



THE KLAXON

March 2012



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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/>

President's Message



Greetings:

We had a good turn out for our February meeting, what a great group. The newsletter looks great, Steve, and with all of the ads it isn't costing us anything to print or mail it. Jim has the new web site up and running again and it looks fantastic. Thanks, Jim. Let's try adding a few more business cards to our newsletter, keeping the cost down and making a profit. Members, please support our advertisers.

I would like to thank everyone that made it out to Ed Moran's final farewell. We had 8 vehicles in attendance, including Ed's 1935 Ford which is now owned by Paul Christensen.

I would like to close by saying February 6th was one of the greatest days of my life because I became a grandfather for the first time. Krystal Lee Leichter weighed 8lbs, 1 oz. and now I am officially old!

See you all on March 1st.

Stace

Up Coming Events

3/1/2012—Monthly Meeting at Daley's Service Center

4/5/2012—Monthly Meeting at Daley's Service Center

9/22/2012—Fifth Int'l Model A Ford Day

10/10-13, 2012 Annual AACA Eastern Region Meet at Hershey.

Get Well Wishes

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


GET WELL SOON

Happy Birthday for March

If we missed your birthday please let the editor know

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| Dee Roberts | 2 |
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| Bob Russell | 13 |
| Carl Magonigle | 19 |
| Beatrice Silliquini | 19 |
| Bob Coates | 20 |
| Pete Slusser | 22 |
| Karen Mueller | 24 |
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A Safety Recommendation For Those who Tow

(Reprinted with permission from AACA Antique Automobile Jan/Feb 2012)

On the way to the 2007 Glidden Tour in Gettysburg, we had an accident after the right rear tire blew on our tow vehicle. The blow-out caused our vehicle to tip right, and immediately took us into the path of the large truck we were passing. The truck hit us and we went right off the road to the right and down an embankment.

The tow vehicle, on its side, caught fire. A quick-thinking chemical truck driver stopped and put out the fire, avoiding an explosion, and we were able to escape. The trailer, with our 1929 Graham-Page inside, tumbled down the hill and ended up up-side-down. The straps has snapped and the window posts were broken, but the car was otherwise unharmed. While extracting the trailer from the ditch, it literally fell apart. The Graham-Page rolled out and the entire right front fender and hood were crushed, and the frame was twisted. After settlement with the insurance company, I donated the car to the McPherson College restoration program.

I now highly recommend using a product called Tire-Mender. Each tire on my tow vehicle and trailer has a sensor, which is in constant contact with a screen that sits on my dash (looks a lot like a GPS). If any tire has a change in pressure or gets too hot, the monitor identifies the tire in question. It is a wonderful safety device that lights up and shows the condition of your tires before you even put the key in the ignition. (submitted by Nevy Clark, Georgia)

(see pictures next page)

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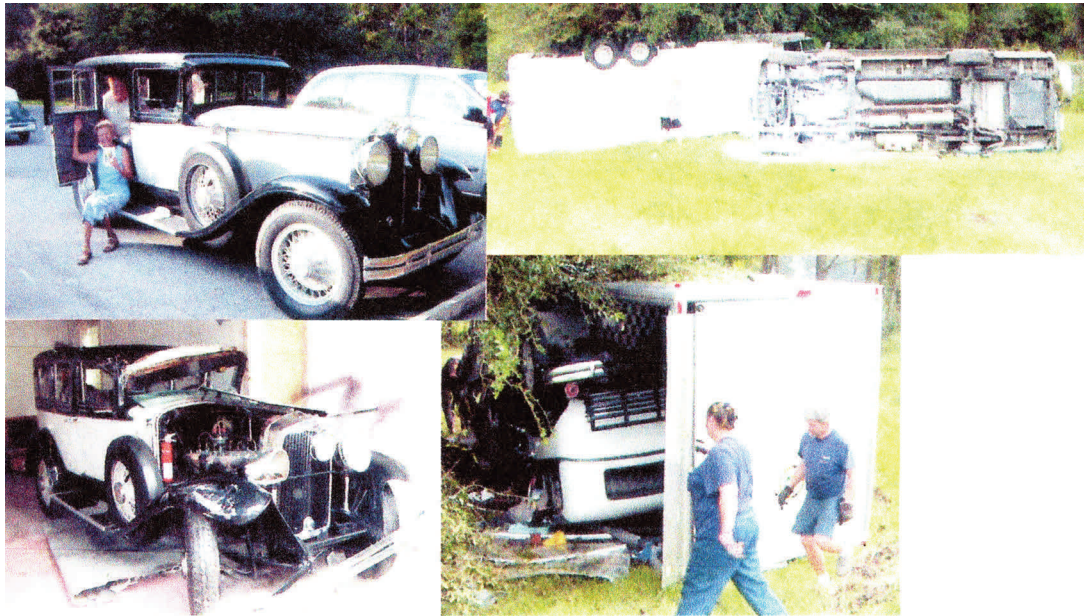
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Pictures from page 3 - A Safety Recommendation for those who tow.



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After minutes of research, the crack Klaxon staff found out the real identity of Santa. Recognize him? If not look in next months edition to find the real identity of Santa.
(ANSWER: Dave Sadow!)

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AN INTERESTING “A”

By Jim Maier, Club Vice President



1975

In November of 1975, my parents purchased a 1928 Tudor from a person whom we believe to have been the owner of Peddlers Village, an upscale shopping and dining complex in Laskaska, PA. I can still remember being in front of the house and seeing the car being delivered on a trailer that was towed by a motor home.

The car was not running, with most of the engine in a box on the back seat. The roof was in poor shape and the front floor was gone, however, the sheet metal seemed to be in excellent condition with minimal rust. The seller told us that it had been owned by a military person and that it had been in Europe during WWII. After the war, he returned to the states and brought the car back with him as there was a long waiting list to buy a new car after the war ended.

In the weeks following, it became very clear that the car had indeed been to Europe. It still had small German marker lights or possibly turn signal lights mounted on the top of the front fenders. The windshield wiper motor is a Bosch that is still working today. The tail light is a Bosch that is still mounted on the left rear fender. Every tire had a manufacturer's stamp from a different European country as well as each inner tube. It also had the orange semaphores which were used as turn signals in some countries. These semaphores and the front fender marker lights were removed from the car during restoration but were kept.

My dad worked on the engine and got it running. The car's first test drive was on July 4, 1976. Over the next few years, other repairs were made and the car was painted to what we believe were the original colors.

With a fresh restoration and a new lease on life, our family took rides in the car and in general, had a lot of fun with it. My dad also drove it to work a few times which would have logged about 50 miles per trip. These trips would turn out to be the longest rides for the car in decades. As the years went by, interest was lost in the car and it just sat in the garage. It was started occasionally and even driven around the block a few times but in the past 35 years, it logged only about 300 miles on the odometer.

(Continued on Page 7)



Technical Issues with the Model A

Engine overheating has been around as long as the automobile and the Model "A" is not exempt from the problem. However, the "A's" cooling system, if working properly, is more than adequate for almost any set of driving conditions you might encounter. There are many causes for engine overheating, but once identified, most can be easily corrected.

Fan Belt - Fan belts are prone to slippage and a belt that's loose will not turn the fan and water pump at the proper speed. Belt tension can be adjusted by loosening the generator mounting bolt and pulling the generator away from the engine to take out the excess slack. A $\frac{1}{2}$ to $\frac{3}{4}$ inch of belt play between the pulleys is about right. After the adjustment is made, tighten the generator bolt securely. Unfortunately, an unmodified Model "A" has no means of locking the generator in place and over time, the belt will loosen again. To alleviate this problem, you can use a "belt tensioning bracket" to hold the generator securely in place when driving. The bracket can be easily removed if the car is to be shown.

Fan - Fans can cause a problem if a "modern" type has been installed and the diameter or blade angle is too small to provide adequate airflow through the radiator. If you're determined to use this type of fan, check with other Model "A" owners to see what they have on their car. There's nothing wrong with the original two blade propeller type fan that came on the Model "A" but it should be checked frequently for cracks or other damage that could make it unsafe to use.

Hoses/Clamps/Petcock - A plugged radiator hose will restrict coolant flow and a leaky hose will cause coolant loss over time. Either condition can cause the engine to overheat. It's a good idea to replace both hoses even if only one is bad because the other hose is probably living on borrowed time. Check all hose clamps for tightness and if you're more interested in driving than showing the car, consider replacing the original wire hose clamps with the modern screw-adjust type. Also, make sure that the drain petcock located in the water return pipe is not leaking.

Water Pump- The Model "A" water pump is simple and robust but it can fail. If the impeller is loose on the shaft, the pump won't circulate the coolant. On the other hand, the pump may deliver too much coolant at highway speeds causing coolant loss through the radiator's overflow pipe. The new "leak-less" water pumps appear to have a higher output capacity and have the capability to overflow a poorly maintained system. Once again, check with others to see what they're doing.

License Plates and Other Radiator Obstructions - The headlight bar seems like the ideal place to mount the license plate, but the plate does block a sizable chunk of the radiator's cooling fin area. A radiator ornament or plaque will do the same thing. On a hot day, consider removing the ornaments and flipping the license plate into a horizontal position to expose more fins to the airstream. (MAFCA Website)

Continued from page 5—AN INTERESTING “A”

Fast forward to 2009, I became interested in the old model A. We put a new battery in it and did several repairs including fixing water and oil leaks and some work on the steering. We were able to get it running good and have taken numerous rides in it and even entered it in a local show in July 2010. Slowly we were able to work out the bugs so that we could trust it out on the main roads in traffic again.

A few months ago, Stace Leichliter, the current president of the Delaware Valley Chapter of MARC, stopped over and was looking at the car. He noticed something unusual on the engine which he could not explain. On the side of the engine, where the serial number is stamped into the block just beneath the head, is the Ford script followed by USA. Being curious as to what this marking meant, I searched the internet and after a few hours, I found the answer. Apparently, having the Ford script followed by a USA stamp means that the engine was built in the Rouge assembly plant in Michigan for shipment to a Ford assembly plant overseas. This information backed up what the seller had told us in 1975 regarding the car being shipped into this country with a returning soldier after the war.

In 1928, the year of this car, Ford had assembly plants in 6 European countries: Belgium, France, Spain, Germany, England and Denmark. It is our guess that this car was one of the 3,482 cars built in Denmark because of the semaphores which were on the car. From what we have learned, these were mandatory in Denmark in 1928. They can be seen in the 1975 photo which accompanies this article. Besides the semaphores, marker lights, wiper motor and tail light, the only other difference we noticed on the car is the oil fill tube on the engine. It narrows at the top which makes the standard filler cap fit very loose. I have searched for the body number that is supposedly stamped on the sill under the front edge of the front seats but have been unable to locate it.

This particular car is an AR model that still retains many of the original AR parts. The brake system has been changed at some point to the later configuration however the original AR components are still mounted on the frame. We are still learning the differences between the AR cars and the later production models. In addition, we are researching any possible differences between cars manufactured in Denmark and the United States. Any information on cars manufactured in Denmark would be appreciated.

At this point the car is running great and can almost be driven anywhere. The clutch is slipping when hot and needs to be replaced next. We need to see if it still has an original multi disc clutch before tackling this job. In the mean time, the car still attends club meetings, a few local shows and the occasional Sunday drives.



This section is dedicated space for members who want to sell, buy, trade or just clean out their stuff. If you want a listing on this page contact the Editor 4 weeks before the next meeting for timely printing of your

ITEMS WANTED

I am looking to buy some Model A shocks that need rebuilding (cheap)
Thanks, Bill Miller, Palmyra NJ 08065, cell phone 856-470-8164

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1923 Ford Model T Roadster. AACA National Winner. Excellent condition. Asking \$14,000.

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1912 Model T Touring, 1913 Model T Touring and 1916 Model T Roadster 215-962-9480

FOR SALE

1931 Model A Pick-Up Truck. In pieces and will need to be put together. Located in Dover Delaware. Contact Cliff Grohe, 302-423-5486—Make Offer

We will Miss you Ed— Many of you know Ed Moran—while he wasn't a member of the Model A Club, he attended, helped with and simply enjoyed many of our events. Ed was involved with cars for more years than anyone cares to remember. He was President of the Early Ford V-8 Club for over 10 years. Ed died peacefully on January 26th after a long courageous battle with cancer. Many of the club members attended a memorial luncheon to share memories of Ed with all his friends and relatives. Ed enjoyed antiques, classic cars and visiting museums. Below are 2 pictures: Ed's car in line with club member's cars at his memorial luncheon and happier times with Ted Etling and Paul Christensen at a Model A picnic.



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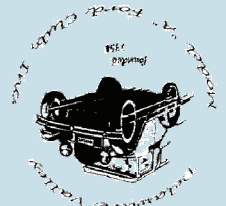
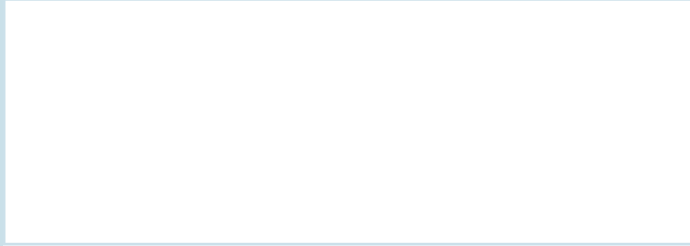


Ever feel like you were born in the wrong era? Jonathan, Hagerty's pre-war car specialist, does. He drove a '30 Model A every day for a year. Jonathan's just one of our many specialists, here to make sure our clients get the knowledge and service they expect.

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Member's Spotlight



Joe Weldon's 1931 Pick Up Truck

Joe's 1931 Model A Pick-Up Truck was purchased from long time club members Walt and Elaine Updike in July 2009. This truck has had a great history earning its Junior Badge in July 1979, and its Senior Badge in November 1979. The truck was put into storage in 1986 or so. The truck reemerged again in 2006. After Joe purchased the truck, it was refreshed and it earned its first Preservation Award in 2010. Joe put new wood in the bed, put on a new head and water pump, rebuilt the carb and distributor along with cleaning and repairing the radiator. Once you see his Model A Pick-Up Truck, I'm sure you will agree it must be one of the nicest trucks in the area (if not the country). Great Truck—Enjoy riding around in it.

