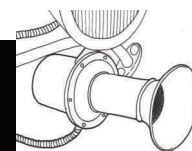




THE KLAXON



September 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.

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

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President's Message



Greetings: I can't believe that it's September al-

ready! Where did the summer go? It certainly has been a hot one. We had another great turn out for the Aug. meeting and Willy Long cooked up some tasty hot dogs. He's the best! Don Mannherz and Carl Megonigle participated in a Model T tour near Reading last month. They can give us a report at our next meeting. About nine of us toured over to Ted Kulesza's surprise 70th birthday party. We had a great time and Ted was certainly surprised. The best part was his wife had him shampooing the rugs thinking that the party was for his granddaughter. Members, start thinking about running for office. Nominations start in October. I hope that the weather continues to cooperate so that we can bring out those A's again. Also, the Englishtown swap meet is September 28-30. It's a great swap meet to find snow blowers and washing machines, ha ha. Please continue to get business card ads for our newsletter and support the advertisers.

See you all on September 6th.

Stace

Visit our web site at

www.dvmafc.org

Up Coming Events

9/6/2012—Monthly Meeting at Daley's Service Center

Get Well Wishes

Jay Fissel, Tom Boles' Brother Joe, Mary Jane Creelman, Charles Simon, John Sheaffer, Shelly Rosen, and Bill Chamberlain.

GET WELL SOON

Happy Birthday for September

If we missed your birthday please let the editor know

Lisa Derrickson	7
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A Mystery Auto-Parts Purchase

The other day Teenage Jack F visited a local auto-parts store and asked the clerk for a 710 cap. The clerk didn't know what he was talking about (even all the way back then Jack had that problem). Jack said "I don't know what it does. I'm a new driver and my father made me promise that every time I drive the car, I open the hood and look around to make sure the belts look all right, the fluids are full and the hoses are OK. And the other day I noticed that this 710 cap was missing and I need a new one". Stumped the clerk then asked Jack to draw a picture of the part. He immediately knew what part Jack was looking for. What part did Jack need—see page 8.



The Rebirth of a Model A By Shelly Rosen (Part 3)

CHAPTER III

Then, I call STEVE! **Help, how do you guys overcome this problem of needing 3 feet?** Needless to say, after Steve stopped laughing, he explained that by putting it into Neutral, you don't need the clutch, and your 2 legs will be enough. And Steve willingly said, he'll come over and we'll go out for practice.

Thank you Steve.

Practice I:

Steve came over and we decided to go to a Retirement Development near me on Susquehanna Road. There I could practice going up and down small hills, stalling and re-starting on a hill etc. It went well and I began to feel a little more confident. We drove home and after a few attempts to get up my driveway (Steve put a chock behind my wheel to keep me from sliding back) I finally drove the Model A into the garage. Success!

Practice II:

Steve came over. I tried to start the car but it wouldn't start. He was very patient. He just kept calmly repeating, do it again....do it again....do it again. About 10 times. Finally he said, it must be flooded, let it sit a while. Then a stroke of genius, Steve looks at me and asks: You did remember to turn on the gas lever, didn't you? Oh, wow, no I didn't, just a small oversight and of course it's hard to start a car with no gas coming in. Ok, I corrected that situation and off we went. Managed to visit my sister-in-law at KI Synagogue which is located at Township Line & 611, about 15 minutes from home. Lots of people were in the parking lot all admiring the car. Wonderful! Drove it home. It only took 3 or 4 times to finally get it into the garage. Success

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Practice III:

I didn't feel I needed my little guide with all my written instructions, since I was now an experienced 3rd time driver! I get in the car and again, the car won't start! This time Steve very calmly says, it's always best, Shelly, to turn the key on, it really will help! Wow, so much to remember....at least I remembered the gas lever. Next time I'm taking my little cheat sheet with me. We drove down Jeannes St to the Fox Chase Library to show the car to a friend! Got it back home and into the garage without too much trouble, just a few times sliding back. Oh well, next time I'll improve! I'll remember the gas lever and to turn the key on. Steve has never yet called me a moron so that's a good sign.

Practice IV

Hadn't driven in over a week, and Steve felt that I had regressed in my skill set. Oh well, a little jumpy, but I drove to visit my other sister-in-law in Melrose Park which involved Church Road, hills and windy road. I honestly felt that I made huge progress mentally. I felt more confident, more secure in my handling, more willing to take it out and not worry about having problems. So even though, the shifting wasn't as good, I felt better. Once we reached home, Steve had another genius idea which really solved my driveway problem. He told me to stop at the bottom of the driveway, where it was flat, shift into 1st (rather than halfway up the hill where I always would slide back) and slowly bring it up and straight into the garage.....AND IT WORKED. No stalling, no sliding back, no problem. Again, thank you Steve.

I'll keep practicing and when I grow up, I'll drive my Model A just like you guys drive. Maybe even better! Shelly Rosen



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The Purchase of a 1930 Tudor

In the summer of 1970, Sheldon (Pete) Slusser told his brother Marilyn (Mart) that he was looking to buy a Model A. Mart told Pete that he heard a rumor from a fellow employee. The fellow employee told Mart that his father-in-law was rumored to have a Model A stored someplace. That father-in-law was an old farmer named Frank Peters. Mart told Pete to be very careful talking to

the farmer because he was a very temperamental old man.

Pete and Mart drove to Frank's farm to inquire whether there was a Model A. Pete knocked on the door; the farmer who was 81 years old, yelled out from the second floor window. He told Pete that he just finished taking his "weekly bath" and was preparing to go to a carnival. Pete realized that the farmer must be in a good mood. So, Pete very cautiously told him there was a rumor he had a Model A and it may be for sale. Then Frank said, "Yea, I have one, would you like to see it."

The old farmer told Pete and Mart to hop into the bed of his 1947 Studebaker pickup. There was no room in the passenger seat, because it was loaded with tools. He drove them to a shed on the property. The door of the shed had three big old wooden wagon wheels lying against it. The old man moved the large wheels and slid the door open.

There in the shed was the 1930 Tudor! It had been stored in the shed for seventeen (17) years. Frank Peters bought it new in 1930, and used it until somewhere around 1953 when he stored it away in the shed. The hood was off, the seats were patched with hand sewn blue denim, and the top was original with tar on it to keep it from leaking. Nevertheless, Pete was happy because there was no rust cancer on the car body, it was solid! The motor was apart; it had been dismantled and put in oil by the farmer. The old man had also dumped a can of oil down the muffler. Pete realized the condition was not the best. Nevertheless, he knew he could bring it back to near its original beauty.

After a while of looking the car over, Pete asked the old farmer if he would sell it and how much he wanted for it. The old farmer said he would sell it and wanted exactly how much he paid for it forty (40) years ago when he bought it new. The farmer told Pete he wanted \$450 for the 1930 Tudor. Pete bought it on the spot and said he would return with a truck to transport it home. Now, Pete had to locate a truck that someone would loan him to transport the Tudor home from Upstate Pennsylvania to Philadelphia, around one-hundred and thirty (130) miles. One man told Pete he would loan him his truck. However when Pete went to pick it up and was driving out of the yard with it, the man shot over Pete's head with his shot gun. This was to get Pete's attention to stop him to tell him that he had changed his mind about loaning him the truck because he needed to use it that day. So, Pete borrowed a truck from someone else and picked the car up the following week.

(Continued on page 6)

Once the Model A was at Pete's home in Philadelphia, Pete rebuilt the motor; there was corrosion on the wires for the coil. Keeping it original was most important. Pete did most of the exterior and interior restoration work himself. When Pete finally started the car for the first time; everything started smoking. The smoke was so heavy the neighbors thought the house was on fire! Pete wondered what he did wrong. Upon investigation, he found oily acorns coming out the muffler.

They must have been stored there by chipmunks. He actually had to get rid of that muffler. He bought a new muffler from JC Whitney for \$8.95. This muffler is still functioning on the car to this day.

There are not many who could say they are the second owner of a 1930 Tudor. Pete is the proud second owner of his 1930 Tudor. He has owned it for forty-two (42) years, and has been gently caring for it all those years. Pete loves to "tinker" with his car. When this car was originally built, the owners were expected to have some mechanical ability. This 1930 Tudor Model A is 82 years old and has style and simplicity.

I think Pete got his love for cars a long time ago, while growing up. He told me he was very impressed and never forgot that he rode in the rumble seat of a Roadster to go to the doctor to have his arm put in a cast when he was 3 years old. Over the years growing up in Berwick, Pennsylvania he said he drove many Model A's and other cars and trucks from the time he was twelve (12) years old.

Pete said he even bought a 1931 7-passenger Pierce Arrow Limousine when he was sixteen (16) years old, from a Farm Implement Company for only \$300. The Farm Implement Company had taken the Pierce Arrow in on a trade for farm equipment. He said he brought the car home to show his Dad and was immediately told by Dad to "take it back." His Dad told Pete he would never be able to afford to put gas in it, much less maintain the car. So, Pete listened to his Dad and returned it back to the Farm Implement Company. The Farm Implement Company took it back easily because they had other people who were very interested in purchasing the car.

Over the years, Pete has completed a few modifications to his 1930 Tudor Model A, such things as turn signal lights, and a shorter pitman arm to help with steering and for safety on the open road. He bought new tires for it and has performed tune-ups, carburetor, distributor, and engine work over the years. I don't think you ever finish working on them completely. As Pete says, "everyone knows there is always something that needs to be done on a Model A to keep them running smoothly."

Composed by Ruth Pecarsky

(see Next Page)



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Pete in 1970 with his Model A



Mom and Dad with Model A in 1970

Blast from the Past

GOING
CAMPING
THIS
SUMMER? ?



This was the camper the touring Model A owner may have chosen back in 1933. At least in the Pacific Northwest that is. It was marketed by Kozy Kamp Trailer Co., of Portland, Oregon. Yep, it all folded down neatly to a low trailer just like what's on the market today (excepting that vintage quality, smell and appointments.) Cost was \$295-345. At the price we'll be paying for gas this coming camping season it may be time for a return to sensible transportation and travel equipment such as this. Note the 1932 Ford 18" wheels on the trailer and Model A.



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Up Coming Events

- 9/8/2012 St. Mary's Episcopal Church – 11 – 4pm Rain or Shine Opposite Andorra Shopping Center
- 9/9/2012 Nigh in Rockledge Car Show– 3pm – 9pm
- 9/15/2012 Tacony Parade – We need all to attend
- 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. Levittown.SH: 8am-3pm. Bobbi, PH: 215- 752-0484 or PH: 215- 820-3276 or movin'onkruzers@inbox.com

What part did Jack need? He was missing the OIL cap. Upside down it reads 710.

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Time: Noon to 4pm

Bring your old car (Weather Permitting.)

Deadline for reservations is the September 6th meeting at Daley's Garage. Come early and pay up. Thank You! If you can't make it to the meeting mail you're your check for \$10.00 each per dues paying member + Guest and \$25.00 each for non-members.

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Delaware Valley Model "A" Ford Club, Inc.

55th Annual Awards Banquet

September 16, 2012

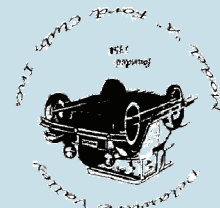
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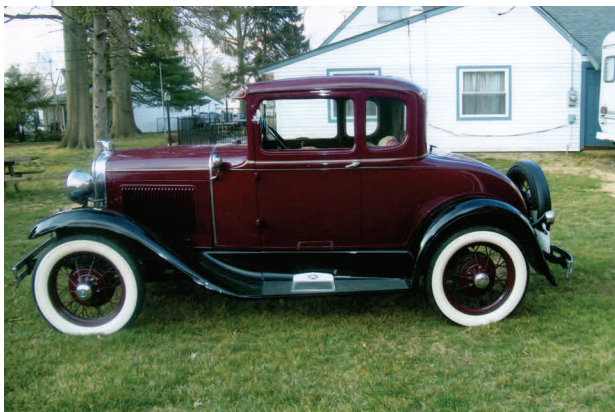
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Member's Spotlight



**Bill Chamberlain's
1930 Model A Coupe**

I purchased my Model A in 1996. My son and I began working on her and straightening out problems. We began with the electrical system.

My A has been a real learning experience. We have learned how to put in a water pump, radiator, distributor, alternator and carb. To stop the car from shake, rattling and rolling the kingpins were changed.

"Old Red" has been in parades, car shows, school visits, tours, proms and weddings. Kids of all ages have ridden in the rumble seat. Once Old Red was rushed by what seemed to be a hundred Buckaroos and the parade stopped, so they could all see our gal Sally Star..

