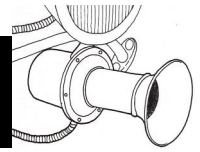
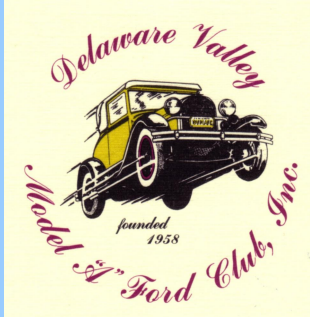




THE KLAXON



May 2015



Inside this Month:

President's message	2
Birthday's	2
Local Events	3
Deluxe V8 For 1936	6
INew Ford Intro	12
Parting Shot	14

And much more in this issue.....



The Newsletter of the

Delaware Valley Model A Ford Club, Inc.

Founded in 1958

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 Jim Maier. 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: M2116x6@comcast.net.

Club Officers

President – Ted Kulesza	215-901-4305
Vice President – Joe Chamberlain	215-385-4989
Secretary – Don Fortune	215-698-1256
Treasurer – Don O'Hara	215-338-6368
Editor - Jim Maier	267-918-2078
National Director – Mike Etling	610-505-4504
Activities/Parades – Ted Etling	215-802-8622

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

President's Message



Greetings:

April 18th, the Liberty run tour went well and we had a beautiful spring day with 11 cars and 18 members participating. William Penn summer home, Washington's crossing, Bowman's Tower, and Washington Crossing National Veterans Cemetery. We had a great lunch at Bowman's Tower restaurant. It was a spectacular day. It began with a visit of a man's seeking religious freedom and ended with heroes who served and defended our freedoms. On Sunday April 26th, 11 cars and 15 members drove to Hellertown, for a model a day. there were more Model A's than I could count. Great day great weather. On Saturday April 25th, many of our members rented a bus and drove to Carlisle. Except for tired legs they too had a great day. As you can see April was a busy month, and May looks the same. See you at the meeting, all the best .

Ted



Editor's Message

Hello:

With spring here the car shows and events are in full swing. April was a busy month. May will be the same.

The Hellertown Show turned out great. It was a beautiful ride to and from the show. Apparently I am the only one guilty of roadside repairs that day. A little sediment in the carb wasn't going to stop me. Nine Model A's departed Langhorne for Hellertown in our convoy. Roughly the same amount would have come from our western suburb convoy. It was great to see everyone there.

We need some volunteers for tech talks at upcoming meetings. Any takers? Please let us know.

See you on the 7th!

Jim

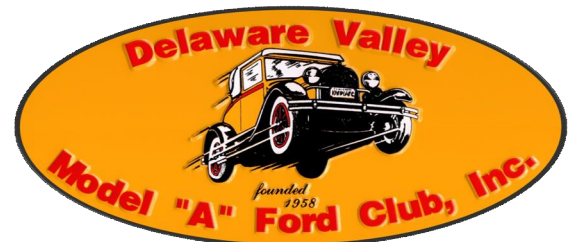
Up Coming Events

5/7/2015 Monthly Meeting at Daley's Service Center

Happy Birthday for May 2015!

If we missed your birthday please let the editor know

Joe Weldon	3
Larry Klopfeitein	5
Carol Ann Boles	6
Mike Etling	12
Dave Renninger	24
Carl Pfeiffer	26
Barbara Zampirri	29
Bob Kehan	30
Paul Christensen	30
Stace Leichliter	30
Fred Mueller	30



UPCOMING LOCAL AUTO RELATED EVENTS

From Hemmings Motor News and other sources

See enclosed club event listing for our events

12th Annual 98.1 WOGL/AMHFCU Car Show

May 16, 2015 10:00AM - 3:00PM

75 Trophies: WOGL Choice, AMHFCU CEO Choice, Top Club, Steve Kahuna Morris Memorial Award, and Best In Show. 1st, 2nd and 3rd place trophies in all five 5 Classes Pre-1991 / 1991-present / Street Rod / Rat Rod / Classic Import 1980 & Older PLUS the TOP 55PRE-REGISTRATION WILL BEGIN ON MARCH 11, 2015 Register Online @ www.kidsnhope.org For more information: 215-969-0777 All proceeds from registration benefit Childrens Hospital of Philadelphia CHoP through the Kids-N-Hope Foundation Five Classes: PRE-1990 / 1991-PRESENT / STREET RODS / RAT RODS / CLASSIC IMPORTS - PARTICIPANTS are asked to NOT arrive before 8:00 AM - Saving of spaces is NOT permitted. To park together you must arrive together. For the safety of participants and protection of the vehicles, tents will NOT be allowed

Sponsor: Benefiting Children's Hospital of Philadelphia CHOP

When: May 16, 2015 10:00AM - 3:00PM

Location:

AMHFCU Campus 2060 Red Lion Road
Philadelphia PA, 19115

Cost: 15.00 Pre-Reg / 20.00 Day of Show

To Register: Call Nikki Hafner at 215-969-0777

Fallsington Elementary PTO Car Show

May 16, 2015 10 am - 2 pm

Fun for the Whole Family 20 Trophies, Music, Food, Vendors, Raffle Baskets, 50/50 Show judging by Delaware Valley Road Runners Car Club. All monies will benefit all students of Fallsington Elementary. No Alcoholic Beverages or Burn-Outs. All cars, trucks and motorcycles makes and models.

Sponsor: Fallsington Elementary PTO

When: May 16, 2015 10 am - 2 pm

Location:

Fallsington Elementary, 134 Yardley Ave
Fallsington PA, 19054

Cost: \$15.00

To Register: Call Lisa Pajrowski at 215-356-6401

(Continued on page 4)

(Continued from page 3)

Brass in Berks County

May 17, 2015 all day

For the 14th year in Pennsylvania and 21st year on the east coast, we will have one of the best pre-1916 vehicle displays, plus a flea market for brass era and pre WW II 1942 vehicles, with parts, pieces and literature. Come buy, sell and swap to help with your restoration projects. 20' x 30' spaces on hard surface, for \$15.00. Food on the premises. Plenty of parking. This is a National HCCA event.

Sponsor: Olde Tyme Car Club

When: May 17, 2015 all day

Location:

Holiday Inn, 6170 Morgantown Road

Morgantown PA, 19543

Cost: Free admission Flea market spot \$15.00

To Register: or call Clay Green at 215-313-2734 or call Jim Dix at 607-562-3501

Spring Into Summer Car Show

May 24, 2015 9am-3pm

Sunday May 24th Spring Into Summer Car Show Nirvana Family Fitness Center from 9am-3pm, rain date Sunday May 31st, \$15.00 Day Of Show Only Nirvana Family Fitness 1222 New Rodgers Road Rt. 413 one light south of I-95 interchange Bristol Pa 19007. All years, makes, & models welcome including Rat Rods. Top 30 Trophies plus specialty awards. Sponsored by Nirvana Family Fitness & Movin' On KruZers Car Club. Hosted & Judged by Movin' On KruZers. Food Available, Vendors, Giveaways. Indoor Bathroom Facilities, Music by: Tom E Tunes Spectators Free. Vendors or more info please call, Bobbi h 215-752-0484, c 215-820-3276 or www.movinonkruzers.com, Partial proceeds benefit local charities. Registration Closes At 12:00 Noon

Sponsor: Nirvana Family Fitness & Movin' On KruZers

When: May 24, 2015 9am-3pm

Location:

1222 New Rodgers Rd rt413

Bristol PA, 19007

Cost: \$15.00 Day Of show Only

To register: Call Bobbi at 215-752-0484

Philadelphia Federal Credit Union Second Annual Car Show

May 31, 2015 9a.m. - 3p.m.

Philadelphia Federal Credit Union Second Annual Car Show 12800 Townsend Road, Philadelphia, PA 19154 Sunday, May 31st, 2015 9 AM to 3 PM registration until 12 Rain Date Sunday, June 7th. 2015 100 Plus Trophies - Best of Show +\$50, Club Participation +\$50, Paint +\$25, Interior +\$25, Engine +\$25, Modified +\$25, Sound +\$25 Car Competition \$20 &/or Sound Competition \$25 Music - Food - Vendors - Games Partial Proceeds Benefit Wounded Warrior

Sponsor: Philadelphia Federal Credit Union

When: May 31, 2015 9a.m. - 3p.m.

Location:

12800 Townsend Road,

Philadelphia, PA 19154 PA, 19154

Cost: \$20 DOS Cars / \$25 DOS Sound

To Register: Call Eddie Flores at 267-259-6409

A law firm that considers it a privilege to help you.



Personal Injury & Wrongful Death | Workers' Compensation | Estate Planning, Probate, & Estate Administration
 Family Law | Real Estate Law | Business Law | Criminal Law | Municipal Law | School Law | Elder Law

BC & M

BEGLEY, CARLIN & MANDIO, LLP

Serving Bucks County residents and businesses for all their legal needs.

680 Middletown Boulevard | Langhorne, PA 19047 | 215-750-0110 | www.begleycarlin.com

OPEN MON. - FRI. 8:30 - 5:00

Henry's Alternator Exchange, Inc.

STARTERS - ALTERNATORS
 (REBUILT OR EXCHANGED)

Electrical Short Specialist

Phone: 215-355-0585

Fax: 215-396-0924

henryalt@verizon.net

1712 BROWNSVILLE ROAD

TREVOSE, PA 19053

www.henrysalternator.com

THOMAS J. ROBERTS & DAUGHTERS

REGISTERED PLUMBING & HEATING

(215) 744-7179



REG. #3300



Dan Marseglia
 President

DLMSalesLLC@hotmail.com

Phone: (215) 570-4494

Fax: (215) 405-2538

P.O. Box 696

Langhorne, PA 19047

"ONE MILE AHEAD"

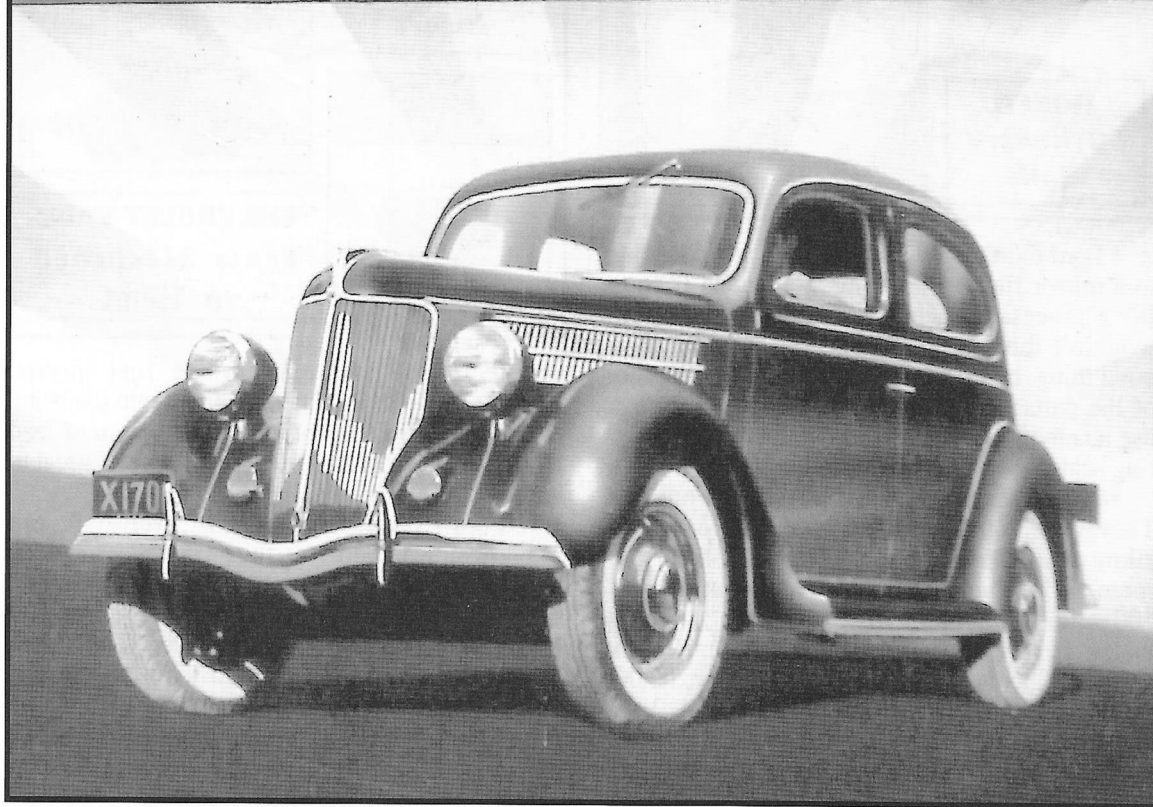
Smith and Jones
Antique Auto Parts
 60 Wisconsin St., W. Columbia, SC 29170
 803/822-4141 FAX 803/822-8477

Quality Parts
Same Day Shipping
Established 1972
156 Page Catalog
Order Desk 800-422-1928

www.snjparts.com



DE LUXE FORD V-8 FOR 1936



Why Fords Survived

By Frank Scheidt
V-8 TIMES Associate Editor

WHY SO MANY OLD FORDS HAVE SURVIVED (In my humble opinion)

I have often wondered why so many Fords from the Model T, A and V-8 era have survived all these years. I can remember many years ago when I became interested in getting an early Ford V-8, I started buying HEMMINGS MOTOR NEWS to help me find one. I was amazed how there were literally scores of pages of Fords for sale and not very many of other makes.

Sure, Fords seemed to be very popular among collectors, but where the heck were the Chevys, Plymouths, Dodges, etc.? Was it possible there just weren't that many that survived?

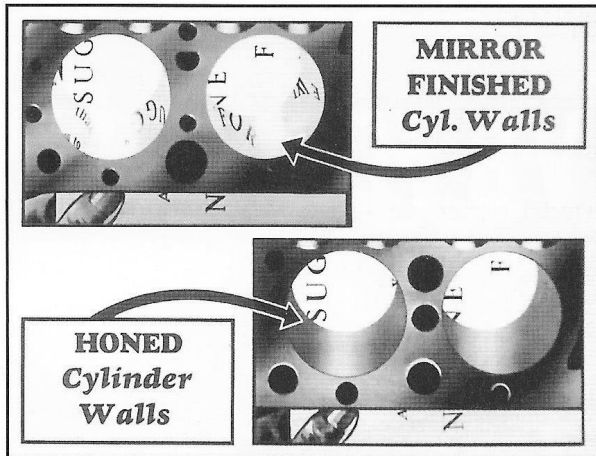
For the past couple of years, I've been converting old Ford filmstrips to DVD for the Early Ford

V-8 Foundation. I've done well over 100 so far. Many had the accompanying audio on phonograph record. I cleaned up the audio and combined it with the filmstrip frames to be viewed on a DVD player or computer. These are now in the Foundation Museum's research library in Auburn, Indiana.

Recently, while transferring a film titled, "Judge for Yourself - 1936", I didn't have the sound available, but I still wanted to transfer and preserve the pictures to DVD. Ford produced the "Judge for Yourself" titles for at least 1936 and '37 that I'm aware of.

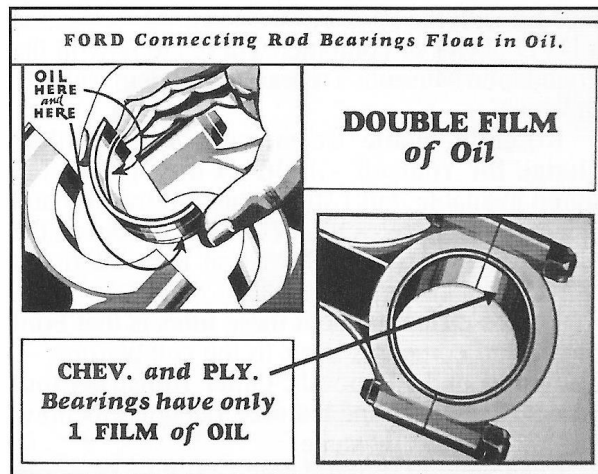
What's different about these titles is that Ford shows and compares itself to the competition — Chevrolet and Plymouth. Other filmstrips tout Ford's advantages and features, but don't mention the "other guys" by name.

Even without sound, I could see why these old Fords outlasted the competition, at least the Chevys and Plymouths. Here are some examples: The Ford Flathead V-8s were built to perform and last.



• Ford didn't have to polish the cylinder bores to a mirror finish, but doing so reduced friction. It's a process used today on race engines. You wouldn't think a mirror-like finish would be a good thing, but apparently Ford felt the precision of the parts they manufactured allowed them to use a smooth finish, yet not have a problem with ring seal.

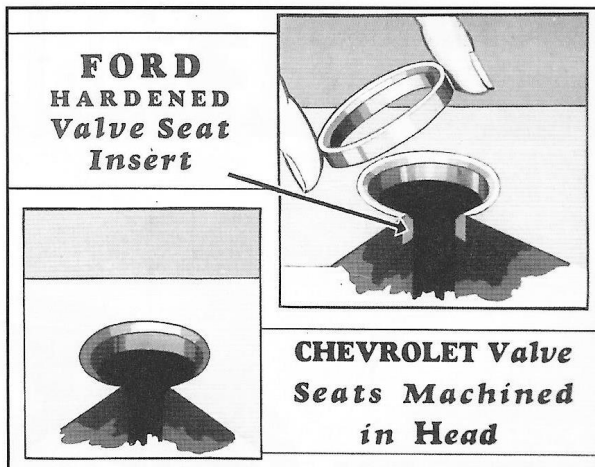
• No break-in was required on the Ford V-8. They were confident enough in their engine to allow up to 60 mph speeds right out of the showroom, and "as fast as you desire" after just the first 100 miles. Plymouth instructed you to go no faster than 35 mph for the first 500 miles and gradually increase the speed during the next 2,000 miles, with no sustaining speeds until 2,500 miles! How many owners stuck to those rules? And what kind of damage did they do to the engine when they didn't comply? Chevy was a little more lenient with 35 mph for the first 100 miles, 45 mph for the next 200 miles, 50 mph for the next 200, and no continuous high speed until the 2000 mile mark. Back in those days, it probably took the average driver over two to three months to attain 2000 miles.



• Ford used "aircraft" bearings, as they referred to the rod bearings (floating), with two oil surfaces vs. the competition's standard bearings. They switched from babbitted to insert main

bearings in mid-1936.

• Ford: Full pressure lubrication vs. Chevrolet's archaic splash system for its lower end.

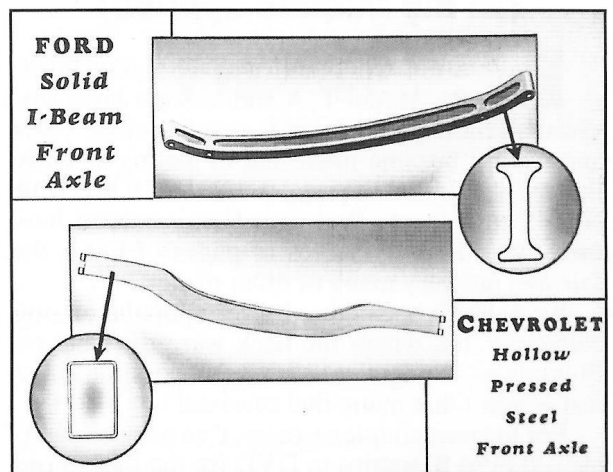


• Ford used hardened valve seat inserts. Chevy's valve seats were machined into the head. (Was Henry clairvoyant? The elimination of lead from gasoline makes those hardened seats great to have today!)

• Ford's crankshaft was cast, well-built and rugged. It weighed less than Chevy's and Plymouth's and resisted flexing. Early Chevy's had three main bearings, like Ford's, but the greater length of Chevy's six could've used four mains, and in fact, they did go to four later. Plymouth's L-head six had a fully pressurized oil system like Ford's V-8, and four mains, actually not a bad engine, compared to the Chevy. But still, their break-in requirements were ridiculous.

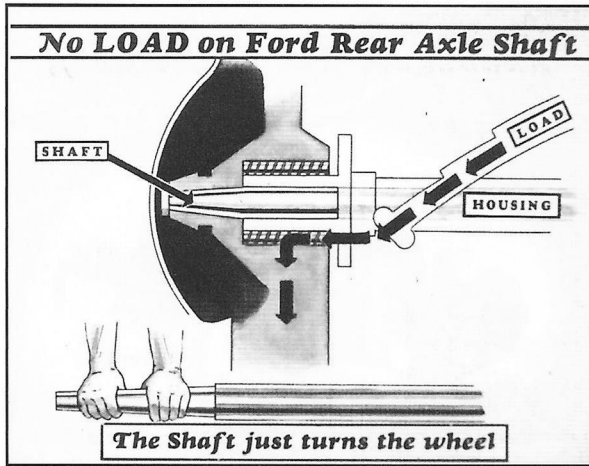
• Chevy used cast iron pistons, Plymouth had aluminum and Ford used steel or aluminum, depending on the year. In 1936, Ford's pistons were a full 18-ounces less than Chevy's and six-ounces less than Plymouth's. That's a lot less load on the rods and rod bearings.

• Chevy's stove bolt six needed periodic valve adjustment. Ford had no adjustment provision for its valves. The large, mushroom-end valves wore well, again because of their high quality.

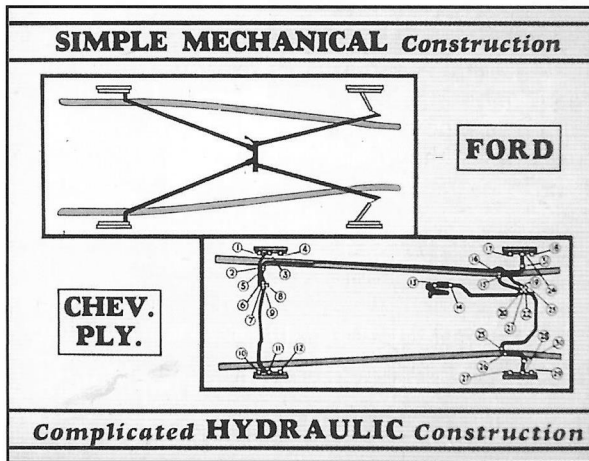


Ford Chassis was rugged

- Ford: solid I Beam front axle; Chevy: hollow pressed steel axle.



- Rear Axle: Three Quarter Floating Rear axle on the Ford, taking the load off the axle. The shaft “just turns the wheels.” On Chevy and Plymouth, the axle shaft carries the load.



- Brakes — Well, Henry’s resistance to hydraulics didn’t do a thing to help sales. But if you look at it from his perspective, the mechanical brakes were pretty safe, and simple — providing they stopped the car! Keeping them adjusted properly made all the difference. Early hydraulics may have suffered from hoses that weren’t as good as they eventually became; there were lots of fittings that could eventually leak; a master cylinder failure was a concern, at least until the dual cylinder came into fashion much later on; and no one can argue that hydraulics were a lot more complicated with a lot more parts. And Ford’s emergency brake setup was awfully good at keeping the car from rolling, energizing all four brakes rather than on just the rears (Chevy) or the driveshaft brake (Plymouth).

www.efv8.org

The Frame

An interesting story about Ford frames. A fellow V-8er, Dan Killecut from New York, is a former shop teacher at a local high school. He had a frame from a 1970s Chevy pickup and a partial Model T frame in the shop. The kids made fun of that spindly-looking Model T frame, until Dan had them use the plasma cutter on it. They had a difficult time cutting the frame. But they cut through that Chevy frame like butter!



The Bodies

- Extensive use of “Rustless Steel”, better known as stainless steel, for trim, outlived the plated metal of Chevy and Plymouth.

- Safety Glass all around on the Ford; Chevy and Plymouth used plain glass in most windows.

- Wood — You won’t find any structural wood in the Ford for 1932 on. But the Chevy still used wood framework in the body in 1936. Dealers sold cans of waterproof preserver for wood to help “slow down decay”!

Of course, there were some “advantages” Ford touted that might come under the heading of, “the best defense is a good offense”. For instance, take the much larger cooling system in the Ford. It wouldn’t be because the Ford V-8 ran hot, would it?

Ford bragged about its two water pumps, but why would you need more than one on the Chevrolet and Plymouth straight sixes? And what about the much greater braking area compared to the competition? Maybe because the old-fashioned mechanical brakes needed all the help they could get.

But the fact is that Henry Ford did build a durable automobile. He utilized precision assembly, thorough testing of materials and procedures, had a metallurgy department and an insatiable interest in finding better, lighter, and yes, cheaper, materials to use in his vehicles.

He put great emphasis on designing machine tools that not only helped increase production, but

also had the benefit of eliminating much human error, resulting in more consistent products.

Finally, the venerable Flathead V-8, a durable engine if there ever was one. I think of the punishment I gave a few of them as a teenager and how they were so hard to kill. Chevy may have outsold Ford for most years after the Model A, and Plymouth built a heck of a lot of cars back then also, coming in third in sales often, but where are they now? Especially the Plymouths?

Truth be told, it seems the Plymouth of the 30s and 40s were pretty well built cars, closer to Ford than Chevrolet was. But the proof is in the survival rate, right?

To sum up the contributing factors that I believe help explain Ford's survival rate: Ford used no structural wood from the 1932 model on; their engines were simpler and well engineered as to quality of assembly and materials; Ford had much better parts interchangeability than other makes, resulting in the ability to keep Fords going by using later parts when earlier ones were hard to get; and finally, and this may be the key to its longevity, Ford's well-publicized rebuilding/exchange program allowed owners to go to a Ford dealer and get a rebuilt...well, just about anything, for a great price.

Ford could provide owners an inexhaustible supply of parts to keep their cars going many years past their normal life. And apparently a lot of owners did just that to keep the "old girl" going and going!

Frank Scheidt
V-8 TIMES Associate Editor

Prepared by the Research Division of

**SALES EQUIPMENT
COMPANY**

Detroit, Michigan

Copyrighted March, 1938

The  *End*

V-8 TIMES Associate Editor Frank Scheidt is owner of Frank Scheidt Audio in Rochester, New York. For several years, working in conjunction with the Early Ford V-8 Foundation, he has been digitizing the Ford Sales and Service filmstrips and records from the flathead years and converting them to DVDs. These are available for purchase. For more information, visit:

www.fsaudio.biz/forddvds.html

Neshaminy Antique

Automobile Appraisals

Langhorne, Pa. 215-962-9480

www.neshaminyappraisals.com



**C H R I S
S I L I Q U I N I
O P T I C I A N**



2540 Huntingdon Pike
Huntingdon Valley,
Pennsylvania 19006
215-947-3331 P
215-947-3346 F
ultimoeeyewear@verizon.net

ULTIMO EYEWEAR

eld
ASSOCIATED
ARCHITECTURE • PLANNERS

EDWIN L. DARDZINSKI RA
Registered Architect

201 West Fairview Avenue
Langhorne, Penna 19047
tel/fax 215.752.6706
Cell 215.262.6134
email: eldarch@hotmail.com

Have a good topic for an article? Why not jot it down and send it to the editorial staff for publication? Feel free to send it via snail mail, email, carrier pigeon or telegram.

We are also looking for members to do short tech talks at our meetings on various topics related to Model A Fords. If you are interested, please contact one of our officers to schedule a time.

BRATTON'S

ANTIQUE AUTO PARTS



800-255-1929 Phone

www.brattons.com

800-774-1930 Fax

1606 Back Acre Circle
Mount Airy, MD 21771

Your source for Quality Model A Ford Parts since 1976

General Insurance & Surety Bonds Since 1929

www.brucebeaton.com

W. Bruce Beaton
Company Inc.

Janice L. Gill

Account Manager

janice@brucebeaton.com

1390 Industrial Blvd.
Southampton, PA 18966

215.942.2800

215.942.2882 (fax)

MLG Business Center
4501 Route 42, Suite 7
Turnersville, NJ 08012

856.728.7351

856.728.7355 (fax)

Greg Longs Gym

85 EAST STREET RD. • FEASTERVILLE, PA 19047
UNDER MICHAELS CRAFT & FLORAL
215-364-1168

- 10 M SQ FT WORKOUT AREA
- 5 TONS OF FREE WEIGHTS
- CARDIO EQUIPMENT
- BODY MASTERS
- PRO-SHOP
- NAUTILUS EQUIPMENT
- HAMMER STRENGTH
- KAISER AIR MACHINE
- TANNING BEDS
- PERSONAL TRAINING

FREE WORKOUT WITH THIS CARD

Fire Alarm - Security - C.C.T.V. - Card Access
Phone & Date Line Services

CUSTOM ALARM SERVICES

1289 ARBUTUS AVE.
LANGHORNE, PA.
(215) 752-9777

Fully Insured
A. John Korhonen

24 Hour Monitoring
Services & Sales

Etling's Antique Auto

SERVICE & REPAIR

Specializing In The

Model "A" Ford

Model "T" Ford • Early Ford V 8

**100 SPRING VALLEY WAY
ASTON, PA 19014**

**MICHAEL T. ETLING
610-505-4504**

Mike's "A" Ford-able Parts

Mike Butcher



124 Model A Drive, Maysville, GA 30558

email: mike@mikes-afordable.com - www.mikes-afordable.com

Fax: 706 652 2492 - Phone: 706 652 3866

1 888 TRY MIKE (879 6453)



Specialising in 1928 - 1931 Model A Ford Parts

215-638-1820
215-639-9803
Fax 215-638-9392

State Inspection
Emission Testing
Towing

DALEY SERVICE CENTER
Auto & Truck Repair

2749 Bristol Pike
Bensalem, PA 19020




JOHN DALEY ENTERPRISES, INC.

Custom Building & Cabinetry

CBC Thomas Smith

215.817.3109

858 Sackettsford Road
Ivyland, Pennsylvania 18974



1909-48 Ford Parts & Accessories

800.242.6491
www.gaslightauto.com



Urbana, Ohio 43078

Gaslight Auto Parts



Meet Jonathan HAGERTY'S PRE-WAR SPECIALIST

**I'M JUST YOUR AVERAGE
89-YEAR-OLD**

LIVING IN A 29-YEAR-OLD'S BODY.



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.

An absurd dedication to collector cars. It's another reason why if you have a classic, you belong with Hagerty.



The Classic Car Insurance Specialists | 877-922-1706 | WWW.HAGERTY.COM

“Introduction of the New Ford Car”

Dave Graham
V-8 TIMES Associate Editor
daveg@davegrahamauto.com

I can remember when I was very young and so looked forward to the new models on display. Introduction of the new cars was a big secret and dealers would paper their showroom windows so you could not see in before a certain date. All the cars would have car covers and you could only see the hub caps, often times the cars were delivered late at night and quickly rolled inside out of sight. All of this mystery must have worked because that is all we talked about. How the Ford looked vs. the Chevy, the new engines, etc.

The following pages detail what is expected from the dealer and what Ford expects the dealer to do for the grand opening! Also, on the following pages, are excerpts from the 1928 program, the only one I have ever seen or even heard of.

The 1932 and later, new model showroom instructions does not seem to exist. Since it was sent only to the owner of a dealership, not many copies were in circulation and survived if there ever was such a thing each year.

The “Model A” was such a milestone compared to the “Model T,” which sold over fifteen million cars. The world was ready for a complete new look and all this hype brought 90% of the population to visit the Ford showrooms the first three days to see the new models.

It seems to me Henry Ford did not have much faith or confidence in his dealers as he went into great detail what he wanted of them.

He expected to sell a lot of cars at the introduction of the new models. If the dealer followed the instructions he put forth...it would be a success.

Ford would spend a lot of money and advertise in every major newspaper in the U.S. for about a week following the showroom debut. “If they see it, they will buy!” He did not ask dealers to spend money on news releases, it was all handled by Ford.

These same guide lines were followed for the various model years and everything was considered confidential.

When you read about all the preparations, doesn't it make you want to see the new models as soon as you could in the 1930's?

I recently saw the statistics on how many people today visit the showroom on introduction of the new models. Would you believe it is about .01%, a far cry from the 90% of yesteryear. There is not much excitement when all the new models look alike anyway.



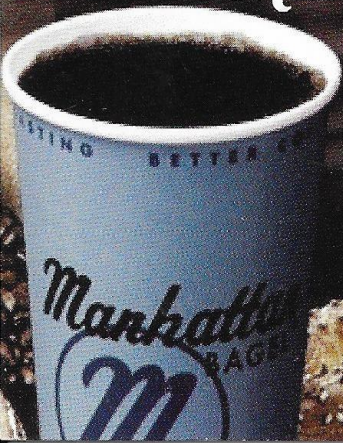
Manhattan Bagel

Breakfast & Brunch Restaurant

108 N. Flowers Mill Rd
Langhorne, PA 19047

RONAK PATEL
OWNER

Phone: (215) 702-0528
Fax: (215) 702-0613
Email: BDPiezz@hotmail.com



BANINS AUTO AUTO & TRUCK RESTYLING

Wheels, Tires,
ELECTRONICS, & Custom
Accessories

Expert Custom Installations

baninsauto@verizon.net
baninsauto.com



1820 Brownsville Rd
Trevose, PA. 19053
215-357-3783

MAY RENOVATIONS

Painting, Carpentry, Landscaping,
Paperhanging, Minor Electrical

Kevin May

(215) 584-3387

GENERAL PAINTING OF PENNSYLVANIA INC.

Robert A. Miller
President



(610) 783-0808
(610) 831-0134 Fax
RMILLER@generalpainting.com



"Protecting Surfaces Since 1973"



9010 Roosevelt Blvd
Philadelphia, PA 19115
Ph. 215.677.3916
Fax. 215.676.8279

Open 24 hours...7 days a week ~ Take out available
Banquet facilities ~ Baking done on premises



DR. JONATHAN W. McCULLOUGH, FACO
FELLOW ACADEMY OF CHIROPRACTIC ORTHOPAEDISTS

Hours By Appointment
(215) 946-0444

35 Lakeside Drive
Levittown, PA 19054

www.mcculloughchiropractic.com

PA STATE INSPECTION

EMISSION TESTING



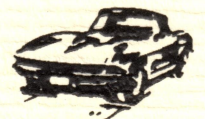
All Types of Auto & Truck Repairs
Complete Computer Diagnostics
39 Years of Service

114 Reetz Avenue • Hulmeville, PA 19047

215-752-3041

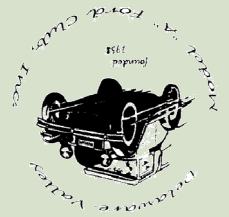
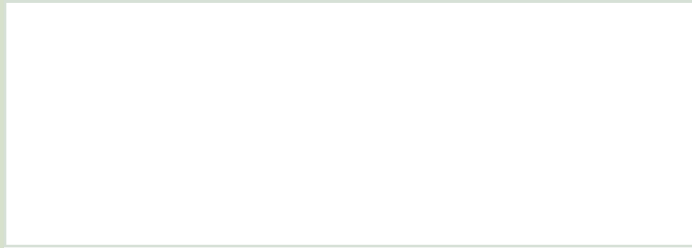


Schmidt Auto Body Inc.



613 BATH STREET
BRISTOL, PA 19007

SHOP (215) 785-5776
FAX (215) 785-3864



1648 W. Superhighway
Langhorne, PA. 19047



Hellertown Model A Show ~ Photo by Andy Brandley