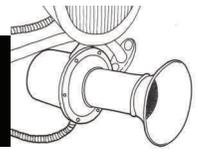
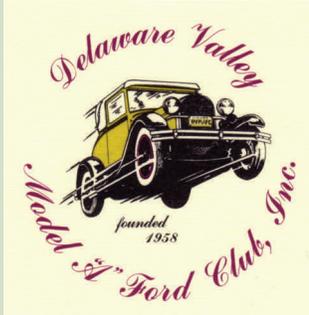




THE KLAXON



December 2014



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The Newsletter of the

Delaware Valley Model A Ford Club, Inc.

Founded in 1958

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.

Club Officers

President – Ted Kulesza	215-901-4305
Vice President – Joe Chamberlain	215-385-4989
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
Activities/Parades – Ted Etling	215-802-8622

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

President's Message



Greetings: Here we are at the holidays already. Where did this year go so fast? If you haven't done so yet, please contact Dave Sadowl and let him know what you are bringing to our party next month. If you are not sure, ask him what items are needed for ideas.

Dues are due now so please make sure that you have filled out a roster update form with any necessary updates such as phone numbers, vehicles, etc. Life members need to send in \$10.00 to cover postage beginning in January.

Heading into the new year we have a tech session scheduled for our January meeting and our rescheduled auction set for our February meeting.

During our last meeting, nominations were discussed and accepted. Since each office had one person running, a motion was made and approved for our new board. As of this month, Ted Kulesza is our new President. Joe Chamberlain is our new Vice President. Don O'Hara and Don Fortune are retaining their positions. Our past board has been great to serve with. We have a truly wonderful club here. I wish all the best to our newly elected board and will be available to assist if needed.

See you on the 4th! *Jim*



Editor's Message

Hi All: Wow winter has really hit us fast this year. We still have one parade left to do and the nights are already below freezing.

Please don't let the weather keep you from doing the last parade on 11/22. We go out for lunch after the parade and generally have a good time.

I wish the new officers a good year. As always, I feel we have a good group of officers, Start thinking about running for an office in an upcoming year.

It is time to start putting the cars away for the winter although some of us do drive them as long as there is no snow and salt on the roads. Welcome to the new members who attended last month's meeting. It is always nice to see new members. We are here to help you as you may need. See you at the holiday party at our next meeting, *Steve*

Up Coming Events

12/4/2014 Monthly Meeting at Daley's Service Center- Holiday Party

1/8/2015 Monthly Meeting at Daley's Service Center

Happy Birthday for December 2014

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





Tom Magliozzi of NPR's Car Talk dies at 77

One of the pair of brothers who made talking about automotive woes so entertaining, Tom Magliozzi, co-host of the longstanding National Public Radio favorite Car Talk, died yesterday (November 4th) due to complications from Alzheimer's disease. Tom was 77. The brothers, from Cambridge, Massachusetts, were among NPR's most durably popular radio hosts, having co-founded Car Talk as Click and Clack, the Tappet Brothers, at NPR affiliate WBUR in Boston. The call-in program, punctuated by long, humorous interplays between Ray and Tom, covered ground about automotive problems with unforced good humor. The brothers – Ray was younger than Tom by 12 years – were both fanatical car enthusiasts. Both received degrees from Massachusetts Institute of Technology;

Tom went to work as an engineer. Later, he was involved in a near-fatal accident with a truck and decided to change his course in life. Tom took two years off, found a wife, earned a doctoral degree in marketing and then decided to open an auto repair shop near Harvard Square with his brother. This became the famed Good News Garage, so familiar to the Car Talk audience. On the air, the brothers would banter incessantly as they diagnosed odd noises and vehicular behaviors that their callers reported. The program began almost inadvertently, when WBUR was attempting to put together a panel of mechanics for a call-in show, and the talent of the Magliozzi brothers shone through instantly.

Hemmings Sports & Exotic Car editor David LaChance had personal encounters with the brothers, having worked on the program's website from 1999 through 2000. He described Tom as "exactly the same person as you heard on the radio. There was no difference between the real person and the radio character. You only had to listen to the radio for a few minutes to know he had an excellent sense of humor. They gave each other a lot of ribbing on the air, which doesn't happen unless you're genuinely affectionate for the other person.

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(Tom and Ray in earlier days)

They weren't interested in celebrity; they just wanted to live the lives they did. "I'm deeply sorry to learn of Tom's passing, and I extend condolences to the entire Magliozzi family, and to the entire Car Talk family," Dave said. The brothers ended live recording of Car Talk in 2012. As a testament to the Magliozzi brothers' huge following, it remains one of NPR's top-rated broadcasts, even though it's now relegated to reruns of previously recorded episodes. UPDATE (4.November 2014): Ray Magliozzi posted a remembrance of his brother to the Car Talk site. Among the quips: "Turns out he wasn't kidding," said Ray. "He really couldn't remember last week's puzzler."

Reprinted from Hemming's Electronic Edition 11/4/2014



Pete's (Sheldon Slusser) car is doing well. Jim drives it to his store often on nice days. It's door emblem says "Ivy land Country Store".

Lies, Falsehoods and Other Misconceptions



If ever there's an activity or business filled with misconceptions, our beloved old car hobby is the crowned king. For years, certain descriptors have been wrongly used to either sell a car or to make a point of fact that is simply wrong. Like fables, new folks to the old car hobby quickly adopt these falsehoods because they just don't know any better. So let's set some things straight.

The bigger the engine, the greater the demand:

Not everyone who owns a muscle car wants a big-block V-8 under their hood. Small-block V-8s are lighter, so the car will handle better. And sometimes a larger engine can be overstressed, which can make it less durable and quicker to overheat. Also, keep in mind that in today's world, an engine that is more fuel efficient is more desirable, especially for those owners who plan to drive their old cars regularly. Other much preferred "smaller is better" examples are Alfa Romeo's 1,750-cc engine over the 2,000-cc version, and the Triumph Spitfire's superior 1,300-cc engine over the larger 1,500-cc unit.

If it's 25 years old, then it's an antique:

This is perhaps the biggest falsehood of all time. Just because many car clubs, such as the AACA, state that a car has to be 25 years old to qualify for admission, that doesn't mean that it's an authentic antique, or classic for that matter. There are many different classifications, depending on the year, make and model car. The general consensus is that cars of the early postwar era can be referred to as classics, but usually anything built from the mid-1970s onward is simply called a collector car. Then again, all desirable old cars are collector cars; however, not all collector cars are Classics, or antiques. Yep, this is one point that people will never agree on, especially those who are new to the scene.

Convertibles are worth more:

In most cases, this may be true, because as the saying goes: "When the top goes down, the price goes up." However, not everyone in the market for a collector car wants a convertible. Many enthusiasts prefer the security and comfort of a fixed roof. For those who enjoy spirited driving on curvy roads, a fixed-roof car handles far better, because its chassis doesn't flex as much as a convertible body does.

(Continued on Page 7)



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

(Continued from Page 6)

New paint makes a car more salable:

Sometimes cars are painted before they're put up for sale to hide rust or recent accident damage, which causes more knowledgeable buyers to be suspicious of new paint. It's better and easier to sell a car with its old paint, because the buyer will better be able to see just how honest the car really is, and if its body had any prior damage. In many cases, cars with their original paint—however faded and scratched that paint may appear—will command a far higher price because unrestored original cars are fast becoming the most desirable type of collector cars to own.

100 percent original, new paint and interior!:

Any major item that has been replaced or refinished renders a car a non-original. The car may be restored or rebuilt to original specifications, but it's not original. Authentic original cars still wear the same paint the factory applied when they were first built, and upholstery, drivetrain and everything else, too. As soon as a car is repainted, or its interior or engine replaced, it's no longer original.

Mint condition:

The only thing that can be labeled "mint" is an uncirculated coin that has never been touched by human hands. Even cars that had just rolled off the assembly line were not mint, as they had handprints all over them. So let's toss this overused, mislabeled term aside and replace it with something more appropriate and more truthful; How's "excellent showroom condition" sound?

One-owner:

Whether your name is on the title or not, if you're the person selling the car and you did not buy the car when it was brand-new, then it's not a one-owner car. Not that this really matters to many people, because it doesn't, but we need to state the facts as they are; it's not good to mislead a potential buyer into thinking otherwise.

Reprinted from Hemming's Electronic Edition, 10/29/2014

Why I still like Newspapers—Headlines from actual papers:

Marijuana issue sent to a joint committee

The Toronto Star 06/14/96



SOUTH HAVEN City unsure why the sewer smells

By KRISTIN HAY
H.S. Correspondent

Stickland said he will discuss the strategy of putting a non-toxic smoke into the sewer to detect the path of the offensive gas emanat-

SOUTH HAVEN — The tests

Parents keep kids home to protest school closure

SAN FRANCISCO (AP) — Parents kept 200 elementary school students home from school for an entire day in a parent-organized protest of the district's plans to close the school.

up even though most of the students didn't, and that it was largely business as usual for the remaining students who studied in small classes.

"I know I'm the principal," she said. "But I'm not coming to

Mandarin's lawsuit. Instead

Total lunar eclipse will be broadcast live on Northwoods Public Radio

If you're a stargazer, join KAXE 91.7 FM for a special skywatch on Sunday evening, Nov. 28. A spectacular view of the total lunar eclipse

If it's cloudy, call the station first for more information.

KAXE will broadcast the stargazing, and Wenger's comments about the lunar eclipse, live on 91.7 FM, beginning around midnight. KAXE 91.7 FM is Northwoods Public Radio, a 17-

Worker suffers leg pain after crane drops 800-pound ball on his head

CHARLESTON (AP) — The state Division of Highways granted contracts to a

He said he has trouble walking and suffers leg pains.

Miracle cure kills fifth patient

By The Associated Press
A fifth volunteer died Tuesday from an experimental drug touted as a miracle cure for hepatitis B, beyond medical rescue even as scientists unraveled the mystery of what went gravely wrong in a clinical trial.

Agonizingly, the first clue was in plain sight a year ago, but researchers at the National Institutes of Health didn't know enough about how the drug worked to recognize what it meant, the study's lead scientist says.

The late, scientists would discover that in humans, FIAU steadily attacks the very building blocks of cells in liver, kidneys and nerves.

Federal Agents Raid Gun Shop, Find Weapons

Store Owner Arrested Previously

By Brian Barber
World Staff Writer
On July 2, undercover narcotics agents served a warrant at [redacted] home. [redacted] searched a south Tulsa gun shop owned by the man who of lead mines, hand grenades, official allege had kept in his dynamite and other explosive

The bra celebrates a pair of historic milestones this year

After 100 years of innovation, the device still holds up

By SHARON FINK
St. Petersburg Times

bra, the Wonderbra, the water bra, bras are constantly evolving.

Although it often may not feel like it, the industry's No. 1 goal is comfort, said Norah Alberto, senior style director at Maidenform.

"You kind of want to forget you're wearing a bra," she

moment that got the cultural pot stirrer as much attention for her image as her music.

Bras as outerwear were eventually joined by bustiers and corset tops (without bones in them). Then slips started being worn as dresses. Camisoles became a dressier kind of tank top. And under-

Meeting on open meetings is closed

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Joe Chamberlain—Vice President

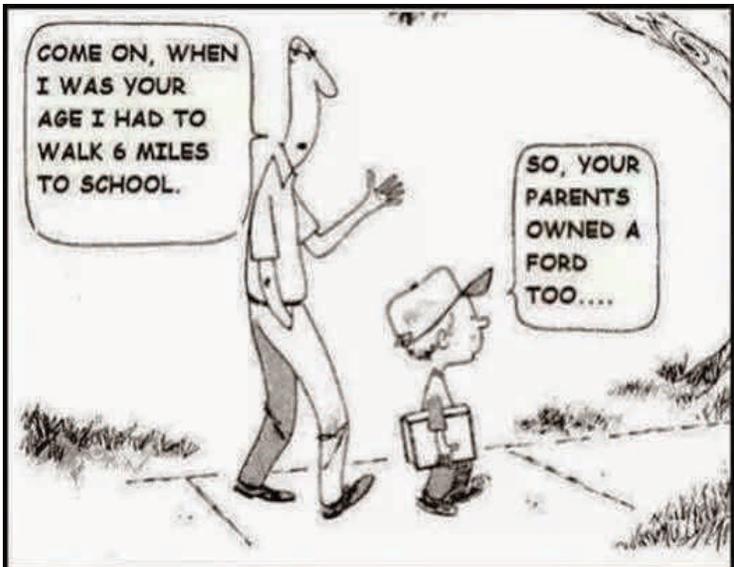
Don O'Hara—Treasurer

Don Fortune—Secretary

Lets wish them all a great year!



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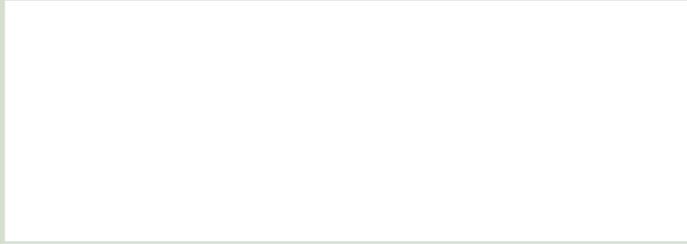
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Jack Fritsch, Our Big Wiener, is out Visiting the Bigger wiener.

Jack is feeling Better and Thanks Everyone for their Thought and prayers During his health Problems.

Maybe he will be Selling this at Hershey next year?

