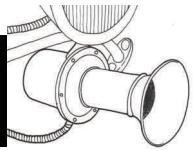
THE KLAXON



Feburary 2014

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.

Inside this Month:

And much more in this issue……..

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

http://www.dvmafc.org/

Happy President's Day

President's Message

Greetings: January 2nd was not a night to be out at a club meeting, nor anywhere for that matter. Fortunately, the first snow of the year was predicted well in advance so we had time to notify members. Did anyone pull their car out for some winter photographs after the snow storm? If anyone did and would like them in the newsletter, send a copy to Steve.

Our February meeting will include a presentation on Model A Ford Compressors by Bob Russell. If anyone has any information or literature on the Gordon Smith models or any others, please contact Bob.

As I write this President's message, I was just thinking about how unusually warm it was on this date two years ago. On January 7th 2012 the weather was sunny and warm which allowed us to do a tour to Newtown and a stop at Rose Bank Winery. That was a nice day. Now today on the other hand, the thermometer barely went above 0. This morning was so cold out that my speedometer cable broke on the way to work.

Spring will be right around the corner. So will tours, shows and swap meets. Until then, stay warm!

See you on the 6th!

Jim

Visit our web site at

www.dvmafc.org

Editor's Message

Hi All: This month marks some changes in the format of the Klaxon. The ads have been moved towards the back of the newsletter to free up room for other articles and I've added another 2 pages to make up for the space lost to more ads. Keep those ads coming as they pay the bills! Also, I am looking for an assistant to help with the Klaxon who can take over when we move closer to family. I would be very upset if the work we put into the Klaxon go down the drain. Who is out there and willing to help?? Please support out advertisers—They make the Klaxon possible.

Steve

Up Coming Events

2/6/2014 Monthly Meeting at Daley's Service Center

3/6/2014 Monthly Meeting at Daley's Service Center (

Happy Birthday for February 2014

If we missed your birthday please let the editor know

Dick Wainwright	3
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EXTRA—JUST IN.....The Editor just heard from Charlie Simon's Daughter. He wants to extend New Year's wishes to the club members and say hi to all of us. He is doing well and now spends his time riding his "antique" wheelchair and probably chasing all of the young nurses around. Charlie—we all miss you and stay young!

Horseless Carriage Club shifts away from non-profit status to satisfy IRS - (This may effect all of the clubs!)

While Horseless Carriage Club of America officials say they have not yet totally cleaned up from the aftereffects of the IRS rescinding the club's 501(c)(3) non-profit status, they are ready to move on from the ordeal with a renewed focus as a club after more than two years of bureaucratic maneuvering. In the months after the IRS declared that it would revoke the HCCA's 501(c)(3) non-profit status in May 2011 and consider it a for-profit organization, many club members feared that the loss of that status would effectively spell the end for the club. Though the club, founded in 1937, had spent much of its existence as a 501(c)(7) non-profit organization – as a social or recreational club, according to the IRS tax code – it switched to 501(c)(3) non-profit status in 2007, thus enabling donations to the club to become tax deductible (and, the club hoped, resulting in more and larger donations to the club). That change, however, also necessitated that the club provide an educational aspect, and the club had a difficult time proving that it had fulfilled that obligation during a subsequent IRS audit. Richard Cutler, who served as president of the HCCA in 2011 and has since sparred with the IRS on the club's behalf, wrote on the club's website that he and other club officials decided that the club wouldn't just roll over and die. They responded to the revocation with a formal appeal and in the meantime came up with a fallback plan that included the formation earlier this year of two spinoff organizations: the Horseless Carriage Education Institution, a 501(c)(3) non-profit dedicated exclusively to educating the public about horseless carriages and early automotive history, and the Horseless Carriage Club Association, a 501(c)(7) non-profit that would assume the club's ongoing social activities – its tours, meets, and conventions.

The former organization, with a board of directors but no members, has since assumed about $26,000 of the HCCA's tax-deductible donations, while the latter organization may not be needed after all. Though the IRS has since denied the HCCA's appeal of the revocation, the HCCA pressed on with a plan to revert the original club back to 501(c)(7) non-profit status, allowing it to remain in existence and theoretically reducing the number of hassles regarding the club's lifetime members and other assets (and thus making the newly formed Horseless Carriage Club Association effectively redundant). "The IRS has been good at providing little in the way of follow-up to questions as they relate to 'what's next?'" Cutler wrote. "With the lack of these specifics, we are moving forward with what we believe to be correct. Our goal is to show good intentions reducing the possibility of any further action by the IRS towards our organization. We will take silence as a positive sign. It has been suggested by some that we continue to fight the ruling. All evidence indicates that this will only result in more expense with no change in status. It is time get this behind us and move on." The club has scheduled a number of tours and other events for 2014, and Cutler wrote that the HCEI has begun to develop relevant educational materials, as per its mission. For more information, visit HCCA.org. - See more at: http://blog.hemmings.com/index.php/2013/12/24/horseless-carriage-club-shifts-away-from-non-profit-status-to-satisfy-irs/#sthash.VZLh73Wc.dpuf

(***Hemming's Electronic Edition 12/24/2013)***

The Wonder of Beet Pulp

by Bill Ottemann

Beet pulp is the by-product of making sugar from sugar beets. It is used as horse feed and is available dry in bags at feed stores.

So what is the place of beet pulp in the antique-car hobby you ask?

Well, beet pulp has the remarkable ability to eat rust!

No, beet pulp doesn't actually eat the rust. It has help. My PHD-bacteriologist daughter informs me that there are a number of bacteria that eat iron in its more available form: iron oxide or rust. Apparently beet pulp is the perfect environment to support a colony of these bacteria.

Disclaimer: Before you try this on a large scale try a small one.

I have a 30-gallon plastic garbage can outside my shop filled with water and about a bucketful of the dry beet pulp. You will note I said *outside* my shop. Don't try this anywhere inside. Once the mixture is "mature" it smells pretty bad.

To remove rust from anything, all you do is submerge it in your mixture and wait. The first time you use it, it will likely take about two weeks to get the right bacteria growing and eating well but thereafter a week is usually sufficient.

The best technique is to pull the rusty part out after a few days and brush it with a bristle brush under running water. If there is still some rust remaining, put it back in for a few more days.

Once all the rust is gone, rinse with water then dry it completely. Light surface rust forms quickly unless you coat the part with something like WD-40. Any rust that does form, rinses off with Metal-Prep when you're ready to paint the part.

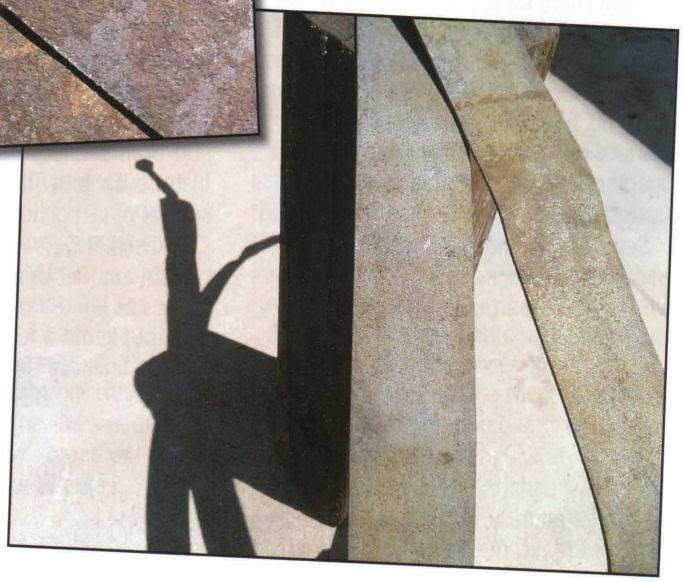
These before and after pictures attempt to show how it works on some of my rusty parts. Although it's difficult to see, the parts look like they were sandblasted when finished soaking.

I assume the required bacteria are universally distributed worldwide but I have experience only in Southern California.

Although I have not tried it, there is no reason this will not work on a larger scale. A fender could be done in a child's wading pool. A box lined with polyethylene could be built to submerge a car body.

A bag of dry beet pulp costs less than $20 and it would likely take only two bags to do a car body if you can find a container.

De-rusting with beet pulp is not fast. It is cheap, however, and once you finish de-rusting it is easily disposed of. I spread a batch around some fruit trees as mulch. It smelled bad only for a couple of weeks! □



Cars of Futures Past – Ford's "Soybean Car"

Henry Ford was a man obsessed with eschewing the status quo, one driven to continually improve any product or process he could. Aware of the limitations of steel as a building material for automobiles, Ford began research into alternate materials, such as plastic. Equally aware of the complexity of converting ore into steel, Ford once sought a better way to make cars by using the lowly soybean as a building block for body panels. Though much of the car remains shrouded in mystery, the result of those experiments is forever known as the Ford Soybean Car.

Its roots can be traced back to a visit that Ford made to his Deerfield Village Trade School. It was there that Ford found a book on the soybean, then a virtually unknown (and financially insignificant) crop in the United States. Fascinated by the plant's untapped potential, Ford became obsessed with soybean-based food products, serving foods like soybean cheese, soy bread, soy butter, soy milk and soy ice cream to media guests at the 1934 Chicago World's Fair. Ford also became focused on building a car that came (partially) from the ground, in the form of renewable crops.

Lowell Overly drives the Soybean Car.

Robert Boyer and Henry Ford pose with Ford's Soybean Car. Photos courtesy The Henry Ford.

The task of designing such a car originally fell to E.T. Gregorie, but Ford was reportedly dissatisfied with the work on the project produced by the stylist and his team. Instead, it was handed off to Lowell E. Overly, whose background prior to working in Ford's Soybean Laboratory was as a tool and die designer. Overly sought the assistance of chemist Robert A. Boyer, and the net result was a car that utilized a tubular steel frame to support a total of fourteen body panels, allegedly made of a plastic derived from soybeans. To save weight, acrylic sheets were used for windows in lieu of glass, and a 60hp flathead Ford V-8 provided propulsion. The finished product weighed less than 2,000 pounds, a weight reduction of 25 percent compared to conventional (and comparably-sized) cars of the day.

Ford first showed the Soybean Car at Dearborn Days in August of 1941, and then later at the Michigan State Fair. Despite its extraordinary origin and materials, the car hardly appeared futuristic; from a distance, it was conservative in its styling, almost to a fault. The most controversial aspect of the car, however, was likely the composition of its quarter-inch-thick plastic body panels, details of which were never fully revealed to the public. One source claimed the panels were a complex blend of soybeans, wheat, hemp, flax and ramie, but Overly himself disputed this. By his recollection, the panels were a blend of soybean fiber, phenolic resin and formaldehyde, which would make them similar in architecture (if not materials) to the Duroplast panels later used on the East German Trabant (composed of cotton fibers and phenol resin).

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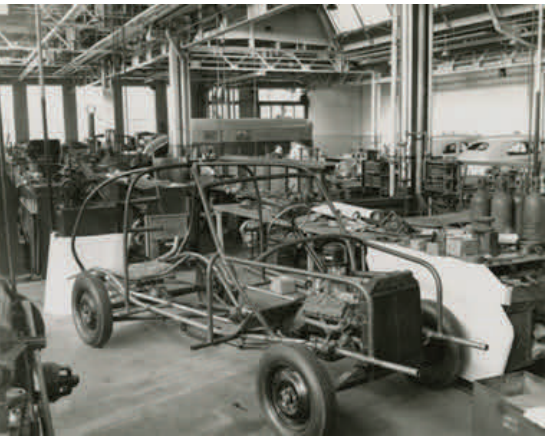


The steel frame of the Soybean Car. Fourteen body panels mounted to this frame.

Producing the car's body panels.

From Hemming's Electronic Edition

Some Useful Information

Point Gap	.018" - 0.22"
Plug Gap	.035"
Tire Pressure	35lbs
Oil Capacity	5qts
Transmission	1 pint
Rear Axle	1 1/2 pints
Steering Gear	7 3/4 oz.
Fuel Capacity	
1928-29	10 gallons
1930-31	11 gallons
Water Capacity	3 gallons
Battery Ground	(+)
Firing Order	1,2,4,3
Tappet - Clearance	
Exhaust	.015"
Intake	.013"
Fan Belt. (Gates)	No. 700
Head Bolts (Torque)	55lbs

One would think that reconstructing the plastic panels would be as simple as checking the engineering notes for the project, but no record of the formula used to create the panels exists today. Materials analysis could be performed on the car itself, but it, too, has been lost to time, reportedly destroyed by E.T. Gregorie shortly after the car's appearance at the Michigan State Fair. A second car was said to be under construction, but the onset of World War II put an end to any further development of civilian vehicles. Like the original car, any trace of this second Soybean Car has been lost to history.

Conspiracy theorists are quick to point out that success has many fathers, while failure is an orphan. Had the Soybean Car been the miraculous conveyance that Henry Ford once promised, it's unlikely that the composition of its body panels would have been lost to history. Given that modern materials science has still yet to produce a plastic durable enough for automotive body panels from soybeans, it hardly seems likely that Ford's Soybean Laboratory staff was able to do so more than seven decades back. Still, the car was significant in that it was the first American vehicle to wear a plastic body, and it used a construction method not dissimilar to that employed by General Motors on the Pontiac Fiero in 1983.

Ford's reasons for pursuing a soybean-based car were noble enough as well. Such a vehicle would have blended agriculture with industry, supporting both farming and manufacturing; the resiliency of its plastic panels (and the strength of its steel frame tubing) could have yielded a safer automobile; and a shortage of metal could have meant an interrupted supply of automobiles (or an increase in pricing) even without the onset of World War II. In an alternate reality, perhaps the Soybean Car could have been a success, lowering the price of the automobile to the point where not owning one was seen as folly.

Was the Soybean Car nothing more than smoke and mirrors, or was Ford at the beginning of a new era that simply needed more time (and hence, more money) to see to fruition? Ford had reportedly invested millions of dollars into the development of the soybean car, and by the time research into development could have recommenced, the country was more focused on a return to normalcy than it was on the development of a plastic-bodied car produced from crops.

Still, the precise answer to that question will likely remain as elu-

Interesting history 101

Us older people (WE older people) need to learn something new every day...Just to keep the grey matter tuned up. Where did "Piss Poor" come from?

They used to use urine to tan animal skins, so families used to all pee in a pot. And then once it was full it was taken and sold to the tannery... if you had to do this to survive you were "Piss Poor". But worse than that were the really poor folk who couldn't even afford to buy a pot... They "didn't have a pot to piss in" and were the lowest of the low.

The next time you are washing your hands and complain because the water temperature isn't just how you like it, think about how things used to be. Here are some facts about the 1500's:

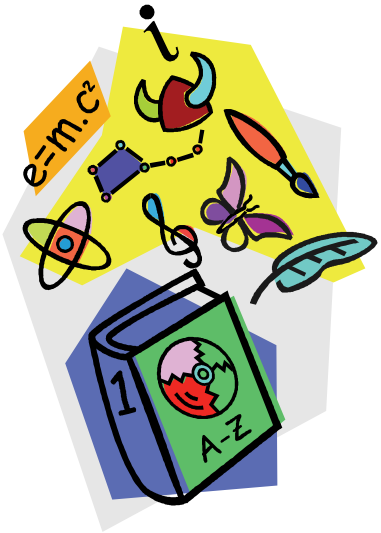
Most people got married in June because they took their yearly bath in May, and they still smelled pretty good by June. However, since they were starting to smell, brides carried a bouquet of flowers to hide the body odor. Hence - the custom today of carrying a bouquet when getting married. Baths consisted of a big tub filled with hot water. The man of the house had the privilege of the nice clean water, then all the other sons and men, then the women and finally the children, last of all the babies. By then the water was so dirty you could actually lose someone in it. Hence the saying, "Don't throw the baby out with the bath water!"

Houses had thatched roofs-thick straw-piled high, with no wood underneath. It was the only place for animals to get warm, so all the cats and other small animals (mice, bugs) lived in the roof. When it rained it became slippery and sometimes the animals would slip and fall off the roof. Hence the saying, "It's raining cats and dogs." There was nothing to stop things from falling into the house. This posed a real problem in the bedroom where bugs and other droppings could mess up your nice clean bed. Hence, a bed with big posts and a sheet hung over the top afforded some protection. That's how canopy beds came into existence. The floor was dirt. Only the wealthy had something other than dirt. Hence - the saying, "Dirt poor." The wealthy had slate floors that would get slippery In the winter when wet, so they spread thresh (straw) on the floor to help keep their footing. As the winter wore on, they added more thresh until, when you opened the door, it would all start slipping outside. A piece of wood was placed in the entrance-way. Hence: a thresh hold. (Getting quite an education, aren't you?)

In those old days, they cooked in the kitchen with a big kettle that always hung over the fire. Every day they lit the fire and added things to the pot. They ate mostly vegetables and did not get much meat. They would eat the stew for dinner, leaving leftovers in the pot to get cold overnight and then start over the next day. Sometimes stew had food in it that had been there for quite a while. Hence the rhyme: "Peas porridge hot, peas' porridge cold, pea's porridge in the pot nine days old." Sometimes they could obtain pork, which made them feel quite special. When visitors came over, they would hang up their bacon to show off. It was a sign of wealth that a man could, "bring home the bacon." They would cut off a little to share with guests and would all sit around and chew the fat. Those with money had plates made of pewter. Food with high acid content caused some of the lead to leach onto the food, causing lead poisoning death. This happened most often with tomatoes, so for the next 400 years or so, tomatoes were considered poisonous. Bread was divided according to status.

(Continued on next page)

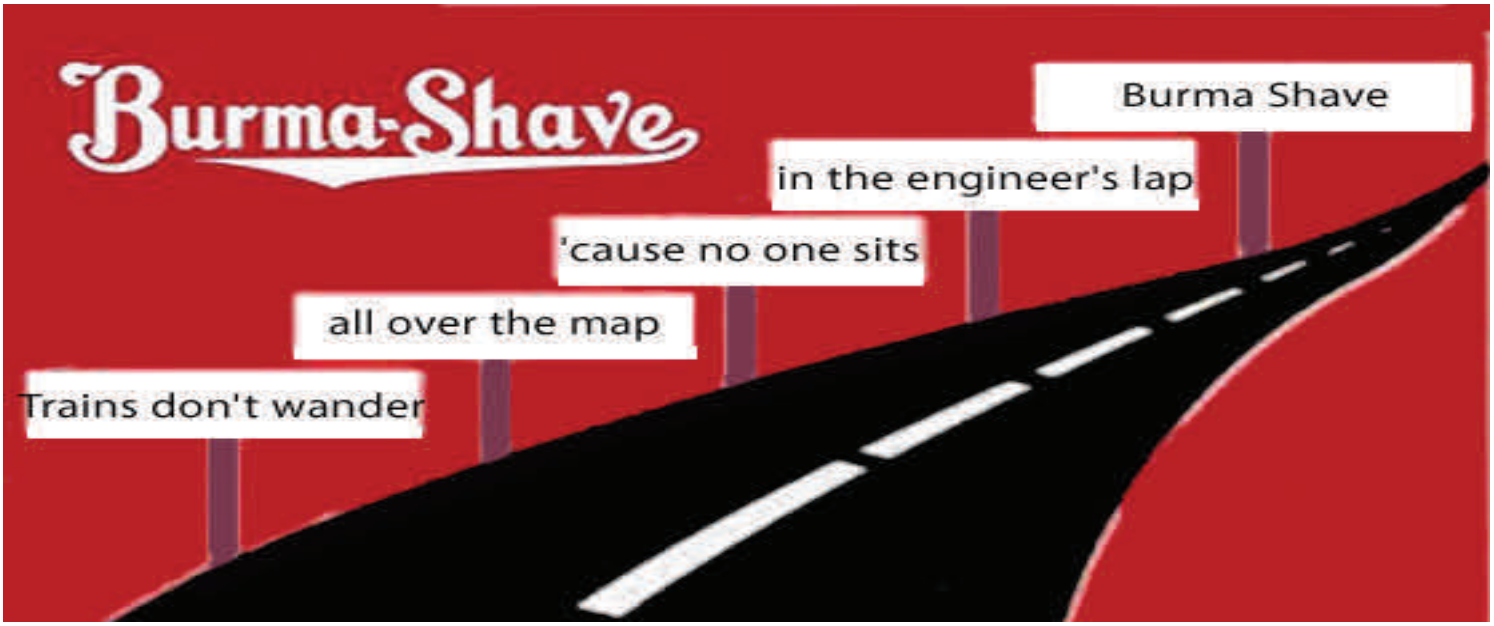
Workers got the burnt bottom of the loaf, the family got the middle, and guests got the top, or the upper crust. Lead cups were used to drink ale or whisky. The combination would sometimes knock the imbibers out for a couple of days. Someone walking along the road would take them for dead and prepare them for burial. They were laid out on the kitchen table for a couple of days and the family would gather around and eat and drink and wait and see if they would wake up. Hence -the custom – "holding a wake."



England is old and small and the local folks started running out of places to bury people.
So they would dig up coffins and would take the bones to a bone-house, and reuse the grave. When reopening these coffins, 1 out of 25 coffins were found to have scratch marks on the inside and they realized they had ben burying people alive. So they would tie a string on the wrist of the corpse, lead it through the coffin and up through the ground and tie it to a bell. Someone would have to sit out in the graveyard all night (the graveyard shift) to listen for the bell; thus, someone could be, "saved by the bell" or was "considered a dead ringer." And that's the truth.

Now, whoever said history was boring!!!

From an E-Mail from Member Bob Coates



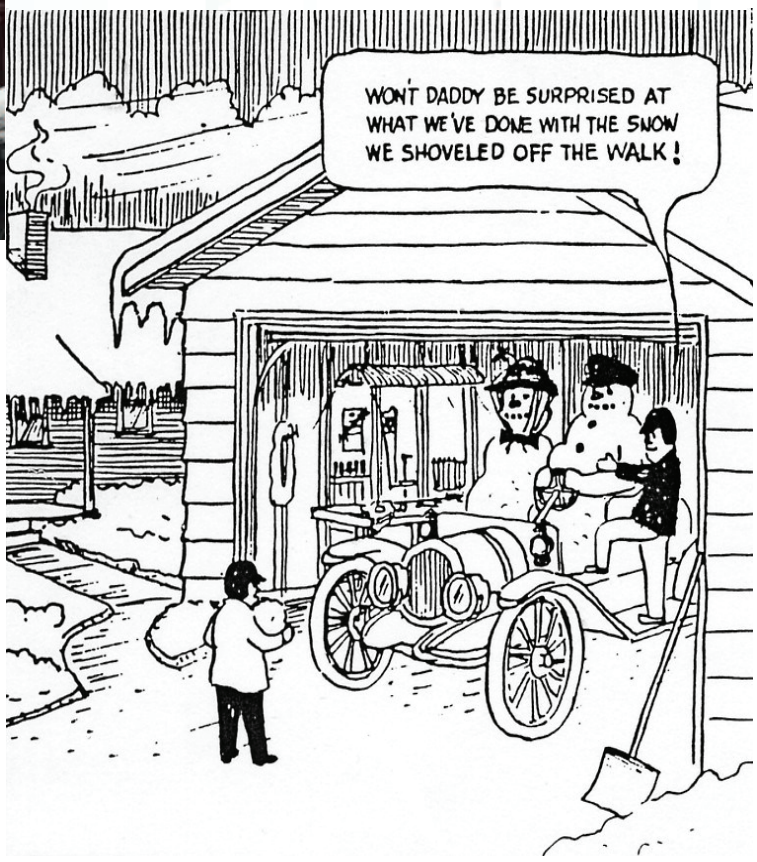
President's Day 2014

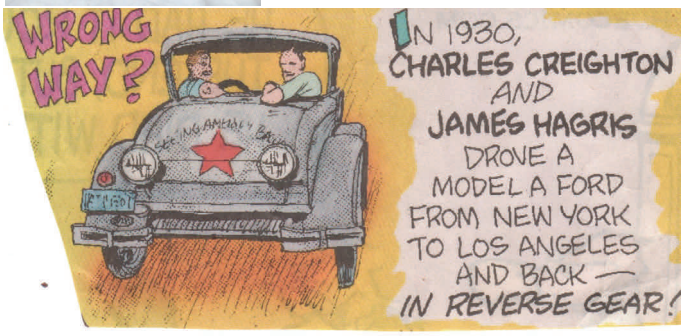
Pin-Ups still needed!! Please submit a short write- up on your car along with a picture (if it is not on the club website) to be added to our Member's Spotlight

(Continued from page 14)

Michael and Sons Play in the Snow with his Model A

Michael Etling's car and (left) his sons car our in the snow—Craziness must run in the family??





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Member's Spotlight

Michael and Beth Ann's 1931 Deluxe Tudor

All of in the club have met Michael or had our cars worked on by him. He always tells us how to take care of our cars and not to take them out in bad weather. Well, it has finally happened……The Editor's of the Klaxon think Michael and his sons have snapped.

Pictured in this month's Spotlight is Michaels 1931 Deluxe Tudor out in the snow. This picture was taken during the December 10th snow storm . They had a great time with the car in the snow. It took over an hour afterwards to dry the car off.

Next time you see Michael or his sons you can comment to them on taking a Model A out in the snow.

Thanks for sharing the picture with the club and we will come visit Michael once he is committed. **(See more pictures on page 12)**