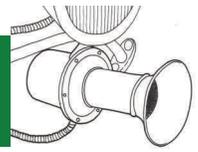
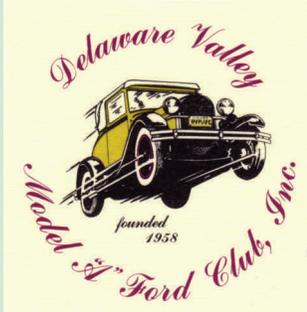




# THE KLAXON



March 2014



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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).

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## President's Message



**Greetings:** Once more, we needed to cancel our monthly meeting in February. This time though, not weather related. John was having electrical problems in the building that needed tending to. Hopefully by March the weather will have improved and the snow and ice will be gone.

Bob Russell's presentation on the Model A Compressors will be moved to the March meeting. If anyone has a Model A topic that they would like cover for the April meeting, let us know soon.

It's time to wrap up the winter maintenance and repairs on our cars and get them ready for spring. Nice weather is just around the corner. Let's start planning some tours. After surviving the past winter, we all need a break and what better way than behind the wheel of a Model A or a Model T. If you have a problem or question with your Model A, ask the members at our meeting. Our collective expertise is sure to find an answer for you.

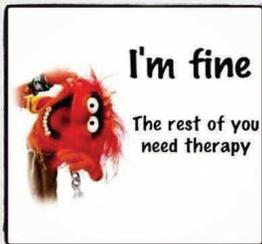
You will notice some new sponsor ads in the Klaxon. Besides supporting our sponsors, let's get more ads. These ads are paying for the printing of the Klaxon and greatly reduces our expenses. See you on the 6<sup>th</sup>!

*Jim*

Visit our web site at [www.dvmafc.org](http://www.dvmafc.org)

## Editor's Message

**Hi All:** as the winter of 2014 continues to keep us all inside or shoveling snow on the outside I am asking you all to take a minute and think about what is needed on your cars. Hopefully we will have a great summer of driving and touring so you want to fix those problems now. Please don't wait until the good weather gets here and then you can't join us for a tour or a ride out to get ice cream. Hope to see you all at the next meeting—that is if the weather cooperates. Stay warm and stay dry. Please support our advertisers they pay for a lot of the Klaxon. Thanks to Joe Weldon for helping me with my T at the Auto Show. Couldn't have done without him!



*Steve*

## Up Coming Events

3/6/2014 Monthly Meeting at Daley's Service Center

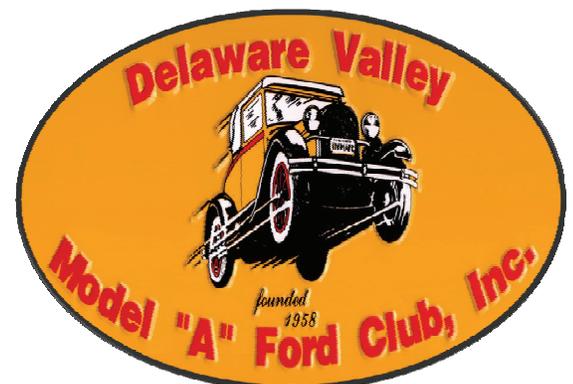
4/3/2014 Monthly Meeting at Daley's Service Center

## Happy Birthday for

### March 2014

If we missed your birthday please let the editor know

Dee Roberts	2
Tom Roberts	3
Tom Boles	8
Dave Creelman	8
Don Fortune	10
Dave Miller	10
Lorraine Sheaffer	10
Nick LaForgia	12
Bob Russell	13
Elaine Updike	15
Carl Magonigle	19
Beatrice Siliquini	19
Bob Coates	20
Karen Mueller	24
John Sheaffer	31
Barbara Sedlacek	31



PRESS  
RELEASE

# Member's Car on Display at the Philadelphia International Car Show

Klaxon Editor, Steve Organ and his wife Lisa Derrickson had their 1914 Ford Model T Runabout on display at the Philadelphia Auto Show in February. They join a list of members who have also had their cars on display at the Car Show. These members include John and Lorraine Sheaffer and Carl and Mary Ann Megonigle.

The show, which was held at the Pennsylvania Convention Center in Center City, ran from February 8th—16th. Below are some pictures of the car in the display area from the Buckingham Car Show d' Elegance winners.



Steve and Lisa's Model T



Unloading at Convention Center thanks to Joe Weldon for his trailer and his driving

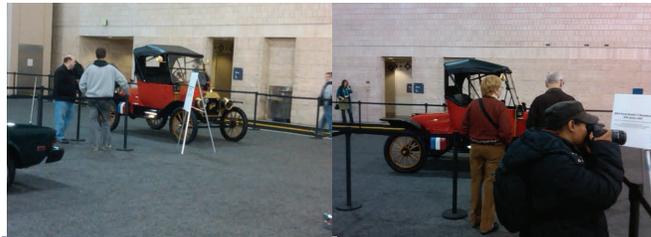


Car in place between Carl Pfeiffer's Maxwell and Gene Mosteller's Dodge

On the show floor at the show



Above—Model A guys taking train to Car Show. Below—Model A Guys at Steve &



Over View Shot of the Show

Cleaning car upon arrival at the Auto Show in the ice and snow



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# Is the classic car market due for a correction in 2014?

The Hagerty Price Guide recently published values from Book 23 and, in some respects, the song remains the same. Top-tier indices like our Blue Chip Index and Ferrari Index accelerated for the fourth consecutive period. Our post-war German Index was even more stunning, doubling up on last period's 16% clip by posting gains of 32%. The German Index improved by 81% during 2013. For the most desirable cars, the market has rarely been stronger.

This continued growth of the market is bringing with it attention from far and wide. Each successive major public auction seems to set a new record of one stripe or another and even circles outside of the car world are marveling at the numbers (\$27.5M for a Ferrari! \$3M for a Corvette!). With this increased attention (and possible participation of inexperienced buyers), there is a sizeable opinion among market observers that the current pace is set for a course correction this year. How big a correction is hotly debated with viewpoints ranging from "relaxing growth" to "pop!" Few pundits, on the other hand, are indicating that these cars will leap farther forward than they did in 2013. For what it's worth, we believe that prices will continue to grow, but at a slower pace than what was recorded this past year. Furthermore, we feel this is a good thing.

For the cars that most collectors drive and own, the cars that are most popularly traded, slow and steady is the pace. Hagerty's British Car Index was the biggest mover outside of the three major indices we have already mentioned, and it increased by 5%. Otherwise, American Muscle, 1950s American, and Affordable Classics all stood pat or inched up a point. Turns out that there are still plenty of great cars available at affordable prices, or at least at prices that aren't head and shoulders above where they were five years ago, and these cars have shown to be relatively "safe" places to spend some money.

January is held up as the bellwether for the collector car market, with Scottsdale and now Kissimmee sales setting the tone for what will follow. Whether this is true or not, the clues will start to be cast in just a few days, and then the market will feverishly begin to make sense of them.



Electronic Magazine, Jan 2014

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# What you need to know about windshield wipers



Windshield wipers have been used on cars since they were first invented by Mary Anderson in 1903 and were standard equipment on most makes by 1916. The first automatic wiper powered by an electric motor was invented by Charlotte Bridgewood in 1917. Little did either realize what their inventions would become on today's production car. All cars from that time until the Forties and even the Fifties had a flat windshield and the wiper blade need be only a rubber squeegee mounted to a rigid frame that could wipe across the flat glass. They were attached to an extension arm by a small bolt and nut or a hooking mechanism that allowed for a small amount of flexibility at the joint. The blades themselves were very short, in most cases less than 15 inches long. The 1947 Studebaker Starlight Coupe was the first model to be produced in large quantities with a curved windshield (the 1934 Chrysler Air-flow was the first car to feature a curved windshield), followed by the 1953 Cadillac Eldorado. By 1957, most production cars used a curved windshield as standard equipment. Because the curvature of the glass, new wiper blades had to be produced that used flexible spring-loaded frames that could keep the rubber strip tight against the curved windshield. These basic "traditional" blades were produced by Anderson's company Anco (as well as Trico) and were used on virtually every car and truck for decades. Traditional blades were also refillable, meaning the rubber edge could be replaced and the sprung frame re-used.

(Continued on page 7)

There were several refill types, Anco, Trico and later Tridon plastic and Bosch-style narrow blade refills were offered, however, the cost of complete replacement blades is now often about the same as a pair of refills once were, if you could still find someone stocking them. Most of the wiper arms had a standard bayonet or hooked end where the blade attached, with pin-type arms added



**“Beam-Style” Windshield Wiper**

The severe weather in many areas also brought about the demand for winter wiper blades for heavy snow and ice use. These blades received a thin rubber boot wrapped around the external frame assembly to prevent ice from freezing to the frame and creating uneven spots along the blade that would cause the wiper to break contact with the glass. Winter blades were basically heavily-framed and sprung truck wiper blades with the boot installed around them. They were/are not meant for year round use, as the rubber boots deteriorate quickly under the heat and UV light of the summer sun. Recently, many of these winter blades have been discontinued in favor of the newest type of blade, the beam blade. As manufacturers began producing still larger curved windshields and blade requirements got longer, a conventional frame-type blade did not have the flexibility to stay in touch with the larger glass area. Some Dodge Caravan wipers are 28 inches long on both driver and passenger sides to completely wipe the expansive curvature of the windshield. Many other makes and models now use a longer blade on the driver’s side than on the passenger side. Beam blades have a pre-curved frameless holder that is also aerodynamic to prevent lifting under highway speeds. Because they are frameless, they have a much thinner profile, which prevents snow from building up between the blade and the blade holder. For this reason, you will find that most of the winter-type blades that have been discontinued will be replaced by these aerodynamic beam-type blades. Blade edge technology has also improved with the addition of new glass surface materials. Teflon has been added to many wiper edges and will last longer and provide a more consistent wipe than the conventional rubber edge. The style of wiper arm attachment has also changed drastically on newer vehicles. Where once only three or four basic connection types were offered, there are now almost as many attachment types as there are blades. This makes it even more difficult to find the proper blade as the length is no longer the only deciding factor.



For vintage wiper blades, refills and arms, unfortunately, very few are still offered in stock at your corner auto parts store. Traditional blades and winter blades in some lengths can still be found listed by major manufacturers in their vintage wiper catalogs, however, refills, flat windshield blades and period-correct blades needed for vintage and antique car restorations are best sourced well before they are required and can be found through Hemming's Motor News advertisers who specialize in vintage wipers or period-correct restoration parts From Hemming's Electronic Version 12/27/2013

## Your shoes can tell your age!

Try this and see:

1. Take your shoe size (no half sizes, round up )
2. Multiply it by 5
3. Add 50
4. Multiply by 20
5. Add 1013
6. Subtract the year you were born



The first digit is your shoe size & the last 2 digits are your age!

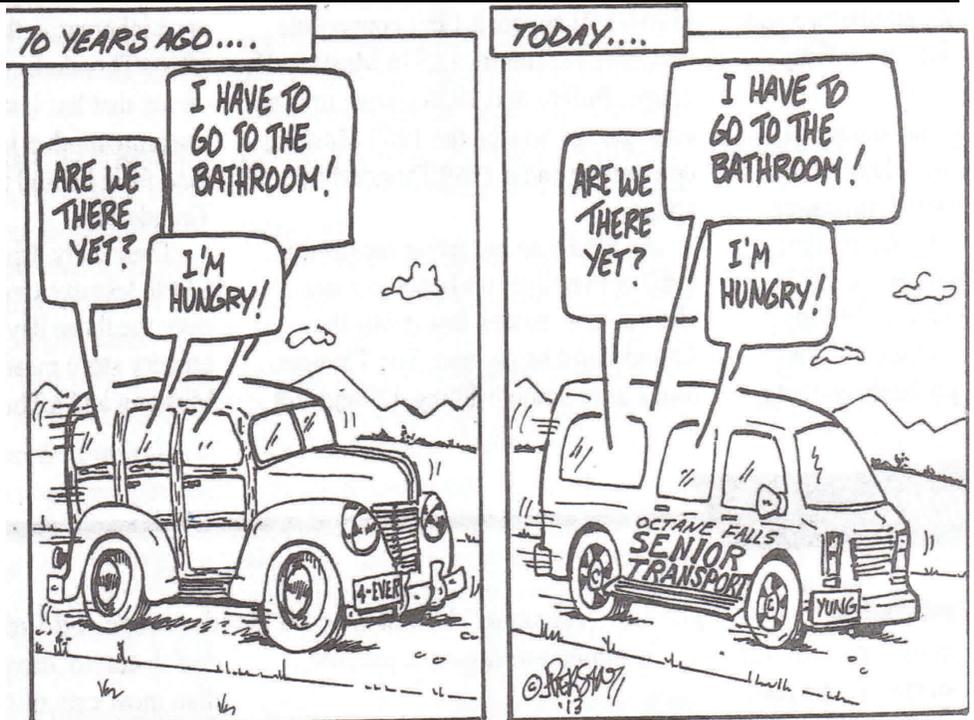
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# Moscow 1950's



One of Americans' long-standing assumption about Cold War-era Soviet Russia is that only high-ranking Communist Party officials got to drive cars, but at least a few of the shots from this recent English Russia post featuring the photography of Naum Granovskiy suggest that the streets of Moscow weren't as bare as we imagine. Still don't see much of what we in the United States would call traffic, but more than we'd expect. What do you see here?

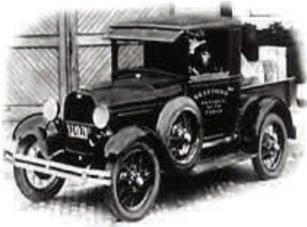


Source:

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# Thoughts of the Month

- If walking was good for your health, the postman would be immortal.
- A whale swims all day, only eats fish, drinks water but is still fat.
- A rabbit runs & hops & only lives 15yrs, while a tortoise doesn't run & does mostly nothing, yet it lives for 150 Years.
- And you tell me to exercise? I don't think so.
- Just grant me the senility to forget the people I never liked, the good fortune to remember the ones I do & the eyesight to tell the difference.

## Now that I'm older, here's what I've discovered:

1. I started out with nothing & I still have most of it.
2. My wild oats are mostly enjoyed with prunes & bran.
3. I finally got my head together & now my body is falling apart.
4. Funny, I don't remember being absent-minded.
5. Funny, I don't remember being absent-minded.
6. If all is not lost, then where the heck is it?
7. It was a whole lot easier to get older, than to get wiser.
8. Some days you're the top dog, some days you're the hydrant; the early bird gets the worm, but the 2<sup>nd</sup> mouse gets the cheese.
9. I wish the buck really did stop here, I sure could use a few of them.
10. It's hard to make a comeback when you haven't been anywhere.
11. The world only beats a path to your door when you're in the bathroom.
12. If God wanted me to touch my toes He'd have put them on my knees.
13. When I'm finally holding all the right cards, everyone wants to play chess.
14. It's not hard to meet expenses...they're everywhere.
15. The only difference between a rut & a grave is the depth.
16. These days, I spend a lot of time thinking about the hereafter, I go somewhere to get something & wonder what I'm "here after".
17. Funny, I don't remember being absent-minded.
18. Have I typed this message before?



(The Mohair Flyer, Jan 2014)

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Day!



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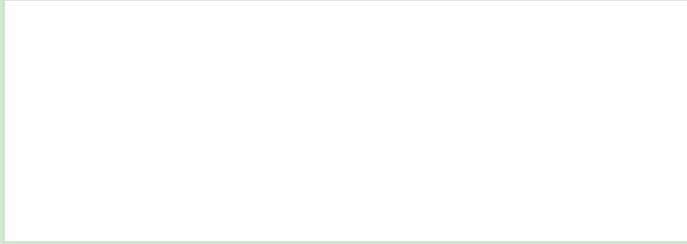
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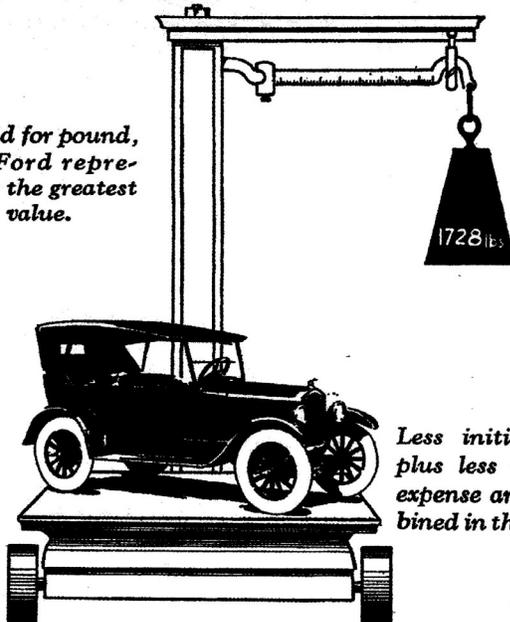


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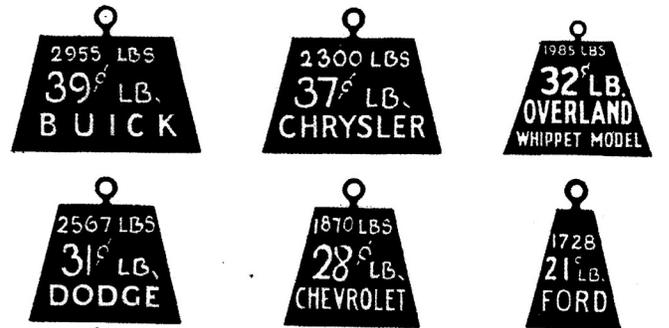


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