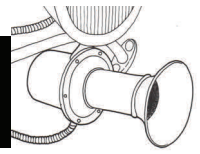
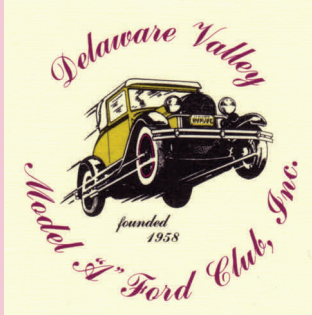




# THE KLAXON



**December 2013**



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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](mailto:Sorgan@themaxwellgroup.org).**

### **Club Officers**

<b>President – Jim Maier</b>	<b>267-918-2078</b>
<b>Vice President – Ted Kulesza</b>	<b>215-901-4305</b>
<b>Secretary – Don Fortune</b>	<b>215-698-1256</b>
<b>Treasurer – Don O'Hara</b>	<b>215-338-6368</b>
<b>Editor - Steve Organ</b>	<b>215-840-1259</b>
<b>National Director – Mike Etling</b>	<b>610-505-4504</b>
<b>Activities/Parades – Ted Etling</b>	<b>215-802-8622</b>

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### THE KLAXON

## President's Message



**Greetings:** Once again, another year ends. Overall it was a prosperous year for the club. We gained a few new members, ran some enjoyable tours, provided a couple of static vehicle displays, began enjoying a newsletter printed in color, and attended a few parades which help the treasury. Our annual Banquet was outstanding, as well as the picnic. All of these events and accomplishments are the result of hard work from our members and officers. Thank you to all who have contributed their time and efforts for the good of the club. Your work is appreciated.

If anyone would like to update their car's photo on the website with a different photo, feel free to email me a new photo. If you are unable to scan, I can scan your original photo for you.

As Steve mentioned at our November meeting, we need more sponsor ads. These ads help to pay for our newsletter. If you know of anyone who may be interested in an ad, please check with them.

\$20.00 for 12 monthly print ads as well as a web ad for the same time period is a good deal!

During our November meeting we discussed our club owned Model A Compressor. This has been stored in Steve Organ's garage. The club decided to move it to John Daley's to do some maintenance & repairs to it.

Our December meeting will be a Holiday Party. Please remember to bring a food item.

On behalf of all of our officers, I would like to wish everyone a very **Happy Holiday Season!**

See you on the 5<sup>th</sup>!

Jim

## Up Coming Events

1/2/2014 Monthly Meeting at Daley's Service Center

2/6/2014 Monthly Meeting at Daley's Service Center (

## Happy Birthday for December 2013

If we missed your birthday please let the editor know

Kim Fritsch	3
Patricia Whitcomb	5
Carol Mannherz	5
Jim Buck	6
Carol Mannherz	9
Mary Jane Creelman	12
Bill Ries	11
Ruth Pecarsky	21
Billy Long	22
Shelly Rosen	24
Monica Cody	28

## Dues are due next month

Please complete the form even if you are a life member so we can update the roster



# Car Trivia



Hours after Pearl Harbor on December 7, 1941, the Secret Service found themselves in a bind. President Franklin D. Roosevelt was to give his infamy speech to Congress the next day, and although the trip from the White House to Capitol Hill was short, agents weren't sure how to transport him safely. At the time, Federal Law prohibited buying any cars that cost more than \$750, so they would have to get clearance from Congress to do that, and nobody had time for that.

One of the Secret Service members, however, remembered that the US Treasury had seized the bulletproof car that mobster Al Capone owned when he was sent to jail in 1931. They cleaned it, made sure it was running fine and had it ready for the President the day after. And run properly it did. Capone's car was a sight to behold. It had been painted black and green so as to look identical to Chicago's police cars at the time. It also had a specially installed siren and flashing lights hidden behind the grille, along with a police scanner radio.

To top it off, the gangster's 1928 Cadillac 341A Town Sedan had 3,000 pounds of armor and inch-thick bulletproof windows. Mechanics are said to have cleaned and checked each feature of the Caddy well into the night of December 7th, to make sure that it would run properly the next day for the Commander in Chief.

The car was sold at an auction price of \$341,000 in 2012.

(Thanks to member Joe Weldon)

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Email: [markgaughan17@gmail.com](mailto:markgaughan17@gmail.com)

**Corporate Office:**  
3551 Bristol Pike  
Bensalem, PA



Dave Sadowl may have slept through his chance to be the next President but our current officers didn't. Congratulations to all our officers that were re-elected to serve another year.

Think about helping the club and running for an officers position next year.

# A Case for a FIRE Extinguisher

*(From AACA Speedster-September 2013)*



A sad picture for sure but this beautiful '56 Ford Thunderbird was part of our club caravan on the way to Cumberland Gap, Tennessee on June 22, 2013 when the rear brake started to "hang up" and before being noticed, a major fire started in the back wheel and in less than 20 minutes the T-Bird was reduced to a total loss.

The question isn't so much a discussion on whether a fire extinguisher would have made the difference but rather where it should be located in the car.

Most people carry an extinguisher but it is usually in the trunk. In this case it would have not been accessible as the fire started in the rear of the T-Bird and quickly consumed the vehicle.

Probably best to carry the right kind of extinguisher in the driving compartment, behind the seat of the driver for faster access. In this case, however, it is doubtful if it would have made any difference. Truly a sad story!

## **SUPER STORM SANDY**



**Super Storm Sandy's East Coast arrival in October 2012 brought with it the classic car hobby's single most devastating event to date. The National Insurance Crime Bureau reported that Sandy led to the damage of more than 250,000 vehicles in 16 states. Most claims occurred in New Jersey and New York.**

October 3, 2013—Old Cars Weekly News and Marketplace



## Delaware Valley Model A Ford Club

### Did you know ... ?

That the original striping to Model A Fords was painted by hand at the Ford assembly plant using thick paint and brushes made from the hair of squirrel tails. It is amazing how precise and straight the lines could be made using this method. Men without previous experience were trained at the Ford plant to effectively use this method in two to three weeks.



---

That the maximum number of Model A Fords produced on any one day was 9,100 on 6th June 1929

Per a 1963 publication titled the "Model A Handbook" by Peterson Publishing Company there were the following total Model A's built;

3,960,466 Passenger Cars  
1,062,121 Commercial Vehicles  
5,022,587 Total

---

The last Model A Ford was built December 7th, 1931

The Ford Motor Company ended production of the 1931 Model A on December 7th, 1931, idling its plants to retool for the upcoming 1932 line of all-new cars including the Model B with the first 4-cylinder engine made by Ford with counterbalanced crankshaft and its V-8 sibling that featured the industry's first mass-produced mono-block V-8 engine. Although photos of the Model B appeared on December 5th, they would not be available in Ford dealerships until March 1932.

---

That the word Ford on the company logo is actually Henry Ford's signature? It appeared on some Model C cars in 1904 and the oval was added in 1912 for signs for Ford dealerships.. It made it's debut on Ford cars in 1928. The deep blue color is known as "Corporate Blue

---

The Model A Ford manufactured in 1928 was introduced into Australia state by state and the introduction to South Australia was held on the 15th, 16th, 17th and 18th May 1928. The venue used was the Exhibition Building North Terrace Adelaide.

---

Henry Ford never permitted his advertising agency to use pictures with people smoking or even mention cigarettes. He disliked the habit of smoking.

# Henry Ford's moving automotive assembly line turns 100

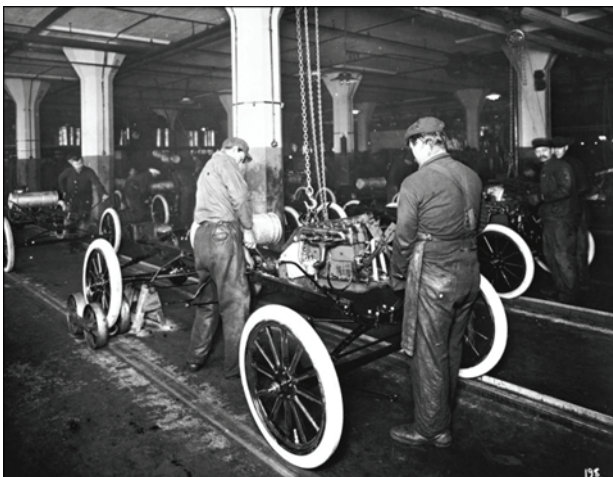
(Hemming's Electronic Oct, 2013)



*The Highland Park assembly line, 1913. All images courtesy Ford Motor Company.*

When Ford's Highland Park, Michigan, assembly plant opened in 1910, it was a wonder of the industrial age. Initially covering some 60 acres, the plant gave Ford the room it needed to increase production of the Model T, and in time the Highland Park complex would contain everything from a foundry to administrative offices. On October 7, 1913, Highland Park achieved one additional milestone, when Ford installed the plant's moving automotive assembly line.

Assembly lines and even moving assembly lines were not developed by Henry Ford or his staff. The first automotive assembly line is credited to Ransom E. Olds, who, according to Helen Jones Earley and James R. Walkinshaw in their book *Setting the Pace: Oldsmobile's First 100 Years*, implemented a system of wheeled carts, fixed stations and repetitive operations to construct the Curved Dash Oldsmobile as early as 1901. In addition, moving "deassembly lines" had been used in the meat packing industry for years, as far back as the 1860s. By moving pig carcasses via a pulley system past waiting butchers, each tasked with processing a specific part of the animal, the time between slaughter and packaging was greatly reduced. Such efficiency did not go unnoticed by other industries, and in April of 1913 a Ford production engineer set up a new type of assembly process for flywheel magnetos, applying the conveyor-style moving



*Mounting engines, 1913.*



**Once again this year Joan Ferris is selling calendars to benefit the Viet Nam Veteran's. The calendar will contain a PA Lottery Number for the evening drawing. The cost is \$35.00. Contact Joan directly at: 1-856-662-3239**

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As a baseline, the conventional process took a single employee 20 minutes to assemble a complete flywheel magneto. The revised process broke assembly into 29 steps, each tasked to a different line worker, who would push the subassembly to the next worker upon completion of his step. Initially, this new procedure cut assembly time to 13 minutes, but fine-tuning soon reduced this even further, to five minutes. Seeing the potential of this process, Ford soon rolled it out to other component areas as well.

On October 7, 1913, production supervisors Peter Martin and Charles Sorensen built a crude final assembly line in the Highland Park plant. Using a rope and a windlass, it pulled a Model T chassis down a 150-foot line, staffed by 140 workers. Grabbing parts from nearby bins, the workers demonstrated the efficiency of the moving assembly line manufacturing process, and the production time per car soon fell from 12 hours and 30 minutes to five hours and 50 minutes. The line was improved with the addition of a powered “endless belt” conveyor system, and made wide enough so that workers on both sides of the car could be accommodated. As Ford’s experience with the moving assembly line grew, it was able to shave even more time off the build process, and by 1914 was turning out a [Model T](#) in just 93 minutes.



*Final assembly, 1914.*

As production efficiency increased, Ford lowered prices accordingly. In 1910, the cheapest Model T was the Runabout, which sold for \$900, roughly the annual salary of a school teacher. By 1915, a Model T Runabout could be purchased for just \$390, representing a 57 percent reduction in price, and the public responded accordingly. By making the automobile accessible to the common man, Ford helped to create a society that revolves around the automobile instead of mass transit, and one that (for many years, anyway) favored suburban living over dwelling in the city core. On the surface, October 7, 1913, is the birthday of the moving automotive assembly line, but in many ways it’s also the birthday of the automotive-themed culture that shaped the American landscape in the 20th century.

## Car Facts and Trivia

The first cars did not have steering wheels. Drivers steered with a lever. The New York City Police Department used bicycles to pursue speeding motorists in 1898.

The first speeding ticket was issued in 1902.

In 1916, 55 percent of the cars in the world were **Model T Fords**, a record that has never been beaten.

The first gas gauge appeared in cars in 1922.

In 1923, 173 new inventions by women for cars had been reported. Among these inventions were a carburetor and an electric engine starter.

The first car radio was invented in 1929.

**Buick** introduced the first electric turn signals in 1938.

The Peanuts characters were first animated in 1957 for a **Ford Fairlane** automobile commercial.

Most American car horns beep in the key of F.

The automobile is the most recycled consumer product in the world today.

In Tokyo, a bicycle is faster than a car for most trips of less than 50 minutes!

The 1st automobile racetrack in the US was the Indianapolis Motor Speedway which consists of 3 million cobblestones.

In its 1st year the **VW Beetle** sold only 330 cars in the United States.

Women spend more than \$65 million on new cars and trucks, influence 80 percent of all new car purchases, and bought 60 percent of new cars in 2001.

135 million cars travel the nation's roads and interstates each day.

The first Ford cars had **Dodge** engines.

One seventh of the new auto/truck sales in the US are in Southern California.

The average 1999 model year automobile cost \$5,674 per year to own and operate.

In the 1970's cars were scrapped almost twice as often as small trucks, but over the years cars have become more durable and in 1999 the scrap page rate was almost equal.

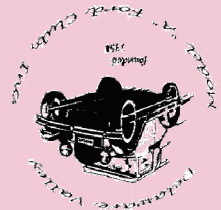
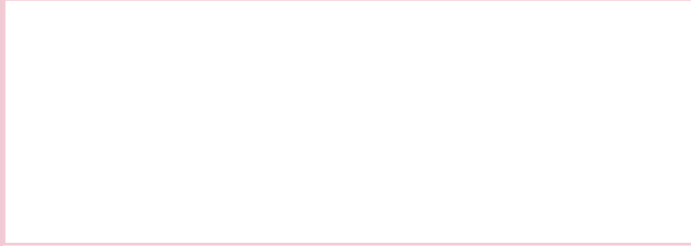
The city with the most **Rolls Royce's** per capita is Hong Kong.

Windshield wipers were invented by a woman.

The brake light in the rear windows was put there after a suggestion by Elizabeth Dole.

The first person to win the Indianapolis 500 at a speed of over 100 MPH without a relief driver was Billy Arnold who won in 1930 with an average speed of 100.448 MPH.





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**Member's Spotlight**

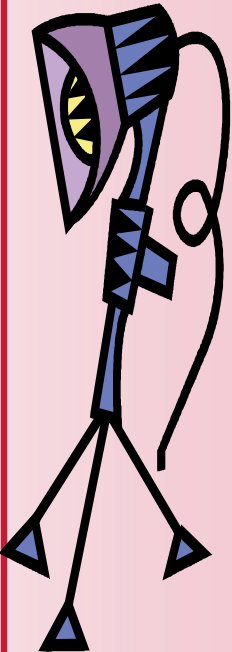


Santa was given his Model A by the founding members of the DVFMAC way back when the car was new.

Santa has delivered gifts to all the good girls and boys in the Model A since 1930. The story goes that he uses a sleigh but he really uses a Model A. There is no Rudolph and his bright red nose. Instead he has a bright red LED fog lights in the front.

If you hear a loud Klaxon in the middle of the night you know that Santa is at your house. Please remember to leave a gallon of gas and a quart of oil out for him as it will be a long night and with his weight problem he needs the gas and oil more than he needs cookies and milk.

Happy holidays to all and to all a good night.



**Santa's  
1930 Model A  
Phaeton**