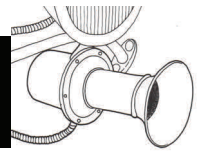




THE KLAXON



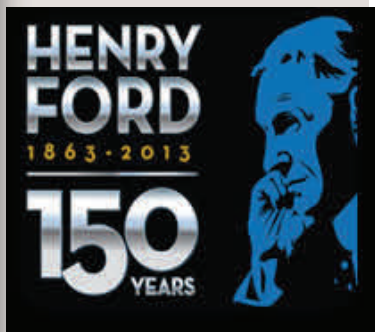
August 2013



Inside this Month:

| | |
|---------------------|----|
| President's message | 2 |
| Birthday's | 2 |
| Bumper Cars | 3 |
| A Point to Make | 6 |
| Trivia Question | 7 |
| Cartoons | 8 |
| Wheelin' | 10 |
| Facts | 11 |
| Members Spotlight | 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.

Club Officers

| | |
|---------------------------------|--------------|
| President - Jim Maier | 267-918-2078 |
| Vice President - Ted Kulesza | 215-901-4305 |
| Secretary - Don Fortune | 215-698-1256 |
| Treasurer - Don O'Hara | 215-338-6368 |
| Editor - Steve Organ | 215-840-1259 |
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President's Message



Greetings:

Please make sure that you send in the RSVP for the Banquet. The form should be in this issue of the newsletter. Bring your Model A's for this event. We have a section of the parking lot reserved for our cars. Thank you to Jack Fritsch for doing the work to organize this event.

That was a great turnout for the Ivyland 140th Anniversary Celebration. Thanks to all who attended. The Ivyland Borough website has pictures of the event on their website. Some of our cars are shown. You can view them at

www.ivylandborough.org Click on 140 Celebration Photos on the left. You will then find 5 pages of photos.

We had another great turnout for the Independence Day Parades. Again, thank you to all who attended. Steve Organ had a very good idea at our July meeting regarding these two parades. Instead of everyone just showing up, we should divide those who are planning to attend into two groups, one for each parade.

(Con't on next Column)

Up Coming Events

8/1/2013 Monthly Meeting at Daley's Service Center

See Insert for More Up-Coming Events

Happy Birthday for August 2013

If we missed your birthday please let the editor know

| | |
|-----------------|----|
| Tom Smith | 17 |
| Rick Foltz | 21 |
| Rose Marie Gray | 31 |

This way no one needs to do both Lawncrest and Cheltenham Parades (unless they wish to). A little planning ahead could make things easier on everyone.

Stay cool and enjoy your summer. Drive your Model A's often!

See you on the 1st!

Jim

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

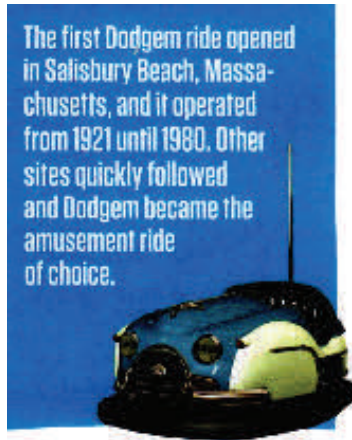
[See Insert](#)

HARD CHARGERS

The Rock 'Em, Sock 'Em World of Bumper Cars

Hagerty Classic Cars, Summer 2013 Edition

Before texting, computer games and the Internet, a day at any amusement park was a real treat. Parks like Cedar Point or Great American in the Midwest and Playland and Jantzen Beach in the Northwest were favorites. Their rides and cotton candy made any birthday or other significant occasion memorable. The longest lines, however, were always for the bumper cars.



The patent for the first bumper, or “Dodgem”, car was issued in March 1921 to Max Stoehrer and his son Harold. The rear steering devices were self-propelled and, according to the patent, they were “equipped with novel instrumentalities to render their manipulation and control difficult and uncertain by the occupant-operator in order to provide an amusement device.” In other words, as detailed in a test by *Scientific American*, they were “highly unmanageable” and “the steering is only relative.” Even Dodgem admitted that “you so somewhere, but you don’t go where you intend going.” They were immediate success, as people liked smacking and banging into one another, and the Stoehrer’s were soon selling every Dodgem car they could produce.

A pole at the rear of the car carried the electricity between the charged chicken-wire ceiling and tin floor, and the current would run an electromagnetic motor propelling it along. To keep the riders in the cars they were told that they would get electrocuted if they stepped on the floor. When the operators were asked why they didn’t get electrocuted when they walked out to assist a stalled car, riders were told that they wore special porcelain insulators in their shoes!

The first Dodgem ride opened in Salisbury Beach, Massachusetts, and it operated from 1921 until 1980. Other sites quickly followed and Dodgem became the amusement ride of choice. A 1927 company brochure listed 136 amusement parks in the U.S. with Dodgem rides.

Their popularity attracted the attention of the Lusse cousins, who operated a machine shop in Philadelphia. They took the Dodgem design one step further; they realized that not only did people want to collide with someone, they wanted to choose with whom they collided. Their design allowed the operator to drive the Auto-Skooter in the direction intended, but it could also go backward as quickly as it went forward.

Continued on page 5

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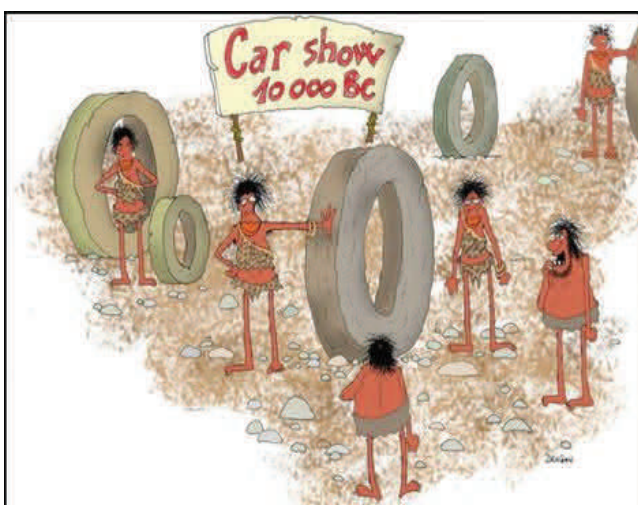
In the late 1920's and early 1930', amusement parks adapted art deco aesthetics, with bold curves and streamlining, and bumper cars followed, with stylized bodies that were very car-like. By the mid-1930's, they were painted in bold colors and included hood ornament on a large polished cast aluminum grille. To add to the realism, they soon had working headlights and taillights.

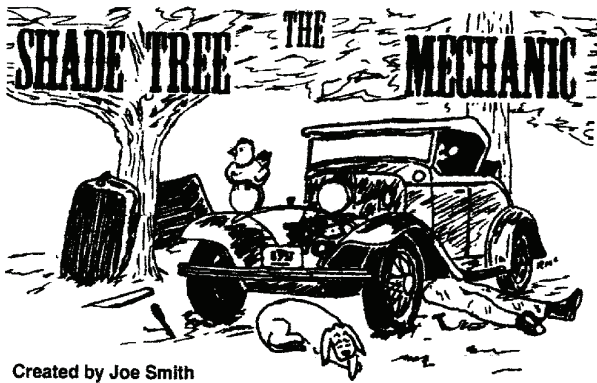
They continued to evolve as automobiles did, and by the 1950's some bumper cars even had Chevrolet emblems from local dealers. They were now made of fiberglass and the Dodgem was marketed as "The Sensational Space-Age Dodgem".

The cars from both the Dodgem and the Lusse from the 1930's and 40's are very desirable today, adding a unique period touch to any collection of vintage cars. However, fully restored as a static display with bold paint, properly replicated upholstery and sparkling bright work, they can be an expensive proposition; According to Peter Foster, owner of Lusse Auto Scooters LLC, a restoration can cost between \$15,000 and \$30,000. Some have been converted to 12-volt and can be driven at speeds of up to 20 mph. But, if you really want to get carried away, for around \$150,000, a 750cc Kawasaki motor can be installed and your bumper car can be made street legal.



Dodgem went out of business in the early 1970's and Lusse is still making the "Skooter," although the majority of bumper cars are now produced by Spaggiari of Italy. There are, however, a few parks that operate fleets of vintage Lusse Auto-Skooters. As one enthusiastic rider stated, "Once you've ridden these, everything else is just going around in circles."





Created by Joe Smith

By Frank Scheidt

I Have a Point I'd Like to Make

Actually, a SET of points. Ignition Points, that is. And also condensers. I believe we're experiencing a crisis of bad replacement parts for our old Fords. In fact, not just our old Fords, but our modern vehicles as well. More on that later.

Condensers

People are always asking me where they can get decent ignition condensers. Many that are sold today, most of which are from China, are just plain junk. I've tested many condensers coming from Macs Auto Parts and other places and have found that many of them are no good. They may work for a while, but they won't hold up and bring many years of service like they should.

I bought a couple of condensers from Dennis Carpenter, who is famous for his high quality parts, and to my surprise, they also tested poorly! They appeared to be NOS, and when I inquired and told them how I tested them on a condenser tester and they tested bad, they had me ship them back for a full refund.

To explain how I test condensers, I use an old Heathkit Condenser Checker that was used many moons ago for testing radio and TV condensers. It measures the Capacity (e.g. .33-.36 mfd for '32-'41 Fords) and Leakage. The capacity is important for preventing pitting of the points, but the leakage test is also very important.

Believe it or not, the condenser is subjected to 300-400 volts during use, not just 6 volts. The reason the voltage is so high is quite technical and not necessary to understand. Just trust that a condenser needs to have a voltage rating of at least 600 volts or so.

I test them using the highest voltage setting on the Heathkit of 500 volts. A neon bulb shows if there's any leakage by glowing. If it is not glowing, I heat the condenser up a bit using a small soldering iron laying on the condenser.

Many times I find that heating the condenser causes it to start leaking! The heat I use is less than what it would be subject to in an operating car.

Points and Condensers



Original (Left) Echelin FA49 (Right)

So, How Do I Find A Good Condenser?

I recently ordered a condenser from NAPA. Their part number **FA49** is a good fit for the '37-'41 Ford. It is the Echlin brand. Although it's made in Mexico, I've checked it quite thoroughly and I'm pleased to say that these condensers seem to be quite good. The only problem is for the guy going for 1,000 points on the show field, as these are not quite the same size as the original Ford condensers.

As you can see (Above), the barrel is shorter and not as big in diameter as an original and will probably be spotted by a judge. So what? If you're fussy about losing maybe a point in judging, switch to an original style after you've parked your car on the show field. Then switch back after the judges are through with your car. The NAPA condenser cost me less than \$10.

One more thing: don't ever buy used or NOS condensers - or coils for that matter. They are guaranteed to be NG. Moisture gets into these things and ruins them, especially when they heat up like they do in the car.

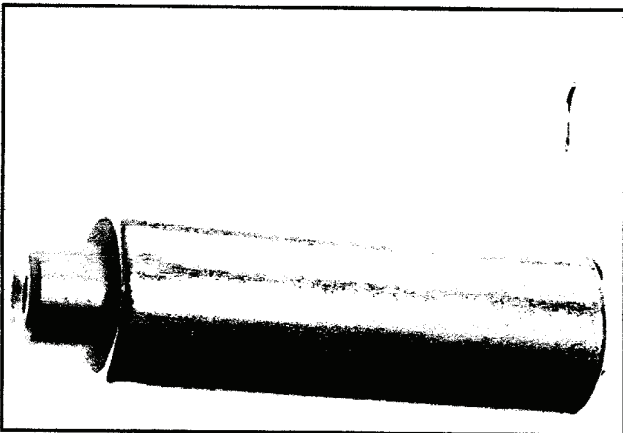


Original (Left) Echlin CS47 (Right)

How About Ignition Points?

The last set I installed that was purchased from Macs were awful. The rubbing block was made of plastic! Not fiber material, like the originals. The points didn't line up with each other worth a darn. It took many minutes of trying to bend and twist the stationary points to get them to align properly with the moveable points. This should absolutely not be necessary on a good, quality set of points – which these obviously were not! Now to be fair, Macs sells a foreign-made set for under \$20 and a “USA” set for \$26. The plastic ones were the foreign ones. But Macs, why do you sell crappy foreign points when for \$6 more, we can get the better ones? Why even tempt us?

Again, I turned to NAPA. (Starting to sound like a commercial for them!) The **CS47** points appear to be very good. Again, Echlin. They are made of a fiber material like the originals, except they don't utilize a brass sleeve (Above) like the originals. But this would not be a deal breaker for me. The alignment of the points was spot on, which I believe is a sign of good quality.



NAPA lists condenser **ECH FA5** as a replacement for 1932-36 Ford. They **DO NOT FIT!**

Author's Note: NAPA lists condenser **ECH FA5** as a replacement for 1932-36 Ford. They **DO NOT FIT**. The ground strap that goes under a distributor mounting bolt is not twisted like it should

be. I contacted NAPA and they weren't aware of the mis-representation. These points are for the 1928-31 Model A Ford. I'm trying to see if there's a way to modify them to fit the V-8s.

I realize it's probably just as difficult for Macs, Carpenter, Drake and others to find decent replacement parts as it is for us. The problem is that there are few companies willing to manufacture quality parts in limited numbers. But if NAPA/Echlin can do it, why not others?

Modern Parts

As for modern cars, I put a ball joint in my daughter's car a while back. Bought it at either Auto Zone or Advance Auto. Within 18 months, it failed, and I mean failed! It's a miracle there was no accident. I also had a tie rod end go to hell in less than 2 years on a modern car. The original parts lasted 10 years and over 100,000 miles! Who wouldn't be happy to pay an extra few bucks to have decent parts – especially ones whose failure could kill you?

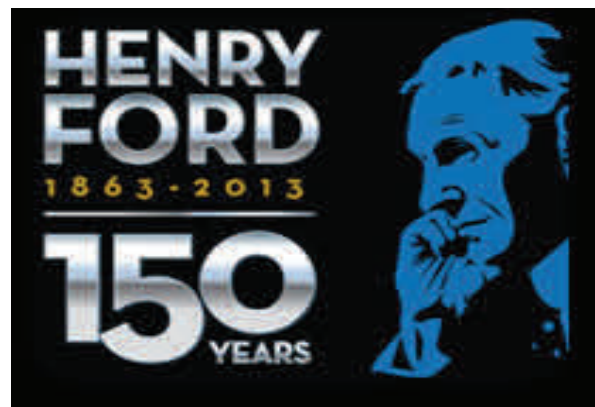
I recently bought Motorcraft tie rod ends (made in Mexico) and they were excellent - exact duplicates to the originals that lasted 117K miles.

So, be careful what you buy. Ask for USA when available or at least get a major brand name product when you can. It's getting to the point where Mexico is now the source for better parts!

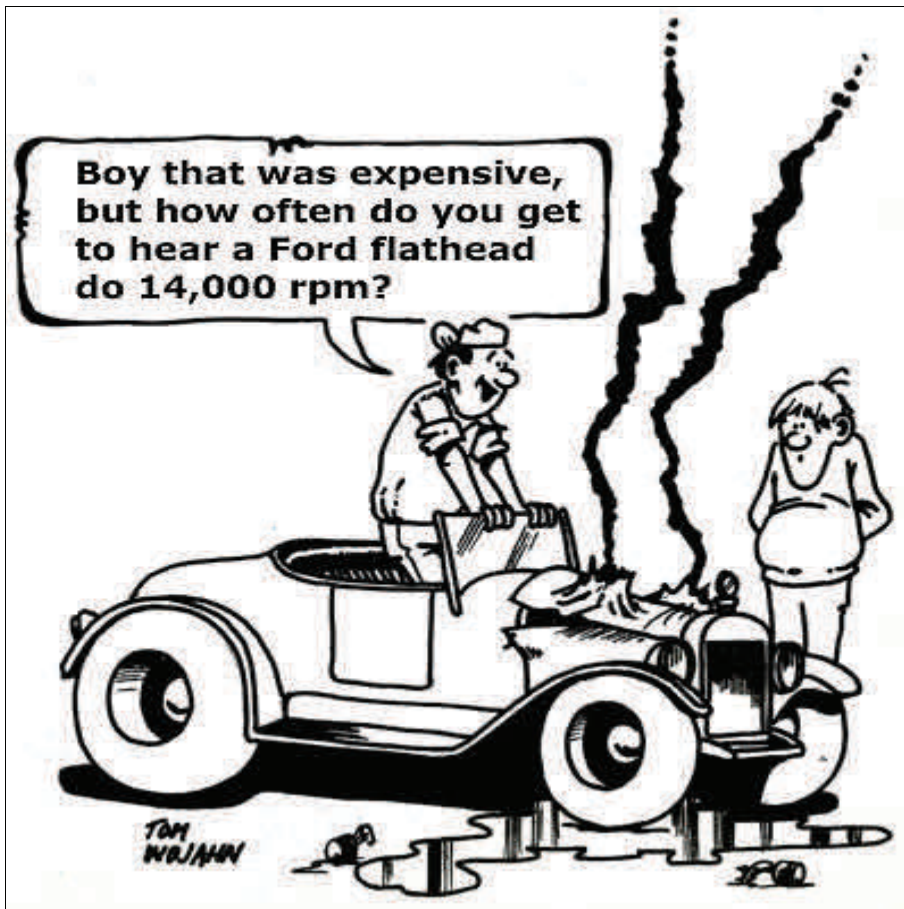
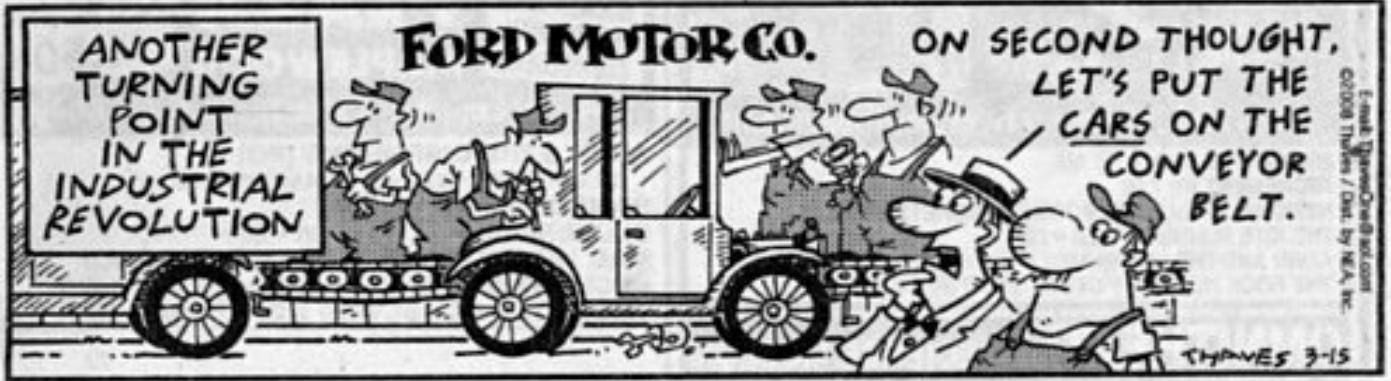
Trivia Question

Which oil company was the first to offer road maps?

Answer can be found on Page 9



Frank & Ernest By Bob Thaves



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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Trivia Question Answer

Which oil company was the first to offer road maps?

Answer from page 7: Gulf Oil provided the first road maps to customers in 1913.

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Wheelin'

Borough of Ivyland – Ivyland Days – 140th Anniversary of Ivyland



On Saturday, June 22nd the club displayed their cars at the Borough of Ivyland for their 140th anniversary. The following members participated in the display:

Bob Coates, Don Fortune, Bob Kehan, Steve Davidson, Steve Organ, Ted Kulesza, Pete Slusser and Ruth Pecarsky, Tom and Pat Smith, Joe and Cheryl Chamberlin, Paul Pettet, Dave and Shirley Sadowl, Willie Long, Jack Fritsch and Roxanne, Ted Etling and Guest, Joan and Bob Russell, Carol and Don Mannherz, Joe Weldon, Bob and Carol Pilon, Carl Pfeiffer, John and Olympia Schlacter.

We had over 30 members and their guests representing the club – Great Job!!

July 4th Parades in Lawncrest and Cheltenham

JULY 4TH PARADES



Thanks to the following members who attended one or both of the July 4th Parades for the club: Steve Organ with John Schlacter as a rider, Paul Pettet and Margie Gray, Ted Kulesza his wife Jeanne and Grand Son, John Daley and Grand Son Brian, Al Kubis with his grand kids, Pete Slusser and Ruth Pecarsky, Bob Coates, Mike Etling and son Daniel, Mike Jr., Ted Etling, Steve Davidson, Don Fortune, Bob and Joan Russell, John and Kathy Korhonen, Stace and Joyce Leichter, Don Mannherz, Jack Fritsch and Roxanne, Joe Staehly and Anne Harvey, Joe Chamberlain, Willie and Nephew Kevin, Bob Kehan and Dave and Shirley Sadowl (Sorry if we missed anyone-Please let the editor know for next month.

Model A's on Rising Sun Avenue for the Lawndale Parade



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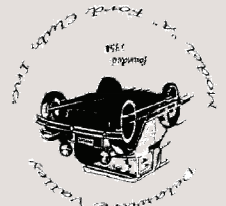
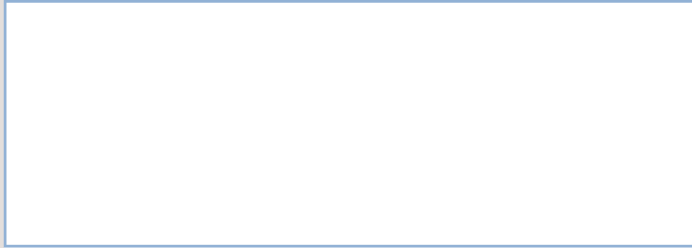


Giving a rare glimpse of the day's fashion, a group of men look over a crumpled car that sits by the side of a residential Boston street



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- 4. Coca-Cola is Reputedly the Second-Best Known Word on the Planet After O-Kay**



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Member's Spotlight



**Tom and Pat Smith's
1930
Model AA Truck**

Our Model AA Ford truck was originally from Greenville, Texas. It came equipped with a parade platform and built-in benches to transport the family around the 6600 acre ranch

Driving it off the top level of the car carrier was my first experience behind the wheel of a Model A! By noon time of that same day the backend was stripped down to the frame. The restoration was in full swing. Over the next few months I restored it to its current state.

We're using to pick up our horse and farm supplies as well as just taking it out for a drive. We tend to gather a crowd at the feed store with questions and thumbs up for this old truck!

And yes, Pat does know how to drive it!

