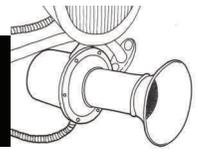




THE KLAXON



June 2014



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Happy Father's Day



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 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.

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President's Message



Greetings: It was great to see some cars out at our May meeting. George and I didn't bring ours since it was raining on my way home from work. Hopefully our June meeting will be sunny and warm

weather.

I'm glad to know that many of you like the pizza that we are getting from Nico's. On the nights that we have pizza, please try to chip in a little more to the food jar. Last month we spent a little more than we took in and the only organization that can get away with that is our government.

The Hellertown Model A Show was a great event. There were a lot of Model A's as well as a few other vintage cars on display. The flea market was small which was not surprising for the first year of the show. Spectator turnout was very good I thought. I had seen a number of our club members throughout the show. For those of you not at our last meeting, during our discussion of the show I suggested that next year we set up a small table at the show with our club banner, information, etc. We may pick up a few new members having some exposure there.

See you on June 5th! Bring your Model A's to the meeting.



Jim

Editor's Message

Hi All: By the time this goes out we will be into Car Show Season. Hellertown will be a memory, Tony's Place will have happened and we will be thinking of which shows we want to do next. There are 2 "Big Car Shows" that only allow antique cars—New Hope and Buckingham. Both shows are great to put your car in or just attend to see other antiques as they were back when they were new. In that last few years I have done both shows and enjoyed both very much. This year think about putting your car in a local show. Remember all Model A's (and to me Model T's) are beautiful. Don't worry about the "Patina" - That's what makes them so nice.

We have the memorial Day Parade on Monday the 26th. Meet at Daley's around 9am and plan on an enjoyable day ending with a picnic sponsored by Donna and John. If you don't have a car ride with someone. It's always nice to see the crowd reactions to the cars. If you need a ride call me and I will find you a car to ride in. *Steve*

Up Coming Events

6/5/2014 Monthly Meeting at Daley's Service Center

7/3/2014 Monthly Meeting at Daley's Service Center

Happy Birthday for

June 2014

If we missed your birthday please let the editor know

Lou Penn	5
Cheryl Chamberlain	9
Ted Kulesza	15
Mary Ann Megonigle	17
Bill Griffith	21
Ken May	23
Ted Etling	24

Did you know that 90% of all Model A's are still on the highways? The other 10% made it back home!



NEWS FROM THE PAST!

The Automobile as a Civilizer

By J. N Willys , President Overland Automobile Co.
(written for the New York Times June 6, 1909)

There is probably nothing in the industrial world of this country that has surpassed in interest the wonderful growth of the automobile industry. From seventeen makers of motor cars in 1898 to approximately 300 in 1909, and the combined capitalization in 1898 of \$1,000,000 to nearly \$200,000,000 in 1909, is in brief, the history of this great industrial achievement. Ten years ago there were approximately 1,000 persons employed in the manufacture of motor cars against 200,000 at the present time. The automobile industry has grown in ten years from nothing to a commanding place with an enormous annual output, a vast investment of capital, a huge salary payroll, and has pulled up with it a number of minor industries concerned in the manufacture of accessories, of which allied interest the manufacture of automobiles has more probably than any other single industry.

The question of who invented the gasoline motor and first thought of applying that principal to a self-propelling vehicle is of little relative importance. The fact is that it was in Europe that the automobile was developed into something with commercial possibilities, and it is there that the painstaking and laborious experiments that were necessary were carried on.

With the American tendency to specialize and the habit of the American consumer to demand everything that is new and to seize, once that state is passed, upon everything that is useful and time saving, it was inevitable that the motor car industry here should almost from the start assume certain features positively startling to the originators of the industry abroad. It is true that for once America was caught napping although we Americans dislike to recognize the fact in the beginning of an industrial revolution.

That is the fact which explains America's delay in getting a comprehensive grasp of the situation. In Europe and in America were men who saw what was coming and who were working at the problems involved. Too much credit can never be given to such men as the pioneers Duryea, Haynes, and Selden. But something more than that was needed. Small bodies of enthusiasts had to work at the problem from every angle. It was not work for one man and the experiments involved a use of money and a use of time by a large number of individuals, working separately, but along the same lines, with practically no tangible results to cheer them along from time to time.

There the American temperament enters into the situation. Americans, collectively, can work out definite problems with a thoroughness and a speed that can be approached by no competing nation.

The above mentioned pioneers can be likened to men like Fulton, Edison, and Bell, whose minds in reduced facsimile and everywhere to be seen through the American industry, leaping like lightning to conclusions they know are there to be reached, bridging chasms of the unknown with brilliant theory that must be proved by the event.

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Thus, after the first results had been accomplished, hundred of brilliant Americans began to concentrate their thoughts and their work on the definite problems that separated them from the ultimate goal of success from perfection. These men have built up the industry in America, have put it in a class with the shoe, cotton, woolen and steel industries. They have worked out superb selling organizations, developed the stock car race and made the automobile a factor of National life. Some have built the small cheap car for the masses, while others are producing the medium and higher priced machine for the wealthier classes. Through years of discouragement and effort they have worked out the problem, until today they have the perfected car, or one as near perfect as can possibly be made. The American automobile, as a rule, has been standardized, and it probably can never be bettered except in a minor details of finish and refinement of small parts.

So the history of the American automobile industry has been largely one of development. It has been a function of the builders to broaden the usefulness of the car to increase its field and scope and to bring it into touch with every phase of nation life. The American automobile industry is now firmly established and has passed though its period of infantile diseases and its now ready to take its proper place in the world and lead the way as an American industry should.

The ingenuity of the American motor car builder has been so thoroughly demonstrated upon the automobile world that it is the case today of the foreign maker closely watching the development of the American automobile industry, instead of, as a few years ago, the American

maker watching the foreign field for new ideas.

HOW'D THEY GET THAT NAME?

Ford, who made the first pickup trucks, shipped them to dealers in crates that the new owners had to assemble using the crates as the beds of the trucks. The new owners had to go to the dealers to get them, thus they had to "pick up" the trucks. And now you know "the rest of the story."

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Quiz for Bright People- From the internet (answers below)

There are only nine questions. This is a quiz for people who know everything!

I found out in a hurry that I didn't. These are not trick questions. They are straight questions with straight answers. No games played. Here are the questions:



1. Name the one sport in which neither the spectators nor the participants know the score or the leader until the contest ends.
2. What famous North American landmark is constantly moving backward?
3. Of all vegetables, only two can live to produce on their own for several growing seasons. All other vegetables must be replanted every year. What are the only two perennial vegetables?
4. What fruit has its seeds on the outside?
5. In many liquor stores, you can buy pear brandy, with a real pear inside the bottle. The pear is whole and ripe, and the bottle is genuine; it hasn't been cut in any way. How did the pear get inside the bottle?
6. Only three words in standard English begin with the letters 'dw' and they are all common words. Name two of them.
7. There are 14 punctuation marks in English grammar. Can you name at least half of them?
8. Name the only vegetable or fruit that is never sold frozen, canned, processed, cooked, or in any other form except fresh.
9. Name 6 or more things that you can wear on your feet beginning with the letter 'S.'

Answers: Quiz for Bright People- From the internet

1. The one sport in which neither the spectators nor the participants know the score or the leader until the contest ends: Boxing.

2. North American landmark constantly moving backward: Niagara Falls ..

The rim is worn down about two and a half feet each year because of the millions of gallons of water that rush over it every minute.

3. Only two vegetables that can live to produce on their own for several growing seasons: Asparagus and rhubarb.

4. The fruit with its seeds on the outside: Strawberry.

5. How did the pear get inside the brandy bottle? It grew inside the bottle. The bottles are placed over pear buds when they are small, and are wired in place on the tree. The bottle is left in place for the entire growing season. When the pears are ripe, they are snipped off at the stems.

6. Three English words beginning with dw: Dwarf, dwell and dwindle...

7. Fourteen punctuation marks in English grammar: Period, comma, colon, semicolon, dash, hyphen, apostrophe, question mark, exclamation point, quotation mark, brackets, parentheses, braces, and ellipses.

8. The only vegetable or fruit never sold frozen, canned, processed, cooked, or in any other form but fresh: Lettuce.

9. Six or more things you can wear on your feet beginning with 'S':

Shoes, socks, sandals, sneakers, slippers, skis, skates, snowshoes, stockings, stilts.

The day the Los Angeles Auto Show went up in flames -

Though it's been getting plenty of media coverage, the sinkhole under the National Corvette Museum that damaged eight cars last month isn't anywhere close to the worst single automotive disaster in history, not when hundreds of show cars

went up in flames 85 years ago today at the Los Angeles Auto Show. Unlike today's auto shows held in permanent structures, the 1929 Los Angeles Auto Show took place in a group of four tents set up on the southeast corner of Washington Boulevard and Hill Street, on what appeared to be an empty lot at the time, with a renaissance fair-looking entrance facing the boulevard. Also unlike today's auto shows, the 1929 Los Angeles Auto Show included displays from aviation companies, one of which was Monocoupe builder Mono Aircraft of

Moline, Illinois, which a year prior had moved from Davenport, Iowa, when it became a subsidiary of Velie Motors. We know this because the Los Angeles Times reported that it was near the Monocoupe display that the fire began on the afternoon of March 5. What exactly caused the fire was the source of some confusion.

Initial reports blamed an errant cigarette, while follow-up's attributed it to an electrical short. Whatever the cause, the fire spread quickly, aided by the wind (and, as reported, by the fuel in the tanks of the vehicles in the show), though not so quick as to prevent the 2,500 or so spectators in the tents to escape. Nobody was killed, and only three people – two of them firefighters – were injured. 1 - The

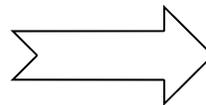


tents and their contents, however, were a total loss, as illustrated by these photos from the USC Libraries. Many of the burned-out vehicles were dragged next door to A-1 Auto Works after the fire was put out. Estimates of the damage range from about \$1 million to \$1.25 million (in today's dollars, about \$25.1 million to \$31.4 million). As many as 320 cars were destroyed, among them Auburn's one-off cabin speedster, a two-passenger bicycle-fendered boat tail coupe that had previously garnered praise at that year's New York Automobile Show. Despite the destruction, the show did go on. A smaller version was reportedly up and running a day later at the Shrine Auditorium

Pictures from the Hellertown Model A Day Event—about 90 cars were present and only a couple were not Model A's. Clubs members Weldon, Christensen, Ted and Mike Etling Fritsch, Long, Kulesza and Kehan drove up in their Model A's.



Tee Shirt Recently Seen



IGNITION TIMING

Here's the procedure I use to set timing. It works every time for me and a way to insure you have set the timing correctly every time.

1. Set the points to .020.
2. Check the clearance between the distributor rotor and each of the four contacts inside the distributor body. You can carefully bend the rotor tab or file each of the body contacts to get .025 to .030 clearance between the rotor and each contact.
3. Set the timing pin in the timing gear cover to the detent. Remove #1 spark plug and look down the hole to make sure #1 piston at the very top of the stroke. (make sure you are observing the piston and not the valve).
4. Set the steering column spark lever full up position (full retard). With the distributor body in place, make sure the distributor plate arm is fully against the far end of the body opening. Then pull the spark lever full down and check to see that the distributor arm is fully against the other side of the body opening. This checks to see that you are getting a full 20 degrees of advance. Now reset the spark lever full up.
5. From the right side of the engine, the rotor should be pointing to about 5 o'clock position. Loosen the distributor cam screw and rotate the distributor cam clockwise to the point just before the points open on the lobe. Tighten the cam screw down.
6. With the cam screw tight, try to move the cam clockwise again, i.e., remove all backlash movement. The points should be at a position just before the points open.
7. Here is the final check. Attach a light or volt meter leads to the tip of the points arm. I made up a test light from a tail light socket with alligator clips on both pigtail wires. Clip one alligator clip to a good ground point and the other clip to the end of the point arm. When the points are closed the light is off, when the points open the light comes on.
8. Turn the ignition key on. The test light should be off. Now slowly pull the spark lever down and count the number of detents the spark lever arm passes before the test light comes on. The idea is to adjust the points so they open (light on) as the spark lever on the steering column passes the first or second detent on the column. You may have to adjust the distributor cam several times to get this adjustment. The car should start easily with the spark lever in full up position.

With this setting, drive the car with the spark lever set about two notches from the bottom position. At 50 mph on the highway, move the spark lever to full down position for full 20 degrees advance.

If the starter is turning over slowly, it will help to improve the ground connection from the battery to the starter. This is done by adding another battery cable from where the braided battery strap connects to the frame cross member, and connect the other end to one of the bell housing bolts just behind the starter motor. You will need a GM battery cable about 30" long. This will provide a better ground connection for the starter and sometimes allow it to turn faster.

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YOU OLDER THAN DIRT?

Count all the items you remember, not the ones you were told about. Ratings are at the bottom.

1. Sweet cigarettes.
2. Coffee shops with juke boxes.
3. Home milk delivery in glass bottles.
4. Party lines on the telephone.
5. Newsreels before the film.
6. TV test card patterns that came on at night after the last show and were there until TV shows started again the next day. (If you were fortunate, you had two channels.)
7. Peashooters.
8. 78 RPM records.
9. 45 RPM records
10. Hi-fi's.
11. Potato spud guns.
12. Blue flashbulbs.
13. Cork popguns.
14. Wash tub wringers.

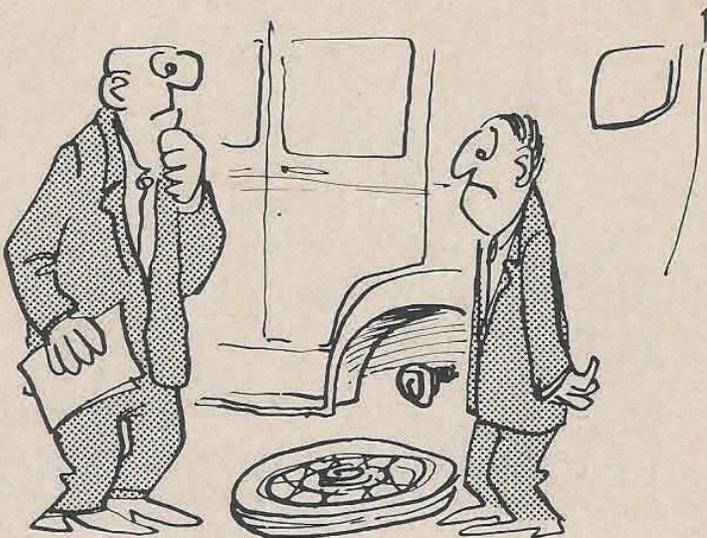
YOUR RATING:

If you remembered 0-3 -- You're still young.

If you remembered 3-6 --
You are getting older.

If you remembered 7-10 -
- Don't tell your age.

If you remembered 11-14 -- You're positively ancient!



"We'd better settle for a visual inspection and stop kicking the tires."

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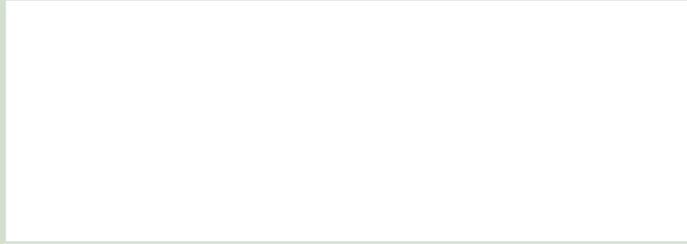
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THINK IT OVER

Are you an active member, the kind who would be missed? Or are you contented that your name is on a list?

Do you attend meetings and mingle with the flock, or do you criticize and knock?

Do you take an active part to help the work along, or are satisfied to be the kind who “just belongs?” Do you ever work on committees ?

To see there is no trick, or leave the work to just a few and talk about the clique? So come to meetings often, and help with hand and heart; don't just be a member but take an active part. Think it over, brother you know right from wrong Are you an active member, or do you.....just belong?

(author unknown)