

Tiny Tip - Keeping Moisture Out of the Distributor

Have you ever driven your Model A in the rain, and have it “act up?” This is exactly what happened to me while on tour with the Western Carolina’s Model A Club. First the car began to periodically “skip.” Then it began to really run rough, until it just died! The cause - moisture in the distributor. Well, this is a common problem in cars without electronic ignitions. Usually, the humidity level in the atmosphere is something the hot engine “burns” off before coming in contact with our distributors. But, when it rains, there is just too much moisture in the atmosphere and the inside of the distributor cap will begin to “sweat.” This in turn causes moisture droplets to fall onto the points, thus interrupting the flow of electricity between the ignition coil and the spark plugs. Generally, if you can get the distributor dry, you can go on your merry way. But how to solve the problem before it happens is the real question. Nobody wants to try to stand in a downpour over a hot engine and try to dry out their distributor!

WD-40 is the answer! It was developed in 1953 by Norm Larson, founder of the Rocket Chemical Company, in San Diego, CA. WD-40, from the abbreviation "Water Displacement, 40th formula," was originally designed to repel water and prevent corrosion. Another little “tool” to keep in your arsenal! If every 3-4 months you will open up your distributor and spray the underside of the cap and down into the distributor and the tops of the spark plugs and the plug “wires,” a rain shower will never leave you sitting by the side of the road waiting on AAA!

-[Happy Begg](#), Palmetto A's of South Carolina