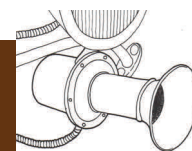




THE KLAXON



November 2012



The Newsletter of the

Delaware Valley Model A Ford Club, Inc.

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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Inside This Issue

Presidents Message	2
Happy Birthday	2
Up Coming Events	2
Oldest Ford	3
Day of the A	4
Trivia	6
History of the Car Radio	7
You Be The Judge	11
Members Spot Light	12

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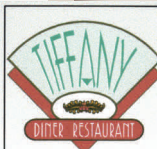
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THE KLAXON

Page 2

President's Message



Greetings: The 2012 Hershey swap meet was a great time, and the weather was fantastic. Steve Organ received his Junior Award on his 14 Model T, and Joe Weldon received his Historic Preservation Award on his 73 Chevy Impala at the car show. Congratulations, guys ! Well, this will be my last President's message. Beginning this December Jim Maier will be our new club President, Ted Kulesza Vice President, Don O' Hara Treasurer, and Don Fortune Secretary. Congratulations to all. It has been a great honor to be your President for the past two years. We have a fantastic club with fantastic members. Thank you, everyone, for your help and support. Please continue to get business card ads for our newsletter and please support those advertisers.

See you all on November 1st.

Stace

Visit our web site at
www.dvmafc.org

Up Coming Events

11/1/2012—Monthly Meeting at Daley's Service Center

Get Well Wishes

Jay Fissel, Tom Boles' Brother Joe, Mary Jane Creelman and Charles Simon,

GET WELL SOON

Happy Birthday for November

If we missed your birthday please let the editor know

Graham Smith	4
Rosa Miller	14
Anthony Zampirri	18
Nancy Brown	19
Beth Ann Etling	22
George Skrot	29
Lois Conway	30

November Meeting

Special Presentation: "Remembering the Automobile" Slide Presentation (From 1900 through the 1980's. Plan on being there for a walk (or ride) through time.

Bill Chamberlain

Bill died on Sat., Oct. 13th. Bill loved spending time with his grandkids, great grandkids, taking them for ice cream in his Model A.

Bill along with his son Joe have been members of the Model A Club for the past couple of years but has had many friends in the club for years.

Bill was 87 years young—he served in the U.S. Army serving in WWII. He helped to liberate a concentration camp and also fought at D-Day and the Battle of the Bulge.

Oldest existing Ford Motor Company vehicle to cross the block



By July 1903, the Ford Motor Company was less than a month old, but already facing a serious crisis. The company's cash reserves were dwindling in inverse proportion to the clamoring of creditors, and not one order had come in for Henry Ford's new light automobile, the Model A. With just \$223.65 to its name, it looked as though the company would fold just as quickly as it had started, but then during the week of July 13 orders came in for three Model As, including the one that RM Auctions will offer at its upcoming Hershey event.

While earlier examples of Henry Ford's inventiveness and craftsmanship – such as the 1896 Quadricycle and 999 racer – still exist, none of them were built under the aegis of the Ford Motor Company, the third business venture formed in Detroit to build cars of Henry's design. Backed by Henry Ford and 11 other Detroit-area investors (including both John and Horace Dodge), the company proposed to sell the Model A – a light runabout powered by a horizontally opposed 8hp 100-cu.in. Two-cylinder engine and riding on a 72-inch wheelbase – for \$850 with its detachable tonneau at a time when larger cars such as the Winton sold for \$2,500. Henry Ford's insistence on perfection – along with an accident that wrecked the first pilot example – delayed the Model A's availability, increasing the investors' concern, but along came the first Model A order from Dr. Ernst Pfenning on July 13 (according to RM; other sources, including Ford itself, maintain that the first order came in on July 15). Two more orders came in shortly after – one from the Indiana Automobile Company, and the other from Herbert L. McNary, a butter maker from Britt, Iowa – and the combined deposits from those orders helped keep the company afloat.

(Cont. on Page4)

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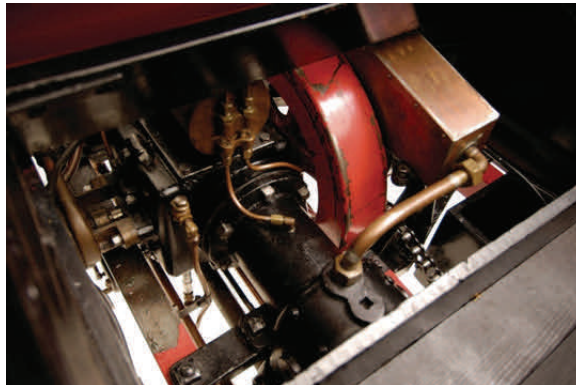
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According to RM, Ford Motor Company built the three cars in one batch in an assembly room in the Mack Avenue plant, so it's impossible to say which of the three was completed first. Pfenning's Model A received serial number 11, Indiana Automobile's car received serial number 9, and McNairy's received serial number 30; and the three cars – after test drives and fine-tuning – were shipped out later that month.

McNairy and his family held on to Model A #30 for the next 50 years or so, until Harry E. Burd of Waterloo, Iowa, bought it for \$400 and had it restored by Lloyd Sievers. At the time, Ford archivist Henry E. Edmunds described #30 as the third car sold by the company. Burd sold it in 1961 to a Swiss Ford dealer, and it remained in Europe until 2001, when an unnamed collector bought it. The late Houston lawyer John O'Quinn then bought it in 2007 at RM's Arizona auction for \$693,000; O'Quinn's estate attempted to sell it two years ago at RM's Monterey sale, but bidding stalled at \$325,000 against a pre-auction estimate of \$600,000 to \$800,000.

The whereabouts of Model As #9 and #11 remain a mystery, making Model A #30 the oldest known product of the same Ford Motor Company that has over the last 109 years become a behemoth in global auto manufacturing. Coming into the auction house's Hershey sale, RM has placed a \$300,000 to \$500,000 pre-auction estimate on the Model A.



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International Day of the A—Saturday, September 22, 2012

On Saturday, September 22nd 9 members of the club joined together to celebrate the Day of the A by completing a tour around the area. We had the opportunity to talk with people when we stopped and wave and honk at many groups.

We gathered at Manhattan Bagels (who advertise in the Klaxon) for coffee and a bagel before beginning.



Lined up at Manhattan Bagels waiting for other members

We traveled through Newtown to Washington Crossing and over the bridge to NJ and Lambertville. From there we traveled along the river to the Golden Nugget Flea Market (yes Jack had the deer in the headlights look) where we stopped to look around and buy a few things.

Stopped at the Golden Nugget Flea Market



After filling the A's with the treasures we traveled some more up river to the bridge to New Hope, over to PA and through New Hope. From New Hope we traveled to Lahaska and Peddlers Village. We had a quick stop for Ice Cream or other refreshments. From there we were in the home stretch and through Bucks County back to the home area where we all began to drop off and head home. A great 4 hour run on Model A Day. You should plan on joining us next year. (The members who toured were: Steve Organ with rider Bob Kehan, Stace Leichter (tour master), Jack Fritsch with rider Roxanne, Billie Long, Don Fortune, Don Mannherz, Joe Weldon and Dave Sadowl)

Congratulations to Our New Officers



President—Jim Maier

Vice President—Ted Kulesza

Secretary—Don Fortune

Treasurer—Don O'Hara

TRIVIA

(Fill in the circle of the correct answer)

1. Did the 1928 Model A have the sun visor inside or outside the car?
 - Inside — **Outside**
2. What country had 1 million vehicles in operation in 1928?
—USA —France —Britain — Canada
3. What automobile offered “tops” as standard equipment in 1915?
—Ford —Chevrolet —Olds —Buick
4. What did the NY City Police use to pursue speeding motorists in 1898?
—Horse — Bicycles — Car —Buggy
5. What year was the hit tune “In My Merry Oldsmobile”?
—1895 —1900 —1905 —1915
6. What year were automatic windshield wipers introduced as standard equipment?
—1903 —1913 —1923 —1933
7. What oil company offered the first free road maps in 1913?
—Standard Oil —Gulf Oil —Shell Oil —BP Oil
8. What year did the first gas gauge appear in cars?
—1895 —1915 —1922 —1934
9. Did the Franklin car have a water cooled or an air cooled engine?
—Water Cooled —Air Cooled
10. What automobile offered a compass and a camera as standard equipment in 1919?
—Ford Model T —Curved Dash Olds —Stanley Steamer —Templar
 Touring Roadster

See Page 8 for the Answers

History of the Car Radio

Radios are so much a part of the driving experience, it seems like cars have always had them. But they didn't. Here's the story:

One evening in 1929 two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios – Lear had served as a radio operator in the U. S. Navy during World War I - and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work - half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked – he got enough orders to put the radio into production. That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

But even with the name change, the radio still had problems:

When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.) In 1930 it took two men several days to put in a car radio - the dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own

(Con't Page 10)

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John Lauriello Addresses our October Meeting



John Lauriello was a United States Marine during WWII and participated in the battle of Iwo Jima from start to finish—37 days on the island from landing to departing on landing crafts, He gave us an informal presentation of his experiences on Iwo Jima. Mr. Lauriello has been called on to speak at several historical societies in New Jersey, public schools, and different community organizations. He has been honored by the governor of New Jersey on patriotic holidays.

With over 35 members present we all enjoyed his presentation and wish him many more years. After listening to his presentation we all believe he must be the luckiest man on this planet.

Trivia Answers: 1. Outside, 2. Canada, 3. Olds, 4. Bicycles, 5. 1905 6. 1923, 7. Gulf Oil
8. 1922, 9. Air Cooled, 10. Templar Touring Roadster

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History of the Car Radio Continued

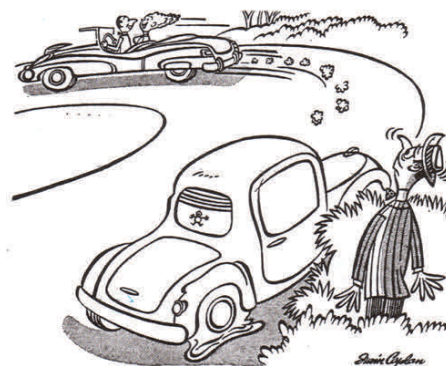
batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

Selling complicated car radios that cost 20% of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression - Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B. F. Goodrich Tire Company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.) In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning; it also introduced the Motorola Police Cruiser, a standard car radio that was factory pre-set to a single frequency to pick up police broadcasts. In 1940 he developed with the first handheld two-way radio - the Handie-Talkie - for the U. S. Army.

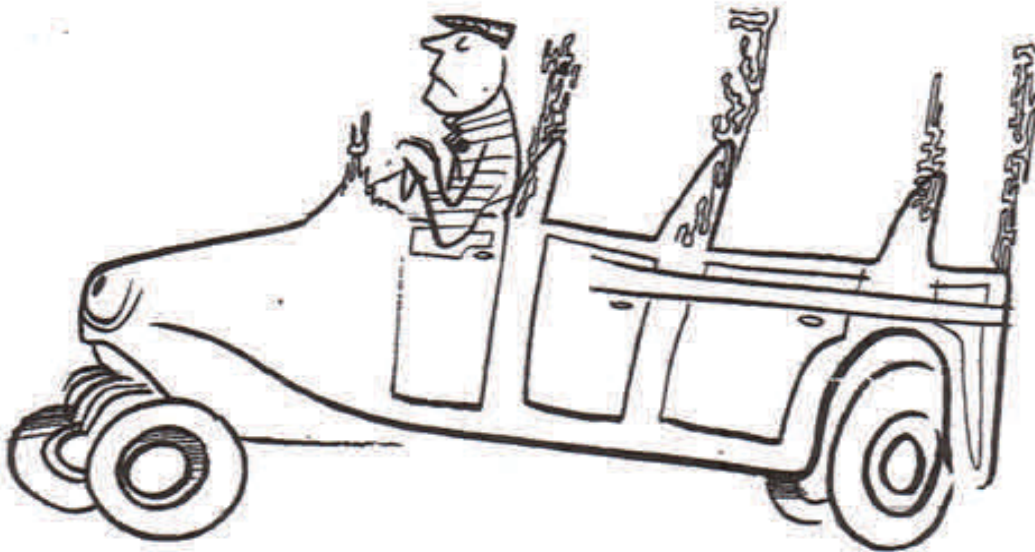
A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television to sell under \$200. In 1956 the company introduced the world's first pager; in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the second-largest cell phone manufacturers in the world. And it all started with the car radio.

The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)



"I'll make myself scarce, babe, and you see if you can get some sucker to fix our flat."



7

Dawson

YOU BE THE JUDGE

By **JOSEPH M. DAWSON**

HAVING purchased a rickety secondhand station wagon, Roscoe, a resolute soul, decided not to let its ominous squeaks annoy him. They didn't—until the day when the whole top suddenly caved in on him. Investigation disclosed that termites or other wood-boring insects had completely undermined the woodwork.

A new top, Roscoe found, would cost a pretty penny. As the vehicle was covered by an insurance policy providing payment for "direct and accidental" damages not due to collision or upset, Roscoe asked the company to foot the bill for a new top. When it refused, he went to court.

"Your loss is unfortunate, but it's not covered by our policy," the company contended. "To be compensated, your loss must be accidental. Termites are a pest and a nuisance, but hardly an accident in the accepted sense of the word."

"If having a station-wagon top fall on the back of your neck isn't an accident, what is?" Roscoe retorted. "An accident is something unexpected, unusual and harmful."

"Maybe your neck met an accident, but under our vehicle-insurance policy your station wagon didn't," the company countered.

"Sure, it did," Roscoe insisted. "Those termites got into the woodwork by accident."

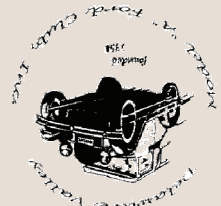
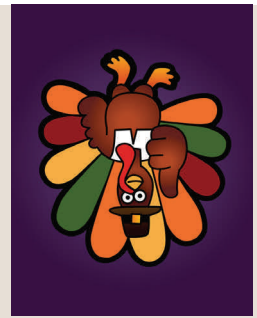
If you were the judge, would you define motoring termites as accidental?

★ ★ ★ ★ ★

Roscoe failed to collect any insurance. A happening may be unusual or unexpected without being an accident, the court maintained. It added that as there was no way of telling when the termites got

into the woodwork and began their dirty work, the damage might have been started before the station wagon was insured.

Based upon 1950 decision of the Supreme Court of North Carolina.



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Member's Spotlight



**Don and Carol Mannherz's
1930 Deluxe Coupe**

In 2010 I saw this coupe for sale at the Cowtown Flea Market. On the way home I wished that I had looked at the car more closely.

At the 2012 Cowtown Flea Market the same coupe was for sale. The owner was unhappy because the engine had a problem. I looked the car over and bought it on the spot. This car was restored 40 years ago and still looks great. It has won the AACA Senior Awards in 1971.

I removed the engine, repaired it and now Carol and I enjoy driving the car very much.

(Editor's Note: The picture of Don and Carol's car was taken at the Tacony Day Parade in September.

