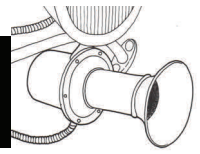
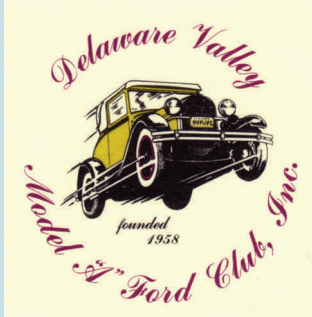




THE KLAXON



February 2013



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And much more this month

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.

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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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President's Message



Greetings: Bob

Russell gave a very good presentation on the Model A generator cut-outs at our last meeting. Thank you Bob! It would be nice to see more tech info and talks at our meetings.

If your car has not been featured in our member's spotlight in the newsletter, please send a photo along with a paragraph or two to Steve Organ. This is a great way to get to know our members and their cars.

Larger articles for the newsletter would also be appreciated. Such as, a write up on a restoration that you are working on or even one that you have completed. If writing isn't your style, just send us photos. If you could do an article on a specific tech topic, that would also be great. If you don't have a way to scan photos for the newsletter or website, get the photos to Steve or I and we will scan them and return them to you.

Last year in January we were able to enjoy a tour on the 7th. It was an unusually warm weekend for the winter. Hopefully we will get a tour or two in this winter to break the monotony.

See you on the 7th!

Jim

Visit our web site at

www.dvmafc.org

Up Coming Events

2/7/2013—Monthly Meeting at Daley's Service Center

2/9-11/2012—AACA National in Philadelphia

3/7/2013—Monthly Meeting at Daley's Service Center

3/1-3/2013—Atlantic City Car Show

Happy Birthday for February 2013

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The Ford is my Auto Poem

The Ford is my auto, I shall not want another.

It maketh me to lie down beneath it.

It soureth my soul, it leadeth me into the paths of ridicule for it's name sake.

Yea tho I ride through the valley, I am towed up hills.

Thy rod and thy engine discomfort me.

I anoint my tires with patches, my radiator runneth over.

I repair blowouts in the presence of my enemies.

Surely if this thing followeth me all the days of my life.

I shall dwell in the repair house forever.

How to spot a flood -damaged car



I once bought a Honda Civic with a salvage title. The story was that a young woman drove it into a lake at low speed, forgot to set the parking brake (five-speed), and rolled down a boat ramp or something. It was next to new when she did it and still low mileage when I bought it from the second owner, a grad student who was moving back to a city. What a great deal! Yeah, no. What I learned from that experience, basically, was that if any one component was reused after being submerged, it will fail. And that included things like switch blocks, relays, solenoids – the second ignition failure left me and my wife stranded on a mountain in the middle of the night. I got \$100 for it from a local Honda tech and thought I got a great deal.

With Hurricane Sandy being cleaned up, thousands of cars – including collector cars such as the **Aston Martins** I recently spotted – will soon start to move through the salvage system. Few will be crushed – most will either be repaired; or written off. After that, they end up being rebuilt and sold with salvage or rebuilt title.

Except, sometimes that somehow either doesn't happen; or it gets white-washed through a series of shady transactions. If your VIN check doesn't turn anything up but you're still suspicious, trust your instincts and start digging in. I've put together some bullet points to check, including suggestions from NADA and National Consumers League. What other tips – or horror stories – do you have?

Title and VIN

Enter the VIN at the National Motor Vehicle Title Information System (NMVTIS) at VehicleHistory.gov. All insurers salvage pools, junkyards, recyclers and self-insured entities such as rental car companies in all 50 states are required by law to report total loss vehicles to NMVTIS within 30 days. Many are reporting daily. Vehicle histories can be obtained for between \$3 and \$13.

It's up to you if you buy a Flood, Junk, Salvage, Rebuilt or Reconstructed title – I've warned you, you know what you're getting into. But again, title washing across state lines happens. Watch out for physical alteration of the actual title, too – you know cutting and pasting, white-out, whatever. You need to hold that piece of paper in your hand.

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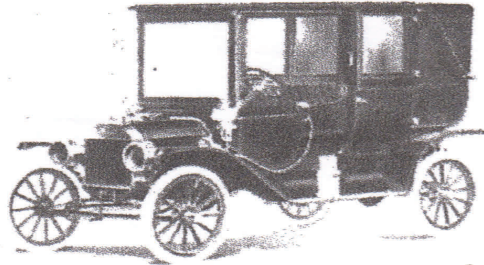


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100 YEARS AGO IN BUCKS

The new and latest model automobile lately purchased by James Gallagher, of Langhorne,



has proved itself to be one of the best hill climbers in that town and with the use of the least gasoline. Mr. Gallagher knows this as he has tested it on all the large hills between Bristol and Doylestown.

News item from Langhorne as published in the Newtown Enterprise of November 1912. No mention was made of the type of automobile Gallagher bought.

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Be wary of buying a car sight unseen. It's laughably easy to alter a digital image of a title or VIN.

You or someone you trust needs to see the car, its VIN and documentation in person before you commit one cent.

Even if there are no other red flags, a Car fax can also tell you that a car was registered in Staten Island or Atlantic City in October 2012. By itself that might not mean anything, but if you're building a case it's a nice piece of evidence. Reporting for these is far from perfect, but it helps.

If you're buying from a dealer with any kind of warranty, get it in writing. This applies to new cars, as well.

Just Google the VIN. You'd be surprised how often you can find old dealer auctions. Learn to use [Google's cache](#) to find old records that the auction company itself has deleted.

Physical inspection.

Salt water is vastly worse than fresh.

- Any funny smell, whether mold or mildew; or from the inch-thick stack of Little Trees hanging from the mirror to mask it.
- Mold or mildew itself.
- Discolored, bleeding or redyed upholstery.
- Condensation in the gauges, radio or exterior lamps.
- Inoperable speakers or fresh sealant around the door panels.
- Burned-out bulbs in the interior or trunk.
- Silt or residue in the interior under carpeting, under the dash, in the steering column, rear seats, spare-tire well, gauges or door pockets.
- Water marks, rust or evaporation residue (i.e., salt) in the same places. Just reach up under the bottom of the plastic dash cover and run your finger in there.
- Gritty or erratic power-window or seat operation.
- Hard starting, rough running or hesitation.
- Thin clear coat or chrome from over polishing; scratches and touchups from grit.
- Bulging dash and door panels.
- Rust on screws in the console or other areas where the water would normally not reach unless submerged.
- Seat tracks can hold many clues, whether they're rusting, or have sand in them.
- Mud or grit in alternator crevices, behind wiring harnesses and around the small recesses of starter motors, power steering pumps and relays.
- Any damage to wiring connections, fuses and blocks, including rust, water residue or suspicious corrosion.
- Undercarriage rust and flaking metal that would not normally be associated with late model vehicles.
- Freshly replaced exhaust in a late-model vehicle; or corroded exhaust. Exhaust is another good place to hunt for silt.
- If you don't feel confident doing your own inspection, you probably aren't reading this blog... but any good local shop will do it.

World's oldest Ford Motor Company vehicle to help celebrate Henry Ford's 150th birthday



Appropriately, the world's oldest existing vehicle produced by the same Ford Motor Company that builds cars today ended up in the hands of Bill Ford, the executive chairman of the company and great-grandson of company founder Henry Ford. What's more, that Ford Model A will play a starring role in the Henry Ford 150th birthday celebrations planned for 2013.

One of three built in Ford Motor Company's first production batch in July 1903, this Model A – chassis #30 – made headline news this fall when it went up for auction for the third time in five years at RM's Hershey auction. Previously owned by the late Houston lawyer John O'Quinn – who bought it for \$693,000 in 2007, the Model A failed to meet reserve with a high bid of \$325,000 in 2010, then sold this October for a relative bargain of \$264,000. Before O'Quinn bought it, the Model A had spent 40 years in Europe and 50 years with its original owner, Herbert L. McNary, a butter maker from Britt, Iowa.

Ford Motor Company already has plenty of experience deploying this Model A in events celebrating the company's history. According to RM's auction description, Ford displayed it at its European headquarters in Cologne and invited it to attend the company's centennial celebrations in the United Kingdom in 2003. When exactly it was restored, RM didn't say, but it did participate in the London to Brighton in 2003 and was treated to an engine overhaul in 2007.

(Con't on Page 7)



According to Ford's announcement, **Bill Ford** – not Ford Motor Company – bought the Model A. “The Model A helped keep our company going during a difficult time and enabled my great-grandfather to continue pursuing his vision of putting the world on wheels,” Ford said. “The timing was perfect to bring this key part of Ford heritage back to the family as we celebrate the 150th anniversary of my great-grandfather's birth.”

With that, Ford announced several events that will celebrate Henry's July 20 birth date. Among them, Discovering Henry Ford shows at The Henry Ford, scheduled for April to December; dramatic presentations on Henry Ford's life at Greenfield Village, scheduled for May to August; “Coming Together: A Celebration of Henry Ford” at Fair Lane, Ford's estate in Dearborn, scheduled for July 27; and the 2013 Maker Faire Detroit at The Henry Ford, scheduled for July 27-28. In addition, Ford launched HenryFord150.com, a special site that celebrates Henry Ford's life and legacy, and released plenty

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1928 Model A Leatherback Rich Winans and Tina Lorenz

My family spent the first nine years of my life in South Philadelphia. My father traveled to work in the navy yard via public transportation since they didn't have a car that was drivable. Their only car sat on the street and I used it to play taxi driver. I have no idea what kind of car it was but I do remember that it had running boards. I suspect that is where my love of Model A's originated. I have always liked the way the Model A looked and

dreamed of actually having one some day. I was retired for almost a year when my wife suggested that I just buy a Model A while I could still enjoy it. My search didn't take long. I purchased my car about a month later in January 2011. In hind sight, I should have joined the Delaware Valley Model A Club to get some guidance before making my purchase. Purchasing a fully restored car would probably have been a better idea. Despite its problems, I still love our car.

My 28 Leatherback is pretty much original. It is supposed to be a low mileage car but the speedometer (reading 15,815) was broken when I purchased it. The car has always been titled in NJ. I have the original bill of sale from Leon F. Clayton, Inc. Lakewood, NJ to Della J. Hann of Toms River, NJ dated October 18, 1928. She owned the car from 1928 until 1964 when she sold it to Howard T. Young, 14 Steinway Ave., Trenton, NJ who owned it until 2007 when he sold it to Bob Outwater Ringoes, NJ. The car was said to have been driven by Della until sometime in 1930 after which she placed up on blocks until the second owner purchased it in 1964. Ask me about her rumored vocation.

There is no body filler anywhere, only some surface rust underneath, and all the wood I can see is in great condition. The body has never been off the frame. Unfortunately the second owner did a poor blue paint job at some point. Although I was told the top was original when I purchased the car I suspect the top was painted black at some point since I don't think Ford made any Leatherbacks with black tops in 1928. Amazingly, the interior is original including the rear window shade. It has the original self equalizing split shaft brake set-up which was only used from May 1928 to November 1928. It even has the four original non-adjustable brake rods. The car still has original steel brake drums and actually stops. The multidisc clutch still works fine but I purchased a spare, trans, clutch and flywheel just in case I have problems. The engine was never rebuilt as far as I know and the serial number matches the original bill of sale (which I have). The third owner, from whom I purchased the car, installed a leakless water pump, power cut-off switch, new wiring harness, seat belts, turn signals and front spring. Sadly the original electric wiper assembly was in pieces in a bag when got the car. The casting is broken. I hope to find a replacement when I have the money. I have personally rebuilt the front end, front brakes, installed a rebuilt speedometer, and I rebuilt the starter.

(Continued on Page 11)

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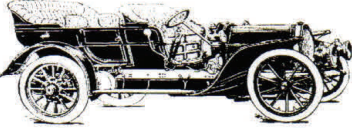
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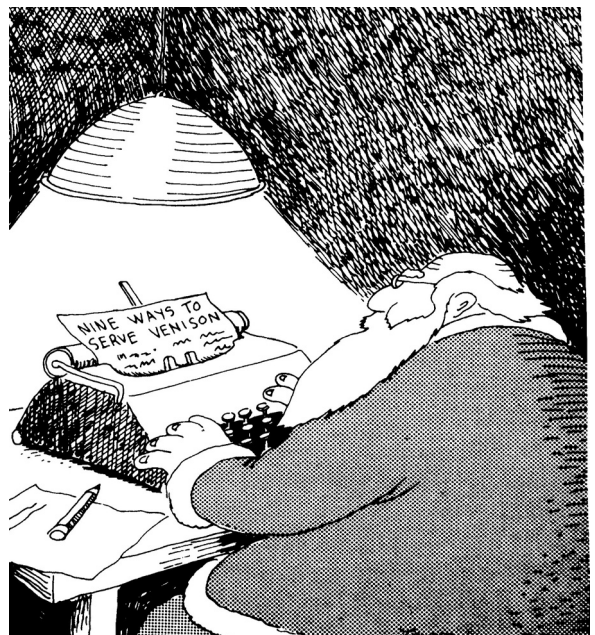
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Chilton's MOTOR AGE, August, 1957.

A "little" Salt Water Damage??



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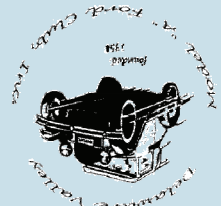
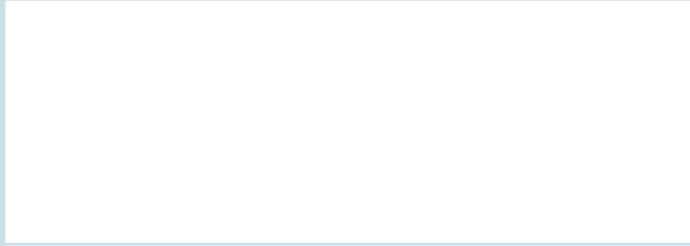
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1928 Model A Leatherback—(Continued from Page 8)



During the summer I replaced the original fan with the new aluminum version after reading horror stories about the original fans developing stress cracks and flying apart without warning. The car was running very rich so I recently rebuilt the carburetor. This included flow testing and resizing the jets to the correct flow rate using a jet flow tester which I built. The carburetor is working much better now. I installed an additional in line fuel filter for use until I pull the gas tank for cleaning and sealing. I plan to work on the rear brakes and bearings this winter. The radiator needs to be cleaned and possibly rebuilt as does the engine. Those projects will have to wait until I have more money. It starts and drives fine but there are some strange engine noises which I am investigating. The firewall date is 10-2-28. My goal is to keep it original, on the road, and mechanically safe.



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Member's Spotlight



**Steve Organ & Lisa
Derrickson's
1914 Ford Model T**

Our car was rescued from a barn in 2009. The car was found in Minnesota located between 2 old Model T Touring Cars.

The car underwent an extensive 3 year restoration in New England at Gen III Antique Auto. Since returning to it's home in Philly it has won several awards including Newtown, new Hope Auto Show and Hershey.

We enjoy driving the car with the grand-kids, going out for a Sunday drive and watching people's faces when we drive by in our T. People generally haven't seen a car this old before and can't believe that it still runs. We have kept the car all original including only a crank starter.

Before restoration

