

June 2018 A Frame
5351 Chestnut Street
New Orleans, LA 70115-3054

**Officers of New Orleans A's Chapter
Model A Ford Club of America**

President: Angelo Ricca
1st Vice President: Bob Sappington
2nd Vice President: Phil Strevinsky
Secretary: Brad Persons
Treasurer: Hall Townsend
Sergeant-at-Arms: Caroline Schaub
Sunshine Lady: Toni Schaub
Directors: Carl Hunter, Dianne Hunter, Marie Nicolich, John Maiorana
Phone Committee: Carl Hunter, Anthony Nicolich, Bob Sappington
Newsletter: Mickey King

Monthly Meeting: June 27th at Randazzo's at 6:30 pm for dinner. The meeting begins around 7:15 pm. Check all **coming events** at **your** web site: www.nolamodelas.com for latest event times and places.

Please wear your Model A shirts to the meetings and events!

Happy Birthday to Angelo Ricca! I need to know **your** birthday month too. Who knows, you might receive a present.

Coming Events:

July 21: Lunch at Two Tonys Restaurant. Meet Saturday at 11:00 am (1100). Located at 8536 Ponchartrain Blvd.

Sundays: Angelo is usually at his Oak Street "car barn" working on one of his cars or *yours* if you ask him ahead of the date. Let members know at the meetings what we can do to help YOU.

For Sale: Jim Cruse has a 1930 Fordor in good/fair condition. It does have a rusty gas tank and is not being driven. Give him a call:
504-428-4182

LAPLACE PICNIC

Club members met on Sunday in Laplace at the park owned by Bobbie & Vic Zaidain for a picnic lunch and talk. Bobbie & Vic had things set up for us, tables, chairs, grill, croquet set, coolers, etc. The following were there: Bobbie & Vic Zaidain, Toni & Ray and Caroline Schaub, Ken Falanga (welcome back), Geoff Goodbee, Angelo Ricca, Barbara & Hall Townsend, John Troendle, Brad Persons, Bill Pfaff and Nan & Mickey King (late again). The weather was warm but under the big oak trees there was shade and a nice breeze. The cars were on display for others to admire and everyone was happy to sit and talk and enjoy time relaxing.

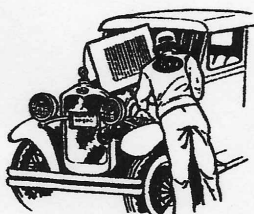


Dayton and the Birth of Delco Electronics

Dayton, Ohio — the town that gave us aviation (Wright brothers), produced the mechanical and electric cash register, leaded gasoline and is the home of a firm initially known as Dayton Engineering Labs. It was founded by Edward Deeds and Charles Kettering. Kettering invented a tiny electric motor that obsoleted hand-cranked cash registers and helped get National Cash Register going. This tiny electric motor later led to the first electric starter for GM on their 1912 Cadillac cars. At this time the company had changed its name to Delco.

The company's first and most enduring advance was the electric starter. In 1910 a friend of Kettering's suffered a broken jaw and arm due to a backfire on a stalled woman's car that he was trying to start for her. His injuries proved fatal and Henry Leland, the Cadillac boss, ordered his engineers to find a way for his cars to start themselves. Leland's sales manager remembered a guy that built a strong electric motor for NCR. Kettering was called to Detroit and worked with Cadillac's engineers to create several prototype starters. Leland was impressed and ordered 5,000 starters from Dayton Engineering Labs. Thus in 1912 Cadillac cars had the first electric starter.

In 1916 Delco was bought by a GM subsidiary along with Harrison Radiator, Hyatt Roller Bearing Company, Remy Electric Company all which via many name changes became ACDelco and is now marking its 100th anniversary in business as a GM holding company and major parts supplier.



Service Hints

Les Andrews - Technical Director

CRANKING SYSTEM DIAGNOSTIC

The following diagnostic tests can be used to locate the exact source of a trouble within the engine cranking system. This testing program can also be followed as a method of validating the correct performance of the cranking circuit. Use caution when testing the battery and cables. An accidental short to ground can result in a serious burn.

Cranking System

The Cranking System includes the :

- (1) Battery
- (2) Battery Cable
- (3) Ground Strap
- (4) Starter Motor

Failure of the starting motor to spin the engine, or turning it too slow is an indication of a default in one of the above components. For the following tests, a digital voltmeter will provide better test results than an analog voltmeter, although either may be used.

(1) Battery Test

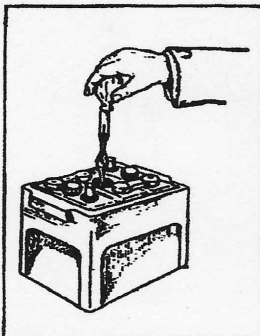
A 6 volt battery with a defective cell will not turn the starter motor. A low charged battery can affect idle performance, slow starting, and poor lighting.

1. Using a Hydrometer, test the specific gravity level of each cell

PASSED 1.280 to 1.300 Specific Gravity

FAILED Below 1.260 Specific Gravity.
Insufficient charge.

CORRECTIVE ACTION Confirm fluid level in each battery cell. Add distilled water as required. Recharge Battery.



CAUTION

Battery fluid contains sulfuric acid. Avoid spills on adjacent areas, clothing, or flesh. If spills occur, rinse thoroughly with generous amounts of baking soda and water.

2. Place ignition switch to OFF position. Place the voltmeter (+) lead on the battery (+) terminal post and the voltmeter (-) lead on the battery (-) terminal post. Crank engine while observing voltmeter reading.

PASSED

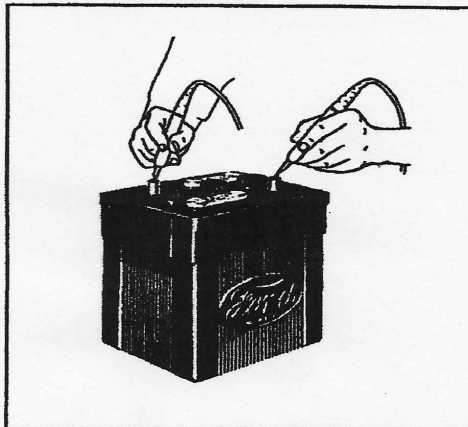
Reads 5.5 volts to 5.7 volts

FAILED

Voltage drops below 5.5 volts

CORRECTIVE ACTION Defective Cell

- Replace Battery -



(2) Battery Cable Test

A bad or loose connection between the battery post and battery cable will indicate a low or dead battery.

1. Place ignition switch to OFF position. Using a voltmeter (10 volt dc scale), attach the (+) lead to the starter switch post and the (-) lead to the battery (-) NEG. post. Crank the engine while observing the voltmeter.

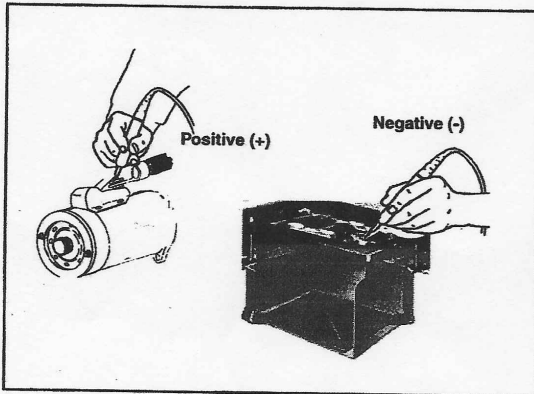
PASSED

0 volt reading (or slightly above) indicates good cable and connections.

FAILED

1/2 volt reading or more indicates bad cable or connections.

CORRECTIVE ACTION Clean and tighten end connections or replace cable.



4) Starter Motor Test

1. Place ignition switch to OFF position. Using a voltmeter (10 volt dc scale), attach the (+) lead to the engine for a good ground.
2. Place the (-) lead to the starter switch bolt (Battery cable connection).
3. Press starter rod to energize starter. Starter motor should turn over at a good rate of speed for at least 10 seconds. Observe voltmeter reading.

PASSED

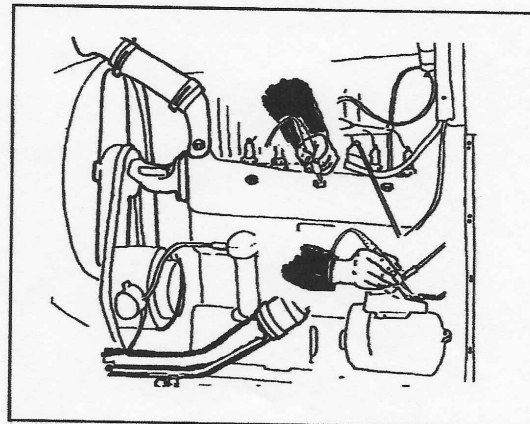
4.5 volts or more reading

FAILED

A drop to less than 4.5 volt reading. Starter motor turns over slowly and with difficulty.

CORRECTIVE ACTION

Starter motor needs new brushes or complete overhaul. Replace Starter Motor. A defective starter switch may prevent good electrical contact with the starter motor. Replace starter switch.



(3) Ground Strap Test

1. Place ignition switch to OFF position. Using a voltmeter (10 volt dc scale), attach the (-) lead to the frame close to the battery and the (+) lead to the battery post with the ground strap (+) POS. Crank the engine while observing the voltmeter reading.

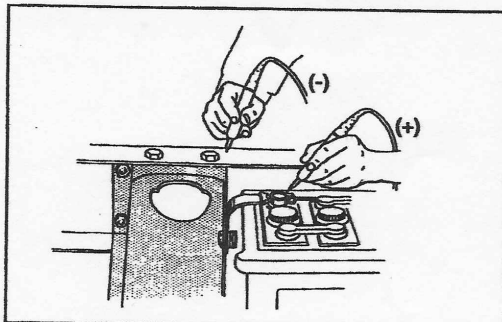
PASSED

0 volt reading (or slightly above) indicates good Ground Strap and connections.

FAILED

1/2 volt reading or more indicates poor ground connection.

CORRECTIVE ACTION Clean and tighten end connections or replace strap.



A good ground path from the frame to the engine is essential for correct operation of the starter motor. A faulty ground path can be improved by adding an additional ground cable from the battery ground strap bolt at the frame cross member, to one of the flywheel-to-bell housing bolts behind the starter motor. Use a GM type battery cable (30" long) with eye connections at both ends of the cable. Installing the original engine dust pans will greatly improve grounding between the frame and the engine. After grounding improvements have been made, operation of the starter motor should be repeated with improved performance noted.