

## **The Challenge of today's Fuel or What happened to the good old gasoline we used to buy?**

The "gasoline" that is available to us today is much different than what was being sold when the Model A Ford was new. Today's motor fuel with government mandated ethanol (alcohol) added is highly refined with additives that help engines run cleaner. While the fuel available to us today will run fine with the engines systems in our modern cars, it will cause problems when we use it in our Model A's.

First, this new type of fuel does not have a very long "shelf Life" and will start to go bad if you allow your Model A to just sit and not be driven for long periods of time. Two things will usually happen when this fuel goes bad. Your car may be hard to start, especially when cold, because the more volatile components of the fuel will start to evaporate leaving behind the heavier less volatile components which will not atomize properly, making your Model A hard to start, especially when cold. When the engine is running, enough heat is being generated where combustion will continue. If you have old fuel in your car and cannot get it to start, using starting fluid (either) will usually help.

The second problem old fuel may cause is that it will dry up in the carburetor and leave a deposit in the jets which will cause the engine to either run poorly or not at all. In such a case, it will be necessary to disassemble the carburetor and clean out all the jets and passages.

Using a product such as "Sta-bil" Fuel Stabilizer will help keep the fuel from going bad when your Model A is not being driven on a regular basis. Sta-Bil makes an additive for both fuels with and without ethanol. Use the Sta-Bil that is made for non ethanol fuel because the formulation of Sta-Bil for fuel with ethanol may harm some of the components in our carburetors.

The third problem we have with today's fuel is that it contains ethanol which will dissolve old varnish deposits that may have formed in our tanks. In certain situations, this old dissolved varnish will deposit itself on the valve stems causing the valves to stick and not close and the engine will not run. Sometimes when this happens, removing the spark plugs and spraying the valves with carburetor cleaner will free up the valves enough to get the engine running again. Draining all the old fuel and adding fuel system cleaner to the fresh gasoline and driving the car will often eliminate this problem. Techron Fuel System Cleaner does a good job. In severe cases, it may be necessary to remove the tank and have it professionally cleaned.

The fourth problem with currently available fuel is it has a much lower "vapor pressure" which means it will boil at a lower temperature. This usually is not a problem but in hot weather and driving in stop and go traffic, your engine may start to idle poorly and will hesitate when you try to

accelerate. These symptoms will usually clear up once you are driving along at a reasonable speed. This is caused by fuel in the carburetor starting to boil. The easiest way to diagnose this is to **pour** or spray some cold water on the carburetor and the symptoms should immediately go away. Adding a little Marvel Mystery Oil or Automatic Transmission Fluid to the fuel, about one ounce per 10 gal. of gasoline, will raise the boiling point of the fuel enough to eliminate this problem. You can also add a little diesel fuel or kerosene, about a cup for every 10 gal.

Driving your Model A often will help keep your Model A running well.

Happy motoring in your Model A.



### **Tech Tip # 7**

#### **Are you using a circuit breaker instead of a fuse?**

Do you have an aftermarket fuse holder mounted at the starter to protect the electrical system of your Model A? A lot of us do. A fuse will offer protection to the wiring of the electrical system if a short should develop. Henry did not include a fuse in the system and often time burned wires would be the result if a short did develop, so the addition of a fuse is a good idea.

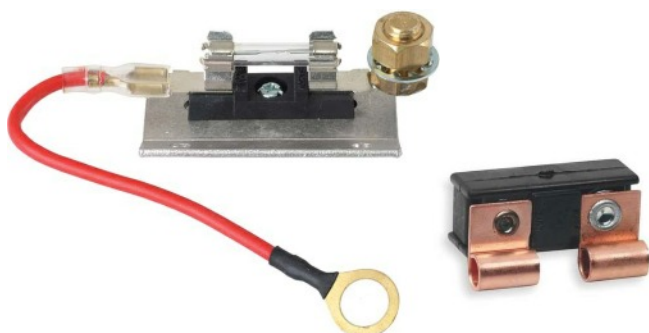
Instead of using a fuse in the holder, some of our members are using an automatic re-set circuit breaker. If a short did develop, the circuit breaker would trip and then, after a few minutes, it would automatically re-set itself. This is fine EXCEPT you should be able to investigate to find out why it tripped in the first place so an automatic re-set circuit breaker is not a good idea.

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We have also discovered some of these circuit breakers are faulty and will trip on their own when there is not a problem. When this happens, the car will run for a while and then just quit. While checking to see why the engine stopped running the circuit breaker will reset and the car will start and run again for a little while before the circuit breaker would again trip.

I highly recommend that you do install a fuse holder but use a good quality fuse and keep some spares in your car in case a problem does develop.



**Aftermarket Model A  
fuse holder assembly**

**Automatic re-set  
circuit breaker.**

**DO NOT USE**

*President's message continued from page 1*

happy with their choice. The city staff sets up chairs and tables for their meetings and cleans up after they leave the building. The rental hours are from 7:00 PM-9:30 PM. Not bad, their members are returning home earlier than ours are. MIA CULPA.

John and Carole Emanuelli have continued to advocate this facility for our relocation. After careful consideration and a few visits to Live Oak Park your SAA Board of Directors have unanimously voted to move our meetings to Live Oak Park beginning in January of 2018.

In my opinion, you will find this is a good move for our club. You will have more elbow room during the meetings. The lay out of the facility will offer better visibility by the members with better acoustics. The outside and inside facilities are very nice with tennis courts, football/soccer fields, a baseball diamond and nice walking paths. And since it is only 3.1 miles further down the road, just think of the benefit of the extra mileage you will get credit for when you drive your Model A. Ha, ha.

Remember the old adage that "Early to Bed, Early to Rise, Makes a Man More Healthy, Wealthy and Wise".

John Mc Dannel  
Professor of Eggonomics

## ERA FASHIONS

BY SUSAN HOMET

This month we are looking at Military Uniforms in the Model A Era. Military uniforms have been a part of the American scene, and as such are part of the Model A era. World War I had just ended nine years before the introduction of the Model A in December 1927.

There were over two million US Armed Forces personnel in Europe in 1918, and probably an equal number on home soil. Following "The War to End All Wars," these numbers were greatly reduced. However, there were a large number of ROTC cadets in college, and 350,000 active duty forces.

When WW II was approaching our cars were only ten years old. The buildup commenced, and uniforms from that period are more available. Many GI's drove and used Model A's which, with the lack of civilian car production, lasted through the 1940s, and they served as the base on which our hobby was formed.

Uniforms of the First and Second World Wars have some similarities however, there were differences. A standup collar was used in the earlier war, being replaced by an open one by the second war. The Army officers' of 1929-1931 featured



the olive drab jacket with an open lapel type collar, "Sam Brown Belt" and light colored gaberdine, "pink" breeches with riding boots worn over the pants up to the knees. Worn with them was either the "Pershing style" service cap, or the "Montana Peaked Campaign Hat."

The Navy wore peaked service caps and either white or blue uniforms. Navel officers "whites" retained the high standup collar and single breasted jacket whereas CPO "whites" had the open lapel type double breasted jacket with white shirt and black tie. Enlisted ranks wore "whites" or "blues" with thirteen button claps, and "white sailor hats" or blue "Flat Hats." With exception of the officers' service blue uniform, Navy uniforms changed little from WWI. The double breasted jacket of two rows of three buttons, complete with rolled down, open collar had been introduced in 1919, and changed little in 1922.

The exception was for aviators being able to wear green and khaki uniforms with breeches and boots, and submarine officers being allowed khaki uniforms with trousers and shoes. These uniforms remained consistent through both wars.

Next month we will discuss the Marine Corps uniforms, and will include female Marines uniforms.