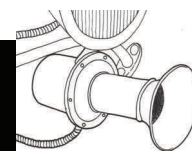
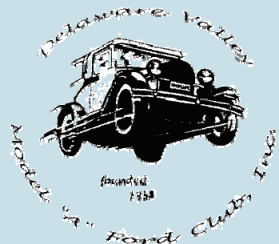




THE KLAXON



July 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 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 – Stace Lechliter	215-962-9480
Vice President – Jim Maier	267-918-2078
Secretary – Don Fortune	215-698-1256
Treasurer – Don O'Hara	215-338-6368
Editor - Steve Organ	215-840-1259
National Director – Mike Etling	610-505-4504
Activities/Parades – Ted Etling	215-802-8622

<http://www.dvmafc.org/>

Inside This Issue

Presidents Message	2
Happy Birthday	2
Up Coming Events	2, 10
1928 Ford Model A	3
Ford Facts	7
Colonel Sam's Toll Way	8
Car Show News	11
Member's Spot Light	12

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THE KLAXON

President's Message



Greetings

We had another great turn out with a few brave souls bringing their A's to our June meeting, even though it looked like rain. Thank you to Willy Long for setting up the room before the meeting and for passing out the hoagies. You are a great help. Thanks to Dave Sadowl for handling the 50/50 and the food jar. Congratulations to Ted Etling for winning the Rector's Choice trophy at the Rockledge Strawberry Festival. Some of our members went to Ocean City N.J. for the car show on the boardwalk, and then to Dave Miller's shore house for an overnight stay. We look forward to hearing about it at our July 5th meeting. Please continue to think about participating in the upcoming Fourth of July parades. We count on these parades to help fund our September banquet. Let's also see if we can come up with some new ideas for a Model A ride. An overnight trip with the ladies would be nice. I hope the weather will be better this month so we can bring out more A's. Please continue to get business card ads for our newsletter and support our advertisers because they pay for it.

See you all on the 5th.

Stace

Visit our web site at

www.dvmafc.org

Up Coming Events

7/5/2012—Monthly Meeting at Daley's Service Center

See Page 10 for Additional Listings

Get Well Wishes

Jay Fissel, Tom Boles' Brother Joe, Mary Jane Creelman, Lou Pfeiffer's Daughter Monica Remer, Charles Simon, John Sheaffer, Carol Boles, Paul Christensen's Dad, and Joe Chamberlain.

Our thoughts and prayers go out to John Sheaffer who worked so hard getting "Edna" ready for the June 2nd Car Show. John has been in Abington Hospital since being involved in a serious accident driving his Model A "Edna".

GET WELL SOON

Happy Birthday for July

If we missed your birthday please let the editor know

Joe Staehly	1
Christian Swager	8
Shirley Sadowl	10
Bill Anderson	10
Jay Fissel	16
Tina Lopez	17
Betty Brzoza	17
John Siliquini	21
John Daley	29
Betty Fortune	29

July 4th Parades

Don't forget we have 2 parades on July 4th. The first parade is Lawncrest. Line up at 8:30 on Rising Sun and Longshore Ave.—by the WAWA. We have breakfast when done and go to the Cheltenham parade for 12 noon kick-off.

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The Day I Met “Bob”

July 4th 2000 holiday weekend would turn out to be much bigger than I ever thought. Dennis and I were stuck in holiday traffic on Route 1 at Dover Air Force Base on the way to the beach. There, on a field at the side of the road was a black '31 Model “A” Deluxe Coupe with a used-car-dealer's sign on it. I called the number, made arrangements to see and drive it in person, and by the end of the weekend it was mine. I knew that coupe would need a lot of work to restore to my standards, but it was mostly original and appeared to be solid and rust-free. Little did I know what surprises and fun awaited.

Growing up, I always loved the old cars at the Haddonfield, NJ parade. My Dad would take me around and we'd talk to the owners and learn all we could. Dad's first car was a used '29 Model “A” Tudor Sedan, which he bought with a loan from his father as a high-school graduation gift. Dad sold it when he entered the Air Force in WWII, and that would be his last Ford for almost 50 years.

Back to that weekend in July 2000 – I started learning all that I could about the Model “A” Ford - buying a stack of books from Amazon, discovering the MARC website and judging standards, and sending emails to the NJ and Delaware Valley Regions. I never heard back from the NJ region, but I did get an email from Michael Etling telling me to get in touch with his father Ted (Beth Ann was pregnant with Daniel at the time). Ted was so thrilled to hear about a “Model A find” – this was the first of many long phone calls over the years.

I'll never forget the day the Coupe was delivered. My Dad couldn't wait for it to arrive so he came over early, and as soon as we got it off the trailer and into my garage he opened the rumble seat and hopped up and in like a 19-year-old. Ted stopped by later that afternoon, and he walked me through bumper-to-bumper, on top and underneath. It would take a few weeks (and quite a bit of encouragement) before Ted was comfortable enough to tell me exactly what was wrong with my coupe, and how Henry had designed his “baby Lincoln”. That leaking Tillotson carburetor was a good place to start.



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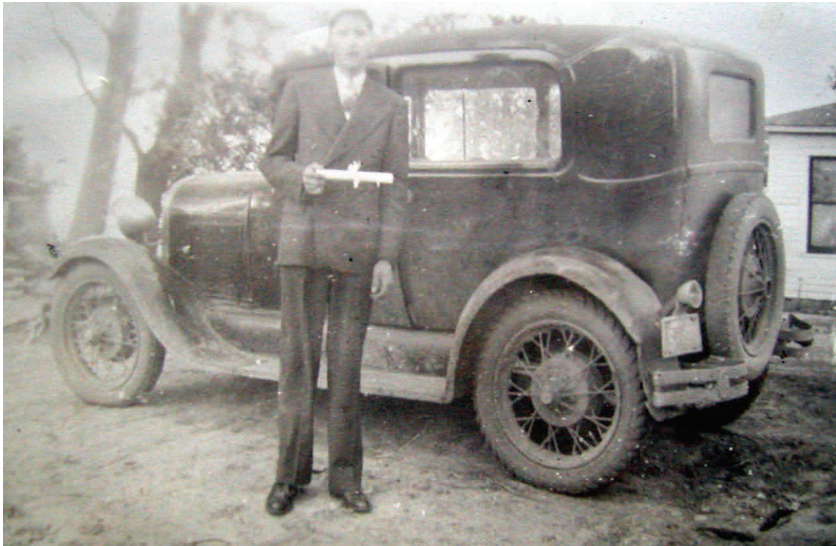


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Paul's dad—1943 HS Graduation Picture

Bob with Paul's Dad



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FORD FACT

Beginning with the Model A Ford, the hand painted pinstripe was applied at the Ford Factory. The striping changed over the years and varied from a single stripe to three-wide. This continued through 1937, then ceased to be a factory thing and was done by the dealers if ordered.

(Pin-Mar Antique Car Club News)

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It would take exactly 2 years of what would eventually be “frame-off” to finish my restoration. And that’s a story (or two) for another article. But, I can tell you my restoration would not have been possible without the advice and help of so many close friends we’ve made from the Delaware Valley Model “A” Ford Club.

It didn’t take long before I realized how special our club is. Just a few weeks after buying my coupe, I took it on our first club tour through Bucks County. It was on that tour that I realized how serious a rebuild it needed, borrowing 6 quarts of oil in the 50 miles we travelled. It became quite the laugh by the time we were finished. Time for a stop? Time for more oil for Paul’s car!

Who could forget the night I brought my brand new “tapered” muffler - designed to Ford specifications - to our monthly meeting? Sure, it may have been built to Ford spec, but the inlet pipe didn’t match the angle of my vintage aftermarket heater manifold. With the help of an “industrial-strength” crowbar lent by Ted, and the “industrial strength” of 4 club members standing on various parts of the muffler, we managed to bend the inlet pipe to the exact angle on the first try! I’m sure we could never repeat that precision if we wanted to.

There was the morning when Jack Fritsch helped me remove the headliner, as he yelled out “I found the source of that squeak!” Grinning from ear to ear, Jack held up a petrified mouse who had met his fate in that headliner.

Even the dread of weather won’t stop our club from helping a fellow member. Michael Etling and Bob Verall helped me take the coupe to Hershey – and clean it in the rain - where it won its AACA National First Junior award.

And there are so many stories from the 2003 MARC National in Dearborn. Let’s just say I’m not sure that lobby bar at the Hyatt will ever be the same after our crew left for home.

Oh, and for those who don’t know the story, the name “Bob” was given by Dennis. When I first bought my coupe, he kept calling it “Bucket Of Bolts”!
- Paul Christensen

Funnies



Did you hear about the guy who went into an auto-parts store and said to the clerk, “Can I get a new gas cap for a Yugo?” The clerk thought for a second and said, “That seems like a fair trade.”

An elderly man was driving his model A down the freeway when his cell phone rang. Answering, he heard his wife’s voice urgently warning him, “Jack, I just heard on the news that there is a car going the wrong way on 95. Please be careful. “It’s not just a car, said Jack. It’s hundreds of them!”

The Rebirth of a Model A

By Shelly Rosen



Chapter I

It's time to give a few of you some laughs or at least take you back memory lane and remind you what it was like so long ago when you were just learning to drive your Model A.

My story: my husband, Marty Rosen, who passed away in 2006, purchased his first Model A 1931 Roadster before I met him. By the time I met him in 1961, he had traded in his 1931 for a 1928 Model A Roadster. I really loved that little black car with bright red wheels and since I didn't know how to drive a car, he took me all over as a passenger.

Eventually, we married, and he got tired of chauffeuring me around, and decided to teach me to drive, first on an automatic and eventually on the Model A. I used to drive it to teach in Cheltenham, at a small school, no longer in existence, Thomas Williams Jr High, and would park it right in front of the Principal's office window. No one was allowed to touch the car and in 1962, all the kids respected that rule. They loved the car, would stand around it and admire it, but would never touch it. Hard to believe in 2012. At a Jr. High today, they would probably dismantle the car and sell the parts before I ever realized!

Life intervened, I moved into a house, had 3 children, and we decided to have the car restored or at least as much as we could afford. A gentleman named Mr. McFadden, who worked out of his garage in Huntingdon Valley, was recommended to us. Slowly, over months, the car started to look like new. Beautiful new tan paint with yellow wheels, new bumpers etc. We ran out of money, and never put a top on or did the upholstery (it wasn't torn or in bad shape at all) We kept the Model A in our garage and rarely took it out. 3 little children keep you busy, and life always finds things for you to do. I don't think I drove it at all in the past 40 years.



CHAPTER II

Fast forward to 2006. Before my husband passed away, he had started working on the car again, getting it back into good driving shape. After he was already quite ill, he spent some time with one of my sons, Nelson (an antique car fanatic in his own right), and they fired it up and drove it together. After my husband passed away, everyone wanted to know what I planned on doing with the Model A. What a question.....I'm going to keep it, love it and eventually drive it again. Now it's 2010: Nelson, who loves the car but lives in NY said, Mom, it's time to re-join a local Model A Ford club and start the process of getting this car fixed up again.

I Google Model A clubs, and lo and behold , the Delaware Valley Model A Ford club website shows up and I discover that Steve Organ, a member, lives close to me. I call Steve, explain my story, and one day Steve and his wife drive over in their Model A, while Nelson, his wife and my 2 grand-kids were visiting from NY. We took the Model A out of the garage, my son drove it with the little kids and it was so exciting to see both Steve's car and mine going up and down Arnold street. Steve told us about the club, when they meet, about Ted & Mike Etling and told me to call Mike and start the restoration process.

Phone call to Mike, he was busy on 2 or 3 projects but told us, when he was finished, he would start on our car. Months went by.....at least 10 months, and finally Mike was ready. Not having driven the car in 40 years, I wasn't about to attempt the drive to Aston, and so Mike recommended a Towing Service and they came and towed my car to Mike's place, while I followed in my cute little Mazda Miata (my gift to myself when I turned 70) with the top down, taking photos all the way to Aston. We arrived at Mike's, I gave him my baby, and returned to NE Phila. Mike kept in touch, sent photos, diligently worked on the car and turned it into a beauty with safe mechanicals.

It now has a new top, new upholstery & new bumpers. Mike took it totally apart, piece by piece so the inside looks as great as the outside.

(Continued next month....*The Rebirth of a Model A*)

IMPORTANT NOTICE

We need your E-Mail Address so you can receive the Klaxon. Beginning July 2012 the Klaxon will be producing an electronic edition and sent to all E-Mail Addresses of members that we have. If you didn't receive your Klaxon via E-Mail this month please contact Steve Organ at: SOrgan@TheMaxwellGroup.Org



Colonel Sam's Take-it-Easy Toll Way

People differ in their views as to Colonel Sam Robertson's celebrated Don Patricio causeway connecting the mainland of Texas with Padre Island.

To some folks, his three-mile long structure appears a little bizarre. Definitely, other decided, it looked like something, but not what it was. A few just not sure about it. All did agree on one point. They had seen nothing else exactly like it.

Whatever was the case, half-century ago, when colonel Sam opened his causeway to traffic—both going and coming, he seemed to have a good thing. Right off, he got traffic rolling over the Don Patricio, driving the motorcade's first car across it.

After that, visitors began to "joyride" over the causeway to the Colonel's Padre Island Resort. For the round trip he collected \$3 toll.

To build his odd roadway, the colonel sank nearly \$100,000—in 1927, no paltry sum, in some 3,900 timber pilings topped by four parallel wooden troughs. In two of the troughs, cars went to the island, they returned in the other two to the mainland.

Naturally, when some folks first started over the causeway, they were a little uneasy. But becoming used to the troughs, they relaxed like everyone else, happily dawdling along.

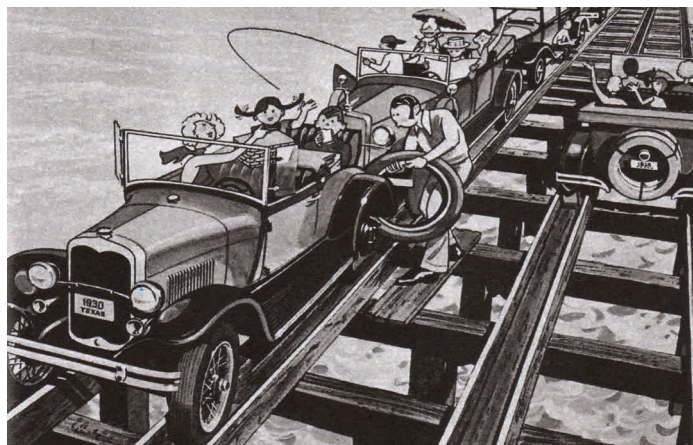
Yet what people seemed to enjoy most about the trip was a good traffic tie-up. Tires being less durable than now, a flat was the usual cause for such enjoyment. Only with rare good luck did a fuel tank run dry.

Hopping out of cars, people helped to change tires, repair the inner tube, refuel the tank, or whatever. Meantime, everyone got acquainted, exchanging pleasantries and, on occasion, even shared refreshments—making the affair a festive occasion. As more cars stopped, other people had fun.

Ardent anglers, eager for a nibble, grabbed their tackle, and wet line. Youngsters, noses held tightly, leaped off the troughs, sinking with splashes. People with appetites, salt-air whetted, opened picnic baskets. Oldsters just settled back for a nap.

After a while a car's engine started, and a horn sounded. Shouts of "Y'all come see us!" were heard. This prompted the anglers to stow their gear, the kids to dry off, the snoozers to wake up.

Soon all the cars started, all their horns blaring. On-ward they rolled, the drivers later reminiscing pleasantly about their experiences and hoping they would have such good fortune in crossing another time. Still, as someone remarked later, "It was too good to last". Too bad, it was. In 1933, a storm wrecked the Don Patricio. It was never rebuilt. (Ford Times - March 1979)



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Up Comming Events

- 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 11th Annual Car Show, Cruisin Classics, Cannstatter 9am – 3pm
- 8/18/2012 Warminster PBA Car Show – 350 E. Bristol Rd, Warminster
- 9/9/2012 Nigh in Rockledge Car Show– 3pm – 9pm
- 9/16/2012 **Model A Banquet – Tiffany's Diner, Roosevelt Blvd., Noon – 4pm – Bring your Model A**
- 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
- 10/21/2012 4th Annual Knights of Columbus Car Show. 1492 Woodbourne Rd. Levitt town.SH: 8am-3pm. Bobbi, PH: 215- 752-0484 or PH: 215- 820-3276



Jack Fritsch has a new idea for Model A Horns. They sound good but the reach to use it is a killer!



Holy Nativity Church Annual Car Show and Strawberry Festival

June 2, 2012

The Club Members who participated did great:

Billy Long—First Place

Steve Organ—Second Place

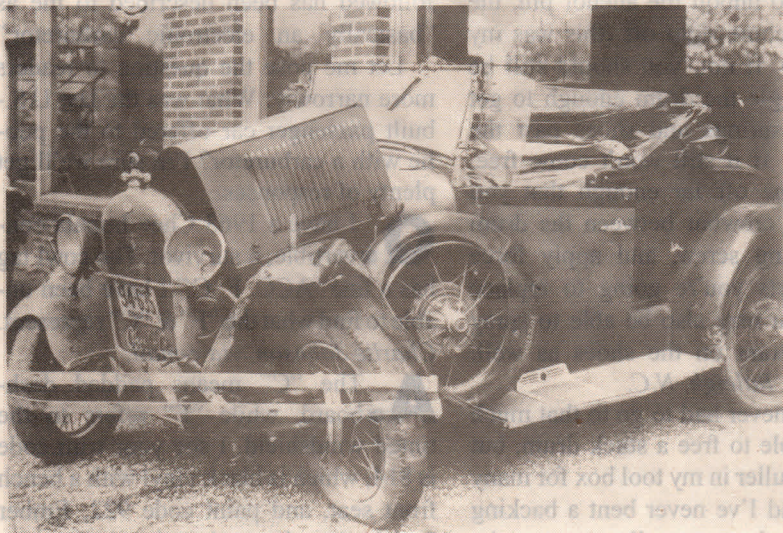
Al Kubis—Third Place

Ted Etling—Rector's Award



Thanks to all that attended. We had a nice showing of cars from the club: Tom & Carol Boles, Ted Etling, Jack Fritsch & Roxanne, Bob Kehan, Al Kubis, Stace and Joyce Leichliter, Billy Long & George Anna, Dave Miller, Steve & Lisa Organ, Joe Staehly and Ann, and Shelly Rosen.

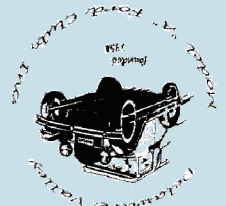
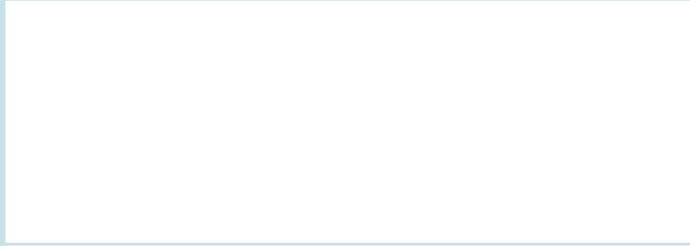
WRECK OF THE WEEK



The minimal front bumper was no match for whatever collided with this Model A Ford roadster. The license plate on the old Ford says "Ohio 1931," so this beauty was almost new when it took a hard hit to its nose on the driver's side.

This was a well-appointed machine, with wind vanes, sidemount, spare tire lock and radiator stone guard. The Deluxe roadsters came with a rumble seat, while the Standard roadsters did not.

Clearly, it was going to take a lot of work to get this "almost new" Ford looking that way again.



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Member's Spotlight



Al and Dolores Kubis'
1964 Dodge Dart GT

We bought our Dodge Dart GT from a neighbor in 1978. She had purchased the car new in December 1963.

Our car has 83,750 original miles . Al re-did the mechanicals in the car in the early 1980's and had it repainted in 1983

The car has the original Dodge Slant-6 engine and the push-button automatic transmission.

The car is a Golden Anniversary Model from Dodge —1914 to1964.

Al and Dolores enjoy parades and car shows with their car. Please take a couple of minutes to admire a great car at the next car show.

