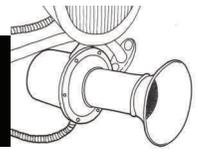




# THE KLAXON



May 2013



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And much more in this issue.....



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

President – Jim Maier	267-918-2078
Vice President – Ted Kulesza	215-901-4305
Secretary – Don Fortune	215-698-1256
Treasurer – Don O'Hara	215-338-6368
Editor - Steve Organ	215-840-1259
National Director – Mike Etling	610-505-4504
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## THE KLAXON

## President's Message



### Greetings:

Our club library has three books now. The MARC Judging Standards, a copy of Ford Model "A" Service Bulletins and a parts catalog. A sign out sheet will be at the next meeting for anyone who wishes to borrow a book.

Bob Russell did an excellent presentation on the various types of generators used on our Model "A" Fords at the April meeting. Thank you Bob! We would love to see some other short tech talks on the subject of our cars if anyone is willing to schedule it.

It was decided at our last meeting that our Club Banquet will be at Tiffany's again this September. Date and time will be announced soon. Thank you to Joe Chamberlain and Dave Creelman for investigating alternative locations and getting details prior to our vote on a location.

Our new club rosters have been printed. Rosters were given to those who were at the April meeting. All others will be mailed out. If you don't receive one, please contact Steve Organ or myself.

In May there are a couple of club events to do. Our car display is at Ann's Choice on the 17<sup>th</sup> and also the Memorial Day Parades on the 27<sup>th</sup>. Info is in the upcoming events in this issue. Let's have a good turnout!

See you on the 2<sup>nd</sup>. Bring your cars to the meeting!

Jim

## Up Coming Events

5/2/2013—Monthly Meeting at Daley's Service Center

6/6/2013—Monthly Meeting at Daley's Service Center

## See Insert for More Up-Coming Events

## Happy Birthday for May 2013

If we missed your birthday please let the editor know

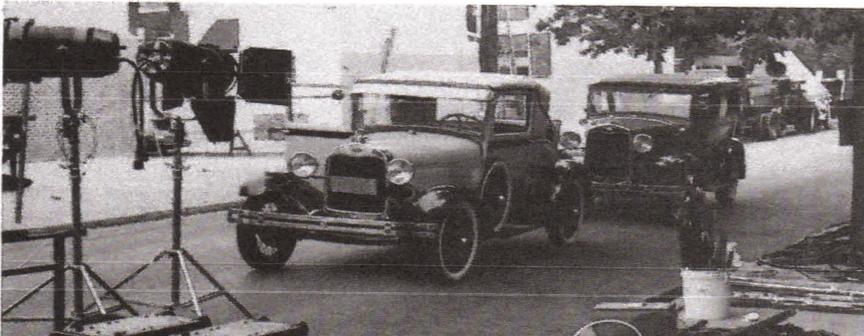
Dee Coates	1
Joe Weldon	3
Larry Klopfenstein	5
Carol Ann Boles	6
Mike Etling	12
Paul J. Pettet, Sr	12
Janice Skrot	12
David Renninger	23
Maureen Kress-King	24
Carl Pfeiffer	26
Barbara Zampirri	29
Bob Kehan	30
Paul Christensen	30
Stace Lechlitter	30
Fred Mueller	30

**SO YOU WANT TO BE IN PICTURES**  
**Reprinted from the Model A News—Jan/Feb 1994**  
**Our Club Members' Experience filming a movie**  
**with:**  
**Al Pacino and**  
**Mary Elizabeth Mastrantonio**

The excitement all began last summer when a representative of the art department of a major motion picture company approached one of our members regarding using our cars in a film they expected to shoot in Philadelphia. Since I was president of the club I scheduled a meeting with the production company representative along with one of our senior members. We learned they were specifically interested in the Model "A" Ford since the picture was being shot in the early 30's with the locations being filmed in the older areas of Philadelphia. As a matter of fact, the more dull or beat up the cars were the more attractive they were to them since the heroine was supposed to have come from a poor neighborhood (Packards and Caddys not wanted). The film company rep offered that each car owner would receive a considerable amount of money per day plus additional money if they were used as an "extra" in the film. We invited the gentleman to our next club meeting to make himself available for questions from our group.

At the meeting members asked questions regarding what was expected of them, schedules for filming, and the need for special insurance coverage since our private policies would not provide protection for a commercial event. People interested in participating submitted photos of their Model "A's" or other antique cars that fit their requirements.

Since my Model "A" is a light colored 1929 Fordor, I thought I was never going to be selected but, what the heck, I gave them my car's picture and boy, was I surprised to find out a few weeks later that they wanted me and my car to participate in two scenes over a period of five days. I later learned that close to a dozen of our members would be driving their cars, acting as extras, or just having their cars parked in a scene blocking a section of the street not needed in the picture.



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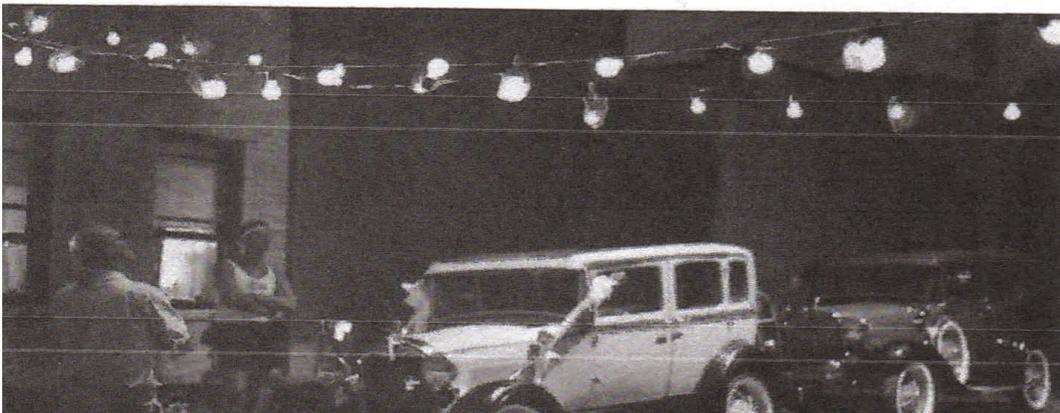
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Well, now it was serious decision time for me—was I really going to take five days off from work and commit my car and time? Family and friends kept the pressure on saying, “How can you miss this once in a lifetime chance?” I agreed to do it but I had heard of problems car owners had when their cars were used in pictures. I got more indecisive as the date approached getting mixed signals from club members involved in earlier scenes, but our film representative assured me everything would be okay. So, I drove my Model “A” to a vacant pier on the river where the old cars were being stored for the picture. You were not permitted to take the car home until the scene was completed.

The motion picture company provided protection at the pier twenty-four hours a day and they displayed a genuine concern for the safety of the cars, but I must admit leaving it there for a couple of weeks made me feel uncomfortable.

The first day shooting the scene I was involved in arriving with the film company providing a police escort from the pier to the set at 6:30 a.m. The excitement was coupled with real curiosity in seeing them organize over a hundred people and lots of equipment. I was asked to go to wardrobe and make up which included a Thirties style haircut. During this time my car was also being made up with special decorations since it was to be used in a wedding scene. They were concerned that the car would appear too shiny to the camera and proceeded to spray a dulling compound over the car which proved difficult to get off later. The scene took three days to shoot and what was supposed to be “just plain fun” turned out to be real work. The day was long from 6:30 a.m. to about 7:00 p.m. The temperature outside was in the upper 80’s, so sitting in a hot idling “A” was not a treat. The script had me drive the car about twenty-five yards into the scene. We rehearsed it about twenty times, each time hearing the



director yell “back to one” meaning from the beginning again. Their attention to detail is amazing—they even replaced my glasses saying the style was too modern for the scene.

The real surprise came at the end of the first set of shooting when I learned my car was going to be in a fight scene. I was not aware that things would get so real. During the scene my right front fender was damaged later requiring body work for which the movie did reimburse me. During the entire shooting of the film in our area, several of the cars from our club were damaged by either being backed into or from falling props since everything is in such close proximity.

The second scene was shot during the night in a different part of town. We reported to the set at about 6:00 p.m. after picking our cars up from the pier. Filming went through the night with us getting home about 5:30 a.m. This schedule lasted two days, up all night, sleep during the day.

So, what did I (we) learn about our antique car hobby and the movie business? What can I pass on to others who are considering making their cars available? Understand that for you this may be fun, but to the movie company it’s serious, expensive business, so be prepared to work and take orders (are we having fun yet?). The movie company treated us well displaying real concern about our cars, but, then again, you are one of the props and having people lean on or smudge your car gets frustrating. To make the scene real, whitewall tires had to be blackened, and paint surfaces dirtied or dulled but, then again, the extra money came in handy for many of the club members. You also experience a hurry up and wait situation leading to hours waiting on the sidelines for your call to the scene. But the excitement of doing something very different from your normal routine plus all the attention you get from family and friends makes you feel special. I can’t think of an event which brought out so many of our members, but it took six weeks out of the major part of the hobby season—no shows, tours or parades. Overall, the best advice I can pass on is to think it through carefully if you get a chance to participate in the making of a movie. Your Model “A” is a star in or out of show biz!



# OLD TIME CAR TRIVIA

SEE HOW MANY YOU CAN GET CORRECT.....

1. *What country did the Minerva automobile hail from?*
2. *What was the name design theme that Virgil Exner brought to Chrysler Corp., beginning with his tail finned cars of 1955?*
3. *The name of what car "suggests the comradeship of good friends as a personal car should be to it's owner", while also meaning "a small, vicious animal that eats Mustangs"?*
4. *What is one of (4) the most expensive (\$19 million,) and least used vehicle ever produced?*
5. *Overland cars were first manufactured in which city and state ?*
6. *Which car company was the first to build over 3 million vehicles in one year?*
7. *What is an Oldsmobile Coupe without a B-pillar called?*
8. *What car was the first to have a speedometer?*
9. *What car was the first to have automatic transmission?*
10. *What car was the first to offer air conditioning?*
11. *What car used the first steering wheel?*
12. *What popular car sold only two units in its first year in the U.S.?*
13. *What was the first official White House car?*
14. *Who opened the first drive-in gas station?*
15. *What city was the first to use parking meters?*

(Answers on page 11)

# *Railroad tracks*

The U.S. Standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number. Why was that gauge used? Because that's the way they built them in England, and English expatriates designed the U.S. Railroads.

Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used. Why did 'they' use that gauge then?



Because the people who built the tramways used the same jigs and tools that they had used for building wagons, which used that wheel spacing.

Why did the wagons have that particular Odd wheel spacing?

Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.

So, who built those old rutted roads? Imperial Rome built the first long distance roads in Europe (including England) for their legions. Those roads have been used ever since.

And the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels.

Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing. Therefore, the United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot. In other words, bureaucracies live forever.

So the next time you are handed a specification, procedure, or process, and wonder, 'What horse's ass came up with this?', you may be exactly right.

Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses.

Now, the twist to the story: When you see a Space Shuttle sitting on its launch pad, you will notice that there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah.

The engineers who designed the SRBs would have preferred to make them a bit larger, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory happens to run through a tunnel in the mountains, and the SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.

So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's ass wasn't important!

Now you know, horses' asses control almost everything...explains a whole lot of stuff, doesn't it?

**(Thanks to Dave Miller for submitting this article)**

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**Taken in 1934, this photo shows a car that skidded out of control on ice-covered roads and wrapped around a tree in Auburndale , Mass.**

From CarTalk.Com

An Illinois man left the snow-filled streets of Chicago for a vacation in Florida. His wife was on a business trip and was planning to meet him there the next day. When he reached his hotel, he decided to send his wife a quick E-Mail message. Unable to find the scrap of paper on which he had written her E-Mail address, he did his best to type it from memory.

Unfortunately, he mistyped his wife's E-Mail address and his note was directed instead to an elderly preacher's wife whose husband had passed away only the day before.

When the grieving widow checked her E-Mail, she took one look at the monitor, let out a piercing scream, and fell to the floor in a dead faint.

At the sound, her family rushed into the room and saw this note on the screen:

*Dearest Wife, Just checked in. Everything prepared for your arrival tomorrow. Love, Your Husband. PS—Sure is hot down here.*

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3. Camaro
4. 1972 Lunar Rover
5. Terra Haute, Indiana
6. Chevy
7. A Holiday
8. 1901 Curved Dash Olds
9. Olds in 1939
10. 1939 Nash
11. 1900 Packard Model C
12. VW in 1949
13. 1909 White Steamer
14. Gulf Oil in Pittsburgh, 1913
15. Oklahoma City, July 16, 1935





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## Member's Spotlight



**Tom & Carol Boles'**  
**1966 Ford Galaxie 500**

Tom and Carol's car is known as the "Black Beauty". This car was purchased in May Of 1988. We bought the Black Beauty from fellow member Billy Reis.

We are only the second owners. The car painted once, everything else on the car is original.

The odometer reads only 49,500 miles - Roughly 600 miles a year for 25 yrs.

In the 90's & early 2000's we traveled with the club members to many different shows.

We did some parades but the Black Beauty would over heat. One of the best tours we had was the covered Bridges tour.

Now we go to cruise nights and help the club when we can.

