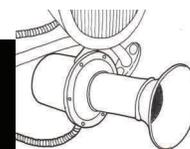




# THE KLAXON



June 2012



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 submit 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).

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### Club Officers

<b>President – Stace Lechliter</b>	<b>215-962-9480</b>
<b>Vice President – Jim Maier</b>	<b>267-918-2078</b>
<b>Secretary – Don Fortune</b>	<b>215-698-1256</b>
<b>Treasurer – Don O'Hara</b>	<b>215-338-6368</b>
<b>Editor - Steve Organ</b>	<b>215-840-1259</b>
<b>National Director – Mike Etling</b>	<b>610-505-4504</b>
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## President's Message



### Greetings:

From the report that I received concerning the May meeting, we had another great turn out. There is a problem, however, with a few loud talkers in the back of the room. This has been a problem for a while. Please, if you must talk go to the other room or outside. Members, we're still looking for tech topics or movie ideas. If you think of something bring it to our meeting. And we always need creative ideas for club activities, so let's start thinking of things to do. Approximately 25 members went to Anne's Choice on May 17th for a mini car show. We had a great time and we also made some money for our club. Many thanks to the members who helped out with this event. Our next club meeting is June 7<sup>th</sup> and I hope that the weather is nice so we can bring out the A's. Please continue to get business card ads for our newsletter.

Also, support our advertisers because they pay for this newsletter.

See you all on the 7th.

**Stace**

Visit our web site at

[www.dvmafc.org](http://www.dvmafc.org)

### Up Coming Events

6/7/2012—Monthly Meeting at  
Daley's Service Center

See Page 11 for Additional Listings

### Get Well Wishes

Jay Fissel, Tom Boles' Brother Joe,  
Mary Jane Creelman, Lou Pfeiffer's  
Daughter Monica Remer, Charles  
Simon, Joyce Leichter, and Joe  
Chamberlain.

### GET WELL SOON

## Happy Birthday for June

If we missed your birthday please  
let the editor know

Lou Penn	5
Louis Pfeiffer	5
Cheryl Chamberlain	9
Bill Griffith	21
Ken May	23
Ted Etling	24



## 1928 Ford Model A

He Wanted One Since They Were Everywhere

**BY WAY OF** introduction, I am 81 and have been an old car enthusiast for about 75 of those years. It started when I wished I had any kind of wheels as a youngster—which was at a time when lots of Model As plied our roads. Oh, how I craved one of them.

I spent my youth on a ranch near Glacier National Park in northwest Montana. My granddad, who owned the ranch, could do anything with a horse or a rope but was stymied at anything mechanical beyond turning a key on an automobile.

We had a 32-volt generator for lights and water. The 16 batteries backing up the generator were supposed to just need occasional charging but with a big family house, a cook house and a bunkhouse with a half-dozen men, the powertrain was always at a maximum. That little old two-cylinder plant huffed and puffed all day long and by the time I was 10; granddad would encourage me to try fixing it. It was 100 miles to a competent mechanic, so he would say, "It isn't working now, Sonny, and so you can't really hurt it." By the time I was 12, I was re-ringing it, grinding the valves with valve grinding compound, a small suction cup on the valve head and a stick to spin it. I also was tending to points and carbs on various ranch vehicles and tuning up the Hart Parr 18-36 two-cylinder tractor.

Those days only rich folks went to doctors or took their cars to shops. Baling wire, better known as Montana Buckskin, and used parts were the norm.

After an unsuccessful try at sheep farming and a highly successful turn as a salesman at a farm equipment store, I opened Case Farm Dealership here in Fort Benton, Montana. For 20 years I fixed new and old Case machines, some by the book and more than some by ignoring the book. With time, the machines got too big and too expensive so I found a way to get out of the business with a whole hide... and I ran.

(Con't Page 4)



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REG. #3300

**Neshaminy-Antique Motorcycle  
and Automobile Appraisals**



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It was 1980, I was 50 years old, no longer working and I had a 5000-squarefootshop building, a magnificent tool collection and time on my hands. A collection of Ford Model Ts and As came up for auction and I recalled my craving for a Model A. At the sale I wound up with two cars.

One of my purchases was a "Depression Pickup." This one had the back seat portion of a two-door sedan hack-sawed out and the back end of the body attached to what was left of the front section. A few boards for a box and there you have it, the original F-100. There was little of use to me in the pickup but the state agriculture museum craved it so I donated it to them and they've given it excellent exposure.

I knew little about Model As other than they had a tinny ring in the exhaust and I wanted one. At the sale, beat-up coupes with a rumble seat were bringing \$4000and up. Late in the day my four-door came up and I got it for about \$1100. The top had fallen onto the seats and doors hung open. Some wheels had rubber—none had air.

At the time, I had no idea exactly what I had bought other than it said Ford here and there and it was a shambles. As it turned out, it is a 1928 Brown Leatherback, Briggs Body Sedan, Model 60-A. They were first built in May of 1928; minas a stamping on the firewall saying 10-28-28. She beats my age by two years!.

I got a reproduction brown top from LeBaron Bonny way back in Massachusetts (lebaronbonney.com: 800-221-5408). The early As had a red steering wheel, including mine.. It's said that Ford changed to black as the red dye wiped off on shirt fronts of gentlemen with potbellies. The replacement red one I have does not mark my pot belly.

I had the time and the facilities so I tore the car down to a bare frame and started over. I put myself under a bit of pressure as my golfing buddy suggested would never get it running. I had bought it in 1980 and we wound up with a bet to drive it to dinner in Great Falls (40 miles) on April 1, 1981. The wife and I got free dinners out of that one. I found the seat covers and matching material for door panels and the interior at JC Whitney (jcwhitney.com; 866-529-5530). Our local shoemaker did a fine job of sewing the material on for the door panels with the filigree and storage pockets.

I went cheap and painted anything needing chrome with spray-can paint. It doesn't have the sparkle, but it looks OK and has survived 30 years without deteriorating.

With time I came to believe you could make a whole darn car like this with reproduction parts. Engines, transmissions and rear ends are all available. I bought brake linings and a\$10 riveting gadget and relined the brakes. I can't speak too highly of Bert's Model A Canterng Denver.

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I went to an old car show where a gent had a "restored" Model A engine for sale—it was late in the day and he was in dickering mood. I bought the engine for \$500, not the \$800 he was asking.

But then I learned that it couldn't even be turned over with a pipe wrench and it had a cracked head. It had new parts in it but the machining was too tight and the babbitted needed some scraping. No problem—I tore it down, honed the cylinders, fit the rod bearings and used the head from the old engine.. .and now I have a perfectly good unit. It uses not a drop of oil and starts like Milt Webb says it should in his *Auto Restorer* Model A series (July-September 2010).

It also took 30 years and Milt Webb's advice on brakes to get the old girl to stop properly. In the past, you nearly had to drag your feet to help it stop. Now you actually can make a person's head jerk if you brake hard! I couldn't believe two brake rods were too long and a short one was too short.

From the days of wagons to all the early cars, bodies were built around good old solid oak. However, most of the oak in my car was rotten.

So I sawed and routed and drilled and glued and screwed many pieces together and eventually it took shape and looked like a car again.

As for the sheet metal, there were some dings here and there but I set out on this project to build a road car and not a showpiece, so I left them in place.

I used lacquer primer first and then dark blue lacquer on the body and black on the fenders. Now, **31** years later, I must admit that I find no chips or cracks. I also bought one of those little bottle strippers from JC Whitney. It looks great if you don't get too close.

It's reported that Ford's suppliers were required to ship parts in wooden crates of specific dimensions. Ford then used the crates as floor boards for the front end of the cabin—the back floor is steel. That was a magnificent savings for the company. I had a beautiful **16**-foot spruce board left over from a new Case combine so I used that for my replacement floor.

My car had a cabin heater consisting of a two-foot cube box over the muffler. It had a flex-pipe with funnel behind the engine fan for forced air and a square 4x4" tube up to the floor.. It seemed pretty good so I reinstalled it. But the exhaust was so hot it started to burn the floor board. The car now sports a cast aluminum heater box over the manifold.

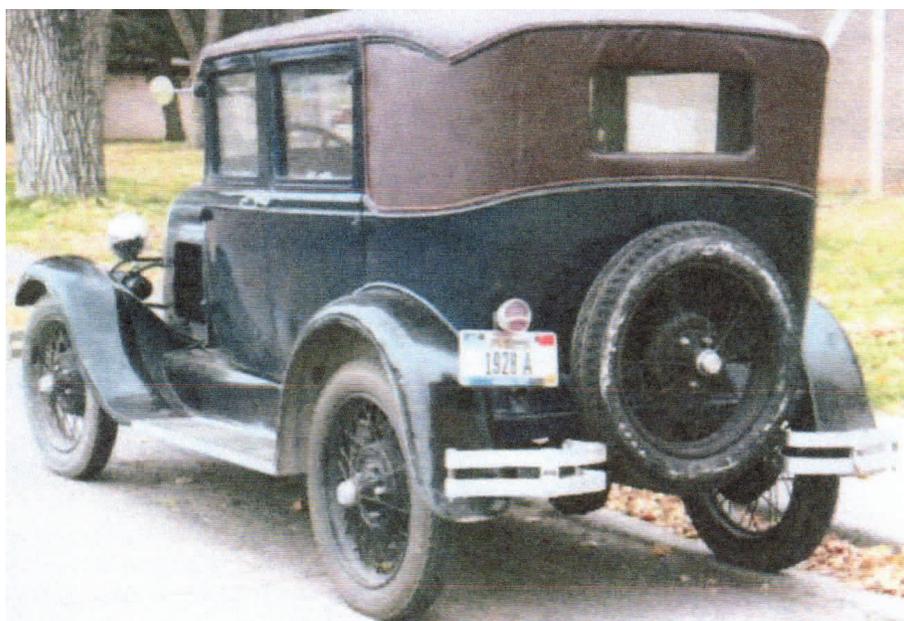
I suppose all the cars in those days leaked oil. My Ford's transmission actually had a hole on the back. It didn't leak a lot but it left a puddle when parked. Bert's Model A Store had a fix: it was a 2x1x16." drilled chunk of steel that took a little grinding and bolted into place. It works great!

My perennial and unsolved problem is with the steering—the early sector is a total pain. You can't buy the seven-tooth shaft machined to fit. The catalog says, "requires some filing to get a perfect fit. "I spent days and lots of patience with a Dermal tool going tooth by tooth. It turns tight but there's still enough slack that I'm not comfortable driving it over 45mph. Henry Ford solved the problem in 1930 with a two-tooth sector, but that unit is somewhat longer than mine. I'd install a two-tooth if it would fit.

I bought a set of sealed beam lights from the get-go. I like to see where I am going at night—those original lights just warned oncoming traffic that you were there. However, at the time my car had a Powerhouse generator which proved unable to support the high amp headlights and keep the battery up. I switched to a later model generator and that didn't do any better. A six-volt alternator actually looks like the Powerhouse unit and provides ample juice for any and all needs.

Recently a 92-year-old man came into my office and said that he had a terrible yen to once more ride in a Model A. I offered to let him drive but he declined—he just wanted to go for a ride and listen to the sounds of his youth.

***(From Auto Restorer, May 2012)***



## FORD Facts.....

The name Model A was first used by Ford in 1903 and also known as the Fordmobile. This was the first vehicle produced by the Ford Motor Company and its first owner was Dr. Ernst Pfenning of Chicago, Illinois who purchased the Model A on July 23, 1903.

Production of the first generation Model A lasted from 1903 through 1905 with 1750 examples being produced.

Perhaps Ford Motor Company's single greatest contribution to automotive manufacturing was the moving assembly line. First implemented at the Highland Park pPlant (in Michigan, US) in 1913, the new technique allowed individual workers to stay in one place and perform the same task repeatedly on multiple vehicles that passed by them. The line proved tremendously efficient, helping the company far surpass the production levels of their competitors—and making the vehicles more affordable.



Willy and Jack are long lost twins separated 20 years apart at birth. ....Thanks for all of your help at the meetings and keeping our history straight.

## Custom Plates

**RESIDENTS OF STATES THAT** don't require DMV-issued front license plates have the fun option of running a custom plate all the time; other states allow enthusiasts to show their cars with custom license plates, as long as they aren't in use while a vehicle is driven on public roads. Whether you want a single plate or a pair of plates for use or for display on your car or garage wall, you can turn to Hollywood's source for custom and state plate designs: CR8APL8 (read, Create-A-Plate).

This firm can make replica and custom plates for every state and territory, in all years, styles and sizes. CR8APL8 offers many different styles of license plate, from plastic raised-letter plates (all states, all years from 1955 through 2011) to flat- (with three-dimensional-appearing letters) and raised-letter 30-gauge aluminum automotive plates; they also make legal-size motorcycle or trailer plates and more.

Cost: \$29.95-\$180 • <http://CR8-one.com>





## ***Year of Manufacture License Plates***

**Hershey, PA** – The Antique Automobile Club of America hailed the passage of HB 1203 in the PA General Assembly on March 28. The measure makes operation of antique automobiles with period correct PA license plates a reality.

“Passage of this legislation is good news for thousands of antique car owners in PA,” notes Steve Moskowitz, Executive Director of the AACA, headquartered in Hershey. “As car owners continue to preserve our country’s automotive heritage, they can legally operate their vehicles on public highways with authentic plates from the year of manufacture. This is more than a convenience or a nice touch, but rather a further authentication of historical vehicles which only adds to the rich public contribution of our automobiles.

“This legislation is long overdue and brings PA in line with over 45 other states that allow the display of vintage license plates,” said Rep John Lawrence, the measure’s prime sponsor. “As one who comes from a family that loves old cars, I am very pleased to see the bill become law.”

Lawrence noted that antique and classic automobiles play an important role in PA’s economy, and enthusiastic car collectors from around the state had contacted him in support of this legislation. “PA annually hosts a number of internationally recognized car shows, creating an economic impact well into the millions. In addition to hosting the world’s largest car show every fall in Hershey, AACA’s unique partnership with organizations like the Smithsonian Institute is a true asset to the Commonwealth.”

Gov. Corbett is expected to sign the bill into law. **[Watch for further information in the Klaxon on how to register your old plates for your antique cars.](#)**

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# Up Comming Events

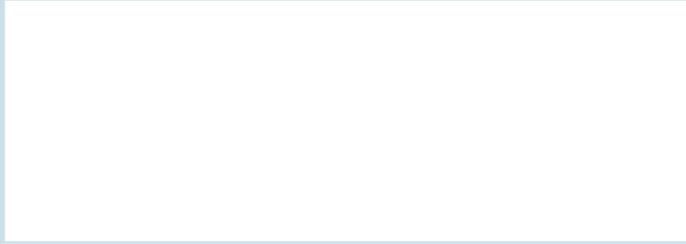
- 6/1-3/2012 York. Street Rod Nationals East. York Expo Ctr. PH: 303- 776-7841 or [www.nsra-usa.com](http://www.nsra-usa.com).
- 6/2/2012 June Jamboree Car Show. 4340 Rt. 130 N. Morrisville. SH: 9am-3:30pm. SP: Grand Marketplace. Bobbi, PH: 215- 752-0484 or PH: 215- 820-3276
- 6/2/2012 Rockledge – Strawberry Festival – Car Show and Flea Market
- 6/2/2012 June Jamboree Car Show, Movin' on Kruzers, Morrisville 9am – 3pm
- 6/3/2012 Skippack Village Continental Car Show – 4046 Skippack Pike
- 6/3/2012 14th Annual Car Show. 3301 Solly Ave.. SH: 9am-3pm. SP: Father Judge Alumni Association. Frank Nicoletti, PH: 215- 913-7941 or [judge61@comcast.net](mailto:judge61@comcast.net).
- 6/7/2012 Monthly Meeting at Daley's Service Center, 7:30pm
- 6/9/2012 Immaculate Mary Home Car Show/Pig Roast – 10am to 2pm 2990 Holme Ave.
- 6/9/2012 York Springs. 37th Annual Antique & Classic Auto & Truck Show. Larimore Valley Fair grounds. SP: Gettysburg Region-Antique Automobile Club of America. Rick Engle, PH: 717- 451-0092 or Phil Martin, PH: 443- 375-8683 6/10/2012 Springfield Ford – All Ford Car Show – Springfield, PA 10am-3pm
- 6/16/2012 Annual Father's Day Car Show. 4340 Rt. 130 N. Willingboro. SH: 9am-3:30pm. SP: Grand Marketplace. Bobbi, PH: 215- 752-0484 or PH: 215- 820-3276 6/17/2012 FOP Benefit Car Show, Radisson Hotel Northeast
- 6/23/2012 Ocean City Antique Auto Show, Tabernacle 9am – 2pm, Parade at 2pm
- 6/30/2012 Falls Twp Fire Co. Car Show, 310 Yardley Ave, Fallsington, 3pm – 7pm
- 7/4/2012 Independence Day Club Parades—Lawncrest 8:30am on Rising Sun at Longshore, 12 noon Cheltenham
- 7/5/2012 Monthly Meeting at Daley's Service Center, 7:30pm
- 7/14/2012 North Wildwood Auto Show, 11am – 3pm Jersey Cape Region AACA.
- 7/14/2012 Penco Tech Car Show, Bristol, 9am – 3pm
- 7/15/2012 Newtown Car Show, 10am-3pm – Pre-Registration suggested – Max 200 cars
- 7/21/2012 Cape may Auto Show – 8:30am – 3pm – Only 40 Cars Maximum.
- 8/5/2012 4UDREW Benefit Car Show, 425 Wells Rd, Doylestown
- 8/1/2012 Historic Cold Spring Village Car Show, 10am – 3pm
- 8/11-12/2012 New Hope Auto Show
- 8/11/2012 11<sup>th</sup> Annual Car Show, Cruisin Classics, Cannstatter 9am – 3pm
- 8/18/2012 Warminster PBA Car Show – 350 E. Bristol Rd, Warminster
- 9/9/2012 Night in Rockledge Car Show– 3pm – 9pm
- 9/16/2012 Historic Smithville Car Show, Mays Landing, NJ 125 Cars only, 10am – 3pm
- 9/22/2012 Fifth International Model A Ford Day
- 9/29/2012 St. Peter's Lutheran Church Car Show, 3025 Church Rd, Lafayette Hill
- 10/10-13/2012 Annual AACA Eastern Regional Meet at Hershey, PA



# Anne's Choice Car Show



Thanks to the many members who brought cars: Bob Coates (2 cars and organized the event), Lin Bethman, Tom and Carol Boles, Bill Chamberlin, Steve Davidson, Ted Etling, Jack Fritsch, Bob Kehan, Ron Kerr and Dad, John Korhonen, Al Kubis, Stace Leichliter, Willie Long, Don Mannherz, Carl Megonigle, Dave Miller and his brother Bob, Steve Organ, Carl Pfeiffer, Bob Russell, Dave Sadowl, Tom and Pat Smith, Joe Staehly and Ann, Dick Wainwright, and Joe Weldon



1143 Faunce Street  
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### Member Spotlight



**Steve and Lisa Organ's  
1930 Fordor Blindback**

We found our Model A in Hemming's for sale in North Carolina from Tom Mack Sales. The car was a one-owner special.

The gentleman who owned the car before us was the first and only owner. He drove the car since it was new to and from work (1 mile each day) until the 1990's—he then began the process of redoing the car. He kept the car until 1995 when his children took his drivers license from him because they felt he was too old to continue driving. When we became the care takers of the car it only had 78,000 miles on it.

We love driving around in the car, doing parades and car shows.

