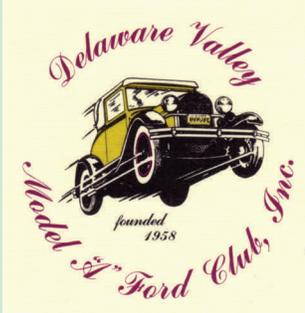


January 2013



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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.

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Secretary – Don Fortune	215-698-1256
Treasurer – Don O'Hara	215-338-6368
Editor - Steve Organ	215-840-1259
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President's Message



Greetings: It

was great to see the large turnout at the Christmas Party.

Thanks to all who brought food. A warm welcome to our new members. Margie Gray and Paul Pettet, Sr. who brought their Model A to the meeting.

As we begin a new year, I would like to thank the people who make things happen. Volunteers often go unnoticed. A "Thank You" to our new Board member, Ted Kulesza, for volunteering to handle the Vice President position, Don O'Hara for managing our money, Don Fortune for recording our minutes, Ted Etling for organizing our parades and events, Mike Etling for work with National, John and Donna Daley for proving our meeting room, Steve Organ for publishing our newsletter, Billy Long for his culinary skills with our hot dogs and pizza, Jack Fritsch for handling our awards, and everyone who comes early and stays late for setup and cleanup. We have a great group of people in our club.

Now that winter is upon us, have you checked your antifreeze in your vehicles yet? Don't neglect this! There is a good article on winterizing your vehicle in our January 2012 newsletter. If you don't have a copy, the back issues are available on our website.

In case you haven't seen this, a very good website to visit is www.Fordbarn.com this site covers Model T's, Model A's and Early & Late V8's.

You will find technical forums, articles, photos and more!

We hope to see you at our next meeting on January 3, 2013.

Jim

Up Coming Events—

1/3/2013—Monthly Meeting at Daley's Service Center

2/7/2013—Monthly Meeting at Daley's Service Center

Happy Birthday for January 2013

If we missed your birthday please let the editor know

David Sadowl	9
Vicki Penn	10
Magie Gray	30

Some Useful Information

Point Gap	018" - 0.22"
Plug Gap.....	035"
Tire Pressure	35lbs
Oil Capacity	5qts
Transmission	1 pint
Rear Axle	1 1/2 pints
Steering Gear	7 3/4 oz.
Fuel Capacity	
1928-29.....	10 gallons
1930-31.....	11 gallons
Water Capacity	3 gallons
Battery Ground.....	(+)
Firing Order	1,2,4,3
Tappet - Clearance	
Exhaust.....	015"
Intake.....	013"
Fan Belt. (Gates)	No. 700
Head Bolts (Torque).....	55lbs

Hagerty Insurance's 10 Tips for Collector Insurance

You have just purchased the classic car of your dreams and you want to make sure nothing happens to it. You need to protect it with the best insurance policy possible, but don't want to take out a second mortgage to make it happen. What do you do?

The most important advice that Hagerty gives its clients is to make sure your insurance carrier offers a Guaranteed or Agreed Value Policy. Here are the top 10 things that Hagerty feels important when insuring your car:

1. Obtain classic car insurance with a company that exclusively deals with classic cars. They will understand the unique needs associated with collectable vehicle and can usually save you money. Since specialty insurers recognize that the risk for loss is far less in a classic car than in a regular use car, the premiums are often much lower.
2. Look for a policy with **Guaranteed Value or Agreed Value** coverage. This means your car's value will not be depreciated at the time of a total loss. Actual Cash Value (ACV) or Stated Value policies can potentially depreciate your car's value, reducing the amount of your claim.
3. Properly Value Your Car. It is important to accurately value your vehicle when seeking a classic car insurance policy. Speak to your agent or consult a price guide—There are a number of classic car price guides available to research the current market value of your vehicle.
4. Avoid mileage restrictions. Classic cars should be enjoyed. Look for an insurance provider with no mileage restrictions and one that allows for pleasure driving.
5. Roadside Assistance should include flatbed towing. Classic car owners are 6 times more likely to experience a breakdown than a claim. There are many types of roadside assistance programs available with insurance policies, but you want to make sure it guarantees flatbed tow truck is included to fully protect your vehicle. Flatbed towing is one of the safest ways to transport a car since all wheels of the towed vehicle are off the ground.
6. Look for a company that handles claims in-house. An in-house claims department allows for more efficient claims handling and ensures that persons handling the claim have experience with the unique needs a collector car may require during the repair process.
7. Look at what your policy includes. Ask your potential insurance provider if they will cover spare parts, tools, high-valued modifications and paint jobs in the event of damage or theft.

(Continued on page 4)

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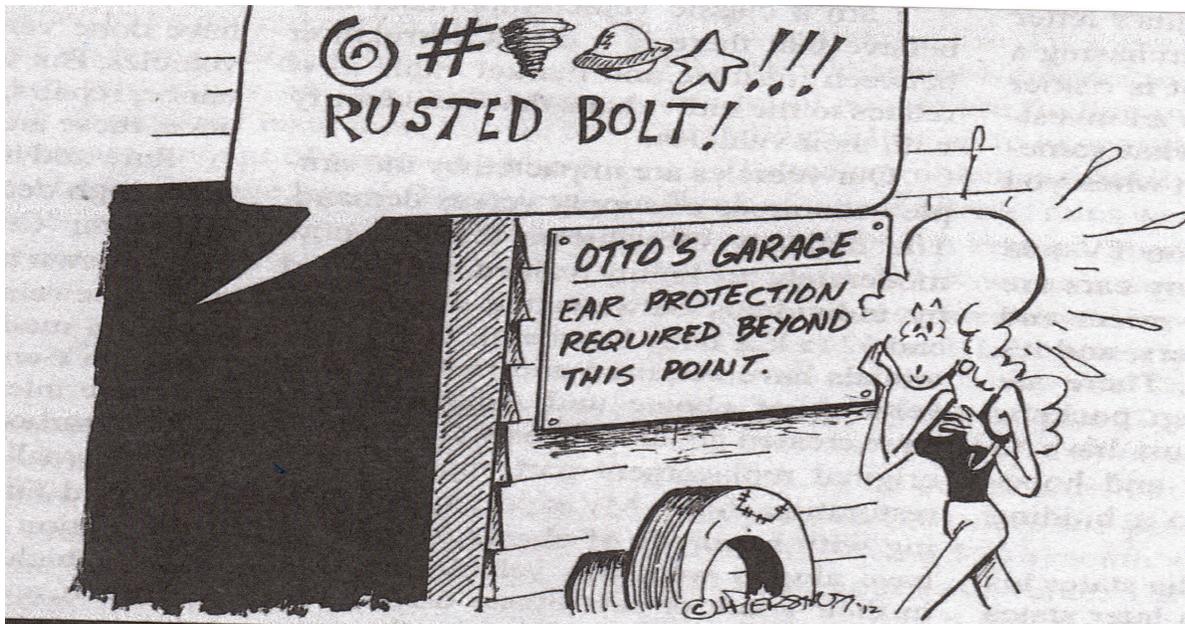


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8. Check who can and cannot drive your vehicle. Make sure that your classic car insurance provider will allow younger drivers and other family members to use your vehicle.
9. Insure through a financially strong institution.. Any insurance company you choose should have a AM Best rating of A- or better, which ensures the financial strength of the company
10. Always keep your car insured, even if it is under restoration at a shop or in storage and not being driven. In the event of fire or theft, you'll have to absorb the entire loss if your vehicle is not covered.

Reprinted from *Old Car Weekly News and Marketplace*/November 29, 2012



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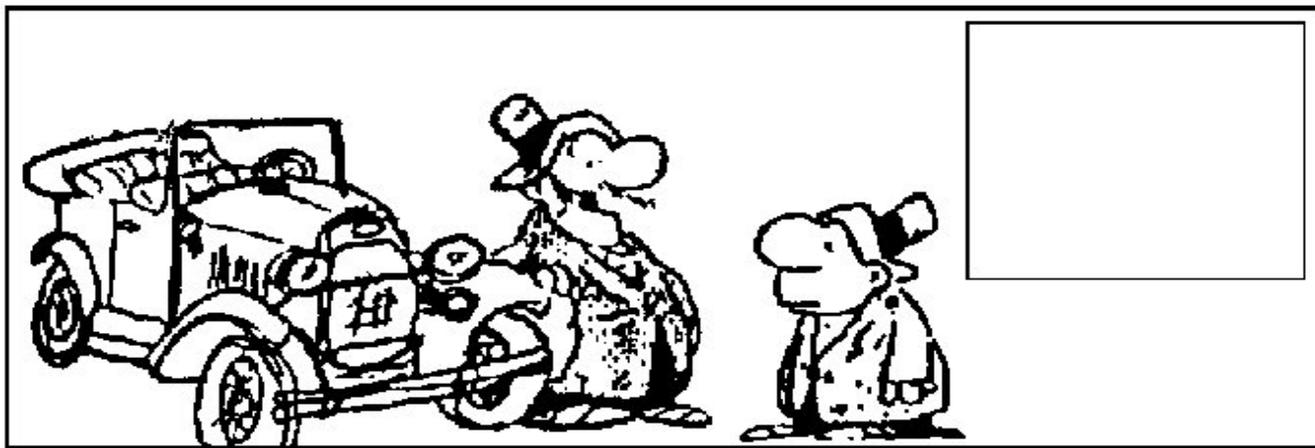
MAY RENOVATIONS

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ATTENTION: We have a contest. Fill in the caption on the cartoon and receive a special prize at the next meeting. Entries need to be mailed by 12/31/2012 to the Editor. The decision of the Editor and his Wife are final. In case of a tie the names will be put in a hat and the winner will be selected . Winner announced at the January 3, 2013 Meeting



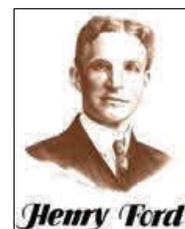
It's that time of year again!

Dues are now due. Please complete the enclosed form, updating any information and mail it to:

**Delaware Valley Model "A" Ford Club—c/o Don O'Hara
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We need the information along with your \$15.00 dues (except Life members) so we can get the new 2013 Roster done

2013 is the 150th anniversary of the birth of Henry Ford. He spent much of his life making headlines, good, bad, but never indifferent. December 7th was Pearl Harbor day and in 1931 was the last day that Model A's were made.



LICENSE PLATE HISTORY

by: Bob Croslin

The following article appeared on the HVA (Historic Vehicle Assn.) website, in an online newsletter sponsored by the Hagerty Insurance Company. The website is at <http://www.historicvehicle.org/> and is well worth signing up for. You don't get any advertising, but a monthly newsletter with some absolutely fascinating stuff. The following article was from their November newsletter.

Vehicle registration plates have been around for almost as long as there have been automobiles. The earliest were made of porcelain baked over iron and ceramic; in later years, they were made of leather, plastic and copper. During World War II, pressed soy beans and cardboard were used. (Ed note: Recently on Pawn Stars, someone brought in one of the soybean plates and it was noted they were rare because goats and other critters ate them while they were on the cars.) Here's a list of milestones, fun facts and trivia related to the history of license plates. Back in September, California legislators signed into law (AB) 1658 — a law requiring the “establishment of the California Legacy License Plate Program.”

California's “legacy plates” will replicate the look and style of previously issued designs from the CDMV from 1956 through 1986. In addition to the regular registration fees required by law, the new plates will cost \$50 for the original issuance, \$40 for renewal of registration with the plates and \$15 to transfer the plates to another vehicle. California motorists can begin applying for the new plates on January 1, 2013, when the new law goes into effect. From vanity plates to specialty tags that promote political and environmental causes, states have been tweaking the style and design of license plates for over 100 years. Here's a list of some major license plate milestones:

1893 — France became the first country to issue “number plates” to vehicles.

1901 — New York mandated license plates for vehicles, but car owners were expected to produce their own until 1909. These early plates were usually

leather pads or felt metal plates with attached letters indicating the initials of the car's owner.

1903 — Massachusetts became the first to provide state-issued porcelain license plates. The very first, featuring the number “1,” was issued to Frederick Tudor. (One of his relatives still holds an active registration on the plate.)

1906 — West Virginia and Pennsylvania produced the first stamped metal license plate.

1921 — Although Alaska was not yet a state and had very few roads, its territorial government produced a license plate now considered the Holy Grail of historic plates by hobbyists and collectors. In 2000, a reported \$60,000 was paid for one of the few surviving examples of a genuine 1921 Alaska license plate.

1928 — Idaho license plates appeared with the words “Idaho Potatoes,” now regarded as the first license plate slogan in America.

1931 — Pennsylvania became the first state to issue customized license plates, which were limited to a driver's initials.

1936 — The iconic “bucking bronco”, still in use today, first appeared on a Wyoming license plate.

1944 — The metal shortage caused by World War II forced states to use alternative materials for plates, namely embossed fiberboard, cardboard and soybean-based plastic.

1957 — After meeting with world governments and international standards organizations, automobile manufacturers imposed uniform dimensions on license plates. The standard size for license plates in all American states was set at 6” x 12”.

1965 — The “vanity plate” was born when states began allowing drivers to customize their plates with letters and numbers.

1971 — After 3M introduced “High Intensity Grade Reflective Sheeting,” states made the product mandatory on license plates to improve the visibility of moving and stationary vehicles.

1990 — Most state plates stopped displaying congressional districts, county designations and police codes. States began relying on computers to contain this information.

2007 — The American Association of Motor Vehicle Administration conducted North America's first state-by-state and province-by-province survey of vanity plates.

The study found some 9.7 million vehicles with personalized vanity license plates in America and Canada.

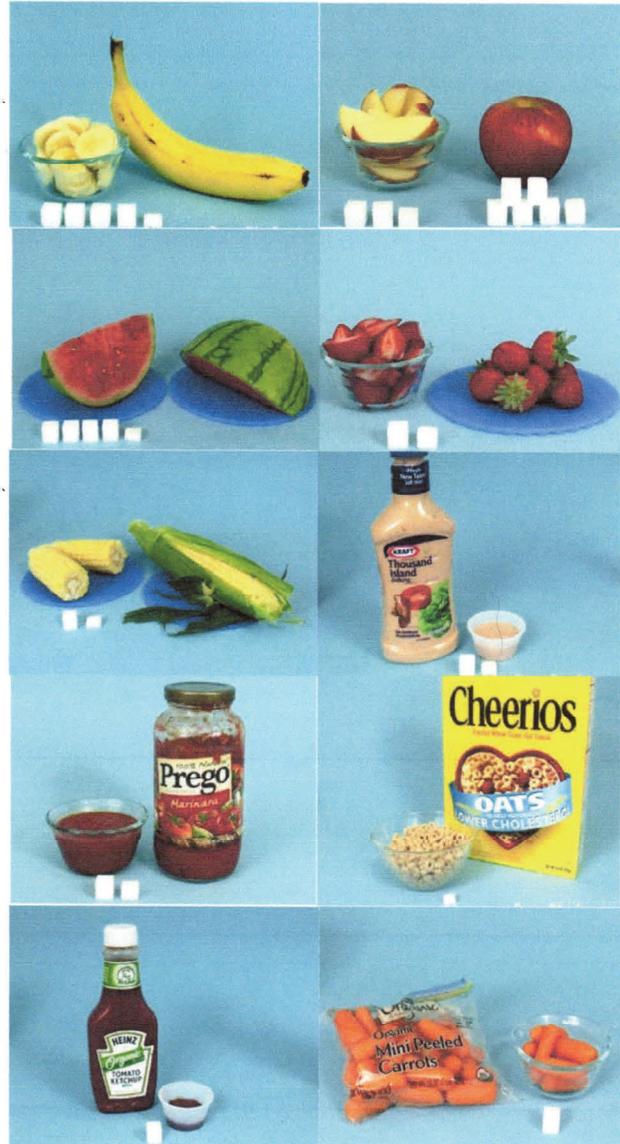
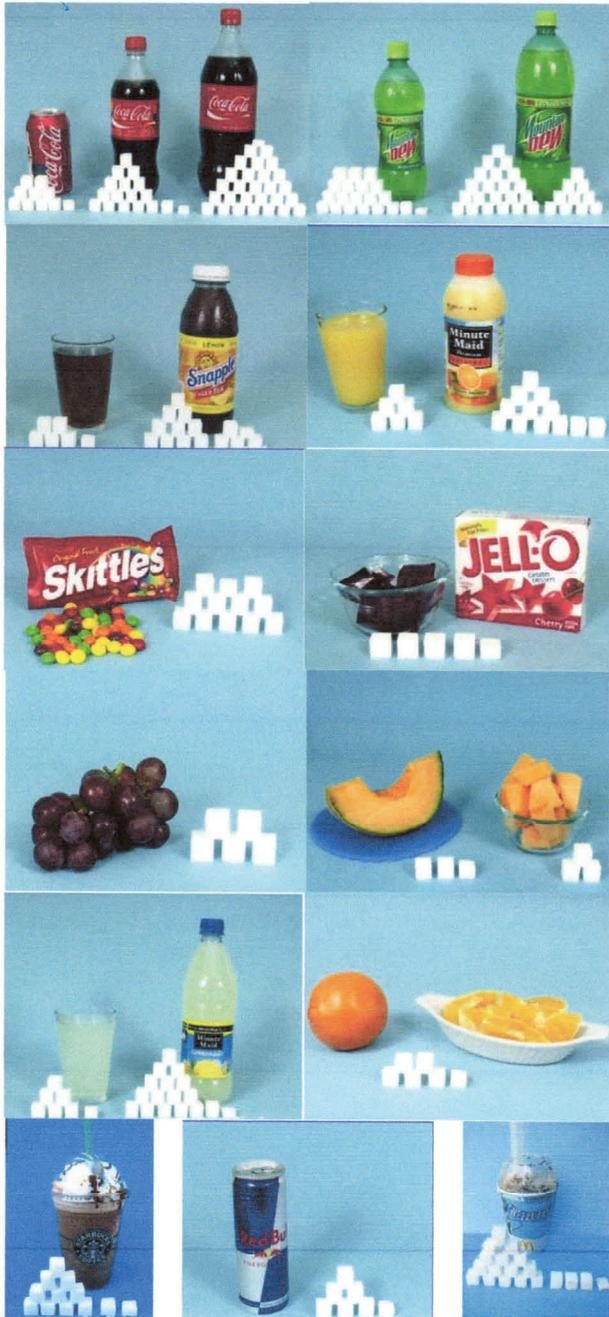


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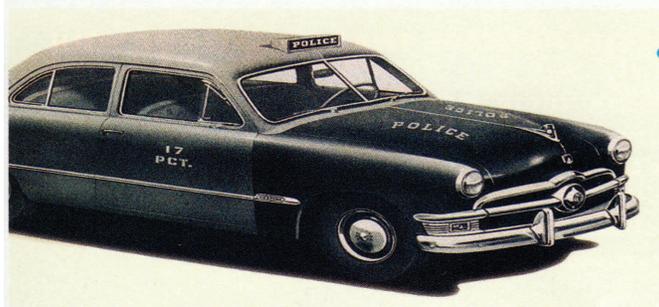
Police Presence

A LOOK BACK AT FORD VEHICLES THAT HAVE WORKED THE HIGHWAY PATROL

For over a century, the men and women in blue have been stationed behind the wheel of Ford vehicles. Nearly every showroom model—from long-bodied Country Sedans and Galaxie Mainliners to the rugged Explorer and high-speed Mustang of today—has at one time served as a member of police forces at home or abroad, and according to company archives, 58% of police vehicles patrolling the U.S. and Canada were carrying the Blue Oval by 1961. None is more memorable than the Crown Victoria, which accounted for 75% of police sales in 1998. Here are a few highlights from this distinguished record of service.



1904
Early Ford retail models are first modified for police use.



1919
Converted Model T police transport truck

1950
First official Ford police package is unveiled



1962
A total of 26 Ford vehicles can be refit for police use.

1992
The Crown Victoria becomes its own consumer model.



2002
Police Interceptor concept makes its debut on the auto show circuit

2012
Next-generation Sedan and Utility Police Interceptor

2013
Release of the F-150 XL Special Service Vehicle

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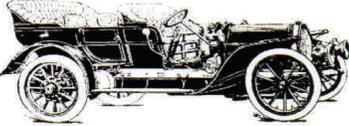
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Dust Bowl exhibit at Gilmore Museum focuses on the cars of the Great Depression



One of the past century's most shameful stories of economic rejection and human displacement was the drought-induced collapse of Midwest farming during the Depression commonly called the Dust Bowl. The black blizzards that devoured the heartland's precious topsoil sent the starving exiles (fewer than half of whom were actually farmers, the U.S. Census Bureau later learned. The rest were merchants, teachers, and even professionals like attorneys and physicians) west. More than 2.5 million were forced to leave the wasted farmland, many with all their remaining possessions lashed aboard rickety automobiles, some 200,000 gone to California alone along roads such as U.S. Route 66.

Untold thousands were forced into migrant labor camps, there to be humiliated and abused by planters. In a purely American way, their struggles with discrimination ultimately became a tale of triumph. The Dust Bowl transplants transformed California. They became engineers and technicians in the burgeoning World War II aircraft industry. After the war, they hotly grabbed onto early drag racing, dry lakes runs and sports cars, defining California's storied car culture. The suburbs that exploded around Los Angeles, most of all the San Fernando Valley and South Bay areas, became their new homesteads. [\(Cont. on next page\)](#)

Of late, consciousness has been refocused on the Dust Bowl via the new Ken Burns documentary series on PBS. Now, the motorized element of this unprecedented migration is being retold in a new Dust Bowl exhibition at the wonderful Gilmore Car Museum in Hickory Corners, Michigan, near Kalamazoo. In both display cars and archival photography, the exhibit frames the ardors of the journey – like Grampa and Ma Joad in John Steinbeck's *The Grapes of Wrath*, countless Dust Bowl refugees died along the highways before reaching California – against the ostentatious wealth that rubbed the new arrivals raw in their supposed Promised Land. Vehicles on display range from a 1929 Duesenberg to an authentically weather-beaten 1927 Model T. The Gilmore Museum is a fabulous place, laden with history, and a must-visit. For more information, visit GilmoreCarMuseum.org.

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Member's Spotlight



1928 Model A Leather-back
Rich Winans and Tina Lorenz

My 28 Leatherback is pretty much original. It is supposed to be a low mileage car but the speedometer (reading 15,815) was broken when I purchased it. The car has always been titled in NJ. I have the original bill of sale from Leon F. Clayton, Inc. Lakewood, NJ to Della J. Hann of Toms River, NJ dated October 18, 1928. She owned the car from 1928 until 1964 when she sold it to Howard T. Young, 14 Steinway Ave., Trenton, NJ who owned it until 2007 when he sold it to Bob Outwater Ringoes, NJ. The car was said to have been driven by Della until sometime in 1930 after which she placed up on blocks until the second owner purchased it in 1964.

There is no body filler anywhere, only some surface rust underneath, and all the wood I can see is in great condition. The body has never been off the frame. Unfortunately the second owner did a poor blue paint job at some point. Although I was told the top was original when I purchased the car I suspect the top was painted black at some point since I don't think Ford made any Leatherbacks with black tops in 1928. Amazingly, the interior is original including the rear window shade. It has the original self equalizing split shaft brake set-up which was only used from May 1928 to November 1928. (Watch for the full story on Rich's Car in a future issue)

