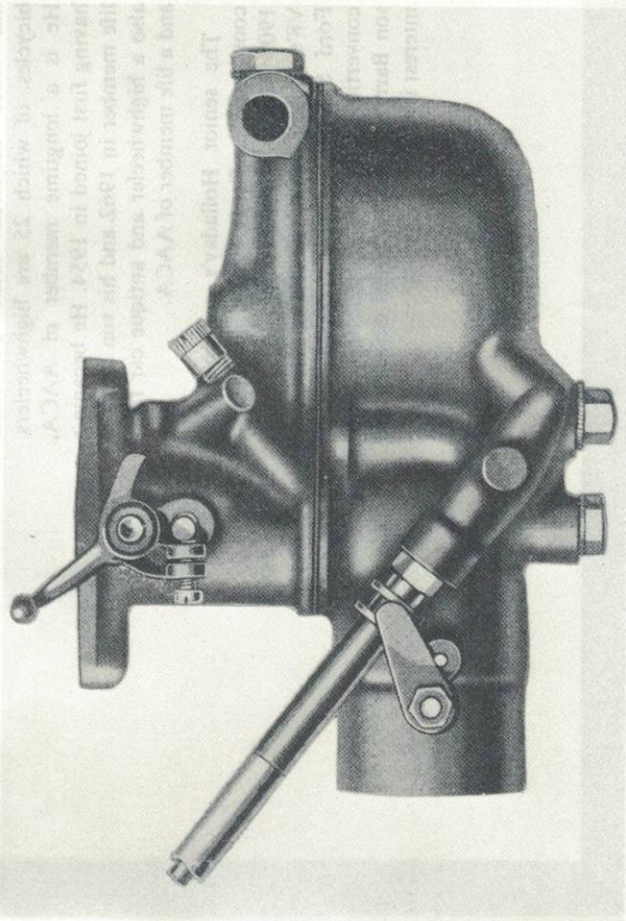
Both Zenith and Holley were awarded contracts to produce the Zenith carburetor. The first model was the double venturi design, with brass fittings and the name "Zenith" cast on the side of the lower body. The interior parts were identified as follows: venturi—24, secondary venturi—10, main jet—20, compensator—18, idling jet—10, cap jet—10, and throttle plate—20. These numbers were for identification only and did not represent size.

In June, 1928, the double venturi was replaced with a single venturi design and a secondary well was added to the lower body. The interior parts were changed as follows: venturi—27/32, main jet—19.5, compensator—19, idling jet—20, and throttle plate—18 1/2.

Ford's service policy consisted of returning the carburetors to the original manufacturer for rebuilding, and by late 1928, as carburetors were returned from dealers, it was necessary to sort the Zenith-built units from the Holley-built units. Therefore, it was decided that, in January, or as soon as old stock ran out, the Zenith-built carburetors would have the "Zenith-1" identification and the Holley-built units would have the "Zenith-2" identification. In addition, the main jet and throttle plate were changed to improve fuel economy. They were: main jet—20, and throttle plate—20.

In 1931, when Ford also started producing the Zenith carburetor, its units were marked with "Zenith-3". Any design change, such as incorporating the fuel filter to the upper body, was made by all three manufacturers.

In conclusion, a 1928 Model "A" should have the Zenith carburetor with the "Zenith" marking on the lower body; a 1929 and 1930 Model "A" should have the carburetor with either the "Zenith-1" or "Zenith-2" identity, and a 1931 Model "A" can have either the "Zenith-1", "Zenith-2" or "Zenith-3" carburetor.





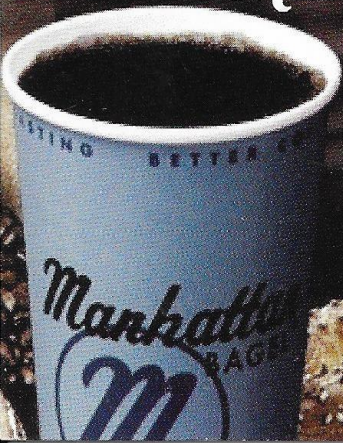
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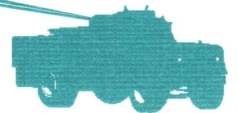
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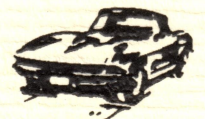
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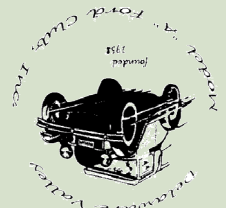
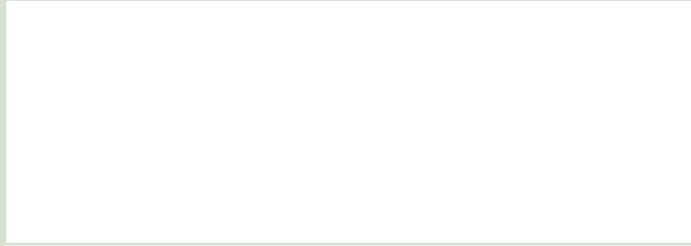


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