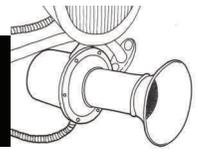
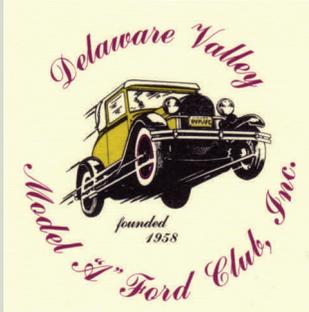




# THE KLAXON



November 2013



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And much more in this issue.....



The Newsletter of the

## Delaware Valley Model A Ford Club, Inc.

Who are we:

The Klaxon is the monthly newsletter of the Delaware Valley Model "A" Ford Club, Inc. and is circulated to all club members and other interested clubs. The club meets on the first Thursday of each month at 7:30pm at Daley's Service Center, 2749 Bristol Pike, Bensalem, PA 19020.

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

Technical and historical questions are encouraged and we'll do our best to get the answers. Questions can be submitted via E-Mail at: [Sorgan@themaxwellgroup.org](mailto:Sorgan@themaxwellgroup.org).

### Club Officers

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Vice President - Ted Kulesza	215-901-4305
Secretary - Don Fortune	215-698-1256
Treasurer - Don O'Hara	215-338-6368
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### THE KLAXON

## President's Message



From what I've heard, our Banquet turned out great once again. Unfortunately I missed it due to a fever and cold. Pictures are in this issue.

Our picnic on International Model A Day was excellent! Lisa, George and I had a great time. For those of you who missed it, there was plenty of delicious food and desserts. A few rounds of Bingo were played while Model A games were held which consisted of blindfolded driving, potato spearing and a timed reverse curve move. 2013 International Model A Day patches were given out to those who brought cars out that day. Additional patches are available for \$5.00 each. Contact one of our Officers or pick one up at a meeting.

During our October meeting, a motion was made and quickly seconded to re-elect our current slate of officers for another term. This vote was unanimous.

As we approach the holiday season once again (unbelievable, isn't it?) we need to discuss our holiday party at our November meeting. Bring your ideas to the next meeting.

With the cooler weather approaching, don't forget to winterize your Model A's and check the antifreeze.

Planning ahead, we would like to see a short tech topic for our January meeting? Could someone volunteer for a 15-20 minute presentation? If interested, please contact Ted or myself.

See you on the 7<sup>th</sup>!

Jim

\*\*\*\*\*

Best wishes to Al Kubis who has had more medical problems. Get well soon, we miss you at the meetings!

## Up Coming Events

11/7/2013 Monthly Meeting at Daley's Service Center

12/5/2013 Monthly Meeting at Daley's Service Center (This will be our annual Holiday Party)

## Happy Birthday for November 2013

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



Now, where does that bolt go???



# Delaware Valley Ford Model A Club Annual Banquet

On Sunday, September 22, the Club held its annual banquet at Tiffany's Diner for the third year in a row. This year we had more members attend the banquet that the editor can remember in the past 8 years. The ceremony was emceed by Jack Fritsch our Historian as Jim Maier, our President came down with a chest cold. Jack was awarded with a Certificate for 55 years of Service and Membership to the club- that makes him almost as old as our cars!

### Over 15 member's cars came to the banquet!



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# Tiny Tips

## From MAFCFA Members

From Bill Nixon

Illustrated by Norm Ellis, Rochester, New Hampshire

### Hot Tips for Cooling System

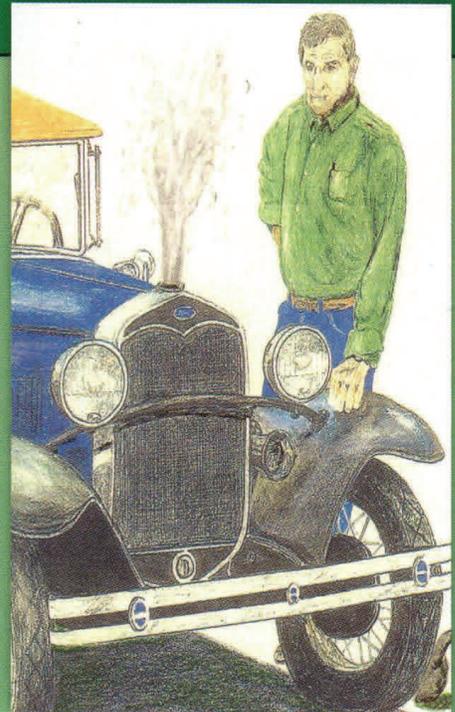
Don't take off the cap if you hear boiling or hissing!

Don't add water while the system is overheated because the water may flash to steam and burn you, and the sudden change of temperature could crack the engine.

Some common causes of overheating are as follows:

1. Leaking head gasket evidenced by oil scum in the radiator.
2. An engine that has been dry for a long time may foul the system with rust.
3. A rebuilt engine that is still too tight.
4. Sometimes radiator fins lose the thermal-conducting bond to the tubes. Replacement is the only fix.
5. Driver management of fuel mixture and spark timing.

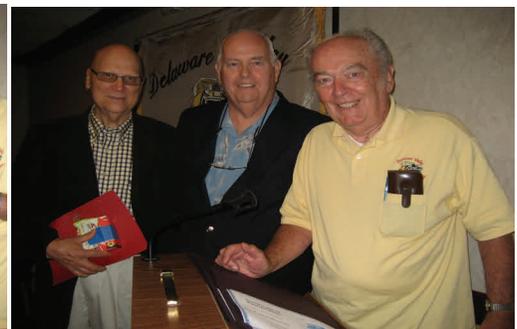
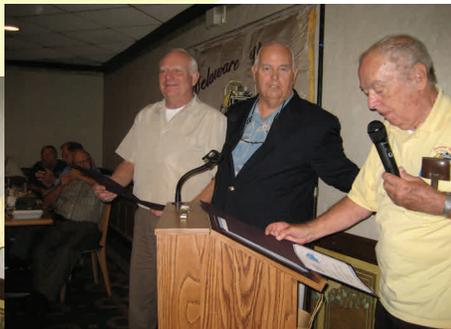
The bottom line is: The Model A will not boil if everything is up to specs.



**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 \$35.00. Contact Joan directly at: 1-856-662-3239**



(Con't from page 3)



# Restoring



# Model A Ford Fuel Level Indicator

Brian Amato, Traverse City, Michigan

After spending over 80 years inside the gas tank of my 1930 Standard Coupe, the fuel indicator was looking pretty sad. Paint was missing from the numbers, and the overall appearance was dingy and tarnished. I decided to see if I could bring it back to life.

Since the numbers are actually stamped into the indicator, lower than the surrounding surface, I figured I might be able to flow some new paint into the recesses, wait until it dried and try to rub the paint off the top surface, leaving just the numbers painted. It worked like a champ. Here's what I did.

I gathered up a small artist's brush, a tiny cup, and some fuel proof paint. This is the same model airplane paint recommended to repaint your carburetor.

After shaking the paint up for at least a full minute, I squirted some into the small cup. Getting just a bit of paint on the tip of the brush, I let the paint flow into the recesses of the numbers where they had been chipped or eaten away over the years.



I used the same model airplane paint recommended to repaint your carburetor.

Once the paint had thoroughly dried, I looked around for something to rub the surface with. I decided against a cloth as being too floppy and might actually pull the paint back out of the recesses. I needed something smooth but stiff.

A scrap piece of pine from another project, laying on my work bench, caught my eye. A sort of burnishing tool. Perfect!

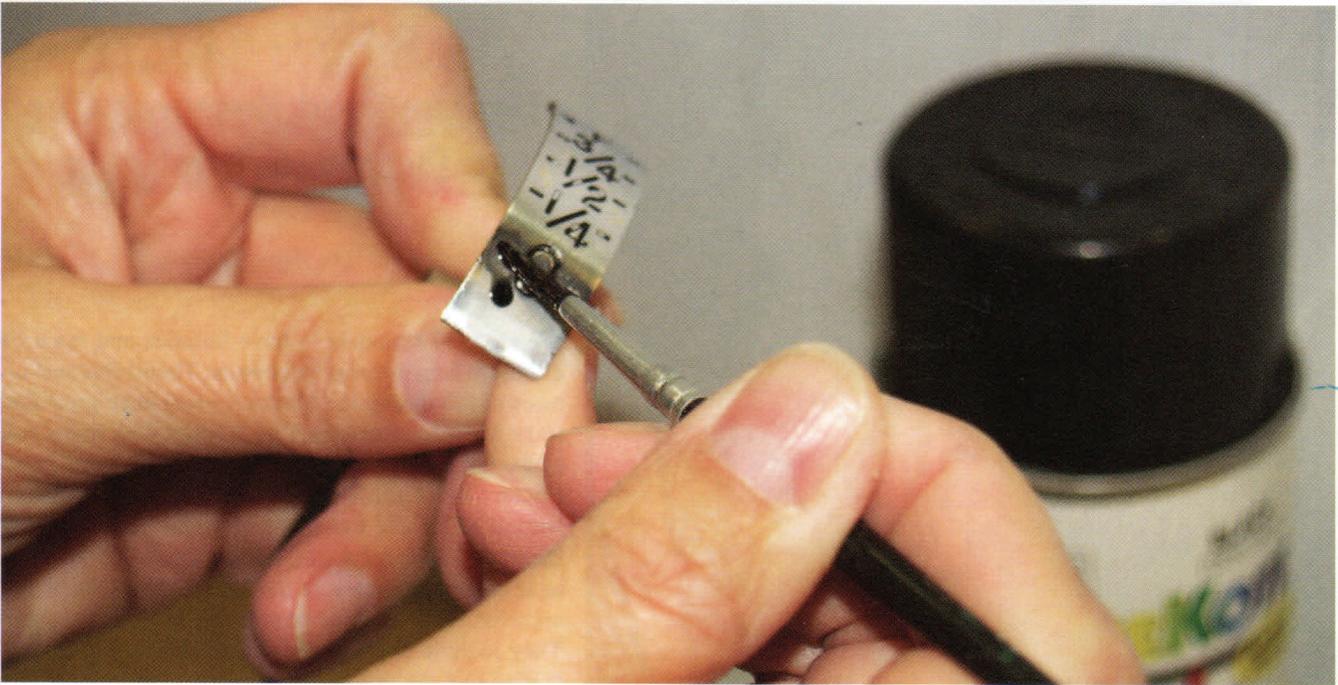
I rubbed it over the now dried paint, and it not only took off the unwanted paint around the numbers, but it had a sort of polishing effect on the metal as well.

Whatever the surface of the indicator is plated with, it came right back, shiny as new and the numbers looked terrific (the lovely hands belong to my wife. I'm manning the camera.)

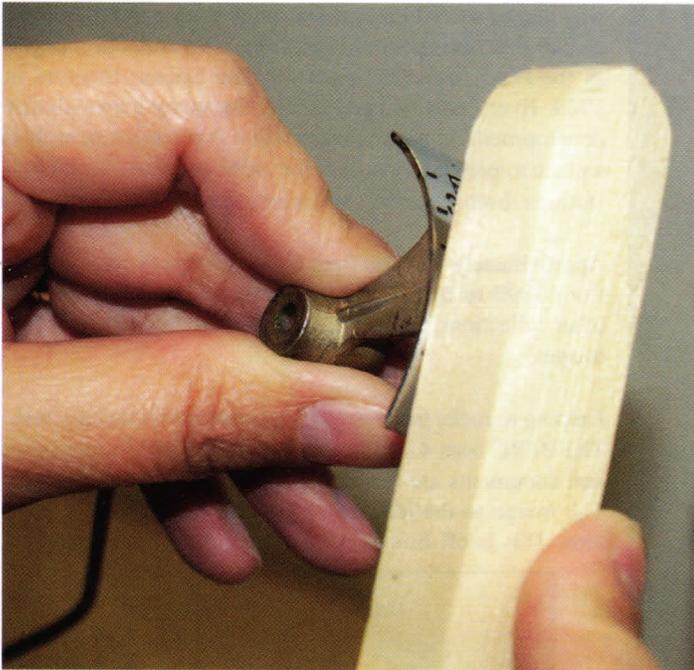
This is going to look great, even behind the old, original bezel.

After cleaning and polishing the inner and outer rings as best I could, my gas gauge is ready to be reinstalled in the fuel tank and give another 80 plus years of service.





Getting just a bit of paint on the tip of the brush, I let the paint flow into the recesses of the numbers where they had been chipped or eaten away over the years.



A scrap piece of pine was used to clean up and polish the numbers. A sort of burnishing tool.



Equip with a new cork or float and it is ready to reinstall.



# Tiny Tips

## From MAFA Members

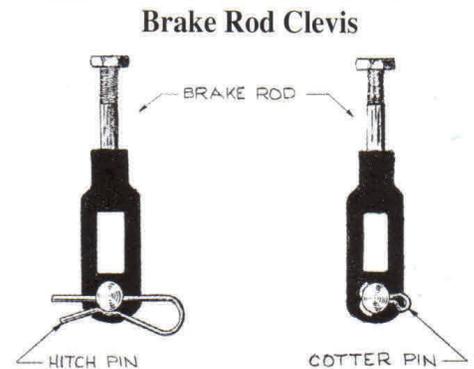
From Dick Przywitowski, Lafayette, Colorado  
Illustrated by Norm Ellis, Rochester, New Hampshire

### Cotter Pin vs Hitch Pin

When adjusting brake rods for the Model A, you must remove the cotter pins from the clevis pins and adjust the clevises on the brake rods. The clevises are then adjusted for proper actuation of the brakes (don't forget to secure the jam nut on the rods) and reassembled with the clevis pins in place. In some cases, this process must be repeated to get the best adjustment after a road test.

Using hitch pins in place of the cotter pins makes for ease of adjustment, as the hitch pin can easily be removed and replaced if further adjustment is necessary. After final adjustment cotter pins should be re-installed.

Hitch pins are readily available at most local hardware stores in a variety of sizes. The two sizes that work best for me are of 0.070 and 0.111 diameter. Installing and removal is best done with needle nose pliers.



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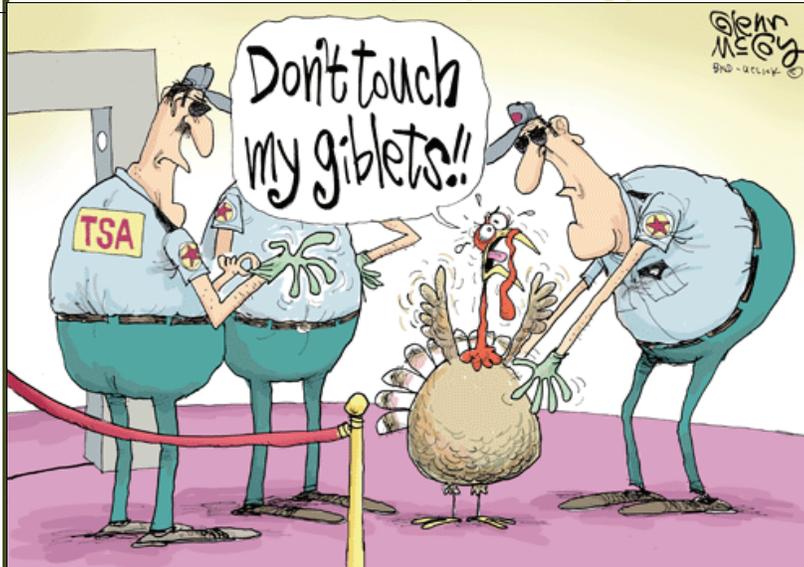
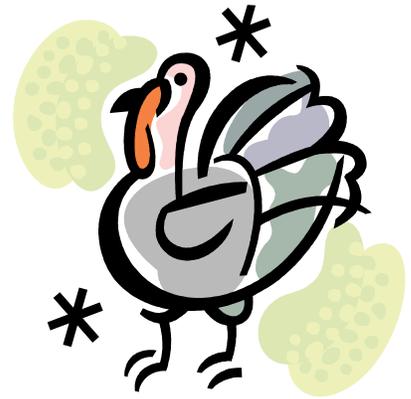
# International Model A Day

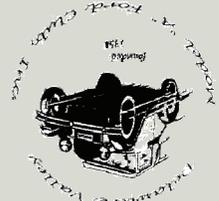
The Delaware Valley Model A Club celebrated International Model A Day (along with every other chapter around the world) on Saturday, September 28th. Many members participated in the events and contests. A great time was had by all who attended as can be seen by the pictures.





# Thanksgiving





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## Member's Spotlight



**Willie Long's  
1928  
Gumby**

Lisa, Jack Fritsch's Grand daughter sits here with Willie's 1928 Gumby.

There is no other reason to have Lisa in the picture other than to counter balance seeing Willie and Gumby together.

Willie received the Gumby at this year's Annual Banquet. We aren't sure why Gumby but hey, run with it.

Gumby's principal sidekick is Pokey, a talking orange pony. His nemeses are the Blockheads, a pair of humanoid red-colored, figures with block-shaped heads, who wreak mischief and havoc. The Blockheads were inspired by the Katzenjammer Kids, who were always getting into scrapes and causing discomfort to others.

Looking forward to next month's Member Spot Light? How about sending in a picture of your car along with a small write up? The Editor will be happy to put your car in this section of the Klaxon.

