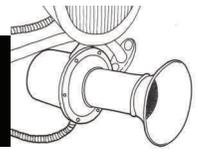
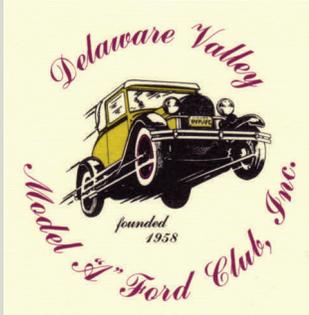




# THE KLAXON



September 2013



## Inside this Month:

President's message	2
Birthday's	2
Buying a Collector Car	3
Henry's 150th	5
Cars in Music Trivia	8
Model T Accident on Tour	10
Officer in Training	11
Members Spot Light	12

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.

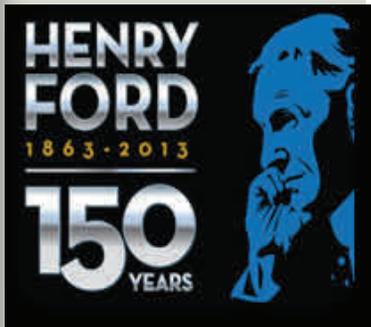
If you wish to contribute articles for publication in the Klaxon please do so by submitting them to the editor Steve Organ. Other pertinent information can be obtained from the officers.

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

Page 2

## President's Message



### Greetings:

For anyone who has not heard, we recently lost a wonderful club member and friend, Pete Slusser. Pete passed away during an operation. Please keep him in your prayers.

Our next event (after our meeting on the 5<sup>th</sup>) is on September 6<sup>th</sup>. We have a car display at Solara. Details are in the events section of this issue.

Also make sure that you send in the RSVP for the Banquet. The form was in the last issue of the newsletter. The cut off date for mailing is September 14<sup>th</sup>. The event is Sunday, September 22, 2013 from Noon to 4pm at Tiffany's on the Boulevard. Bring your Model A's for this event. We have a section of the parking lot reserved for our cars.

The following weekend we have International Model A Day on Saturday September 28<sup>th</sup>.

From what we have heard, the Tacony History Day Parade has been canceled this year. If anything changes on this we will get the word out to everyone.

For upcoming meetings, we could use volunteers to do some brief tech topics. If anyone is interested, please contact me to schedule it. Any topic related to the restoration and maintenance of our cars would be great.

It is surprising how fast this summer has come and gone. I do welcome the cooler weather of the fall though.

Drive your Model A's often and I will see you on the 5th!

Jim

## Up Coming Events

9/5/2013 Monthly Meeting at Daley's Service Center

See Insert for More Up-Coming Events

## Happy Birthday for September 2013

If we missed your birthday please let the editor know

Jeanne Kulesza	1
Lisa Derrickson	7
Bill Miller	9
Don Mannherz	10
Mary Bethman	12
Rich Brown	11
Ann Harvey	16
Brian Tonner	16
Sandy Klopenstein	23
Steve Organ	25
John Fritsch	26
Ruth Ann Nash	27

## Model A Club of the Delaware Valley Annual Banquet

**Where:** Tiffany Diner Restaurant, 9010 Roosevelt Boulevard, Philadelphia 19115

**When:** Sunday, September 22, 2013 from Noon to 4pm

See Insert

# How to buy a collector car

## Hemming's Electronic Magazine 6/28/2013



If selling a beloved classic car can be a heart-wrenching experience, the opposite is also true: Buying a long-desired vehicle can be a source of joy for those passionate about cars. It can also be a source of anger, frustration and (potentially great) financial loss, as all too often the newly acquired vehicle fails to meet the seller's description (or buyer's expectation) of originality and condition. Last week, we gave you advice on selling a car, so it's fitting that this week we cover the opposite: how to buy a collector car.

First, there's no such thing as too much research. Before looking to buy a specific year, make and model of car, spend as much time as you can learning about it. (The Buyer's Guides in *Hemming's Motor News*, *Hemming's Muscle Machines*, *Hemming's Classic Car*, and *Hemming's Sports & Exotic Car* are a good place to start.) Knowing the color combinations and option packages available from the factory can speak volumes about a car's originality, and knowing a particular model's weaknesses can help prevent future expense.

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# Celebrating Henry Ford's 150th Birthday

On Tuesday, July 30th members of the Model A Club met to celebrate Henry Ford's 150th birthday. 20 members and friends attended the birthday party at Perkins Restaurant in Warminster.

Members attending in their A's were Jack Fritsch with Granddaughter Lisa (Roxanne stayed at home this time), Steve Organ, Stace Leichliter, Ted Kulesza, Joe Staehly (with a friend), Bob Kehan, John Sheaffer and Melvin ((In their Edsel) , Shelly Rosen, Lin & Mary Bethman, Willie Long, Dave Sadowl, Jim Gray, Carl & Jane Pfeiffer and Mike Jones.

Henry Ford made a surprise appearance at the party after telling the editor that he had prior commitments. The group sang "*Happy Birthday* to Henry and other patterns of the restaurant also joined in. See picture below. All-in-all ten Model A's and 1 Edsel were parked outside creating quite a stir with along York Road.



Does the object of your affection have an appetite for now-out-of-production engine control modules? Does it require a new wiring harness to ensure any semblance of reliability? As a rule of thumb, the amount of time spent researching a car should be proportional to the financial outlay. While buying a roadside project car on a whim can easily be justified if the price is right, buying a Porsche 550 Spyder without first researching the car's history and ownership can be disastrous.

Never buy a car sight unseen. While this may sound like an obvious piece of advice, many buyers have learned the hard way that what's promised and what's delivered aren't always the same. Does the object of your affection have an appetite for now-out-of-production engine control modules? Does it require a new wiring harness to ensure any semblance of reliability? As a rule of thumb, the amount of time spent researching a car should be proportional to the financial outlay. While buying a roadside project car on a whim can easily be justified if the price is right, buying a Porsche 550 Spyder without first researching the car's history and ownership can be disastrous.

an on-site inspection; if you can't personally inspect the car, consider calling in a favor from a nearby friend, relative, colleague, or car club member who's knowledgeable about cars.

If a deal sounds too good to be true, it likely is. Realize that both the seller and the buyer need to benefit from any given transaction, and no seller is going to throw away thousands of dollars of potential profit without a very good reason. Scams abound, and not all sellers are diligent about listing facts like "sold under a salvage title" in the advertising. Be sure to ask qualifying questions in advance of traveling to see the car, and be particularly wary about any details that raise red flags, such as "I'm selling for the owner, who's currently out of the country."

Keep emotion out of the equation. Just as animals can allegedly smell fear, skilled sellers can smell anticipation on over-eager buyers, which only serves to strengthen their resolve on selling price. Regardless of how much time has been spent in researching and hunting down a specific vehicle, try to remain as detached as possible when discussing particulars with the seller.

Set a target price and a ceiling price, and never go above the ceiling price. Part of the time spent researching a car should be devoted to current market pricing for cars in various conditions. Never make an offer on a car without first understanding its value on the open market; if you do need to sell the car later on, finding out you've paid \$30,000 for a car worth \$15,000 on the high end is a painful lesson in economics.

Be fair with your offer. While buyers often complain about sellers who price cars far beyond their true market value, sellers complain about buyers pitching offers far below the market price. While few people expect to pay the listed price for a used vehicle, coming in with an offer that's significantly below the listing price (unless the car's condition warrants it) is a waste of the seller's time. If the condition is bad enough that the asking price isn't realistic, perhaps it's time to ask the question of whether or not the car is a good deal at any price.

As Ronald Reagan once said of the Soviet Union, "trust, but verify." A car may look impeccably maintained, but without documentation there's no way of knowing what kind of service has been done throughout its life, as well as what components have been replaced over the years. Here's where complete maintenance records pay big dividends, and as an added bonus they can often help to verify whether or not a vehicle's mileage is as claimed.

Don't put too much emphasis on vehicle history reports. The actual reports don't always deliver complete details on a particular vehicle, and most – if not all – such services only deal with 17-digit VINs, which means they don't offer reports on cars older than 1981.

(From Page 6)

Accident damage not reported to police or insurance companies won't show up on history reports, meaning that a clean report is no guarantee the car hasn't been in an accident. That said, such reports can deliver valuable information about past owners, allowing a buyer to verify if a "one owner" car lives up to its billing.

Beware of Bondo and other undisclosed repairs. Always inspect a car in daylight conditions, paying particular attention to things like color match between panels, trim fit and panel gap. With the seller's permission, use a magnetic or electronic tool to test for Bondo and other fillers in place of metal. To tell if a car has been repainted, look for overspray on poorly masked trim, inspect fender bolts for chipped paint and feel for overspray on door edges. Inspect the overall quality of the paint, paying attention to things like orange peel and surface imperfections caused by improper prep work.

If the car represents a significant investment, consider bringing along an expert. At some point (which point differs with every buyer), a vehicle crosses the line from "used car" to "major investment," and cars that fall into the latter category should be thoroughly inspected by someone with expert knowledge of the marque. Much like buying fine art, when a car moves from the "hobby" column to the "portfolio" column, the money spent in hiring a consultant can be the difference between a sound investment and an irrecoverable loss.

Assuming it runs and is safe to operate, always test drive the vehicle. Nothing else will reveal a car's flaws quite like a thorough test drive. At start-up, look for signs of oil smoke in the exhaust and listen to the engine for any unusual sounds (and take seller commentary like "they all do that" with a grain of salt). On the road, is it smooth through all the gears, or is one particularly notchy? Does it accelerate smoothly, or is there a stumble at a particular engine speed? How does the steering feel, especially in quick transitions? Are the brakes strong, and does the car stop without pulling to one side or another? The more time spent on a test drive, the clearer the real condition of the vehicle becomes.

Don't forget to inspect the mechanicals. Those who already spend weekends spinning wrenches likely know what to look for, but buyers unfamiliar with the oily bits are well served by taking any potential purchases to a competent mechanic for review. Most sellers won't object to this, particularly if they have nothing to be concerned about.

Finally, remember to enjoy the hunt. In many cases, finding the perfect collector car or project car can be an all-consuming task that stretches to months or even years. Once the purchase is made, the thrill of that hunt is over, (hopefully) replaced by the thrill of ownership or restoration. If the car was well researched and well bought, "buyer's remorse" should never factor into the equation.

## CARS IN MUSIC—TRIVIA— Answers-

1. A Merry Oldsmobile
2. A Model A
3. A little Nash Rambler, about 1/3 his size
4. A brand new, shiny red super stock Dodge
5. He hasn't actually bought the car yet
6. A '34 wagon and they call it a woody
7. A T-Bird
8. A fuel injected Stingray
9. A flat head. (The hot rod shown on the album cover had an Olds engine).
10. A Cadillac

## CARS IN MUSIC—Trivia Quiz

### (From the Pin-Mar News (Aug 13))

The automobile has been a popular subject of hit songs since the days of Edison phonographs and wax cylinders. Car music peaked in the late '50s and early '60s as the automobile's influence on the American life-style also peaked. By that time we were traveling the country on a new federal highway system, eating at drive-in restaurants complete with car hops and watching movies at drive in theaters. Our music followed suit with lots of car songs playing on the car radio. Try the quiz below and see how well you know your car songs.

1. In 1905 a popular song had a young man offering a ride to his girl Lucille. What kind of car did he drive?
2. In the 1955 song *Hot Rod Lincoln*, the hero's hot rod has a Lincoln motor that's all souped up, but what kind of body made it look like a pup?
3. In the 1958 song *Beep Beep*, the narrator is driving his big Cadillac, when he gets passed by a small economy car. What kind of car passes him?
4. In the 1964 song *Little Old Lady from Pasadena*, what kind of car is parked in her rickety old garage?
5. In the 1964 song *GTO*, the narrator talks about his Pontiac GTO and winning races with it in the first two verses, but what does he reveal in the last verse?
6. In the 1963 song *Surf City* the main character sings about two girls for every boy. What kind of car does he have?
7. In the 1964 song *Fun, Fun, Fun*, what kind of car has the young girl borrowed from her daddy?
8. In the 1964 song *Shut Down*, what kind of car does the hero drive?
9. In the 1963 song *Little Deuce Coupe*, what kind of engine does the car have?
10. In the 1964 song *Hey Little Cobra*, what kind of car does he use to tow the Cobra to the track?

Answers on Page 7—no peeking!



**Pin-Ups still needed!! Please submit a short write-up on your car along with a picture (if it is not on the club website) to be added to our Member's Spotlight**

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## 1915 Model T overturns in Utah; 1 dead, 3 hurt



ZION NATIONAL PARK, Utah — An antique vehicle traveling near Zion National Park in Utah overturned on the last day of an international Model T club's annual tour, killing a woman from Minnesota and injuring three other people.

The accident happened Friday morning on state Route 9 when the 1915 Ford Model T pulled to the side of the road to allow traffic to pass, the Utah Highway Patrol said. The right front wheel went off the pavement, the wheel's wooden spokes separated, and the vehicle flipped, troopers said.

All four occupants were ejected, troopers said. It was unclear whether the vehicle had seatbelts, although Model T experts say restraints are of little use in the soft-top vehicle that typically travels at no more than 30 mph.

"There's no rollover protection," said Andy Loso, whose part of a Minnesota Model T club but didn't participate in the tour.

Troopers said all four victims were from Minnesota, including the 51-year-old woman who died.

"This club is a family," said Russ Furstnow, a board member of The Model T Ford Club International and chairman of the tour, which involved about 170 vehicles.

"We're extremely upset about the whole thing."

Furstnow said the club has never had an accident on one of its tours. The weeklong events take place in different parts of the country each year, with this summer's tour involving drives along the Grand Canyon and in Bryce Canyon National Park.

"The Model T is just a social medium. It brings people together that have a love for these old cars," Furstnow said. "We have these summer reunions and it's almost like an extended family."

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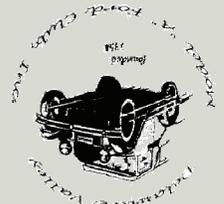


Officers examine a car that has wrapped itself around a tree, spilling its interiors onto the street in Boston in 1933

**What Model A Owners do when they are at a car show.**

**Member Dave Sadowl relaxes at the Ivyland Show— or maybe he is practicing to become an officer of the club??**





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## Member's Spotlight



**Don Fortune's 1929  
Leatherback Fodor Sedan**

Don and his wife Betty have been members of the DVMAFC since 1987 (25 years) and purchased his Model A from a club member shortly after joining. Fred Reese and Ted Etling helped Don out. What ever they did worked since Don drives the same car today. He has done a new interior and had the car painted from the blue it was painted when he bought it. Don has always been active in the club serving as President more than once. He currently serves as Secretary and he does deliver entertaining minutes at the meetings Don is always available to participate in all of the parades or the shows that the club runs. A BIG Thank You from the Club to Don!

